



Annual Performance Monitoring Report 2017

“Promoting efficiency in transport, logistics value chain and trade in the region”

April 2018



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Dar es Salaam Port Aerial View

ACRONYMS AND ABBREVIATIONS

ASYCUDA	Automated System for Customs Data
TANCIS	Tanzania Customs Integrated System
AVG/AVRG	Average
BRN	Big Results Now
CCTO	Central Corridor Transport Observatory
CF&A	Clearing and Forwarding Agent
DRC	Democratic Republic of Congo
DSM	Dar es Salaam
ECTS	Electronic Cargo Tracking System
GPS	Global Positioning System
GVM	Gross Vehicle Mass
ICM	Interstate Council of Ministers
IM8	Transit Declaration
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
TMEA	TradeMark East Africa
TPA	Tanzania Port Authority
TRA	Tanzania Revenue Authority
TRL	Tanzania Railway Limited
TTFA	Transit Transport Facilitation Agency
TZ	Tanzania
UG	Uganda
URA	Uganda Revenue Authority

FOREWORD



The Central Corridor Transport Observatory Project was officially launched on 9th July 2013 by the Interstate Council of Ministers, the highest organ of the Central Corridor Transit Transport Facilitation Agency. The CCTO was set up to enable TTFA achieve its vision of making the Central Corridor the most competitive corridor in East and Central Africa by monitoring a number of indicators measuring performance of the corridor.

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 2017. The report also provides comparison of performance of the corridor with that of previous years to effectively know and trace the improvements along the Corridor.

The report provides a roadmap on identifying key issues affecting trade and transport along the corridor and recommend way forward for improving corridor performance. I am therefore pleased to report and

present the 5th Annual report (Jan-Dec 2017) with various improvements in the following categories of indicators monitored by the Central Corridor Transport Observatory (CCTO): Transit time and delays, Efficiency and Productivity, Volume of Transactions and Transport Rates and Costs.

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 policy makers to improve competitiveness of the corridor.

The specialized Routes Survey section of this report provides an updates and progresses of various achievements attained so far on all the issues identified during the previous 2016 Routes survey and of the actual status of the infrastructure and facilities along the central corridor routes. Indeed, the production of indicators on road transport requires that a Route survey be periodically and regularly carried out to validate the electronic data and to identify the challenges along the Central Corridor routes.

Finally, I take this opportunity extend my sincere gratitude and thank all stakeholders who provided data and information that allows the Central Corridor Transport Observatory to generate meaningful indicators and monitors the corridor performance.

To view the Central Corridor online performance indicators, visit our online Portal through the link below:

<http://observatory.centralcorridor-ttfa.org>

A handwritten signature in blue ink, which appears to read 'Dieudonné Dukundane'. The signature is written in a cursive style and is positioned above a horizontal line.

Capt. Dieudonné Dukundane
Executive Secretary

ACKNOWLEDGEMENT

On behalf of the Secretariat of the Central Corridor Transit Transport Facilitation Agency (CCTTFA) I would like to acknowledge valuable support we are accorded by the Policy Organs of the CCTTFA namely: Council of Ministers, Executive Board of Directors and Stakeholders Consultative Committee (STACON).

I wish to greatly acknowledge all the stakeholders and other key players from both Public and Private sector for their continued provision of the data used to generate the Central Corridor Performance Indicators. The transport observatory relies on raw data from the stakeholders to ensure its continuity in the production of performance indicators.

I strongly acknowledge the partners who have

committed themselves to providing the data by signing the data Exchange Agreement.

My sincere thanks to Trademark East Africa [TMEA] for the financial support towards the Central Corridor Transport Observatory project (CCTO) which contributed to the upgrading of the transport observatory into its second phase with pertinent improvements.

Also we appreciate the valuable contributions, insight and comments made by the 11th STACON which were gathered during the workshop to validate this report.

We remain deeply for your valuable support and Contributions

THE CCTTFA SECRETARIAT.

EXECUTIVE SUMMARY

The Central Corridor Central Transport Observatory is a performance monitoring tool that informs policy makers on interventions geared towards reducing costs and delays of transportation and other related logistics challenges.

The Transport Observatory (TO) project cycle consists in **data collection** provided by various stakeholders along 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 & dissemination** in order to support trade and transport planning and operations in the member states.

The Annual Performance Monitoring Report 2017 compiles and publishes statistics covering four Trade and Transport performance areas, namely: Volume of Transactions, Cost & Rates, Productivity & Efficiency and Transit Time & delays. Under the four categories, the CCTO monitors over 25 corridor performance indicators all of which are reviewed periodically.

The key performance indicators on Volume of Transactions shows the performance of the Dar es Salaam Port in terms of cargo flow both for imports and exports for a period of 5 years (2013-2017) and a detailed comparison for the year 2016 and 2017 where the overall trends show an increase in cargo of 1.3% for both imports and exports through Dar Port for the year 2017 (13,761,536 T) compared to the year 2016 (13, 588,966 T).

In terms of traffic sharing, Tanzania (domestic) cargo represents 60% of all cargo passing through Dar es Salaam Port. The transit cargo to the Central Corridor Member States represents 21% where DRC is dominating the traffic followed by Rwanda, Burundi and Uganda.

This KPIs on the rates and costs of transportation

services paid by the cargo owners/ shippers to the transporter and/or other service providers with the logistic chain show the noticeable reduction of transport cost (25%-35%) on the road mode of transport depending on the destination for the period 2013-2017.

According to the current rates and costs of services on the different modes of transport (port, rail, inland water and roads) the transportation of loose cargo using the combination of railway and inland water is reducing the costs of moving 40 Tons of goods to Bujumbura by 30% compared to the roads mode of transport because the rail wagon can transport 40 metric tons at once while the same consignment will require two trucks.

The Efficiency and productivity indicators give a basic guideline on how well the corridor performs operationally. On port efficiency, the Container Dwell Time has reduced significantly even if it has not yet reached the BRN target of 5 days. The truck turnaround at TICTS terminal has improved from 3.6 hours in 2016 to 2.3 hours in 2017.

The number of foreign registered Transit Trucks carrying transit cargo has increased significantly from 1.27% in 2013 to 8% in 2017; 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 between Tanzania, Rwanda and Burundi to 152 \$ against 500 \$ charged by Tanzania before.

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/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 including weighbridges crossing time, personal stops, and border crossing time, transit time to Tanzania exit borders and Transit Time to Destinations.

A lot of interventions geared towards reducing time and delays namely: construction of OSIS in Tanzania and piloting of OSIS operations on only tree weighbridges, construction and operationalization of OSBPs at all borders of Tanzania and implementation of SCT within the EAC member states are being implemented in the Central Corridor Member States.

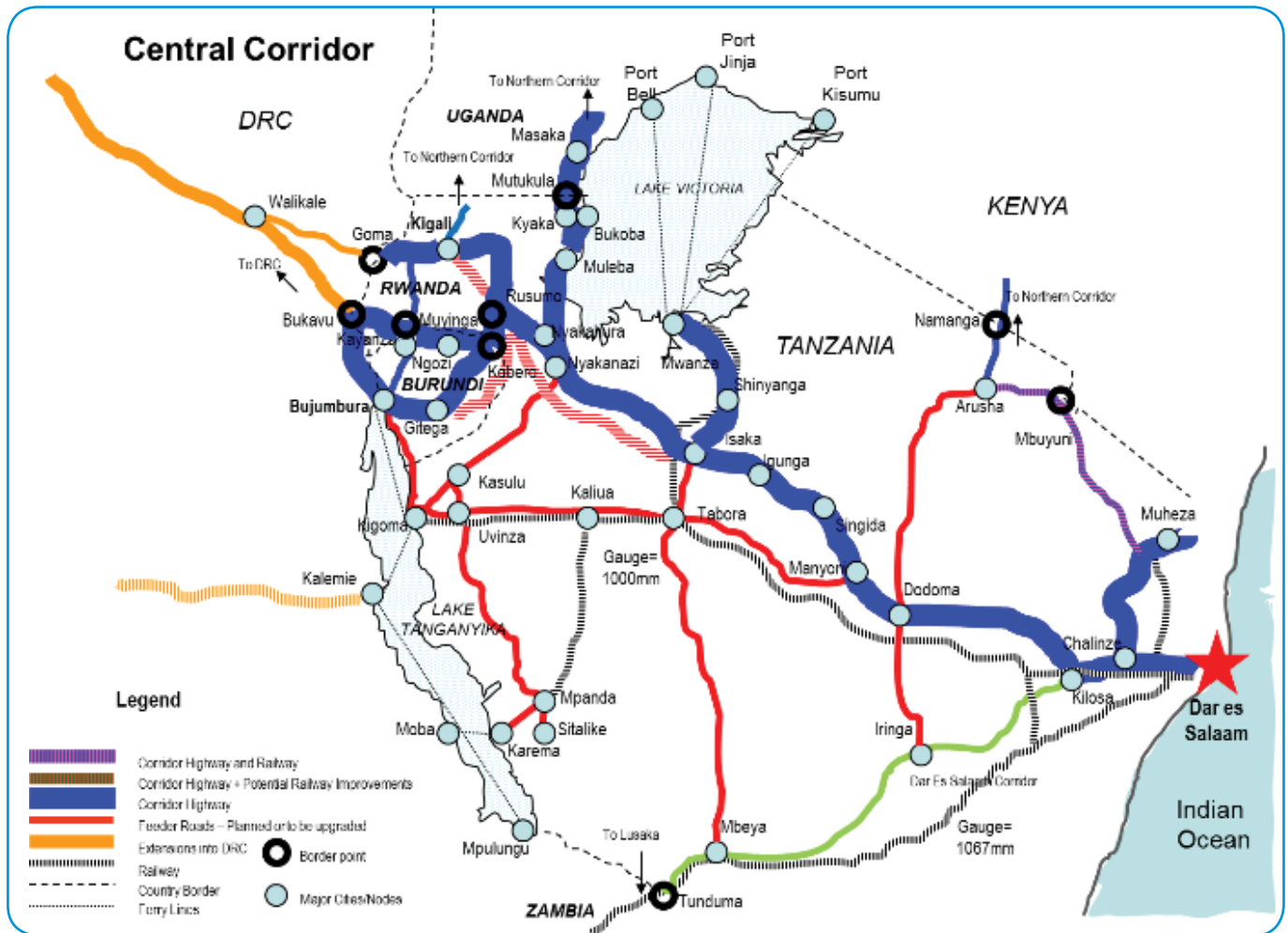
The Annual Report 2017 provides also the implementation status of various initiatives along the corridor in line with various recommendations provided earlier. This is supported by ongoing study the Central Corridor Road safety and security audit (September 2017 - March 2018).



Stakeholders visit at the Dar Es Salaam Port

SECTION ONE: INTRODUCTION

Figure 1: Central Corridor Map



1.1 The Central Corridor

The Central Corridor connects the Port of Dar-es-Salaam to the markets in Tanzania, Burundi, Rwanda, Uganda and the Democratic Republic of Congo (DRC). The competitiveness of this corridor is paramount and would depend on the identification and removal of impediments such as NTBs in order to lower transport related costs and improve transit time and overall efficiency and performance of the Corridor.

It is from this background that the Central Corridor - Transit Transport Facilitation Agency (CCTFA) established the Transport Observatory Project (CCTO) with the support from Trade Mark East Africa (TMEA) to monitor the behavior and performance of the Central Corridor (covering all member states).

The CCTO was set up to enable TFA achieve its vision of making the Central Corridor the most competitive corridor in East and Central Africa by monitoring a number of corridor performance indicators.

CCTO is implemented by sourcing information basically from different stakeholders of all member states. The information is extracted from the stakeholders' systems based on the requirements of the key performance indicators that are monitored by the Observatory Project. Secondly, Data collection is through Road Surveys and GPS Data sourcing where basically the information are obtained from the Transporters and users.

The Central Corridor Performance Dashboard is the monitoring tool with an online platform, which displays the Corridor performance indicators on

weekly, monthly and Quarterly basis. The online platform can be accessed at <http://observatory.centralcorridor-ttfa.org>.

The 2017 Annual Transport Observatory Annual report covers indicators for the information collected between Januarys – December 2017 compiled by the Central Corridor Transit Transport Facilitation Agency. The reported indicators are part of 25 Indicators monitored by the project.

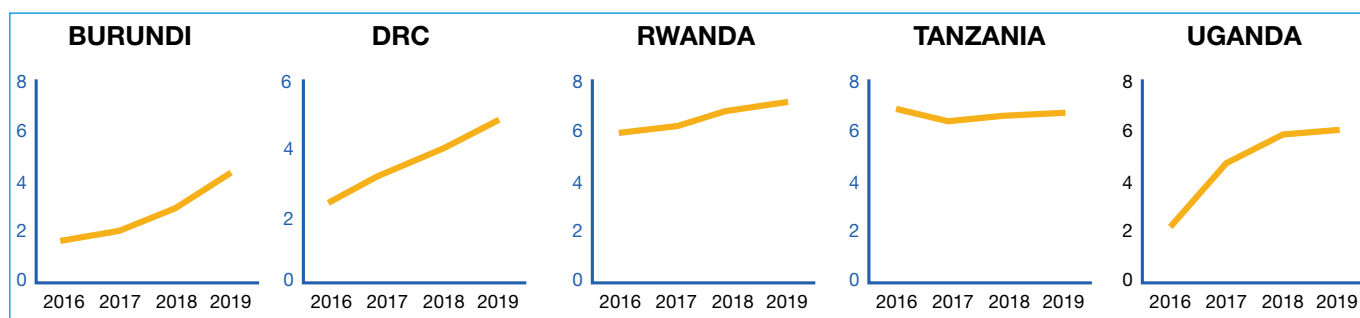
At the end of this report there are policy recommendations that could improve further the performance of the Central Corridor.

1.2 Key Micro Economic Indicators

The projected GDP¹ Growth rates for the year 2017/2018 for Burundi, DRC, Rwanda, Tanzania and Uganda were 2.5%, 6.6%, 6.2%, 7.2% and 5.5% respectively. According to the AfDB Outlook report 2018, East Africa remains the fastest-growing sub-region in Africa, with an estimated growth of 5.6 percent in 2017, up from 4.9 percent in 2016. Growth is expected to remain buoyant, reaching 5.9 percent in 2018 and 6.1 percent in 2019. Strong growth is widespread in the sub-region, with many countries (Djibouti, Ethiopia, Kenya, Rwanda, Tanzania and Uganda) growing 5 percent or more. The economic outlook is projected to improve in 2018 and 2019 respectively given the rebound in commodity prices.

¹ From the respective Central Banks' reports

Figure 2: Central Corridor Countries GDP Growth



Source: AfDB Economic Outlook 2018

1.3 Central Corridor Performance Monitoring

The CCTFA uses the transport observatory portal to monitor the performance of the corridor.

The observatory Portal include the Main Observatory which features about 25 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.

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

Online usage of the Transport Observatory portal has been increasing time to time with more feedback and increased demand on the CCTO reports and Updates. This has triggered the Secretariat to improve more on the monitoring activities of the corridor to meet Stakeholders demand. Good quality of reports produced and most importantly the convincing power of the analysis which allowed for policy-makers to take commendable decisions like slashing VAT on transit Cargo in Tanzania, reducing weighbridges, slashing visa fees in DRC from 100 \$ to 50 \$ for Tanzania and Uganda truck operators etc. is among the good feedback for the CCTO activities.

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 influences policies formulation among the Central Corridor member countries through evidence based findings and results.

Figure 3: The CCTO Process



Data collection involves a combination of various methods and sources. The main sources of data includes Stakeholder's electronic systems such as Ports Authorities (TPA and TICTS), Revenues Authorities (TRA, URA, RRA, OBR, and DGDA), Railway Authority (TRL), Transporters, Clearing

and Forwarding Agents. Others are GPS and mobile Surveys, specialized field visits combined with road transport surveys. Other data are secondary information from various policy documents and reports.

GPS and road surveys are run concurrently whereby the field supervisor issues GPS kits and survey forms to road transporters. The Kits capture locations and time stamps for all the stops along the trip, in addition to transit time and delays at various nodes. Initial preparations for these surveys involve geo zoning to map possible stop locations and areas of interests such as weighbridges and border posts. The questionnaire is administered alongside the kits for drivers to capture qualitative information such as reasons for stopping, fees, and other charges being paid along the Corridor. The same information are being Collected though the Mobile phones surveys under piloting procedures.

Mobile Phone Surveys are conducted through the developed mobile application called Survey123. This is part of the ArcGIS platform. Survey123 for ArcGIS is a lightweight, easy-to-use, powerful data gathering solution that makes creating, sharing, and analyzing surveys easy. The Survey123 for ArcGIS make use of the ArcGIS platform in analysis and sharing of data. The form allows the drivers to fill in the information from the start point of the journey, at every stoppage point and on reaching the destination. The information is relayed directly to the configured servers where it is accessed, consolidated and analyzed.

SECTION TWO: KEY PERFORMANCE INDICATORS (KPIs)

2.1 Indicators of Volumes of Transactions

The Dar es Salaam Port (DSM Port) is a multi-purpose Port with 11 berths and a number of Jetties. It is the country's principal Port that handles over 90% of country's imports and export volume and is the gateway to the Central and Northern parts of Tanzania and to the countries of Malawi, Zambia, D.R Congo, Rwanda, Burundi and Uganda.

