CCTTFA
CENTRAL CORRIDOR
TRANSIT TRANSPORTATION FACILITATION AGENCY

Central Corridor Transport Observatory

Innovative Corridor Performance Monitoring

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FOREWORD

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

After a whole year of monitoring the Central Corridor performance, it is my privilege to present the 1st Annual Report (January to December 2013) 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 TOP 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 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 programmes 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.

Indeed, the half year dissemination workshop which took place in Dar es Salaam on 18th September 2013 recognized the importance of the Transport Observatory and formulated a set of recommendations including the road survey in order to verify and validate the GPS reports.

With the continuous support of TMEA, the 2nd phase aimed at establishing an online database including the mapping of the Central Corridor routes, the procurement of reliable real time GPS devices, hardware and software for the in house hosted web based Transport Observatory, recruitment of Consultants; integration to stakeholders systems for automated exchange of data... is under progress.

I take this opportunity to extend my sincere gratitude to TMEA for their financial support, to the TRA, RRA, OBR and OGEFREM Dar es Salaam for signing the Data Exchange Agreement; and to TPA, TICTS and TATOA members for their continuous support in providing data that allow the Transport Observatory to generate meaningful indicators.

Rukia D. Shamte

Executive Secretary

ACKNOWLEDGEMENT

The performance indicators of the Central Corridor for the year 2013 are processed from the GPS data collected by road carriers as well as data from computer systems of operators at the port of Dar Es Salaam namely Tanzania Ports Authority (TPA) and Tanzania International Container Services (TICTS). To all those partners, the Permanent Secretariat of the Central Corridor Transit Transport Facilitation Agency expresses its gratitude. As a matter of fact, without reliable data from key partners, the Transport Observatory will not be able to produce performance indicators, and the project should be doomed to failure. Thus the Permanent 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.

The Permanent Secretariat of the Central Corridor Transit Transport Facilitation Agency also thanks all its key partners in the exchange of data for having all appointed their Focal Points for the Transport Observatory Project and asks them to finalize their commitment to support the project by signing the Data Exchange Agreement in order to enable Focal Points to move to the crucial step of forwarding periodically data to the Permanent Secretariat of the Transit Transport Facilitation Agency which in turn will be responsible for processing and disseminating the among all partners. The Central Corridor Transit Transport Facilitation Agency takes this opportunity to inform its partners that within the same framework of facilitating data exchange, working facilities and capacity building will be provided to the Focal Points.

The Central Corridor Transit Transport Facilitation Agency also thanks TMEA for its commitment to ensure the additional funding of the project in order to make automatic the exchange and processing of data. This crucial phase of the project which has recently started also requires the full commitment of all data providers.

LIST OF ACRONYMS

CCTTFA	Central Corridor Transit Transport Facilitation Agency
ABADT	Burundi Association of Customs Clearing Agencies
ADR	Rwanda Association of Customs Clearing Agencies
AMPF	Burundi Maritime, Ports and Railways Authority
ATIB	Burundi Association of International Transporters
CCIB	Burundi Chamber of Commerce and Industry
CSV	Comma Separated Values
DGDA	Directorate General of Customs and Excise of DRC
DO	Delivery Order
DRC	Democratic Republic of Congo
GPS	Global Positioning System
IT	Information and Communication Technology
OBR	Burundi Revenue Office
OdR	Burundi Roads Office
OGRFREM	Multimodal Transport management Office
PSF	Rwanda Private Sector Federation
RTDA	Rwanda Transport Development Agency
SSATP	Sub Sahara Africa Transport Policy
T1	Transit Declaration
TAFFA	Tanzania Freight Forwarders Association
TATOA	Tanzania Truck Owners Association
TICTS	Tanzania International Container Terminal Services
TMEA	Trade Mark East Africa
TOP	Transport Observatory Project
TPA	Tanzania Ports Authority
TRA	Tanzania Revenue Authority
URA	Uganda Revenue Authority

EXECUTIVE SUMMARY

The Central Corridor Transport Observatory that was officially launched in July, 2013, issued its first report covering the first half the year 2013 (January to June). This report covers the entire year 2013 (January to December). As the first annual report being issued by TTFA from its observatory it aims to highlight the main KPIs of the corridor and give indicative insights of the main challenges facing the corridor over the last year. TTFA is keen in coming up with strategies that would ensure that the KPIs of the corridor that are gathered and transmitted through the observatory have an impact on how the corridor is managed and indeed contribute to transforming it into a world class corridor in terms of efficient and effective movement of cargo and other resource from the port of Dar es Salaam to the landlocked countries of Rwanda, Burundi, Uganda and DR Congo.

TTFA's main objective is twofold; one is to identify areas along the corridor that require improvement through longitudinal measurements of the effectiveness of designed programs that are meant to remove bottlenecks along the corridor. Two, provide reliable and high quality information to policy makers of the region that can be used to make policy decision that are based on and informed by factual evidence of the realities affecting operators and stakeholders along the corridor. The CCTO is the primary tool that has been developed to ensure that TTFA achieves this key objective. Through the KPIs that are captured based on data that is provided by the principle stakeholders, who either regulate or move cargo along the corridor, the CCTO has become a platform that consolidates and integrates the different layers of activities and operations that impact the performance of the corridor.

The KPIs of the CCTO are divided into four categories of indicators monitoring, transit time, transaction volumes, corridor efficiency and cost. Each set of indicators looks at critical areas of the corridor with the overall picture being how efficient and effective the corridor is in the movement of cargo. This system of indictors assists with surgical precision to establish where bottlenecks and inefficiencies are located along the corridor. The reliability of this system of indicators is affected by the quality of data that is provided to TTFA by the data holder/suppliers along the corridor. It is because of this fact that TTFA with the support of TMEA invested enormous resources in ensuring that there is an integrated process for channeling data from the stakeholders to the CCTO. This has been achieved by signing MOUs with data providers and also by creating new systems that will soon automate the transfer of data from the stakeholders to the CCTO. This latter system will guarantee that there is no possibility of manipulating or disrupting that nature of the data. By relying on raw data, the CCTO builds a credible set of indicators that with no doubt provides the decision makers with a tool that will enhance the processes they use for formulating and implementing policies that affect the corridor.

To create a platform where CCTO information makes an impact at the policy level, TTFA has developed a communications and advocacy strategy that is part of its overall strategic management process. This strategy aims to first, push CCTO information to policy makers and second, create awareness of the performance of the corridor and thereby create a demand for CCTO information.

This Push-Pull strategy will ultimately result in the intensification of activities and processes that will improve the performance of the corridor. As a monitoring tool, the CCTO only highlights and indicates the health of the corridor; it is then the role of stakeholders to take a deeper look at how their operations are affecting the corridor's performance and take necessary measure to remedy or improve the situation. TTFA through its strategy aim to create a platform where suggested remedies and improvement measures can be discussed at all levels to result finally at formulation and implementation of policies that transforms the competitiveness of the corridor in the region.

Graph 1: TOP as a tool for developing policies.
The key beneficiaries of the CCTO are obviously public and private stakeholders service providers or consumers with links to transport and trade along the Central Corridor.

1. INTRODUCTION

1.1 THE LINK BETWEEN THE CENTRAL CORRIDOR AND ECONOMIES OF MEMBER STATES

As the main corridor that services the larger part of Tanzania, Rwanda, Uganda, Burundi and DR Congo, the Central Corridor directly impacts the economic performance of these countries. The economic growth in the CCTTFA member states has been negatively affected by the high cost of doing business along the corridor caused by high cost of transport, numerous non-tariff barriers, delays and associated administrative costs on the transit logistics chain.

Table 1: Percentage GDP Growth of CCTTFA Member States

Country	2010	2011	2012	2013	2014	2015	2016	2017
Burundi	3.79	4.19	4.02	4.47	4.74	4.80	5.01	5.20
DRC	7.17	6.88	7.15	6.22	10.49	10.25	9.31	6.63
Rwanda	7.22	8.24	8.00	7.50	7.50	7.00	7.00	7.00
Tanzania	7.04	6.45	6.93	6.97	7.19	7.05	6.88	6.72
Uganda	6.20	6.20	2.78	5.65	6.48	7.00	7.00	7.00

(World Economic Outlook, 2013)

The geopolitical importance of the Central Corridor cannot be underestimated and over the years it is becoming the natural choice as a trade route for the member states. The economics of the countries served by this corridor are showing strong GDP growth rates of between 4 and 7.5 percent. Transit demand is forecast to increase from 2.7 million to 9.8 million tons by 2030. So far the corridor captures averagely 14% of imports and exports of the member countries and other countries in Central Africa. This growth has resulted in the throughput at the port of Dar-es-Salaam to increase from 7.4 million tons in 2007 to 13 million tons by December, 2013. This impressive growth in the usage of the corridor will increase the pressure for more infrastructural and policy development and enhancement to accommodate this growth. The role of TTFA and the Transport Observatory under these conditions will be more heightened. By strengthening the monitoring capacities and capabilities of the CCTO policy makers and implementers will have a tool at their disposal to ensure that they develop and execute strategies that will accelerate economic and social growth along the corridor.

1.2 THE CENTRAL CORRIDOR TRANSPORT OBSERVATORY

The CCTO was officially commissioned in July, 2013. It is a web-based platform that uses the latest ICT database technologies to capture data that are then categorized into classes of indicators that make up the observatory's basic data and information sets to highlight the performance of the corridor over a period of time. While the genesis of the CCTO dates back to 2011, when TMEA signed an MOU to support TTFA set up the observatory, real and meaningful usage of the observatory starts from January 2013. Since its inception the main achievements of the CCTO have been:

Identification of stakeholders' computerized systems

The Secretariat of the Central Corridor Transit Transport Facilitation Agency organized field missions to the Member States stakeholders for sensitization and identification of their computerized systems. The stakeholders visited included the Port Operators, the Revenue Authorities, the Road Agencies, the Transport Regulatory Authorities, the Shipping Agencies, the Clearing and Forwarding Association, the International Transporters Associations, the Railways operators, the Private Sector Federation. The computerized stakeholders with reliable data identified were the Tanzania Port Operators (TPA and TICTS) and the all Revenue Authorities of the Member States using the same system that is ASYCUDA++ and OGEFREM (DRC). Those stakeholders were therefore targeted to enter in Agreement of Data Exchange.

Development of Data Exchange Agreement

First of all, the Secretariat requested to the identified stakeholders the nomination of ICT Officers as Focal Points. All the computerized stakeholders (TPA, TICTS, TRA, URA, RRA, OBR, DGDA and OGEFREM) accorded their support to the Transport Observatory by appointing their Focal Points. A lot of meetings with the Focal Points were organized in order to sensitize them and discuss their mission and the draft Data Exchange Agreement which shall allow them to provide data to the Observatory. The final Data Exchange Agreement was validated by the ICT and Legal Directors from the key data providers and was sent to the respective Institutions for signing. The following Institutions have already signed the Data Exchange Agreement: Tanzania Revenue Authority (TRA), Office de Gestion du Frêt Multimodal (OGEFREM), Office Burundais des Recettes (OBR) and Rwanda Revenue Authority. We expect Tanzania Ports Authority (TPA), Tanzania International Container Terminal Services (TICTS) and Uganda Revenue Authority (URA) to sign the Agreement as soon as possible.

Development of method of data collection of the road mode of transport

With the support of the transporters organized in Tanzania Transporters Owners Association (TATOA), the GPS devices are put on trucks for monitoring of the transit time and delays on different stops along the Central Corridor. After the completion of the trip, the GPS are collected from the transporters and GPS software generates the reports which are processed manually to get the related indicators.

Conduct road surveys and border audits

Within the framework of inspection of physical infrastructure, NTBs and customs and border procedures, a road survey and border audit was carried out in November 2013. The outputs of the road survey and the border audit are also added value to the GPS reports as they contribute to validate the GPS data.

Organization of CCTO Report Validation and Dissemination Workshops

The first dissemination workshop was held in Dar es Salaam on 18th September 2013 in order to validate the half year report. The second dissemination workshop to validate the annual report was held in Bujumbura on 23rd April 2014.

