



CENTRAL CORRIDOR TRANSPORT OBSERVATORY ANNUAL REPORT 2015



March - 2016

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Table Contents

List of Figures	4
List of Tables	5
Acronyms and Abbreviations	5
Foreword	6
Acknowledgement	7
1. Introduction	9
1.1 Corridor Performance Monitoring	9
1.2 The Central Corridor Transport Observatory	9
1.3 Central Corridor Performance Dashboard	9
1.4 Central Corridor Road Transport Survey	9
2. Methodology and Analysis	11
3 Part I: Computerized Statistics	13
3.1 Indicators of Transit Time and Delays	13
3.1.1 Weighbridges Crossing time	13
3.1.2 Police Check Points	14
3.1.3 Border posts crossing time	15
3.1.4 Transit time per borders	15
3.1.5 Transit time to destination	19
3.1.6 Average stops per trucks	20
3.1.7 Outbound/Inbound Stoppage reasons.	20
3.2 Indicators of Effectiveness And Productivity	22
3.2.1 Overall Tanzania Revenue Authority (TRA) Release Time	22
3.2.2 Ship Turnaround Time	22
3.2.3 Container Dwell Time	24
3.2.4 Percentage of Transit Trucks per Country	29
3.3 Indicators of Volume of Transactions	30
3.3.1 Imports	30
3.3.2 Exports	33
3.4 Transport Costs and Rates	37
Road Freight Charges/rates	37
4. Part II: Road Survey	41
4.1 Objective Of The Survey	41
4.2 Survey Methodology	41
4.3 Scope of the Survey	42

4.4	Observations Made During The Survey	42
4.4.1	Route From Dar Es Salaam to Tanzania Transit Nodes	43
4.4.2	Route Rusumo-Rubavu Border Post/Rusizi Border Post Rusumo Border Post	49
4.4.3	Route: Rusizi II To Bukavu (DRC)	57
4.4.4	Route Kobero-Bujumbura	59
4.4.5	Route Bujumbura-Gatumba	63
4.4.6	Route Gatumba-Kavimvira-Kalundu Port	65
4.4.7	Route Bujumbura-Ruhwa	67
4.4.8	Route Mutukula – Kampala	69

Annex 1: Recommended Measures for the Identified Challenges 76

List of Figures

Figure 1: The CCTO Process	11
Figure 2: Average Border posts Crossing Time (hrs)	15
Figure 3: Transit Time to Rusumo Border	16
Figure 4: Transit Time to Kabanga Border	17
Figure 5: Comparison: Transit time to Rusumo, Kabanga and Mutukula	18
Figure 6: Average Transit time to destinations	19
Figure 7: Number of Stops per truck per Country	20
Figure 8: Stoppage reasons distribution	21
Figure 9: TRA Release	22
Figure 10: Containerized Terminal Unit-Ship Turnaround time	23
Figure 11: General Cargo Terminal Unit - Turnaround Time	23
Figure 12: Dry bulk Vessels Turnaround Time	24
Figure 13: TICTS Average local container dwell time 2008-2015	25
Figure 14: TICTS Average transit container dwell time 2008-2015	26
Figure 15: TICTS average overall dwell time 2008-2015	27
Figure 16: TPA average local container dwell time 2013-2015	28
Figure 17: TPA average transit container dwell time 2013-2015	28
Figure 18: TPA average import overall dwell time 2013-2015	29
Figure 19: Transit trucks per country	29
Figure 20: Overall import through Dar port 2003-2015	30
Figure 21: Overall imports through Dar port 2015	31
Figure 22: Overall imports per Commodity	32
Figure 23: Overall imports rate per country	33
Figure 24: Overall export through Dar port 2015	34
Figure 25: Rate of exports per country	35
Figure 26: Comparison in volumes imports 2013-2015	35
Figure 27: Comparisons in volume of exports 2013-201	36

List of Tables

Table 1: Weighbridges crossing time (minutes)	14
Table 2: Transit Time to Mutukula Border	18
Table 3: Transport rates per route	35

Acronyms and Abbreviations

ASYCUDA	Automated System for Customs Data
TANCIS	Tanzania Customs Integrated System
AVG	Average
BRN	Big Results Now
CCTO	Central Corridor Transport Observatory
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
T.O.P	Transport Observatory Project
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

Foreword

The Central Corridor Transit Transport Facilitation Agency (TTFA) implements the Central Corridor Transport Observatory Project under TMEA funding.

After continuous monitoring of the Central Corridor performance, it is my privilege to present the 3rd Annual Report (January to December 2015) of the Central Corridor Transport Observatory.

The Transport Observatory was officially launched on 9th July 2013 by the Council of Ministers, a supreme organ of the Central Corridor Transit Transport Facilitation Agency. The T.O 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.

Those indicators notably on the volume of cargo, transit time, efficiency and productivity and cost of services and transport provide a set of tools for the diagnosis of problems relating to high transport costs along the Central Corridor; thus they 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.

The observatory has a continuous mechanism of data collection, processing and dissemination of performance indicators of the corridor; thus, the production of indicators on surface transport, particularly on road transport along the Central Corridor, requires that a road survey be periodically and regularly carried out to establish necessary data to allow a comprehensive diagnosis of the performance of the corridor.

With the continuous support of TMEA, the CCTO is on the 2nd phase of its implementation where great milestones have been achieved including establishment of an online database, the procurement of reliable real time GPS devices, hardware and software for the in house hosted web based Transport Observatory and recruitment of Consultants. Integration to stakeholders systems for automated exchange of data and the mapping of the Central Corridor routes is under progress.

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 for their continuous support in providing data that allows the Transport Observatory to generate meaningful indicators and monitor the corridor performance.

Rukia D. Shamte
Executive Secretary

Acknowledgement

The permanent Secretariat of the Central Corridor Transit Transport Facilitation Agency (CCTTFA) would like to acknowledge valuable support to the Transport Observatory by the Council of Ministers, the Executive Board Committee and all the Policy Organs of the CCTTFA.

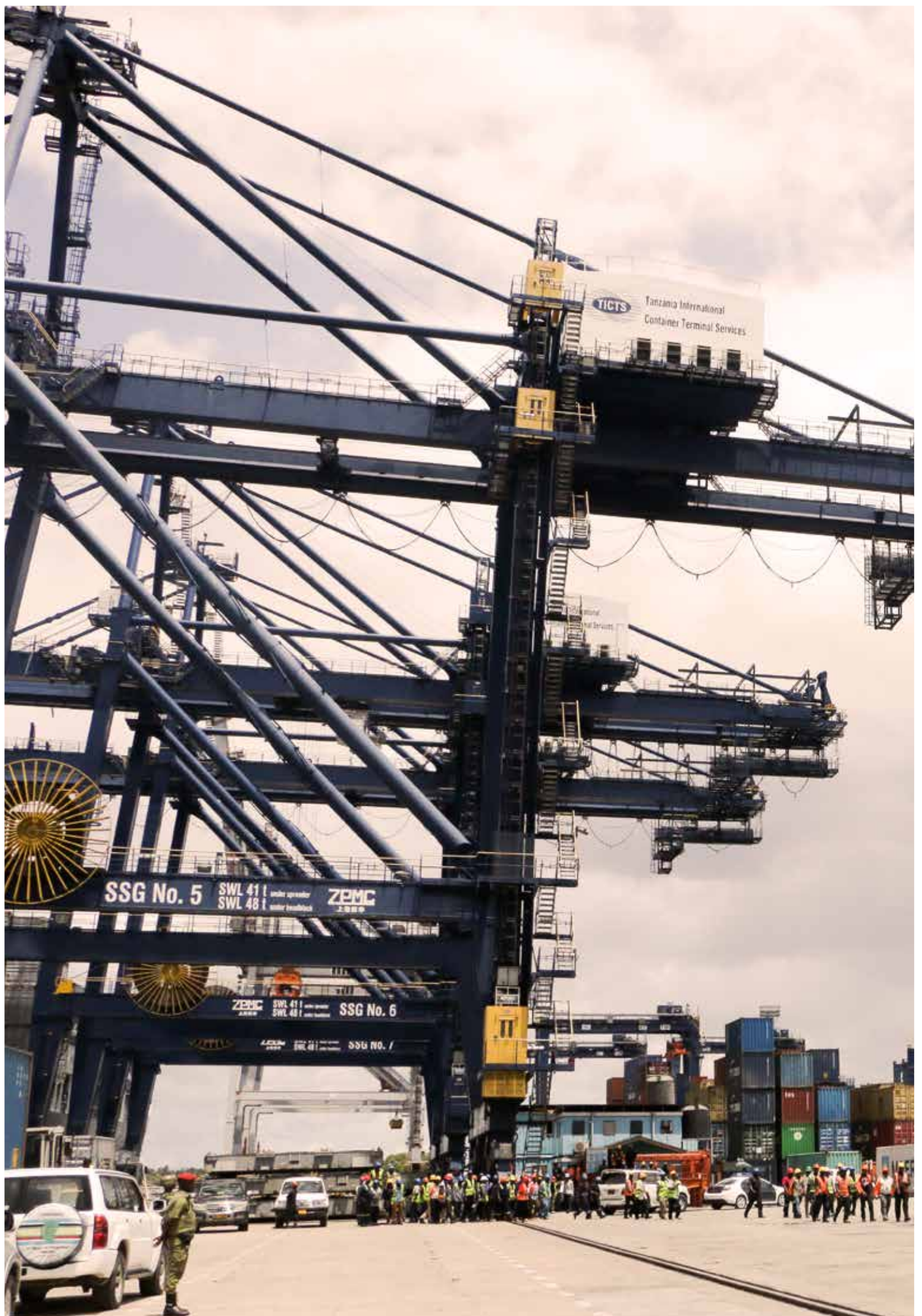
The Secretariat wishes to greatly acknowledge all the stakeholders and other key players from both Public and Private sector for their continued provision of the data used to generate the Transport Observatory Reports. The Transport Observatory relies on raw data from the stakeholders to ensure its continuity in the production of performance indicators, in that sense the Secretariat of the Central Corridor Transit Transport Facilitation Agency thanks strongly the partners who are already committed to providing the data by signing the Data Exchange Agreement.

Special thanks goes to Trademark East Africa (TMEA) for the financial support towards the Central Corridor Transport Observatory Project which contributed to the upgrading of the transport observatory into its second phase with pertinent improvements.

Lastly the Secretariat appreciates the valuable contributions, insights and comments made by the stakeholders which was gathered during the workshop to validate this report.

Any errors of fact or interpretation in this document are for the authors.

The Central Corridor-TTFA Secretariat.



1. Introduction

1.1 Corridor Performance Monitoring

The CCTTFA Secretariat uses various tools to monitor performance of the Corridor i.e. Central Corridor Transport Observatory, the Central Corridor Performance Dashboard, and the Central Corridor Transport Observatory Road Surveys that collect its Information through Live GPS kits and uses questionnaires and frequently interviews direct to Road Transport users and Operators.

1.2 The Central Corridor Transport Observatory

The Transport Observatory measures and tracks changes in 34 performance indicators along the Corridor ranging from the time the vessels arrive at Dar Port up to the time when the goods reach their final destinations.

The Transport Observatory is a performance monitoring tool with an online portal that is accessible via <http://observatory.centralcorridor-ttfa.org>. The Central Corridor Transport Observatory highlights the performance of the Corridor by referring to some of the Indicators especially Transit times and dwell times where the targets have been set for measuring Corridor performance against the targets.

The targets mostly have been set by the Government of Tanzania through its “Big Results Now” initiative.

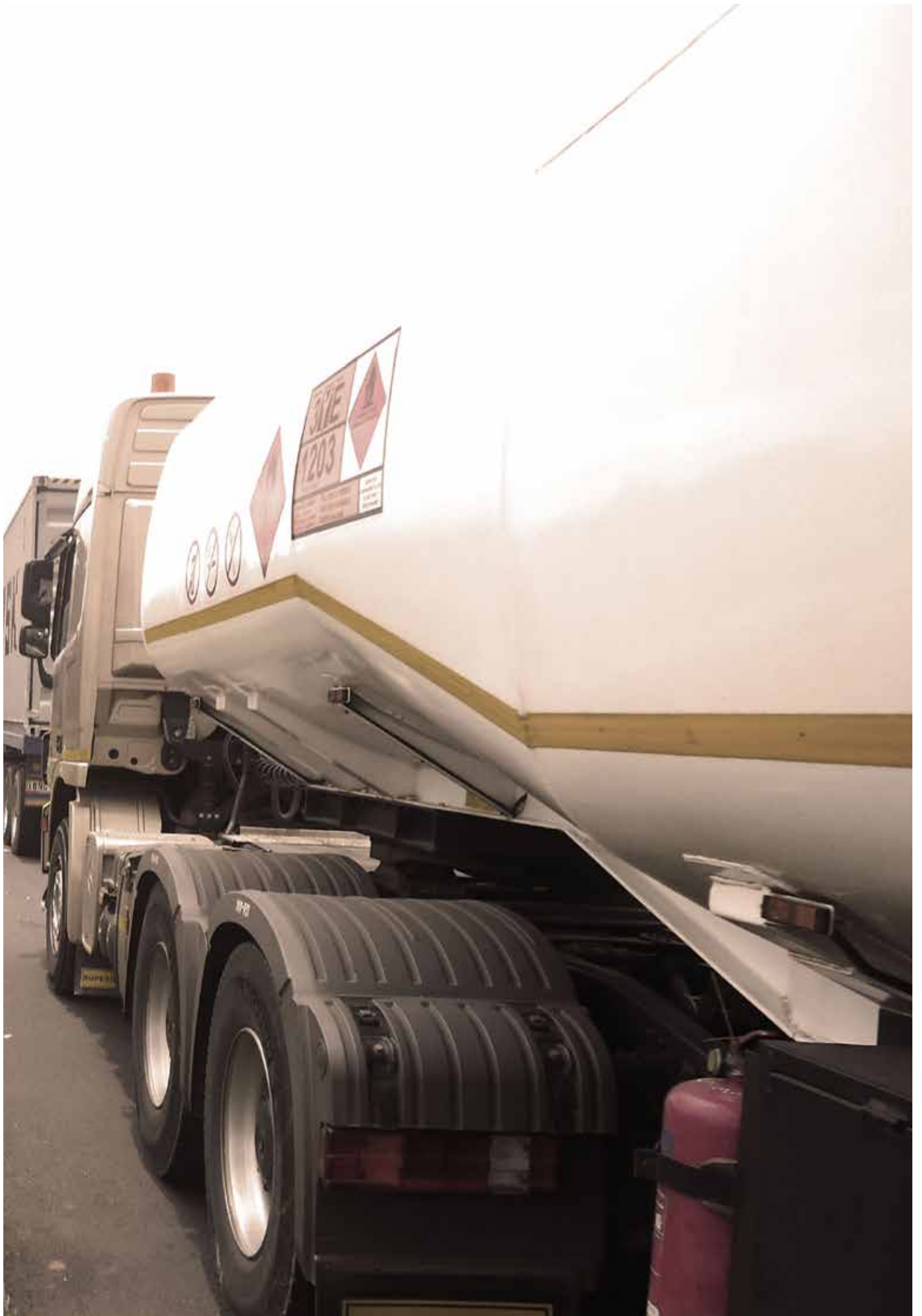
1.3 Central Corridor Performance Dashboard

The Dashboard is a weekly monitoring tool for selected performance indicators, Transit Times indicators that includes transit time up to the borders and destinations and Efficiency and productivity indicators that monitors dwell time and ship turnaround times at the port of Dar es Salaam.

It has been designed to frequently update Stakeholders on weekly basis on all information related to the Corridor performance.

1.4 Central Corridor Road Transport Survey

Central Corridor Road Transport Survey is conducted periodically by a multi-disciplinary TTFA Survey Team and involves public and private sector stakeholders on the ground in handling and clearing goods along the Corridor. During the Surveys, observations are made on physical transport infrastructure and facilities in place, procedures for handling and clearance of goods along the corridor and plenary sessions held with stakeholders at various transit nodes to discuss the findings. Based on findings and trend of the performance Indicators, the main objective of the survey is identification of the Nontariff Barriers and bottlenecks along the Central Corridor and come up with measures to overcome them.



2 . Methodology and Analysis

The Transport Observatory methodology involves data collection, Data processing and analysis, reporting & dissemination and finally influence policy formulation among the Central Corridor member countries through findings and results

Figure 1: The CCTO Methodology Process



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 decisions and recommendations; Sensitization of stakeholders about ongoing trade facilitation initiatives; Identification of the Nontariff Barriers along the Central Corridor and influence policy changes.

This report will help in identifying areas that need improvement and will provide support to policy makers in designing regulatory reforms.



3 Part I:

Computerized Statistics

This section gives findings from Electronic Data sources from different stakeholders systems for 2015. Different indicators have been generated from those statistics and categorized into Transit Time indicators, Volume of Transaction Indicators, Efficiency and Productivity Indicators; below is the distribution of the Indicators extracted per categories;

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/cargo arrive at Dar port till when cargo reaches its Final destination. 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 subtracting arrival time of the truck at the weighbridge from its departure time from 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.

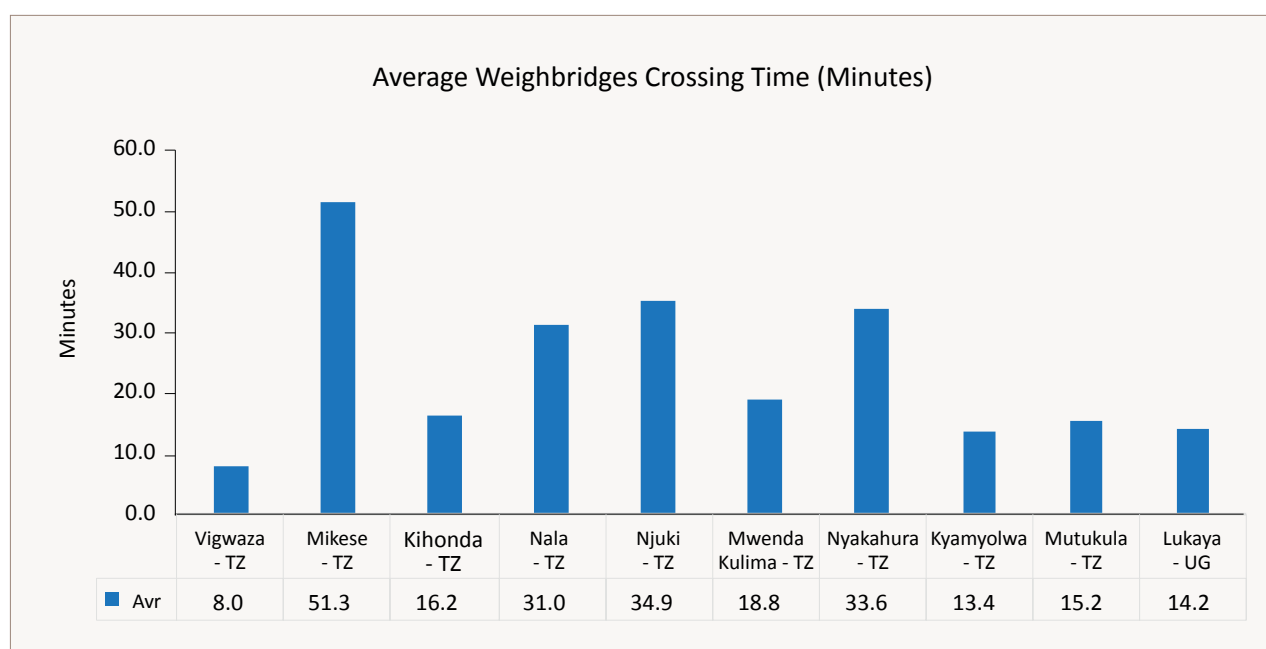
It might be noted that, due to the ongoing construction of the WIM at Mikese, trucks have not been weighed on this bridge since November 2015

Among all mentioned Weighbridges, only Vigwaza has the WIM and attracts less crossing time.