The Dar es Salaam Port is under modernization project to improve the effectiveness and efficiency of the DSM Port and support the economic development of Tanzania and the countries of the East Africa region. This project is expected to increase the capacity of the Port to 28 million tons by 2025.

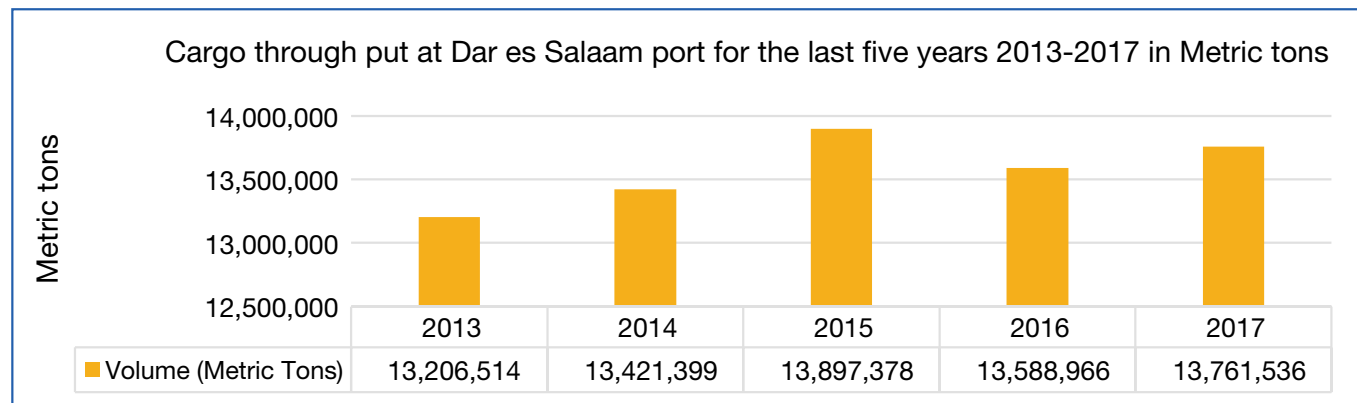
This part shows the performance of the Dar es Salaam Port in terms of cargo flow both for imports and exports for the period, January to December 2016

and 2017. It provides a brief analysis and comparisons of performance figures during the stated period. The overall trends show an increase in cargo for both imports and exports through Dar Port for the year 2017 compared to the year 2016.

The statistics show that, Tanzania (domestic) cargo represents about 60% of all cargo passing through Dar es Salaam Port while transit cargo to Member countries DRC is dominating the traffic followed by Rwanda, Burundi and Uganda. It has been noted that the Member Countries shares only 40% of the overall cargo passing through Dar es Salaam Port. The traffic has been categorized into both deep see and coastal cargo traffic.

The graph below provides an overview of the cargo through put at Dar es Salaam port for the last five years (2013-2017) in Metric tons.

Figure 4: Cargo through put at Dar es Salaam port for the last five years in Metric tons



Source: TPA 2013-2017

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 Dar es Salaam port.

2.1.1 Imports

Table 1: Total Imports January – December 2017 in Metric Tons

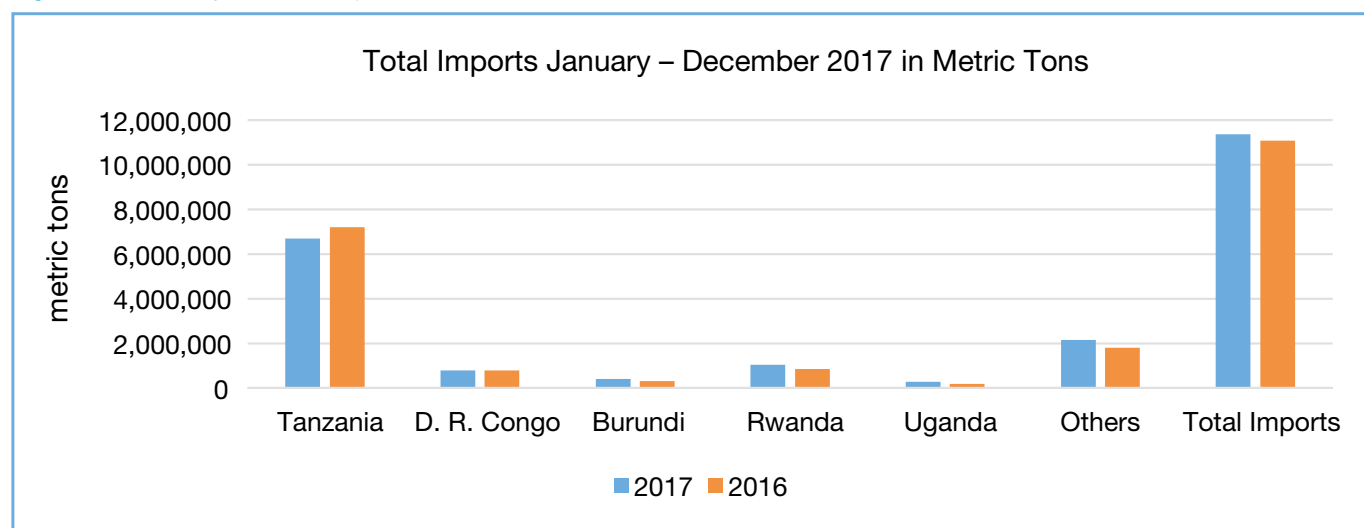
COUNTRY	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	2017	2016
Tanzania	575,248	409,964	506,377	515,866	440,782	550,601	571,549	555,151	660,067	583,291	620,921	714,047	6,703,864	7,190,337
D.R.Congo	66,610	57,106	60,884	69,526	56,672	48,973	63,984	79,972	64,572	77,902	78,738	60,368	785,307	789,046
Burundi	35,800	30,111	39,384	26,347	30,244	26,555	26,187	28,351	41,850	49,513	40,938	28,543	403,801	301,000
Rwanda	110,554	80,537	82,786	96,065	80,973	99,727	71,086	71,472	83,253	85,723	104,440	73,708	1,040,322	840,291
Uganda	14,922	14,209	19,276	46,825	16,020	39,792	19,162	16,594	13,554	37,199	22,234	10,592	270,379	165,123
Others	146,305	114,190	103,802	190,184	217,949	89,397	205,844	215,542	308,288	180,942	178,554	203,622	2,154,619	1,807,906
Total imports	949,416	706,117	812,508	944,812	842,641	855,044	957,812	967,082	1,171,584	1,014,570	1,045,825	1,090,881	11,358,292	11,093,702
Of which Transit	373,392	295,665	305,154	427,476	400,565	303,371	385,653	411,045	510,723	429,867	424,617	376,608	4,644,135	3,894,461
Transshipment IN	32,820	17,556	11,362	21,399	11,872	16,800	21,797	18,968	15,197	17,933	27,952	41,962	255,618	289,173

Source: TPA Jan-Dec 2016 & 2017

From the table above, shows that the total imports from January to December has slightly increased for the year 2017 compared to the year 2016. The total imports for 2017 is 11,358,292 metric tons compared to 11,093,702 metric tons equals to an increase of 264,590 metric tons which is equivalent to 2.4% increase of the total imports through Dar es Salaam port.

From the same table above, transit cargo has significantly increased for the year 2017 compared to 2016, from 3,897,461 metric tons to 4,644,135 metric tons in 2017, an increase of 749,674 metric tons which is equivalent to 19.3%. The graph below shows the trends.

Figure 5: Total Imports January – December 2017 in Metric Tons



2.1.2 Exports

Table 2: Total Exports January – December 2017 in Metric Tons

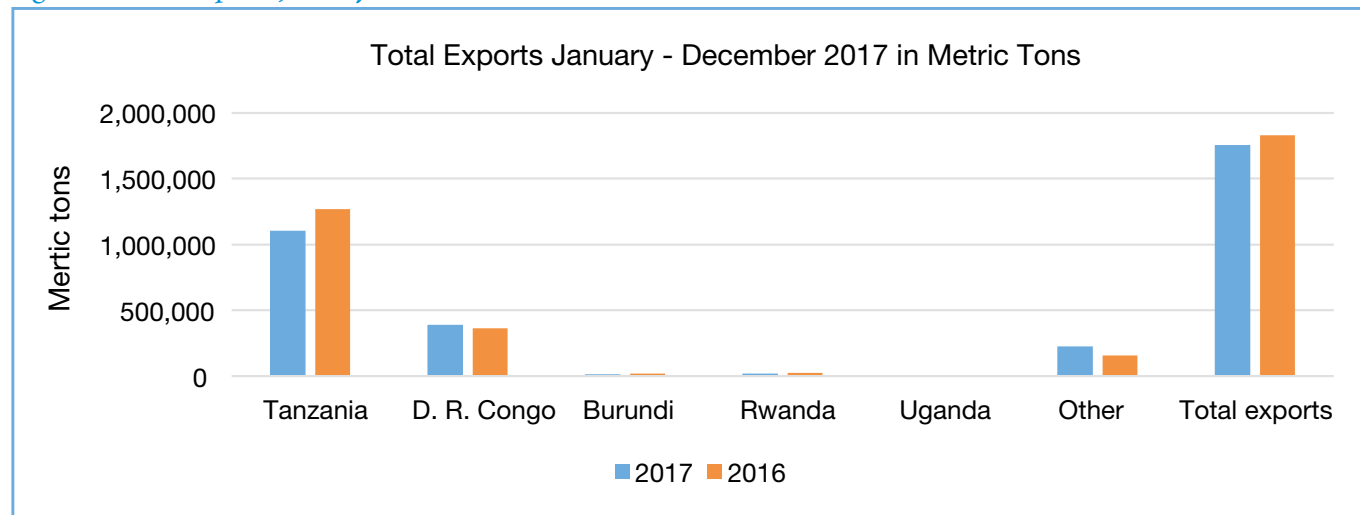
COUNTRY	17-Jan	17-Feb	17-Mar	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	2017	2016
Tanzania	99,541	85,440	87,809	74,646	72,706	80,476	98,514	116,982	101,539	89,211	102,587	93,994	1,103,445	1,271,160
D.R.Congo	40,897	28,250	37,043	27,935	29,204	32,691	31,699	37,606	39,642	34,840	25,870	25,780	391,457	363,701
Burundi	1,776	1,721	913	417	290	273	1,004	957	887	1,245	1,577	1,132	12,192	19,374
Rwanda	1,392	1,517	804	846	1,093	2,071	1,383	2,343	2,327	2,340	2,462	2,293	20,871	22,348
Uganda	0	34	34	37	110	18	15	-	-	-	1,330	-	1,578	796
Others	15,147	14,148	13,036	16,238	14,088	16,243	18,992	29,098	21,731	24,102	23,955	21,068	227,846	155,372
Total exports	158,753	131,110	139,639	120,119	117,491	131,772	151,607	186,986	166,126	151,738	157,781	144,267	1,757,389	1,832,751
Of which Transit:	59,212	45,670	51,830	45,473	44,785	51,278	53,093	69,585	64,587	62,527	55,194	50,273	653,507	561,462

Source: TPA Jan-Dec 2016 & 2017

From the above tables, depict that the total exports from January to December 2017 has slightly decreased compared to January – December 2016. The total exports for the year 2017 is 1,757,389 metric tons while for the year 2016 is 1,832,751

metric tons, a decrease of 75,362 metric tons which is equivalent to 4% decrease. Statistics also shows that there is a positive trend for transit exports as shown on the graph below;

Figure 6: Total Exports January – December 2017 in Metric Tons



COASTAL CARGO TRAFFIC

Refers to goods transported by a ship that takes place solely from port to port within Tanzania ports coast.

The table below shows the Coastal cargo traffic both (imports and exports) in metric tons. The main coast ports include Tanga and Mtwara.

Table 3: Coastal cargo traffic both (imports and exports) in metric tons

COUNTRY	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	2017
Imports	5,790	7,186	10,067	8,300	8,175	7,389	10,323	4,977	10,456	9,143	9,812	11,074	102,692
Exports	19,991	21,944	27,244	21,809	25,150	27,607	26,940	26,706	21,799	21,913	24,435	22,008	287,546
Total	25,781	29,130	37,311	30,109	33,325	34,996	37,263	31,683	32,255	31,056	34,247	33,082	390,237

Table 4: Overall Traffic Imports + Exports & Transshipment in Metric Tons 2017

	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	2017	2016
Overall imports	955,206	713,303	822,575	953,112	850,816	862,433	968,135	972,059	1,182,040	1,023,713	1,055,637	1,101,955	11,460,983	11,260,549
Overall exports	178,744	153,054	166,883	141,928	142,641	159,379	178,547	213,692	187,925	173,651	182,216	166,275	2,044,935	2,039,244
Overall imports & exports	1,133,949	866,357	989,458	1,095,040	993,457	1,021,812	1,146,682	1,185,751	1,369,965	1,197,364	1,237,853	1,268,230	13,505,918	13,299,793
Transshipment	32,820	17,556	11,362	21,399	11,872	16,800	21,797	18,968	15,197	17,933	27,952	41,962	255,618	289,173
Grand Total	1,166,769	883,913	1,000,820	1,116,439	1,005,329	1,038,612	1,168,479	1,204,719	1,385,162	1,215,297	1,265,805	1,310,192	13,761,536	13,588,966

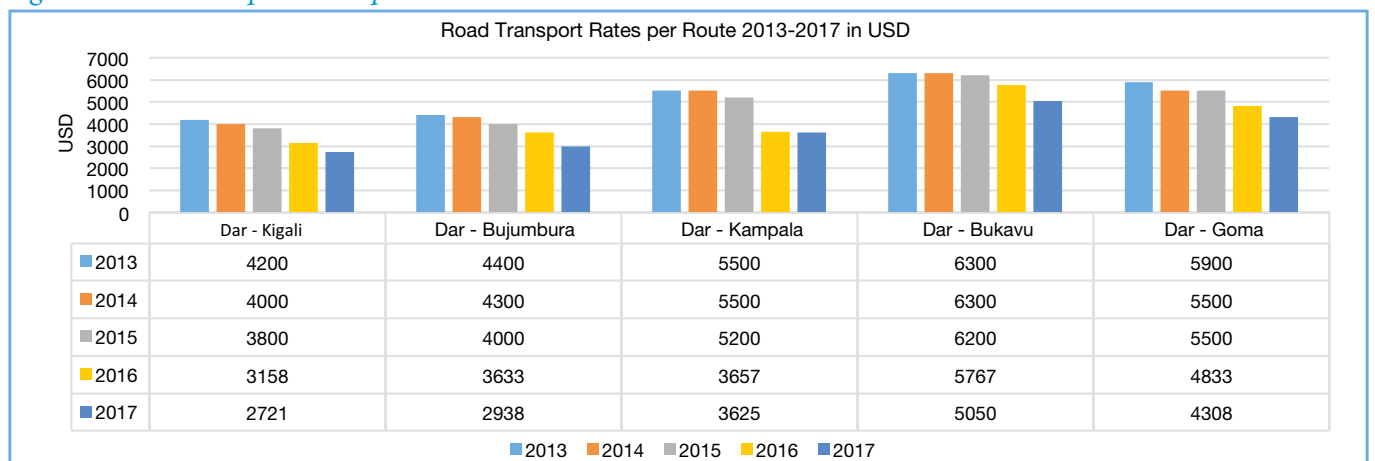
From the tables above, it shows that the overall traffic (imports + exports and transshipment) increased from 2016 to 2017. For the year 2016 the overall traffic was recorded 13,588,966 metric tons and for the year 2017 it was recorded 13,761,536 metric tons which reflects a 1.3% increase in an overall cargo traffic passing through Dar es Salaam port.

2.2 Indicators of Transport Rates and Costs

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

The figure below indicates the truck transport costs per container for the last five years in USD.

Figure 7: Road Transport Rates per Route 2013-2017 in USD



Source: CFAs & Road Surveys

It also estimated that, high cost of doing business is resulted by number of factors including delays whereas for instance, delays at various sections along the Central Corridor have been estimated to cost \$250 per

day for a truck company, this results into a fact that, distribution and transportation costs along the Central corridor have been more than 40% – 50% percent of final product costs. Infrastructure worthiness also plays

a vital role in transport rates and costs. The ongoing Transport Cost Analysis study for the Central Corridor could provide more analysis on the Transport Costs trends in the region.

Among the contributions to the transport Costs and rates includes road user charges which direct charges levied for the use of roads and are paid at the border points on different routes. Tanzania, Burundi and Rwanda have harmonized at \$152 from \$500 while

other Central Corridor Member Countries have not harmonized the charges.