Amidst this success stories for the CCTO there have been challenges as well:

- Although the Software was developed, there is a problem of processing computerized data from different providers, hence the indicators generated are sometimes not exact;
- There is a need of signing the Data Exchange Agreement by all key computerized data providers in order to allow the automated exchange of data and update the Transport Observatory software;
- The reliability of the GPS devices needs to be improved. In fact, a lot of areas of the Central Corridor routes are not covered, the batteries' life cannot cover the whole trip and the GPS data shall be in real time in order to monitor regularly the reasons of abnormal delays;
- The Central Corridor routes need to be mapped so that the GPS report can be processed automatically by the software.

Anticipating the need for more accurate and reliable information on the performance of the corridor, TMEA and TTFA are fast tracking and putting into place plans that will ensure that the CCTO can deal with the increased demand for information and data about the Central Corridor from the users and stakeholders of the corridor. In this regard TMEA has recently committed to support the 2nd phase aimed at establishing an online database including:

- The mapping of the Central Corridor routes,
- The procurement of reliable real time GPS devices, hardware and software for the in house hosted web based Transport Observatory,
- The recruitment of ICT and Communications Officers to support the effective implementation of the TOP,
- The integration to stakeholders systems for automated exchange of data,
- The updating of the web based Transport Observatory software.

The Observatory assists in the:

- *Identification of areas for improvement in relation to targets (or benchmarks).*
- *Provision of a set of tools for diagnosing problems/ bottlenecks on the corridor*
- *Measuring the evolution of the corridor leading to the measurement of the effectiveness of programs designed to address problems/bottlenecks identified during the diagnostic phase.*
- *Provision of key reliable information to policy makers in the region to facilitate formulation of policies that lead to better transit and trade facilitation and cooperation between the secretariat and member states*

2. PERFORMANCE INDICATORS FOR THE CENTRAL CORRIDOR

2.1 NATURE OF CCTO INDICATORS

This chapter reviews the indicators that the TOP proposes to measure in the first place and gives an overview of available indicators for the year of 2013, obtained through computerized data from port operators namely TPA and TICTS as well as GPS data obtained through the help of road transporters.

Indicators that will be measured have been grouped into four categories which are: indicators of transaction volumes, transit time, costs of services and transports, efficiency and productivity. A total of 28 indicators will be measured on a regular basis.

Tab 1: Indicators to be measured

Categories	Indicators	Data Sources
Transit times	Total stoppage time by destination and by cause	GPS, road surveys
	Stoppage time at weighbridge	GPS
	Stoppage time at police checks	GPS
	Stoppage time at customs checks	GPS
	Stoppage time at border posts	GPS, Border Audits
	Personal stoppage time	GPS, Road Surveys
	Time at destination	GPS, Border Audits
Volume of transaction	Volume of imports by country and commodity	Computerized data
	Volume of exports by country	Computerized data
	Volume of imports by modes of transport (road-rail)	Computerized data
	Volume of imports of TICTS container TICTS by country	Computerized data
	Ratio of trucks by country	Computerized data

Categories	Indicators	Data Sources
Costs of services and transport	Port charges	Data from users
	Charges by customs and transit agencies	Data from users
	Costs of road freight transport	Data from users
	Costs of rail freight transport	Data from users
	Costs of transport by lake	Data from users
	Other costs/charges	Data from users
	Distance per destination and by mode of transport	Data from users
	Costs per km and per mode	Data from users
Efficiency and Productivity	Loading time TPA	GPS/Road surveys
	Loading time TICTS	GPS/Road surveys
	Ship waiting time before loading	Computerized data
	Dwell time for TICTS containers	Computerized data
	Dwell time for TPA containers	Computerized data
	Transport freight ratio, road-rail	Computerized data
	Theft and loss of cargo	SMS, data from users
	Corruption	SMS, data from users

2.2 AVAILABLE INDICATORS

2.2.1 Indicators of transit time

The indicators of transit time are generated from data collected by GPS during the year 2013. The Government of the United Republic of Tanzania has set in its program ''BIG RESULT NOW '' until 2015 , the transit time bar of 2.5 days i.e. time to move cargo from the port of Dar-es-Salaam to the borders with Burundi , Rwanda and Uganda in Kabanga , Rusumo and Mutukula respectively. In the half year dissemination workshop held in Dar es Salaam, 18 September, 2013, the stakeholders recommended notably that the indicators on cumulative transit time per destination. This report contains the cumulative transit time up to the Tanzania borders in one hand and up to different destinations in another hand. The main challenges that are being encountered in actualizing the ''BIG RESULT NOW'' target of 2.5 days are:

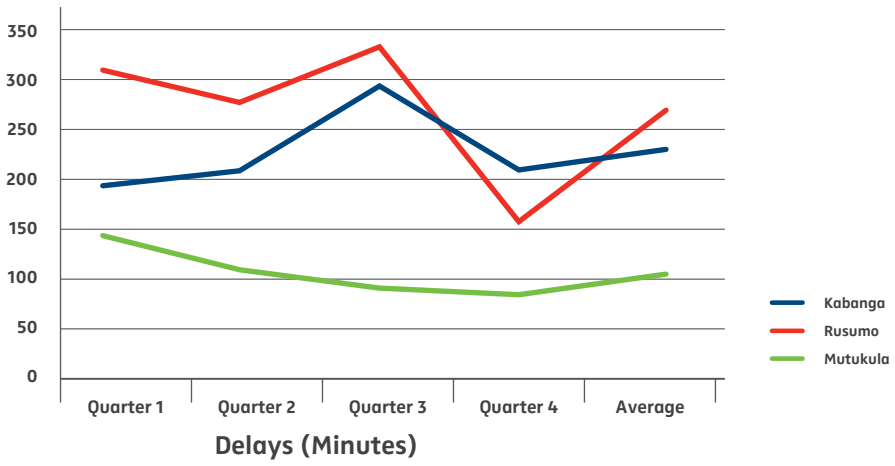
The major challenges to face are:

- The slow customs procedures at borders ,
- The high number of police check points (fifteen) and related police harassment,
- The high number of weighbridges (seven),
- The slow clearance procedures at the destination particularly in Burundi and DRC.

1. BORDER POSTS

The Central Corridor has three major border crossings from the Dar Port and these are Kabanga, Rusumo and Mutukula. The Mutukula border crossing over the last one year, is the only border that has performed consistently in the reduction of delays with an annual average of delay of 130.25 based on a consistent drop averaging at an annual improvement of about 10% per quarter. Factors that may have contributed to this vis-à-vis other border posts is the volume of cargo transiting through the border crossing. The Mutukula crossing accounts for 2% of transit cargo from the Dar Port (imports) and 0.1 of transit cargo to the Dar Port (exports). This is lighter traffic in comparison with what Kabanga and Rusumo has to deal with, since these other border posts also handle cargo that goes to DR Congo apart from the countries of Rwanda and Burundi.

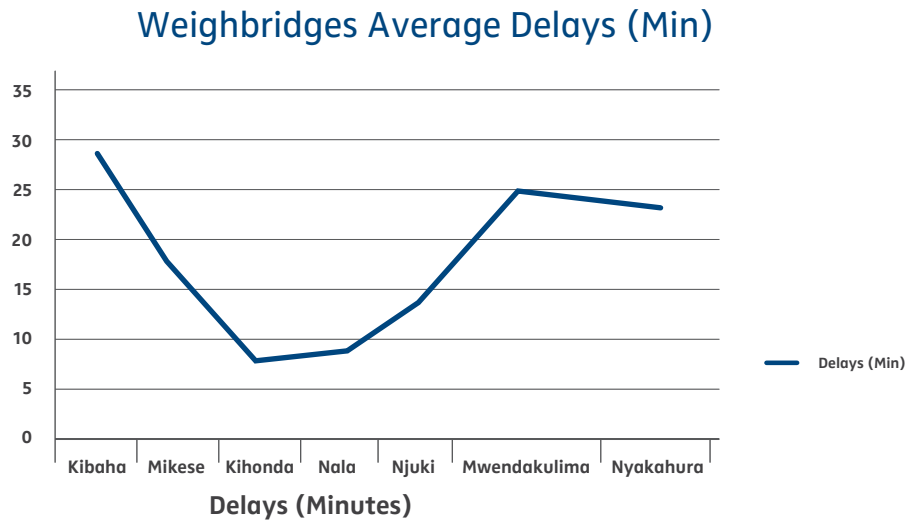
Border Post	Delays (Minutes)				
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Average
Kabanga	216	224	278	230	237.00
Rusumo	311	294	318	187	277.50
Mutukula	168	130	115	108	130.25



2. WEIGHBRIDGES

By December, 2013, the entire corridor had 7 weighbridges. Time spent at weighbridges contributes to the tardiness of the corridor. The Kihonda, Nala and Njuki weighbridges contribute to the least delays along the corridor in that order. Their average annual delays is below 15 minutes. If all weighbridges are removed from the corridor, it would contribute to an average reduction in delays per transaction by about 2 hours.

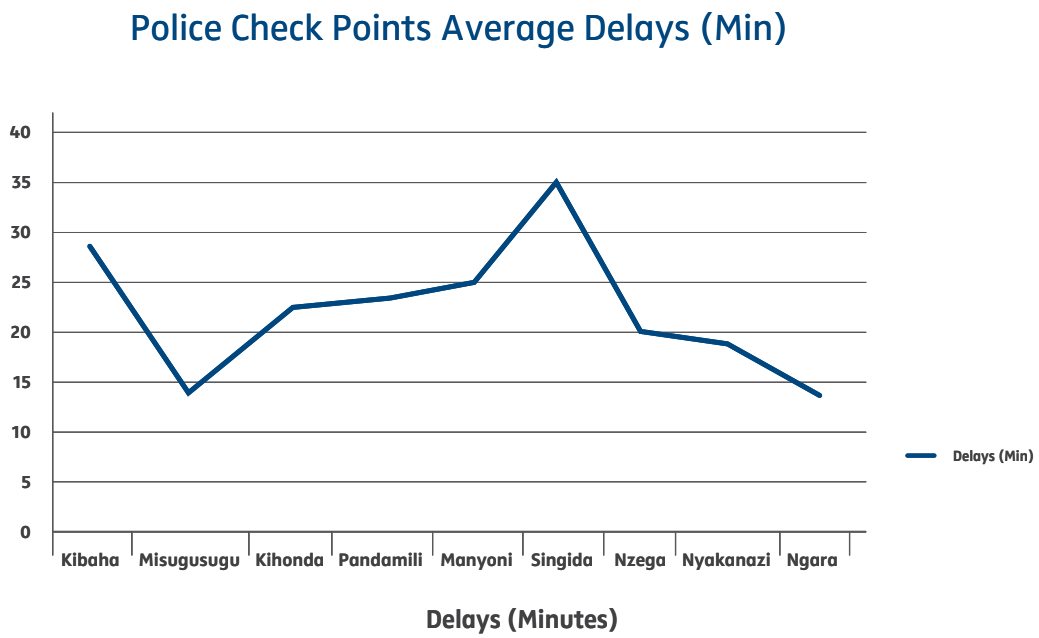
Weighbridge	Delays (Minutes)				
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Average
Kibaha	24	25	30	36	28.75
Mikese	22	18	12	16	17
Kihonda	0	7	10	17	8.5
Nala	14	15	6	2	9.25
Njuki	12	17	13	11	13.25
Mwendakulima	30	19	32	19	25
Nyakahura	9	10	34	40	23.25



3. POLICE CHECK POINTS

The major police check points along the corridor are 9. The delays at the Ngara check point have increased consistently from 5 minutes in the first quarter of the year to 17 minutes in the last quarter of the year. The Pandambili, Manyoni, Singida and Nyakanazi check points have shown impressive improvements through year. If police check points were abolished or combined with Weighbridges activities this would save the corridor about 3.3. hours.