Figure below indicates average crossing time at various weighbridges in Tanzania and Uganda from January - December 2015. Lukaya weighbridge is in Uganda while other weighbridges are located in Tanzania.

Table 1: Weighbridges crossing time (minutes)

WEIGHBRIDGE	J	F	M	A	M	J	J	A	S	O	N	D	Avrg
Vigwaza-TZ	02	07	09	07	06	10	11	06	09	10	09	10	08.0
Mikese-TZ	37	16	49	56	45	55	49	65	76	65	-	-	51.3
Kihonda-TZ	18	12	18	19	11	11	10	08	07	14	31	35	16.2
Nala-TZ	15	14	32	37	43	24	43	27	39	26	29	43	31.0
Njuki-TZ	11	17	41	37	21	34	36	45	32	38	56	51	34.9
Mwendakulima-TZ	18	22	21	19	17	17	19	12	16	31	15	19	18.8
Nyakahura-TZ	19	25	37	52	27	32	38	42	25	27	38	41	33.6
Kyamyolwa-TZ	17	17	12	11	08	12	16	19	10	13	14	12	13.4
Mutukula-TZ	16	15	16	12	11	16	14	18	21	16	15	12	15.2
Lukaya-UG	18	17	16	17	15	12	13	11	13	15	11	12	14.2



Source: CCTO GPS/Road surveys-2015

3.1.2 Police Check Points

On a positive note, all Police Check points for Transit Tracks have been moved to the Weighbridges.

Transit trucks are inspected by Police at the time they are approaching/queuing to the weighbridges.

However, there are still numerous natural resources police check points situated along the road. Their purpose is to inspect trucks/cars carrying natural resources such as charcoal in a view to protect natural forests. Stops are found at Nyakanazi, Benaco and Nyabugombe which attracts at least 10 minutes all together due to its poor management .

Troubling and serious inspection is at Njuki and Nala weighbridges as well as at Nyakahura.

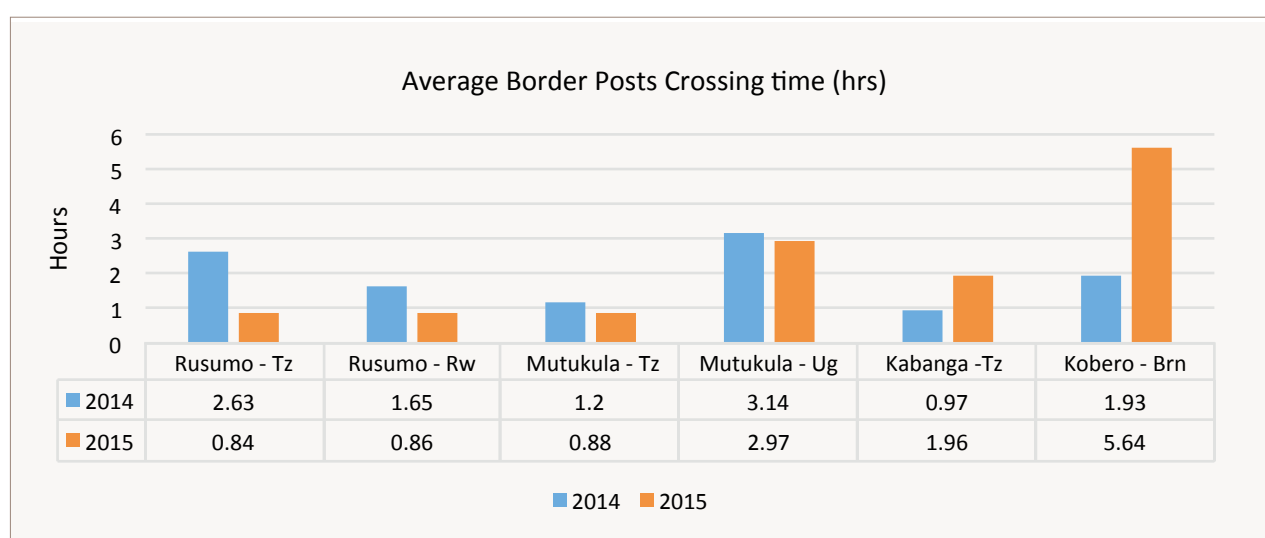
3.1.3 Border posts crossing time

The indicator is measured by taking departure time from the border minus arrival time at the border based on Road/GPS Surveys data.

Figure below shows the average time it takes a truck to cross borders of Kabanga/Kobero, Mutukula and Rusumo borders of Tanzania with Burundi, Uganda and Rwanda respectively.

The assumption made was that, the trucks that arrived at the borders after working hours were not considered during the analysis. The reason behind this was that this particular trucks spent the night at the border posts thus their delay time gave a false indication of time taken to cross border posts.

Figure 2: Average Border posts Crossing Time (hrs)



Source: CCTO GPS/Road surveys-2015

Significant improvements on border crossing time has been noted in 2015 compared to 2014 especially at the borders of Rusumo and Mutukula. This has been contributed by several factors including Improvement of infrastructures at the borders especially OSBPs.

Improvement on the border clearance procedures and spread of education and awareness to the border users and operators especially drivers has been greatly contributing to the reduction of the border crossing time.

Security concerns in Burundi as well as power instability at the borders of Kabanga and Kobero affected the Border process for the year 2015 and resulted to increased border crossing time at Kabanga in Tanzania and Kobero in Burundi.

3.1.4 Transit time per borders

This is the time taken from when the trucks starts the journey from Dar es Salaam until when it reaches at the borders. In Tanzania, there are three borders of Rusumo, Kabanga and Mutukula, borders between Tanzania and the three Member Countries of Rwanda, Burundi and Uganda respectively. Trucks heading to D. R Congo through Central Corridor normally pass through Rusumo.

Transit time per border is calculated by subtracting the date and time the trucks start the Outbound journey from Dar es Salaam to the time the truck reaches the border. This is obtained from two main data source of ECTS by the Tanzania Revenue Authority and GPS road surveys, however slight differences in the results by the two methods is observed due to some uniqueness in the two methods during data capturing.

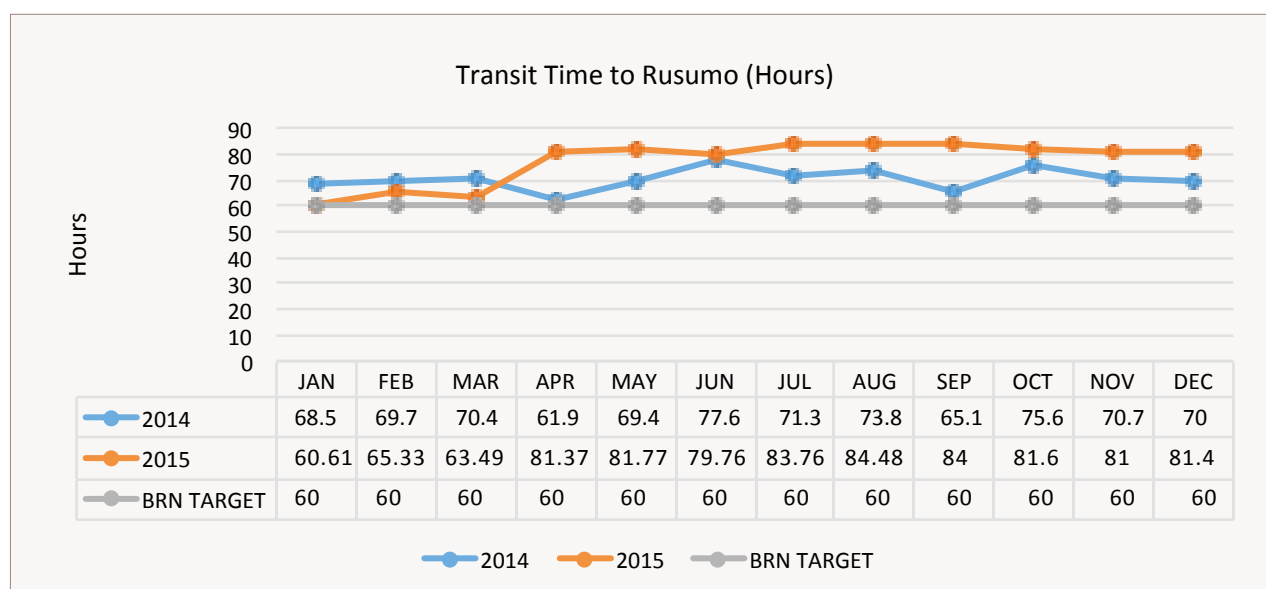
Below is the information showing the Transit time per border in HOURS for the year 2015 in comparison to 2014 categorized into three different borders of Rusumo, Kabanga and Mutukula. This is information extracted from Electronic Cargo Tracking System (ECTS), which helps to monitor the diversion and theft of cargo along the intended routes.

According to Big Results Now (BRN) initiative, the target from Dar port to the borders is set to be 2.5 Days (60 Hours).

i. Transit Time to Rusumo (Hours)

The average time taken from Dar es Salaam port to Rusumo border, a border between Tanzania and Rwanda, measured by the time difference between Stop date and Start date at Rusumo and Dar port respectively.

Figure 3: Transit Time to Rusumo Border



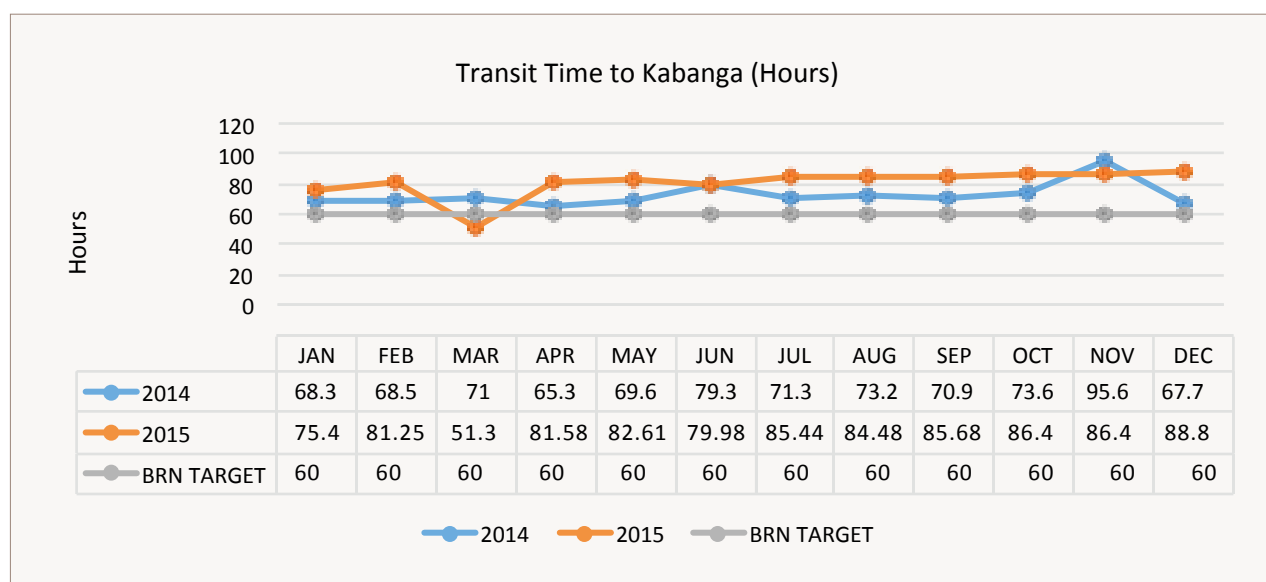
Source: ECTS Data from TRA, 2015

It has been observed from the table above that the average transit time from Dar port to Rusumo border for 2015 is 77.4 Hours while it was 70.33 Hours in 2014, equivalent to an increase of 10.1% of transit time.

ii. Transit time to Kabanga (Hours)

The average time taken from Dar es Salaam port up to Kabanga border, a border between Tanzania and Burundi. This is measured by the time difference between Stop date and Start date at Kabanga and Dar port respectively.

Figure 4: Transit Time to Kabanga Border



Source: ECTS Data from TRA, 2015

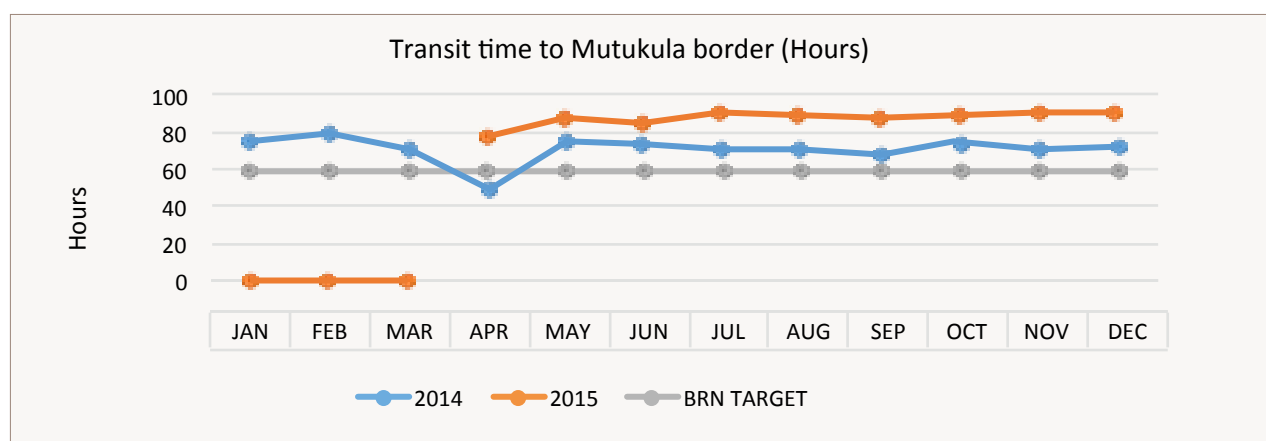
From the data table above, it is observed that the average transit time to Kabanga for the year 2015 is 80.8 Hours, while it was 72.86 Hours the same period in the last year equivalent to 10.9% increase in transit time to Kabanga border.

iii. Transit Time to Mutukula (Hours)

The average time taken from Dar es Salaam port up to Mutukula border, a border between Tanzania and Uganda. This is measured by the time difference between Stop date and Start date at Mutukula and Dar port respectively.

Table 2: Transit Time to Mutukula Border

BORDER		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
MUTUKULA	2014	77.0	81.0	72.1	52.2	77.0	72.9	72.2	71.7	67.1	75.7	70.5	71.5
	2015	-	-	-	78.05	86.0	79.17	91.44	90.48	87.6	88.4	88.6	89.1

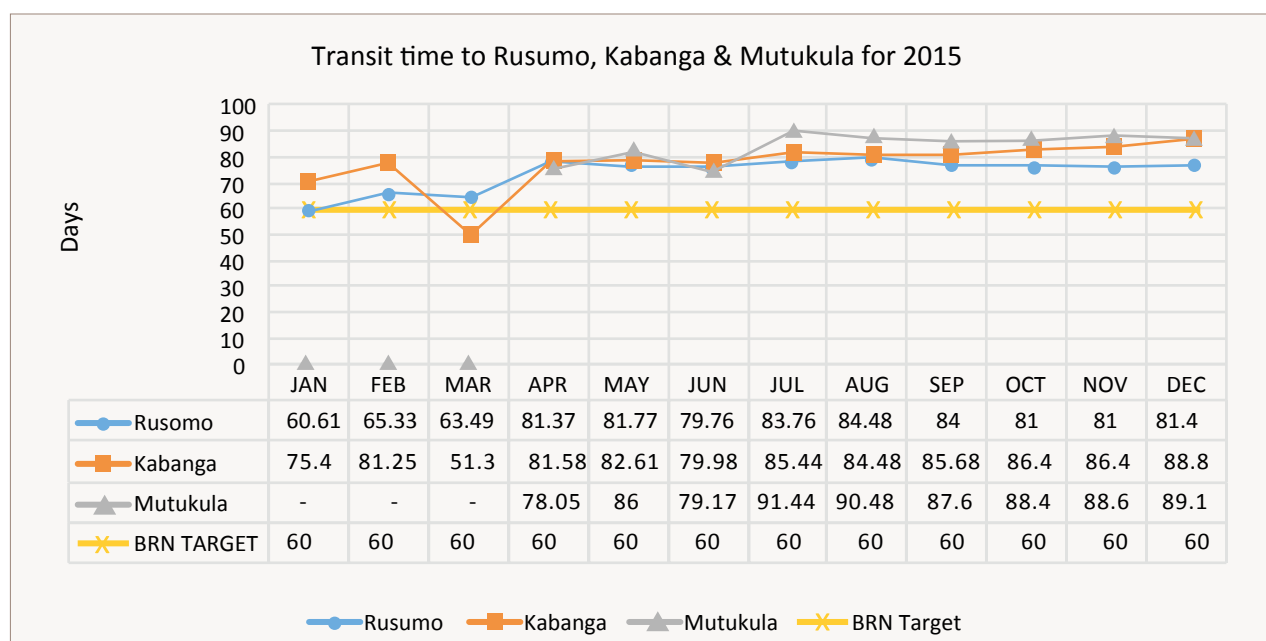


Source: ECTS Data from TRA, 2015

From the data table above, it has been observed that the average transit time from Dar port to Mutukula border for the year 2015, recorded 86.5 Hours on average while it was 71.74 Hours the same period for the year 2014, showing an increase in Transit time equivalent to 20.6%. As depicted on the graph, there was missing Data for 2015 Quarter 1.

From all Transit up to the borders, it has been observed that the average transit time 2015 has increased compared to 2014. This can be attributed mainly to the speed limit regulations of 50 Km/Hour in Tanzania and long personal stops along the route.

Figure 5: Comparison: Transit time to Rusumo, Kabanga and Mutukula



The graph above shows the comparison of Transit Time up to Tanzania Borders of Rusumo, Kabanga, and Mutukula, borders of Rwanda, Burundi and Uganda respectively. The least transit time was observed to Rusumo border on average of about 77.38 Hours while a maximum Transit time recorded to Mutukula an average of about 86.54 Hours for the year 2015.