2.2.1 Road Freight Charges/rates

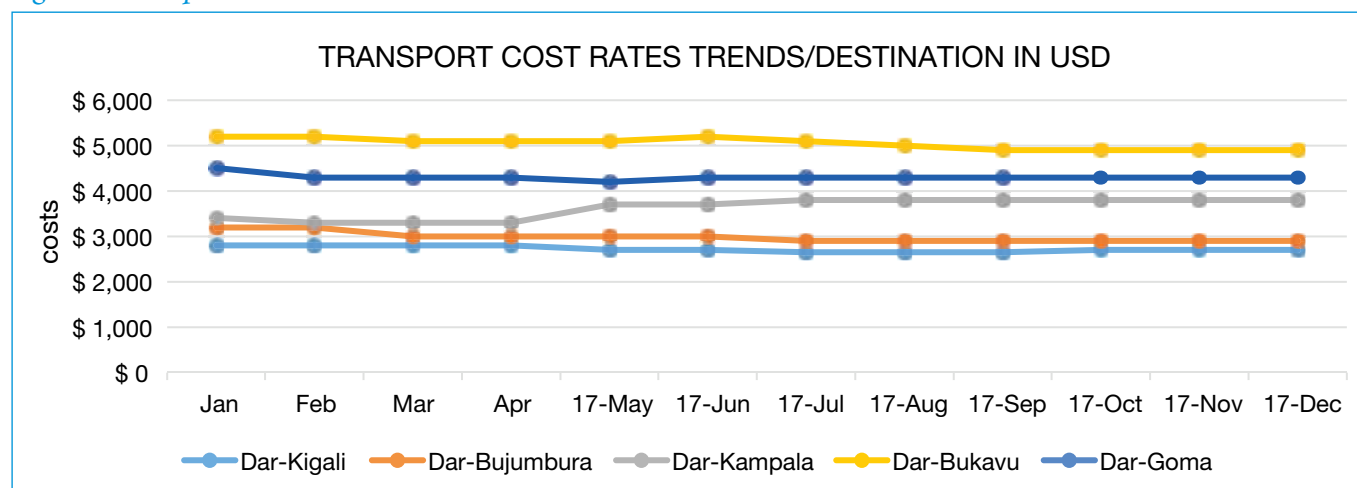
The Tables below indicates summary of road Freight Charges for moving a 20/40 feet container from Dar es Salaam to main destinations along the Central Corridor. The rates provides only the amount paid to a transporter for moving a container from one point to another excluding other charges such as port/ destination handling costs.

Table 5: Road Freight Charges for moving a 20/40 feet container from Dar es Salaam

Route	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Dar-Kigali	\$2,800	\$2,800	\$2,800	\$2,800	\$2,700	\$2,700	\$2,650	\$2,650	\$2,650	\$2,700	\$2,700	\$2,700
Dar-Bujumbura	\$3,200	\$3,200	\$3,000	\$3,000	\$3,000	\$3,000	\$2,900	\$2,900	\$2,900	\$2,900	\$2,900	\$2,900
Dar-Kampala	\$3,400	\$3,300	\$3,300	\$3,300	\$3,700	\$3,700	\$3,800	\$3,800	\$3,800	\$3,800	\$3,800	\$3,800
Dar-Bukavu	\$5,200	\$5,200	\$5,100	\$5,100	\$5,100	\$5,200	\$5,100	\$5,000	\$4,900	\$4,900	\$4,900	\$4,900
Dar-Goma	\$4,500	\$4,300	\$4,300	\$4,300	\$4,200	\$4,300	\$4,300	\$4,300	\$4,300	\$4,300	\$4,300	\$4,300

Source: CF&A/Road surveys-2017

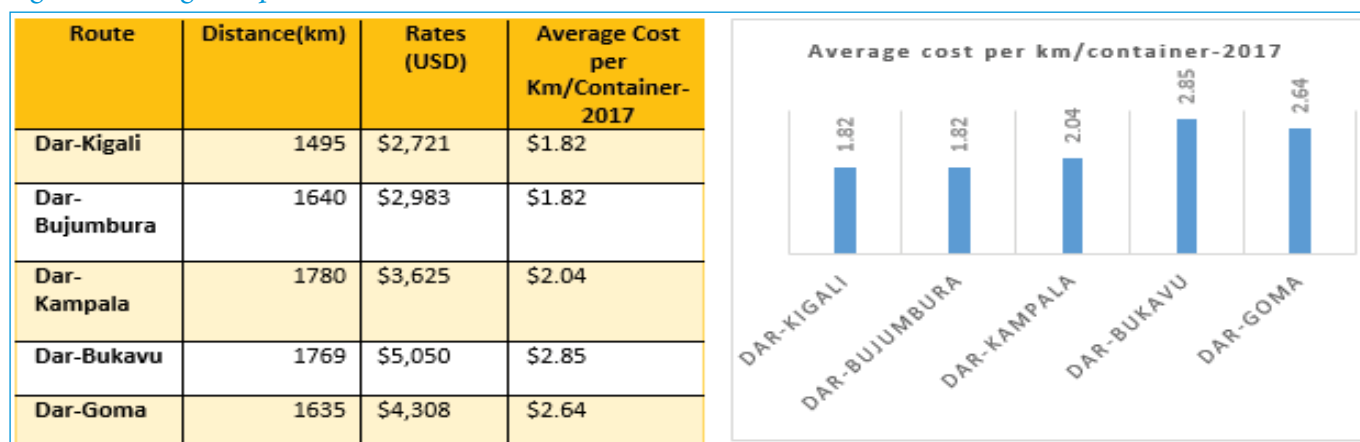
Figure 8: Transport cost rates trends/destination in USD



Transport rates shows slight downward trend which is almost constant throughout the year 2017 for all destinations as indicated in above table. The transport rates is still higher to the cargo destined to Bukavu and Goma in DRC, almost twice the cost of Transporting

to Kigali Rwanda despite the short difference in distance of about 255km and 160km From Kigali to Bukavu and Goma respectively as well as various improvements undertaken in road and warehouse infrastructures.

Figure 9: Average cost per km/container 2017

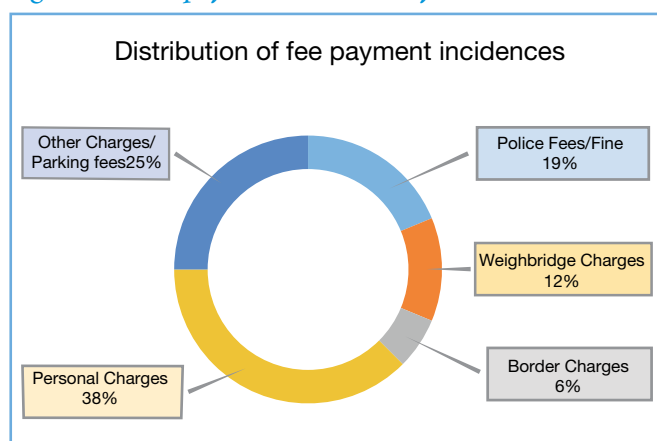


Further analysis indicates Transport rates per km is almost the same for cargo destined to Rwanda and Burundi at about 1.82\$/km whereas the rate is higher for DRC destined cargo at 2.85\$/km for Bukavu and 2.64\$/km for Goma destined Cargo.

Non-Officials Fees and Charges paid by Truckers

Figure below Provides summary of the service fees paid by truck drivers while on transit within the Central Corridor, out of 514 recorded stops, only 16.7% were reported to have involved payment of charges. Personal Charges took large share of the payments.

Figure 10: Fees payment incidences by truckers



Source: Mobile surveys - 2017

2.2.2 Rail freight Charges/Rates

The Central Corridor Standard Gauge Railway construction has materialized whereby Tanzania has launched construction of the Standard Gauge Railway of 2561km which will eventually link the Indian Ocean port of Dar es Salaam with Mwanza on Lake Victoria and Kigoma on Lake Tanganyika,

as well as neighboring Rwanda and Burundi. The first phase of 205km from Dar es Salaam to Morogoro were launched on April 12th 2017 whereas, the second phase of about 426 km will be from Morogoro to Makutupora in Dodoma. Next steps will include connections to Kigali, Musongati and Kigoma.

Currently, rail operation along the Central Corridor are ongoing through the existing meter gauge and the table below highlights the Rail freight transport rates per various destination.

Given that, the payload capacity of the 20' and 40' container are 25tons and 27.6tons respectively. Hence 40 tons loose cargo carried by a wagon will need at least two trucks to transport the same consignment. Tables below indicates the comparison of transporting both containerized and loose cargo by rail and by road to Bujumbura -Burundi.

Table 6: Transport Cost Comparison - Containerized cargo

Mode	Port Charges/Handling			Transport Charges			Clearing Charges			Cargo Tracking	Total
	Dar	Kgm	Buj	Dar-Kgm	Kig- Buj	Dar - Buj	Dar	Kgm	Border/Dest		
RAIL	440	440	140	2600	616	na	300	100	200	na	4836
ROAD	440	na		Na	na	2900	300	na	200	20	3860

Table 7: Transport Cost Comparison- loose cargo

Mode	Port Charges/Handling			Transport Charges			Clearing Charges			Cargo Tracking	TOTAL	Cost/ton
	Dar	Kgm	Buj	Dar - Kgm	Kig- Buj	Dar - Buj	Dar	Kgm	Border/Dest			
RAIL	440	440	140	2600	616	na	300	100	200	na	4836	122.4
ROAD	440	na		na	Na	5800	300	na	200	40	6780	171.75

Assumption made is that, loose cargo transported is 40 metric tons. Hence the cost of road transport will be significantly high compared to rail. This is because, the rail wagon can transport 40 metric tons cargo at once while for the same consignment at least two trucks will be needed. The loose cargo transported using the combination of rail-water to Bujumbura reduce the cost of transport up to 30%.

Currently, major concerns on rail transportation include the non-competitive rates compared to the road transport and an insufficient number of locomotives and wagons.

2.2.3 Key Areas of Focus to Reduce Transport Costs

- a. Fuel costs& spare parts
- b. Visa requirements in some member states ranging between \$50
- c. Poor roads infrastructure at some sections of the corridor
- d. Insecurity in some parts of the Corridor
- e. Road user charges
- f. Inland port handling charges
- g. Regional electronic cargo tracking
- h. Predictability and reliability of railways services

2.3 Indicators of Efficiency and Productivity

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. 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 use. 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.

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 in the future.

2.3.1 Dwell Time Indicators

Dwell time refers to the total time spent by Cargo at the Port from when the Cargo was discharged from the vessel until port exit (average number of days the container stay in a yard including days spent at ICDs).

Generally, the below statistical analysis indicates increased dwell time for both TPA and TICTS for 2017 compared to 2016, this was attributed by the fact that, some traders take advantage of the increased grace period and delay cargo clearance at the port of Dar es Salaam.

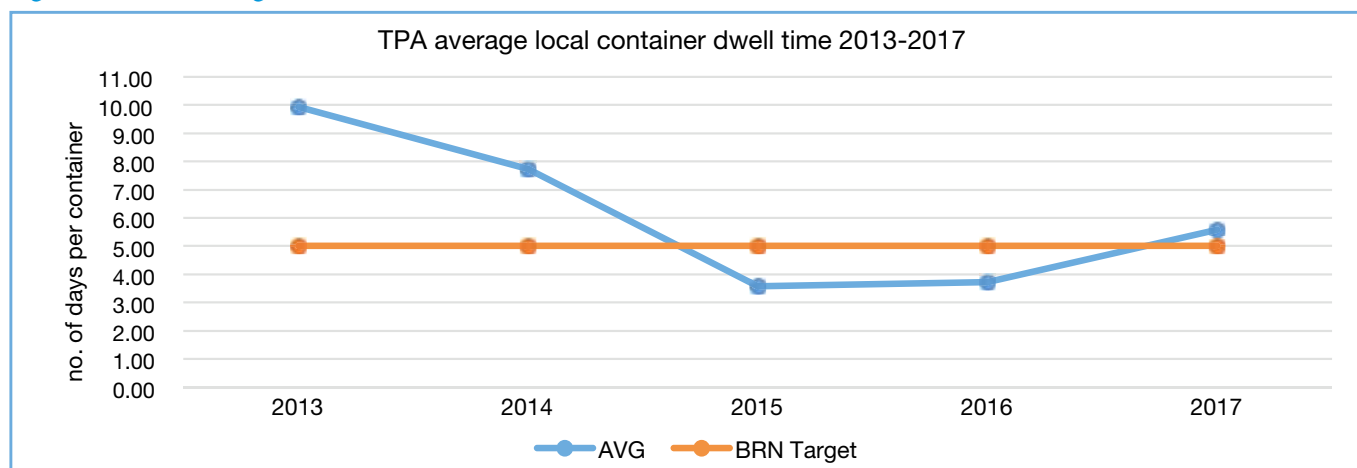
A. TPA dwell time

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 per container)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	AVG
2013	18.5	15.3	7.8	6.3	7.3	7.6	7.0	9.7	14.1	8.4	8.8	8.5	9.94
2014	10.5	9.0	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	4.0	5.5	6.2	3.8	2.8	3.3	2.8	2.3	2.2	2.32	3.58
2016	2.3	2.0	6.3	4.2	1.3	1.6	1.9	2.7	2.4	4.6	8.5	7.0	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

Figure 11: TPA average local container dwell time 2013-2017



Source: TPA data 2013-2017

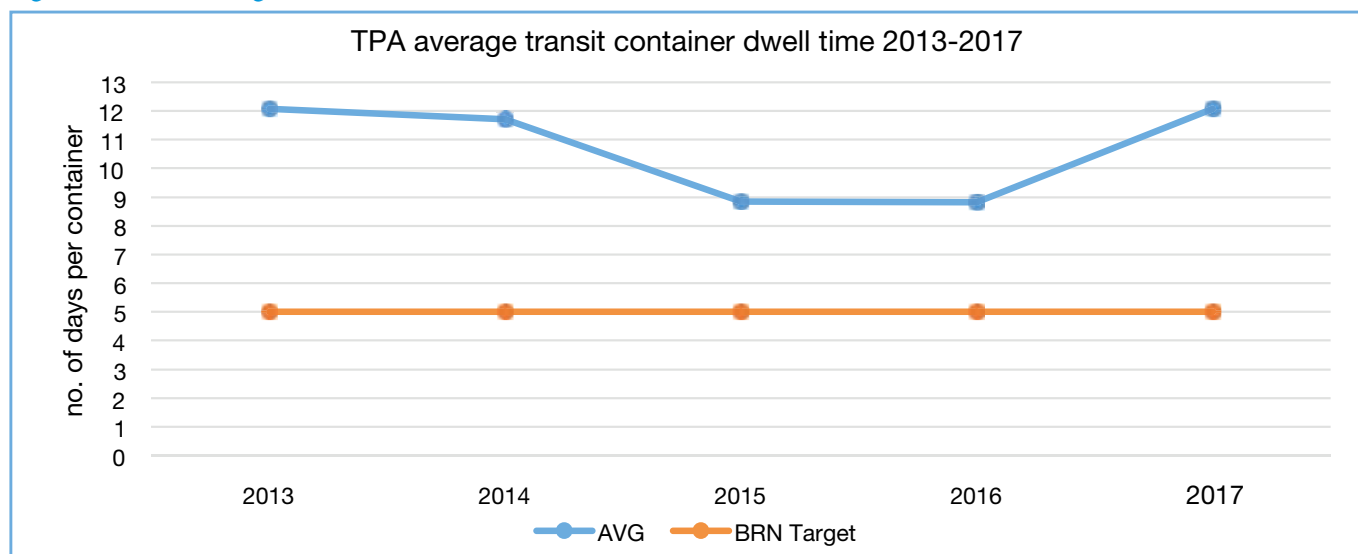
It is clearly observed that the average dwell time for local containers for the last five years at Dar es Salaam port is 9.94 days for 2013, 7.74 days for 2014, 3.58 days for 2015, 3.73 days for 2016 and 5.58 days for

2017, this shows that according to BRN Target of 5 days, the local dwell time since 2015 met the target but observed a high increase for 2017. From 2016 to 2017 it reflects a percentage increase of 49.6%.

