

THE CENTRAL CORRIDOR ROUND UP

January 2020

INSIDE

- TRIPARTITE MINISTERIAL MEETING ON UVINZA - MUSONGATI - UVIRA SGR PROJECT
- CADET OFFICERS UNDERGO SEA TIME TRAINING
- TRANSPORT OBSERVATORY EXPERIENCE SHARING WITH ECOWAS
- TRANSPORT OBSERVATORY UPDATES





CENTRAL CORRIDOR

BACKGROUND

The Central Corridor Transit Transport Facilitation Agency (TTFA) is a cooperation established in 2006 by the five member states of Burundi, DRC, Rwanda, Uganda and Tanzania. The TTFA's fundamental objective is to facilitate the efficient movement of goods along the Central Corridor, which is the collection of transport routes (rail, road and lakes) westwards from the Port of Dar es Salaam.

Through co-operation amongst its private and public sector stakeholders, the TTFA works to promote transport utilisation of the Central Corridor, encourage the maintenance, upgrading, improvement and development of infrastructure and support service facilities at port, rail, lake, road border posts along the route to meet user requirements, ensuring open communication and reducing costs of transit transport for landlocked member states.

The Central Corridor offers one border crossing between the transit country of Tanzania and the landlocked member states. The TTFA is committed to ensuring that the Central Corridor's short physical distance between Tanzania and the landlocked member states is translated into an even shorter "economic distance". As a direct result of the Central Corridor TTFA's work, road blocks along the route have decreased by 70% in the last three years. Coupled with the fact that Tanzania has the best road network in Tanzania, it is no wonder why the Central Corridor is fast becoming the route of choice within the region.

Central Corridor: Ministers from Tanzania, Burundi and DRC hold discussions on the Uvinza-Musongati -Gitega-Uvira-Kindu SGR project in Bujumbura, Burundi.

A Tri-partite (Tanzania, Burundi, DRC) ministerial meeting to discuss the joint proposal to develop Uvinza - Musongati - Gitega - Bujumbura/ Uvira-Kindu Standard Gauge Railway (SGR) project was held in Bujumbura, Burundi on the 30 th January, 2020.

The meeting took place at Hotel Club du lac on Thursday 30 th January 2020. In attendance were H.E. Eng. Jean Bosco NTUNZWENIMANA, Minister for Transport, Public Works, Equipment and Land Use Planning of the Republic of Burundi, H.E. Me. Didier MAZENGA MUKANZU, Minister for Transport and Ways of Communications of the Democratic Republic of the Congo (DRC) and Hon. Eng. Isack A. KAMWELWE (MP), Minister for Works, Transport and Communication of the United Republic of Tanzania. The Central Corridor delegation was led by the Executive Secretary, Capt. Dieudonné DUKUNDANE.

The ministerial meeting was preceded by the Permanent Secretaries meeting held on 29th January, 2020; the Joint Task Force (JTF) meeting from 27 th to 28 th January, 2020 and the site visit to the proposed new alignment to connect Burundi with DRC which was conducted from 22nd to 25th January 2020.

Ministers visited key areas of the project including Musongati (Burundi) mining site; Kalundu Port (DRC) and Kigoma Port (Tanzania), Dar es Salaam Port as well as the ongoing Standard Gauge Railway Project under construction in Dar es Salaam, Tanzania.

- The Ministers noted with satisfaction that the project is financially and economically viable and reaffirmed their commitment to fast track the implementation of the project
- The preliminary prospection of the project alignment from Gitega to Kindu matches with the existing railway master plans
- The roadmap to guide the project implementation was adopted
- The Ministers committed to consider an integrated multimodal (rail, road, air and maritime) transport system, which will complement the efforts undertaken on this joint project.