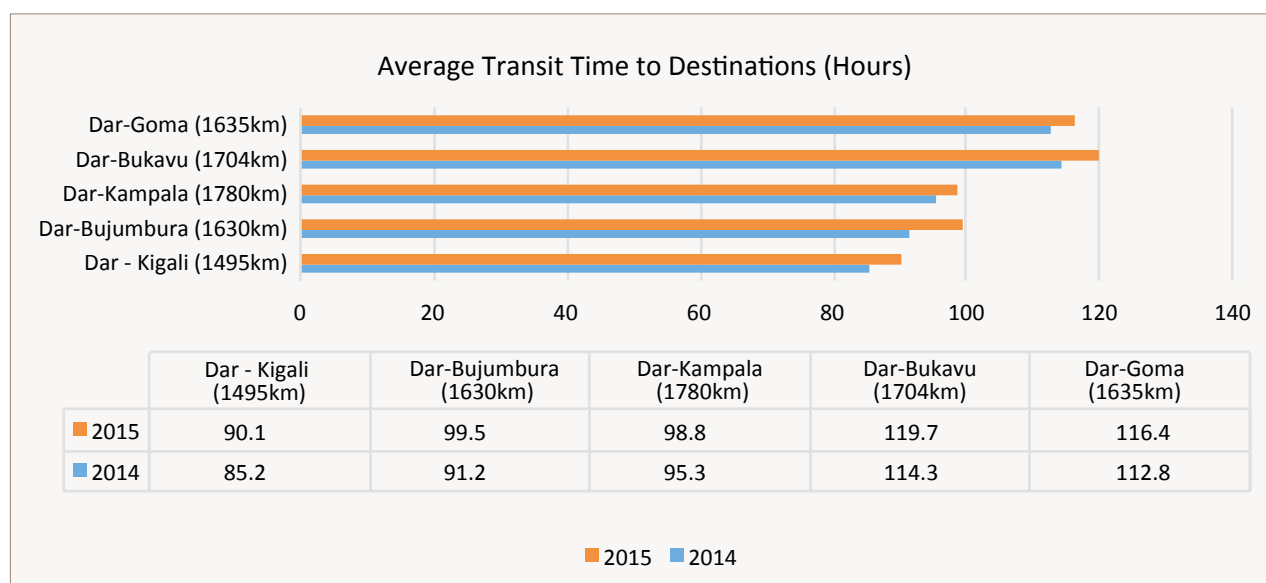
3.1.5 Transit time to destination

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 the 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 that 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.

Figure 6: Average Transit time to destinations



Source: CCTO GPS/Road surveys-2015

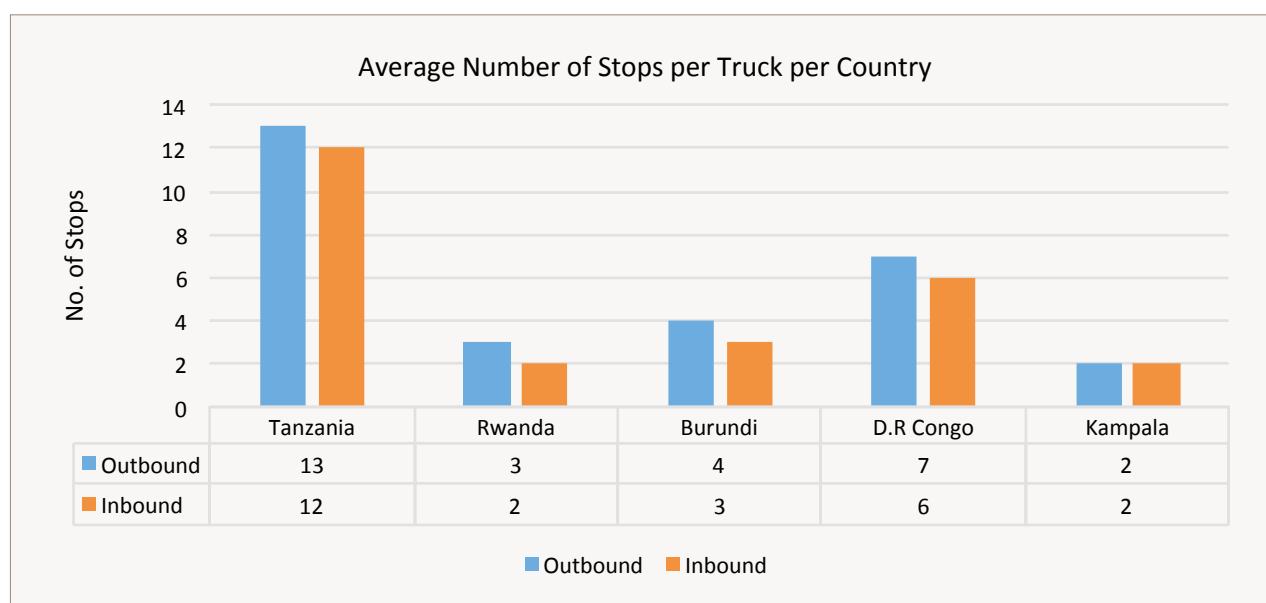
Transit time to various destinations along the Central corridor has slightly increased in 2015 compared to 2014. This is highly attributed to the increase of transit time from Dar es Salaam port to the Borders of Tanzania mainly due to high emphasis on speed limit regulations of 50 Km/Hour in Tanzania and long personal stops along the route.

It may be noted that, all trucks pass through in Tanzania and the distance in Tanzania contributes to more than two third of total distances to different destinations along the Corridor.

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

Figure 7: Number of Stops per truck per Country



Source: CCTO GPS/Road surveys-2015

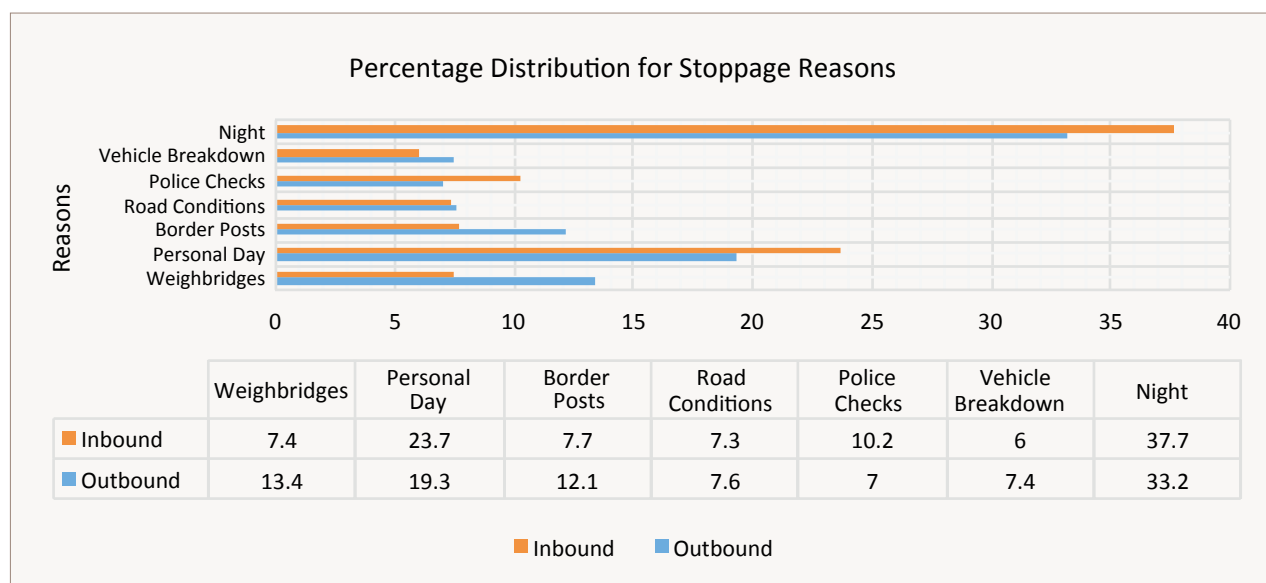
The table above provide analysis that , most of the stops are made in Tanzania where trucks spend about 2.5 to 3 days before reaching the borders between Tanzania with Rwanda, Burundi and Kampala at a distance of 1271 Km, 1297Km and 1446 Km respectively to the borders.

On a single trip, a truck makes about 13 stops within Tanzania including 7 weighbridges for trucks heading to Rwanda and Burundi while trucks heading to Kampala are to 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.C due to the long distance they have to travel plus multiple border crossing.

3.1.7 Outbound/Inbound Stoppage reasons.

The figure below gives summary of some of the reasons why transit truck drivers make either inbound or outbound stops along their journey to destination.

Figure 8: Stoppage reasons distribution



Source: Road Transport surveys, Dec 2014-Feb 2015

The figure above shows that apart from the night stops where most of drivers park their trucks for resting, most of the stops are for personal reasons for both outbound (19.3%) and inbound (23.7%). Personal stops delays included rests and meals, picking up and buying personal staffs and praying. Outbound weighbridges follows by 13.4% while inbound weighbridges stop delays accounts for 7.4%. Hence personal stops has higher delays than weighbridges delays on averages (21.5% and 10.4%) respectively.

In addition, Police checks and other personal checks attracted delays of 10.2% Inbound and 7% Outbound giving an average of 8.6% following personal reasons for attracting more delays.

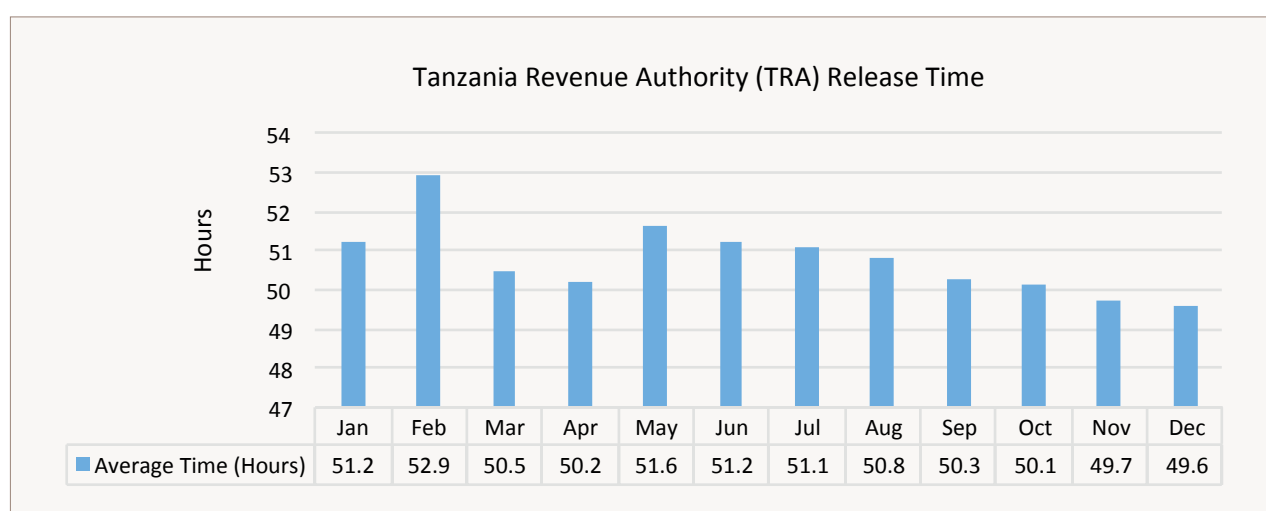
3.2 Indicators of Effectiveness And Productivity

The indicators of effectiveness and productivity are generated to determine how productive the port can be; for example how long does the container stay at the port (dwell time), also this indicator category help to measure the efficiency of the port as well.

The Government of the United Republic of Tanzania has set in its program “BIG RESULT NOW “until 2015, the duration of customs and port formalities (Dwell Time) to 5 days.

3.2.1 Overall Tanzania Revenue Authority (TRA) Release Time

Figure 9: TRA Release Time



Source: TRA TANCIS JAN-DEC 2015

As depicted on the graph above; the average release time from Tanzania Revenue Authority calculated from a time difference, from when a declaration is made by the CF Agent to when the release order is issued by customs, keeps decreasing for the year 2015, as shown from May to December showing the improvement of the customs processing unit.

3.2.2 Ship Turnaround Time

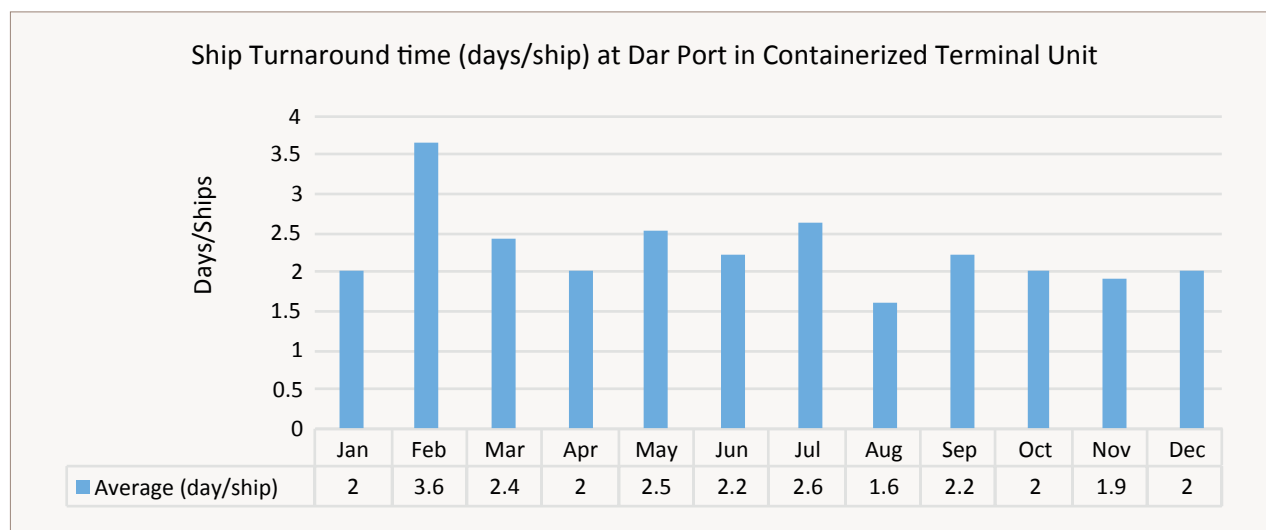
It refers to the total time spent by a ship in the Port. It is measured by the average of the time in days per ship from the time a ship enters the port area to the time it exits the port area.

Normally, it comprises of the ship waiting time and the ship working time (time when the vessel is being offloaded or loaded with cargo). However, the ship waiting time is normally a small proportion of the turnaround time, therefore to reduce the ship turnaround time, we need to reduce the ship working time. The working time depends on the quantity of cargo a vessel has to load or discharge, the type and characteristics of a vessel, the type of equipment and other resources used at berth.

Figures below shows the average ship turnaround time at different terminals within Dar port

i. Ship Turnaround time in days/ship at Dar es Salaam Port in Containerized Terminal Unit

Figure 10: Containerized Terminal Unit-Ship Turnaround time

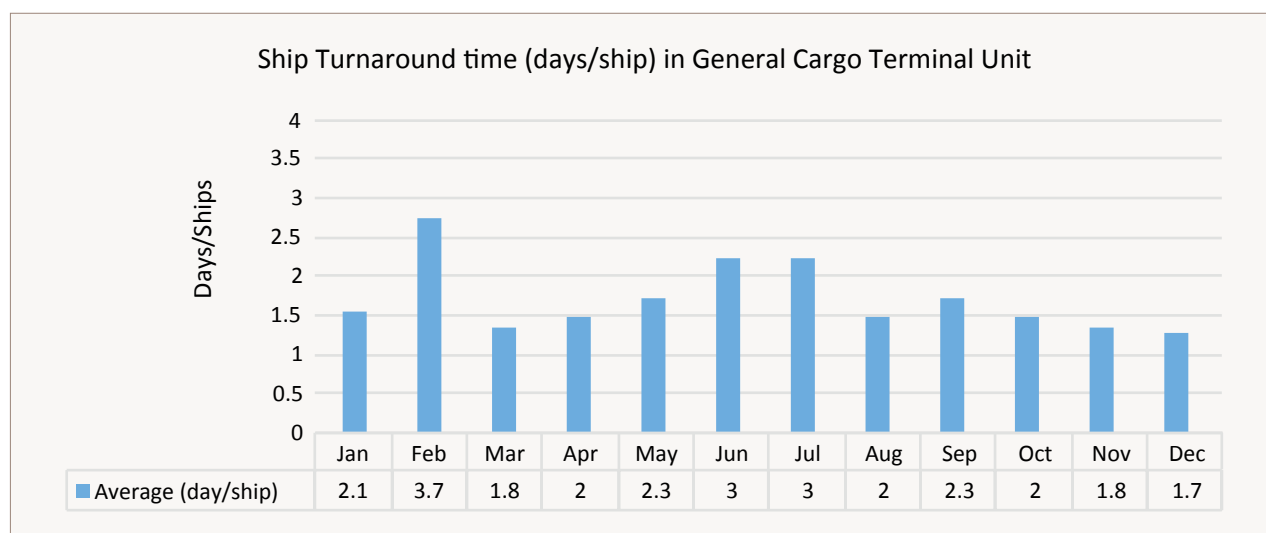


Source: TPA JAN-DEC 2015

As indicated on the graph above, an average of 2.25 days/per ship has been recorded as the Ship turnaround time at Dar Port in Containerized Terminal Unit.

ii. Ship Turnaround time in days/ship in General Cargo Terminal Unit

Figure 11: General Cargo Terminal Unit - Turnaround Time

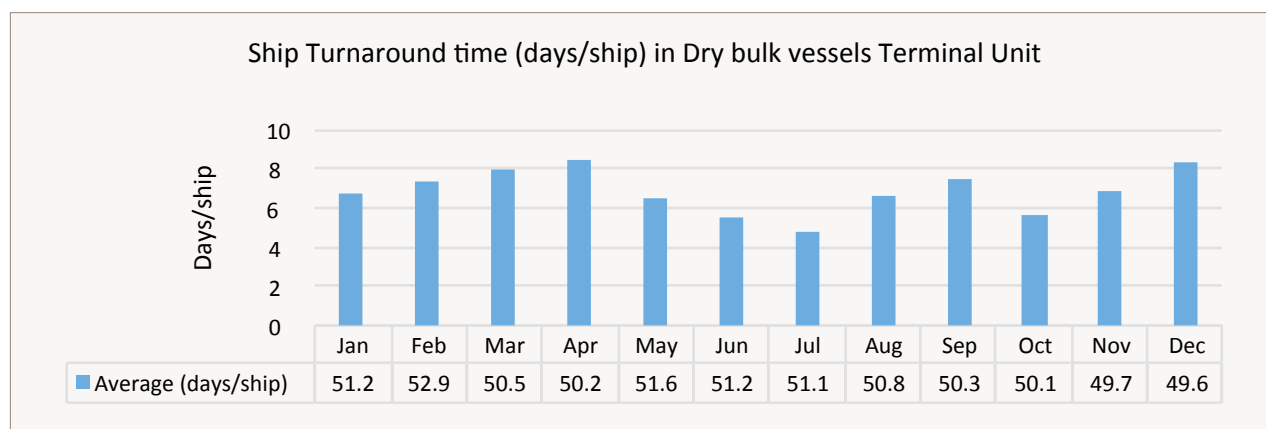


Source: TPA JAN-DEC 2015

As shown on the graph above, the average ship turnaround time recorded for the year 2015 was 2.31 days/ship in General Cargo Terminal unit at Dar port. The graph also shows a decrease from September to December due to increase in port efficiency and productivity.

iii. Ship Turnaround time in days/ship in Dry bulk vessels Terminal Unit

Figure 12: Dry bulk Vessels Turnaround Time



Source: TPA JAN-DEC 2015

In Dry bulk vessels Terminal Unit, an average of 6.86 days/ship was recorded at Dar port but improvements on this terminal is needed to lower the average number of days per ship to at least 3 days/ship as benchmark.