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

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	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

Figure 12: TPA average transit container dwell time 2013-2017



Source: TPA, 2013 - 2016

The average transit container dwell time kept decreasing from 2013 to 2016, but a shock increase in 2017 was recorded. As shown on the table above the averages recorded are 12.1 days, 11.7 days, 8.84 days, 8.82 days and 12.08 days for 2013 to 2017. However, the transit dwell time is still very high compared to BRN target of 5 days. A brief survey should be conducted to find out what causes an increase on average for Transit dwell

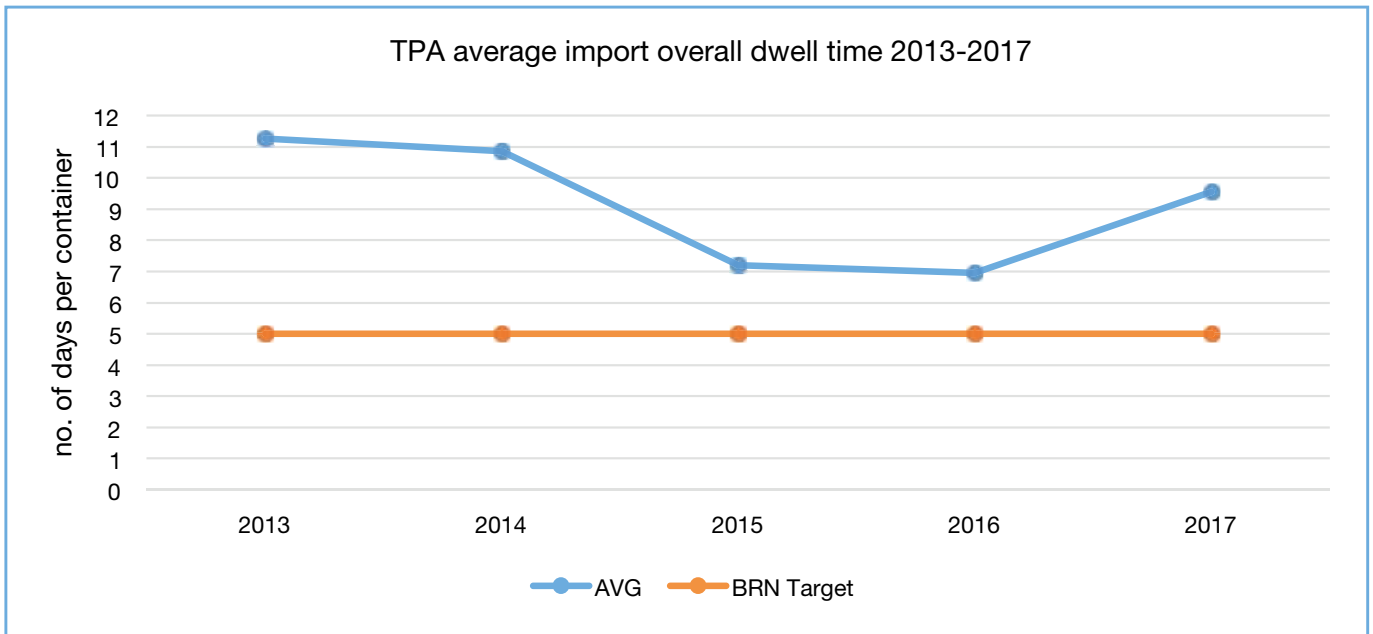
time in 2017 and why the set target is unattainable. When comparing 2016 and 2017 an increase of 3.26 days was observed which is equivalent to 37% increase which may be attributed by increased transit Cargo at Dar port for 2017, delays caused by duties payment under SCT to the destination countries as well as extended grace period to 30 days vs 14 days for other transit cargo and 7 days for local cargo.

Table 10: Import Overall container dwell time TPA (Days per container)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	AVG
2013	14.9	12.9	17.9	10.6	9.2	8.9	8.3	9.4	13.2	11.9	9.4	8.6	11.27
2014	14.2	13.8	16.0	10.6	14.1	9.3	7.1	11.2	9.4	9.6	6.9	8.0	10.85
2015	7.1	7.1	5.6	5.7	5.2	6.7	5.8	6.8	5.0	10.8	10.9	9.9	7.21
2016	7.6	6.3	5.2	4.0	5.1	5.3	5.6	8.0	8.2	8.8	11.3	8.0	6.95
2017	8.1	8.1	9.2	7.8	6.9	8.4	7.3	8.9	12.1	12.5	13.8	11.5	9.55

Source: TPA Data 2013-2017

Figure 13: TPA average import overall dwell time 2013-2017



The average import overall dwell time for the last five years (2013-2017) is as shown on the table above where dwell time is fluctuating but still set BRN target is unattainable, observed that the averages are still higher compared to

target of 5 days. On comparing overall average dwell time 2016 of 6.95 days and 9.55 days of 2017, shows an increase of 2.6 days which is equivalent to 37.4 percentage increase on the overall dwell time.

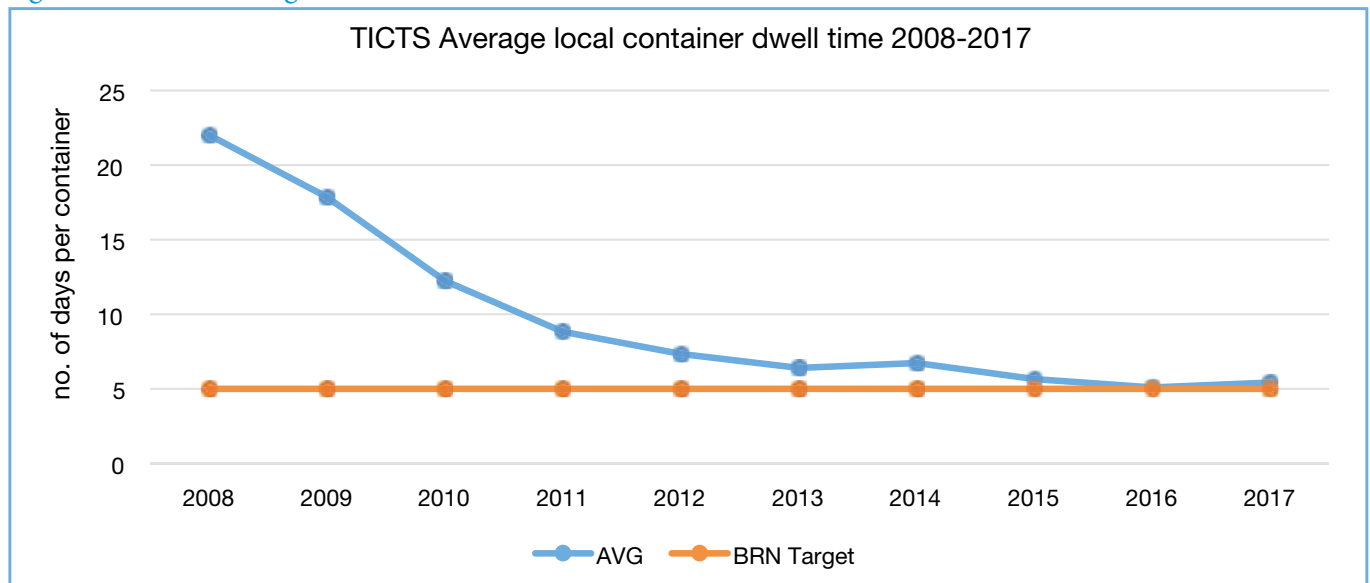
B. TICTS dwell time

- i. Average monthly local container dwell time (days per container): DSM container terminal (TICTS) year: 2008-2017

Table 11: Average monthly local container dwell time (days per container) 2008-2017

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
2008	19.0	23.0	20.0	21.0	21.0	22.0	28.0	22.0	22.0	24.0	21.0	21.0	22.0
2009	17.0	16.0	18.0	21.0	25.0	22.0	19.0	19.0	16.0	15.0	15.0	11.0	17.83
2010	12.0	12.0	13.0	12.0	13.0	11.0	13.0	12.0	10.0	12.0	12.0	15.0	12.25
2011	13.0	11.0	10.0	10.0	9.0	7.0	8.0	7.0	7.0	7.0	8.0	9.0	8.83
2012	7.0	7.0	6.0	6.0	7.0	9.0	9.0	8.0	7.0	7.0	8.0	7.0	7.33
2013	8.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0	6.0	6.0	7.0	5.0	6.41
2014	7.0	6.0	6.0	6.0	6.0	6.0	5.0	7.0	6.0	6.0	9.0	11.0	6.75
2015	8.0	6.0	6.0	6.0	7.0	6.0	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	5.0	5.0	13.0	6.0	5.0	5.0	5.0	4.0	4.0	4.0	3.8	5.41

Figure 14: TICTS Average local container dwell time 2008-2017



Source: TICTS Data 2008 – 2017

As depicted on the graph above, the average Container dwell time for TICTS in the last ten years since 2008 to 2017 is as shown, the trend depicts that the dwell time is almost attaining the set BRN target of 5 days. It is clearly observed that for the year 2016 the dwell

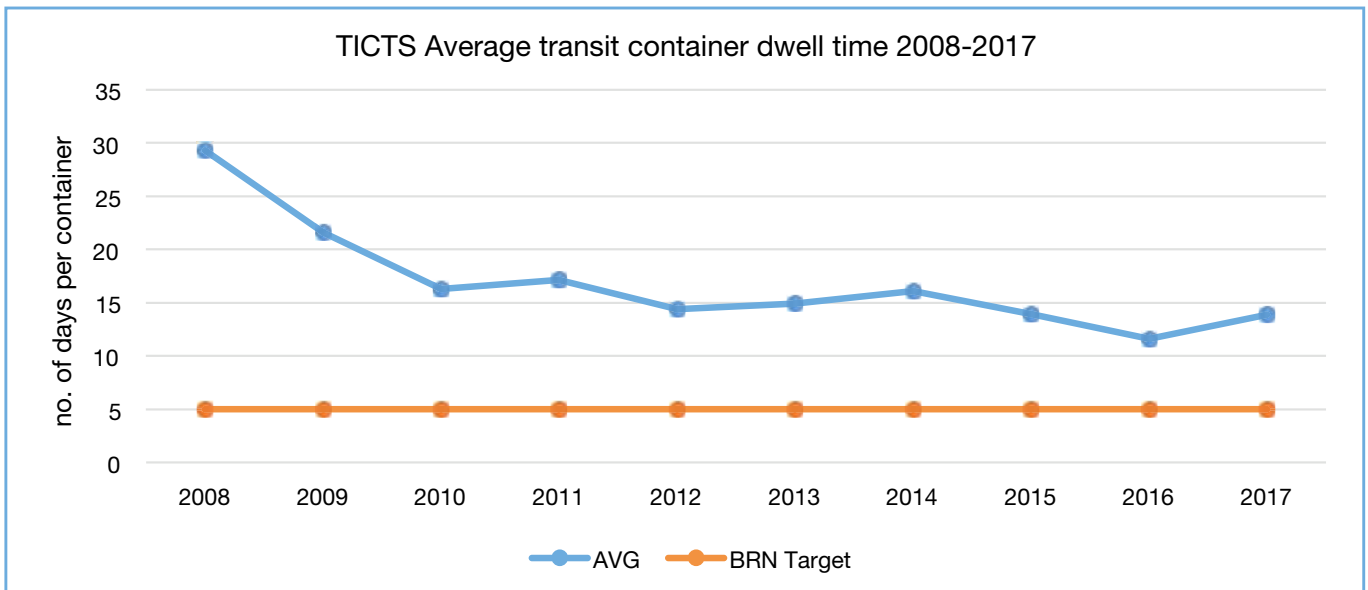
time almost attained a set BRN target but in 2017 a slight increase observed equivalent to 6.3 percentage increase.

ii. Average Dwell Time Transit Containers TICTS

Table 12: Average Dwell Time Transit Containers TICTS

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	28.0	31.3	29.32
2009	26.2	19.2	24.8	27.8	30.7	23.0	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	14.0	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	19.0	19.8	19.0	14.2	16.0	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	18.0	16.3	13.2	13.7	12.3	11.7	10.5	13.0	14.7	14.95
2014	17.3	21.8	18.0	19.0	16.5	13.8	15.8	15.1	13.0	12.5	14.7	15.5	16.08
2015	17.2	17.7	15.5	17.7	19.5	15.3	11.0	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	12.0	11.61
2017	12.5	13.2	15.3	14.2	13.7	12.5	12.8	12.5	16.7	16.0	13.1	13.8	13.86

Figure 15: TICTS Average transit container dwell time 2008-2017



Source: TICTS Data 2008 - 2017

As depicted on the graph above, the average TICTS Transit Container dwell time is slightly decreasing from past years from when it was 29 days to current years that recorded a transit dwell time of 13.86 days, the trend on the graph shows that, for the year 2017

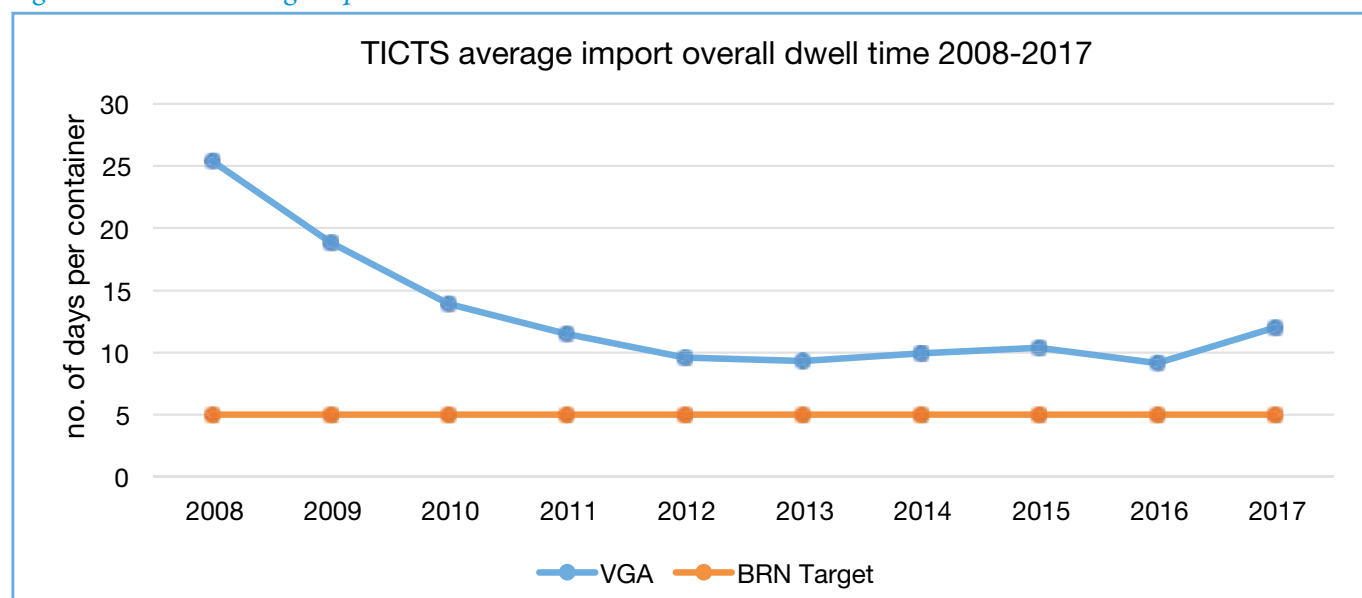
there is a slight increase compared to 2016 where 2.25 days increased which is equivalent to 19.4 percentage increase.

iii. Import Overall Container Average Dwell Time TICTS

Table 13: Import Overall Container Average Dwell Time TICTS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
2008	24.0	27.0	26.0	23.0	24.0	26.0	25.0	25.0	26.0	29.0	24.0	26.0	25.42
2009	20.0	17.0	21.0	25.0	25.0	22.0	18.0	19.0	16.0	15.0	15.0	13.0	18.83
2010	14.0	12.0	13.0	13.0	14.0	13.0	15.0	13.0	13.0	15.0	16.0	16.0	13.92
2011	15.0	13.0	11.0	11.0	12.0	10.0	10.0	11.0	11.0	11.0	11.0	12.0	11.5
2012	9.0	10.0	8.0	10.0	10.0	11.0	11.0	9.0	9.0	10.0	9.0	9.0	9.58
2013	12.0	11.0	9.0	10.0	11.0	8.0	8.0	8.0	8.0	8.0	10.0	9.0	9.33
2014	11.0	11.0	10.0	11.0	10.0	9.0	10.0	10.0	9.0	8.0	9.0	11.0	9.92
2015	12.0	11.0	11.0	10.0	12.0	10.0	8.4	10.3	9.9	9.5	10.3	10.3	10.39
2016	7.9	7.2	7.5	7.2	7.0	9.1	11.1	9.7	11.0	10.3	10.5	11.0	9.13
2017	11.5	12.0	13.9	6.0	12.6	11.4	11.7	11.4	14.9	14.3	11.8	12.3	11.98

Figure 16: TICTS average import overall dwell time 2008-2017



Source: TICTS Data 2008 – 2016

As shown on the graph above, the average TICTS overall dwell time also keeps decreasing from the last ten years since 2008 to 2017. It is observed that for the year 2017 there is a slight increase in dwell time compared to 2016 of about 2.85 days, which reflects an increase of 31.2%.

