

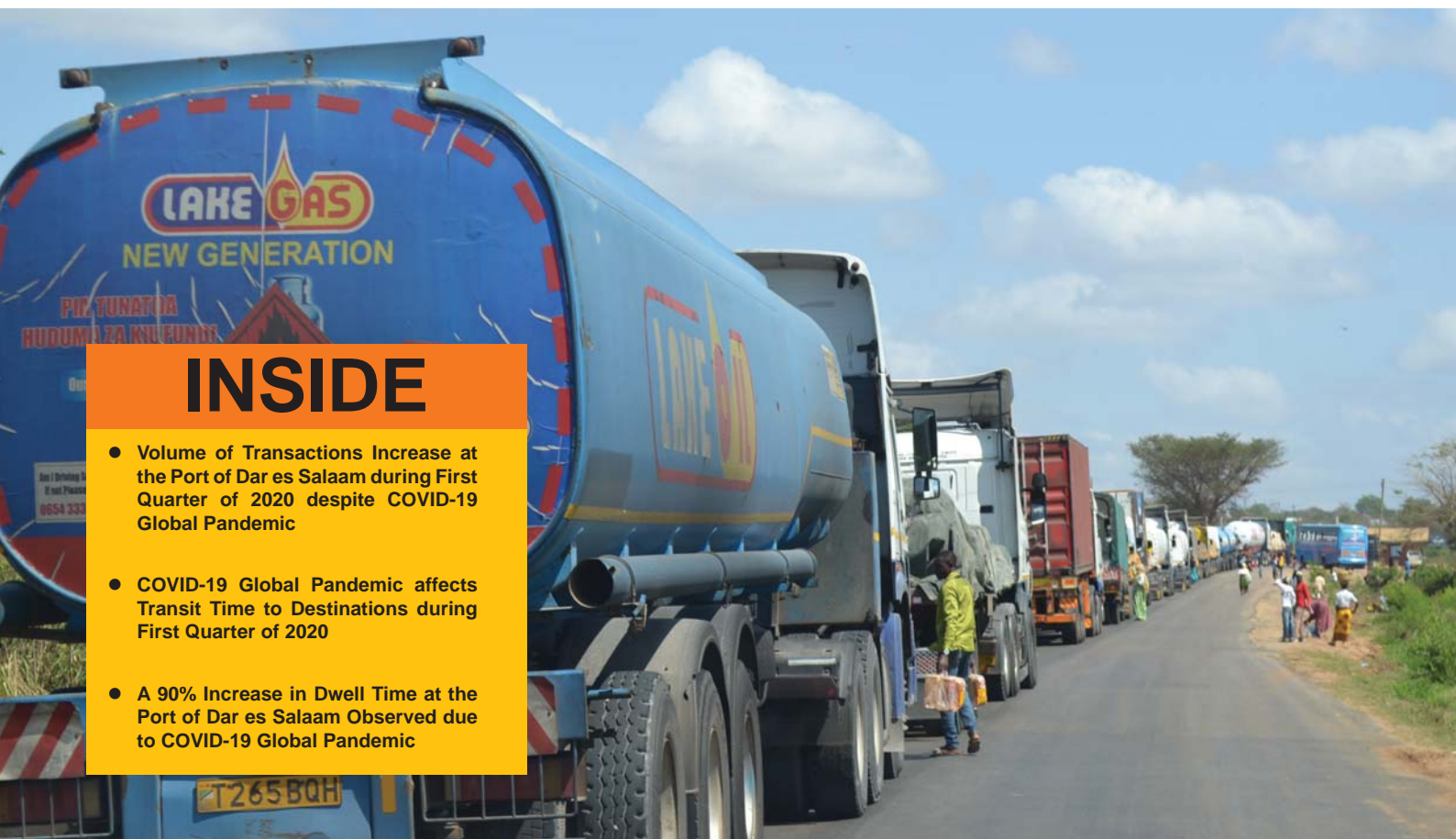


CENTRAL CORRIDOR
TRANSIT TRANSPORT FACILITATION AGENCY

Issue: 3 2020

THE CENTRAL CORRIDOR ROUND UP

Newsletter



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PRODUCED BY THE COMMUNICATIONS
& ADVOCACY DEPARTMENT

Transport Observatory Performance Report

The Transport Observatory Performance Report for First Quarter (January –April 2020) focused on four key indicators; volume of transactions, transport rates and costs, efficiency and productivity and transit time and delays. In analyzing the data attention was paid to impact of COVID-19 pandemic on the performance of the four key indicators for the months of January, February, March and April 2020 in comparison to the same period in 2019.