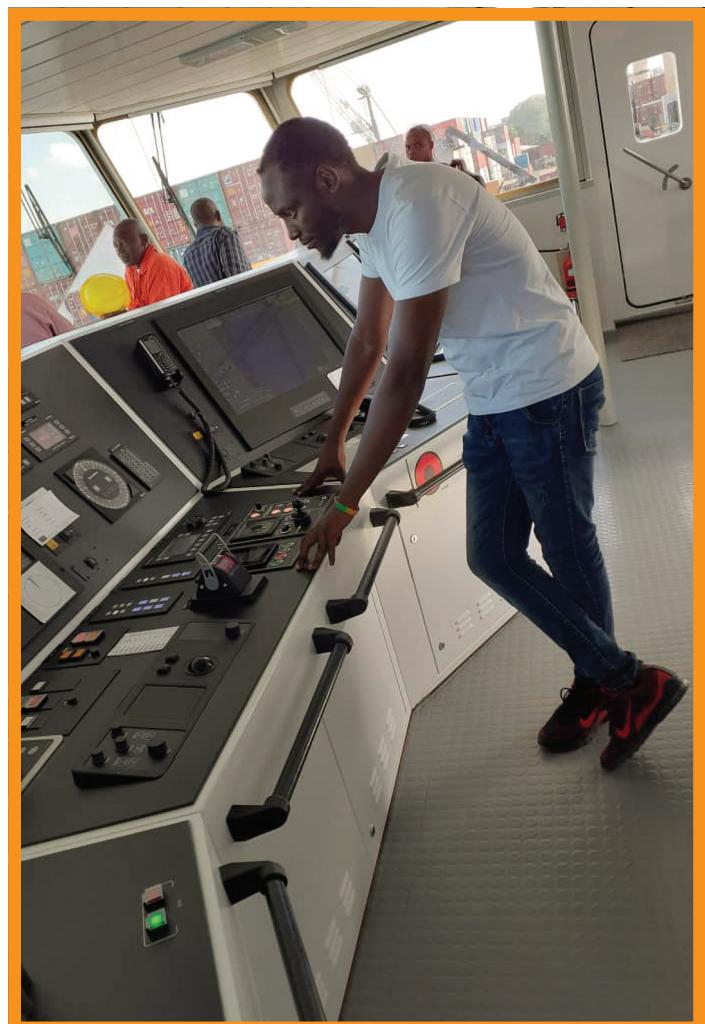
Sea Time on course for Central Corridor sponsored Cadet; thanks to Dar es Salaam Maritime Institute (DMI) and Zanzibar Shipping Corporation

The second group of 5 Cadets, accompanied by Mr Emmanuel RUTAGENGWA, Project Leader, boarded Zanzibar Shipping Corporation Ships to commence their 6 months sea time training on 17th January 2020. The first team is now back from the same exercise.

The CCTTFA entered into a partnership with DMI to train and provide capacity in the Maritime Sector and bridge the gap of lack of expertise in maritime and logistics transport sectors. In the first phase of the initiative, 10 students from the five Central Corridor Member Countries joined DMI already in February 2017, and are eying the "Class 3 Professional Certificates of Officers of Navigational/Engineering Watch".

As part of their training, the Cadets must undergo practical supervised sea time training aboard sea going vessels. Zanzibar Shipping Corporation in partnership with DMI accepted to host the Cadets on their ships:

- MV Mapinduzi II (A cargo and passenger ship with a capacity of 1200 tonnes)
- MV Mkombozi I (A 2500 GRT tanker)
- MV Mkombozi II (A new 3500 GRT tanker)



The Central Corridor shares experience with ECOWAS Commission on Corridor performance monitoring.

The Central Corridor Transport Observatory (CCTO) team hosted Mr. Chongo Mukupa, a consultant assigned by the Economic Commission of West African States (ECOWAS) infrastructure department, who was on a fact-finding mission in preparation for the establishment of the Commission's Road Transport Observatory (RTO). The visit took place on 8 th and 9 th January, 2020 at Central Corridor Transit Transport Facilitation Agency (CCTTFA) Secretariat offices in Dar es Salaam.

The CCTO project was established and launched by the Inter-ministerial Council of Ministers (ICM) of the CCTTFA on 10 th July 2012. The TO project is implemented into phases with financial and technical support from Trademark East Africa (TMEA).

The Executive Secretary (CCTTFA), Capt. Dieudonné DUKUNDANE, assisted by Eng. Melchior BARANTANDIKIYE, the CCTO Project Leader welcomed Mr. Mukupa and informed him that the Transport Observatory Tool is a Success Story, thanks to the involvement of key stakeholders throughout the entire process from data collection to data processing, validation and rolling out. Close collaboration with High-Level Policy makers' engagement into this work makes it easier while addressing the challenges identified.

The ECOWAS Expert was taken through the management and the organizational structure of the Transport Observatory to enable him to properly advise on the appropriate organizational structure and implementation plan for ECOWAS Commission Road Transport Observatory.