2.3.2 Tanzania Revenue Authority Release 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.

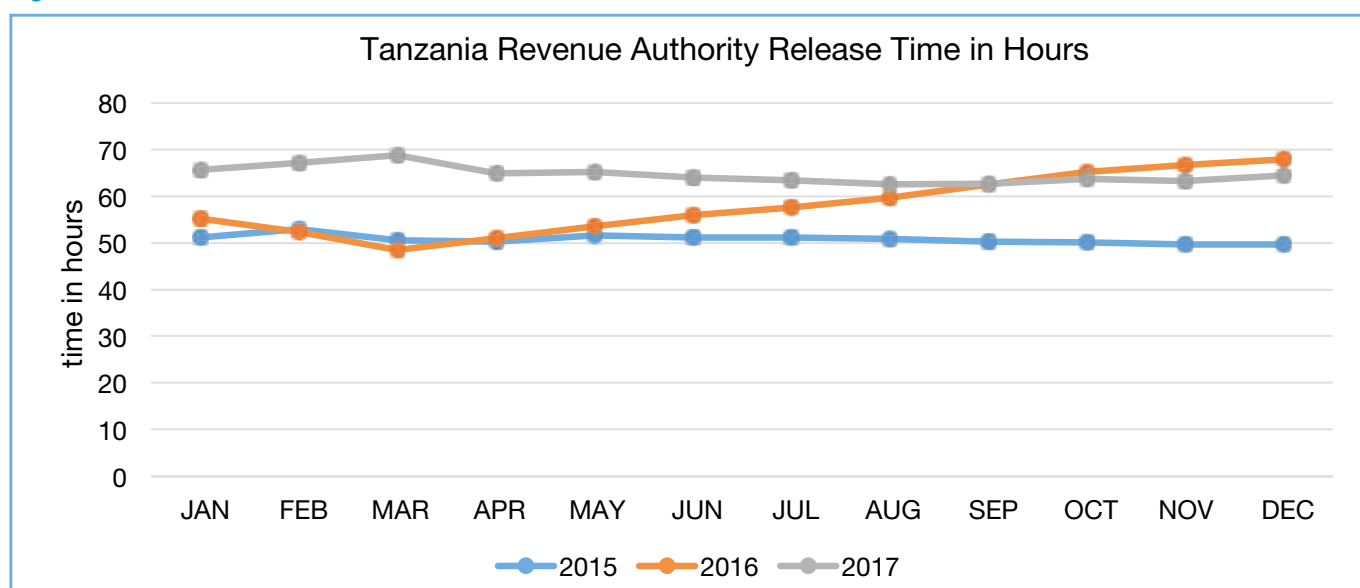
i. Tanzania Revenue Authority Release Time (Hours)

Table 14: Tanzania Revenue Authority Release Time (Hours)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVRG
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	64.0	63.33	62.55	62.6	63.65	63.3	64.4	64.62

Source: TRA, Jan – Dec 2015, 2016 & 2017

Figure 17: TRA release time (hours)



As depicted on the table above, it shows that the average time in hours for the three years 2015, 2016 and 2017 is 50.77, 57.997 and 64.62 respectively. This shows that the release time is increasing from 2015 to 2017 that may be attributed by emphasis on compulsory scanning and Physical verification of cargo at the port for local cargo. Also, uncoordinated Communication through e-mails between different revenues authorities under SCT leads to delays for release of cargo with TRA.

2.3.3 Weighbridge 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 EAC 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

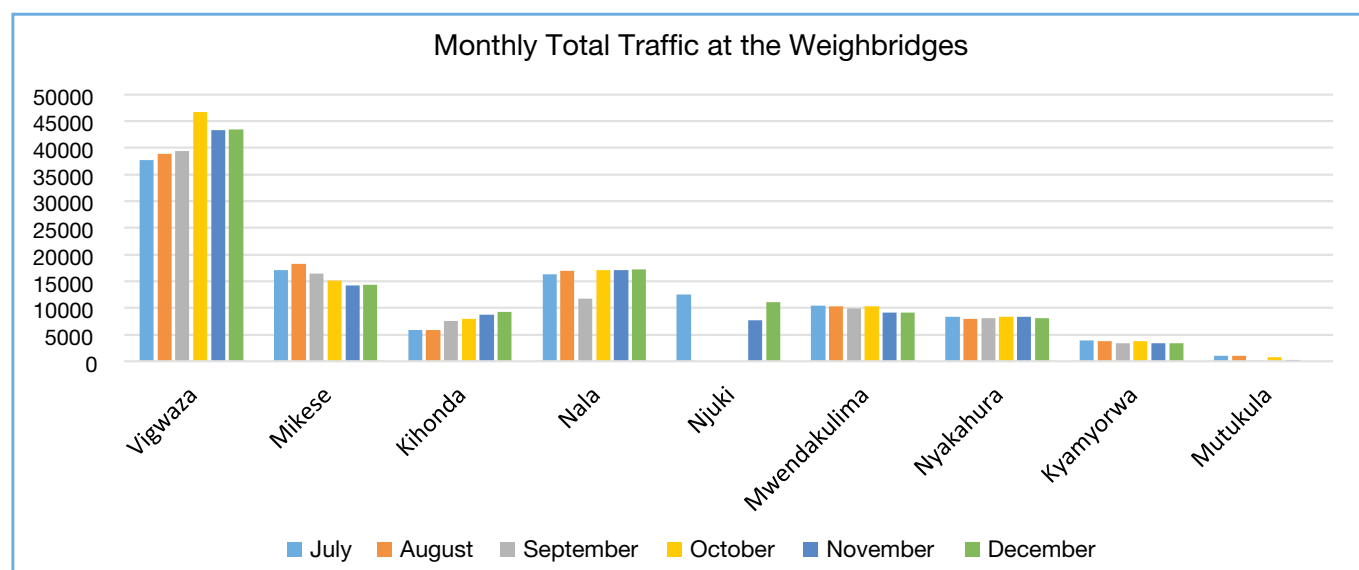
overloading by truckers and for safety. They also serve to measure traffic counts that inform road expansion developments. Officials administering the weighbridges are therefore supposed to strictly adhere to vehicle load control measures in order to enhance compliance.

A. 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. This is the traffic of all vehicles weighed at the Static bridges with exception of vehicles passed at the Weigh in Motion bridges of Vigwaza and Mikese.

There are 9 weighbridges in Tanzania, six (6) are shared by all vehicles transporting to either route with addition of two(2) weighbridges for Rwanda, Burundi and DRC destined Cargo and three(3) weighbridges for trucks destined to Uganda. Among those, three weighbridges of Vigwaza, Njuki and Nyakahura are dedicated for Transit vehicles.

Figure 18: Weighbridges daily Traffic



Source: TANROADS, July-Dec 2017

The figure above indicates monthly total traffic of vehicles weighed at various weighbridges in Tanzania for the period July – December 2017. The Vigwaza weighbridges records huge number of traffic as it’s the first weighbridge for all vehicles from the Dar es Salaam port. More than 40,000 vehicles are weighed

per month which continue decreasing for other weighbridges ahead.

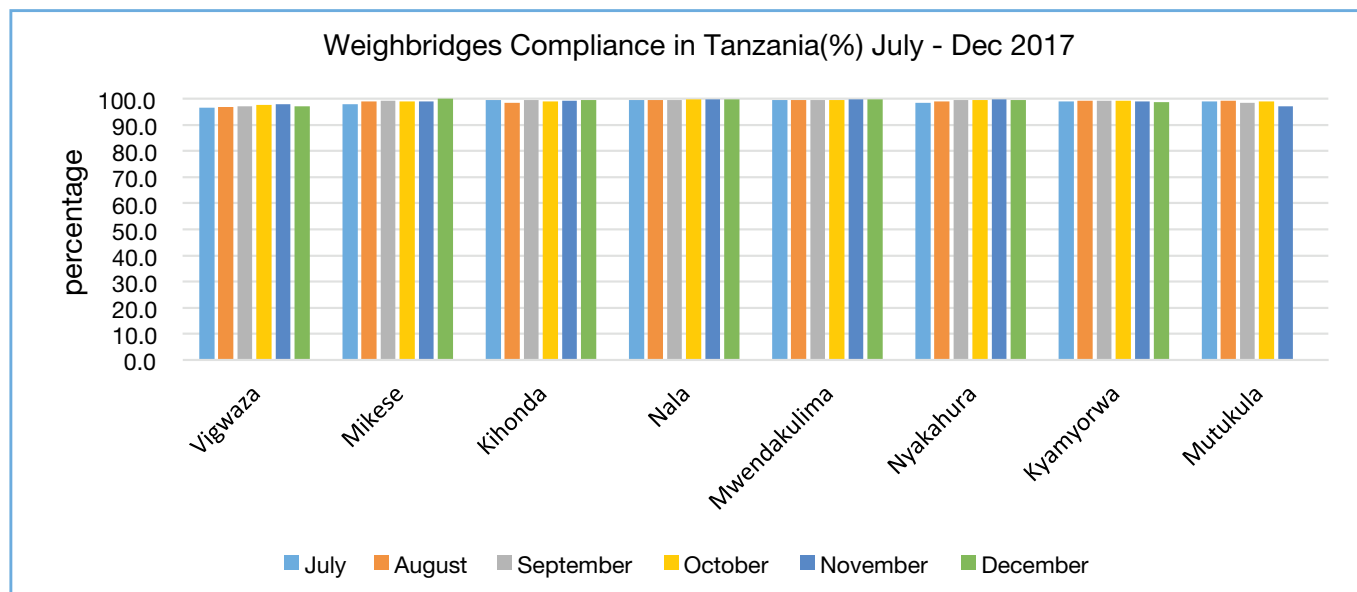
B. Weighbridge compliance in Tanzania

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

Table 15: Weighbridges Compliance (%)

Month	Vigwaza	Mikese	Kihonda	Nala	Njuki	Mwendakulima	Nyakahura	Kyamyorwa	Mtukula
July	96.6	97.9	99.3	99.5	99.0	99.5	98.4	98.9	99.0
August	96.8	98.8	98.3	99.5	-	99.4	98.8	99.3	99.1
September	97.2	99.2	99.4	99.6	-	99.4	99.4	99.2	98.3
October	97.6	99.0	99.0	99.6	-	99.6	99.4	99.3	98.9
November	97.9	98.9	99.3	99.8	99.6	99.6	99.7	98.9	97.1
December	97.0	99.9	99.4	99.7	99.5	99.7	99.5	98.8	-

Figure 19: Weighbridges Compliance



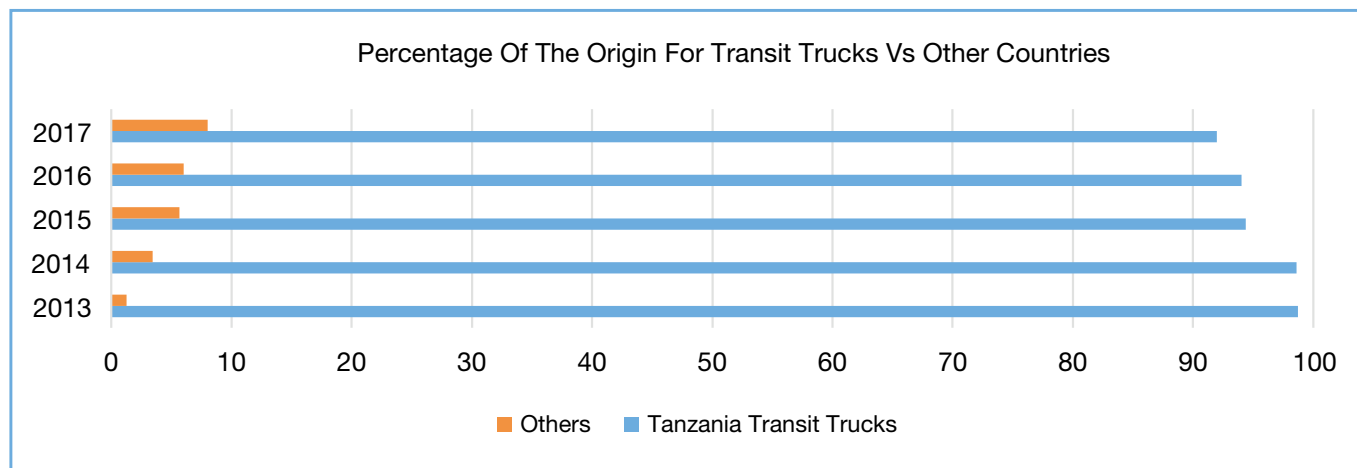
Source: TANROADS, 2017

The figure above shows that there is high compliance level by trucks in all weighbridges. The compliance is consistent throughout the reporting period (July to December 2017). The average compliance is less at the first weighbridge of Vigwaza by 97.2% and higher at all other weighbridges at more than 99%.

2.3.4 Percentage of the Origin for Transit Trucks Vs Other Countries

This Indicator Shows the Percentage of Tanzania Registered Transit Trucks against other Countries Registered Trucks that are carrying cargo from Dar es Salaam Port.

Figure 20: Percentage of the Origin for Transit Trucks Vs Other Countries



Source TPA, Jan – Dec 2017

As depicted on the graph above, shows the Percentage of Tanzania Registered Transit Trucks against other Countries Registered Trucks carrying Transit cargo from Dar es Salaam Port

to various destinations within Central Corridor Member Countries from 2013 to 2017. The trend is showing an increase on percentage for other countries due to harmonization of road user charges

to some member countries despite the fact that Tanzania Transit Trucks are still dominating the market of all Trucks carrying Transit cargo from Dar es Salaam Port.

2.3.5 Containerized Vessel 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 Port Authority (TPA).

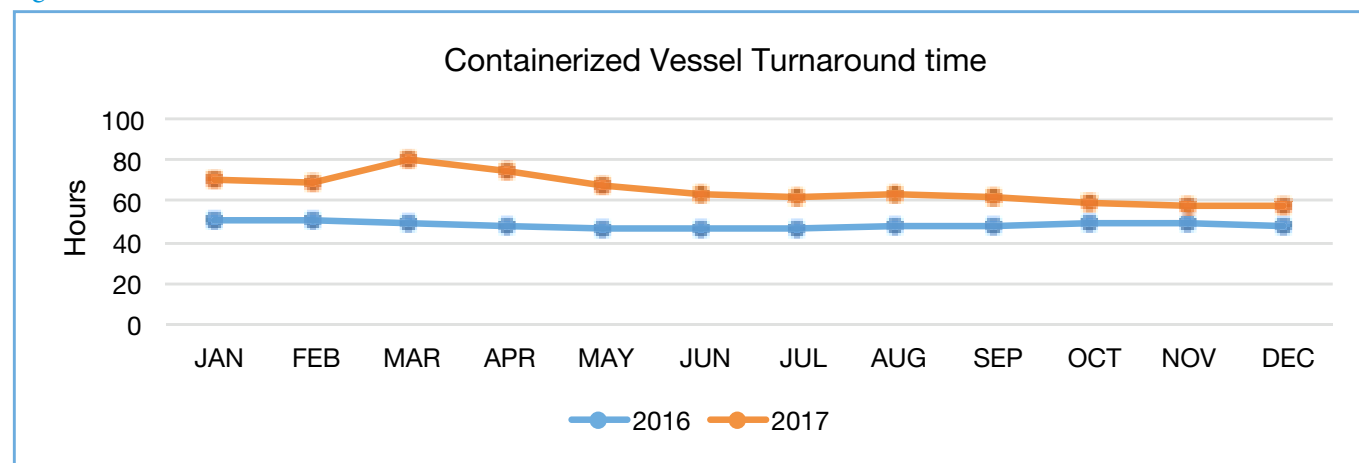
Components of ship turnaround time include the following aspects: Ship waiting time, Berthing/un-berthing time, Berth time (Service time). The waiting time is normally a small proportion of turnaround time. However, when berth time is reduced, it can substantially reduce ship turnaround time and reduce 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.

- i. Containerized Vessel Turnaround time

Table 16: Containerized Vessel Turnaround time

Months	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
2016	51.2	50.94	49.18	47.76	46.78	46.76	46.95	47.51	48.4	48.84	49.03	48.62	48.5
2017	70.33	68.66	79.8	74.85	67.3	64.01	62.0	63.05	61.93	59.57	58.20	57.81	65.63

Figure 21: Containerized Vessel Turnaround time



Source: TPA, Jan – Dec 2016, 2017

As depicted on the graph above, clearly noted that the containerized vessel ship turnaround time is significantly going up. As recorded from January to December an average time in hours for 2016 was 48.5 hours while for 2017 is 65.63 hours which is equivalent to an increase of 35.3%. The increase might be attributed by delays in berthing of the vessels mainly due to documentation issues, export

cargo processes and low tides within the port berth.

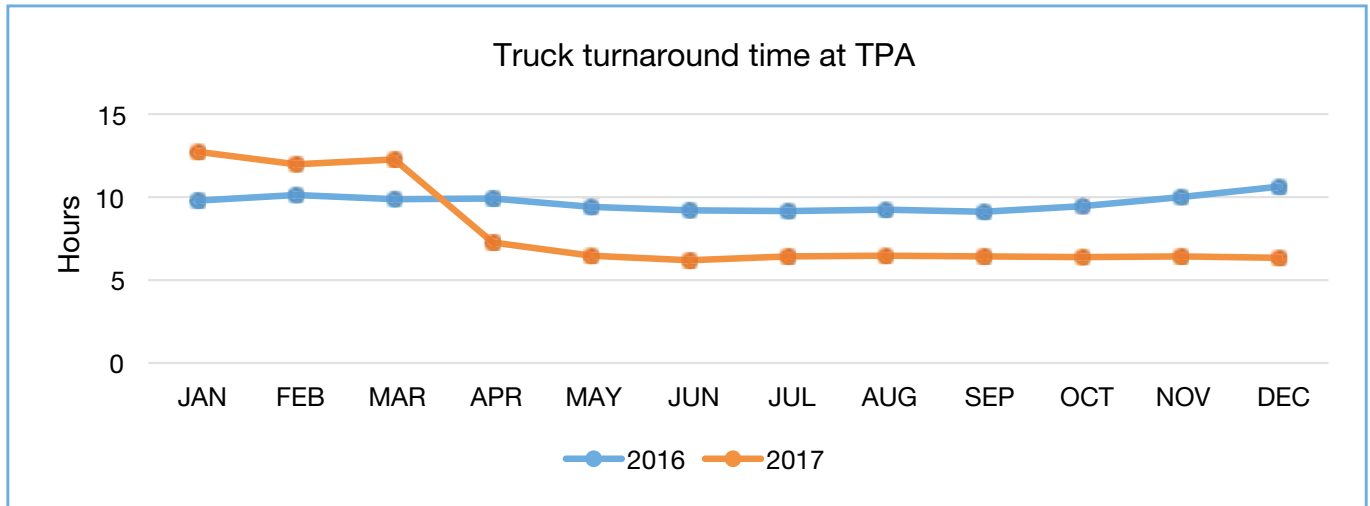
2.3.6 Truck Turnaround Time at Tanzania Port Authority

Refers to the average time taken for Truck Turnaround at Tanzania Ports Authority (TPA) measured from the average time difference between TruckINDate and TruckOUTDate.