3.2.3 Container Dwell Time

Dwell time is the measure of time that elapses from the time cargo arrives at the port to the time goods leave the port premises after all permits and clearances have been obtained.

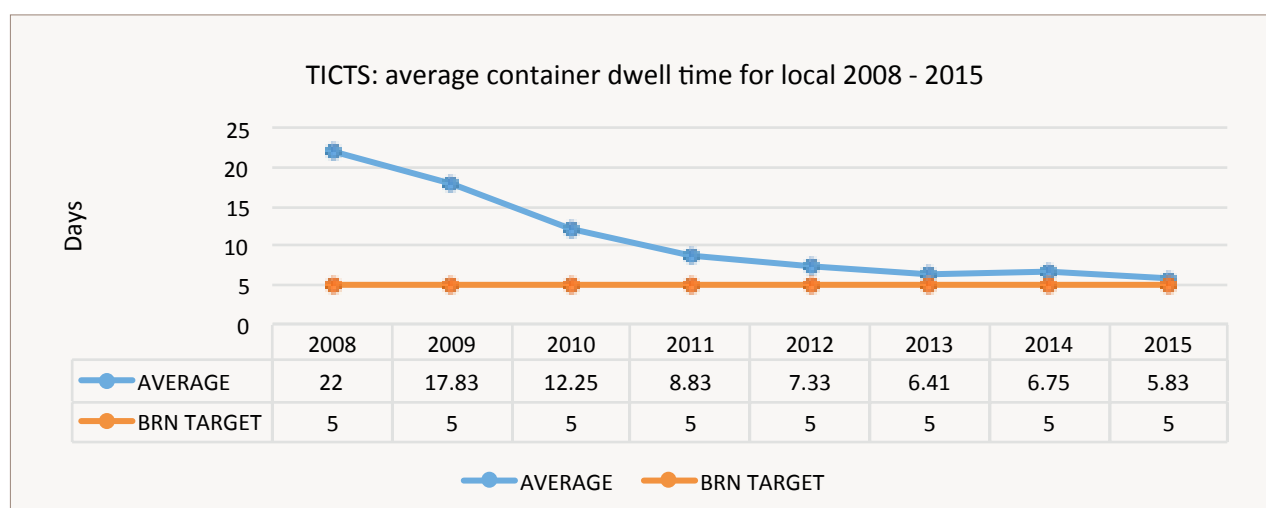
Internationally, lower Port dwell time has become a major commercial indicator in attracting more cargo to the ports. The graphs below clearly indicates that average cargo dwell time at the port of Dar es Salaam kept decreasing from 2008 to 2015 from between 22 days on average to less than 7 days on average in 2015. The port dwell time depends on other indicators such as the time taken at one stop Centre, time taken at Document Processing Centre and time taken within the port after customs release. Intervening under these indicators will automatically reduce the port dwell time and finally increase the efficiency of doing business.

3.2.3.1 Tanzania International Container Service (TICTS)

i. Average monthly local container dwell time: DSM container terminal (TICTS) year: 2014-2015

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
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

Figure 13: TICTS Average local container dwell time 2008-2015



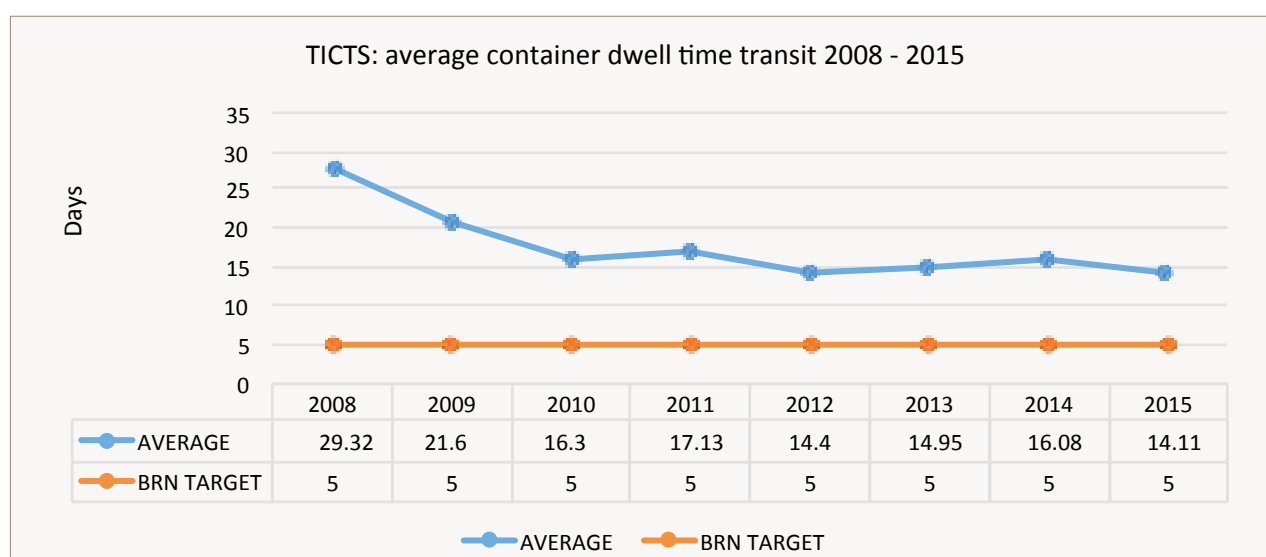
Source: TICTS Data 2008 – 2015

The Graph above clearly indicates a summarized trend from 2008 to 2015 on average dwell time for local containers. The trend shows that the dwell time has reduced on average from past years to the current year, from an average of 22 days in 2008 to approximately 6 days in 2015. It is clearly observed that for the year 2015(January to December), the average local container dwell time was an average of 5.65 days which is approaching the BRN target of 5 days.

ii. Average Dwell Time Transit Containers TICTS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
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

Figure 14: TICTS Average transit container dwell time 2008-2015



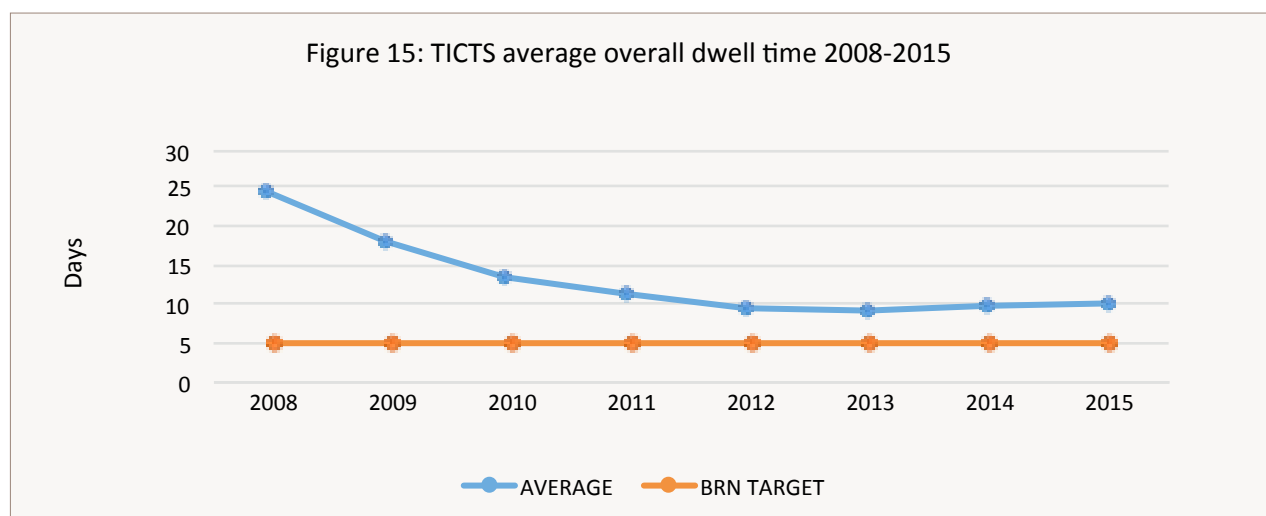
Source: TICTS Data 2008 - 2015

As depicted on the Graph above, the average TICTS dwell time for transit keeps decreasing from past years when it was 29 days to current years that recorded a transit dwell time of approximately weeks. The graph shows a downward sloping curve thus indicating a decrease in average time in transit container dwell time in the subsequent years (2008-2015)

iii. Import Overall Container Average Dwell Time TICTS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
2008	24.0	27.0	26.0	23.0	24.0	26.0	25.0	25.0	26.0	29.0	24.0	26.0	25.42
2009	20.0	17.0	21.0	25.0	25.0	22.0	18.0	19.0	16.0	15.0	15.0	13.0	18.83
2010	14.0	12.0	13.0	13.0	14.0	13.0	15.0	13.0	13.0	15.0	16.0	16.0	13.92
2011	15.2	13.0	11.0	11.0	12.0	10.0	10.0	11.0	11.0	11.0	11.0	12.0	11.5
2012	9.0	10.0	8.0	10.0	10.0	11.0	11.0	9.0	9.0	10.0	9.0	9.0	9.58
2013	12.0	11.0	9.0	10.0	11.0	8.0	8.0	8.0	8.0	8.0	10.0	9.0	9.33
2014	11.0	11.0	10.0	11.0	10.0	9.0	10.0	10.0	9.0	8.0	9.0	11.0	9.92
2015	12.0	11.0	11.0	10.0	12.0	10.0	8.4	10.3	9.9	9.5	10.3	10.3	10.39

Figure 15: TICTS average overall dwell time 2008-2015



Source: TICTS Data 2008 - 2015

As shown on the graph above, the average TICTS overall dwell time also keeps decreasing from past years when an average of 25.42 days was recorded in 2008 to a current average of approximately 10.39 days in 2015, covering January to December.

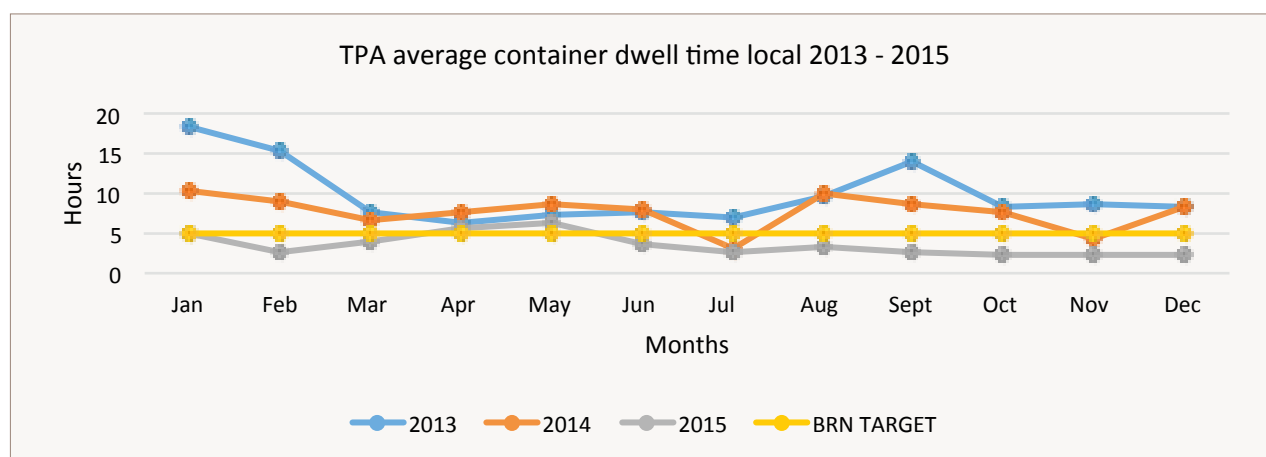
3.2.3.2 Tanzania Port Authority (TPA)

The table below shows an Average monthly container dwell time for Tanzania Port Authority covering a period of 2013, 2014 and 2015.

i. Average Local Container Dwell Time TPA

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

Figure 16: TPA average local container dwell time 2013-2015



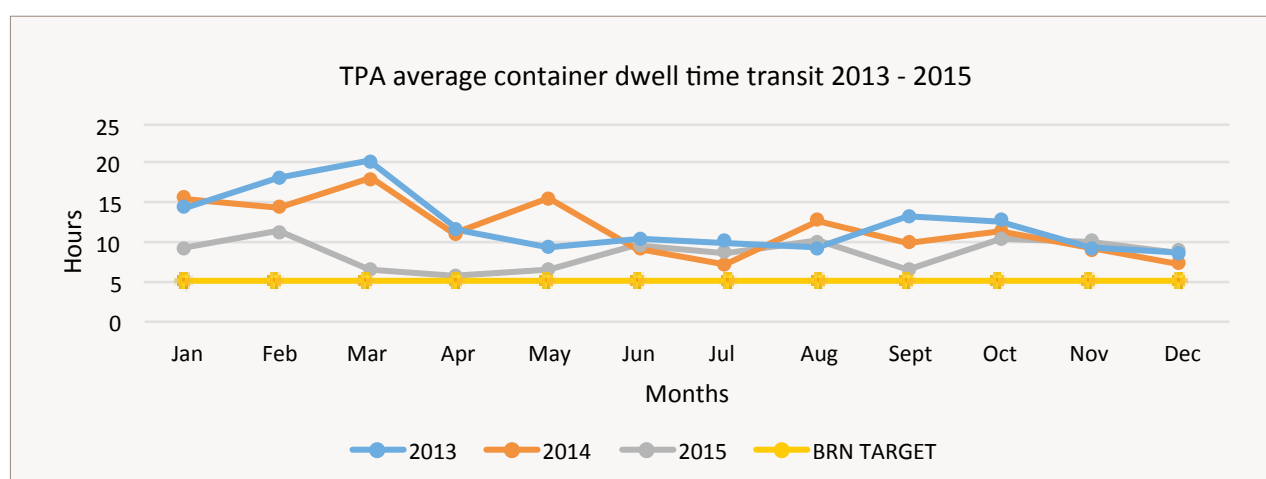
Source: TPA Data 2013-2015

It is clearly observed that the average dwell time for local containers is 9.94 days for 2013, 7.74 days for 2014 and 3.58 days for 2015. This shows that according to BRN Target of 5 days, the dwell time keeps decreasing to reach the expected target as time goes on.

ii. Average dwell time transit container TPA

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	AVG
2013	14.4	17.6	19.1	11.2	9.5	10.2	9.7	9.1	13.0	12.4	9.9	8.8	12.07
2014	14.8	14.2	17.3	11.0	15.0	9.5	7.8	12.6	10.1	11.3	9.5	7.6	11.72
2015	9.4	11.4	7.2	6.0	7.0	9.7	8.7	10.2	7.2	10.7	10.1	8.5	8.84

Figure 17: TPA average transit container dwell time 2013-2015



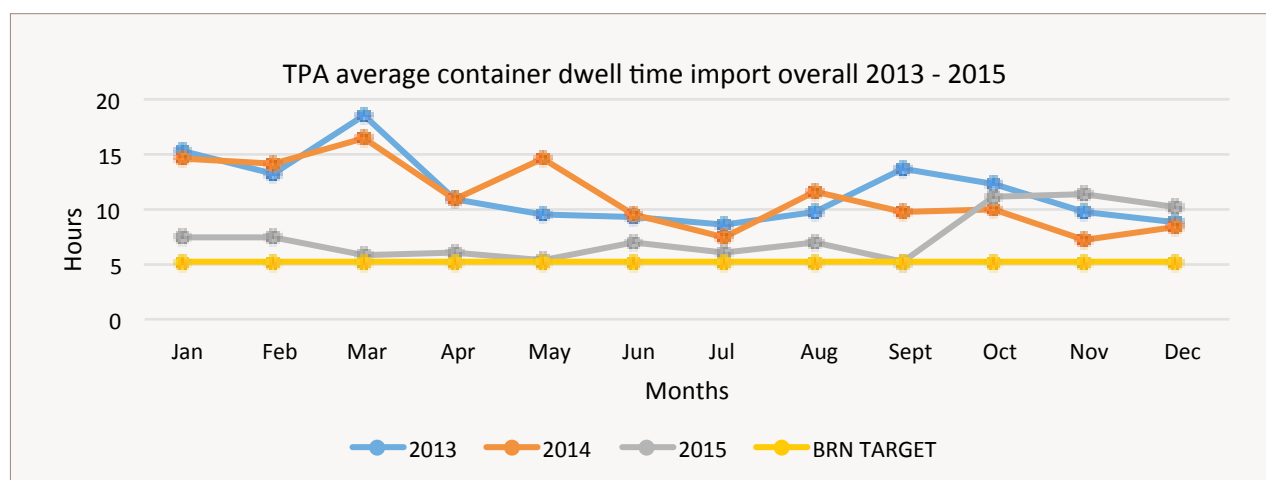
Source: TPA Data 2013-2015

The average container dwell time for transit kept decreasing from 2013 to 2015, the average is 12.1 days, 11.7 days and 8.84 days for 2013, 2014 and 2015 respectively. It has been clearly observed that the dwell time is decreasing to meet the BRN target.

iii. Import Overall container dwell time TPA

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	AVG
2013	14.4	17.6	19.1	11.2	9.5	10.2	9.7	9.1	13.0	12.4	9.9	8.8	12.07
2014	14.8	14.2	17.3	11.0	15.0	9.5	7.8	12.6	10.1	11.3	9.5	7.6	11.72
2015	9.4	11.4	7.2	6.0	7.0	9.7	8.7	10.2	7.2	10.7	10.1	8.5	8.84

Figure 18: TPA average import overall dwell time 2013-2015

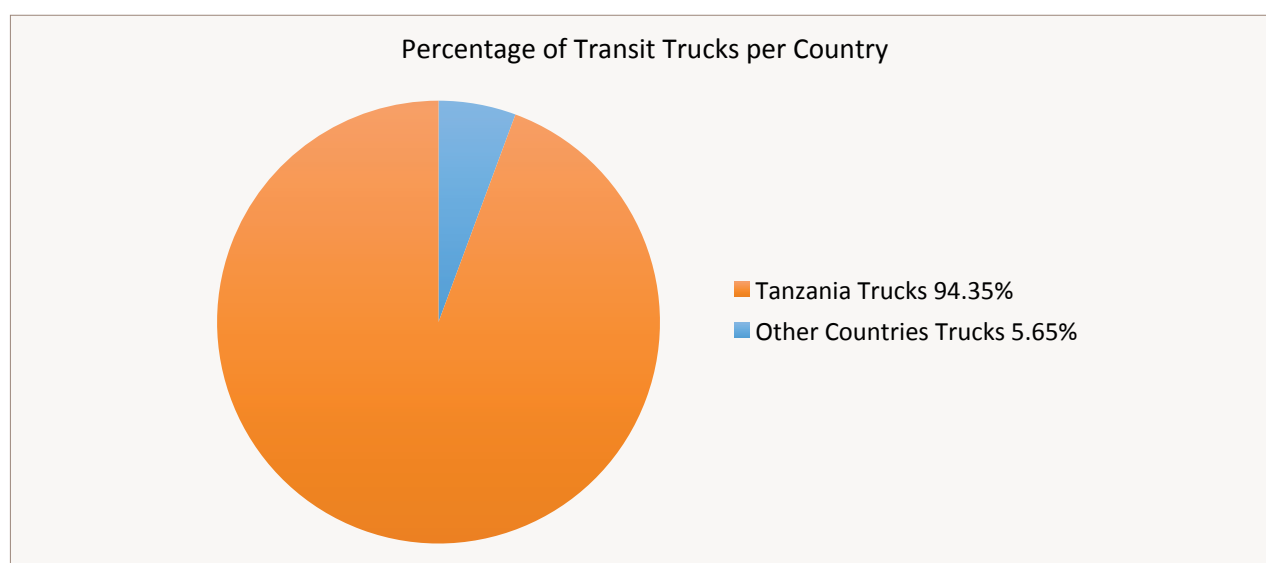


Source: TPA Data 2013-2015

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

3.2.4 Percentage of Transit Trucks per Country

Figure 19: Transit trucks per country



Source: TPA

As shown on the graph above, approximately 94% of transit trucks originated from Tanzania while only 6% is transit truck observed to be registered from other countries. This shows that high percentage of cargo flow from Dar port to other countries (Transit cargo) is transported using Tanzania registered trucks.