The below table indicate summary of the performance indicators where comparison is being made between the first quarter 2020 and same period 2019.

	Performance Indicator	Description	Quarters Comparisons	
			2020 (JAN – APRIL)	2019 (JAN – APRIL)
1.	Total Cargo throughput		4,299,573	3,856,883
2.	Country Imports	Local	2,269,868	1,906,634
		D.R. Congo	347,155	325,296
		Burundi	118,939	90,879
		Rwanda	329,139	260,380
		Uganda	40,150	39,986
		Others	396,114	445,753
3	Country Exports	Tanzania	404,929	284,883
		D.R. Congo	171,832	161,394
		Burundi	3,797	8,001
		Rwanda	7,619	7,794
		Uganda	0	57
		Others	59,339	121,444
4.	Transport rates (imports to)	Kigali	\$2,900	\$2,933
		Bujumbura	\$3,000	\$3,133
		Kampala	\$3,200	\$3,200
		Bukavu	\$4,867	\$4,867
		Goma	\$4,300	\$4,267
5.	Ship turnaround time (Days)		11.4	2.9
6.	Dwell time	Average Local Container Dwell Time TPA	10.5	5.5
		Average dwell time transit container TPA	10.5	12.2
		Average monthly local container dwell time in days	4.3	3.5
		Average Dwell Time Transit Containers TICTS	10.1	12.7
7.	Truck turnaround time	Truck Turnaround Time at Tanzania International Container Terminal Services in Hours	1.8	2.1
8.	Transit time to destinations	Dar-Kigali	4.34	3.75
		Dar-Bujumbura	5.38	4.14
		Dar-Kampala	5.68	4.40
		Dar-Bukavu	5.98	4.75
		Dar-Goma	5.64	4.54
9.	Maritime Indicators	Number of vessel's returns Trip made per month (MV. Umoja)	7	7
		The vessel turnaround time (Mv. Umoja): hours	110	116
		Export Volume handled (MZA-PBL)	3,920	4,480
		Import Volume handled (PBL-MZA)	4,404	1,920