Table 17: Truck Turnaround Time at Tanzania Port Authority

Months	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
2016	9.8	10.14	9.87	9.93	9.40	9.2	9.14	9.22	9.11	9.46	10.0	10.61	9.66
2017	12.72	11.98	12.28	7.28	6.48	6.19	6.41	6.47	6.42	6.40	6.41	6.35	7.95

Figure 22: Truck turnaround time at TPA



Source: TPA, Jan – Dec 2016, 2017

As depicted on the graph above, it has been recorded that the average truck turnaround time per month at Tanzania Port Authority (TPA) is slightly decreasing from January – December 2017. On average, observed a decrease in truck turnaround time for TPA from an average of 9.66 hours in 2016 to 7.95 hours in 2017 which is a decrease of 1.71 hours equivalent to 17.7 percentage decrease which might be attributed by improvements related to e-Seals

where number of vendors has increased and hence reduced delays due to availability and activation issues related to e-Seals. However, the truck turnaround time still very high where a comprehensive study should be conducted to find out the reasons why it take more than six (6) hours.

2.3.7 Truck Turnaround Time at Tanzania International Container Terminal Services

Table 18: Truck Turnaround Time at Tanzania International Container Terminal Services

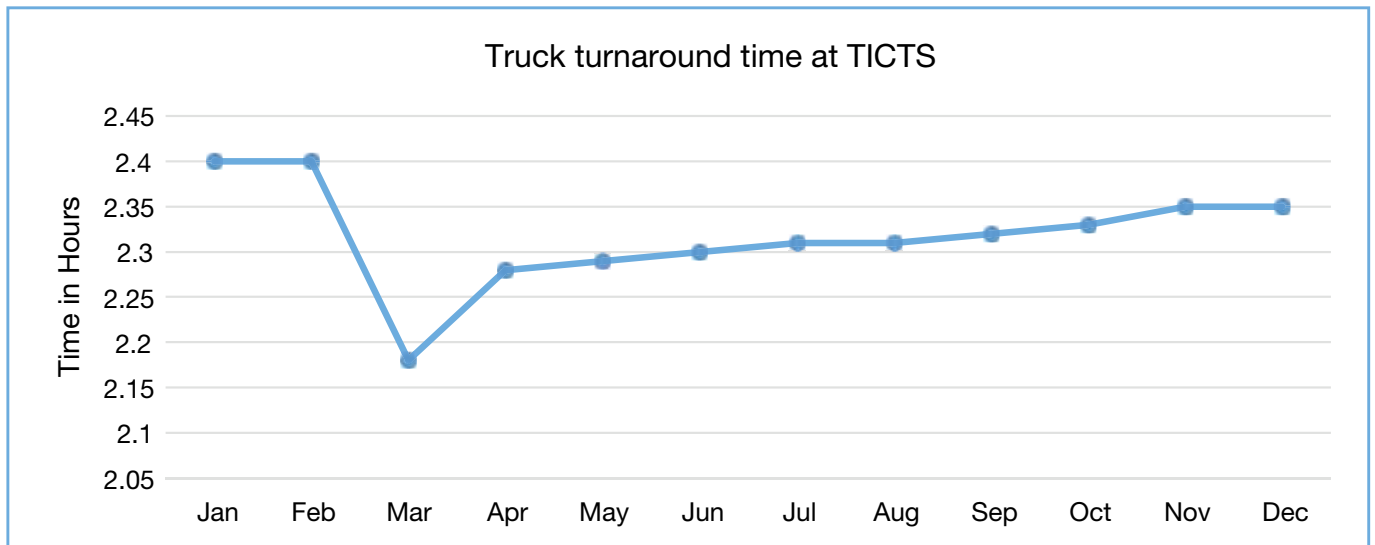
Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	AVG
2016	-	-	-	-	-	-	-	-	3.27	3.66	3.8	3.61	3.585
2017	2.4	2.4	2.18	2.28	2.29	2.30	2.31	2.31	2.32	2.33	2.35	2.35	2.32

Source: TICTS Jan-May 2017

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 year 2017 at TICTS is on average of 2.32 hours for the period January to December 2017. This is due to improvements made at TICTS especially on cargo handling, loading facilities and efficiency on overall handling of cargos.

Figure 23: Truck turnaround time in Hours at TICTS in 2017



Source: TICTS, Sep – Dec 2016

As depicted on the graph above, the first two months observed a constant time while from February to March there was a high drop in truck turnaround time. From March onwards observed a slight increase in time up to December. The overall average of truck turnaround time showing improvements at TICTS compared to last year 2016 (September – December) where an average of the four months was 3.585 hours.

2.4 Indicators of Transit Time & Delays

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.

2.4.1 Weighbridges Crossing Time

Weighbridge crossing time is calculated by subtracting

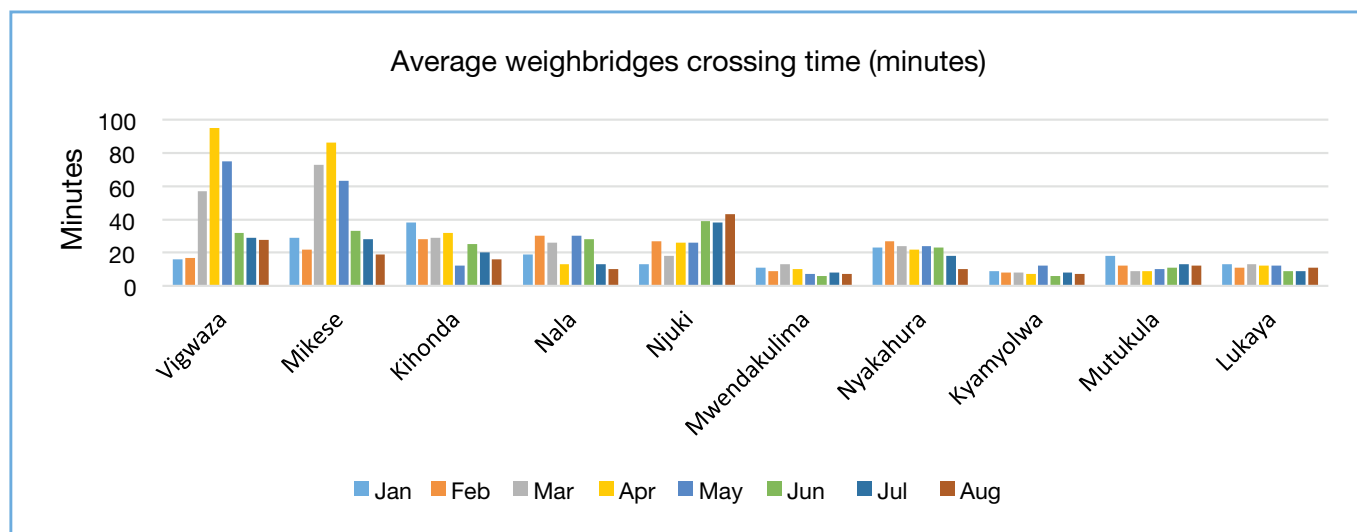
arrival time of the truck at the weighbridge from its departure time at the weighbridge based on GPS surveys data.

Live GPS devices are installed on the trucks when the journey starts and monitored throughout the route to capture time and delays.

Figure below indicates average crossing time at various weighbridges in Tanzania and Uganda for January – August 2017. Lukaya weighbridge is in Uganda while other weighbridges are located in Tanzania. Other Central Corridor member countries of Rwanda, Burundi and DR Congo do not have weighbridges.

It might be noted that, Transit vehicles with authorization stickers are weighed and inspected at only three weighbridges of Vigwaza, Njuki and Nyakahura for Rwanda, Burundi and DRC destined cargo while for Kampala destined cargo they only weigh and being inspected at Vigwaza, Njuki and Kyamyorwa weighbridges.

Figure 24: Average weighbridges crossing time (minutes)

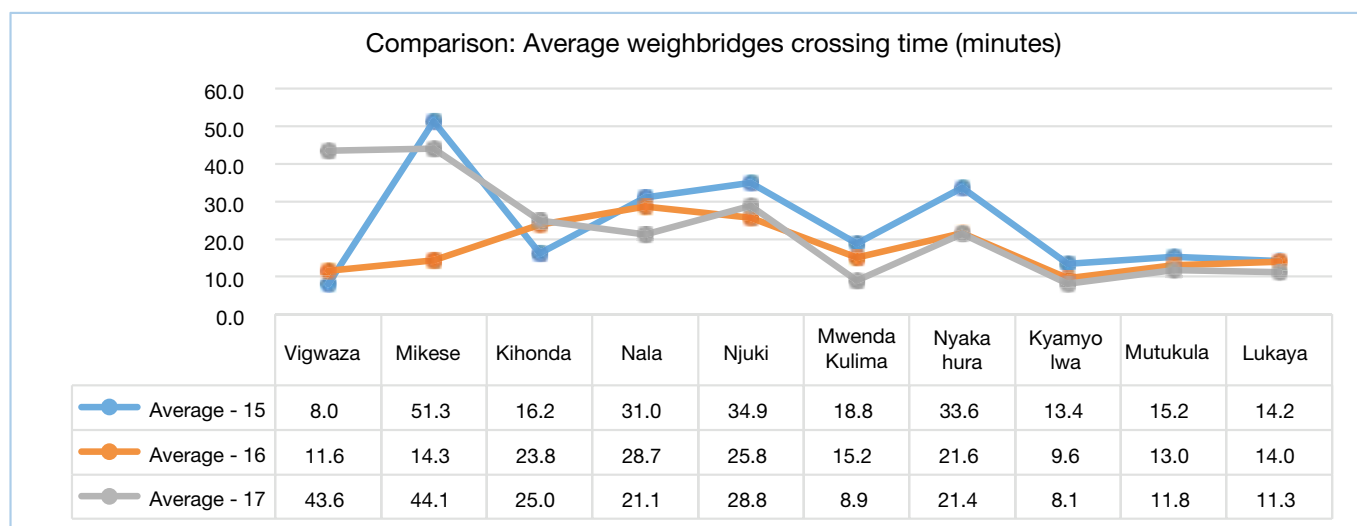


Source: Road/GPS Survey 2017

An increased weighbridges crossing time is observed at Vigwaza and Mikese weighbridges specifically in April following faults at the weigh in motions (WIM) at Vigwaza and Mikese and hence all vehicles were to queue for the static weighbridge

and hence extremely traffic jam at these stations contributing into longer crossing time. TANROADS took on immediately for the maintenance of the fault weighbridges to restore the situation into normalcy.

Figure 25: Average weighbridges crossing time (minutes)



Source: Road/GPS Survey 2017

In an effort to smoothen transport and trade along the Central Corridor by reducing Non-Tariff Barriers and hence reduce the Transit time, in April 2016, the government of the United Republic of Tanzania announced that, all Transit Trucks will only stop

at Three weighbridges of Vigwaza (Coast), Njuki (Singida) and Nyakahura (Kagera) instead of the previous 8 Weighbridges while awaiting the completion of the three One Stop Inspection Stops (OSIS) at Vigwaza, Manyoni and Nyakanazi. This

has reduced over 70% of the Total time wasted at the Weighbridges.

The Ministry issues stickers that differentiate Transit Trucks from local ones. The stickers are issued at \$40 each and is paid once. Trucks with stickers started weighing at only three weighbridges since April 2016.

2.4.2 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.

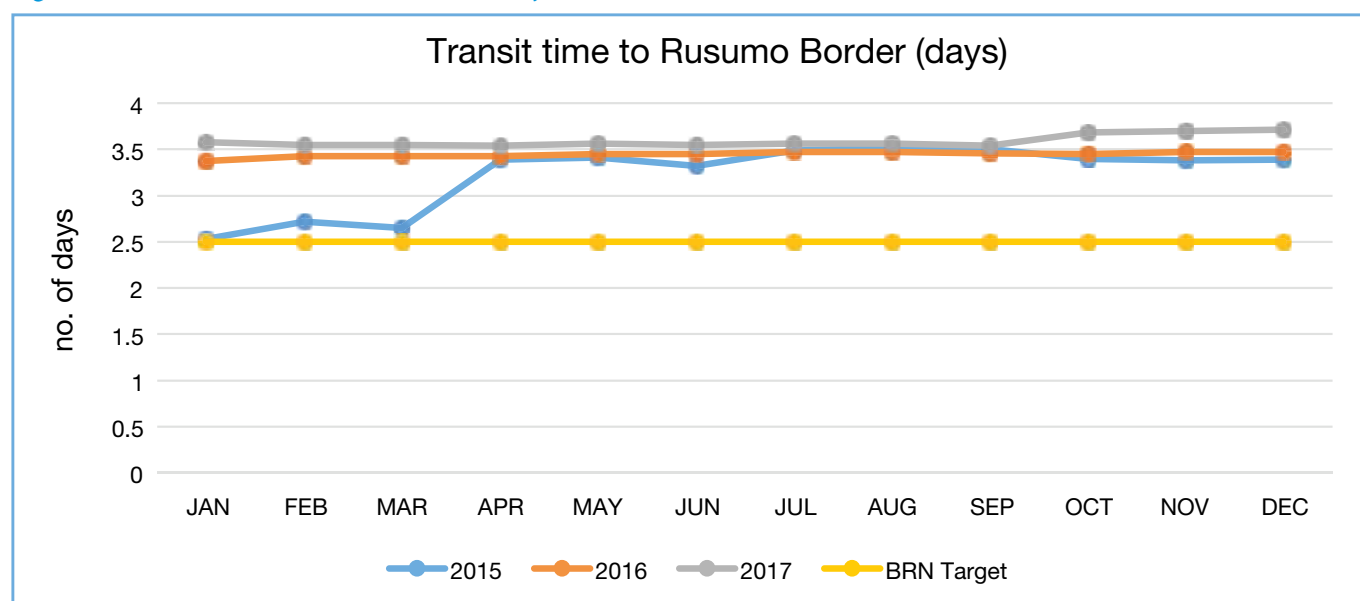
Table 19: Transit time to Rusumo Border (days)

BORDER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
2015	2.53	2.72	2.65	3.39	3.41	3.32	3.49	3.52	3.50	3.40	3.38	3.39	3.23
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	3.70	3.71	3.59

It has been observed from the table above that the average transit time from Dar es Salaam port to Rusumo border for the period January to December 2017 is 3.59 days which shows that transit time is slightly higher to reach the BRN set target of 2.5

days. But also in comparing to previous years the trend shows that transit time is slightly going-up as comparing an average of 3.45 days in 2016 to 3.59 days in 2017, an increase of 4.1%. Refer the graph below that shows three years trends.

Figure 26: Transit time to Rusumo Border (days)



Source: ECTS 2015/2016/2017

Table 20: Transit time to Kabanga border (days)

BORDER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
2015	3.14	3.39	2.14	3.40	3.44	3.33	3.56	3.52	3.57	3.60	3.60	3.70	3.37
2016	4.26	4.12	4.07	4.06	4.02	4.02	4.0	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	3.70	3.85	3.87	3.87	3.78

Source: ECTS 2015/2016/2017

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 2017 is 3.78 days. It has been observed that the transit time is higher compared to the set BRN

target of 2.5 days but it is slightly going down to the set target. Also observed there are positive improvements on transit time compared to 2016 from 4.01 days in 2016 to 3.78 days in 2017, equivalent to a decrease in 5.7%.