3.3 Indicators of Volume of Transactions

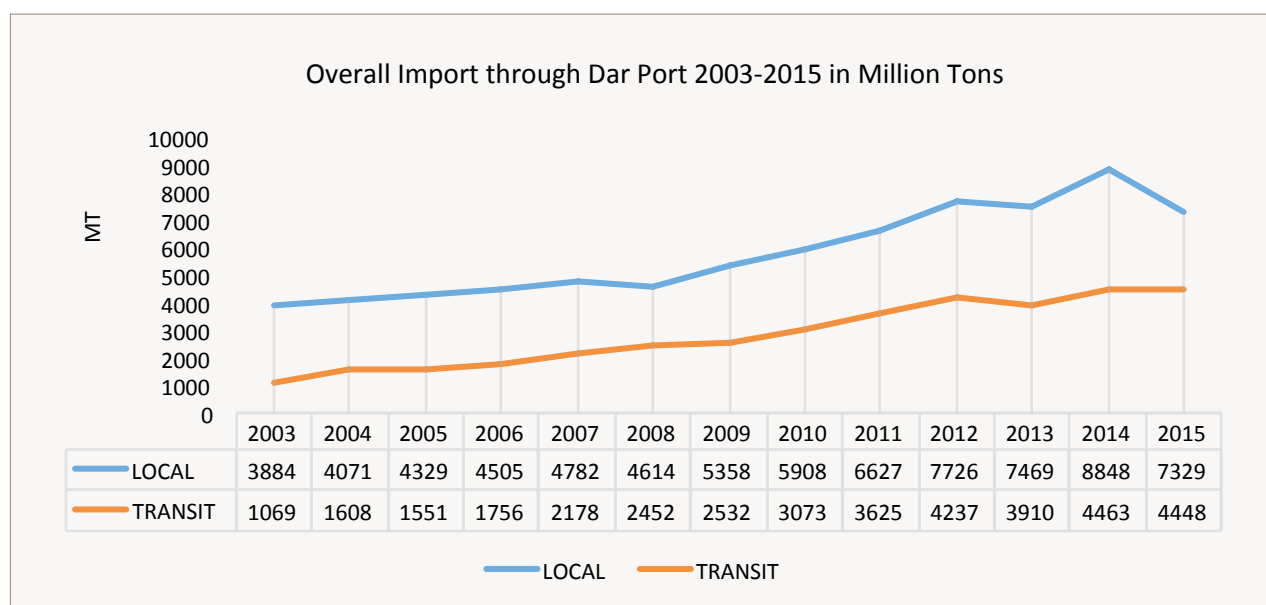
This indicator category refers to the total Port Provisional statistics recorded per year for volumes of cargo through the port of Dar es Salaam.

3.3.1 Imports

i. Overall Imports through the Dar es Salaam (mT) 2003 - 2015

DESIGNATION	YEAR												
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LOCAL	3884	4071	4329	4505	4782	4614	5358	5908	6627	7726	7469	8848	7329
TRANSIT	1069	1608	1551	1756	2178	2452	2532	3073	3625	4237	3910	4463	4448
TOTAL	4953	5679	5880	6261	6960	7066	7890	8981	10252	11963	11379	13311	11777

Figure 20: Overall import through Dar port 2003-2015



Source: TPA 2003-2015

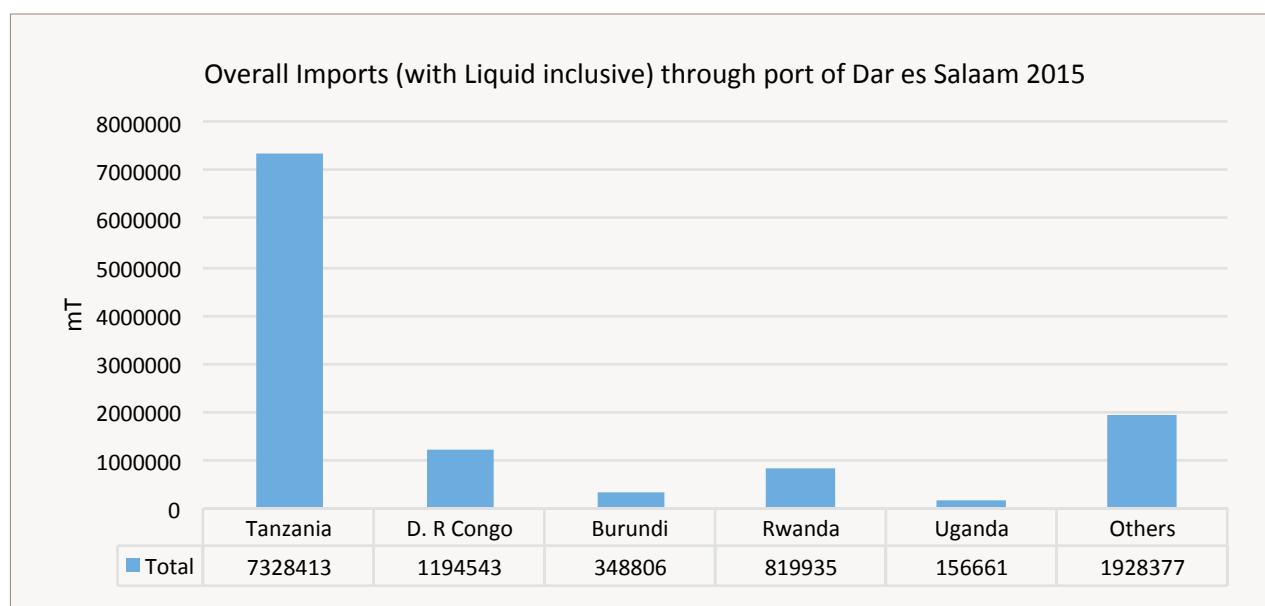
As depicted on the graph above, the volume passing through the port of Dar es Salaam keeps increasing over the years since 2003 when the import was 4953 million tons in total to 13311 million tons in 2014, showing a double of the volume of imports. This is due to increase in port efficiency and productivity that is favorable to importers and exporters along the region.

2015 recorded a decrease in volume of imports due to some factors which included the election period in Tanzania where importers reduced volume particularly during September to December 2015. Local imports was 8848 million tons in 2014 while it was 7329 million tons in 2015 a decrease of 1519 million tons equivalent to a decrease of 17.2%. Transit volume was 4463 million tons in 2014 while a volume of 4448 million tons was recorded in 2015, a decrease of 15 million tons equivalent to 0.34%.

ii. Imports (with Liquid inclusive) in metric tons

Country	Total (mT)
Tanzania	7328413
D. R Congo	1194543
Burundi	348806
Rwanda	819935
Uganda	156661
Others	1928377
Total	11776735

Figure 21: Overall imports through Dar port 2015



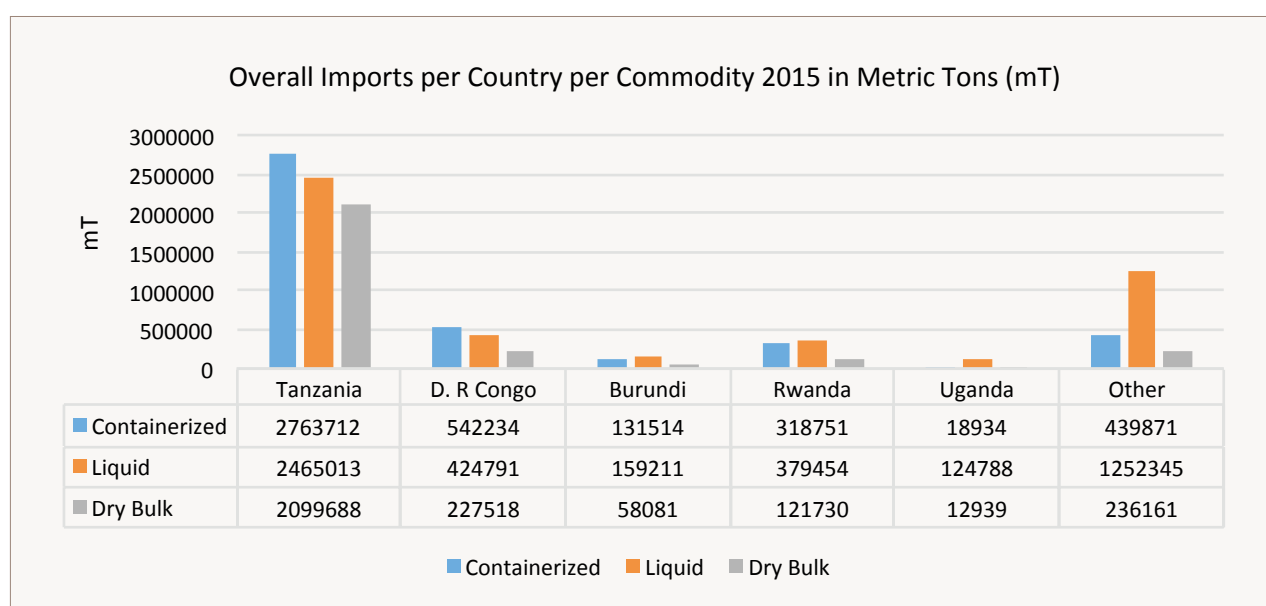
Source: TPA 2015

The graph above shows the overall total imports for the year 2015 from the port of Dar es Salaam. It has been observed that the large volume is local cargo while for transit cargo, DRC dominates followed by Rwanda among the Central Corridor member countries.

iii. Overall Imports per Country per Commodity 2015 in Metric Tons (mT)

Country	Containerized	Liquid	Dry Bulk	Total
Tanzania	2763712	2465013	2099688	7328413
D. R Congo	542234	424791	227518	1194543
Burundi	131514	159211	58081	348806
Rwanda	318751	379454	121730	819935
Uganda	18934	124788	12939	156661
Others	439871	1252345	236161	1928377
Total	4215016	4805602	2756117	11776735

Figure 22: Overall imports per Commodity

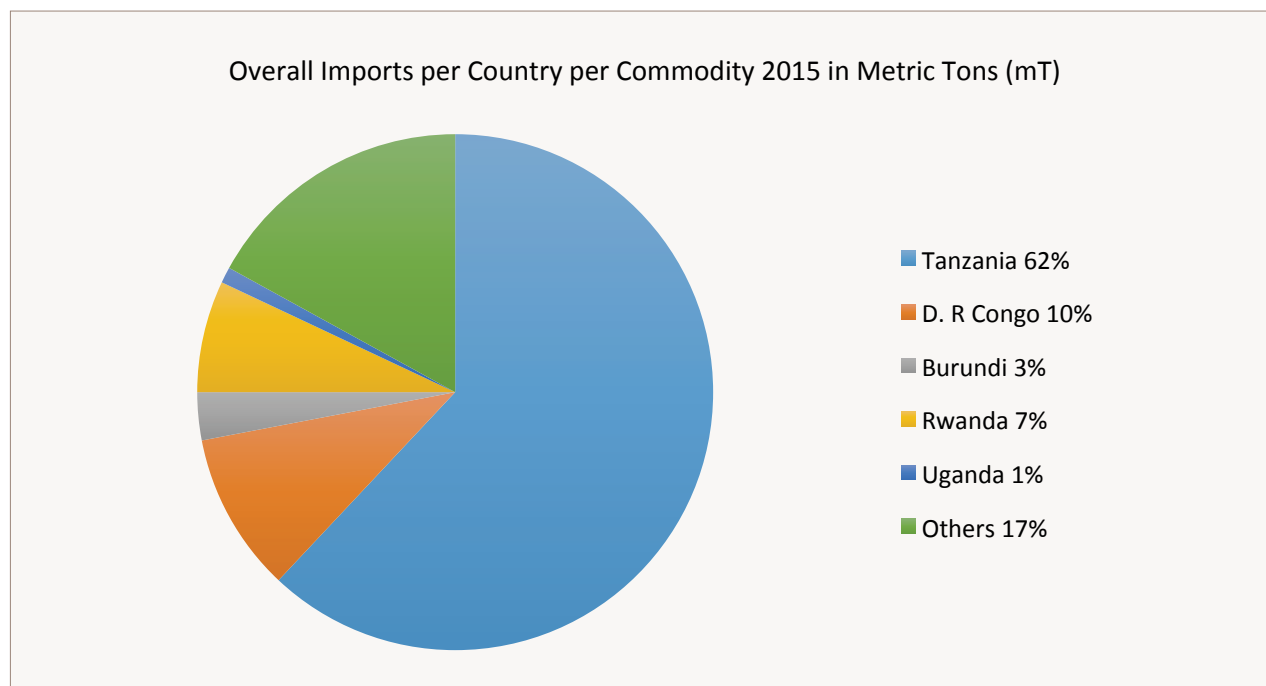


Source: TPA 2015

iv. Overall Imports Rate per Country (mT)

Country	Rate (%)	Total (mT)
Tanzania	62	7328413
D. R Congo	10	1194543
Burundi	3	348806
Rwanda	7	819935
Uganda	1	156661
others	17	1928377
Total	100.00	11776735

Figure 23: Overall imports rate per country



Source: TPA 2015

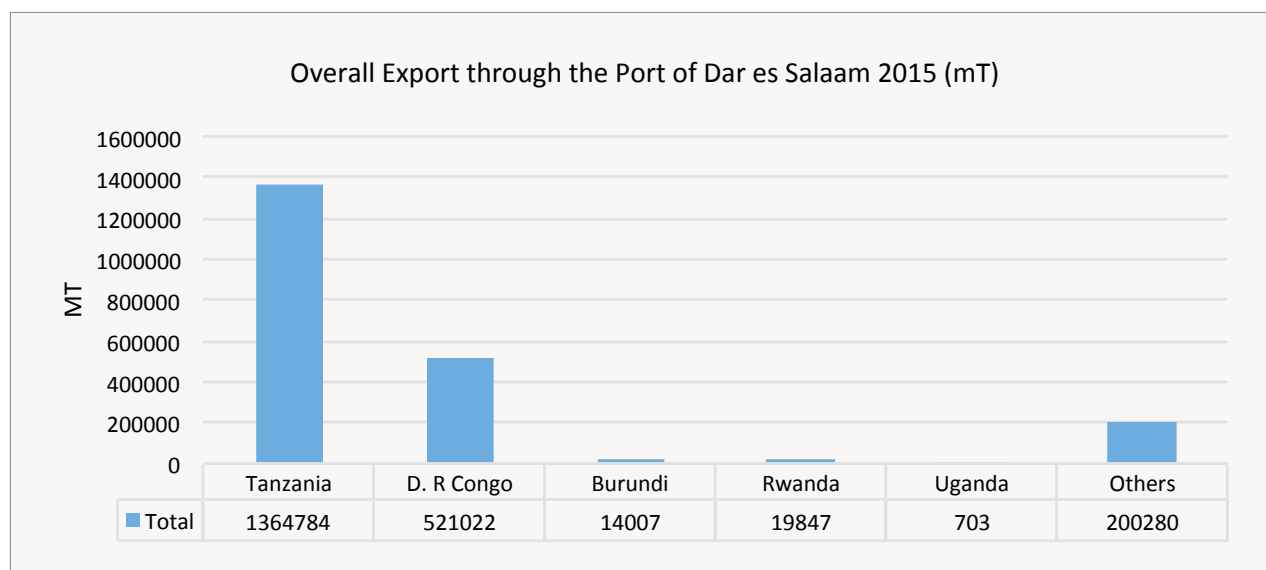
The overall imports through the Dar es Salaam port for the year 2015, the local cargo represented 62% of the total cargo while transit cargo represents 38% where D. R Congo dominates for the transit cargo having 10% of the total cargo imports. Uganda is the least with 1% of the total cargo.