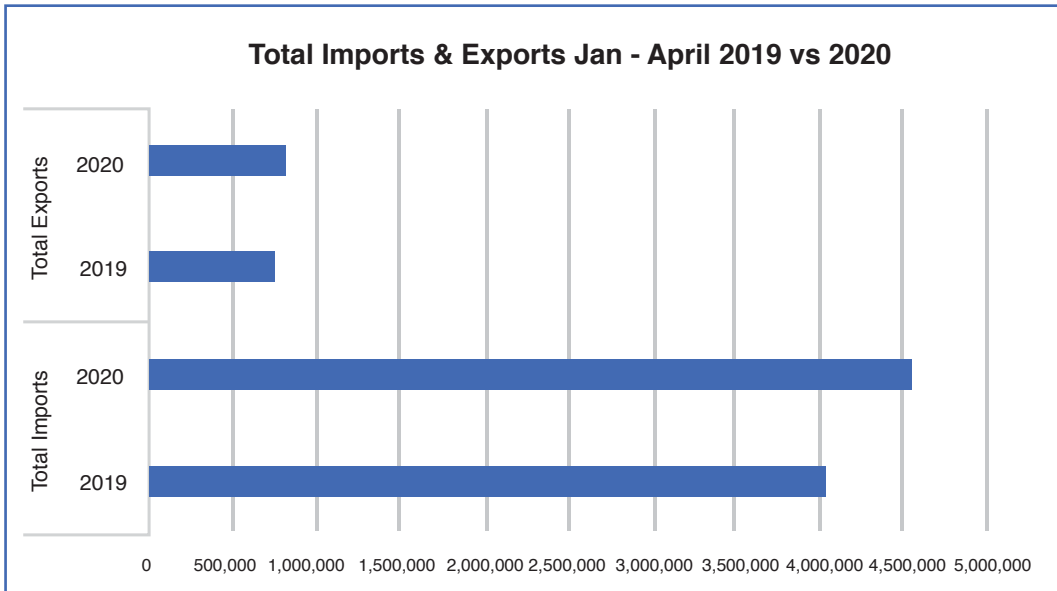


Volume of Transactions Increase at the Port of Dar es Salaam during First Quarter of 2020 despite COVID-19 Global Pandemic

The volume of cargo, both imports and exports, passing through the Port of Dar es Salaam recorded an increase of about 500,103 metric tons, equivalent to 10%, for the period of January – April 2020 compared to the same period in 2019. In terms of imports there was an increase of 527,091 metric tons, equivalent to 13% while in exports there was an increase of 60,624 metric tons equivalent to 8%.

Central Corridor member states of Burundi, Democratic Republic of Congo (DRC), Rwanda, Tanzania and Uganda all reported their first cases of COVID-19 in the month March 2020, with the first global reported case of the pandemic originated from Wuhan Province in China in December 2019.

Central Corridor member governments took various measures to mitigate the spread of the virus such as closing borders, banning international flights, implementing forms of lockdowns and curfews and enforcing adherence to strict health preventive measures. These actions and directives were expected to slow down the movement cargo along the Central Corridor and eventually affecting the volume of imports and exports. Tanzania did not close its borders therefore enabling continuous movement of cargo to Central Corridor member countries.



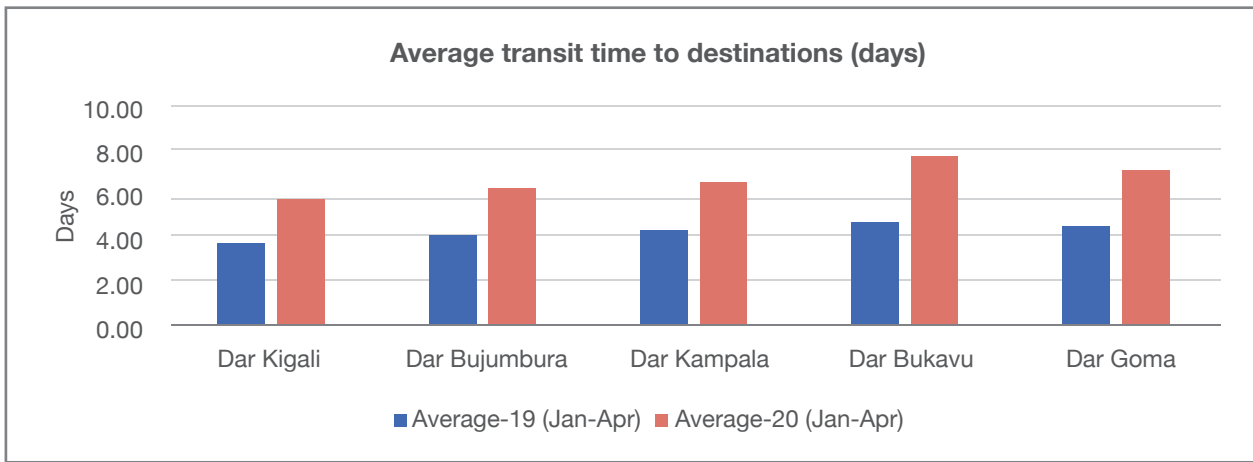
Graph showing the increase in volume of imports and exports for the first quarters of 2020 in comparison to the same period in 2019 in metric tons.

