Central Corridor Performance Monitoring Report 2016

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



April 2017

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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
USD	United State Dollar
WIM	Weighing In Motion

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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 I appreciate the valuable contributions, insight and comments made by the STACON which were gathered during the workshop to validate this report."

Capt. Dieudonné Dukundane

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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 transport observatory report. 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.

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 Project is implemented since the year 2012 under the technical and financial support from Trade Mark East Africa (TMEA). Currently, the CCTO is on the 2nd phase of its implementation where great milestones have been achieved including establishment of an online database, piloting of live GPS tracking system, hardware and software for the in house hosted web based Transport Observatory, recruitment of Consultants. Integration to stakeholders' systems for automated exchange of data and the mapping of the Central Corridor routes is under progress.

After continuous monitoring of the Central Corridor performance, it is my privilege to present the 4th Annual Report (January to December 2016) of the Central Corridor Transport Observatory.

The first part of the annual report 2016 contents the Central Corridor Performance Indicators Report and the second one the Central Corridor Routes Survey 2016 Report.

The Performance Indicators report is a highlight of the indicators notably on the volume of cargo, transit time, efficiency and productivity and cost of services.

These reports aimed at providing information on the problems 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. achievements attained so far on all the issues identified during the previous 2015 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.

I take this opportunity to extend my sincere gratitude to TMEA for their financial support, as well as my appreciations to our data providers; TRA, RRA, OBR, DGDA, URA, TRL, TICTS, TPA and Transporters/ drivers and other stakeholders for their continuous support in providing data that allows the Transport Observatory to generate meaningful indicators and monitor the corridor performance. To view the Central Corridor online performance indicators, visit our website: http://observatory.centralcorridor-ttfa.org"

Capt. Dieudonné Dukundane

The Routes Survey 2016 is an update of the

PART 1: COMPUTERISED STATISTICS

REPORT HIGHLIGHTS



1. INTRODUCTION

The Central Corridor connects the Port of Dares-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 (CCTTFA) 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 TTFA 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. Those indicators notably on the volume of cargo and transit time provide a set of tools for the diagnosis of problems relating to high transport costs along the Corridor. Indicators contribute to the identification of areas requiring improvement with regard to the reduction of those costs and to the evaluation of the effectiveness of programs designed to improve competitiveness of the corridor.

CCTO is implemented by sourcing information basically from different stakeholders of all member states based on the computerized data collections. 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 from Road Surveys and GPS Data sourcing where basically the information is obtained from the Transporters and users through the use of open ended Questionnaires which truck drivers are given to fill in. Also, GPS kits are distributed to the truck drivers to gather information. 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 <u>http://observatory.</u> <u>centralcorridor-ttfa.org.</u>

This Annual report covers some indicators monitored on the Central Corridor Transport Observatory from January to December 2016. The reported indicators are part of 34 Indicators monitored by the project.

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

2 METHODOLOGY AND ANALYSIS

The Transport Observatory methodology involves data collection, Data processing and analysis, reporting & Dissemination and finally influences policies formulation among the Central Corridor member countries through findings and results. This report will help in identifying areas that need improvement and will provide support to policy makers in designing regulatory reforms.



Data collection involves a combination of various methods and sources. The main source of data is from computerized systems from different Stakeholders such as Ports Authorities (TPA and TICTS), Revenues Authorities (TRA, URA, RRA, OBR, and DGDA), Railway Authority (TRL), Transporters, Clearing and Forwarding Agents.

Other sources include GPS and road transport surveys. 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 indicators monitor implementation of TTFA Policy Organs (government) decisions and recommendations; Sensitization of stakeholders about ongoing trade facilitation initiatives; Identification of the Nontariff Barriers along the Central Corridor and influence policy changes. Indicators which are monitored by the CCTO have been grouped into FOUR categories which are: Indicators of transit time, transaction volumes, costs of services and transports, efficiency and productivity. A total of **28** indicators are being monitored of which are identified in the **table 1** below.

Table 1: Transport Observatory indicators

CATEGORIES	INDICATORS	SOURCES
	Total stoppage time by destination and by cause	GPS, road surveys
	Stoppage time at weighbridges	GPS, road surveys
	Stoppage time at police checks	GPS, road surveys
Transit times	Stoppage time at border posts	GPS, road surveys
ironsii iimes	Personal stoppage time	GPS, road surveys
	Transit time to Tanzania exit borders	Computerized data
	•Transit time to destinations	GPS, road surveys
	Average no. Of stops per truck per country	GPS, road surveys
	Overall Cargo Traffic Dar es Salaam Port	Computerized data
	Volume of imports by country	Computerized data
Volume of transaction	Volume of exports by country	Computerized data
	Rate of containerisation	Computerized data
	Ratio of trucks by country	Computerized data
	Port charges	Data from users
	Charges by customs and transit agencies	Data from users
	Costs of road freight transport	Data from users
	Cost of rail freight transport	Data from users
Cost of services and transport	Costs of transport by lake	Data from users
	Road maintenance costs by country	Data from users
	Distance per destination and by mode of transport	Data from users
	Costs per km and by mode of transport	Data from users
	Parking Fees per Country	Data from users
	Dwell Time	Computerized data
	Custom Release Time	Computerized data
Efficiency and	Percentage of Tanzania Transit Trucks vs Others	Computerized data
productivity	Ship Turnaround Time	Computerized data
	Truck Turnaround time	Computerized data
	Weighbridges Traffic and Compliance Level	GPS, road surveys

3.1 INDICATORS OF TRANSIT TIME AND DELAYS

Indicators of Transit time and delays within the Central Corridor are obtained from Electronic Cargo Tracking System (ECTS) from TRA and the GPS survey results. Corridor monitoring starts from when goods/cargos arrive at Dar 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.

3.1.1 Weighbridges Crossing Time

Weighbridge crossing time is calculated by sub-

tracting 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 – December 2016. 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.

Table 2: Weighbridges crossing time (minutes)

WEIGHBRIDGE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVRG
Vigwaza-TZ	10	12	9	11	13	10	14	10	17	14	10	9	11.58
Mikese-TZ	0	0	18	21	19	14	11	15	13	12	12	8	14.30
Kihonda-TZ	43	59	57	17	17	11	16	9	11	13	16	16	23.75
Nala-TZ	12	58	52	25	26	23	22	27	26	24	24	25	28.67
Njuki-TZ	25	53	28	16	27	28	21	32	16	19	23	21	25.75
Mwendakulima	32	14	33	16	5	9	13	12	17	13	10	8	15.17
Nyakahura-TZ	29	27	32	19	17	15	27	19	18	16	20	20	21.58
Kyamyolwa-TZ	8	12	14	11	10	10	9	10	7	8	8	8	9.58
Mutukula-TZ	16	19	13	19	12	11	9	12	11	12	12	10	13.0
Lukaya-UG	9	17	18	13	11	12	14	10	18	18	16	12	14.0

Source: road/GPS survey 2016



Figure above indicates average crossing time at various weighbridges along the Central Corridor. Weigh in motion at Vigwaza (Coast) and Mikese (Morogoro) both in Tanzania have shown massive reduction in the weighbridge crossing time after being converted into weighs in motion; they're among the three weighbridges that attract less crossing time compared to all other weighbridges. This is due to the fact that trucks weigh while moving. The congestion and weighbridge crossing time has significantly been reduced compared to the previous static weighbridge. The removal of Police check points at Mikese has also helped to reduce stoppage time.

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. Sample sticker herewith attached as Figure 2 below.Trucks with stickers started weighing at only three weighbridges since April 2016.



Figure 2: Sample sticker to be used for Transit trucks

3.1.2 POLICE AND OTHER CHECK POINTS

On a positive note, all Police Check points for Transit Trucks has been moved to the Weighbridges. Initally these check points were located separately from weighbridges thereby causing additional stoppages for trucks. Currently, Transit trucks are inspected by Police at the time they approach/ queu at the weighbridges.

Since announcement of Weighing of Transit Trucks to only three Weighbridges, Police have moved to Vigwaza, Njuki and Nyakahura Weighbridges. This has reduced congestion at Nala (Dodoma) weighbridge as it was highly caused by the traffic inspection queues.

However, still there are numerous natural resources police check points situated along the Central Corridor roads, purposed for inspecting vehicles carrying natural resources such as charcoal in a view to protect natural forests. Most of stops are found from Kahama, Shinyanga region up to Kagera region. Specifically at Nyakanazi, Benaco, Nyabugombe, Runzewe and Kibaha.

On completion of the One Stop Inspection Stations at Vigwaza, Njuki and Nyakahura all inspections including other control services will be only be conducted there.

3.1.3 TRANSIT TIME PER BORDER

Transit time per border 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 measure from the time difference between Stop date at the border and Start date from Dar 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 border.

Table 3: Transit time to Rusumo Border (days)

BORDER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ост	NOV	DEC	AVRG
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

Source: ECTS Jan – Dec 2015/2016



It has been observed from the table above that the average transit time from Dar es Salaam port to Rusumo border for the year 2015 and 2016 are 3.23 and 3.45 respectively, equivalent to an increase of 6.8 percent.

Table 4: Transit time to Kabanga border (days)

BORDER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ост	NOV	DEC	AVRG
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

Source : ECTS Jan – Dec 2015/2016



It has been observed from the table above that the average transit time from Dar es Salaam port to Kabanga border for the year 2015 and 2016 are 3.37 and 4.01 respectively, equivalent to an increase of 19.0 percent.

Table 5: Transit Time to Mutukula Border (days)

BORDER	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ост	NOV	DEC	AVRG
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

Source: ECTS Jan – Dec 2015/2016



It has been observed from the table above that the average transit time from Dar es Salaam port to Mutukula border for the year 2015 and 2016 are 3.6 and 3.68 respectively, equivalent to an increase of 2.2 percent.

From all Transit time up to the borders, it has been observed that the average transit time keeps fluctuating and is still slightly higher than the government's targets set under Big Results Now (BRN) of 2.5 days. This can be attributed mainly to the strictly and highly observed speed limit regulations of 50 Km/Hour in Tanzania, long and regular personal stops caused by the drivers along the route.

3.1.4 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.

BORDER POST	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVRG 2016	AVRG 2015
Rusumo OSBP	0.70	0.70	0.65	0.65	0.63	0.61	0.81	0.58	0.69	0.77	0.75	0.79	0.69	1.7
Mutukula OSBP	0.43	2.22	0.75	3.60	2.18	2.21	2.68	1.94	1.95	1.97	2.03	2.11	2.00	3.85
Kobero OSBP	2.56	3.43	2.85	2.19	2.11	1.74	1.81	1.77	1.94	1.87	2.25	2.68	2.27	5.64
Rusizi/ Ruzizi	2.92	2.94	2.61	3.83	3.82	3.89	3.53	3.38	4.76	4.15	3.97	3.93	3.64	-
Rubavu/ Goma	3.02	5.03	5.2	5.05	4.47	4.27	4.5	4.47	4.01	4.2	4.43	4.13	4.40	-

Table 6: Border Posts Crossing time (hrs)

Source: CCTO GPS/Road surveys-2016



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 considering 2015 and 2016 where OSBP were operational. Same reduction of about 48.1% were observed for Mutukula while at Kobero a reduction of about 59.8% were observed for border crossing.

The contrast between borders with OSBP and those without OSPB 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 that borders with OSBP.

3.1.5 TRANSIT TIME TO DESTINATION

This is the time from the origin when the 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 – December 2016.

Table 7: Average Transit Time to Destinations (days)

Destination	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	AVRG
Dar-Kigali	3.85	3.77	3.76	3.76	3.77	3.77	3.76	3.76	3.77	3.80	3.70	3.76
Dar-Bujumbura	4.87	4.63	4.61	4.63	4.62	4.62	4.50	4.49	4.35	4.28	4.16	4.50
Dar-Kampala	4.09	4.14	4.15	4.83	4.78	4.78	4.78	4.45	4.39	4.20	4.30	4.44
Dar-Bukavu	4.81	4.83	4.73	4.88	4.93	4.93	4.87	4.81	4.80	4.80	4.60	4.81
Dar-Goma	4.68	4.66	4.60	4.73	4.70	4.70	4.67	4.67	4.65	4.53	4.44	4.62

Source: CCTO GPS/Road surveys-2016



Transit time to various destinations along the Central corridor has slightly increasec5d in 2016 specifically on the first three Quarters (January – September) and slightly reduced for the last quarter (October – December). This is highly attributed by the increased transit time from Dar es Salaam port to the Borders of Tanzania mainly due to highly emphasis of speed limit regulations of 50 Km/Hour in Tanzania and long personal stops along the route.

On average the minimum transit time was recorded to be 3.76 Hours for Dar – Kigali route and the maximum being 4.81 Hours for Dar – Bukavu route.

3.1.6 AVERAGE STOPS PER TRUCKS

It provides an average number of stops per truck per country for both inbound and outbound. The outbound constitute the journey from Dar es Salaam to different destinations while inbound include the journey from different destinations to Dar es Salaam.

Table 8: Number of stops per truck per country

	Outbound	Inbound	Distance	Km/stops
Tanzania-Rusumo	13	12	1271	98
Tanzania-Mutukula	13	12	1446	111
Tanzania-Kabanga	13	12	1297	100
Rwanda	3	2	1495	93
Burundi	4	3	1630	96
D.R.Congo-Goma	7	6	1635	82
D.R.Congo-Bukavu	7	6	1704	85
Kampala	2	2	1780	119

Source: CCTO GPS/Road surveys-2015





Table above provide analysis that, most of the stops are made in Tanzania where trucks spend about 2.5 to 3 days before reaching the borders between Tanzania with Rwanda, Burundi and Kampala at a distance of 1335Km, 1383Km and 1530Km respectively to the borders.

On a single trip, a truck makes about 13 stops within Tanzania including 7 weighbridges for trucks heading Rwanda and Burundi while trucks heading to Kampala stop at 8 weighbridges of which 7 are located in Tanzania. All stops made interprets that after every 100Km covered a truck has to stop.

After crossing the borders, number of stops decreases however they are slightly higher for trucks heading to D.R Congo due to the longest distance they have to travel plus multiple border crossing.

3.2 EFFICIENCY AND PRODUCTIVITY

3.2.1 WEIGHBRIDGE INDICATORS

The CCTO also monitors the productivity and efficiency of the Weighbridges installed along the Corridor and the level of compliance of the Vehicle Load Control Limit.

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.