3.3.2 Exports

i. Overall Export through the Port of Dar es Salaam 2014 vs 2015 (mT)

Country	Total (mT)
Tanzania	1364784
D. R Congo	521022
Burundi	14007
Rwanda	19847
Uganda	703
Others	200280
Total	2306103

Figure 24: Overall export through Dar port 2015



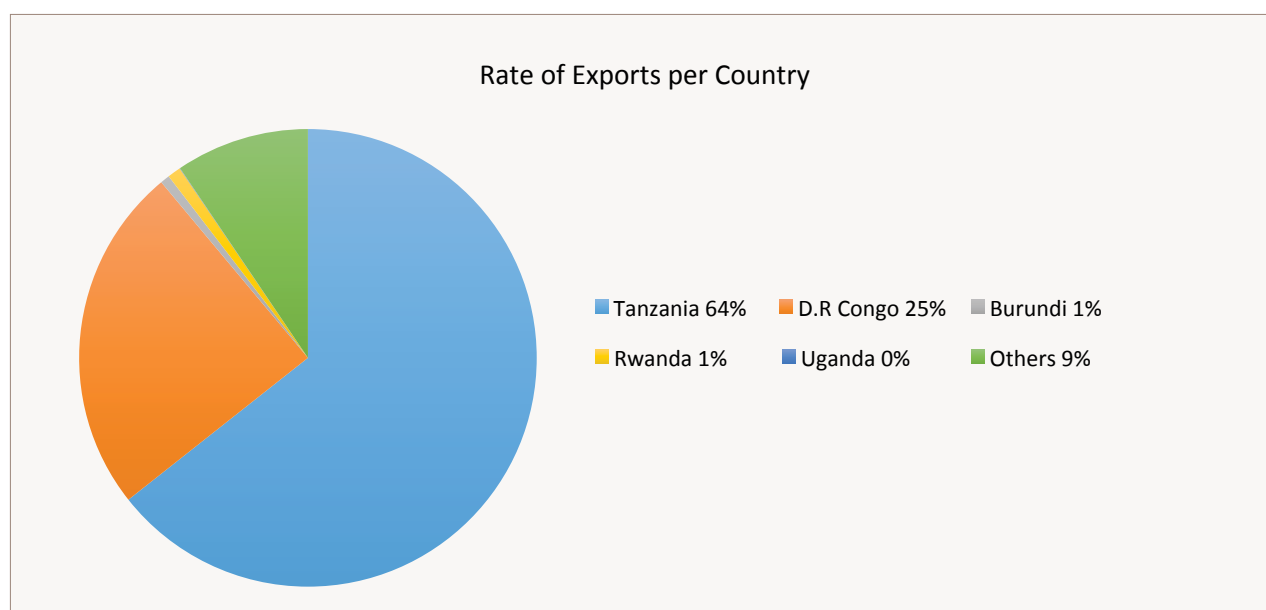
Source: TPA 2015

The overall total volume of Exports passing through the port of Dar es Salaam for the year 2015, as depicted on the “rate of export per country” below shows approximately 64% of the export cargo originates in Tanzania while 36% are from other Central Corridor Member State Countries as distributed in a table below.

ii. Rate of Exports per Country (mT)

Country	Rate (%)	Total (mT)
Tanzania	64.36	1364784
D. R Congo	24.57	521022
Burundi	0.66	14007
Rwanda	0.94	19847
Uganda	0.03	703
Others	9.44	200280
Total	100.00	2120643

Figure 25: Rate of exports per country

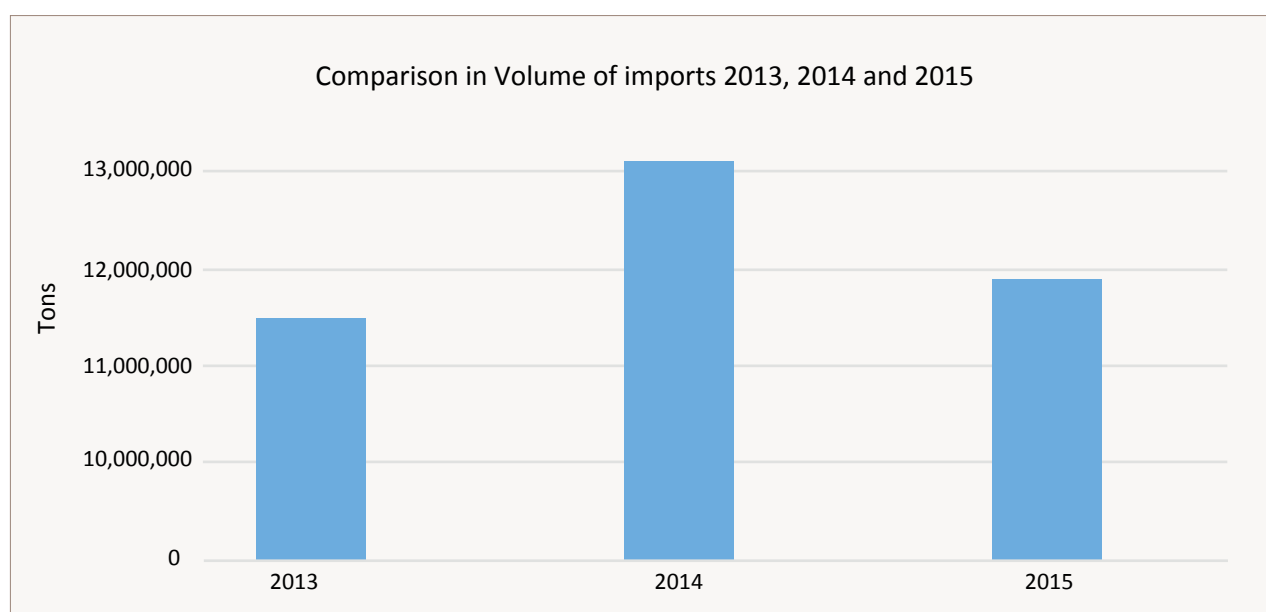


Source: TPA 2015

iii. Comparisons in Volume of Imports 2013, 2014 and 2015 (mT)

Year	Total Volume (mT)
2013	11,379,038
2014	13,310,999
2015	11,776,735

Figure 26: Comparison in volumes imports 2013-2015



Source: TPA 2013-2015

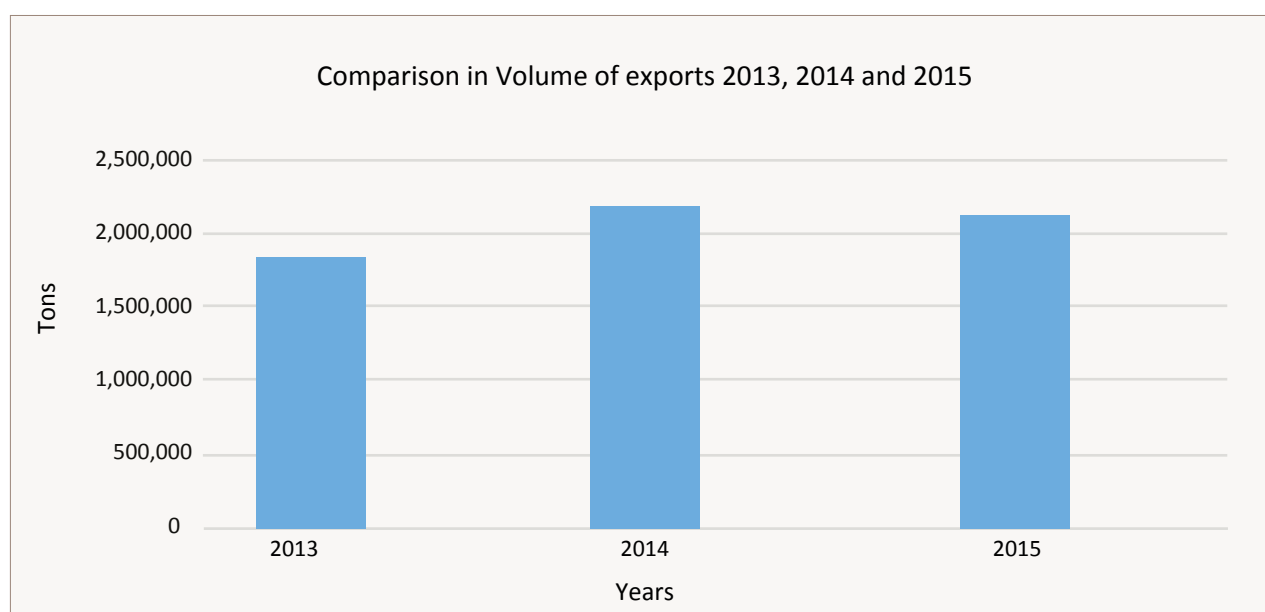
As depicted from the graph above, 2013 to 2014 shows an increase in volume of approximately 17%, while 2014 to 2015 recorded a decrease of 1,534,264 Tons, equivalent to a decrease of 11.5%. The cause of these deviations is the election year in Tanzania where most of the traders decided to reduce import cargos especially in quarter three of the year 2015.

iv. Comparisons in Volume of Exports 2013, 2014 and 2015

On comparing the total exports through the port of Dar es Salaam for the past three years, as shown on the table below the total export keeps increasing as years go by due to improvement in port efficiency, infrastructure development and other initiatives that make the corridor perform better for traders. A slight decrease in volume has however been recorded for 2015 due to the election year in Tanzania where exporters reduced the volume especially during the end of the year from September to December 2015.

Year	Total Volume (mT)
2013	1,827,486
2014	2,191,330
2015	2,120,643

Figure 27: Comparisons in volume of exports 2013-2015



Source: TPA 2013-2015

As per the graph above, the total volume of exports increased from 2013 to 2014 for about 363844 tons equivalent to 19.91%, but for 2015 there is a slight decrease in volume of about 70687 tons equivalent to a decrease of 3%.

3.4 Transport Costs and Rates

Transport costs are the expenses incurred by the 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 prices 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 the 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.

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 3: Transport rates per route

Average Transport rates per Route - Import					
Route	Distance (Km)	2013 (USD)	2014 (USD)	2015 (USD)	Jan 2016 (USD)
Dar es Salaam -Kigali	1495	4200	4000	3800	3700
Dar es Salaam-Kampala	1780	5500	5500	5200	5100
Dar es Salaam -Bujumbura	1630	4400	4300	4000	3900
Dar es Salaam-Bukavu	1704	6300	6300	6200	6700
Dar es Salaam -Goma	1635	5900	5500	5500	5300

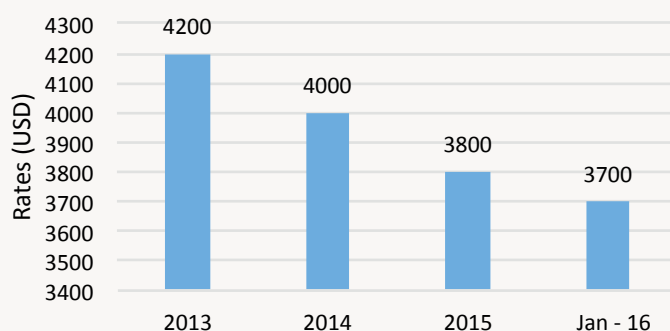
Source: CCTO GPS/Road surveys-2015

Comparing the trend, transport rates between the nodes along the Central Corridor have reduced considerably in most of the destinations except Dar es Salaam – Bukavu as shown in the graphs below,

- i. Transport rates for imports from Dar es Salaam to Kigali in Rwanda have significantly reduced for three consecutive years

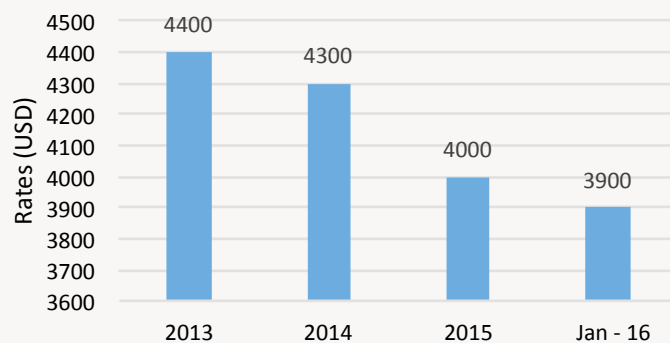
Transport rates dropped by 10% since 2013 to January 2015. Also it kept decreasing as per January 2016.

Road Transport Rates: Dar Es Salaam - Kigali



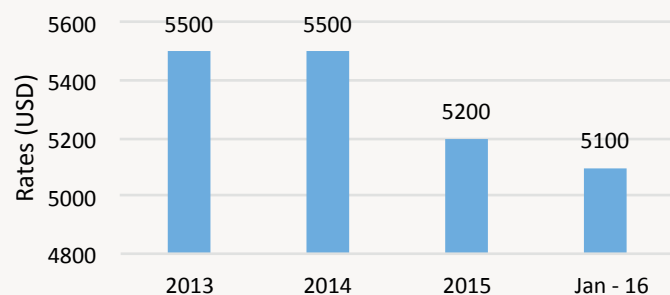
- ii. Import transportation rates for Bujumbura in Burundi have also been reducing with time. A decrease by 9.1% has been observed between 2013 to 2015.

Road Transport Rates: Dar Es Salaam - Bujumbura

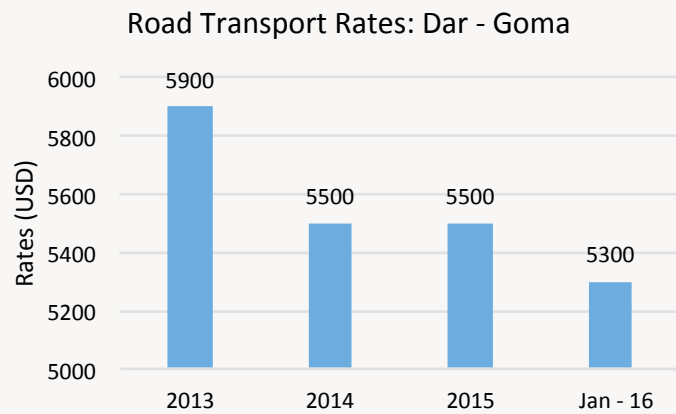


- iii. Import transportation rates for Kampala in Uganda has also been reducing with time. A decrease by 5.5% has been observed between 2013 to 2015.

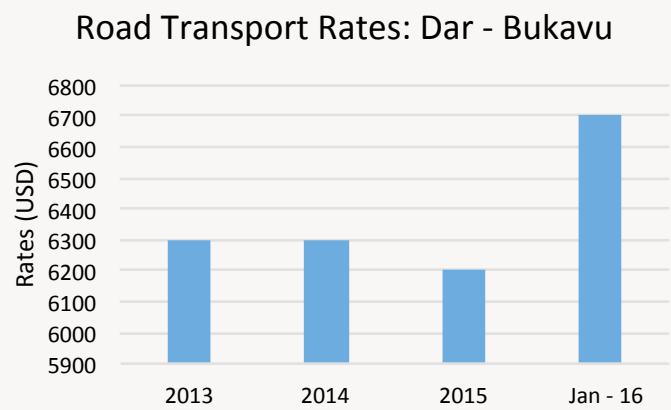
Road Transport Rates: Dar - Kampala



- iv. Import transportation rates for Goma in DRC has also been reducing with time. A decrease by 6.8% has been observed from 2013 to 2015.



- v. Import transportation rates for Bukavu have been significantly reducing since 2013 to 2015. However in January 2016, we have observed an abrupt rise in the cost of importing to Bukavu.





4. Part II: Road Survey

Central Corridor Road Survey is a tool for periodic validation of the information collected through questionnaire surveys and GPS provided to drivers/Transporters regularly.

Following the 1st road survey covering the central corridor routes to Tanzania borders done in June 2015, the Board of Directors and the ICM held in Rubavu, Rwanda in July 2015 recommended another road survey covering the entire transit routes along the central corridor. As a result the survey was conducted in October 2015 covering the entire routes of the central Corridor and its nodes.

The CCTTFA Board of Directors also conducted a field visit from Bujumbura, Kigali and Dar es Salaam to Mwanza on 08th – 09th February, 2016.

Findings of these surveys were presented the Executive Board of Directors as well as to the Corridor stakeholders for both private and public sectors. The way forward, recommendations and directives given are part of this report as Annex 1.

4.1 Objective Of The Survey

The objectives of the July 2015 Central Corridor road survey was to:

- Identify challenges faced by users and regulators along the central corridor at Weighbridge stations, Police Stops, personal stops and borders
- Identify areas/ points with infrastructure deficiencies along the central corridor
- Identify the causes of delays along the central corridor and come up with actions to address the recurring delays
- Promote collaboration among the public and private sector stakeholders
- Obtain on the spot updates on implementation of ongoing activities along the central corridor to influence policy and structural reform among the member states

4.2 Survey Methodology

» Secondary data collection:

Survey team reviewed and analyzed reports and data obtained from drivers/Transporters using Questionnaires and GPS Kits to access the progress made, target respondents and developing data collection tool.

» Primary data collection:

The surveyors boarded transit trucks from Dar es Salaam through exit borders of Rusumo, Kabanga/ Kobero and Mutukula, to observe and document drivers experience along the trip and identifying exact bottlenecks.

Also through conducting individual interviews and Focus Group Discussion (FGDs) at different nodes along the trip.

4.3 Scope of the Survey

i. The survey covered the Central Corridor road transit sections listed below

- Dar es Salaam – Rusumo-Kigali-Rusizi-Bukavu
- Dar es Salaam – Kabanga- Gatumba-Kavimvira-Kalundu port/Bujumbura-Ruhwa
- Dar es Salaam – Mutukula- Kampala-Port Bell
- Dar es Salaam – Rusumo- Kigali-Rubavu-Goma

ii. Areas examined during the survey included

- Transit roads infrastructure condition
- Facilities used in handling and clearing of cargos
- Weighbridges operations
- Police check points and other checks along the corridor
- Drivers behaviors
- Drivers stops, delays and associated reasons and costs
- Documentations
- Road safety and security

iii. Key stakeholders met during the Survey include

- Transporters/ Drivers
- Highway authorities/ Weighbridge operators
- Customs/Revenue authorities
- Clearing and forwarding agents
- Police
- Immigration
- Cross border traders
- OSBP operators

4.4 Observations Made During The Survey

Observations made during the survey are organized and explained into seven sections as

- i. Route from Dar es Salaam to Tanzania transit nodes
- ii. Route from Rusumo to the Border posts of Rubavu and Ruzizi II
- iii. Route from Ruzizi II to Bukavu.
- iv. Route from Kobero to Bujumbura-Gatumba
- v. Route from Gatumba-Kavimvira-Kalundu port
- vi. Route from Bujumbura-Ruhwa
- vii. Route from Mutukula – Kampala

4.4.1 Route From Dar Es Salaam to Tanzania Transit Nodes

» Roads

- The Central Corridor roads connects port of Dar es Salaam to Rwanda through Rusumo Border, Burundi through Kabanga Border as well as Uganda through Mutukula Border.
- Most of the roads in this sections of the central corridor are in good condition characterized by the good tarmac status.
- A short section from Nyakanazi - Rusahunga junction to Rusumo is in poor condition where the road is in a rough and dusty condition with big potholes. This becomes worse during the rainy season.



Photo: POOR ROAD CONDITION: Road section of Nyakanazi – Rusahunga Junction – Rusumo is in a poor condition with a large number of big holes and rough dust condition. The situation becomes worse during rainy season accidents and theft were reported at this main section of the central corridor roads.