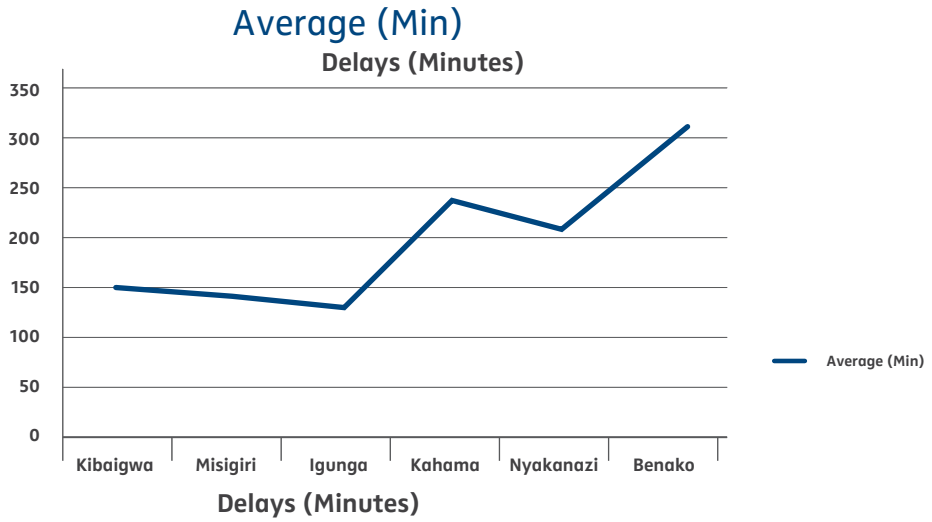
Location	Delays (Minutes)				
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Average
Kibaha	25	20	28	37	28
Misugususgu	12	9	14	21	14
Kihonda	26	25	17	22	23
Pandambili	36	30	12	16	24
Manyoni	37	33	15	15	25
Singida	67	47	8	18	35
Nzega	7	12	26	35	20
Nyakanazi	24	22	15	12	18
Ngara	5	11	19	17	13



4. PERSONAL STOPS

These are designated points where truck drivers and their crew stopover at night or take a break from their travels. The most popular stop points along the corridor are Kibaigwa, Misigiri, Igunga, Kahama, Nyakanazi and Benako. Benako is the most popular stop over point accounting for 26.39% of the total average time of personal stops contribution to tardiness along the corridor.

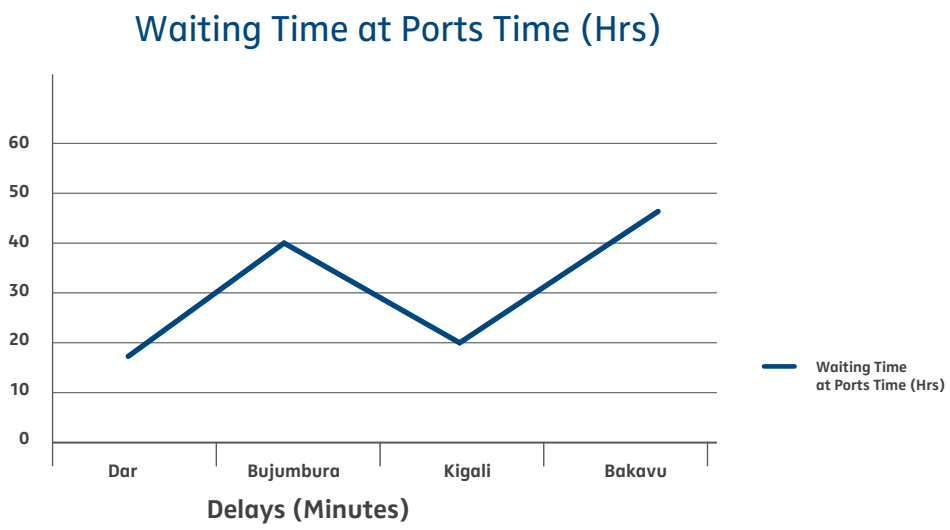
Location	Delays (Minutes)		
	Quarter 3	Quarter 4	Average
Kibaigwa	144	164	154
Misigiri	120	156	138
Igunga	124	142	133
Kahama	224	248	236
Nyakanazi	211	205	208
Benako	335	288	311.5



5. WAITING TIME AT PORTS

The time spent at the ports of entry (wet and dry ports) contributes significantly to delays in clearing goods from the ports. Bukavu is the slowest of the 4 major ports of the corridor, with a tardiness of about 2 days. The ports of Dar and Kigali have the least tardiness at less than 24 hours.

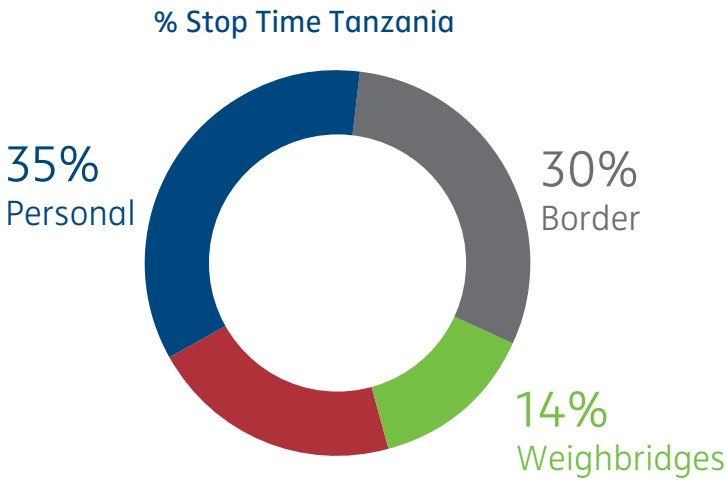
PORT/DEST	TIME (HRS)
DAR	18.0
BUJUMBURA	38.7
KIGALI	20.4
BUKAVU	48.0



From the Tanzanian side of the corridor, Personal Stops and Border crossing account for over 65% of the total delays caused along the corridor, with Weigbridges and Police Check Points accounting for 1/3 of the total delay time. This is significant to note showing clearly that more gains in cutting down transit time can be achieved through reengineering the border post operations and regulating how drivers take breaks along the corridor. Reducing or combining weighbridges and police check points may have a similar impact on time along the corridor.

Average time delays Tanzania Stops

Cause	Percentage (%)	Time (Min)
Border	30	277
Weighbridges	14	125
Police Checks	22	199
Personal Stops	35	324
Total	**100**	**925**

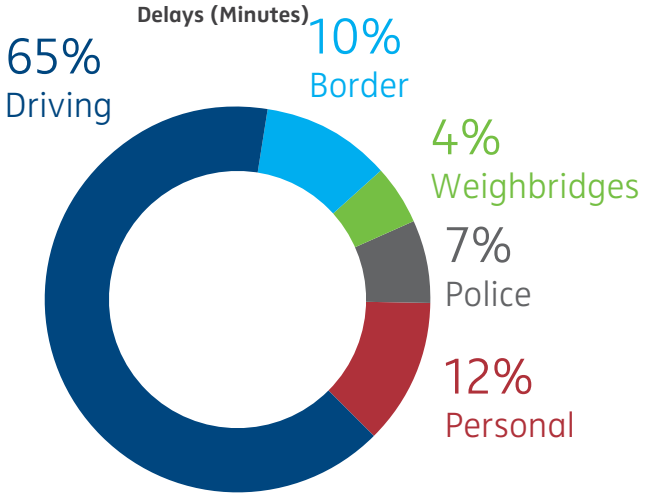


The transit activities from the Port of Dar to the two most busy border crossings of corridor reveals a telling story; the difference between the average transit time between the two border post is 30 minutes. While Rusumo remains the slowest border crossing it has a shorter driving time of 1 hour compared to Kabanga.

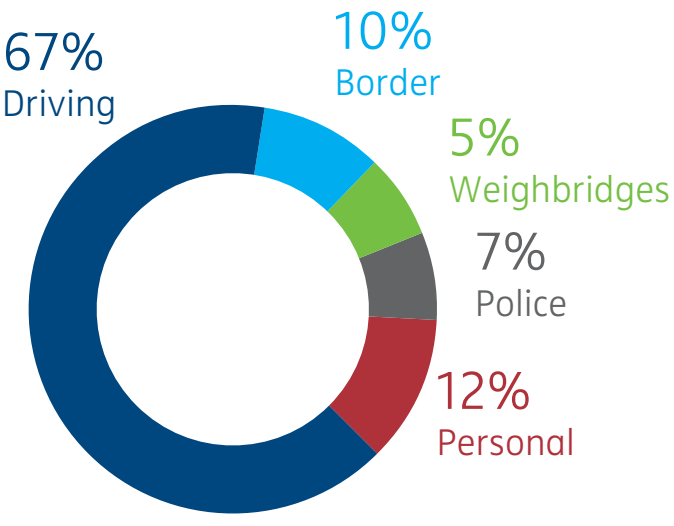
Average Transit Time (Tanzania)

Borders	Border	Weighbridges	Police	Personal	Driving	Total (Hrs)	
Kabanga	4.60	2.08	3.32	5.40	31.00	46.40	3j10h24min
Rusumo	5.30	2.08	3.32	5.40	30.00	46.10	3j10h06min

% Transit Time to Rusumo



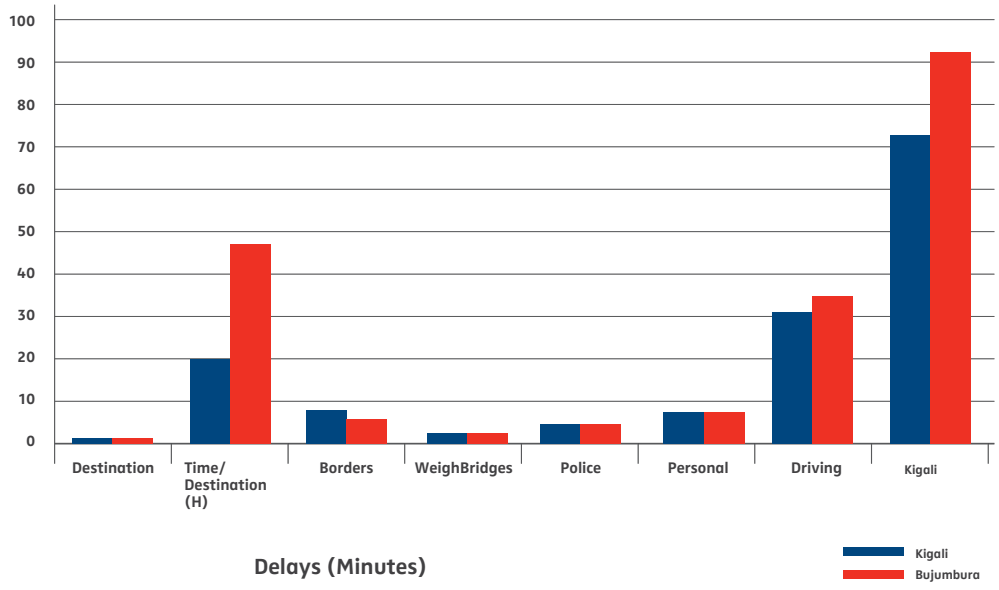
% Transit Time to Kabanga



The transit dynamics start to change once outside Tanzania's territory. The transit cargo heading to Kigali, takes a total 74.7 hours to arrive at the port of Kigali, while the ones destined for Bujumbura take 95.1 hours. The significant difference is the difference in driving along the corridors in the respective countries (difference of driving time being 3.3 hours) and the time spent at destination before offloading (difference of 18.3 hours).