3.2.1.1 Weighbridge Traffic in Tanzania

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

The figure below provides a summary for each month the average daily traffic weighed at Vigwaza, Mikese, and Kihonda weighbridges in Tanzania

Figure 3: Weighbridges daily Traffic



Source: TANROADS, 2016

The figure above shows there is a decreasing trend in number of Vehicles weighed at Mikese and Kihonda but up and down trend for Vigwaza Weighbridge. The trend is attributed to the decreases in cargo at the Dar es Salaam port.

3.2.1.2 Weight 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.

Figure 4: Weighbridges Compliance



The figure above shows that there is high compliance level by trucks in all three weighbridges. The compliance is consistent throughout the reporting period (January to December 2016). The average compliance is at 98.8%.

3.2.2 DWELL TIME INDICATORS



Photo: The Dar es Salaam Port

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).

The Government of the United Republic of Tanzania has set in its program BRN, "BIG RESULT NOW" the target duration of customs and port procedures (Dwell Time) to 5 days for containers in Transit.

At the Dar es Salaam Port there are two operators; The Tanzania Port Authority (TPA) and the Tanzania International Containers Terminal Services (TICTS).

3.2.2. TPA dwell time

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

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

i. Average Local Container Dwell Time TPA (Days per container)

Figure 5: TPA average local container dwell time 2013-2016



It is clearly observed that the average dwell time for local containers is 9.94 days for 2013, 7.74 days for 2014, 3.58 days for 2015 and 3.73 days for 2016, this shows that according to BRN Target of 5 days, the local dwell time from 2015 has attained the expected target.

ii. Average dwell time transit container TPA (Days per container)

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



Figure 6: TPA average transit container dwell time 2013-2016

Source: TPA, 2013 - 2016

The average container dwell time for transit keep decreasing from 2013 to 2016, averages recorded are 12.1 days, 11.7 days, 8.84 days and 8.82 days for 2013, 2014, 2015 and 2016 respectively. However, the transit dwell time is still high compared to target but clearly observed that the dwell time is decreasing to meet the BRN target.

iii. Import Overall container dwell time TPA (Days per container)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	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

Source: TPA Data 2013-2016





The average dwell time for import overall is 11.3 days for 2013, 10.85 days for 2014, 7.21 days for 2015 and 6.95 days for 2016. This shows also that the container dwell time for import overall is also decreasing to meet the BRN target.



3.2.2.2 TICTS dwell time

i. Average monthly local container dwell time (days per container): DSM container terminal (TICTS) year: 2008-2016

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





Average local container dwell time (days per container) 2008 - 2016

Source: TICTS Data 2008 – 2016

As depicted on the graph above, the average Container dwell time for TICTS from 2008 to 2016 is shown, the trend shows that the dwell time is reduced on average from past years to the current year, from an average of 22 days in 2008 to approximately 5 days 2016. It is clearly observed that the dwell time is almost attained the set BRN target of 5 days.

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

ii. Average Dwell Time Transit Containers TICTS





Source: TICTS Data 2008 - 2016

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 11.6 days, the trend on the graph shows a decrease towards the BRN target of 5 days per container.

YEAR JAN MAR MAY JUL AUG NOV FEB APR JUN SEP OCT DEC 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 17.0 21.0 22.0 19.0 2009 20.0 25.0 25.0 18.0 16.0 15.0 15.0 13.0 12.0 13.0 14.0 13.0 15.0 13.0 13.0 15.0 16.0 2010 14.0 13.0 16.0 15.0 13.0 11.0 11.0 12.0 10.0 10.0 11.0 11.0 11.0 11.0 12.0 2011 9.0 8.0 10.0 10.0 11.0 11.0 9.0 9.0 10.0 9.0 9.0 10.0 2012 12.0 11.0 9.0 10.0 11.0 8.0 8.0 8.0 8.0 8.0 10.0 9.0 2013 11.0 11.0 10.0 11.0 10.0 9.0 10.0 10.0 9.0 8.0 9.0 11.0 2014 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 7.9 7.2 7.5 7.2 7.0 9.1 11.1 9.7 11.0 10.3 10.5 11.0 2016

iii. Import Overall Container Average Dwell Time TICTS

Figure 10: TICTS average import overall dwell time 2008-2016



Import Overall Container Average Dwell Time TICTS (days per container) 2008 - 2016

Source: TICTS Data 2008 – 2016

As shown on the graph above, the average TICTS overall dwell time also keeps decreasing from past years to current years from when it was 25.42 days on average 2008 to approximately 9.13 days on average 2016.

3.2.3 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.

AVG

25.42

18.83

13.92

11.5

9.58

9.33

9.92

10.39

9.13

i. Tanzania Revenue Authority Release Time (Hours)

YEAR	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

Source: TRA, Jan - Dec 2015 & 2016





As depicted on the graph above, it shows that the trend for Tanzania Revenue Authority Release time is slightly decreasing from January to March 2016 but from April to December 2016 seems the trend is increasing compared to 2015, it defines that a comprehensive survey should be done to observe the real cause of the issue and expedite more improvements.

3.2.4 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. Observed that Tanzania Transit Trucks are dominating the transport market of cargo from Dar es Salaam Port.

i. Percentage of Tanzania Transit Trucks vs Other Countries

Tanzania 94.0	Origin of the Trucks	Value in Percentages (%)
	Tanzania	94.0
Others 6.0	Others	6.0

Figure 12: Percentage of Tanzania Transit Trucks vs Other Countries

Percentage of Tanzania Transit Trucks vs Other Countries (in%)



Tanzania94% Others 6%

Source: TPA Jan – Dec 2016

3.2.5 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.

ii. Containerized Vessel Turnaround time



Figure 13: Containerized Vessel Turnaround time



Containerized Vessel Turnaround time from Tanzania Port Authority

Source: TPA, Jan – Dec 2016

As depicted on the graph above, clearly noted that the ship turnaround time is significantly going down showing improvements at the port of Dar es Salaam within Containerized Terminal Unit, as recorded from January to May 2016, but there is also a slight increase from June to November, 2016. But the overall average from Jan – December, 2016 is 48.5 Hours per ship.

3.2.6 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.

Months	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
Time (Hours)	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



Figure 14: truck turnaround time at TPA

Source: TPA, Jan – Dec 2016

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 – September 2016. On average from January to December 2016 is 9.66 hours which is still very high where a comprehensive study should be conducted to find out the reasons why drivers and truck owners are still complaining the truck turnaround time at TPA.

3.2.7 TRUCK TURNAROUND TIME AT TANZANIA INTERNATIONAL CONTAINER TERMINAL SERVICES

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

Months	SEP	OCT	NOV	DEC	AVG
Time (Hours)	3.27	3.66	3.80	3.61	3.59

Figure 15: Truck turnaround time at TICTS



Truck Turnaround Time at Tanzania Interntional Container Treminal Services in Hours

Source: TICTS, Sep - Dec 2016

As depicted on the graph above, there was an increase of truck turnaround time from September to November 2016, but from December the turnaround time is going down showing improvements at TICTS. But drivers are still complaining the processes at TICTS where a brief survey can be conducted to observe the situation and advice accordingly.

3.2.8 VOLUME OF TRANSACTIONS

3.2.8.1 Overall Cargo Traffic through Dsm Port for 2015 and 2016 in Metric Tons

This part shows the performance of the Dar es Salaam Port in terms of cargo flow both for import and export for the periods of between January and December 2015 and between January and December 2016. It also provides analysis and comparisons of performance figures during the stated period. Overall trend show that there is a decline in cargo for both imports and exports. Tanzania (domestic) cargo represents over 60% of all cargo passing through Dar Port followed by D.R Congo then Rwanda, Burundi and Uganda.



3.2.8.1.1 Imports

Table 9: Overall Imports January – December 2015 in Metric Tons

COUNTRY	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
DISCHARGED												
Tanzania	653,888	538,212	578,430	600,745	625,702	711,833	555,405	521,574	649,233	626,751	635,654	630,986
D.R.Congo	98,746	89,408	87,084	100,953	104,232	91,728	111,204	108,800	127,674	87,232	92,558	94,924
Burundi	20,525	21,212	24,628	38,403	30,772	21,725	25,170	21,103	31,887	31,189	34,017	48,175
Rwanda	68,572	66,440	52,592	65,090	68,024	68,486	73,222	57,597	74,338	75,315	77,387	72,872
Uganda	9,388	13,534	9,248	11,965	16,588	17,171	15,521	11,347	14,270	5,983	12,225	19,421
Others	177,610	117,472	189,032	134,582	173,435	187,621	229,370	146,933	251,953	147,894	98,929	195,823
Total imports	1,028,729	846,278	941,014	951,738	1,018,753	1,098,564	1,009,892	867,354	1,149,355	974,364	950,770	1,062,201

Source: TPA Jan-Dec 2015

The table above shows the volumes of cargo imported by both member and non-member countries through the Dar es Salaam Port between January and December 2015. The figures show slight variations in cargo flow starting with minimum cargo being recorded in February (846,278) and maximum recorded in December (1,062,201).

COUNTRY	16-Jan	16-Feb	16-Mar	16-Apr	16-May	16-Jun	16-Jul	16-Aug	16-Sep	16-Oct	16-Nov	16-Dec	2016
DISCHARGED													
Tanzania	601,940	572,551	518,760	496,931	674,196	665,337	549,265	746,545	669,087	581,809	533,523	580,393	7,190,337
D.R.Congo	74,445	77,312	60,331	41,020	48,390	65,097	55,791	72,379	92,874	74,986	64,072	62,349	789,046
Burundi	26,613	29,438	23,453	15,638	26,336	21,233	18,400	25,541	32,256	24,780	28,229	29,083	301,000
Rwanda	72,181	66,903	65,135	62,936	60,750	70,329	53,780	66,685	101,696	77,104	65,795	76,998	840,291
Uganda	12,122	11,267	16,326	10,012	12,872	14,012	12,797	16,915	25,147	11,190	9,972	12,491	165,123
Others	109,251	68,089	174,276	211,806	137,759	204,790	81,640	201,529	235,462	141,036	168,327	240,787	1,974,753
Total imports	896,552	825,560	858,281	838,343	960,303	1,040,798	771,673	1,129,594	1,156,522	910,905	869,918	1,002,101	11,260,550

Table 10: Overall Imports January – December 2016 in Metric Tons

Source: TPA Jan-Dec 2016

The year 2016 saw downwards trend for cargo imports (Local, transit and others) through the port of Dar es Salaam, although the changes between one month and the other were not significant. Total Imports started at 896,552 tons in January and ended up at 1,002,101 tons in December.

3.2.8.1.2 Exports

Table 11: Overall Exports January – December 2015 in Metric Tons

COUNTRY	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
LOADED												
Tanzania	120697	124258	96620	99032	88499	121480	133657	104541	146918	120488	93860	114734
D.R.Congo	47899	42345	38944	45191	29728	41015	64996	48356	50269	41198	32987	38094
Burundi	874	1508	1557	328	505	427	911	949	1181	2262	1479	2026
Rwanda	923	1377	1152	870	1530	1607	1490	2196	2252	2918	1754	1778
Uganda	201	80	107	48			131		84	18		34
Others	24563	27154	23047	27471	16899	16177	26379	19893	21705	18330	27783	24698
Total exports	195,157	196,722	161,427	172,940	137,161	180,706	227,564	175,935	222,409	185,214	157,863	181,364

Source: TPA Jan-Dec 2015

Export figures above indicate there were slight fluctuations on monthly basis between January and December 2015. This trend can be perceived as normal based on comparison with trend in previous (2014) data captured by CCTO.

Table 12: Overall Exports January – December 2016 in Metric Tons

COUNTRY	16-Jan	16-Feb	16-Mar	16-Apr	16-May	16-Jun	16-Jul	16-Aug	16-Sep	16-Oct	16-Nov	16-Dec	2016
LOADED													
Tanzania	89,808	93,403	92,610	88,118	86,187	92,082	107,049	122,831	128,749	140,353	127,745	102,225	1,271,160
D.R.Congo	36,791	64,709	32,915	17,242	23,629	25,045	37,705	22,155	18,631	17,273	31,052	36,554	363,701
Burundi	2,511	1,506	1,970	912	954	558	1,074	3,157	1,584	1,354	1,980	1,814	19,374
Rwanda	1,639	1,215	1,962	1,132	1,816	2,116	1,818	1,937	2,740	1,718	2,098	2,157	22,348
Uganda	18	37	539	0	0	37	0	0	0	0	0	165	796
Others	32,266	24,227	35,211	27,712	21,751	50,931	26,915	27,242	25,776	31,565	28,968	29,301	361,865
Total exports	163,033	185,097	165,207	135,116	134,337	170,769	174,561	177,322	177,480	192,263	191,843	172,216	2,039,244

Source: TPA Jan-Dec 2016

3.2.8.1.3 Comparison for the year 2015 & 2016 for both Imports and Exports

Table 13: Overall Imports Comparison January - December 2015 and 2016 in Metric Tons

Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Νον	Dec	Total
Total Imports 2015	1,028,729	846,278	941,014	951,738	1,018,753	1,098,564	1,009,892	867,354	1,149,355	974,364	950,770	1,062,201	11,899,012
Total Imports 2016	896,552	825,560	858,281	838,343	960,303	1,040,798	771,673	1,129,594	1,156,522	910,905	869,918	1,002,101	11,260,550

Source: TPA Jan-Dec 2016



The above table compares import cargo volumes at Dar es Salaam Port between January to December for both 2015 & 2016. As shown the total imports for 2015 and 2016 are 11,899,012 mT and 11,260,550 mT respectively, equivalent to a decrease of 5.4 percent (638,462 metric tons) during the period in question.