Figure 27: Transit time to Kabanga border (days)

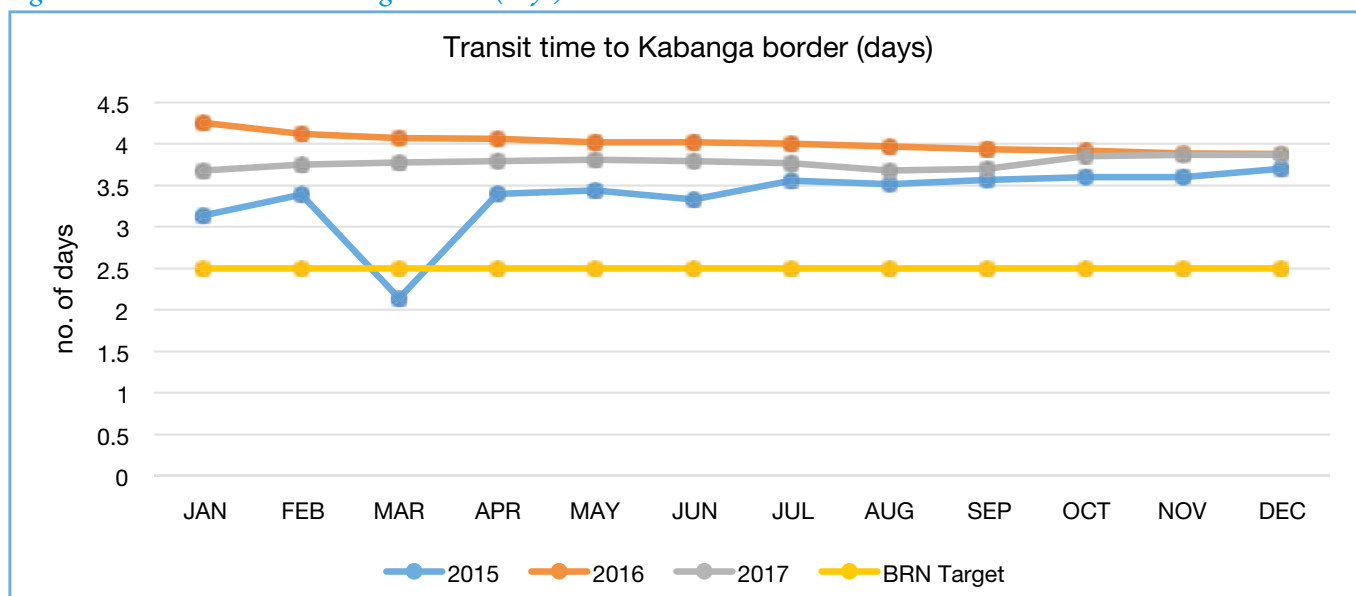


Table 21: Transit Time to Mutukula Border (days)

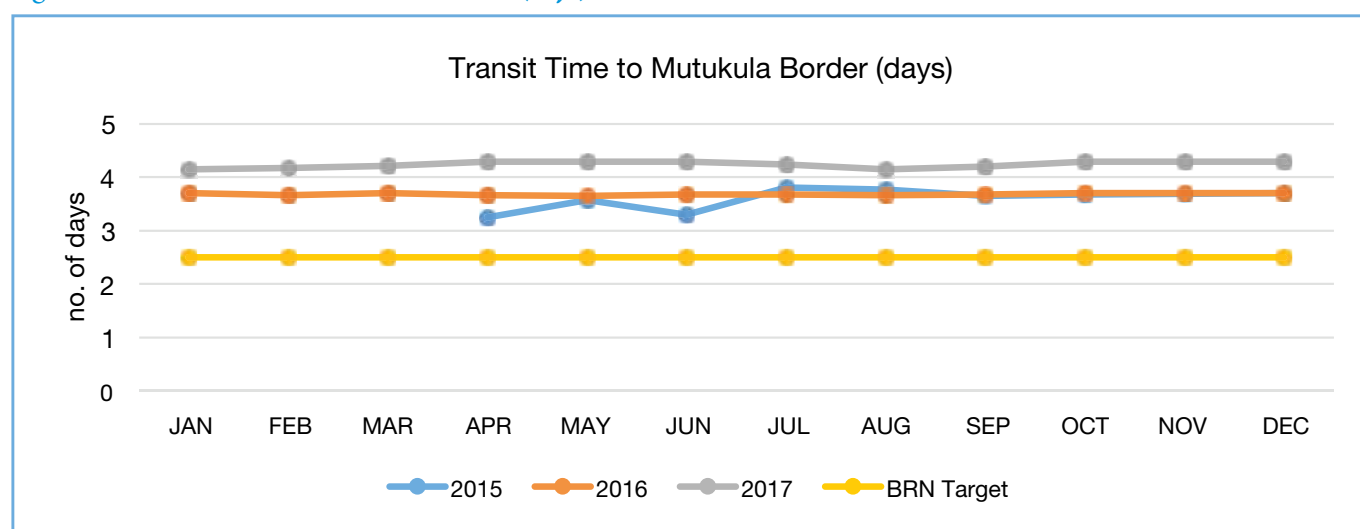
BORDER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
2015				3.25	3.58	3.30	3.81	3.77	3.65	3.68	3.69	3.71	3.60
2016	3.70	3.67	3.71	3.67	3.65	3.68	3.68	3.67	3.68	3.7	3.7	3.7	3.68
2017	4.15	4.18	4.22	4.29	4.3	4.29	4.24	4.15	4.20	4.29	4.29	4.29	4.24

Source: ECTS 2015/2016/2017

It has been observed from the table above that the average transit time from Dar es Salaam port to Mutukula border for the period January – December 2017 is 4.24 days. Seems Transit Time to Mutukula

border is still high compared to the set BRN target of 2.5 days. But plans are in place to reduce the transit time including removal of unnecessary delays and encourage drivers to reduce personal stoppages.

Figure 28: Transit Time to Mutukula Border (days)



NOTE:

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.

This is still attributed mostly due to:

- Strictly and highly observed speed limit regulations of 80-50 Km/Hour in Tanzania,
- Long and regular personal stops caused by the drivers along the route.

2.4.3 Border Posts Crossing Time

This indicator is measured from the time difference in hours between truck arrival time and departure time

at the borders based on Road/GPS Surveys data.

Figure below indicates the average time it takes a truck to cross borders of Kobero, Mutukula and Rusumo borders of Tanzania with Burundi, Uganda and Rwanda respectively. At these borders, OSBP concept is fully operational and trucks stop once at the respective border. It also indicates the average border crossing time at Rusizi/Ruzizi and Rubavu/Goma borders between Rwanda and Eastern Democratic Republic of Congo. At these borders trucks stop on both sides of the border for exit and entry clearance procedures.

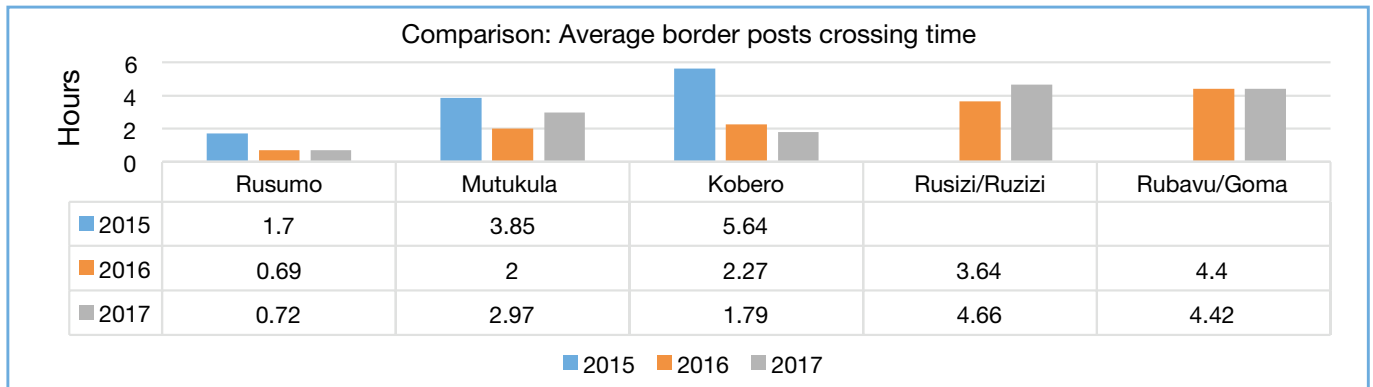
Assumption were made that, trucks arrived at the borders after working hours were not considered during the analysis since they had to spend much of the time for the night.

Table 22: Border Posts Crossing time

Border	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Average
Rusumo	0.71	0.73	0.62	0.66	0.83	0.76	0.75	0.69	0.72
Mutukula	2.53	2.34	3.57	3.07	3.01	3.14	3.06	3.03	2.97
Kobero	1.38	3.43	1.18	1.69	1.75	1.77	1.58	1.55	1.79
Rusizi/Ruzizi	3.92	3.94	4.61	4.83	4.79	4.98	5.09	5.13	4.66
Rubavu/Goma	4.02	5.23	5.47	4.05	5.21	3.74	3.84	3.76	4.42

Source: GPS/Road surveys-2017

Figure 29: Average border posts crossing time



Since operationalization of the OSBPs and the SCT, Rusumo, Kabanga/Kobero and Mutukula OSBPs, time spent has reduced significantly as trucks are now stopping only in one side of the border for all crossing procedures and operations.

At Rusumo 59.4% reduction of the border crossing time were observed comparing to 2015 where OSBP weren't operational. Same border crossing time reduction of about 48.1% were observed for Mutukula in 2016 where on average it took 2.97 hours for a truck to cross Mutukula border. At Kobero a reduction of about 68.3% were observed for border crossing in 2017.

The contrast between borders with OSBP and those without OSBP is clearly observed on the table above when comparing the border crossing time where at Rusizi/Ruzizi and Rubavu/Goma borders crossing time is much higher than borders with OSBP. The Rubavu/Goma OSBP infrastructure has been completed in Rwanda side

however the OSBP concept isn't operational yet due to delayed construction of the facilities in DRC side.

2.4.4 Transit Time to Destination

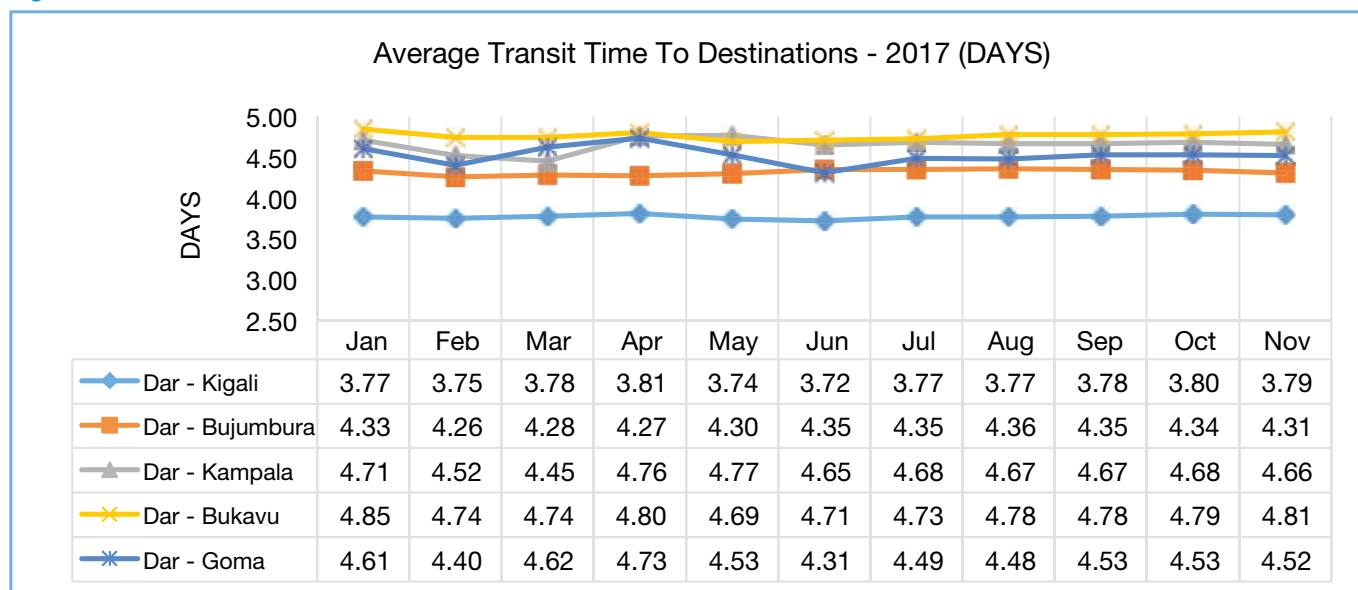
Time taken when a truck starts the Journey from Dar es Salaam until it reaches the destination. It is calculated by subtracting the Date and time truck started the journey from the date and time the truck reaches its final destination, based on the GPS Road surveys results.

It is assumed the destination being Bujumbura for Burundi cargo, Kigali for Rwanda, Kampala for Uganda and Goma and Bukavu for D.R Congo. However, on the mentioned destinations trucks are destined at different areas such as parking yard, port and private offloading points.

Figure below, summarizes the transit time from Dar es Salaam to various destinations along the Central Corridor for the period January – November 2017.



Figure 30: Transit Time to Destination

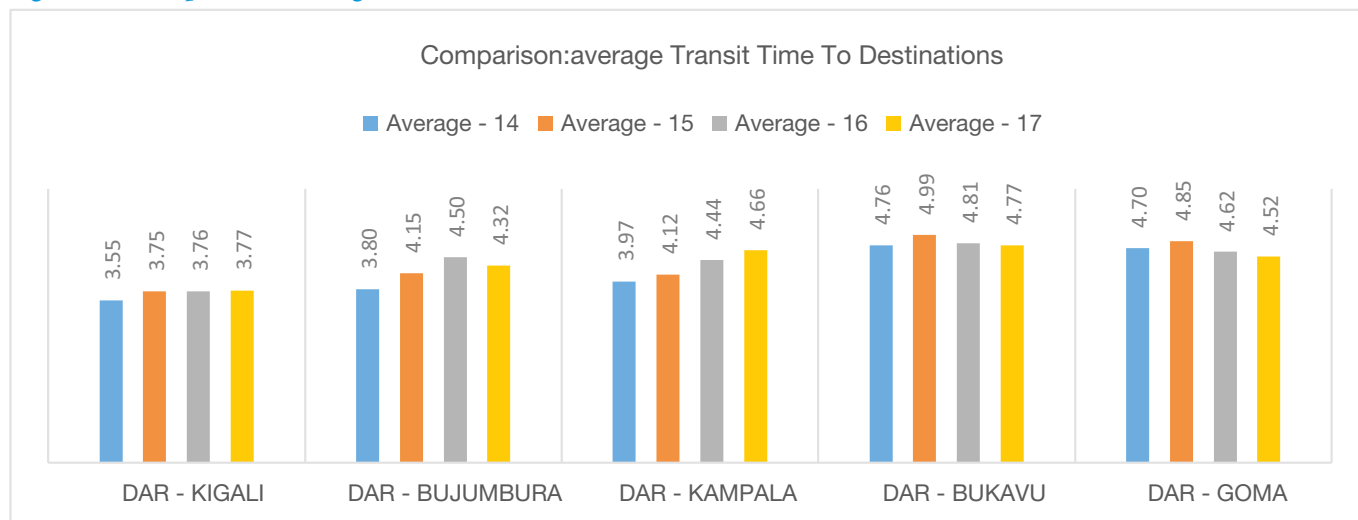


Source: GPS/Road surveys-2017

The chart above indicate there is slight fluctuations in transit time, improved by going down in February almost for all Central Corridor Routes with the rest of

the month having the same for the respective transport route. This shows in general that continuous rains in the region

Figure 31: Comparison: Average Transit Time to Destinations



Specifically from March which in one way or another affects the infrastructures has contributed to the slight increase of the time spent on the road.

SECTION THREE: ANNUAL CENTRAL CORRIDOR ROUTES SURVEY

One of the mandates for the Central Corridor Transit Transport Facilitation Agency (CCTTFA) is monitoring the performance of the corridor through proactive collection, processing and dissemination of transport data in order to support planning and operations of the member states.

Regular routes surveys is among the tool of the Transport Observatory to diagnose the Corridor Status and recommend short, medium and long term improvements needed to facilitate smooth transportation.

It has been directed for the Routes surveys to be conducted annually with focus on analyzing implementation status of earlier recommendations previously provided by CCTTFA policy organs as well as identifying further areas/points with deficiencies which requires improvements.

In 2017, the route surveys were not conducted in usual ways following various reasons including budget constraints as well as presence of other activities with the same objectives including the Central Corridor Road and safety audit study (September 2017 – March 2018) and the Tanzania – Rwanda Road Security assessment (16th – 22nd September 2017) where CCTTFA participated fully and relied on the same to update various issues related to the Transport Observatory routes surveys.

Implementation status of various initiatives along the corridor in line with various recommendations provided earlier are as highlighted below.

3.1 Implementation Status of the 2016 Route Surveys Recommendations

The Routes Survey 2016 findings were presented to the Central Corridor Board of Directors and Interstate Council of Ministers in February 2016 in Kampala - Uganda. A number of recommendations and directives were given out to ensure smooth implementation.

The Central Corridor Transit Transport Facilitation Agency has been advocating to various institutions and other key players on the recommendations given out by the Central Corridor Organs for implementation.

Listed below is the Status of various recommendations as it was during December, 2017.

i. Improvement of weighbridge stations and operations along the Central Corridor in Tanzania.

During the 2016 Central Corridor routes surveys, it was observed that trucks with special stickers were now weighing at only three weighbridges of Vigwaza, Njuki and Nyakahura prior to the construction of three OSIS. This follows the directives of the URT in April 2016.

Despite, these improvements few set backs were observed including Lack of proper guidance signs to the drivers on how to use the infrastructures such as approaching speed. Also long procedures to call for a TRA officials in case of overload when there's need to open the seal and re-distribute.