Transit Time to Destination (Hours)

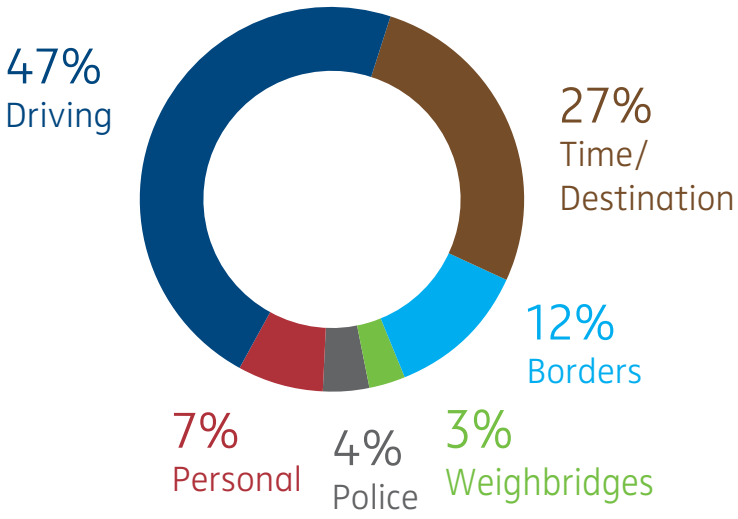
Destination	Time/ Destination (H)	Borders	Weigh bridges	Police	Personal	Driving	Total	
Kigali	20.4	8.5	2.1	3.3	5.4	35	74.7	6j2h08min
Bujumbura	38.7	7.3	2.1	3.3	5.4	38.3	95.1	7j11h06min



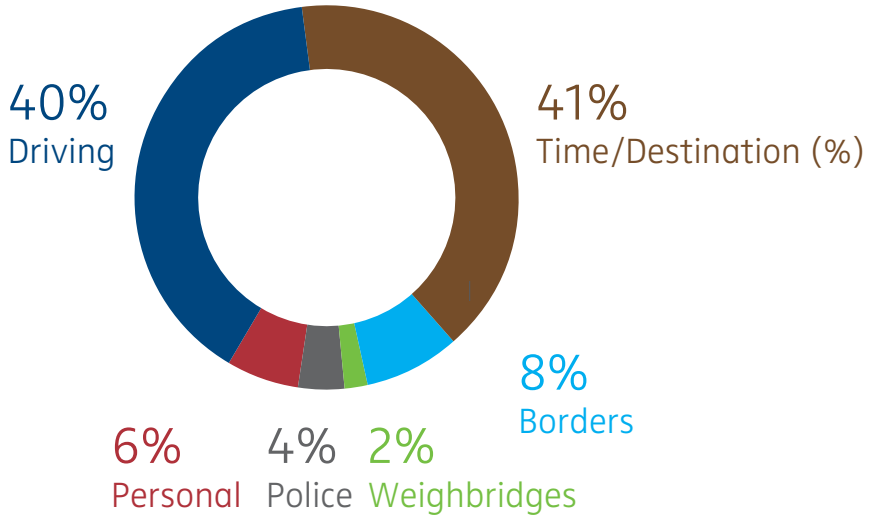
Transit Time to Destination (%)

Destination	Time/Destination %	Borders	Weigh bridges	Police	Personal	Driving	Total
Bujumbura	40.7	7.7	2.2	3.5	5.6	40.3	100.0
Kigali	27.3	11.4	2.8	4.4	7.2	46.9	100.0

Transit Time to Kigali (%)



Transit Time to Bujumbura (%)



It is worth noting that since the beginning of 2013 the vehicles in transit no longer stop at customs checkpoints following the introduction of the electronic monitoring system of goods in transit (Electronic Cargo Tracking System) at a cost of U.S. $ 30 per unit load.

2.2.2 Indicators of volumes of freight

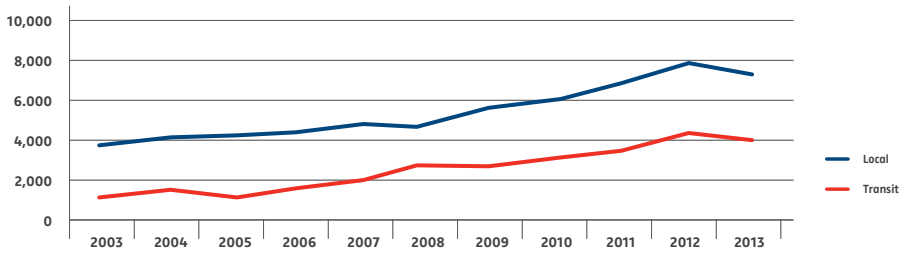
The volume of cargo that has been passing through the port of Dar-es-Salaam has been increasing over the years from 4,953 Million Tons in 2003 to 11,379 Million Tons in 2013. This is over a doubling of the volume of cargo handled in just 10 years. From 2003 to 2012, the overall volume of cargo handled has increased by 142% that is an average of 14.2% per year. The local cargo has increased by 99% while the transit cargo has increased by 296%.

However, there is a minor decreasing of volume of cargo for year 2013 vs 2012 of 0.05% in total. The local volume decreased by 0.03% and transit volume decreased by 0.08%.

Table 3: Overall imports through Dar Port (mT) 2003-2013

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

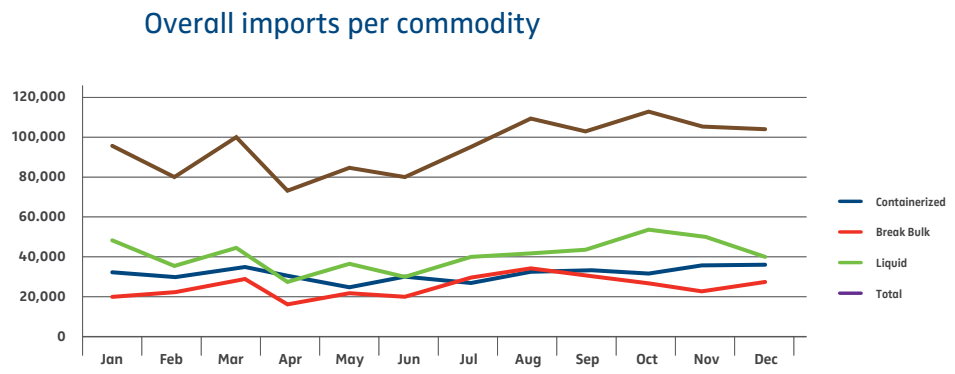
Overall imports through Dar Port (mT) 2003 - 2013

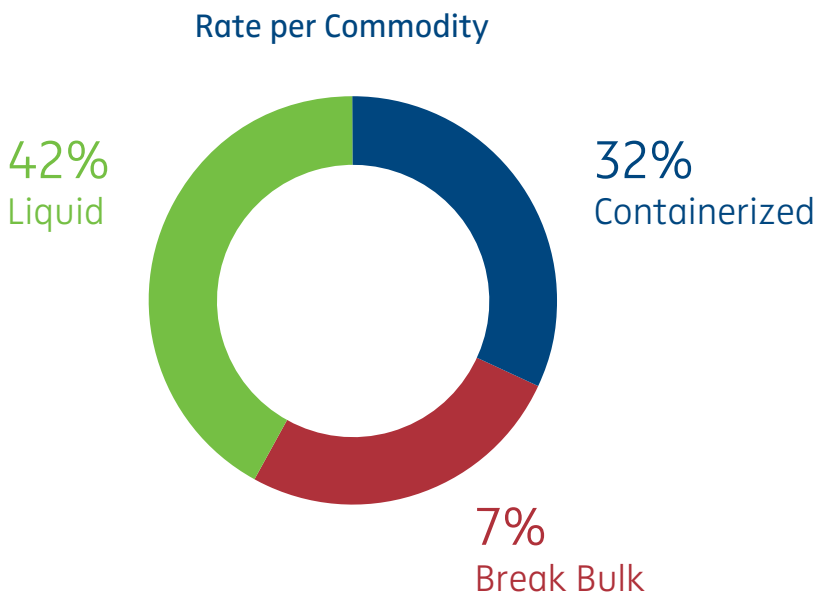


Of all imported cargo through the port of Dar-es-Salaam, containerized cargo accounted for just about 36% while liquid based imports taking the lion share of the imports at just about 41%, while loose cargo accounting for 23%. The unusual upsurge in the volumes between February, 2013 and March, 2013 can be attributed to the electioneering process in Kenya that affected the Northern Corridor. This can be corroborated by the increase in the volume of cargo handled that was in transit to Uganda. Above all the volume of cargo through the port went up by averagely about 15%.

Tab 4: Overall imports per commodity

COMMODITY	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
CONTAINERIZED	272758	267344	313207	300253	276196	291294	270015	319846	303421	337304	344273	350814
BREAK BULK	202033	211520	251152	162334	236893	211926	295204	328612	312862	282244	238443	261617
LIQUID	489605	327382	432514	262496	364414	297415	398995	395845	404941	494660	461504	407702
TOTAL	**964396**	**806246**	**996873**	**725083**	**877503**	**800635**	**964214**	**1044303**	**1021224**	**1114208**	**1044220**	**1020133**

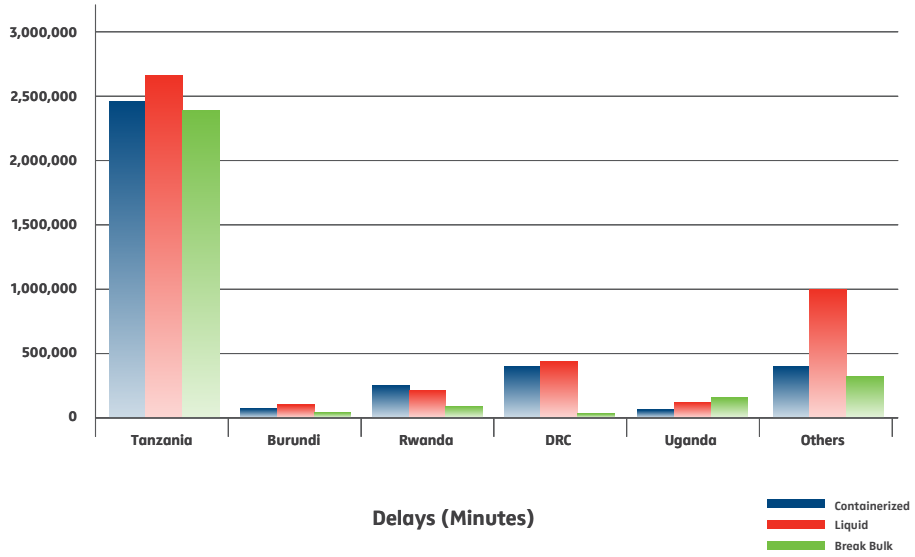




Breaking the cargo volume by country further reveals some new dynamics at play in terms of how country based cargo makes use of the port of Dar-es-Salaam. No single country has over 10% volume of cargo in transit to its territory. This is an important area of investigation; to establish why the volume of cargo in transit is considerably lower compared to cargo consumed locally in Tanzania. While the length of the corridor has been mentioned as one of the main causes of the low volume of cargo transiting through the corridor, other factors that make the corridor expensive should be addressed, and in particular the time it takes to transit.

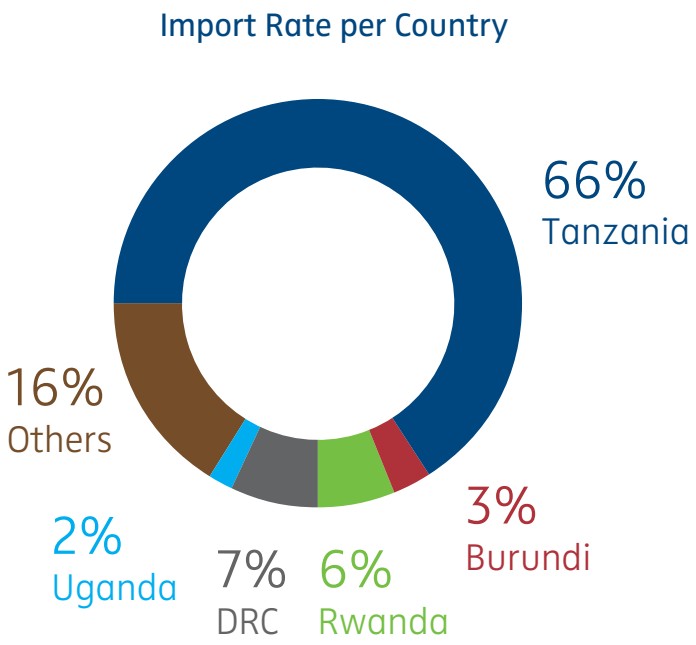
Tab 5: Overall imports per country per commodity

COUNTRY	CONTAINERIZED	LIQUID	BREAK BULK	TOTAL
TANZANIA	2420171	2711161	2337648	7468980
BURUNDI	123381	165980	46958	336319
RWANDA	297519	267355	87406	652280
DRC	380954	422845	30448	834247
UGANDA	28285	85175	131167	244627
OTHERS	396615	1084959	361011	1842585
TOTAL	**3646925**	**4737475**	**2994638**	**11379038**