COVID-19 Global Pandemic affects Transit Time to Destinations during First Quarter of 2020

An increased transit time of more than 2 days was observed in the month of March and April 2020 for all destinations of the Central Corridor due to the strict measures undertaken by governments to limit the spread of COVID-19 virus across borders. The measures included mandatory testing and screening at the border posts and designated areas for truck drivers, mandatory quarantining for truck drivers found to have contracted COVID-19 as well as mandatory stops at designated areas before entering major towns and cities. All these measures caused major delays leading to more days being spent on transit affecting smooth movement of cargo. The data for the months of January and February 2020 show no major fluctuation in transit time in comparison to the same months in 2019.

Transit time refers to the time it takes for cargo to move from the Port of Dar es Salaam to various destinations of the Central Corridor member states. The Central Corridor destinations are:

- Dar – Bujumbura
- Dar - Bukavu
- Dar – Goma
- Dar – Kampala
- Dar – Kigali



Graph showing an increase in transit time to Central Corridor destinations during the first quarter of 2020 in comparison to the same period in 2019.

Date	Country	Directive/Guideline
10 th April 2020	Burundi	- Borders with Rwanda and DRC remain closed except for the cargo already cleared up to 27 th March 2020. The border with Tanzania remained open.
	Uganda	- All crew members in cargo trucks entering Uganda are being tested for Covid-19 before they are granted entry.
13 th April 2020	Burundi	- All borders are now open where truck drivers must ensure minimal interaction with the community. - Drivers and conductors must follow the guidelines and ensure proper hygiene through washing their hands among other measures and those disregarding the guidelines to be punished according to the law.
14 th April 2020	Uganda	- Truck drivers and crews entering Uganda allowed to continue their journeys as they wait the test results. Those testing positive to be managed by the government.
16 th April 2020	Rwanda	- Customs agents at Rusumo border will continue with clearance of essential cargo only. The agents will however camp at the border to stop physical contact with the community.

Date	Country	Directive/Guideline
18 th April 2020	Uganda	<ul style="list-style-type: none"> - Covid-19 to be enhanced at the key borders targeting truck drivers with deployment of additional mobile testing equipment. - Standard operating procedures and the Joint border clearance forms with truck drivers' details have been developed. - Truck routes to be strictly followed have been mapped with tracking mechanisms also in place.
	Rwanda	<ul style="list-style-type: none"> - To start monitoring the truck driver's health and behavior while on route to their destinations to prevent interactions with the community.
19 th April 2020	Rwanda	<ul style="list-style-type: none"> - Trucks are being escorted in Convoys of 30 from Rusumo border to special area designated for covid-19 testing before dropping cargo to ICDs and warehouses
26 th April 2020	Rwanda	<ul style="list-style-type: none"> - All Customs clearing processes will be carried out at the entry border points to manage the entry of trucks into the country, where Kiyanzi were designated for trucks through the Central Corridor. - Warehouses services were being extended at the border posts of Rusumo effectively Monday 27th April 2020 - All transit trucks will be escorted to borders in convoys.
April 27 th 2020	Rwanda	<ul style="list-style-type: none"> - All cargo and conveyors to be offloaded and transshipped at the customs point of entry. - Transporters with two truck drivers (one from the point of departure and second driver based on Rwandan territory) to be allowed to proceed to destinations after fulfilling health guidelines. - All services offered by customs offices in Kigali and other customs-controlled areas to be availed at Rusumo. - ICDs to be availed for effective loading and transshipment exercise at the customs entry points. - Clearing of Goods to be done using the pre-clearance mechanisms currently in place i.e SCT clearance framework and payments of duties and taxes before the arrival of goods for quick release at the entry. All declaration documents accompanying cargo to be submitted to customs electronically - Perishable and special consignments to proceed to destination after change of crew members (truck drivers) in respect with the current health guidelines in place.



Transport costs per destinations remain unchanged in first quarter of 2020

These are the rates of transportation services paid by the cargo owners/shippers to the road transporters. During the first four months of the year 2020 (January, February, March and April) the transport costs have not been adversely affected by the COVID 19 pandemic, though a noticeable decrease in the transport costs to Bujumbura were observed in March at \$2,800 compared to \$3,100 for February 2020.