Table 14: Overall Export Comparison January - December 2015 and 2016 in Metric Tons

Months	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Νον		Total
Total Exports 2015	195,157	196,722	161,427	172,940	137,161	180,706	227,564	175,935	222,409	185,214	157,863	181,364	2,194,462
Total Exports 2016	163,033	185,097	165,207	135,116	134,337	170,769	174,561	177,322	177,480	192,263	191,843	172,216	2,039,244

Source: TPA Jan-Dec 2016

Table above shows comparison of an overall export for a period of one year January – December in metric tons. The total export recorded for the year 2015 and 2016 are 2,194,462 mT and 2,039,244 mT respectively. Observed a decrease of 155,218 metric tons equivalent to a decrease of 7.1 percent from 2015 to 2016. See a graph below;



Overall Export Comparison January- December 2015 and 2016 in Metric Tons

Table 15: Overall Traffic Imports + Exports & Transshipment in Metric Tons

	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	2016
Overall imports	896,552	825,560	858,281	838,343	960,303	1,040,798	771,673	1,129,594	1,156,522	910,905	869,918	1,002,101	11,260,549
Overall exports	163,033	185,097	165,207	135,116	134,337	170,769	174,561	177,322	177,480	192,263	191,843	172,216	2,039,244
Overall imports & exports	1,059,585	1,010,657	1,023,488	973,459	1,094,640	1,211,567	946,234	1,306,916	1,334,002	1,103,168	1,061,761	1,174,317	13,299,793
Transhipment	24,316	26,811	25,684	18,157	20,702	27,869	24,278	31,134	13,507	13,108	25,237	38,370	289,173
Grand Total	1,083,901	1,037,468	1,049,172	991,616	1,115,342	1,239,436	970,512	1,338,050	1,347,509	1,116,276	1,086,998	1,212,687	13,588,966

3.2.9 TRANSPORT COSTS AND RATES

Transport costs are the expenses incurred by a transporter to move products/cargo from one location to another. The cost is determined by fixed (infrastructure) and variable (operating) costs depending on various conditions related to location, infrastructure, administrative barriers, energy and how the freight is carried.

Rates on the other hand are the price of transportation services paid by the cargo owners/ shippers. Rates may not necessarily be based on the real transport cost of transporting goods as is reflective of a number of factors aside from normal transportation costs. The main determining factors of freight rate are, mode of transportation (truck, ship, train, air craft), weight, size, distance, points of pickup delivery, and the actual goods being shipped.

3.2.9.1 Road Freight Charges/rates

Table below gives a summary of the average transportation rates for moving a container (20' or 40' from Dar es Salaam to main destinations along the Central Corridor.

Table 16: Transport rates per route

Route	16-Jan	16-Feb	16-Mar	16-Apr	16-May	16-Jun	16-Jul	16-Aug	16-Sep	16-Oct	16-Nov	16-Dec
Dar-Kigali	\$3,700	\$3,800	\$3,800	\$3,500	\$3,000	\$3,000	\$3,000	\$3,000	\$2,800	\$2800	\$2800	\$2700
Dar-Bujumbura	\$3,900	\$4,000	\$4,000	\$3,700	\$3,700	\$3,700	\$3,700	\$3,500	\$3,400	\$3400	\$3400	\$3200
Dar-Kampala	\$5,100						\$3,700	\$3,600	\$3,300	\$3300	\$3300	\$3300
Dar-Bukavu	\$6,700	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$5,500	\$5,500	\$5,500	\$5400	\$5400	\$5200
Dar-Goma	\$5,300	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$4,700	\$4,700	\$4,600	\$4600	\$4600	\$4500

Source: CFA's/ Road Surveys 2016



Comparing the trend, transport rates along the Central Corridor have reduced considerably to all destinations for the period January –December 2016 as shown in the graphs below, this may be attributed due to shortage of cargo at the port of Dar es Salaam especially in the April – September, where price of transporting cargo is also going down due to high number Transit Trucks compared to the available cargo, hence demand of cargo exceeds its supply.

Table below indicates various costs incurred to import 40'' container through Dar es Salaam port to various destinations along the central corridor. The costs/charges include Port charges, clearing fees. Transportation costs etc. It may be noted that, Transportation charges includes road toll fees paid per respective destination which is 152 USD for Rwanda, Burundi and Kampala while it is 200 USD for DR Congo.

Table 17: Cost of moving 40'' container per Kilometer per various destinations

Destinations	Port Charges		Shipping Charges	Cargo Tracking charges	Corridor Levy	Clearing F	ees	Visa Fees	Transport Fees (40'') + Road toll	Entry Card fees	TOTAL COST	Distance (Km)	Cost (\$) of 40'' contain- er/Km	
	Handling	FCL for Customs Verifica- tion	Wharf- age				Dar Port	Border/ Destina- tion						
Kigali	120	320	180	60	20	12	300	200	na	2700	na	3912	1495	2.62
Bujumbura	120	320	180	60	20	12	300	200	na	3200	na	4412	1640	2.69
Kampala	120	320	150	60	20	12	300	200	na	3300	na	4482	1780	2.52
Goma	120	320	180	60	20	12	300	200	50	4500	30	5792	1635	3.54
Bukavu	120	320	180	60	20	12	300	200	50	5200	30	6492	1769	3.67

Source: CFA's/ Road Surveys 2016



Costs of moving 40'' Container per Km is cheap for Kampala destined cargo followed by Kigali of about 2.52usd/km and 2.62usd/km respectively. It is much expensive for Bukavu destined cargo about 3.67USD/km

3.2.9.2 Total cost comparison for importing container by rail vs road to Bujumbura - Burundi

Table below indicates the cost incurred to import 40'' containerized cargo either by Rail or Road to Bujumbura – Burundi. The costs include port charges, transport charges and other charges as indicated.

Table 18: Total cost comparison for importing container by rail vs road to Bujumbura - Burundi

Mode	Port Charges/Handling			Shipping Charges	Cargo tracking Charges	Transport Charges			Clearing Charges			TOTAL
	Dar	Kgm	Buj			Dar - Kgm	Kig- Buj	Dar - Buj	Dar port	Kgm port	Border/ Dest	
RAIL	620	558	200	60	na	3000	1015	na	300	200	200	6153
ROAD	620	na	na	60	20	na	na	3200	300	na	200	4400

Source: CFA's/ Road Surveys 2016



For transportation of containerized cargo from Dar es Salaam to Bujumbura – Burundi, it is much cheaper to transport by Road through Kabanga/Kobero than by Rail through Kigoma port. The approximate costs are 4400 USD and 6153 USD by Road and Rail respectively.

3.2.9.3 Total cost comparison for importing loose cargo by rail vs road to Bujumbura – Burundi

Table below indicates the cost incurred to import loose cargo either by Rail or Road to Bujumbura – Burundi. The costs include port charges, transport charges and other charges as indicated.

It may be noted that, for Rail, a 40 Tones Wagon is taken into consideration while for Road transport a truck carrying 30 tones loose cargo is considered.

Table 19: Total cost comparison for importing loose cargo by rail vs road to Bujumbura – Burundi

Mode	Port Charges/Handling		Transport Charges		Clearing Charges		Cargo Tracking	TOTAL	Cost per ton			
	Dar	Kgm	Buj	Dar - Kgm	Kig- Buj	Dar - Buj	Dar	Kgm	Border/Dest			
RAIL	440	500	140	2600	616	na	300	100	200	na	4896	122.4
ROAD	330	na		na	na	3200	300	na	200	20	4050	135

Source: CFA's/ Road Surveys 2016



Figures indicate that, it costs 122.4 USD/ton to transport cargo by rail to Bujumbura – Burundi through Kigoma port while it costs 135 USD/ton to transport cargo by road to the same destination through Kabanga/Kobero border.

It is thus 9% Cheaper to transport loose cargo by Rail compared to road transport from Dar es Salaam to Bujumbura – Burundi.

3.2.9.4 Parking fees per county

Parking fees along the Corridor are mainly paid where trucks spend nights. Most of the parking areas are unofficial and privately owned. There are few official parking areas equipped with important requirements to support parking activities, and most of these parking areas are found at destinations.

The table below indicates the parking areas per country, their status and parking charges incurred.

It might be noted that, parking charges along the way are mainly paid by drivers whereas those paid at destinations are paid by the cargo owner/transporter as trucks may spend more than one day at destination.

Country	Name of the parking	Status	Fees
	Mbezi	Public	Free
	Morogoro	Private	5.0 \$
	Dumila	Private	2.3 \$
	Dodoma	Private	2.3 \$
	Manyoni	Private	2.3 \$
	Ikungi	Private	2.3 \$
	Singida	Private	2.3 \$
Tanzania	Misigiri	Private	2.3 \$
	Igunga	Private	2.3 \$
	Nzega town	Private	2.3 \$
	Tinde	Private	2.3 \$
	Isaka	Private	2.3 \$
	Kahama	Private	5.0 \$
	Ushirombo	Private	2.3 \$
	Nyakanazi	Private	2.3 \$
	Benaco	Private	5.0 \$
	Kayonza	Private	4.2 \$
Duranda	Magerwa – Kigali	Private	6.0 \$
Kwuhuu	Gitagi	Private	4.2 \$
	Butale	Private	4.2 \$
Rurupdi	Gitega	Public	8.0 \$
	Bujumbura	Public	8.0 \$
Uganda	Nakawa	Private	7.2 \$
DRC (Bukayu & Coma)	Antreport – Bukavu	Private	15.0 \$
	Antreport – Goma	Private	15.0 \$

4.0 CONCLUSION

A lot of positive results were recorded in 2016 with regard to performance of the Central Corridor as there has been improvement in almost all indicators as seen in tables above.

These positive trends triggered massive investments like Dar Port modernization programme (600 million USD), the projected 2000 Km of new SGR line connecting Dar es Salaam port to other Central Corridor countries. Around 95% of road networks along the central corridor are in tarmac and inland ports and waterways have potentials to attract both public and private investments.

Other areas which recorded massive improvements along the Corridor include:

Massive improvement on the Port cargo dwell time from 22days in 2008 to less than 7 days in 2016.

The transit time from Dar es Salaam port to Kigali-Rwanda, Bujumbura-Burundi, Kampala-Uganda, Goma-DRC and Bukavu-DRC at a distance of 1495Km, 1630Km, 1780Km, 1635Km and 1704Km respectively was 3.76 days, 4.5 days, 4.44days, 4.62days and 4.81days compared to a minimum of 7days in the past five years.

The introduction of Single Customs Territory (SCT) and Electronic Cargo Tracking System (ECTS) for cargo transiting through Dar es Salaam port has highly improved efficiency in customs service and highly contributed in boosting the revenue collection among the member countries.

Central Corridor member countries and development partners have pioneered several other initiatives such as reduction of checkpoints along the Corridor which will see the construction of One Stop Inspection Stations (OSIS) at Vigwaza, Manyoni and Nyakanazi under EU/WB funding.

Implementation of OSBPs at the borders of Rusumo, Kabanga/Kobero and Mutukula under TMEA/ JICA funding, roads improvements and introduction of Weigh in Motion has also impacted the reduction of transit time and costs of doing business along the corridor.

All these improvements resulted to the reduction of Transport costs along the Central Corridor.

5.0 INTRODUCTION

5.1 BACKGROUND OF THE ROUTE 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.

The Transport Observatory as the performance monitoring tool for TTFA has been gathering information on delays and associated reasons along the corridor among the truck drivers and operators by means of the questionnaires accompanied with the GPS Kits with the purpose to identify the bottlenecks along the corridor.

The reports generated from the GPS data and the questionnaires cannot be the only facts to conclude on the issues happening along the corridor including the causes of the delays, the status of infrastructures and the challenges faced by the transit operators; hence the physical Route surveys were recommended to complete and validate those electronic and questionnaire reports.

The CCTTFA conducted the 1st Route survey within the Tanzania Territory up to the exit borders in June 2015 followed by another comprehensive route survey covering the entire corridor in October 2015. The reports and findings were presented to the Central Corridor Board of Directors and the Interstate Council of Ministers meetings at different times. Major decisions were taken by the relevant institutions including:

- Weighing transit trucks at 3 weighbridges instead of 8
- Rehabilitation of the central corridor roads in poor condition
- Reduction of visa cost and validity for Tanzania Transporters entering DRC
- Conducting complete routes survey covering the entire transit routes along the central corridor to be done every year.

5.2 OBJECTIVE OF THE ROUTES SURVEY

The overall objective of the survey is to:

- Identify of areas/points with infrastructure deficiencies along the Central Corridor nodes;
- Obtain on spot updates on implementation of earlier recommendations made by CCTTFA policy organs and state of play of implementation of the trade facilitation instruments and ongoing initiatives;
- Identify the cause of delays along the central corridor and come up with actions to address the recurring delays;
- Identify challenges faced by users and regulators along the central Corridor and opportunities available to address the challenges;
- Collect pertinent data and information to feed the Transport Observatory;
- Disseminate information and sensitize the stakeholders about new developments along the central Corridor;
- Promote collaboration among the public and private sector stakeholders to address their day to day operational challenges at the transit route nodes.

5.3 SCOPE OF THE ROUTES SURVEY

- Weighbridges (Validation of data, visualization of operations, operations of weighbridges, capture reasons for weigh variations),
- Road status (signage, poor road sections),
- Road side Parking Spaces along the roads (identify the challenges including services and other places recommended for such activity),
- Safety and Security along the roads,
- Police checkpoints,
- Natural resources inspection gates (Observe procedures/effects on transit trucks and come up with best practice),
- OSBP Operations (Observe operations at Kabanga, Mutukula and Rusumo, Ruhwa, identify issues for improvement)
- Status of the Inland Ports

5.4 METHODOLOGY OF THE SURVEY

Primary data collection:

On the ground, the team surveyed by road all Central Corridor transport nodes from Dar es Salaam through borders of Rusumo, Kabanga/ Kobero, Mutukula, Rubavu/Goma, Rusizi/Ruzizi 2, Gatumba/Kavimvivira and Ruhwa. This also included visiting of Rail and Inland Waterways in Kigoma, Mwanza, Bujumbura, Kalundu and Port Bell.

Individual interviews and Focus Group Discussion (FGDs) at different nodes along the trip were conducted including interview with Transporters/ Drivers, Highway authorities and weighbridge operators, Customs officers, Police, immigration, Borders managers and OSBP operators of Rusumo, Kabanga and Mutukula, TANROADS regional managers.

Secondary data collection:

Survey team analyzed previous 2015 Route survey report to update information on the achievements attained so far on all the issues identified as well as the recommendations and directives provided by that report.

The team also analyzed the data obtained from drivers/Transporters through GPS Kits to validate number of reported issues. Some of the targeted respondents and various transport nodes to be surveyed were identified and finally data collection and guidance tool were developed.

The team also had discussions and engagement with Local Authorities along the Routes including meeting with District Commissioner of Manyoni and his security cabinet to ascertain the causes of regular accidents at Manyoni District. The objective was also to build long working relationship with local authorities along the routes.