Tab 6: Overall imports per country

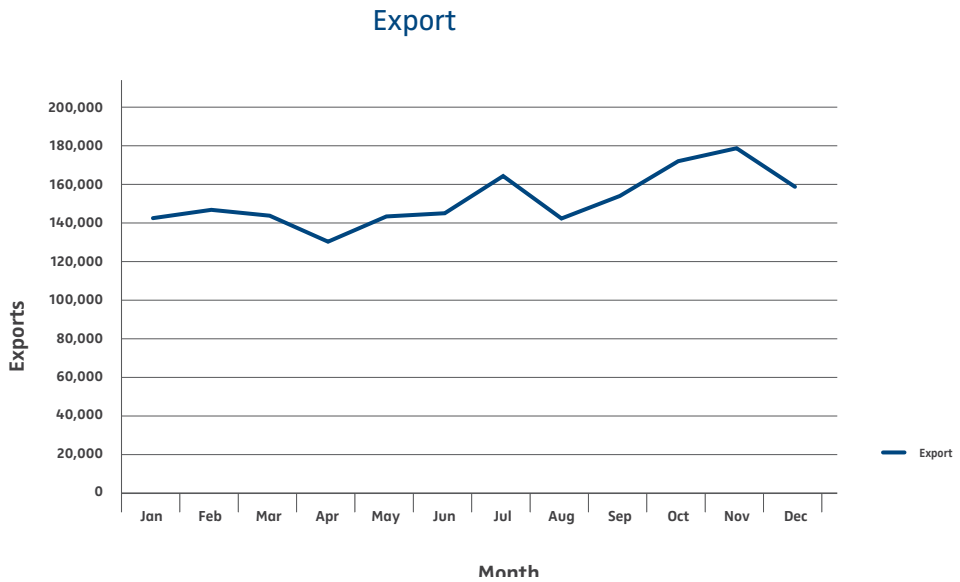
COUNTRY	RATE	TOTAL
TANZANIA	65.6	7468980
BURUNDI	3.0	336319
RWANDA	5.7	652280
DRC	7.3	834247
UGANDA	2.1	244627
OTHERS	16.2	1842585
TOTAL	**100.0**	**11379038**



The volume of cargo for export through the port of Dar-es-Salaam has increased throughout the year with the month of April being the only month that did below 130,000 tons. The months of October and November were the best hitting export target of above 170,000 tons. Just as for imports, Tanzania and DRC are the leading users of the corridor for exporting goods. As the year progressed the exports from DRC consistently increased while those from Burundi and Tanzania declined with the deep between November and December being the widest for both countries. While some of these drops may be attributed to the economic performance of the member states, further studies need to be carried out to ascertain the factors influencing the erratic export volumes through the port, and in particular for those that are transiting from the landlocked countries.

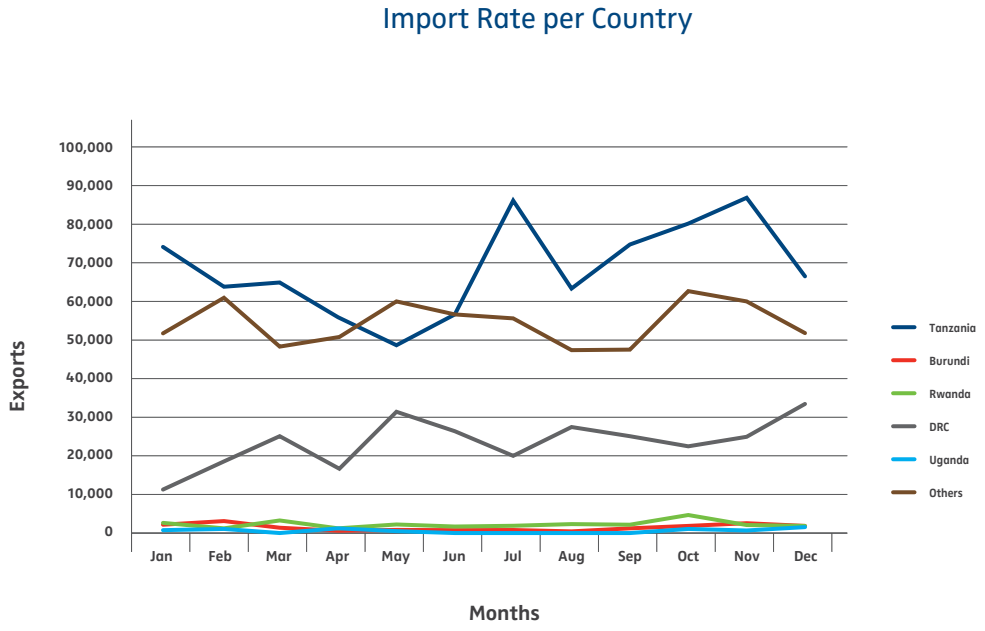
Tab 7: Overall Dar Port Export 2013

DESIGNATION	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
EXPORT	143677	148851	145093	128703	144100	146436	165334	141245	151685	173842	179349	159171	1827486



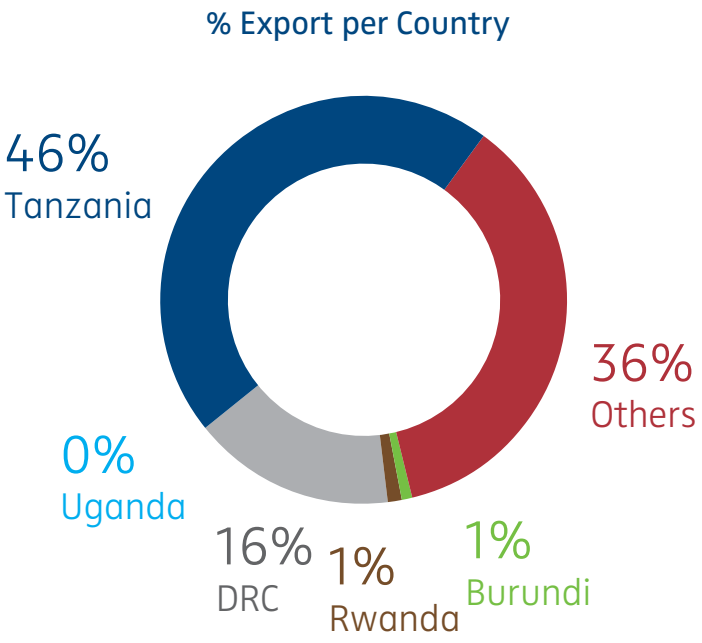
Tab 8: Overall Dar Port Exports per country 2013

COUNTRY	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
TANZANIA	74441	64073	65262	57640	49732	58530	86661	63037	75203	80940	88758	68087	832364
BURUNDI	2439	3105	1748	612	506	204	380	329	683	1229	1632	1239	14106
RWANDA	2474	1380	2857	1445	2126	1946	1948	2366	2266	4111	2614	2244	27777
DRC	11573	19438	25381	17648	31544	27730	20073	28417	26462	23464	26254	34979	292963
UGANDA	10	65	0	276	48	0	0	0	0	127	68	320	914
OTHERS	52740	60790	49845	51082	60134	58026	56272	47096	47071	63971	60023	52302	659352
TOTAL	**143677**	**148851**	**145093**	**128703**	**144090**	**146436**	**165334**	**141245**	**151685**	**173842**	**179349**	**159171**	**1827476**



Tab 9: % Export per country

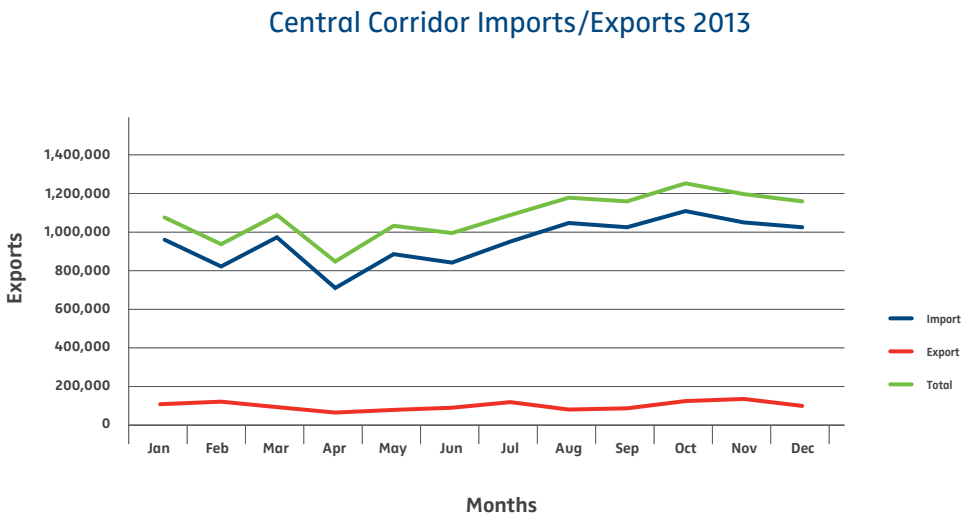
COUNTRY	%	TOTAL
TANZANIA	45.5	832364
BURUNDI	0.8	14106
RWANDA	1.5	27777
DRC	16.0	292963
UGANDA	0.1	914
OTHERS	36.1	659352
TOTAL	**100.0**	**1827476**



Tab 10: Central Corridor Imports/Exports 2013

Comparing import and export volumes through the port reveals an evident picture of the nature of the CCTFFA member states economies. These economies are net importers with very negative balance of trade. Export volumes throughout the year 2013 did not hit the psychological number of 200,000 tons.

DESIGNATION	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
IMPORT	964396	806246	996873	725083	877503	800635	964214	1044303	1021224	1114208	1044220	1020133
EXPORT	143677	148851	145093	128703	144090	146436	165334	141245	151685	173842	179349	159171
TOTAL	**1108073**	**955097**	**1141966**	**853786**	**1021593**	**947071**	**1129548**	**1185548**	**1172909**	**1288050**	**1223569**	**1179304**



2.2.3 Indicators of effectiveness and productivity

The indicators of effectiveness and productivity are generated from data collected from TICTS and TPA for the time spent by containers at the port (Dwell time). 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 for containers in transit instead of current average of 12 days for transit containers vs 9 days for local containers.

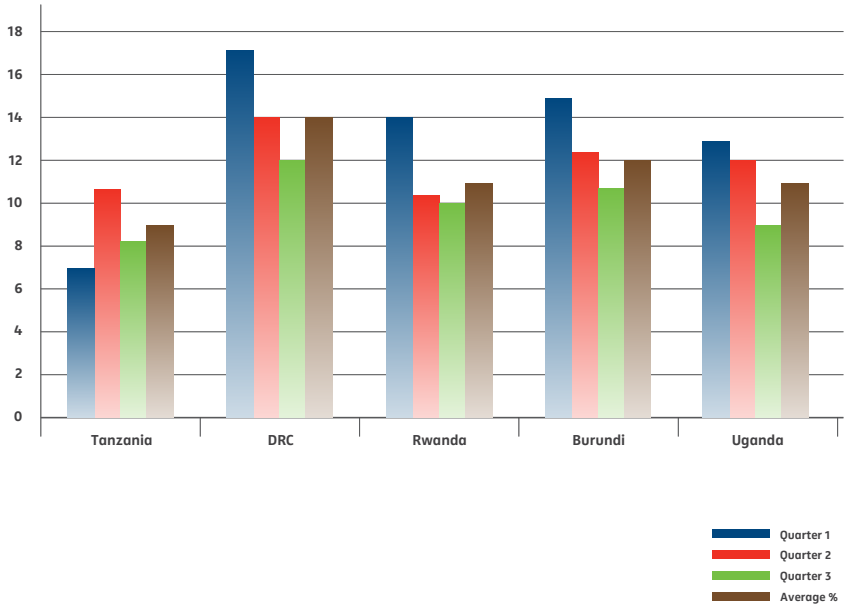
The BRN target of 5 days container Dwell time is still far from reached insofar only 20% of transit containers are delivered within 5 days BRN target.

The destination countries should also set the maximum time for customs clearance and for offloading trucks in order to absolutely reduce the time taken by trucks at destination. This contributes significantly to the increase in transportation costs to the extent that it is considered as a dock time of trucks. The main challenges facing the corridor in terms of effectiveness and productivity are mainly activities around the port of Dar-es-Salaam and the border posts, and include: the slow customs procedures by TRA (T1 delivery), the slow port procedures in Dar es Salaam, the slow customs procedures at destination, and the traffic congestion of the port of Dar es Salaam.