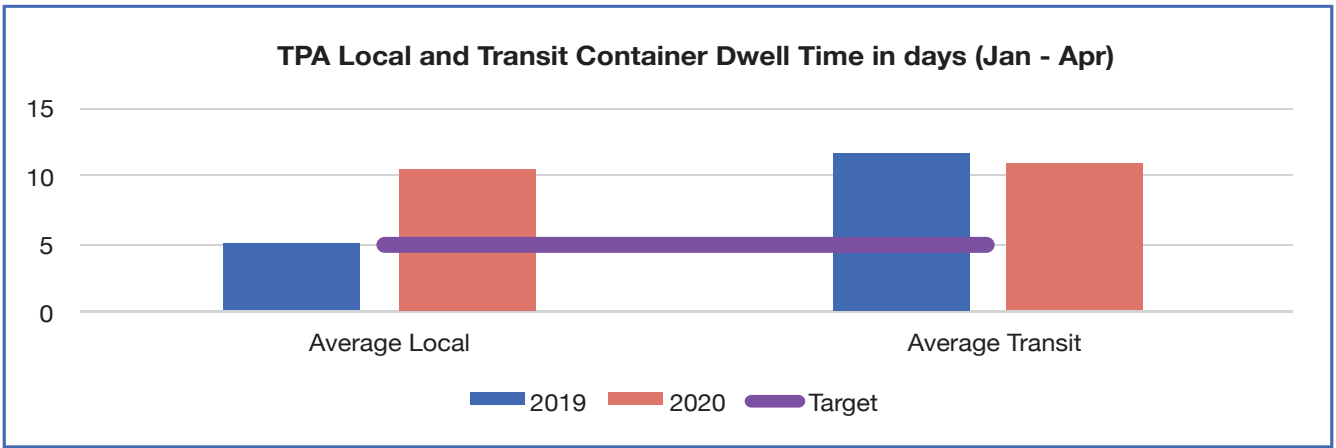
Transport costs are expected to rise in the coming quarter as transporters continue to incur extra costs due to increased transit times thus reducing the number of turnaround trips. Truck drivers are also spending more time on the road as they observe the control guidelines on COVID -19 pandemic put in place by the member countries.

Currently transporters are charging the same rates as it was before covid-19 incidences.

Route	20-Jan	20-Feb	20-Mar	20-Apr
Dar-Kigali	\$2,900	\$2,900	\$2,900	\$2,800
Dar-Bujumbura	\$3,100	\$3,100	\$2,800	\$2,900
Dar-Kampala	\$3,200	\$3,200	\$3,200	\$3,500
Dar-Bukavu	\$4,900	\$4,900	\$4,800	\$4,600
Dar-Goma	\$4,300	\$4,300	\$4,300	\$4,100

A 90% Increase in Dwell Time at the Port of Dar es Salaam Observed due to COVID-19 Global Pandemic

Dwell time refers to the total time spent by containerized cargo at the Port from when the cargo was discharged from the vessel until it exits the port (average number of days the container stays in a yard). The Transport Observatory First Quarter Report (January – April) 2020 indicate dwell time for local cargo at the Port of Dar es Salaam increased to an average of 10.3 days compared to an average of 5 days during the same period in 2019, an increase of more than 90%. Figures show the latter part of the quarter was the most affected as it coincided with announcement of the first cases of COVID -19 in the country. Dwell time for transit cargo reduced to an average of 10.7 days between January and April 2020 compared to 11.6 days same period in 2019. Tanzania did not close its borders with its neighboring countries and did not impose any restrictions in the movement of transit cargo.



Graph showing the increase in dwell time at the Port of Dar es Salaam during the first quarter of 2020 in comparison to the same period in 2019.

In adherence to health guidelines from the Ministry of Health and World Health Organization (WHO) affected operations as institutions within the port had to reduce their workforce while others had to work in shifts to observe social distancing greatly causing delays in clearing the cargo from the port. Ships also experienced delays due to mandatory testing and screening of its crew as well as the mandatory quarantining when found to be infected with COVID-19 virus.





TRANSPORT OBSERVATORY

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