» Weighbridge Stations

- All transit route sections from Dar es Salaam to the exit borders of Tanzania have common six (6) weighbridges up to Lusahaunga junction, namely; Vigwaza (Coastal Region), Mikese (Morogoro), Kihonda (Morogoro), Nala (Dodoma), Njuki (Singida) and Mwendakulima (Kahama-Shinyanga). As for the Rusumo and Kabanga/Kobero route, there is one extra weighbridge of Nyakahura (Kagera), while for Mutukula route there are two more weighbridges of Kyamyorwa (Muleba-Kagera), and Mutukula border weighbridge

Weighbridge name	Location	Distance from Dar port (Km)	Infrastructure status	Peak hours
Vigwaza Weigh in Motion	Coast Region	80	Double lane	0730 - 1030
Mikese	Morogoro	175	Double lane	0900 - 1200
Kihonda	Morogoro	214	Single lane	1000 - 1200
Nala	Dodoma	493	Single lane	1300 - 1500
Njuki	Singida	738	Single lane	0700 – 0900
Mwendakulima	Kahama-Shinyanga	1052	Single lane	1800 - 2100
Nyakahura	Kagera	1304	Single lane	0700 – 0900 1400 - 1600
Kyamyorwa	Muleba-Kagera		Single lane	None
Mutukula	Kagera		Single lane	None

Table: Weighbridge stations.

- Generally, there are 7 weighbridges stations for Dar – Rusumo and Dar – Kabanga/ Kobero transit sections while there are 8 Weighbridge stations between Dar – Mutukula transit section.
- Among all weighbridges mentioned along these transit sections of the Corridor, Vigwaza weighbridge is the first Weigh-in motion bridge constructed as a replacement of the previously known Kibaha weighbridge. This is among the initiatives of reducing delays along the corridor mainly at the weighbridges by constructing weigh in motion bridges

A: Vigwaza weighbridge

- Vigwaza weighbridge in Kibaha region is located 80 Km from Dar es Salaam. It is the first weighbridge along the Central Corridor for all trucks carrying goods imported through the Port of Dar es Salaam.
- The weighbridge is fully automated and the trucks weighs at the WIM Bridge. Once weighed it is then given a green light signal indicating the truck complies to the allowed weight, this allows the truck to continue on with the/its journey. On the other hand, if the truck is found to be none compliant, it is instantly shown a red light then diverted to the static weighbridge for further re-weighing. The static weighbridge measures axle load of every axle on the truck to see if it complies with the allowed axle load as well as allowed GVM.

- Improvements on the traffic congestion were observed compared to the situation on the last survey conducted in July 2015. Less than 3 minutes were spent by the compliant truck from aligning to the queue and crossing the weigh in motion while for non-compliant truck redirected to the static weigh-bridge infrastructure were observed to spend more than 15 minutes from aligning to the queue until it crosses the bridge.
- It was recommended that the effectiveness of using modern Vigwaza scale will be achieved if drivers and road users will be continuously sensitized on the procedures of using the bridge hence saving time and eliminating congestion on the main road of Chalinze -Kibaha
- On the performance of the scale it was noted that approximately 60 percent of the vehicles weighed at the WIM sensors are to be tested again in the major static scales as they do not comply with the allowable criteria and 40 percent are allowed to pass through after complying with the testing criteria.



Photo: Vigwaza Weighbridge: New technologies being equipped at Vigwaza have significantly reduced the congestion at the weigh-bridge as well as reducing the weighbridge crossing time.

B: Other weighbridge stations

Apart from the Weigh in Motion at Vigwaza, the rest of the weighbridges along the Central Corridor are Static with almost common procedures and regulations for their operations as detailed below:

- All weighbridges are operational for 24 hours with staff members working in shifts.
- Aside from Mikese, which is a double lane weighbridge station, the rest of the weighbridges are all single lane weighbridge stations. Weighing trucks on either side to one infrastructure. Constructions to improve Mikese weighbridge are on going
- Tolerance limit on axle measurement is 5%

- There is no tolerance allowance on GVM, the maximum allowable gross vehicle Mass limit is 56tons
- When a truck is non-compliant on axle weight, the driver is given an opportunity to redistribute the cargo and reweigh to ascertain compliance after cargo redistribution. The cost of redistribution of cargo is at the expense of the transporter
- When a truck is non-compliant on GVM, the driver is prosecuted and penalized depending on the exceeded GVM , after which he is instructed to get another truck in order to offload the cargo that is in excess of the allowable load limits. In case of cargo subject to Customs control and the truck is sealed, a customs officer has to witness the breaking of the seals and the transshipment of cargo, after which the cargo in both trucks is re-sealed by customs
- Non-compliant vehicles are parked in a parking yard at the weighbridge stations. Once the truck is parked at the weighbridge, the person securing the truck and cargo carried by the truck, has the responsibility of the weighbridge operators. The drivers are given a grace period of three days thereafter a parking fee of 20.00 \$ per day is levied.
- Weighbridges are regularly calibrated after six (6) months but in case of any emergency or need, the calibrations is done any time.
- Fine paid in-case of bypassing the weighbridge is 2000.00\$.



Photo: The situation at Weighbridges of Mikese (left) – The ongoing construction at this bridge as well as police inspection results into excessive congestion of more than 3Km. Nala (Top right) and Kyamyorwa (down right) were observed to have less traffic congest.

» Police checks & other checks

- Most of the police check points were observed to be situated few meters either before or after all weighbridges. Their major role is to conduct general vehicle inspections including a driver, and also provide security at the weighbridge stations.

- Major documents inspected by the police near the weighbridge stations are general vehicle documents including motor vehicle license, Sumatra route permit, police motor vehicle inspection document as well as driver's license. They also inspect the truck's condition as well as driver's condition to drive.
- Apart from the police checkpoints, there are number of road blocks along the road mainly for forestry products roadblocks. Many of the transit trucks are not inspected at these roadblocks unless they are carrying forestry products like woods, timber and charcoal, however they do cause delays as every vehicle has to stop for checks and wait for the gates to be opened. Most of the roadblocks have no approaching road signs, making it very dangerous for trucks as well as forestry roadblocks operators



Photo: Forestry Roadblock Inspection, An officer opening the gate for a truck stopped at the forestry roadblock.

» TRA checkpoints

- Trucks carrying goods with no electronic seal have to pass at the TRA checkpoints. They then use movement sheets to be checked and signed at every TRA check points mainly to ensure consignment seal is intact, allowed travel time slot in between checkpoints has been observed and also consignment's documents are in order. A penalty of 40, 000 TSH is paid for every day exceeded on the transit time declared to reach the border.
- Common TRA checkpoints passed by are Misugusugu, Dumila and Isaka. Yard facilities of these checkpoints were observed to be in dusty condition hence providing unfavourable working environment for both operators and truck drivers arriving there.
- According to the truck drivers, the allocated travel time regulated by authorities between the Dar es Salaam Port and Misugusugu and between Misugusugu and Dumila checkpoints is 8 hours each. The allocated travel time between Dumila and Isaka, and both between Isaka and Kabanga and Isaka

and Rusumo is 47 hours each. The travel time is checked and enforced at each TRA checkpoint to make sure that consignments are delivered to respective destinations timely. If they fail to observe the required time slot, truck drivers are normally penalized up to Tsh 40,000. Truck drivers have raised concerns over delays caused by the traffic police checkpoints which often result into penalties at TRA checkpoints.



Photo: ISAKA TRA CHECK POINT: Drivers taking movement sheet document to Customs office at Isaka. Trucks carrying goods with no Electronic seal have to pass at the TRA checkpoints

» Concerns raised by the Users and Operators

- Poor road condition from Nyakanazi – Rusahunga to Rusumo border, accidents were observed with some trucks failing to climb some hills due to sloppy roads. The depth of the holes are increasing day after day due to the pressure on the road generated by the slow moving trucks with almost all transit trucks from and to Tanzania passing through this section. This has also resulted into theft;
- At Vigwaza, lack of knowledge by the drivers and other associated factors on the use of the Weigh-in-motion resulted to few trucks complying to the weighbridge scales (about 40%), the rest were redirected to the static weighbridge (about 60%) for reweighing;
- The use of the same lane of the weigh in motion at Vigwaza by all vehicles passing through the Morogoro road on either direction, results to inconveniences to other road users who are not necessarily required to pass through the weighbridge hence having to wait in a queue also. Some other vehicles were diverting by passing through the sidewalks;
- Some trucks pass the axle load control test at one weighbridge station but fail the test at another weighbridge due to the shifting of cargo in the container during the truck's journey;
- Due to long processes during redistribution of cargo in sealed containers, the driver has to liaise with several stakeholders such as customs, shippers, clearing agents to have the seals broken to enable re-distribution of the cargo;

- Most weighbridges being single axle weighbridges, where a truck has to measure one axle after another increases the time taken to cross the weighbridges by almost twice the normal two axle weighbridges;
- The use of the same weighbridges for vehicles coming from either direction, mainly for all weighbridges after Mikese;
- Police inspections causing long queues nearby the weighbridges. At times weighbridge operators had to wait for trucks to finish the police inspections before weighing, this caused long queues before the police checkpoint location, and is more common at Mikese and Njuki weighbridges;
- Police checkpoints were observed to cause very long queues at the weighbridges of Mikese, Njuki and Nyakahura. This resulted into some complaints being made by the weighbridge operators. There are no parking spaces allocated specifically for the police inspections so therefore this forces the police to do their inspections on the trucks while they are queued up at the weighbridges;
- Forestry checkpoints are not well managed, especially between Kahama and Benaco whereby checkpoints operators cause delays as every vehicle has to stop for checks and wait for the gates to be opened. Most of the roadblocks have no approaching road signs, making it very dangerous for trucks as well as forestry roadblocks operators;

4.4.2 Route Rusumo-Rubavu Border Post/Rusizi Border Post Rusumo Border Post

- Rusumo border is a border between Tanzania and Rwanda;
- Immigration offices processes the valid documents before entering or exiting the country where Central Corridor member countries citizen does not require visa to enter Tanzania/Rwanda except form DRC citizens entering Tanzania;
- For Transit Cargo, customs confirms the documents versus consignment, as well as customs seal and electronic seal before releasing the cargo/truck;
- For imports/transit via Rwanda, documents and cargo are confirmed as well as per declaration made, once all the required taxes are paid, including 152\$ for Foreign Trucks Road usage taxes then the truck is released and T1 document is generated for Transit trucks ;
- OSBP infrastructures are now completed on both sides and started operations by early March 2016. This will reduce the border crossing time
- Construction of One Stop Border Posts has provided adequate parking space



Photo: Top: Rusumo-Tanzania (Still operating from old infrastructure), Bottom: Rusumo-Rwanda (Now operating from the New OSBP facilities)

» Concerns raised by the Users and Operators

- Unsustainable power availability on Tanzania Side
- Drivers complaining on the behaviors of most of the Clearing and Forwarding agents in Rwanda keeping documents for long hours claiming that customs official have not finished documentary verification
- Prolonged delays at the border caused by truck owners delaying/failing to provide/make payment of the foreign trucks road usage charge.
- Unavailability of banks at the border post on Tanzania side where payments are made at Ngara a distance of 30Km from the Border

» Road

- The distance from Rusumo border to Kigali is about 152 km.
- The road is newly constructed and is in very a good condition

- There is a parking lot section at Rugende near Kabuga area which is about 19 km from the city of Kigali between 1600hr to 2000hrs mainly to hold trucks to enter Kigali during rush hour to reduce congestion.
- Due to geographical conditions, trucks takes 5hrs to travel from Rusumo border to city of Kigali.
- No weigh bridges identified along the route
- No police road blocks identified along the route, however police were seen stationed along the route stopping vehicles whenever necessary
- Trucks use on average 12hrs from Rusumo border to Rubavu border due to the mountainous nature of the country.



Photo: Roads in Rwanda: Most accidents occurs along this route due to sharp corners and narrow roads, however the roads are in a very good condition

- Most accidents occur along this route due to sharp corners and narrow roads and risky behavior done by the local bicycle riders clinging onto trucks as they ascended hills in Rwanda



Photo: Risky behavior done by the locals bicycle riders clinging onto trucks as they ascended hills in Rwanda.

» Parking Facilities in Kigali- Rwanda

- The Magerwa ICD - Kigali is a cargo terminal operated by a private stakeholder. It serves as a dry port as well as a bonded warehouse for goods destined to Rwanda. Other facilities offered at Magerwa-Kigali include transshipment, scanning, weighbridge and physical examination of goods.



Photo: Magerwa ICD – Kigali

» RRA-Customs Magerwa

- RRA-Customs uses ASYCUDA-World in the clearance of goods, since the introduction of Single Customs Territory, pre-cleared or pre-entered goods do not have to call at Magerwa-Kigali ICD; the goods can be delivered directly to the importers premises where the customs examines the goods if there is need whereas custom examination are done by customs officers at Rusumo Border .
- For cargo which are in Transit, the processes are done in an entry and exit border.
- Magerwa ICD also offers transit parking facilities for trucks in transit at other places in Rwanda such as at Shorongyi and Runda.

» RUBAVU Border post

- Rubavu/Goma have two border crossing points where by one border is used for transit trucks and other border activity while the other border does not involve trucks
- On a daily basis between 45 to 85 trucks are cleared at Rubavu for exit to DRC
- Road infrastructures are in good condition in Goma
- On DRC side; the border opens from 06:00am to 06:00 pm while in Rwanda side the operations are 24/7
- Delays of trucks crossing Rubavu to Goma was reported and caused by failure of clearing agents to prepare their declaration in time as well as longer stays at destination
- Exports from Rwanda to DRC mainly comprise of agriculture produce such as maize, wheat, beans, and Irish potatoes and manufactured goods such as beer, whereas for small quantities of agricultural products such as maize there is no declaration required. For the manufactured goods a customs declaration is made through the customs system.



Photo: Rubavu border post

» Imports from DRC

- In case of imports from DRC to Rwanda, the trader is required to submit an invoice, a packing list, a certificate of origin and a license/permit to export the goods where applicable. The goods are weighed after which a customs declaration is made using the ASYCUDA-World for the goods to be cleared by customs. The goods whose taxes are to be paid in Kigali are entered for warehousing at the border before being allowed to proceed to the MAGERWA warehouse in Kigali.



- In case of goods from DRC in transit through Rwanda, the trader enlists a customs agent who prepares a customs transit entry and executes a customs bond to cover the goods during their transit journey through Rwanda. Goods entered for transit at Rubavu are allowed 2 to 4 days to exit Rwanda depending on the border station of exit. The transit bond is cancelled automatically by the customs officer at the customs station where the goods exit from Rwanda.

» 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, laissez passer, or temporary travel permit
- Driver's pay US \$100 both for single entry visa and form, valid for 30 days. People living in the communities neighboring the border are allowed to cross the border on presentation of their national identification papers. The immigration offices are open from 06:00am to 06:00pm.
- Rwandan and Burundi nationals are exempted from visa fee

» DRC Customs

- DRC Customs uses an automated business system (ASYCUDA) to process the documents for the clearance of goods across the border. The customs agents are given rights to access the ASYCUDA to make their declarations to customs. Imports to DRC destined to Goma are entered for warehousing after which the goods are dispatched to be deposited in the bonded warehouses in Goma town.
- Trucks entering DRC are required to obtain a single entry permit; the permit costs US \$30 for a trailer and US \$15 for a truck with 3 axles and less (single truck). The permit is valid for a period of 15 days. The trucks are also required to pay for DRC road usage charge for foreign trucks of 152\$ before entering Goma.
- There are no system interconnectivity between RRA Rubavu and Customs Goma, so no declaration can be done before cargo arrives at the border, this results to the delay of the trucks as all the processes starts when a truck arrives at the border
- 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 Customs Agent. It was reported that there is a delay of trucks crossing from Rubavu to Goma which is caused by failure of the Customs Agents to prepare their declarations in time.
- There is lack of parking space for trucks at the Goma DRC border as a result it takes long for the trucks cleared by RRA to be allowed entry into DRC.

» Challenges highlighted by stakeholders in Goma:

- Delay by the DRC customs agents to prepare and submit their declarations to customs for the cargo received in Goma DRC.
- Lack of proper documentation for goods received by DRC customs, it was noted that exchange of information between the customs border authorities at the borders is only upon request.

- Disparity in the working hours for the authorities across the border; whereas the government agencies in Rwanda work 24/7 while their counterparts in Goma work from 06:00am – 06:00pm. However, this was explained to have been as a result of insecurity experienced in the area in the recent past. The survey team observed that some travelers were stranded at the border having failed to beat the 06:00pm closing time.
- The multiple weighbridges along the Central Corridor sections there are over 7 weighbridge stations.
- Trucks are not allowed to leave Custom Bonded Warehouses before cargo has been cleared and the charges are paid. Sometimes owner of the cargo delay the process as they find means of paying the taxes after arrival of the consignment
- Some drivers from Tanzania have complained on working contracts as some do not include travelling allowance

» **RUSIZI II Border post**

- Rusizi has two borders crossing points where by Rusizi II border is used for transit trucks while the Rusizi I border involve other border activities except trucks.
- Customs, immigration and other officials are in good office facilities in Rwanda
- Lack of parking space on both sides due to geographical nature at the border
DRC has recently inaugurated One Stop juxtaposed border post where DGDA, DGM and OCC work together.
- Road toll of 152\$ for trucks entering Rwanda while 200\$ paid for truck entering DRC.
- Poor road condition from the border to Bukavu (about 2Km). Not passable during rainy season
- Longer stays in Bukavu (others stays more than two weeks) mainly due to delays concerning C & F agent's, Customs and cargo owners.
- The 70\$ parking fee paid at Rusizi was complained about by Transporters/Drivers as it doesn't reflect the parking facilities at the border including poor security.



Photo: Rusizi II border post – Rwanda Side

4.4.3 Route: Rusizi II To Bukavu (DRC)

- Poor road condition from the border to Bukavu (about 2Km). No connection during rainy season.
- Poor security of trucks once parked at unspecified areas due to poor road condition especially during rainy season
- Visa validity issue which was 7days costing 50\$ and renewable after. After continuous follow-up by CCTTFA with the responsible agencies in DRC, the visa validity was commissioned to be 30 days. This will reduces the cost of doing business in DRC



Photo: Poor road condition from Rusizi II to BUKAVU, Trucks are stack and can't continue with the journey once it's raining.



Photo: Lack of parking space at Rusizi II border post in DRC where trucks parks along the road with a number of residents alongside continuing with their businesses, this is the risk behavior and may cause serious accidents.

» Parking facilities in Bukavu.

- There are good parking facilities in Bukavu with tankers and other trucks separated for security purpose.
- Despite the good facilities, there is a need to include proper services mostly utilized by drivers such as resting areas (with media facilities), cooking areas as mostly were found to cook under their trucks even if it's raining which is also very dangerous.



Photo: Left: Parking facility in Bukavu (DRC) Right: Drivers dangerously cooking at the yard after a very long stay in DRC without offloading.