6.0 IMPLEMENTATION STATUS OF THE 2015 ROUTE SURVEYS RECOMMENDATIONS

The Routes Survey 2015 findings were presented to the Central Corridor Board of Directors and Interstate Council of Ministers in February 2016 in Mwanza - Tanzania. 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 the 2016 Routes survey.

6.1 Pilot OSIS operations by allowing weighing transit trucks at only 3 weighbridges

Along the Central Corridor, there are about 7/8 weighbridges positioned in Tanzania where by Vehicles weighing above 3.5 Tons are subjected to weigh for road damage control. Complementary to this, Police and other Control Authorities reaularly conducts inspection of transit trucks along the Corridor. On average one truck, could spend more than 5hrs of its total Transit time at Inspection Stations, this were noticed to be one of the bottlenecks hindering smooth transportation especially for transit trucks. Awaiting for the completion of the One Stop Inspection Stations of Manyoni and Nyakanazi, it was then directed by TTFA Interstate Council of Ministers to pilot the OSIS operations by allowing Transit Trucks to weigh and being inspected at only three weighbridges.

During the inauguration of Rusumo OSBP on 6th April 2016, H.E, the President of the United Republic of Tanzania announced the measure of weighing transit trucks along the Central Corridor only at 3 Weighbridges of Vigwaza, Njuki and Nyakahura.

To implement the measure, the Ministry of Works, Transport and Communication of Tanzania introduced stickers costing 40\$ per Truck for easy identification to allow them weighing at those 3 weighbridges.

The 2016 Routes survey observed however that only about 5% of trucks had stickers leaving 95% of the trucks weighing in all the weighbridges. Trucks with stickers can save more than 70% of the weighbridges crossing time. While drivers see the benefits of weighing at three weighbridges, the truck owners feel the cost of stickers is a burden to them as the transit trucks are clearly identifiable. The issues were discussed during the TTFA organs meeting on August 2016 and the Ministry of Works, Transport and Communication, Tanzania committed to evaluate and come up with a way forward.



Vigwaza Weighbridge is the first from Dar es Salaam for both transit and local trucks.

6.2 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 results it 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 brides, 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 Union (EU).





Site for construction of Manyoni One Stop Inspection Station (OSIS) as was seen during the December 2016 route survey.

In December 2016, Ms. Mantovani Group was awarded the tender for construction of the Manyoni and Nyakanazi OSISs after successful announcement and evaluation of tenders. For Manyoni site (Lot 1) the site is ready, compensation to people was done and the land is fully available for the OSIS construction to begin. For Nyakanazi (Lot 2) one side of the site was ready (free) as of December 2016, but the other side was still not free because the report submitted by evaluators had issues which Ministry of Works, Transport and Communications ordered to be resolved first. Construction of Nyakanazi OSIS will begin when the other side will be availed.

6.3 Long delays of Fuel Transit Trucks at Mutukula Border Post of Uganda

The Long delays of Fuel Transit Trucks at Mutukula Border Post of Uganda is attributed by the Dipping Processes in Ugandan Side. The process to confirm the fuel quality and quantity is mandatory in Uganda to be done at the border. The dipping process is carried out by Global Fluid International (GFI). The 2015 Routes surveys observed a lot of complaints and delays of the dipping process at Mutukula OSBP/Uganda due to insufficient man power for the GFI. Comparing to the previous 2015, the Routes survey of 2016 observed little complaints that when there are a lot of trucks at the same time especially morning hour's results into long queues waiting for the dipping processes. These delays are mainly caused due to number of staffs for the GFI are not proportional with the available work. Observed that on average one truck takes 15 – 20 minutes for the dipping process to complete.





6.4 Operationalization of OSBP of Rusumo

The OSBPs at Rusumo were built under the support from government of Japan as well as from African Development Bank, construction were completed but operationalization were delayed due to lack of office equipment on Tanzania side.

After completion of the remaining issues, Rusumo OSBP was inaugurated on 6th April 2016 by H.E Dr. John Magufuli and H.E Paul Kagame, respectively the presidents of United Republic of Tanzania and Republic of Rwanda. Since then, the Rusumo OSBP is fully operational, meaning that all trucks stop at one side only instead of two as it was previously and officers from institutions involved from both countries are operating in the same building.

6.5 High visa fees paid by Tanzania and Uganda truck drivers in D.R Congo

Central Corridor member states include DRC which is not a member of EAC. Currently the diplomatic relationship between DRC and Tanzania as well DRC and Uganda does not allow VISA free entries between the countries while citizens from Burundi and Rwanda enters DRC without VISA and vice versa.

Drivers from Tanzania and Uganda were obliged to pay VISA fees of about \$50 to enter D. R Congo for 7days. This situation created a lot of problems as drivers most of the time spent more than 7days, so they were forced to pay another 50\$ for every extra 7days spent in D. R Congo.

Central Corridor initiated a move to resolve the situation whereby the government of D.R Congo changed the VISA fees from \$50 for 7days to \$100 for one month in 2015.

After CCTTFA meeting with D.R Congo Immigration Authorities, the VISA fee of \$50 for a month for Tanzania and Uganda drivers was effective from 1st November 2016.

6.6 Road between Dar es Salaam and Kibaha congested

The road from Dar es Salaam to Kibaha starts from the Dar es Salaam Port, where trucks load their cargo and move to respective countries. The distance from Dar Port to Kibaha is 37 KM. This section of road has high level of congestion because of high traffic and the size of the road (single lanes). This road serve all traffic for both Central and Dar es Salaam Corridors as well as traffic heading to Northern Part of Tanzania.

Due to congestion especially during rush hours in the morning, government decided that all trucks heading to the city are kept at Mbezi holding area during the period of (0500 - 0930hrs). Trucks which stay there beyond 0930hrs are charged a parking fee of 500 Tshs/hour between 0930 - 1700hrs by the local government authority. Also, trucks leaving the city are encouraged to leave during the early morning in order to dodge congestion during the morning and evening rush hours. With presence of UDART Rapid bus services from City Centre to Kimara, the section has been slightly relieved of congestion. The section between Kimara Mwisho and Kibaha need expansion and improvement of the surface.



Mbezi truck parking area

At Mbezi truck holding area there are challenges such as lack of toilet facilities, poor parking surface, no safety and security measures in place and the Parking area was deemed small for about 200 trucks to park.

Other measures to address the problem of congestion in the area are the projects of construction of Ubungo interchange and a 100 KM six lane toll road (expressway) from Dar es Salaam to Chalinze. It is also envisaged that with the construction of Standard Gauge Railways, the congestion at Dar Port and the route will further decline.

6.7 Nyakanazi – Rusumo road in poor condition

The section is about 108 km long from Nyakanazi to Rusumo in Kagera region. Nyakanazi is about 1227 km from Dar es Salaam. The section is part of the main road connecting Dar es Salaam port to the countries of Burundi, D.R Congo and Rwanda. The section was continuously reported by drivers and by TTFA previous surveys as one of the troubling section with large number of pot holes and rough dust condition which results to accidents and theft especially during the rainy season. It was recommended during the 2015 Routes Survey for expeditions of rehabilitation by the Government of Tanzania. During the 2016 Routes Survey, temporary road maintenances were observed to be underway. AfDB/World Bank have committed funding for rehabilitation.

6.8 Unreliable power supply to the borders of Kabanga/Kobero and Rusumo

The routes survey 2015 observed a problem of shutdown of electrical power and internet network affecting smooth operations at the OSBPs and consequently long queue of transit vehicles at the borders.

The ICM held in Mwanza, Tanzania in February, 2016, was informed that the electrification works at Kobero and installation of a new generator at Ngara serving Kabanga and Rusumo OSBPs were progressing well and were planned to be completed by Mid-2016.

The 2016 Routes surveys confirmed that the electrification works were completed and the new generator installed and since then there is stable power and internet at Kabanga, Kobero and Rusumo OSBPs which strengthen efficiency and the full operationalization of the border activities.

6.9 Road Bujumbura – Nyamitanga on the road Bujumbura- Ruhwa in a very poor condition

The road section Bujumbura-Nyamitanga is a missing link of the road Bujumbura-Ruhwa which is part of an international road rehabilitated under AfDB funding together with the road Ruhwa-Ntendezi Mwityazo in Rwanda side and the construction of the Ruhwa OSBP. As the funds were not enough to complete the entire road, the works ended at Nyamitanga, about 32 km from Bujumbura.

The Burundi Roads Office informed the ICM in February 2016 that the Government of Burundi secured a grant from Saudi Arabia and AfDB to rehabilitate the missing link Bujumbura-Nyamitanga but the no objection from Saudi Arabia delayed the process of advertising the tender for works.

Currently, the process of contracting the works is in progress as the Saudi Arabia has granted the no objection. The tender documents were opened on 19th December 2016.

6.10 Poor Condition of Gatumba and Kavimvira border posts

The border posts 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 CCTTFA to TMEA for funding.

6.11 Poor road condition from Kavimvira border post to Uvira

Initially, the road Bujumbura (Chanic roundabout)-Gatumba-Kavimvira-Uvira (roundabout) was contracted to one company under EU funding through CEPGL. However, the contractor failed to fulfill its engagement and the contract was canceled. With the remaining part of budget, the Government of Burundi re-advertised its section and the contract awarded to a new contractor (SOGEA SATOM). The Road construction was completed except for small section of about 1.5km which was not funded.

In D.R Congo side, no decision was taken to advertise and up to now the works have not yet resumed. The routes survey 2015 recommendation was the South Kivu Authorities to follow up with CEPGL and expedite the construction of the road which is in very poor condition.

6.12 Poor condition of Kalundu port

The 2015 Routes survey observed the poor condition of the Kalundu port including the lack of handling equipment and the urgent need of dredging as the port's basin was very silted.

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. However, there's lack of some accessories to support operations of handling equipment such as pallets.

Concerning the dredging, there is ongoing discussions between TIFA and TMEA aimed at securing an urgent funding as the access to the port become increasingly dangerous to navigation.

6.13 Poor road condition from the border of Ruzizi I & Ruzizi II to Bukavu

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 recommendation in 2015 was the D.R Congo Government to expedite its construction.

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.



Truck carrying goods burnt completely at Manyoni in December 2016 due to lack of firefighting services

6.14 Low Traffic at Port Bell and on the Central Railways line

The current overall status in terms of cargo traffic at Port Bell are 30,000 - 40,000 tons per annum, on average of 2500 tons per month where all traffic is purely loose cargo. This shows the decline of the cargo compared to past years (2001 - 2005) where 550,000 tons were transported per annum and was representing only 60% of the total cargo carried by Uganda Rail Corporation. Out of that 240,000 tons were coming from Central Corridor route; Dar es Salaam – Mwanza by rail then Mwanza – Kampala, Port Bell by Lake. The 2016 Road surveys observed that major business between Port Bell and Mwanza is cross – border trade especially on Agricultural products due to the collapse of the railway line Dar es Salaam-Mwanza and the water Transport from Mwanza to Port Bell.

6.15 Safety and security audit at the border posts and weighbridges

At the Tanzania borders with Burundi, Rwanda and Uganda, the One Stop Border Posts (OSBP) have been established under TMEA and JICA funding and are now all operational. The OSBP concept is that the trucks have to stop once for border post clearing instead of stopping at both borders. The implementation of these physical infrastructure is paramount to increase efficiency by reducing time and costs of doing business along the Central Corridor.

However, increasing traffic or number of trucks and decreasing the number of stops may increase the risks of accidents whereas currently there is no existing measures to deal with disasters especially fire outbreak that could happen at those stops.

The 6th Central Corridor Interstate-Council of Ministers meeting held in Mwanza, Tanzania on 13th February, 2016 recognized the lack of safety and security measures to address the disasters and recommended to mobilize resources to carry out a study to improve road safety and security including at the OSBPs and OSISs.

In light with the above, the CCTTFA has developed the ToRs to undertake the Central Corridor road safety management review including Road safety audit and Safety and Security Audit on OSBP and other critical terminals in member countries and has requested the financial support from World Bank. The World Bank has committed to fund the Road Safety Audit through the Road Safety Support Facility.

Truck carrying goods burnt completely at Manyoni in December 2016 due to lack of firefighting services

7.1 DAR ES SALAAM – TANZANIA BORDERS (KABANGA, RUSUMO, AND MUTUKULA) ROUTE

7.1.1 Brief Description of the Route

This route connects Dar es Salaam with other Central Corridor member countries of Rwanda, Burundi and Uganda through borders of Rusumo, Kabanga and Mutukula respectively. It is the major route for the Corridor because it is an exit/entry route that connects all Central Corridor member countries with Dar es Salaam port. The Dar es Salaam - Kabanga section is about 1383km, Dar es salaam -Rusumo is about 1335km and Dar es salaam – Mutukula is about 1530km. Along this route number of infrastructure are well situated to support and ensure smooth transportation including road in good condition (except the road section Nyakanazi-Rusumo) with horizontal and vertical markings, modern weighbridges, parking yards, trucks holding areas, police checkpoints etc.

On average a truck takes about 2.5 to 3 days to travel from Dar es Salaam to the respective borders. The Big Result Now (BRN) target is 2.5 days.

7.1.2 Actual Route Status

7.1.2.1 Road Infrastructure

Majority of the Road condition along this section of the Central Corridor is in a good tarmac status except the section from Nyakanazi – Rusumo of about 108km which has lot of corrugations. However, time to time maintenance works are conducted to ensure the road is passable while waiting for re-construction under EAC through funds committed by the AfDB/WB.

7.1.2.2 Isaka Dry port



The Isaka dry port is an extension of Dar es Salaam port, situated at Kahama district in Shinyanga region about 950km from Dar es Salaam. The dry port is connected by railway from Dar es Salaam. Its total area is 11.04 hectares with Stacking area of 12.350 square meters paved and can handle 13,000 TEUS per annum. The facility can handle 42, 583 MT tones cargo per year in two transit sheds.

This dry port was designed to move the port of Dar es Salaam nearer to the customers in the landlocked countries of Burundi, Rwanda, D.R Congo and Uganda. The concept here is that importers can take delivery of their cargo at Isaka instead of moving about 1000 kilometers to Dar es Salaam from respective countries thereby saving both time and money because all customs documentation are done at Isaka instead of Dar es Salaam port and hence decongest the Dar Port.

Currently the port is handling loose cargo from Dar es Salaam Port and picked up to Rwanda and Burundi. Plans are underway to revamp and expand the dry port including handing over the operations from TRL to TPA to improve its efficiency while installing container handling facilities such as cranes and others.