The 2017 Road survey observed implementation of the given recommendation including Installation of guidance signs on how to use the WIM, this include approaching speed limit signs, Traffic lights, etc. To ensure availability of TRA officer at Vigwaza, it was informed that the Misugusugu TRA checkpoint will soon shift at Vigwaza weighbridge after completion of the OSIS, This will facilitate customs activities once needed.

To reduce, overload cases at the first weighbridge of Vigwaza, TANROADS are constructing a pre-checking/verification weighbridge at the Dar es salaam Port, which will be used to verify cargo weight before starting the journey and will be free of charge.

To reduce time spent at weighbridges of Nala (Dodoma), and Njuki (Singida), these bridges are being converted into WIM which are expected to be completed by December 2017.

Online systems that will now enable transporters to pay overload charges online (Without necessary coming to the weighbridge incident area) are being finalized and will be operational ending December 2017. The application for abnormal

load permit can now be accessed online through Tanroads and Ministry of works Transport and communication websites.

ii. Maintenance/Construction of poor sections of road infrastructure.

During the 2016 Road surveys, it was observed that high percentage of road infrastructure are in good tarmac conditions despite some sections including the Nyakanazi-Rusumo/Kabanga section which were recommended for urgent rehabilitation, the road section Nyakanazi – Kigoma which were recommended for construction.

- a. The Nyakanazi – Rusumo/Kabanga road section. It's the section of about 108km which had lot of corrugations. The 2017 surveys noted that, the Nyakanazi – Rusumo/Kabanga were rehabilitated especially the troublesome area at Nyabugombe, where it is now smooth and passable. Regular maintenance under TANROADS were agreed. It was further noted that, AfDB/WB will be finalizing the Design review of the road by Dec 2017 and the road will be constructed under EAC standards.
- b. The Nyakanazi – Kigoma road. The Nyakanazi-Kabingo section (50 km) is under construction under the URT government funds, Kabingo – Kasulu - Manyovu section (300km) feasibility study is completed and works funding are under consideration by AfDB.
- c. Kigali – Rubavu road section in Rwanda which is well tarmacked but thin is being expanded at various sections to increase its width as it was narrow and attracting a lot of accidents especially for international drivers. The road will contribute to boosting regional trade, economic integration and regional connectivity linking Rwanda to Dar es Salaam and the Democratic Republic of the Congo.

- d. The missing link section of Nyamitanga – Bujumbura on the Road Bujumbura –Ruhwa in Burundi which were recommended for construction under odR and Donors. The road section Bujumbura-Nyamitanga is a missing link of the road Bujumbura-Ruhwa which is part of an international road from Rwanda to Burundi via Ruhwa border post. This road connects to Tanzania via Manyovu border post in Kigoma region. The road is funded by BADEA, FGD, FSD, OFID and Burundi.

The road construction works started on 22nd June 2017 and is expected to be completed within 18 months.



- e. The missing link section of Kibumbu-Gitega on the road Nyakararo –Mwaro - Gitega (76Km) in Burundi were recommended for construction under odR and AfDB. The construction of the section Nayakararo – Mwaro -Kibumbu (30 km) is completed whereas the remaining section Kibumbu-Gitega (46km) is under procurement process awaiting for the AfDB No objection. This road will be an alternative route from Gitega to Bujumbura and it's funded by AfDB.



- f. The road Nyanza lac – Rumonge – Bujumbura in Burundi which is in very poor condition and were recommended for construction under odR and Donors. The feasibility study and detailed engineering design are under finalization. The construction works funding under consideration by AfDB.
- g. The section Bukavu – Kamanyola in DRC has been rehabilitated but still untarmacked. The section Kamanyola – Uvira is under procurement process for feasibility study and detailed engineering design with NEPAD and CCTTFA Co-financing.
- h. The Ruzizi I & II are the borders between Rwanda and D.R Congo on south of Lake Kivu. The road crossing the bridge Ruzizi II is dedicated to trucks while the road crossing the bridge Ruzizi I is for general use. The road Ruzizi II to Bukavu connecting Rwanda to D.R Congo is about 2.5 km long and was in a very poor condition and impassable during rainy season. The construction work of the road to paving standard started in January 2017. This will ensure good connectivity from Rwanda to Bukavu in D.R Congo. Also, the road connecting Rwanda and D.R Congo at Ruzizi I was under expansion to ensure good connectivity through the new Constructed Bridge at Ruzizi I.

iii. Construction of Road side stations, staging areas and parking facilities along the Central Corridor

The 2016 road survey, noted limited number of road side stations, trucks staging areas and parking centers. Along the road, there are number of town centers mostly used by drivers as parking areas and other personal resting. Most of these areas are privately owned where some charges are paid for security purpose, however the level of security is not guaranteed.

Most trucks observed to be parking at Mbezi, Mdaula, Morogoro town, Dumila, Gairo, Kibaigwa, Dodoma town, Ikungi, Bahi, Manyoni, Singida town, Ziba, Kahama, Ushirombo, Nyakanazi and Benako. Some of these places can be the best consideration when designing the road side stations.

While some of those few identified were not up to standards and addressed with safety and security gaps including lack of management, poor and risky security services, poor hygiene and quality of services offered. The recommendation were to construct road side stations, staging areas and parking centers at convenient areas within the central corridor to facilitate smooth transport.

The 2017 route surveys, observed modernized, improved and increased parking centers with reasonable standards. Some of these were observed at Mbezi (Dar es salaam), Dodoma (Dodoma), Kahama (Shinyanga), Ngara (Kagera) all in Tanzania costing nearly 1.5\$ per day. In Rwanda parking are at Rugende (Kirehe), Magerwa (Kigali), Bukavu Entrepôt, one to handle Containers and loose cargo and another for liquid cargo (Tankers), Gitega was built by the Burundi Roads Office under AfDB funding.

However, still there's need to invest further in the road side stations and parking/staging areas which eventually reduce accidents rate along the central corridor member countries.

iv. Implementation of road safety & security measures along the Central Corridor.

Safety and security gaps raised during the 2016 Annual routes surveys included presence of increased speed humps of which others are not up to standards, lack of firefighting brigades at various nodes such as parking areas, border posts, weighbridge stations etc, of which fixing recommendations were provided.

To implement the recommendations, TTFA in association with WB has commissioned a Central Corridor Safety and Security Audit from September 2017 – March 2018 to conduct a risk based Road Safety Audit to identify potential accident blackspots along the Central Corridor Member States' routes (Tanzania, Rwanda, Uganda, DRC and Burundi) and propose specific interventions to address them. As the outcome, preliminary designs for priority interventions, and outline cost estimates will be produced.

The study will also review *safety management capacity* on the Central Corridor Member Countries of Tanzania, Burundi, and Rwanda and outline a *safe corridor strategy* for implementation in a forthcoming investment project, including the proposal of guidelines for a corridor-wide partnership approach to road safety management and will conduct a risk based *field survey at the OSBPs of Kabanga/Kobero, Rusumo/Rusumo, Mutukula/Mutukula, at DRC Border with Burundi (Gatumba/Kavimvira) and at DRC Borders with Rwanda on the way to Bukavu and Goma* to establish the baseline in terms of needs assessment to address the safety and security issues that could happen at those OSBPs.

Identification of unnecessary speed humps and convert others to the required standards has started in Tanzania. This will reduce increased shifting of cargo during its transportation and minimize damage of vehicles. The identification and fixing of the required road signs and posts along the central corridor member countries is also ongoing.

v. Improvement of Railways infrastructure and Inland Ports along the Central Corridor

During the 2016 routes survey, it was noted that the Central railway line was in poor condition and insufficient locomotives and wagons. The inland ports of Mwanza and Kigoma were very old and in poor condition with diminishing depth as well as lacks of handling equipment. Also, lack of reliable cargo vessels services and presence of many unregulated/unofficial ports were among the challenges observed on Lake Victoria and Lake Tanganyika. At Bujumbura port, the observed challenges were due to old and obsolete equipment. Nevertheless, lack of wagon ferries between port of Mwanza and Port bell in Uganda as well as poor condition and silting at Kalundu port in DRC were identified as challenges for the inland ports.

The following improvement on the railways infrastructure and inland ports along the central corridor were achieved as of December 2017.

- a. Rehabilitation of the Central Railway line in Tanzania started and ongoing, of which the railway line from Dar es Salaam to Mwanza through Isaka is operational. Also, the Dar es Salaam – Kigoma line is also operational of which block trains carrying Burundi cargo is operating.
- b. Construction of the Standard Gauge Railway line has started, where construction of the first lot 205km Dar es Salaam – Morogoro commenced in April 2017. The second phase stretches from Morogoro to Makutupora, a distance of 426 kilometers. The SGR project is being undertaken by Yapi Merkez Insaat Ve Sanayi of Turkey and Mota-Engil, Engenharie and Construcao Africa, SA of Portugal.
- c. The Central Corridor- Lake Tanganyika Integrated Transport System aimed at improving transport in Lake Tanganyika were initiated by CCTFA in collaboration with

other key stakeholders responsible for trade and transport from the Lake Tanganyika riparian member countries of the Central Corridor, the EAC Secretariat and the Development Partners involved in the Lake Tanganyika transportation development (Trade Mark East Africa (TMEA), African Development Bank (AfDB) and World Bank (WB)).

vi. Integration of stakeholders` systems with Central Corridor Transport Observatory system for easy data sharing.

To monitor the performance of the corridor, the transport observatory relies on data collection from various stakeholders along the region. To ensure reliability, efficiency and quality of data collected, it was recommended to interface the Transport observatory system with other system.

As of December 2017, various stakeholders were already interfaced with transport observatory including TRA, TICTS, and OBR, of which now data are automatically retrieved and shared on weekly basis. Interfacing process are going on with URA and TPA.

vii. Construction of OSIS of Manyoni and Nyakanazi

Construction of One Stop Inspection Stations (OSIS) came as one of the essential steps in reducing costs of doing business in the Central Corridor, which was characterized by significant delays and relatively high transport costs due to many stoppages along the route. For instance, in the past, trucks used to stop around 31 separate official checkpoints (8 weighbridges, 20 Police checks and 3 revenue checks). CCTTFA and the Tanzania Ministry of Works in consultation with EAC and support from Trademark East Africa conducted a feasibility study in April 2013. Based on feasibility study, the results was agreed that TRA, Police and TANROADS should relocate to the three OSIS of Vigwaza, Manyoni and Nyakanazi. When completed, OSIS

will provide more value-added services such as accommodation, garage, weigh in motion bridges, inspection centers, HIV/AIDS counseling and offices for all government officials. Pre-feasibility and feasibility studies were funded by TMEA while constructions are funded by European



The physical construction works is ongoing at both Lot 1 – Manyoni in Singida region and Lot 2 – Nyakanazi in Kagera region. The progress of works achieved are constructions of culverts, fill works along the OSIS roads and access road to Staff houses, dumping of natural gravel materials for stabilization layer (C1) and construction of staff houses and OSIS buildings.

viii. The border posts of Gatumba-Kavimvira



The border post of Gatumba – Kavimvira between Burundi and DRC are in poor condition. While

the Immigration buildings in DRC side are new, the Customs office buildings in Burundi and DRC are very old and in poor condition even though some rehabilitation works have been done in Burundi side.

Due to the lack of vehicles parking space, the vehicles are stopping along the road causing a lot of congestion and safety issues.

Currently, the goods whose value exceeding 500.000 BIF are not cleared at Gatumba border but are directed to the Customs headquarter Office located at Bujumbura Port.

The Gatumba and Kavimvira border posts are very important yet critically in poor condition were proposed by CCTFA to TMEA for funding. Above, is the bridge under construction at the border post of Gatumba between DRC and BURUNDI towards Uvira. EU is the funding agency

ix. Modernization of Kalundu port

In 2016, the port of Kalundu received a grant from European Union of 2 generators of 330 KVA each and some handling equipment composed of one mobile container crane of 60

Mt capacity and one forklift of 6 Mt capacity.

The contract for dredging of the Kalundu port were awarded through TMEA funding and the dredging activities will commence early 2018.

3.2 CCTO next areas of focus

Going forward, the following are the key areas of focus that the Central Corridor Transport Observatory will be looking at in the next phase of funding;

- Expanded monitoring and description on the inland water ways and rail connections
- Coverage of description about the efficiency at the destination terminals and facilities.
- Expedition for RECTS
- Deployment of real time and online reporting systems
- A country components to assess in details the Central Corridor performance
- An enhanced communication and advocacy platforms
- Benchmarking the performance of Central Corridor with other Corridors in the region and worldwide



Inland Waterways

SECTION FOUR: SUMMARY OF RECOMMENDATION

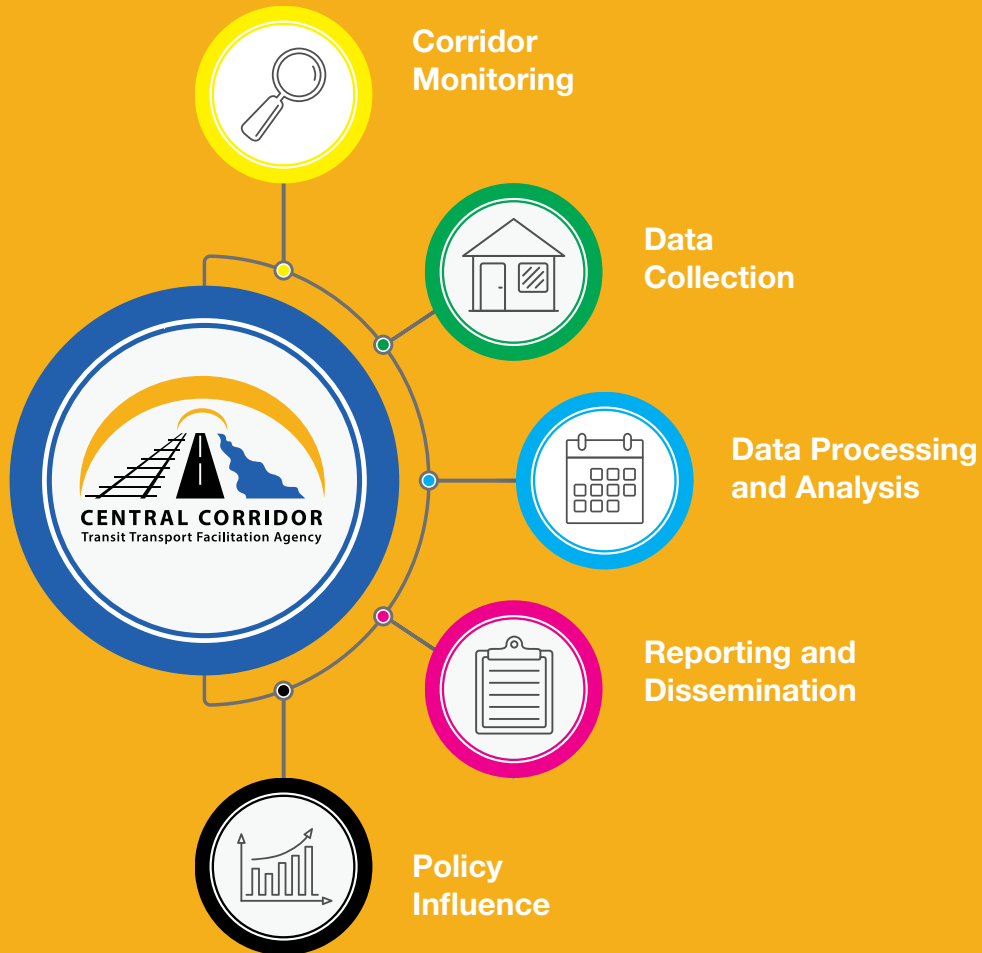
The below are summary of recommendations provided by stakeholders during validation workshop of the Transport Observatory report.

Sn	Challenge observed	Recommendations	Responsible	Status /Timelines
1	Increased Vessels turnaround time.	Organization of clear berthing arrival arrangements at the port to avoid delays (fix berthing arrangements)	TPA, TASAA	
2	Increased port truck turnaround time.	Reconciliation of the e-seals before truck entering the port	TRA, e-Seals Vendors	
		Clearance of all charges before truck enter the port	CF&As	
3	High transport costs by rail and Low railway cargo offtake.	Improving capacity by providing additional locomotives and wagons on the central railway line.	TRC	
		Improving the railway competitiveness by reviewing the rates	TRC	
4	High Transport costs for DRC destined cargo.	Facilitation of a bilateral meeting between the relevant stakeholders in DRC and Tanzania in order to engage discussion towards reduction of transport costs	CCTTFA, TATO, TAT, DRC shippers and C&FA	
5	High customs release time.	Facilitation of training in respective Revenue Authorities IT systems to the clearing agents and IT departments from the Revenue Authorities.	CCTTFA, Donors, Revenue Authorities	
6	Limited collaboration among all port stakeholders to influence port efficiency.	Organization of a high-level port stakeholder` meeting to discuss the issues related to the port efficiency, around the theme "Delivering-as-One".	Port Community	
7	Limited the scope of Corridor performance monitoring	Donors to continue supporting the Central Corridor agenda.	TMEA, DONORS, CCTTFA	



Container Ship at the Dar Es Salaam Port

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