Table 11: Dwell time Container TICTS 2013

Country	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Average %
Tanzania	7	10.7	8.3		9
DRC	17.7	14	12	12	14
Rwanda	14	10.7	10	11	11
Burundi	15	12.3	10.7	11	12
Uganda	13	12	9	9	11
Average Transit					**12**
Average Local					**9**

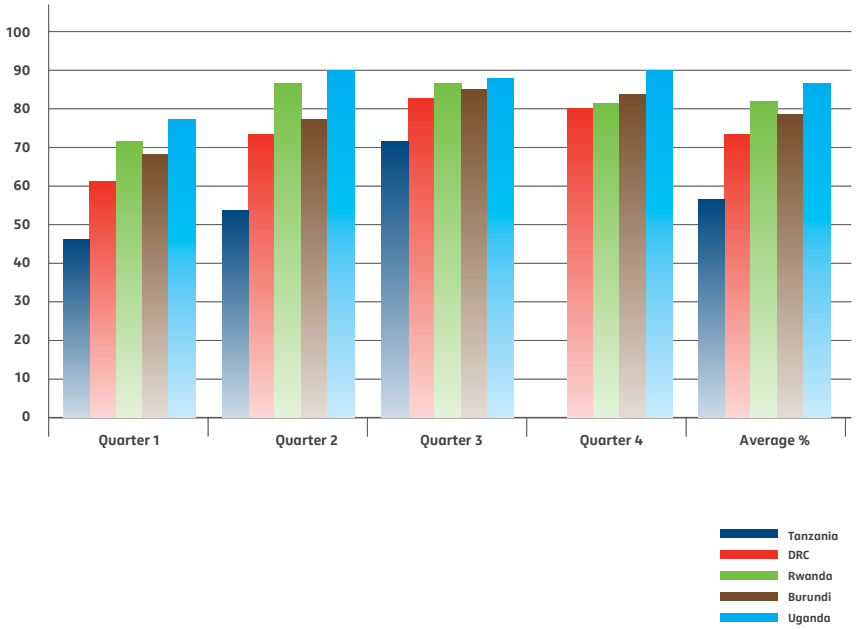
Table 11: Dwell time Container TICTS 2013



Tab 12: Container delivered within free period

Country	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Average %
Tanzania	46	54	71		57
DRC	61	74	82	80	74
Rwanda	71	87	88	81	82
Burundi	69	77	85	84	79
Uganda	78	90	89	90	87
Average Transit					**80**
Average Local					**57**

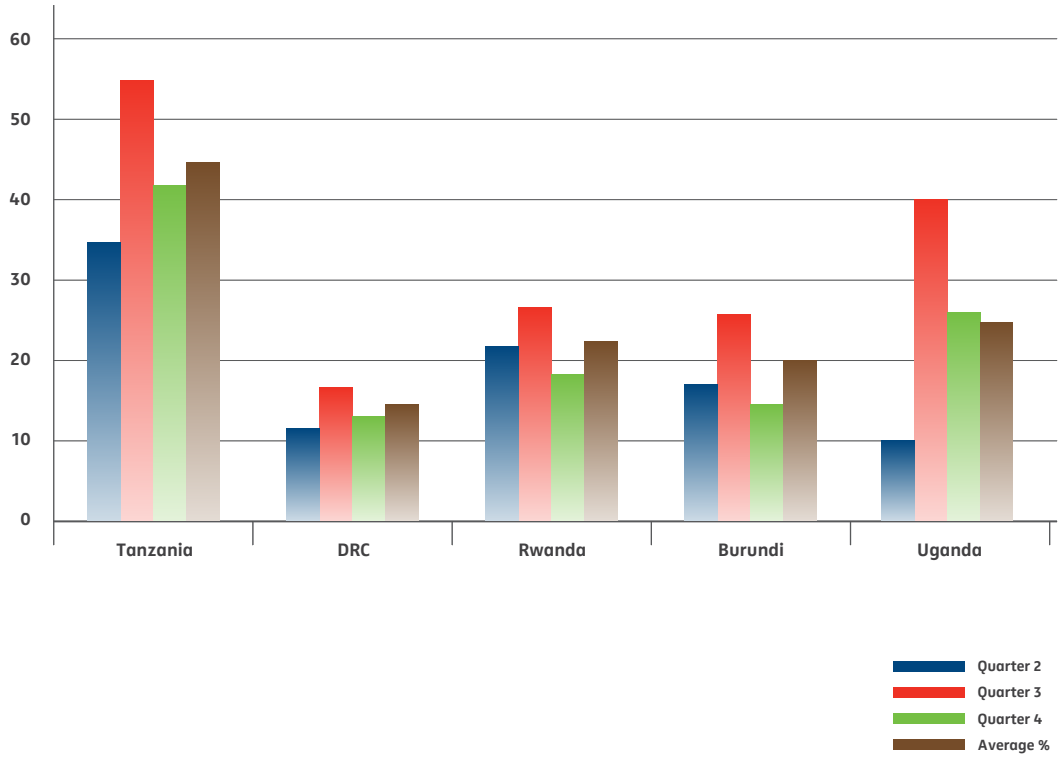
Tab 12: Container delivered within free period



Tab 13: Container delivered within "BRN" (5 Days)

Country	Quarter 2	Quarter 3	Quarter 4	Average %
Tanzania	35	55	41	44
DRC	12	18	13	14
Rwanda	21	26	18	22
Burundi	18	26	15	20
Uganda	10	40	26	25
Average Transit				**20**
Average Local				**44**

Tab 13: Container delivered within "BRN" (5 Days)



The container dwell time trends increased from 2002 to 2008 and then decreased continuously from 2008 to 2013 from 29.3 to 12 days for transit containers and 25.4 to 9 days for local containers. This is the result of establishment of private Inland Container Depots (ICD) where local containers are directly transferred, thus playing a large part to relieve congestion in the port.

Tab 14: Evolution Dwell Time 2000-2013

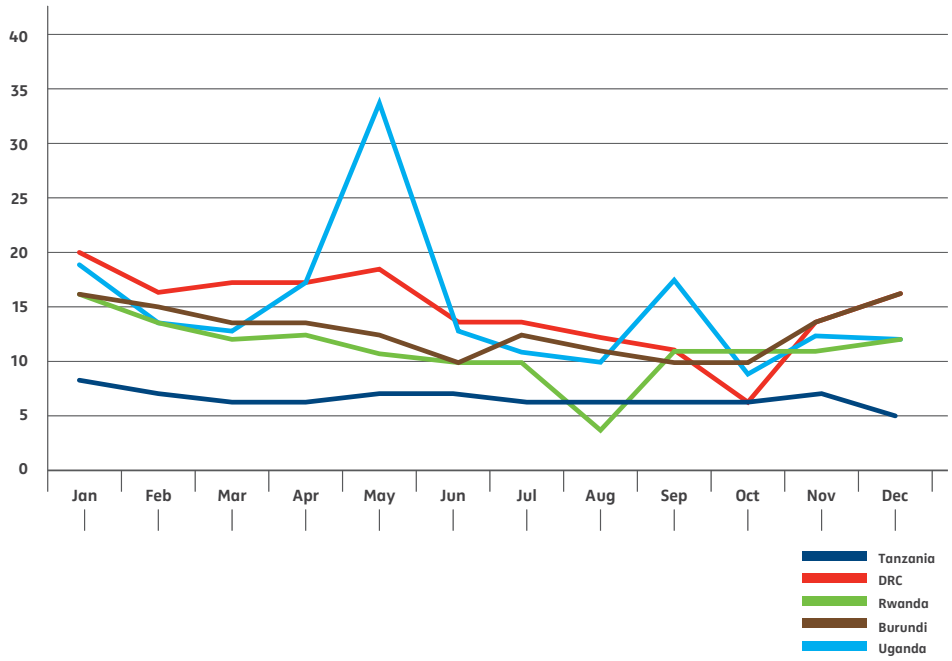
	Year													
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Local	25.9	16.7	16.7	17	17.1	20.2	22.2	19.8	25.4	18.8	13.9	11.5	9.6	9
Transit	20	14.9	10.4	12.4	17.7	27.8	24.4	22	29.3	21.6	16.3	17.1	14.4	12

Tab 14: Evolution Dwell Time 2000-2013

Tab 15: Dwell Time TPA 2013

COUNTRY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVERAGE
TANZANIA	8	7	6	6	7	7	6	6	6	6	7	5	**6**
DRC	20	16	17	17	18	14	14	13	11	6	14	16	**15**
RWANDA	16	14	12	13	11	10	10	4	11	11	11	12	**11**
BURUNDI	16	15	14	14	13	10	13	11	10	10	14	16	**13**
UGANDA	19	14	13	17	34	13	11	10	17	9	13	12	**15**

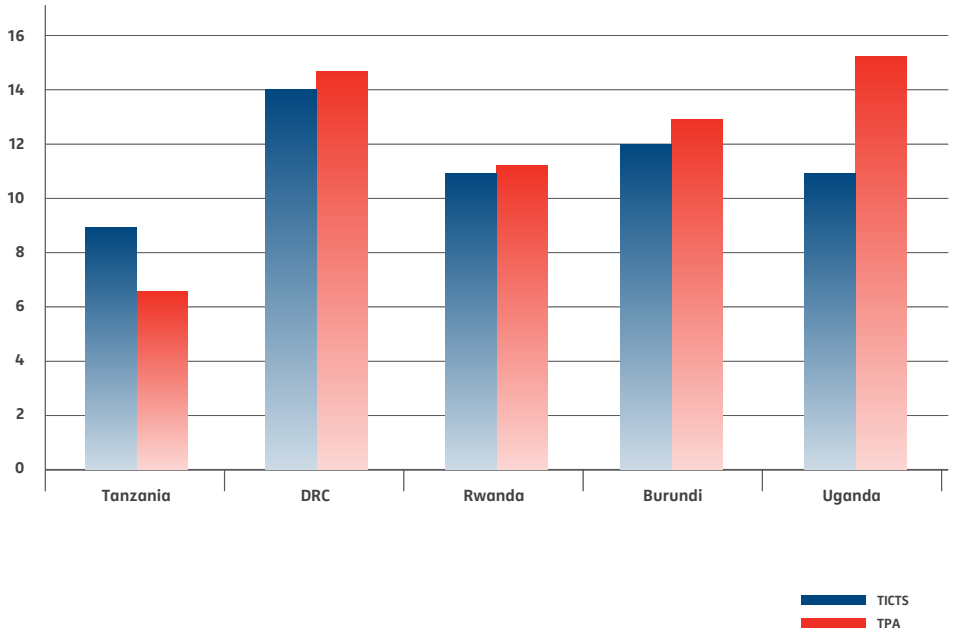
Tab 15: Dwell Time TPA 2013



Tab 16: Dwell Time TPA vs TICTS

COUNTRY	TICTS	TPA
TANZANIA	9	6.4
DRC	14	14.7
RWANDA	11	11.3
BURUNDI	12	13.0
UGANDA	11	15.2

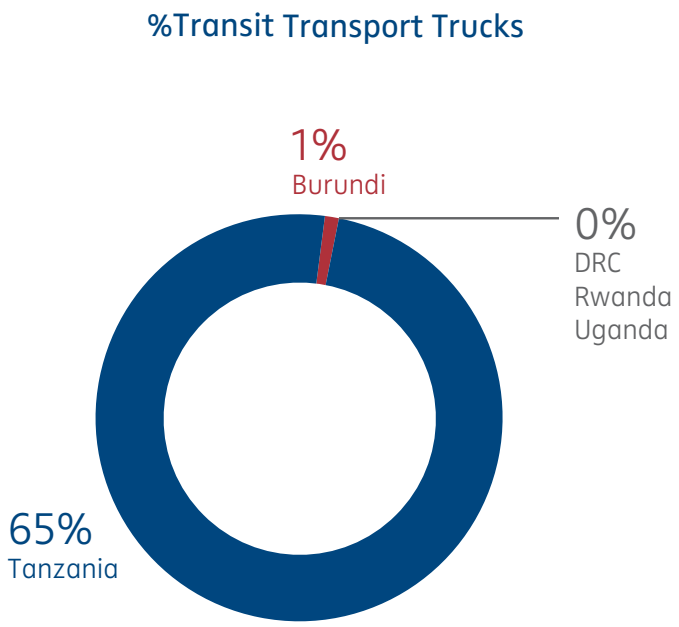
Tab 16: Dwell Time TPA vs TICTS



The trucks registered in Tanzania are carrying almost 99% of transit cargo and the other countries share only 1% of the transit transport market. The main reason is that the road user charges paid in Tanzania by foreign trucks is 500USD while Tanzania trucks are charged only 152USD in those countries. Consequently most of trucks owners register them in Tanzania. Recently, in September 2013, the road user charge was harmonized at 152USD between Tanzania and Rwanda. The issue of harmonization is also under discussion with all Central Corridor Member States. Another reason is the lack of parking space for foreign trucks in Dar es Salaam.