7.1.2.3 Trucks inspection stations (weighbridges)

These include weighbridges and Police inspection stations. There are about 7/8 weighbridges from Dar es salaam to Tanzania exit borders, however the government decided since April 2016 that transit Trucks with authorized stickers being weighed and inspected only at three designated weighbridge stations of Vigwaza (80 km), Njuki (738 km) and Nyakahura (1304 km).

Weighing only at Vigwaza, Njuki and Nyakahura, saves drivers with over 70 percent of weighbridge crossing time previously wasted when they had to weigh and being inspected through all 7 or 8 weighbridges from Dar es Salaam to Rusumo/Kabanga and Mutukula Border respectively.

All the weighbridges along the corridor were surveyed and some of the observations are as below:

- Two of the weighbridges namely Vigwaza and Mikese are modernized weigh in-motion that measures vehicles while moving, they have highly reduced congestion. Meanwhile Lack of speed limit signs to direct drivers to pass with 15 to 50km/hr speed at the WIM has resulted many of the trucks to be directed for re-weighing at the static bridge. Also, WIM being on the highway which is used by all vehicles results into long queue during peak hours.
- The rest are static bridges. Plans are underway to construct a WIM at Dakawa to replace the one at Kihonda, tendering process is underway.
- Super single tires were reported to cause greater impact on roads damage compared to normal double tires, and hence should be discouraged.
- Police inspection has been reduced to three situated only at Vigwaza, Njuki and Nyakahura weighbridges.
- Plans are underway to install CCTV cameras for all weighbridges to increase efficiency, productivity and security.
- Empty Trucks are not weighing anymore on their return trip. They are only checked and allowed to proceed.

7.1.2.4 Trucks parking areas and personal stops

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.

Issues observed at the parking areas included lack of management, poor and risky security services,

poor hygiene and quality of services offered.

In Kahama, the Municipality is finalizing construction of modernized parking area which can be used as a model of other parking areas.

7.1.2.5 Safety and security status

Security status on this route is good, with some few sections that need improvements. The team had discussion with various stakeholders along the region to discuss various strategy that will reduce accidents in the region. Stakeholders reported several cases of accidents and trucks being burnt at Manyoni which calls for the need of research to find out the causes.

Various initiatives are on progress including the safety and security audit to be conducted by Central Corridor – TTFA in 2017.

The team observed that Manyoni District in Singida Region is one of the dangerous black spot with many accidents. This can be attributed to the topographic nature of the area on one side and the fact that the buses are over speeding during the night to avoid stopping at Manyoni as they are not allowed to continue the journey from 23:00hrs to 6:00hrs. It was observed that Manyoni has introduced HIV Counselling Centre where drivers check their status and get professional counseling. On average the Centre test 10 to 20 drivers per day.

Some mountainous sections of the road including Saranda, Manyoni and Sekenke in Singida region and Ngazi Saba and Nyabugombe in Kagera region. In these sections, trucks move slowly and sometimes brake fail, which is in most cases the cause of accidents.

7.1.2.6 One Stop Border Posts

Description

The one-stop-border-post system is an integrated border system paving the way for faster cross-border movement of goods and people. It is aimed at bringing under one roof all the border operators from both countries to improve efficiencies through streamlined, coordinated and harmonized operations. It has a lot of crucial benefits including: reduction of transit times and cost of doing business for both traders and transporters.

Transit Cargo Clearance Procedures at OSBPs

Drivers arrive at the border from Tanzania side, proceed direct to the other border side (parking yard) for clearance. The drivers or Clearing & Forwarding Agent (CFA) deliver document including Transit document (T1) and C28 (License to convey transit goods provided by Customs to transit truck owners). Custom officer receives the documents and do physical inspection to both Customs seal and electronic seal and prepares a brief site verifications report on the reverse side of the entries, stamps and allocates a rotation number, cancels the transit bond after which he exits the cargo.

CFA's introduce the document along the system's destination or transit country and submit to the Customs Officer (destination) for verification and clearance where a truck can continue up to destination's customs for final validation. For transit cargo, the Customs Officer (destination) generates T1 and Transit country's seal and install the seal on the trucks in transit. This document will allow the cargo to move from Rusumo/Kobero to the exist border of either Rubavu/Goma, Rusizi/Ruzizi II or Bujumbura port/Kavimvira depending on the cargo's destination in D.R Congo. The clearance process takes on average of about 15 - 20 minutes which is much better than the previous system before start of OSBP concept and small unit takes about 7 - 10 minutes.

Drivers who exceeds 4 days driving time as restricted by the E-seal procedures are charged Tshs 40,000/= (20\$) per each extra day. This has brought confusion to drivers as the T1 document indicates that the Transit time to the borders is 7 days. Indeed since the introduction of E-Seal, TRA regulation allows four days to reach at the border in order to restrict cargo dumping.

7.1.2.6.1 One Stop Border Posts of Rusumo

The Rusumo OSBPs, border posts between Tanzania and Rwanda officially inaugurated on 6th April 2016 were constructed through JICA funding to eliminate tedious customs and immigration clearing process. The facilities are built on each side of the border and connected by the two-lane bridge with capacity of 180 tons.

The Border operates for 16 working Hours with three shifts for staffs. There is massive improvement for financial services where Bank services at the Border are now available however in Tanzania side, the bank users still face difficulties as the bank operates at the normal banks working hours (0800 – 1600hrs) contrary to other agencies at the border (0700 – 2300hrs).

Power stability at the border in Tanzania side was achieved following the installation of new generators in July 2016. Plans are underway to include fire hydrants at the border under TRA arrangements. Health quarantines and dispensary are also required at the border.

Lack of firefighting equipment and breakdown rescue facilities at the border were reported to be one of the major setbacks in case of any accidents. Indeed it was informed that in the period of two months more than 5 tankers got fire and burnt completely due to absence of fire rescue mission capabilities.

Figure 16: Clearance of Transit Goods at OSBPs



7.1.2.6.2 One Stop Border posts of Mutukula

Mutukula OSBPs are constructed at the Border between countries of Tanzania and Uganda and funded by Trademark East Africa. Mutukula OSBP is fully operational since June 2016, awaiting for an official opening which is delaying due to un-finished infrastructure areas especially on Uganda Side. It operates from 0800 to 1900hrs and on average 37 Transit Trucks are cleared per day.

The 2016 Routes survey observed some of the challenges at the border including insufficient parking space on Uganda side and lack of staff houses on Tanzania side. However, internet and power supply at the border are now stabilized as compared to the previous 2015 survey as well as bank services are now available.

Peak hours were observed during morning as many buses and trucks arrive at the same time.

Road User Charges are charged based on the distance from the border and number of axles a truck has i.e. Trucks with 2 and 3 axles are charged 6\$ per 100km while more than 3 axles are charged 16\$ per 100km.

7.1.2.6.3 One Stop Border posts of Kabanga/ Kobero

The newly constructed Kabanga OSBP, the Tanzania border post towards Burundi is fully operational since June 2016.

The construction of OSBPs of Kobero and Kabanga was recently completed under TMEA funding and the OSBPs operations started as pilot on both OSBPs of Kabanga and Kobero since October 2014. The Kobero OSBP was the first Central Corridor border to implement the joint border operations. Most of facilities including secured parking, office, warehouses and power generators are available at both OSBPs. However, unlike Kobero, there is no staff housing at Kabanga OSBP but a land was availed for the construction of staff housing.

An average of 80-100 transit trucks and about 30 vans transporting cross border cargo are recorded daily at the OSBP of Kobero where the transit trucks are cleared within 30 minutes and cross border (local) cargo within 1-2 days as they are verified and customs duties paid at the border where banking services are available.

In the framework of verifying the weight of the goods at the entrance border by Customs, the Burundi Revenue Office (OBR) has entrusted to the concessionaire of the port of Bujumbura (Global Port Services) the contract for the installation and operation of a weighbridge at Kobero OSBP.

Lack of firefighting equipment and breakdown rescue facilities at Kabanga OSBP where tankers and other transit goods stop together remain the main challenge at the Kabanga OSBP premises.

The Working hours is 12 hours starting 0700 to 1900 hrs. However, there is a need to implement the 24/7 operations at Kabanga/Kobero OSBPs considering the availability of the facilities and the number of the vehicles to clear every day.

7.2 MWANZA AND KIGOMA ROUTES

The Dar es Salaam to Mwanza road (1170 km) is all tarmacked and overall is in good condition. There are two weighbridges at Tinde in Shinyanga and Usagara in Mwanza. The two weighbridges are one sided. The Mwanza weighbridge is congested during the morning rush hours from 6:00 am to 9:00 am. Mwanza is connected to Uganda via Port Bell through Lake Victoria.

The Dar es Salaam to Kigoma road via Manyoni (1253km) is tarmacked except for only about 80 km section, which is between Manyoni and Tabora, the construction works are still going on to complete this section. Kigoma is easily connected to D.R Congo and Burundi through Lake Tanganyika and by Road through borders of Manyovu and Mugina.

7.3 MUTUKULA – KAMPALA ROUTE

7.3.1 Actual Status

7.3.1.1 Road Infrastructure

The road Mutukula to Kampala via Masaka of approximately 223km is in good tarmac and passable despite of small pot holes observed from Mutukula to Kabonela which affects smooth movement of vehicles. About one Kilometer from Mutukula OSBP towards Uganda a new weighbridge is under construction and almost complete. It will be the first weighbridge from Mutukula border to Kampala, the second one is located at Lukaya at approximately 120km from Mutukula border. The Routes survey observed that Lukaya weighbridge has a dedicated separate lane for vehicles to be

weighed. The advantage of the separate lane is to avoid congestion on the main road.

7.3.1.2 Police checkpoints

There are three police check-points from Mutukula to Kampala, one at Mukoko and the other two are located between Mukoko and Kampala to inspect and make sure the traffic rules and regulations are obeyed by road users.

7.3.1.3 NAKAWA ICD as Warehouses/Parking facilities/Offloading Points

In Kampala there is parking yard called Nakawa serving different trucks including tankers and containerized cargo from different countries. It is located near Uganda Revenue Authority (URA) offices and is privately owned by Multiple Hauliers East African (E.A) Limited. The Route survey observed that the Parking fee is still the same 25,000 UGX equivalent to 7.2\$ per day. When truck enters at NAKAWA MULTIPLE parking yard a driver provides Transit document (T1) for registering at the gate and confirm the arrival of the truck at destination. The driver waits until a call for offloading is released. It takes an average of 90 – 120 minutes measured from when the truck enters at the offloading point till when leaves out of the exit gate. There is no grace period provided to trucks unless a crucial mechanical problem is identified to a truck and a plan for the service is ongoing. It sometimes happens that trucks spend more than a week at the parking yard due to congestion at offloading point/depots (happens rarely). The parking yard is enough handling more than 40 Tankers trucks at once. For containers side, the parking area is well equipped with handling facilities and security is well managed within the parking areas.

7.4 RUSUMO – KIGALI – GOMA ROUTE

7.4.1 Actual Status

7.4.1.1 Road Infrastructure

The road Rusumo-Kigali-Goma is the main route connecting Eastern D.R Congo to the port of Dar es Salaam through Rwanda via Rusumo border (Tanzania-Rwanda) and Rubavu/Goma border (Rwanda/DRC-North Kivu) The road Rusumo – Kigali, coded NR3 is about 152 Km and Kigali – Rubavu road coded NR4 is about 170km. The road from Rusumo border to Kigali is in a very good tarmac condition and well-marked. A truck holding and parking lot section at Rugende near Kabuga area which is about 19 km from the city of Kigali is constructed mainly to hold trucks to enter Kigali city during rush hour to reduce congestion between 1600hr to 2000hrs. There is also a plan to re-locate Magerwa ICD to Rugende.

7.4.1.2 Magerwa customs Bonded Warehouse

MAGERWA is a public - private company created in July 1969 for the management of bonded warehouses. It handles around 90% of total imports and exports of Rwanda, and also some transit traffic to Burundi and the Democratic Republic of Congo (DRC).

After the introduction of Single Customs Territory (SCT) whereby declaration is done in Rwanda and taxes paid before the cargo arrive at Rusumo, the cargo is released after verification at the Rusumo border. Only the cargo whose customs duties are not paid by the time the cargo enters Rwanda is directed to Magerwa under customs bonded warehouse regime for holding while the payment processes are finalized.

Rwanda Revenue Authority has offices in Magerwa whereby Customs processes, such as trans-shipment especially for transit Cargo, scanning as well as physical examination of Goods are done.

7.4.1.3 Kigali – Rubavu Road

The road between Kigali and Rubavu is in a very good condition and well-marked but is narrow due to the geographic nature of the country whereby most of the country is mountainous. While, trucks spend about 5 hours to cover this route there is no official parking sites where drivers can stop.

7.4.1.4 Rubavu Truck holding Area

The local government in Rubavu has provided trucks parking area while waiting for document procedures to be finalized before crossing to Congo as there is no enough parking space especially on Goma side. The area is equipped with mobile toilets as well as dustbins.

7.4.1.5 Rubavu border post

Immigration Rubavu

The Immigration Department is the lead Government agency for the border stations in Rwanda. Travelers crossing the border are required to have valid travel documents which include Passports, Laisser-Passer or a Temporary Pass. The temporary pass can be obtained at the border station on presentation of a valid identity card and a letter from the local community/village chief. The temporary pass is only issued to travelers originating from the communities neighboring the border. Visa fees for travelers entering Rwanda are charged on a reciprocal basis, no visa fees are charged for citizens of the Central Corridor Member States as Rwanda is a member of EAC and CEPGL.

RRA Customs – Rubavu

Trucks carrying goods in transit to DRC at the Rubavu Border are examined to ascertain whether the seals are intact and whether the goods have not been tampered with. The truck is cleared for exit and the transit bond is cancelled automatically by the customs officer at Rubavu. The driver is given copies of all the supporting documents that accompanied the Transit Entry (T1). On a daily basis between 30 and 40 trucks are cleared at Rubavu for exit to DRC.

Empty trucks entering Rwanda from DRC are cleared using a cargo manifest (Form C12) with a nil cargo declaration, foreign registered trucks pay a Road User Charge of US \$152 for trucks with more than 3 axles (trailers) and US \$76 for trucks with 2 to 3 axles.

7.4.1.6 Goma Border Post

DRC Immigration Goma

Travelers are required to have valid travel documents before they are cleared across the border by the DRC Immigration officials. A traveler is required to have a passport, laisser passer, or temporary travel permit. In addition, the traveler is required to have valid International Certificates of Vaccination (Certificats Internationaux de Vaccination).