4.4.4 Route Kobero-Bujumbura

» Kabanga/Kobero Border Post

- Kabanga is the border between Tanzania and Burundi
- The average transit time from Dar – Kabanga is 78.64 Hours for the year 2015
- Kabanga/Kobero OSBP construction completed under TMEA funds
- There are staff housing in Kobero side but not in Kabanga.
- The Kabanga/Kobero OSBP concept is now fully implemented despite the fact that Tanzania is still operating from the old infrastructures.
- There is regular power cuts both in Kabanga and Kobero despite the borders being equipped with generators; this causes lots of congestion in the existing parking and along the roads as clearing process takes a lot of days
- The parking space at the border is enough unless when there is a power or internet connectivity issue
- Bank services are available at Kobero side but not at Kabanga side
- Customs duties paid at Kobero border for cross border trade is increasing. It is currently about 1-1.5 billion of Burundi Francs per month.
- On average about 50 – 60 trucks pass at the border per day with busy hours observed during morning hours



Photo: Kabanga/Kobero Border posts

» Road

- The distance from Kobero border to Bujumbura port is: 230 km
- The entire road is asphalt and is about 95% in good condition.
- The section of 10 km from Rugari towards Muyinga which had some potholes last year has been repaired.



Photo: Kobero-Bujumbura road, 95% is in good condition despite some sections with potholes

The main issues noted at the border post are:

- About 80-100 trucks (imports) are recorded daily.
- Also about 30 vans (cross border trade) are recorded daily
- It takes about 30 minutes for transit clearing at (OBR)
- It takes 1-2 days for cross border trade cargo clearing (OBR)
- Customs duties paid at Kobero border for cross border trade are about 1-1.5 billion of Burundi Francs
- Kobero border post is the first border on Central Corridor borders where the staff from the two countries were working together (Tanzania and Burundi) from October 2014. Since 15 May 2015, the staff from Tanzania don't work anymore in Burundi side while Burundi staff are still working in Tanzania side. The reason behind was security when Burundi army attempted a coup. However no problem of security was reported at Kobero neither that time nor after



Photo: Left: broken weighbridge Kobero border Right: Kobero border post under construction

» Police stops

- The total number of security police on the route from Kobero to Bujumbura are three; two are located at the entrance and exit of the town of Muyinga and one at about 20 km from Bujumbura.
- The total number of traffic police on the route from Kobero to Bujumbura are ten where five are located on the section Muyinga-Gitega (98 km) and the other five on the section Gitega-Bujumbura (100 km). Meaning an average of traffic police every 20km. Some are even 10 km distant.

» Truck parking area

- There are two truck parking areas along the Central Corridor in Burundi. One is located at Gitega at 127 km from Kobero border post and the other one at Bujumbura port a distance of about 100Km. This means an average of traffic police posts every 20km and in some instances even 10km distant.



Photo: Left: Gitega trucks parking Right: Bujumbura trucks parking

» Bujumbura port

- The port of Bujumbura was constructed in 1930 and finalized in 1950.
- The port is equipped with four berths including: passengers, general cargo, containerized cargo, oil jetty and six warehouses.
- The general cargo is equipped with four cranes and containerized cargo with one crane.
- The oil jetty is completely silted.
- The port of Bujumbura has developed a new master plan funded by JICA. The new infrastructure including a containerized berth and a ship repair are planned in the master plan.
- There is currently few cargo offloaded in Bujumbura port due to lack of cargo passing through the port of Kigoma.



Photo: Bujumbura port structure

» Customs check point

- There is one customs check point at Kamenge at the entrance of the town of Bujumbura.

» Weighbridges

- There is one long time broken weighbridge at Kobero border post.

4.4.5 Route Bujumbura-Gatumba

» Road

- The distance from Bujumbura port to Gatumba border is about 13.8 Km.
- The section of road from Bujumbura (Chanic roundabout) towards Gatumba border post (the National Road NO.4 - RN4) is 12.8 km it is currently under construction and finalization with EU fund.



Photo: Bujumbura-Gatumba Road which is under construction with EU financial support

» Gatumba Border Post

- The border post is one office house very old and bad condition,
- The border post lacks running water,
- The electricity power used at the border post is provided by DRC side
- The cross border trade of less than 500,000 BIF value are cleared at the border post
- The goods exceeding 500,000 BIF are cleared at Bujumbura port customs office.
- There is a lack of parking space for the vehicles at Gatumba border.



Photo: Gatumba border post, office facilities are very old and in bad condition

» Police stops

- There are two posts of security police and one traffic police located at Gatumba town.

4.4.6 Route Gatumba-Kavimvira-Kalundu Port

» Road

- The distance from Kavimvira border to Kalundu port (DRC): 16.5 Km
- The section of the road from Kavimvira border to the roundabout towards Kalundu and Kamanyola is 5 km. This is in bad condition and was planned to be constructed with the section in Burundi parts but currently nothing has been done.
- The section of 11.5 Km from the roundabout to Kalundu port was asphalt road but currently some of the section about 50% are in bad condition.
- The section of road from the roundabout to Kamanyola border post with Rwanda of 98 km long was also asphalt and is currently in more or less good condition. Rehabilitation works is needed.
- The section of Kamanyola border post to Bukavu of 45 km is rough and in very bad condition.
- The construction of this section shall avoid passing through three borders including Kamanyola in DRC and Bugarama and Ruzizi II-Ruzizi II in Rwanda and DRC and save a lot of time.
- The bridge on Kavimvira River just some 100 meters from the roundabout towards Kalundu port was broken since February 2015.



Photo: Road Uvira-Kamanyola/Kavimvira

» Kavimvira border post

- The Kavimvira border post is composed of two separate offices of customs and immigration.
- The office of immigration is located just at the border with Burundi and are new constructions.
- The office of customs is located at about 1 km from the border and is an old construction.
- Both construction lack of parking space for vehicles.

» Kalundu port

- The port was built in 1930 to serve the town of Bukavu via Kamanyola.
- A railway Uvira-Kamanyola of 94.2 km was constructed in 1931 for the same. However the railway from Kamanyola to Bukavu of 41.8 km long being not constructed the railways transportation from Uvira to Kamanyola stopped in 1958.
- The port was equipped with 2 cranes, four warehouses and an oil jetty.
- Currently there is no more cranes and offloading is being done manually.
- The access of the port is currently reduced by half due to the presence of sand bar.



Photo: Kalundu port, Sand bar reduces the port access with offloading being done manually

4.4.7 Route Bujumbura-Ruhwa

» Road

- The road Bujumbura-Ruhwa is 95 km long for which a section of 20 km from the Bujumbura airport towards Ruhwa was asphalt but is currently in very bad condition. There is a pledge of rehabilitation with AfDB fund.
- The rest of the section is in very good condition and was constructed with AfDB fund. It is the only road in Burundi constructed under EAC standard. The road was constructed with another section in Rwanda side and the Ruhwa one stop border post.



Photo: Road Bujumbura – Ruhwa

» Ruhwa border post

- The border post is an OSBP constructed on the Burundi territory. Its infrastructure include: housing, office space, warehouse, fence and parking.



Photo: Ruhwa OSBP

4.4.8 Route Mutukula – Kampala

» Mutukula Border Post

- Mutukula border is the border between Tanzania and Uganda.
- The average transit time from Dar – Mutukula is 85.46 Hours for the period of Jan-Sept 2015
- Mutukula OSBP was funded by TMEA
- Average of 15-25 Minutes to process transit trucks at customs and exit
- No specialized parking for cargo of different type.
- OSBP building operational since 27th August in TZ side, not yet in UG side. The OSBP concept not yet implemented
- Fuel dipping at the Border (UG Side) by GFI causes prolonged delays and congestion



Photo: Mutukula border, Uganda side: Dipping process of petroleum cargo at the border done by GFI

Concerns raised by users and other operators

- Mistakes in documents declaration concerning destination office (e.g. Commonly Rusumo instead of Mutukula), re-routing of the document become the only solution
- Drivers being not paid transportation allowance (mileage), they opt not to cross the border until paid causing congestion
- Banks availability at the border posts on Tanzania side where payments are made at Bunazi, a distance of 25Km from the Border
- Lack of parking space in both sides, however the situation is improving due to the construction of One Stop Border Post

- Prolonged delays at the border caused by Truck owners delaying/failing to provide/make payment of the foreign trucks road user charge.



Photo: OSBP Building at Mutukula (Tanzania side), Officers are now operating from the new building facilities despite that the OSBP Concept is not implemented yet

» Road

- Roads for this section from Mutukula border to Kampala are in a very good tarmac status despite few portions where potholes have been observed.
- Two weighbridges have been observed, one is under construction located around 700 Meters to 1 Kilometer from Mutukula border and the other one called LUKAYA Weighbridge is fully operational
- A separate lane different from the main road is observed where heavy trucks that are supposed to pass on the weighbridge are diverting while others are proceeding. This is very good to avoid unnecessary traffic congestions.
- No fixed police check points



Photo: LUKAYA Weighbridge: The truck are in queue on a way to a weighbridge, on the left the weigh in Motion Bridge.

» Warehouses/Parking facilities

- Observed the parking charges at NAKAWA is 25,000 Ugandan shillings (\$ 7.2) per day for parking.
- When the truck enters at NAKAWA the drivers provide Uganda T1 for registering and confirming that the cargo has arrived at destination, then a gate pass is created.



Photo: Left: The NAKAWA ICD part for containers, Right: The NAKAWA parking areas for tankers only

» Offloading point

- At the offloading depot for fuel, TOTAL Uganda, are the one controlling the offloading process (one truck can take an average of 90 – 120 Minutes), measured from when the truck enters at the gate till when it leaves out of the depot after all processes being completed. It was recommended by drivers to speed up the offloading processes so as to reduce the time spent.

» Port Bell – Uganda

- Is a small industrial center in Kampala area, in Uganda, located in Nakawa Division,
- One of the five administrative divisions of the city of Kampala. It is a subdivision of the greater Luzira area, southeast of the Central Business District of Kampala
- Port bell is located at the end of a narrow inlet of Lake Victoria, approximately 14 km by road.
- Mode of Transport: Rail-Water-Rail/Road Regional Transshipment Port on Lake Victoria.
- Type of Cargo Flows: Containers, Liquid Bulk and General Cargo.
- Low volumes due to inefficient railway services from the port of Dar es Salaam to Mwanza
- Old vessels (ships)

» Distance of Port Bell to Other Lake Victoria Ports

Other Lake Ports	Lake Distance (KM)
Mwanza	320
Kisumu	285
Kemondo Bay	235
Musoma	250

- Observed that the existing port facilities like the ship repairing facility (Dry Dock) or premises have inadequate space for expansion where other alternatives can be considered for improving the port facilities.



Photo: Port Bell – Uganda: Boats at port-bell with offloading activities done manually

» Road usage

Most drivers were observed not to care about safety rules and regulations on the road usage. Some of the dangerous actions noticed during the survey are as follows;

- Unsafe parking alongside the road and sometime on dangerous locations such as road corners or alongside hills, without consideration on the effects that may arise such as road accidents.
- Failure to follow safety guidelines such as using road signs during truck breakdown or any other abruptly stop by the driver.
- Drivers misconduct due to the lack of company strict laws and regulations on safety and security. Some other drivers were observed by the survey team driving right through the night without stopping to rest. Along with that drivers were also driving at very high speed and at times making unnecessary stops. While other drivers were driving until 1730hours, they had to stop for a 20 minute break after every 4 hours of driving. They are also required to do the alcohol test whenever they set out to leave any particular destination.

- Animal crossing the roads at some town areas such as Nyakanazi and Kahama were observed to be one of the major threat and mostly likely to be the cause of accidents. These animals were just randomly moving along the road and others sleeping between the high way. Trucks starting their journey early in the morning after night rests were observed to be major counterpart of the animals especially at Kahama.



Photo: Unsafe Parking: Figures above shows some of the observed unsafe misconduct by drivers which is dangerous and are more likely to cause accidents. Trucks are being parked on the corners and hills due to vehicle breakdown, no any road sign indicated to provide precautions to other road users.

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Annex 1: Recommended Measures for the Identified Challenges

NO	CHALLENGE OBSERVED	ACTION RECOMMENDED	RESPONSIBILITY	CURRENT STATUS	WAYFORWARD	TIMELINE
A. POLICY DECISIONS						
1	Weighing of transit trucks on every weighbridge (7-8) and yet no cargo can be added to a sealed truck in transit	<ul style="list-style-type: none"> - To pilot OSIS operations by allowing weighing transit trucks at only 3 weighbridges of Vigwaza, Nala and Mwendakulima while awaiting for completion of the One Stop Inspection Stations (OSIS) at Manyoni & Nyakanazi. Meanwhile the rest of the local trucks will weigh at all weighbridges - Fast track the implementation of Manyoni and Nyakanazi OSIS 	Government of Tanzania	Transit trucks weigh at all 7-8 weighbridges	Approved Vigwaza, Nala and Mwendakulima as pilot weighbridges for transit trucks	Project completion date: 18/08/2017
2	Variation in weighbridge measurements at different weighbridges stations	<ul style="list-style-type: none"> - Maintain 5% tolerance allowance which takes care of variations - Ensure weighbridges systems are interfaced 	Government of Tanzania		Approved in accordance with EAC regulations on Axle Load Control	
3	Implementation of OSBP concept at Rusumo and Mutukula OSBPs & Implementation of 24/7 concept at all Central Corridor border posts	<ul style="list-style-type: none"> - Operationalize Rusumo and Mutukula OSBPs concept - Operationalize Rusumo, Kabanga/Kobero and Mutukula OSBPs 24/7 concept 	All Governments		Approved TRA and other border operators to implement	
4	Delay of transit Trucks at Mutukula Border Post of Uganda caused by measurements of fuel by GFI doing the dipping	<ul style="list-style-type: none"> - Increase the number of dipping facilities and personnel 	GFI/Uganda Government		Approved	
5	High visa fees paid by Tanzania and Uganda truck drivers in Eastern DRC	<ul style="list-style-type: none"> - Abolish visa fee between DRC, Tanzania and Uganda citizens 	Governments of Tanzania, Uganda and DRC	Bukavu: 100 USD and Goma: 100 USD for Tanzania citizens and 100 USD for Uganda citizens	Approved TTFA to convene relevant agencies to finalize	

NO	CHALLENGE OBSERVED	ACTION RECOMMENDED	RESPONSIBILITY	CURRENT STATUS	WAYFORWARD	TIMELINE
6	Road user charges for Transit Trucks not harmonized for all the Central Corridor Member States	- Road user charges within the Central Corridor Member States should be Harmonized	All Governments	Tanzania, Rwanda and Burundi harmonized the road user charge at 152 USD	Approved	
7	Implementation status of the Single Customs Territory (SCT) within the Central Corridor.	Review the decision for clearing DRC cargo at Dar es Salaam Port under SCT	TRA/DGDA/Governments of Tanzania and DRC	DRC Importers do not want SCT. Half of the DRC cargo has been diverted to Beira and ports	DRC agreed to follow up on the issues and improve accordingly	
A. INFRASTRUCTURE DEVELOPMENT						
1	Road between Dar es Salaam and Kibaha very congested	- Fast-track the construction of the Dar es Salaam southern bypass to Chalinze toll road through PPP arrangement	Government of Tanzania/Private Sector/Donors	Feasibility study and preliminary design are ongoing. Completion expected end of April, 2016	Agreed to follow up and fast track	
2	Road Nyakanazi-Rusumo in poor condition	Expedite rehabilitation of the road Nyakanazi-Rusumo	Government of Tanzania/DONORS	<ul style="list-style-type: none"> - The Contract for updating Feasibility study and detailed design for Nyakanazi- Lusahunga-Rusumo is scheduled to be signed by end of February 2016 under NEPAD-IPPF financing. - The contract for carrying out Routine and Periodic Maintenance was signed on 4th February 2016. 	Agreed to follow up and fast track	
3	Unreliable power supply to the borders of Kabanga/Kobero and Rusumo (Tanzania side)	<ul style="list-style-type: none"> - Ensure reliable power supply at Kobero/Kabanga and Rusumo border post (Tanzania) - Use the standby Generators provided by TMEA when necessary 	TANESCO/REGIDESO OBR/ TRA	Availability of the Generators	Electrification ongoing both in Burundi and Tanzania Approved	Completion: March 2016
4	Lack of staff housing at Kabanga, Rusumo Rwanda and Rusumo Tanzania OSBP	- Expedite Construction of staff housing at Kabanga OSBP	Government of Tanzania and Rwanda/Donors		Approved	
5	Lack of equipment and furniture at Tanzania OSBPs	- Supply Equipment and furniture to Rusumo Tanzania and Kabanga OSBP	Government of Tanzania	Equipment and furniture under procurement	Approved TRA to follow up	

NO	CHALLENGE OBSERVED	ACTION RECOMMENDED	RESPONSIBILITY	CURRENT STATUS	WAYFORWARD	TIMELINE
6	Missing link section of the road Bujumbura-Nyamitanga on the road Bujumbura – Ruhwa in a very poor condition	- Construct the missing section of Bujumbura-Nyamitanga (20 km)	Government of Burundi	Funds availed by AfDB	Funding available, contract for construction under no objection	
7	Poor condition of Gatumba and Kavimvira border posts	- Governments of Burundi, DRC and partners to develop the Gatumba/Kavimvira OSBP	Government of Burundi and DRC/Donors/TTFA	TTFA presented the project to TMEA and TMEA has undertaken some consultations with relevant authorities in Burundi and DRC	Approved Burundi to follow up with TMEA	
8	Low traffic at Port Bell and on the Central Railways line	- Re-development of Port Bell and Mwanza port and Central Railway Line (Dar es Salaam-Mwanza) and ships	Governments of Tanzania and Uganda	Port Bell and Jinja under development by World Bank funds	Approved, Process of rehabilitation of the central line in progress	
9	Poor road condition from the border of Ruzizi I & Ruzizi II to Bukavu and Uvira	- Construction of Ruzizi II - Bukavu road	Government of DRC/Donors	Initially funded by EU through CEPGL but not implemented	Approved DRC follow up	
		- Construction of Ruzizi I-Bukavu road	Government of DRC/Donors	Initially funded by EU through CEPGL but not implemented	Approved DRC to follow up	
		- Construction of Kavimvira-Uvira road	Government of DRC/Donors	Initially funded by EU through CEPGL but not implemented	Approved DRC to follow up	
10	Kavimvira bridge broken	- Rehabilitation of the Uvira-Kalundu port road and Construction of the bridge on Kavimvira river in Uvira	Government of DRC/Donors		Under rehabilitation	Completion: end February 2016
11	Poor condition of Kalundu port	- Dredging and modernization of Kalundu port	Government of DRC/Donors/TTFA	TTFA developed the concept note and TMEA has undertaken consultations with relevant authorities in DRC	Approved DRC to follow up with TMEA	
12	Border Posts and weighbridges Security to prevent major losses in case of fire outbreak	- TTFA to hire a consultant to carry out the safety and security audit at the border posts and weighbridges	TTFA/Member States	The Border Posts and Weighbridges do not have measures to deal with disasters outbreaks	Approved TTFA to follow up	June 2016
		- TTFA and Member States to mobilize resources to implement the audit recommendations				July 2016

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