Tab 17: Transit Transport Trucks per Country

COUNTRY	AVERAGE
TANZANIA	98.73
DRC	0.34
RWANDA	0.22
BURUNDI	0.69
UGANDA	0.02
TOTAL	**100.00**

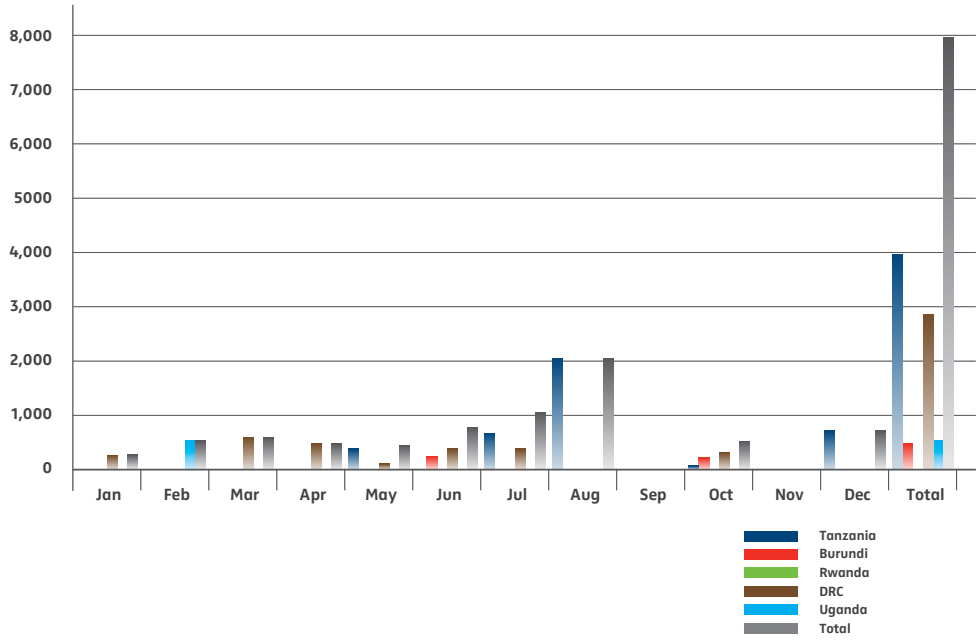


The cargo transported by the central railway line is very low. In fact only 7996 tons have been transported in 2013 that is an average of 666 tons per month. The normal operation of the railway line should improve the competitiveness of the central corridor insofar it will increase the cargo overtake and consequently reduce the dwell time.

Tab 18: Rail Freight TRL

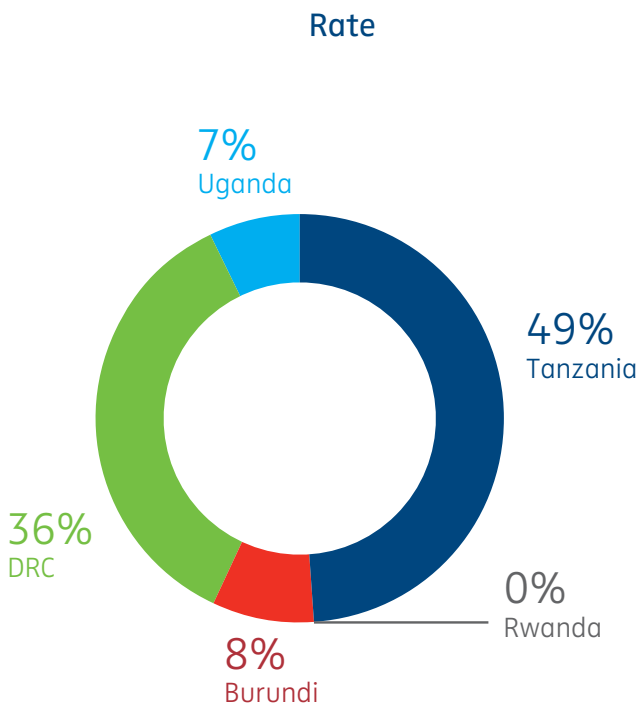
COUNTRY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	AVERAGE
TANZANIA					418		714	2032		22		750	3936
BURUNDI						357				226		0	583
RWANDA												0	0
DRC	308		616	541	92	493	493			357		0	2900
UGANDA		577										0	577
TOTAL	**308**	**577**	**616**	**541**	**510**	**850**	**1207**	**2032**		**605**		**750**	**7996**

Tab 18: Rail Freight TRL



Tab 19: % Rail Freight per Country

COUNTRY	RATE	TRL 2013
TANZANIA	49.2	3936
BURUNDI	7.3	583
RWANDA	0	0
DRC	36.3	2900
UGANDA	7.2	577
TOTAL	**100.0**	**7996**



The costs indicators indicate some charges such as port handling charges, road and rail transport charges per destination and some shipping lines charges. Whereas the transport cost per km should be the same, the road transport charges are very high to DRC destinations. For example, there is a difference of 39% of cost per km between Bujumbura and Goma. The reasons are that there is a lot of unofficial payments in DRC and the trucks spend a lot of days to offload.

2.2.4 Costs Indicators

Tab 20 : Distance from Dar Port to destinations

ORIGIN	DISTANCE	DESTINATION	DISTANCE	DESTINATION
Dar es Salaam	1495	Kigali		
Dar es Salaam	1630	Bujumbura		
Dar es Salaam	1635	Goma		
Dar es Salaam	1704	Bukavu		
Dar es Salaam	1780	Kampala		
Dar es Salaam	982	Isaka		
Dar es Salaam	1230	Mwanza	310	Port Bell
Dar es Salaam	1254	Kigoma	120	Kalemie
		Kigoma	140	Kalundu
		Kigoma	140	Bujumbura

Road

Railways

Inland waterways

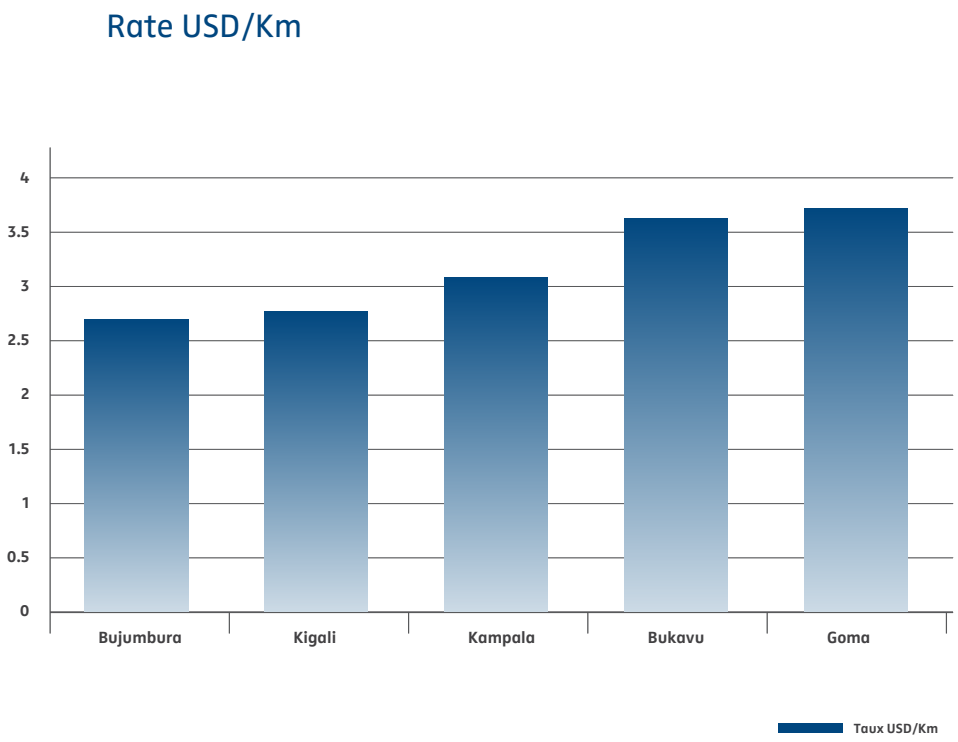
Tab 21: Charges and fees

OPERATION	COMMODITY	WARFAGE & HANDLING USD		ROAD TRANSP CHARGES USD				RAIL TRANSP CHARGES USD		SHIPPING LINES USD	CLEARING FEES USD
IMPORT		TPA	TICTS	KIGALI	BUJUMBURA	KAMPALA	BUKAVU/ GOMA	KIGOMA	MWANZA		
	Contain 40''	300	280	4200	4400	5500	6200	3950	3950	62	
	Contain 20''	170	160	2100*	2200*	2750*	3100*	-	-	50	
	Dry/CBM/ Ton	9	-	150	155						
EXPORT											
	Contain 40''	250	245								
	Contain 20''	150	145								
	Dry/CBM/ Ton				70						

The transport cost for a heavy 20 feet container is the same as a 40 feet container.

Tab 22: Average Transport Cost per km and per destination

Destination	Cost USD/Km
Bujumbura	2,7
Kigali	2,8
Kampala	3,09
Bukavu	3,64
Goma	3,76



ANNEX

Annex 1 : Key Transport Observatory Partners

Country	Organization	Required Data
Burundi	Office Burundais des Recettes (OBR) *(Burundi Revenue Office)*	-Volume of transactions import, export and transit -Waiting time for trucks before loading -Duration of procedures for customs clearance
	Global Port Services Burundi	-Port productivity -Theft and loss of cargo -Port charges
	Office des Routes (OdR) (Burundi Roads Office)	-State of road infrastructure -Annual road construction and maintenance programs
	Police de roulage (Trafic police)	-Reports on road accidents
	Autorité Maritime et Portuaire (AMPF) *(Port, Maritime and Railways Authority)*	-Productivity of ships -Reports on shipping accidents -Fees and Charges for lake transport
	Association des Transporteurs routiers Internationaux (ATIB) *Association of International Road Transporters*	-Transport costs import/export -Road Toll charges -Problems/parking charges -Number of trucks for international transport
	Association des Agences en Douanes et Transitaires (ABADT) *Burundi Association of Customs Clearing Agencies*	-Duration of procedures for customs clearance -Theft and loss of cargo -Transport and service charges Waiting time for trucks before unloading
	Chambre de Commerce du Burundi (CCIB) *Burundi Chamber of Commerce*	-Capacity building programs for partners

Country	Organization	Required Data
DRC	Office des Douanes et Accises (OFIDA) (Customs and Excise Authority)	-Reports on volumes of transaction -Waiting time before offloading at destination
	OGEFREM DAR	-Volumes of transactions -Theft and loss of cargo
	Association des Agences en Douanes (Association of Freight Forwarders)	-Waiting time before offloading -Transport and service charges -Duration of procedures for customs clearance
	Association des Transporteurs routiers internationaux (Association of International Road Transporters)	-Transport costs import/export -Road Toll charges -Problems/parking charges -Number of trucks for international transport
Rwanda	Rwanda Revenue Authority (RRA	-Volume of transactions import, export and transit -Truck waiting time before offloading at destination Duration of procedures for customs clearance
	Magasins Généraux de Rwanda (MAGERWA) General warehouses	-Duration of warehousing -Theft and loss of cargo
	Agence de Développement des Transports au Rwanda (RTDA) (Rwanda Transport Development Agency)	-State of road infrastructure -Annual road construction and maintenance programmes -Reports on road accidents
	Association des Agences en Douanes du Rwanda (ADR) (Rwanda Association of Customs Agencies)	-Waiting time before offloading -Transport and service charges -Duration of procedures for customs clearance
	Rwanda Private Sector Federation (PSF)	-Capacity building programs for partners

Country	Organization	Required Data
Tanzania	Tanzania Revenue Authority (TRA)	-Volume of transactions import, export and transit
	Tanzania Ports Authority (TPA)	-Volume of transactions import, export and transit -Ship waiting time before offloading -Duration of cargo before delivery -Port charges
	Tanzania International Container Terminal Services (TICTS)	-Volume of transactions import, export et transit -Duration of containers before removal -Time for loading trucks -Port charges
	Tanzania Transporters Association (TATOA)	-Transport charges import/export -Toll charges Problems/parking charges -Number of trucks for international transport -GPS, SMS data and road surveys
	Tanzania Freight Forwarders Association(TAFFA)	-Waiting time before loading -Services and transport charges -Duration of procedures for customs clearance -Theft and loss of cargo
Uganda	Uganda Revenue Authority (URA)	-Volume of transactions import, export and transit
	Uganda Freight Forwarders	-Waiting time before offloading -Services and transport charges -Duration of procedures for customs clearance -Theft and loss of cargo
	International Road Transporters Association	-Transport charges import/export -Toll charges -Problems/parking charges -Number of trucks for international transport

ANNEX 2. ROAD SURVEY AND BORDER AUDIT

In accordance with the recommendation of the Half year 2013 dissemination workshop held in Dar es Salaam on 18 September 2013, the TTFA Secretariat carried out the road survey and border audit of the whole Central Corridor routes from 18 to 29 November 2013.