The single-entry visa costs US \$50 and is valid for 30days and visa can be obtained at the border offices or at the embassy from the country of origin of the traveler. The immigration offices are open 24 hours.

DRC Customs Goma:

DRC Customs uses an automated business system (ASYCUDA++) to process the documents for the clearance of goods across the border. The Clearing Agents are given rights to access the ASY-CUDA++ to make their declarations to Customs. Imports to D.R Congo destined to Goma are declared for warehousing after which the goods are dispatched to bonded warehouses in Goma town while waiting for Customs duties to be cleared.

Trucks entering DRC are required to pay road user charge at 200\$ and obtain a single-entry permit; the permit costs 30\$ for a trailer and 15\$ for a truck with 2 or 3 axles. The permit is valid for a period of 15 days. The trucks are allowed to cross into DRC after the Customs Agents in DRC have prepared the customs declaration. The documents used in the clearance of goods are transmitted to DRC customs through the driver of the truck or the Clearing Agent. It was reported that there is a delay of trucks crossing from Rubavu to Goma which is caused by failure of the Clearing Agents to prepare their declarations in time.

7.5 RUSUMO – KIGALI – BUKAVU ROUTE

7.5.1 Actual Status

7.5.1.1 Road Infrastructure

The road Rusumo – Kigali – Bukavu connects Tanzania to Central Corridor member countries of Rwanda and D.R Congo in Bukavu. The road has two sections of Rusumo – Kigali which is about 152Km and Kigali – Bukavu which is about 274 Km.

The Kigali – Bukavu section is in good status except a section of about 2.5km from Ruzizi II – Bukavu, which was in poor condition. However, 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 through Ruzizi I is under expansion to ensure good connectivity through the new constructed bridge at Ruzizi I.

Lack of parking facility along the road from Nyungwe forest to Rusizi imposes greater risks of accidents due to the narrow nature of the road.

7.5.1.2 Rusizi/Ruzizi border posts

This is the border crossing points between Rwanda and DRC, it is known as Rusizi in Rwanda side and Ruzizi I & II in D.R Congo side. The border has two major crossing point connecting Rwanda and D.R Congo, the Rusizi/Ruzizi II used for trucks and Rusizi/ Ruzizi I mainly used for other border activities except heavy trucks. At Rusizi in Rwanda side, the border is equipped with well-structured buildings which accommodates both customs, immigration and other government control authorities, however it lacks proper parking facility which imposes security risks especially for tankers. Lack of firefighting equipment and breakdown rescue equipment is among the issues that need improvement.

At Ruzizi II in D.R Congo side, operations are now running from the recently constructed building to support border operation which have resulted into effective border crossing activities where now customs, immigration and other control offices are under one modern structure. This improvement has been accompanied by the construction of the Ruzizi II – Bukavu road which started in January 2017.

Drivers are now enjoying the reduction of Visa payment fee which is now 50\$ valid for 30days from 100\$. This is among the outcome of Central Corridor initiatives to facilitate trade along the corridor.

The Ruzizi II border post is facing some challenges

such as: Plethoric number of inspection services, payment of 70\$ as parking fee which doesn't reflect the level of service provided including poor security, unreliable power supply, limited border operation on Sundays. These challenges hinder smooth transport activities at Ruzizi border where stakeholders requested for quick interventions.

7.5.1.3 Trucks parking facilities in Bukavu

Bukavu is a town of South Kivu Province in Eastern Democratic Republic of the Congo, lying at the extreme south-western edge of Lake Kivu, west of Cyangugu in Rwanda, and separated from it by the outlet of the Ruzizi River. It's one of major destination of Cargo from Dar es Salaam Port.

There are two major parking facilities in Bukavu city known as Entrepôt, one to handle Containers and loose cargo and another for liquid cargo (Tankers). Facilities are privately owned and are equipped with some necessary offices to facilitate operations including the Congolese Office of Control (O.C.C), Bank agency, Customs offices (DGDA) and Clearing & Forwarding agents' offices.

A parking fee of 15 USD is paid per day. The facility is now equipped with fire extinguishers and fire fighting vehicles with some trained personnel for site management. Proper resting areas for drivers and good hygiene services has also been improved.

Delays in the clearance of payments by cargo

owners, network challenges, long and multiple payment processes have been reported to be the major reasons for prolonged stay of trucks in Bukavu and hence increased truck turn-around time.

7.6 KOBERO-BUJUMBURA/GATUMBA/ RUHWA ROUTE

7.6.1 Actual Status

7.6.1.1 Road Infrastructure

The road Kobero-Bujumbura/Gatumba/Ruhwa is the main road connecting the Central Corridor from Dar es Salaam port to Burundi through the borders of Kabanga in Tanzania and Kobero in Burundi. From Bujumbura the capital city of Burundi, the road is divided into two sections, one towards the Eastern part of the Democratic Republic of Congo through the Gatumba/Kavimvira border posts and another one towards the South East part of Rwanda through the OSBP of Ruhwa. Along the road, number of infrastructure and facilities including truck parking and port were established to support transport and trade operations including the OSBPs of Kobero and Ruhwa, truck parking at Gitega and Bujumbura as well as Port of Bujumbura.

The road Kobero-Bujumbura is about 230km long. The road presents three alternatives to reach Bujumbura through different provinces as follows:

- Road Section Kobero-Muyinga-Ngozi-Kayanza/ Kayanza-Bujumbura coded respectively NR6/ NR1
- Road Section Kobero-Muyinga/Muyinga-Karuzi-Gitega/Gitega-Muramvya-Bujumbura coded respectively NR6/NR12/NR2
- Road Section Kobero-Muyinga/Muyinga-Karuzi-Gitega/Gitega-Mwaro-Nyakararo/ Nyakararo-Bujumbura coded respectively NR6/ NR12/NR18/RN7.

In the past, the road section Kobero-Muyinga-Ngozi-Kayanza-Bujumbura was the main road towards Bujumbura as the road section of Muyinga-Gitega was not tarmacked, and since it is tarmacked, the road section Kobero-Muyinga-Karuzi-Gitega-Muramvya-Bujumbura became and continue to be the most utilized. The road section Kobero-Muyinga-Karuzi-Gitega-Mwaro-Bujumbura shall be the most utilized in the near future once the road section Gitega-Mwaro will be tarmacked as it will be the shortest route from Kobero to Bujumbura. In general, all of the three alternative roads are tarmacked (except the 30km road section Gitega-Mwaro). However, most of them are very old, narrow and unmarked.

The road section of Mwaro-Nyakararo is new and under final stage of construction; while the missing link of Mwaro-Gitega has recently got funding of about 18.63 Mios USD from AfDB. The feasibility studies were completed together with the one under construction.

Potholes on the road section Muramvya-Bugarama were observed to be very critical and needs urgent rehabilitation.

7.6.1.2 Road Bujumbura-Ruhwa

The road Bujumbura-Ruhwa coded NR3 is about 80 km long.

The road section of Nyamitanga-Ruhwa (48 km) Burundi and Rwanda was constructed under AfDB funds as an International road Nyamitanga-Ruhwa (Burundi)/Ruhwa-Ntendezi Mwityazo (Rwanda) and was the first road to be constructed in Burundi under EAC standards. The road signs are standardized and still in good condition. However, road signs are not observed by road users due to failure to enforce the same by police.



The missing link of Bujumbura-Nyamitanga (32km) which is currently in very poor condition. It is under tendering evaluation and tender documents were opened on 19/12/2016 where construction is expected to commence by early 2017.

7.6.1.3 Road Bujumbura-Gatumba

The road Bujumbura-Gatumba coded NR4 connecting the Eastern DRC through the border of Kavimvira is about 15 km and is also a new road constructed under EU funds through Communauté Economique des Pays des Grands Lacs (CEPGL), the tripartite institution of Burundi, DRC and Rwanda.

7.6.1.4 One Stop Border Post of Ruhwa

The OSBP of Ruhwa was constructed within the framework of rehabilitation of the international road Nyamitanga-Ruhwa (Burundi)/Ruhwa-Ntendezi Mwityazo (Rwanda) and started operations as OSBP since July 2013.

Following the rugged terrain of the Rwandan border, the joint border post of Ruhwa is fully constructed on the territory of Burundi. This is the result of bilateral arrangements between Burundi and Rwanda, likely the joint border post of Nemba/ Gasenyi has been constructed on the Rwandan territory. The OSBP operations are governed by Manual of Procedures. Concerning the OSBP management two committee were established, an Operational Committee composed of services operating at the OSBP (Customs, Immigration, and Health) and a Joint Committee composed of the Ministers responsible of Security, Transport and Finance. It was observed that the operational committee are meeting regularly but the joint committee has never met.

The OSBP of Ruhwa is mainly confronted with the problem of electric power and the budget to maintain the basic infrastructure.

The routes survey noted that joint operations at the Ruhwa OSBP had ceased since Burundi has installed CCTV cameras in the office building of the border post on 23rd November, 2016. As a result, Rwandan personnel returned to their former offices and disconnected their electric power supply.

Since July 2016, the Ruhwa OSBP formerly sought by cross-border trade has been receiving about 10 trucks per day transporting coal from Tanzania to supply the Bugarama cement factory in Rwanda. Currently border working hours are 12 hours.

7.6.1.5 Truck parking of Gitega

The truck parking of Gitega was built by the Burundi Roads Office under AfDB funding. The purpose of the parking is to accommodate the trucks in transit to Bujumbura and the trucks awaiting for customs clearance in Gitega. The parking's building is equipped with a weighbridge. There is a need to enhance the wall to secure the parking. The management of the parking of Gitega has been entrusted to the Burundi Revenue Office (OBR) which henceforth works in parking's installations. Parking rates in both Gitega and Bujumbura parking are harmonized at 14,000 BIF (8\$) per night for a loaded truck and 3,000 BIF (2\$) per night for an empty truck.



New trucks Parking Facility in Gitega built under AfDB funding.

7.6.1.6 Truck parking of Bujumbura

In the past, the truck parking of Bujumbura was aimed at accommodating the transit trucks while customs clearance procedures are under process after that they were authorized to enter the port for offloading. Next to the truck parking there is a guest house for the drivers.

The truck parking is managed by the Bujumbura municipal technical services.

Currently, the loaded (containerized and loose cargo) trucks are directed straight to the port's premises until they are offloaded and fees of guarding collected by the port; hence a conflict of interest between the port and the truck parking.

Since the port decided to accommodate the loaded trucks, the truck parking of Bujumbura is accommodating only the tankers trucks and the empty trucks.

The parking of Bujumbura as well as the parking of Gitega and the OSBP of Kobero which are accommodating the tankers trucks are exposed to fire outbreak but do not have neither equipment such as the fire detector to prevent them nor firefighting equipment.

7.6.1.7 Uvira – Kamanyola – Bukavu Road

The road Uvira-Kamanyola is an old tarmacked, narrow and unmarked road of about 94 km long in poor condition. The road section Kamanyola-Bukavu is a non-tarmacked of about 42 km passing through a very mountainous cliff called hills of Ngomo. The road was abandoned until it's recent rehabilitation by the Government of DRC under Chinese cooperation. During that time, all vehicles going to Bukavu had to pass through Rwanda entering the border of Bugarama.

Considering that the Tanzania Railways Limited and the port of Kigoma have resumed their operations, and the Kalundu port equipped with new handling equipment, the road Uvira-Kamanyola-Bukavu will be very useful to link the Bukavu town to the Lake Tanganyika transport system and consequently will contribute to reduce time and cost of transport for the South Kivu region.

7.7 CENTRAL CORRIDOR RAILWAYS LINE

7.7.1 Description of the railways

The Central Railways Line is the main railways line along the Central Corridor connecting the Dar es Salaam Port and the Kigoma Port at the shore of Lake Tanganyika (1254 KM) through the town of Tabora.

Kigoma Railway Station was completed in 1914 by Germany Colonial government as the final stage of the construction of the Central Line which started in 1905 in Dar es Salaam. The Kigoma line mainly serves cargo for DRC and Burundi.

Mwanza railways Line connects from Tabora to Mwanza via Isaka Dry Port about 378 KM. Its construction started at Tabora in 1923 and ended in Mwanza in 1928. This line serves cargo for Uganda through Mwanza Port to Port Bell. Rwanda and Burundi can also get their cargo at Isaka Dry Port. From Tabora another branch goes to Mpanda in Rukwa district.

7.7.2 Actual status

7.7.2.1 Kigoma station

Kigoma railways station is faced with old facilities which need refurbishment and increased capacity to serve more cargo and passengers. They are facing the problem of empty returning wagons due to lack of cargo from Kigoma to other destinations.

7.7.2.2 Mwanza station

Just like Kigoma, Mwanza Station is experiencing challenges of outdated infrastructure and facilities. The station is experiencing lack of business both in cargo and passengers. Track (rail) infrastructure is dilapidated. The station has storage capacity of 4000 tons for loose cargo equivalent of 100 wagons and new container terminal capable of stacking up to 250 containers. However, there is a lack of passenger coaches despite great demand of people wanting to travel by train. The station only receives 5 coaches out of normal requirement of 14 coaches. Passenger train goes 3 times a week with turnaround time of 3 days. Station building is in poor condition need rehabilitation. All works are done manually, which calls for automation especially use of computer for compiling data. Passenger waiting shade is small. Passenger lounge need to be built to protect passengers from rain and severe sun.

The Reli Asset Holding Company (RAHCO), which is in charge of maintenance of the railways infrastructure is doing rehabilitation of the current Central railway line while TRL has procured 13 engines and 20 coaches to improve the capacity. There is plans of modernization of the railway whereby the construction of Standard Gauge Railways from Dar es Salaam to Isaka and then up to Mwanza is under procurement stage. The new SGR will greatly improve the quality of railways services in the Central Corridor. The SGR will also connect Isaka and Kigali (494 km) and Musongati (Burundi) (197 km) via Keza (Tanzania).

7.8 CENTRAL CORRIDOR INLAND WATERWAYS

7.8.1 General Description of the inland ports

Most of the inland ports namely: Mwanza and Port Bell (on Lake Victoria), Kigoma, Kalemie, Kalundu and Bujumbura (on Lake Tanganyika) were built around 1930s. Their infrastructures and equipment are currently in a state of obsolete condition making these ports virtually inoperative. Investments in dredging and handling equipment are therefore very urgent as the difficulties of access of the vessels in the harbor and handling (loading / unloading) operations have become the daily issues in these ports.

The current and overall status in terms of cargo traffic at the inland ports has tremendously decreased since the central line railways Dar es Salaam-Kigoma/Dar es Salaam-Mwanza is not operationg at full capacity.

7.8.2 Lake Victoria ports

7.8.2.1 Mwanza Port

During the first East African Community, Mwanza Port, Kemondo Port (Bukoba), Port Bell (Uganda), Kisumu port (Kenya) and Musoma Port were the main ports along Lake Victoria completing the great tri-angle of trade between Tanzania, Kenya and Uganda. Currently there is no such complete interlink of ports and railway transport within the three neighboring countries. The collapse of cotton and coffee production is said to be one of the reasons for the collapse of the ports. These Ports which are owned by Tanzania Ports Authority (TPA) were the feeders of the Dar es Salaam Port. The City of Mwanza has two ports, North and South Ports. The northern terminal is for passengers and light cargo and the South port is specifically for cargo. The northern terminal has the capacity to handle 3 passenger Vessel at once.

Mwanza North Passenger terminal is currently idle because all the Government owned Vessels under Marine Services Company Ltd have been grounded. This has affected the transport services at the port connecting to other areas such as Bukoba, Ukerewe, Musoma. Marine Services Vessels which were not working as of December 2016, include M/V Butiama, M/V Serengeti, M/V Clarias, M/V Umoja, M/V Victoria. Passenger Vessels currently operating are owned by individuals and they park at individual ports/terminals. These include M/V Nyahunge, M/V Bigiri and M/V Juliana. Along Lake Victoria there are many other small ports owned by individuals. These ports are not monitored by the government hence posing both safety and security risks. Passenger lounge is old and needs modernization. Dredging of the terminal is needed to improve the depth and installation of fenders to protect the Vessels from hitting the dock is necessary. There is no reliable passenger Vessels because most of the Vessels are not working. They face stiff competition from buses because they are reliable and faster than Vessels. Example while vessels spend 8 hours to reach Bukoba from Mwanza, buses uses only 3 hours.



Mwanza South Port for cargo

Mwanza South Port is a terminal specifically for cargo which can accommodate 3 vessels at a time. The depth of the port has been reduced from 5 to 4 meters due to sand. TPA is planning to do dredging of the port to increase its depth. Currently there are seven cargo vessels operating at the port namely Nyakibanya, Upendo, Umoja, Orion, Kaawa, Saint Mathew, Wankyo. There is only one crane, which is not operational because it is too old, therefore the port operates manually. They need at least two mobile cranes. The Port has two levels at the dock, which limits the loading and offloading of the cargo by cranes or folk lift hence the need for leveling of the dock.

The port business has dropped significantly because of lack of cargo but also there is no reliable cargo vessels. Sometime customers bring in cargo but there are no vessels because government vessels owned by Marine Services are all grounded. Because of the poor performance of Vessels, TPA officials in Mwanza believe they (TPA) should also be allowed to own Vessels because they are affected due to lack of reliable vessels. There are 5 shades for cargo storage. The port was designed for handling train wagons but now they need a yard for cargo storage, parking for trucks and containers to accommodate non-wagon cargo. Most of equipment and facilities including Railway Link span is outdated.

7.8.2.2 Marine Services

Marine Services Company, which is a government company, is responsible for provision of Vessel services on Lakes Victoria, Nyasa and Tanganyika. There are also private operators in Lake Victoria and Tanganyika but they operate small and medium sized vessels. Almost all vessels are grounded and this has impact on transport services on both lakes. Marine Services own passenger, cargo and tanker vessels.

The vessels owned by MS in Lake Victoria include M/V Sangara (tanker), M/V Clarias, M/V Serengeti, M/V Umoja, M/V Victoria, M/V Butiama. In Lake Tanganyika, the MS owns M/V Liemba, M/V Sangara and M/V Mwongozo and in Lake Nyasa there are M/V Songea and M/V Iringa. Out of 14 Vessels owned by MS only 3 were operational as of December 2016, operational (M/V Umoja in Mwanza, M/V Iringa of Nyasa and M/V Liemba of Kigoma. They have floated tender for maintenance of M/V Liemba, M/V Victoria and M/V Butiama. Lack of workshops for maintenance of vessels. Workshops are owned by TPA and MS feels if they could own them it could be easier for them to use. The government is planning for a new Vessel with capacity to handle bigger volumes of passenger and cargo.



As of December 2016, most of these vessels were grounded

7.8.2.3 Port Bell

Port bell is a small business center in Kampala located in Nakawa Division, one of the five major administrative divisions of the city of Kampala, Uganda. It is on a sub-division of the greater Luzira area South East of Kampala. Both Port Bell and Jinja Port are the main Ports in Uganda where Port Bell is serving to Mwanza Port while Jinja Port is mainly serving to Kisumu. Port bell is located at the end of a narrow inlet of Lake Victoria and the distance of Port Bell to other Lake Victoria ports are 320 Kilometers to Mwanza, 285 Kilometers to Kisumu, 235 Kilometers to Kemondo Bay and 250 Kilometers to Musoma.

The current and overall status in terms of cargo traffic at Port Bell are 30,000 tons to 40,000 tons per annum, on average of 2500 tons per month where all traffic is purely loose cargo. This shows the decline of the cargo compared to past years (2001 – 2005) where 550,000 tons were transported per annum and was representing only 60% of the total cargo carried by Uganda Rail Corporation. Out of that 240,000 tons were coming from Central Corridor route; Dar es Salaam – Mwanza by rail then Mwanza – Kampala, Port Bell by Lake. The 2016 Routes survey observed that major business between Port Bell and Mwanza is Intra – regional trade especially on aaricultural products. Redevelopment of the Port Bell is expected to start in early 2017.

7.8.2.3.1 Interventions planned at Port Bell

There is a plan to Re-Modal the Port Bell under Lake Victoria Transport Programme Phase I which will include Re-modelling of Port Bell and Re-modelling of Jinja Port.

There are crucial components under Re-Modellina plans which will include: Rehabilitation of MV -Pamba, Rebuilding of MV – Kabalega, expansion of the Port Quay by 240 meters, acquiring handling equipment for the port operations including cranes and forklifts, building new offices and storage buildings, dredging of the turning berths and port areas to be able to handle large ships, Creating/ Establishing a new Ro-Ro terminal, putting reception facilities for waste management (treat and dispose) according to maritime laws, refurbish the link – span, the one that is available not in good shape, building new access roads to the port, constructing new access roads to both port bell and jinja port, building the rail link to the port. Draft Engineering designs are out, need review and approval.

In order for the re-establishment of stable business at the port bell, needs buying of new Locomotives, Wagons and Ships:

M/V Kaawa and M/V Umoja are operational, need to add M/V Pamba and M/V Kabalega II. Lack of Ro-Ro wagons on the ships, M/V Kaawa and Umoja which were mainly built to carry wagons are now carrying loose cargo due to nature of the ongoing business. No specific travel schedule for the ships, operate depending on the availability of cargo. Ships capacity is more than 1200 tons, carrying 22 wagons or 44 twenty feet containers

Time frame for the intervention

The time frame is 2017/18 where the project will take off, Construction period is 3 years (2018-2020). The programme will be funded mainly by World Bank (W.B) and small donation from European Union (E.U).

Investment

The Government is receiving many requests where Private Sectors want to invest in Passengers. This need to be engaged under Public Private Partnership (PPP) terms and conditions to invest on passengers. Locally the passenger business is ongoing its only need expansion to International routes.

7.8.3 Lake Tanganyika Ports



7.8.3.1 Kigoma port

Kigoma port was built by Belgians between 1922 and 1927. It started operations in 1927. It was then run by British until Tanganyika got independence 1961. It is the biggest port in Lake Tanganyika. Current cargo volume is 680,000 tons per annum. There are three terminals including passenger terminal handling 150,000 cargo and 300,000 passengers, Oil Jet Terminal handling 30,000 tons and Cargo Terminal handling 500,000 tons.

Cargo terminal has 300m length and 4m depth, Container yard has 3,745 square metres and can keep 380 teus (20 feet containers), Passenger gat has 100m length and 4m depth and Oil jet terminal has 207.7m length and 6m depth. The port has a slipway section which used for servicing and building new ships. It was built in 1912 by the Germans. MV Liemba was assembled there. There are three other official (small) ports on Tanzania side namely Kagunga (Kigoma), Kipiri (Nkasi) and Kasanga (Rukwa). MV Liemba which is 103 years old, is the only Tanzanian ship registered for ferrying passengers. MV Sangara and Malagarasi are the two Ships from Tanzania registered for cargo. Over 45 other ships plying on Lake Tangayika are owned by proprietors from DRC and Burundi.

7.8.3.3.1 On-going projects

- Construction of the Kagunga port which is expected to be completed in January 2017,
- Construction of Sibwesa small port south of Kigoma is scheduled to be completed in 2017;
- Construction of Katosha dry port some 5 km from Kigoma port at Kigoma town is in pipeline. The project has been delayed by some resident opening a court case to protest against compensation. Katosha dry port is expected to store cargo transported by train from Dar Salaam. DRC and Burundi traders will be picking their cargo from there;
- Construction of Kibirizi Dhow wharf to cater for many dhows plying on the Lake Tanganyika. TPA had set aside 1.45 billion for the project. It was delayed by court case but now it will kickoff in February 2017.

7.8.3.3.2 Challenges at Kigoma Port

- Destabilization of Central Railway line is denying the port business. 80% of the port revenues depends on transit business;
- There are no reliable passenger Ships e.g. MV Liemba had been grounded for more than a month during the survey in December 2016 affecting passenger movement along the lake;
- There are no modern specialized ships for carrying containers
- Dilapidated infrastructures and equipment.
- Lack of equipment and other working tools. Until December 2016 there were only two cranes which were installed in 1927. The capacity of cranes has diminished from carrying 5 tons to 2.5 tons. In early 2017 TPA commissioned one crane to support handling activities especially containers;
- They need a new yard for cargo and 1 extra warehouse of more than 10,000 tons' capacity;

- They face challenges how to communicate with other (many) small ports on Lake Tanganyika;
- There is no container handling equipment in other ports on DRC side. This forces Kigoma Port to break-bulk most of the container cargo (except for little cargo going to Bujumbura) into lose cargo to be able to transport it. The Port Master advised that DRC should install container handling equipment at Kalemie because it will be useless to have container handling equipment for loading (in Kigoma) and no equipment for offloading in Kalemie. There is a Railway line to carry cargo from Kalemie to inner Congo;
- Transporters (ships and train) face empty returning trips because currently the trade on Lake Tanganyika is one way i.e. almost all cargo comes from Tanzania to Burundi and DRC but there is little from those countries hence ships come back empty. TRL locomotives also go back to Dar empty after leaving cargo in Kigoma;
- There are no scanners for cargo at the port of Kigoma;
- Most ships from DRC and Burundi do not use Radio communications because they say they avoid frequency interference with pirates who usually use radio frequencies to locate the whereabouts of their ships and attack them. They use normal mobile phones to communicate.



Kigoma Port

7.8.3.2 Kalemie Port

The construction of the port of Kalemie began in 1915 and ended in 1955. The port was equipped with 5 cranes dating back to 1950, an oil jetty, a dry dock and a slipway. Currently, handling is done manually as most of these equipment are out of service.

The port also has two storage warehouses of 1,208 m2 and 687 m2 respectively for the transit cargo and the cement.

Following its proximity to the Kalemie River, sand deposits from the south to the north form a sand deposit of 2,000 m3 per day to the interior and the north of the port. These sand deposits dangerously reduce the width and depth of water at the entrance to the harbor. This results in the need for continuous dredging.

The port of Kalemie, which is managed by a public company called Société Nationale de Chemins de Fer (SNCC), is served by SNCC ships and private ships with a capacity ranging between 100 and 1,000 tons. SNCC owns the following vessels:

Operational ships

A line tug with a traction capacity of 3,000 tons,

Two self-propelled barges of 500 and 600 T,

Three barges of 100, 547 and 855 T.

Ships to be rehabilitated

A tugboat of 265 T under rehabilitation at the dry dock,

A barge of 1,000 T,

Two oil barges with an overall capacity of 1,020 m3.

Concerning capacity, the port of Kalemie handled in 1958 about 220.000 T. The volume of the cargo continually decreased until reaching 100.000 T in the 1980s. Since then, traffic has decreased considerably due to the economic crisis as well as Security that rocked the DRC.

However, as a result of the rehabilitation of the Lubumbashi-Kamina-Kabalo-Kalemie railway line (1,210 Km) and the acquisition of 18 locomotives and wagons under the World Bank-financed Multimodal Transport Project, the domestic traffic is resuming more and more. Also, with the rehabilitation of the Kabalo-Kalemie railway, the town of Kisangani is connected to the port of Kalemie via the Kisangani-Ubundu-Kindu river line and the Kindu-Kabalo railway. The port of Kalemie was recently granted by the European Union with mobile handling equipment and generators.

7.8.3.3 Kalundu Port

The port of Kalundu was built around 1930 in order to connect Uvira to Kamanyola 94.2 km with a prospect of extending this road on Bukavu (41,8 km).



Complete contrast at Kalundu Port! From manual handling of goods (right) to machine handling of goods (left) thanks to a new crane installed at the Port.

Like the port of Kalemie, the port of Kalundu is threatened by a sand bank carried by the Ruzozi River under the influence of the winds from the south to the north, where it is imperative to dredge the port basin.

Complete contrast at Kalundu Port! From manual handling of goods (right) to machine handling of goods (left) thanks to a new crane installed at the Port.

Initially the port was equipped with 2 cranes dating from 1939. The port is also equipped with four warehouses as well as facilities for unloading petroleum products.

The port of Kalundu is regularly served by the fleets of the fleet SNCC and those of a private fleet of 18 units.

Recent handling statistics at the port of Kalundu show a sharp decrease in traffic through the port due to the Dar es Salaam-Kigoma railway problem resulting in the diversion of all international traffic to Bukavu on the road through Burundi or Rwanda.

The port of Kalundu which is in poor condition was recently equipped with handling cranes including a mobile crane of 60 Mt capacity and a forklift of 6 Mt capacity, and two power generators by European Union but needs urgent dredging as the port has become almost inaccessible.