The aim of the road survey was to inspect the central corridor routes with an objective of updating and analyzing the nature and status of Non-Tariff Barriers (NTBs) prevailing along the central corridor that shippers are facing. Non-Tariff Barriers have direct effect on importers and exporters where they incur additional cost to their operations. The road survey also analyzed the state of infrastructure as well as the whole logistics chain along the corridor.

1. Border Audits

The border audits considered the main border between Tanzania and Burundi/Rwanda/Uganda respectively Kabanga/Kobero, Rusumo and Mutukula; Burundi/DRC/Rwanda respectively Gatumba/Kavimvira and Ruhwa and Rwanda/DRC at Ruzizi II.

The problems to be solved at borders in order to reduce time of crossing borders are mainly:

- Improvement of Internet network,
- Implementation of joint border operations,
- Implementation of 24/7 working programme.

- Kabanga border (Tanzania)

  Kabanga is the primary Central Corridor crossing into Burundi. The status of Kabanga border post is as follow:

  - The buildings are very old
  - A lot of shortage of electricity power (4 times a week) supplied by generators installed at Ngara district
  - Network System always down and lack of technician to assist as he is based at Bukoba regional office
  - An average of 50 HGVs is handled per direction per day
  - Lot of delays for export products that must get T1 from Kabanga
  - Import can be processed manually when power off
  - Empty trucks just recorded only
  - Working hours: 8:00-19:00
  - Other public services at border: Immigration, Police, Health, Fisheries, Agriculture and Livestock
  - Construction of OSBP started since July 2013

Present Kabanga border post

New Kabanga border post under construction

- Kobero border (Burundi)

  The characteristics of Kobero border are as follow:
  - OSBP construction complete and operational since one year (Office building only)
  - Three power generators installed and automated
  - All border public and Private services ie Immigration, Agriculture, Burundi National Bureau of Standard, Clearing and Forwarding Agencies operate in the OSBP premises
  - Lack of enough parking space
  - Lack of accommodation for the OSBP operators
  - Problem of internet network
  - ASYCUDA WORLD customs system in place
  - Tanzania counterpart yet to move in the Kobero OSBP premises
  - Working hours: 07:00-18:00

- Rusumo (Tanzania)
  - The border post uses solar system for lighting & offices
  - Limited parking space
  - About 150-200 trucks per day pass at this border
  - It takes between 5-10 minutes to clear transit cargo
  - Working hours is up to 10:00 pm
  - ASYCUDA++ customs system in place
  - Bond is cancelled automatically unless there is a problem of power
  - Construction of the OSBP on the Tanzania side with JICA funds has just started
  - Bond Master Documents Required for clearance at Borders.

Rusumo border post under construction

- Rusumo (Rwanda)
  - The border post uses have electricity from the National grid
  - Limited parking space
  - About 100-200 trucks cleared daily during peak days
  - About 80-100 cleared daily during off peak days like Wed, Thurs and Friday
  - It takes between 5-10 minutes to clear transit cargo
  - ESWS customs in place
  - Working hours is up to 10:00 pm
  - Construction of the OSBP with JICA funds has started
  - The Rusumo International bridge construction with JICA funds has already begun
  - Systems failure happen like 5 times in a month but the problem is always resolved within an hour

Rusumo border post under construction

Rusumo bridge under construction

- **Mutukula Border Posts**

  The Mutukula crossing between Tanzania and Uganda has the lightest reported vehicle traffic of any post on the Central Corridor at an estimated 20 HGVs per direction per day. The World Bank-funded feasibility study on the establishment of an OSBP has been completed, and TradeMark East Africa is funding construction of core infrastructure at this location.

  Construction on the Tanzania side of the Border is almost complete and on the Ugandan side of the border, construction begins this year.

- **Mutukula (Tanzania)**
  - TZ. OSBP 90% Complete expected to start as soon as possible
  - Customs system used, Asycuda ++
  - Solar power used
  - Transit bond acquitted automatically
  - Import duties paid
  - No transit cargo to Dar es salaam
  - Border agencies working in a temporary shelter (working condition poor)

- **Mutukula (Uganda)**
  - OSBP construction less than 10% complete
  - ASYCUDA WORLD customs system in place
  - Most of the goods in transit from Dar port pay duties and taxes at the border
  - Transit bond executed for onward transit to DRC, S. Sudan and to Kampala (Nakawa customs bonded warehouse)

- Ruhwa (Burundi/Rwanda) border post
  - OSBP located in Burundi comprising : Office building, warehouse, accommodation houses, parking space and a fence with a power generator
  - Working hours: 6:00-18:00
  - Burundian operates an OSBP since January 2013
  - Burundi customs system is ASYCUDA World
  - Rwandan operates an OSBP since July 2013
  - Rwanda customs operates an Electronic Cargo Tracking System
  - No agreement of sharing of utilities
  - Rwanda services are connected to optic fiber while Burundi services are connected to the local mobile and internet service provider (ECONET)
  - Electricity power is supplied by Burundi power supplier (REGIDESO), when the power is not available, the OSBP cannot use the generators (no budget for fuel)
  - Other agencies with offices in the OSBP: Immigration, Agriculture and Phytosanitary and Clearing and Forwarding Agencies
  - There is a problem of communication and organization between customs officials for Rwanda and Burundi at this border
  - The Ruhwa OSBP shall be the best example of trade facilitation as the two border operators are working and accommodated in one compound. The two Governments need to agree as soon as possible at sharing budget and responsibilities and the resolution of operational problems.

- Ruzizi II (Rwanda)
  - Office, accommodation buildings and parking available
  - Customs system using Electronic Single Window
  - Working hours: 6:00-18:00
  - Rwanda is willing to have an OSBP in Rwanda side (place available)

- Ruzizi II (DRC)
  - Customs office under construction at the border
  - Customs system : SYDONIA++ (ASYCUDA++)
  - Lack of space for building an OSBP
  - Lack of parking space at the border and in Bukavu town
  - Road in very poor condition

- Gatumba (Burundi)
  - Office building in poor condition
  - Poor hygienic condition (no water piped water)
  - Lack of parking space
  - Electricity is from DRC
  - Working hours: 6:00-18:00
  - Road and bridge under construction funded by CEPGL
  - Customs System: ASYCUDA WORLD
  - Processing export and import for goods at the border whose value is under 500$
  - Processing transit declaration (IM8)
  - Urgent need of OSBP

- Kavimvira (DRC)
  - Office building located at 1km from the border in poor condition
  - Lack of parking space
  - Poor hygienic condition (no water)
  - Immigration office located at border in good condition
  - Working hours: 7:00-18:00
  - Customs operations not computerized
  - Road under construction up to 5 km from border funded by CEPGL
  - Urgent need of OSBP

2. Police Check Points

The transportation services along the Central Corridor by road are subject to road blocks operated and managed by the Tanzania Police Force. The issues normally inspected for at such road blocks are, vehicle insurance, licenses, vehicle and shipment documentation as well as vehicle condition and road worthiness (e.g. tyre condition, lights) and speeding. Although there are some permanent road blocks located at security sensitive locations which operate 24 hours/day, the planning of road blocks is carried out at a regional or district level with little or no coordination across district and regional boundaries. This opens up the possibility of encountering relatively closely located and multiple road blocks along a particular stretch of road. The truck drivers normally pay about 2000 Tanzanian shillings (about 1.3 USD) at most of the police check point to police for kintu kidogo. However, this is requested by the police in a friendly way.

- Number of Traffic Police check Points towards Rusumo : 18 that is 1.4 traffic police per 100 Km
- Number of Traffic Police check Points towards Kabanga: 18 that is 1.3 traffic police per 100 km
- Number of Traffic Police check Points towards Mwanza: 15 that is 1.2 traffic police per 100 km
- Number of Natural Resources police check point towards Rusumo/Kabanga: 3 that is 0.2 Natural Resources Police check point per 100 Km.
- Number of Natural Resources police check point towards Mwanza: 1 that is 0.08 Natural Resources Police check point per 100 Km.

3. WeighBridges

In Tanzania, weighbridges are designed and managed by TANROADS to control overloading on the route. Weighbridges are placed at points where additional traffic enters the main corridor. The road survey inspection team visited and examined the operations of 8 weighbridges between Dar es Salaam and Rusumo. Like, police checkpoints, weighbridges also affect the flow of traffic on the route by causing time wastage.

The weighbridges operators reported that most of overloaded vehicles are local transporters; few of transit trucks are overloaded.

The most congested weighbridges are those close to Dar es Salaam ie Kibaha with a queue of about 90 Minutes and Mikese; and those close to the borders mainly in the morning where a lot of passengers bus must be weighed. Those weighbridges are Nyakahura towards Rusumo and Kabanga and Usagara towards Mwanza.

Regulations of the Weighbridges in Tanzania

- Tolerance on axles : 5%
- Tolerance on GVM : 0%
- Maximum GVM : 56 Tons
- Calibration : once a year
- Overloading on axles : offload and distribute the charges
- Overloading on GVM: pay fine and offload
- Fine when bypassing the weighbridge: 2,800.00$
- Permit for abnormal dimensions: 20.00$
- Penalty for parking in weighbridge area: 3 days free and then 20.00$ fine per day
- Number of weighbridges towards Rusumo/Kabanga: 8 that is 0.54 weighbridge per 100km
- Number of weighbridges towards Mwanza: 7 that is 0.60 weighbridges per 100km.
- The following table highlights the distance between different weighbridges, their locations, the average number of vehicles weighed daily, average number of axles/GVM vehicles overloaded per month, the peak days and hours.

NO.	Location of the Weigh Bridge	Region	Distance From Dar Port	Infrastructural Status	Average Vehicles weigned by per day	Average Axle - Overloaded Vehicles per month	Average GVM Overloaded Vehicles per month	Peak Days	Peak Hours	Observations
1	Kibaha	Coast	40	Double lane/ 24 hours	1500	21%	3%	Wed-Sat	14:00-21:00	Towards Dar and Central Corridors
2	Mikese	Morogoro	175	Double lane/ 24 hours	1100	25%	1%	Wed-Sat	16:00-09:00	Towards Dar and Central Corridors
3	Kihonda	Morogoro	214	Single lane/ 12 hours	700	14%	1%	Thur-Sat	16:00-18:00	Towards Rusumo– Kabanga– Mutukula & Mwanza
4	Nala	Dodoma	493	Single lane/ 24 hours	500	30%	1%	Fri-Mon	10:00-14:00	Towards Rusumo– Kabanga– Mutukula & Mwanza
5	Njuki	Singida	738	Single lane/ 24 hours	400	21%	1%	Fri-Mon	12:00-06:00	Towards Rusumo– Kabanga– Mutukula & Mwanza
6	Misigiri	Singida	806	Under construction						Towards Rusumo– Kabanga– Mutukula & Mwanza
7	Mwendakulima	Shinyanga	1052	Single lane/ 24 hours	320	25%	1%	Fri-Mon	18:00-21:00	Towards Rusumo– Kabanga– Mutukula
8	Nyakahura	Kagera	1304	Single lane/ 24 hours	300	15%	1%	Sat-Tue	10:00-15:00	Towards Rusumo & Kabanga
9	Tinde	Shinyanga	990	Single lane/ 24 hours	330	25%	2%	Mon-Sun	10:00-12:00	Towards Mwanza
10	Usagara	Mwanza	1173	Single lane/ 24 hours	300	27%	4%	Mon-Sun	07:00-09:00	Towards Mwanza
11	Kyamiola	New Weigh Bridge under construction								Towards Mutukula
12	Kyaka	Mobile Weigh Bridge								Towards Mutukula
13	Mutukula	Weigh Bridge							Working only day time	Towards Mutukula
14	Lukaya	Weigh bridge use GVM								Towards Kampala

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