In the vicinity of the public port of Kalundu there

are also four private ports of which three are already operational. However, only one is approved to handle the international cargo.

7.8.3.4 Bujumbura Port

The port of Bujumbura occupies 21 hectares situated in industrial area of Bujumbura town on the north of Lake Tanganyika. The port was built in phases since 1930 and completed in 1957.

The port's capacity of about 500,000Tons per year is composed of 4 independent quays namely:

- Northern quay called also container quay equipped with a 50 Mt fixed crane for handling containers;
- Southern quay called also main quay equipped with 5 mobile cranes with a capacity of 5 Mt each for handling loose cargo;
- Passenger terminal located at the right side entrance outside of the main perimeter of the port;

Fuel products quay located at the left side of the entrance and outside of the main perimeter of port.

The port is also equipped with a mobile truck crane of 40 Mt capacity for handling container and a number of forklifts, 4 warehouses of 2000 square meter each and 2 warehouses of 800 square meters.

The port of Bujumbura has been operated under concession regime to private operators since its construction, hence most of equipment and infrastructure are subject to regular maintenance and still working despite their old age.

The Burundian merchant fleet is totally private owned by two national companies namely: AR-NOLAC and BATRALAC. The total capacity is about 8,000Tons of loose cargo, 450 m3 tankers and 74 containers divided into 6 self-propelled ships, 8 barges and 2 tug boats.

Since the Dar-Kigoma railway services has diminished, the international traffic to Burundi has deviated to road mode of transport resulting in lake transportation cease operations.

7.8.3.4.1 Interventions Planned at Bujumbura Port

Within the framework of modernizing of the port of Bujumbura, the Government of Burundi has got assistance from the Government of Japan and the African Development Bank and a number of projects was considered for implementation.

The Government of Japan

Through the JICA, a master plan for the ports of Bujumbura was completed and the Government of Japan promised an investment of 30 Million USD to fund the identified projects under the master plan including:

- Construction of a slipway for ship repairing,
- Construction of a new container terminal,
- Dredging the port basin and
- Deviation of the water collector which flows into the port.

The African Development Bank

The AfDB has funded the feasibility study of the ports of Bujumbura and Mpulungu (Zambia) within the framework of developing the Lake Tanganyika transport.

The feasibility study proposed projects to be implemented in order to improve the port operations and the AfDB has considered them for financing up to 25 Million USD. Those projects are:

- Rehabilitation of the basin of the petroleum quay,
- Deviation of the Ntahangwa river which flows into the petroleum basin,
- Construction of a protection dike of the port,
- Purchasing handling equipment.

8.0 SUMMARY OF RECOMMENDATIONS

1	CHALLENGE OBSERVED TANZANIA	RECOMMANDATIONS	RESPONSIBLE	STATUS TIN	LINE
	A.WEIGHBRIDGE STATIONS				
	Confusion caused by all vehicles (trucks and non- trucks) passing through the Weigh in Motion of Vigwaza and Mikese.	Creating of separate lanes for vehicles that are not passing to the weighbridges so that only trucks to divert to the WIM	TANROADS		
	Absence of proper speed limit indicator to regulate the speed on the WIM	Installation of speed limit indicator on the WIM	TANROADS		
	Variation in weighbridge readings at different weighbridge stations.	Replacement of old weighbridges and Interconnecting the weighbridges (inter- facing of weighbridges)	TANROADS		
	Delays of TRA officer in case of overload where there is a need to open the seal and redistribute the cargo	TRA Officer should be stationed at Vigwa- za weighbridge	TRA		
	B. ROAD INFRASTRUCTURE				
	Road Nyakanazi-Junction Rusumo/Kabanga in poor condition	Urgent Rehabilitation of the road Nya- kanazi-Junction Rusumo/Kabanga	TANROADS		
	Road Nyakanazi-Junction Rusumo/Kabanga in	Construction of road Nyakanazi- Junction	TANROADS	Feasibility study/AfDB	
			AfDB/WB	funding	
	Road Nyakanazi-Kigoma in poor condition	Construction of road Nyakanazi- Kigoma	TANROADS	Feasibility study/AfDB	
			AfDB	funding	
	Lack of Parking area at Morogoro town is forcing many trucks to park along the road	Construction of Parking Centre to cater for Central and Dar Corridor Trucks	TANROADS		
	C. CHECK POINTS		1		
	Absence/ Poor road signs indicating the forestry roadblocks along the highway	Installation of indicator signs	FORESTRY SER- VICES	-	
			IANKOADS		
	D. ROAD SAILIT & DRIVERS EDUCATION	Removal of unnecessary speed humps			
	Movement of Cargo during its transportation	along the main roads			
	Increased number of accidents and fire incidents for trucks in Manyoni District	Firefighting brigade needed at Manyoni	POLICE		
	Fewer number of transit trucks with stickers to allow them weigh at only 3 designated weighbridges	Sensitization and awareness to truck own- ers on the use of stickers for weighing of transit trucks at only 3 weighbridges	STAKEHOLDERS		
	Many trucks lacking rear lights during the night	Police to increase inspection during the night at relevant Border Posts	Police		
	E. BORDERS				
	Absence of staff housing at Mutukula and Kaban-	Construction of staff housing at Mutukula	Gov. of Tan- zania	TMEA fund-	
			TMEA	ling	
	F. RAILWAYS INFRASTRUCTURE & INLAND PORTS		1	1	
	The Central railway line in poor condition and insufficiency of locomotives and wagons	Rehabilitation and increasing the number of locomotives and wagons	Gov. of Tan- zania	WB funding	
	, .		WB		
	The Central railway line in poor condition and insufficiency of locomotives and wagons	Construction of the SGR Dar-Isaka-Keza/ Isaka-Mwanza/Isaka-Kigoma	Gov. of Tan- zania	Construc- tion to start in April	
	Inland ports of Mwanza and Kigoma old and in poor condition	Modernization of the inland ports of Mwanza and Kigoma	Gov. of Tan- zania Donors	-	
	Diminishing depth of Inland ports of Mwanza and Kigoma	Dredging of the two ports is crucial	TPA		
	Lack of handling equipment at Mwanza and Ki- goma Port	Procurement of handling equiment	TPA		

CHALLENGE OBSERVED	RECOMMANDATIONS	RESPONSIBLE	STATUS TIMELINE		
Uneven surface at Mwanza South Port affecting positioning of cranes for handling of cargo	Leveling of the surface of the dock to accommodate cranes	TPA			
Lack of reliable cargo vesels services on Lake	-Encourage private investments	-CC members			
Victoria	-Improve the services of Marine Services Ltd	-Gov. Of Tan- zania			
Security threat due to presence of many unreg- ulated/unofficial ports on Lakes Tanganyika and Victoria	Research to asscertain extent of unofficial ports and provide recommendations to government on security situation and seaworthness of vessels and the operators	TTFA			
RWANDA					
Absence of Road side station on the road Kiga- li-Rusizi II and Kigali - Rubavu	Rwanda to consider construction of a road side station on the road Kigali-Rusizi	Gov. of Rwan- da			
	11	Donors			
BURUNDI					
Missing link section of Nyamitanga-Bujumbura on the road Bujumbura – Ruhwa	Construction of the missing section of Nyamitanga-Bujumburg	OdR	Procure- ment in		
		Donors	process		
Missing link section of Kibumbu-Gitegg on the road	Construction of the missing section of	OdR	Feasibility study/ Funding for		
Nyakararo – Gitega.	Kibumbu-Gitega	AfDB	construction secured from AfDB		
The road Nyanza lac-Rumonae-Buiumbura in poor	Construction of the road Nyanza lac-Ru-	OdR	Feasibility studies/		
condition	monge-Bujumbura	Donors	Funding under nego- tiation		
Potholes at the section of road Muramvya-Buga- rama	Urgent Rehabilitation of the section of road Muramvya-Bugarama	OdR Burundi			
Absence of horizontal and vertical markings at the majority of the roads	Install road markings where necessary	OdR Burundi			
Absence of enforcement of speed limits which is the main cause of accidents	Equip the traffic police with the torc2017 Road Safety Course h to enforce the speed limits	Traffic police			
Absence of Road side station on the road Gite- ga-Bugarama	Rwanda to consider construction of a road side station on the road Gite-	Gov. of Burundi			
	ga-Bugarama	Donors			
Traffic Police harassment of transit trucks	Inspection of the transit trucks once at the border	Traffic police			
Absence of weighbridge at Kobero OSBP	Installation of weighbridge at Kobero OSBP	Gov. of Burundi	Contract signed with the port conces- sioner		
Poor condition of Gatumba/Kavimvira border	Governments of Burundi, DRC and part-	Burundi & DRC Governments			
posts	OSBP.	Donors			
OSBP operations at Rubwa OSBP	Engagement of Discussion between Bu-	Gov. of Burundi			
	ations at Ruhwa OSBP	Gov. of Rwan- da			
		Gov. of Burundi	Feasibility		
Bujumbura port old and equipment obsolete	Modernization of Bujumbura port	Donors	JICA & AfDB funding		
	CHALLENGE OBSERVED Uneven surface at Mwanza South Port affecting positioning of cranes for handling of cargo Lack of reliable cargo vesels services on Lake Victoria Security threat due to presence of many unreg- ulated/unofficial ports on Lakes Tanganyika and Victoria Absence of Road side station on the road Kiga- li-Rusizi II and Kigali - Rubavu Missing link section of Nyamitanga-Bujumbura on the road Bujumbura - Ruhava. Absence of Joinga. Missing link section of Kibumbu-Gitega on the road Nyakararo - Gitega. Potholes at the section of road Muramvya-Buga- rama Absence of horizontal and vertical markings at the majority of the roads Absence of enforcement of speed limits which is the main cause of accidents Absence of Road side station on the road Gite- ga-Bugarama Sabsence of Road side station on the road Gite- ga-Bugarama Absence of weighbridge at Kobero OSBP Poor condition of Gatumba/Kavimvira border posts Sabsence of weighbridge at Kobero OSBP	CHALINGE OSSENTED EECOMMANIDATIONS Univerve sufface at Mwaraz South Part offecting positioning of cranes for handling of cargo Leveling of the sufface of the dock to accommodate cranes Lack of reliable cargo vesels services on Lake Victoria Encourage private investments -Ingrove the services of Marine Services utered/unofficial ports on Lakes Tanganyika and ports and provide recommendations of government on security situation and security threat due to presence of many unreg- ulated/unofficial ports on Lakes Tanganyika and provide recommendations of security situation and security situation and provide recommendations RWANDA Absence of Road side station on the road Kiga- II-Russizi II and Kigali - Rubovu Rwanda to consider construction of a road side station on the road Kiga- II-Russizi II and Kigali - Rubovu Missing link section of Kibumbu-Gitega on the road Nyamitanga-Bujumbura - Gritega. Construction of the missing section of Nyamitanga-Bujumbura The road Nyanza lac-Rumange-Bujumbura in poor condition Construction of the road Nyanza lac-Ru- condition Absence of enforcement of speed limits which is ingalority of the roads Equipment Absence of enforcement of speed limits which is install road norkings where necessary Equipment and society course in a enforce the ga-Bugarama Absence of enforcement of transit trucks Install road markings where necessary Absence of enforcement of transit trucks Install road markings where necessary Absence of endorceme	CHALINGE OSESSVED RESONANDATIONS RESONANDE Questioning of cranes for handling of cargo leveling of the surface of the offact log TPA Lack of reliable cargo vesels services on Lake -Encourage private investments -CC members Security thread due to presence of many unregulated investments -CC members -CC members Uded /unofficial ports on Lakes Tanganyika and Research to asscard in event of surface and the operators TFA REVENDE Revende to consider construction of a cargo Cov. of Rwan; do surface and the operators Cov. of Rwan; do surface and the operators REVENDE Revende to consider construction of a cargo Cov. of Rwan; do surface and the operators Cov. of Rwan; do surface and the operators REVENDE Revende to consider construction of the missing section of Nyamitango-Bujumbura Construction of the missing section of Marcon; do surface and Nyanza loc-Rwan; do surface and Nyanza loc-	CHALLEGE OSSERVED RESPONSIBLE STATUS III Development under a Navaraz South Part affecting positioning of cranes for handling of crango commodate cranes. Unv IVA IVA Lack of reliable cranes to thandling of crango victoria	

	CHALLENGE OBSERVED	RECOMMANDATIONS	RESPONSIBLE	STATUS TIMELINE
	Absence of weighbridge at Mutukula OSBP	Installation of weighbridge 1 km from Mutukula OSBP	Gov. of Ugan- da	Ongoing
	Low traffic at Port Bell	Re- development of Port Bell	Gov. of Ugan- da WB	Feasibility Study/WB engage- ment
	Lack of wagon ferries between Port of Mwanza and Port Bell	Rehabilitation of the Railways systems to link the two ports	_URT Uganda gvt	
5	D R CONGO			
	Poor condition of the road Bukayu-Kamanyola	Construction of the Road Bukavu-Kaman-	Gov. of DRC	Ongoing
		yola	Gov. Of China	
			Gov. of DRC	Feasibility study Under
	Poor condition of the road Kamanyola-Uvira	Construction of the Road Kamanyola-Uvi- ra	Donors	consid- eration through NEPAD
	Poor condition of the road Kavimvira-Uvira	Construction of the Road Kavimvira-Uvira	Gov. of DRC	
			CEPGL	
	Poor road condition from Ruzizi II-Bukavu	Construction of Ruzizi II- Bukavu	Gov. DRC	Ongoing
	Poor condition of Gatumba/Kavimvira border	Governments of Burundi, DRC and part- ners to develop the Gatumba/Kavimvira	Burundi & DRC Governments	_
	10010	OSBP	Donors	
	Port of Kalundu silted and in poor condition	Dredging and modernization of Kalundu	SNCC DRC	
		роп	Donors	
	Traffic Police harassment of transit trucks	Inspection of the transit trucks once at the border	Traffic police	
6	ALL MEMBER STATES			
	Road safety and Border Posts Safety and Security	Install firefighting equipment at the OSBP	All Govern- ments	Road Safety Audit ongo-
			Donors	ing
	Lack of benchmarks and targets to some of the indicators	Establishing benchmarks and targets to some of the Indicators including volume and other indicators for the purpose of improving monitoring scope	STAKEHOLDERS	
	Delays on data sharing	System integration with stakeholders systems	TTFA & Stake- holders Focal Points	On going

TRANSPORT OBSERVATORY



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