The success of the CCTO is as a result of demand driven and stakeholder owned process. Key highlights:

- Leading stakeholders represented by Focal Points;
- Data Exchange Agreements signed
- Transport Observatory system designed
- A dedicated Team of Experts working on the project a daily basis
- System integration with stakeholders' systems to avoid delays on data sharing
- Periodic corridor surveys involving relevant stakeholders
- Report validation by Focal Points
- Both online and offline report dissemination
- Engagement with Policy makers on the findings to foster change

During the mission in Dar es Salaam, Mr. Mukupa also visited some private and public sector stakeholders to get their views on user perception of the CCTO and their engagement in the whole process. He successfully met Tanzania Truck Owners Association (TATOA) officials and managed to share -

- questionnaires with other stakeholders. Mr. Mukupa appreciated CCTTFA for their hospitality and support and promised to share the outcome of the mission.



OSBP Sustainability Strategy: Central Corridor, together with key EAC Players

The Central Corridor Transit Transport Facilitation Agency (CCTTFA), represented by Mr Fank Ngoga, the Customs Specialist participated in the just concluded validation workshop for the East Africa Community (EAC) One Stop Border Posts (OSBP) sustainability Strategy that took place in Bujumbura, Burundi from 21 st -24 th January 2020 and facilitated by Trademark East Africa (TMEA).

The 4 days' meeting key agenda was to finalize and validate the OSBP sustainability strategy report that provides for modalities for the maintenance, management, resource mobilization, monitoring and evaluation of the OSBP facilities and operations.

The OSBP concept refers to the legal and institutional framework, facilities, and associated procedures that enable goods, people, and vehicles to stop in a single facility in which they undergo necessary border controls following applicable regional and national laws to exit one country and enter a neighboring country.

The OSBP concept has 4 pillars namely:

- Legal and institutional framework
- Simplification and Harmonization of procedures
- ICT and Data exchange
- Hard Infrastructure

Stakeholders were in agreement that the design and implementation for OSBP focused mainly on construction of facilities and there was now a need to come up with a common management and maintenance standards applicable to all OSBP's with the strategic intervention being the development of an OSBP facility management and maintenance framework. The absence of this soft side hinders drastically all previous efforts.



Central Corridor, AUDA - NEPAD and NEPAD - IPPF joint - partnership on course: Feasibility Study for the Uvira – Bukavu Road (Lot1: 50km), in DRC.

The existing road next to Kalundu Port is heavily eroded at the left-Hand side edges of the road; Due to the back-water flow of Lake Tanganyika, there has been damage to the existing Embankment.

So far, the Interim Report is already submitted. It encompasses the Alignment Pavement Option study including the recommended option, Preliminary Engineering Design of the Recommended Option, Preliminary Plan and Profile Design, Typical Cross Sections, Preliminary Geological Assessment, Soils & Material Reports, Traffic Data Report, Drainage & Bridge Structural Report, Preliminary Environmental & Social Impact Assessment, Preliminary Resettlement Action Plan, Preliminary Bill of Quantities (BOQ), Preliminary Cost Estimates and the Economic Evaluation.

The Infrastructure Specialist, Eng. Charles Habarugira Sabiiti and the Technical Specialist Consultant, Ir. Pierre Bayihishako inspected the on-going Geotechnical Investigations on Bridge sites along the Kalundu Port – Uvira – Luberizi Road.



The duo proceeded to inspect the laboratory testing going on at the University of Burundi on 24 th January 2020 after delivery of the samples from the Kalundu Port-Uvira-Luberizi road Bridge sites where they met with Dr. Eng. Jean Pierre Masekanya, who is the officer in charge of the Laboratory.



*By 23rd January 2020,
Borehole Drilling had reached Bridge No. 8, Kiriba Bridge*



Drilling rig at Kiriba Bridge on 23rd January 2020



Eng. Dr. Jean Pierre Masekanya taking the duo: Eng. Charles Habarugira Sabiiti and Ir. Pierre Bayihishako round the Soils and Materials Laboratory at the University of Burundi.

Dr. Eng. Jean Pierre Masekanya highlighted the tests being carried out at the laboratory: these include among others: Soil Particle Size classification, Atterberg Limits, Settlement Tests, Proctor Tests, Soil Shear tests and Unit weight tests.

The final Draft Report is expected at the end of February when all geometric investigations get completed. These will immediately be followed by a validation workshop which will lead to preparation of the final report expected to be in by end of March 2020.

UPCOMING EVENTS

- Training on ERP System for all Secretariat staff: 3-12/02/2020
 - Transport Observatory Annual Performance Report Focal Points Validation Workshop: 13-14/02/2020
 - Multinational Tanzania/Burundi Road Project: Kabingo-Kasulu-Manyovu/Mugina-Rumonge-Gitaza: Development of Manyovu/Mugina OSBP Pre Bid Visit: 19-20/02/2020
 - CCTTFA 5 Years Strategic Plan Staff Retreat to finalize the development of the Monitoring and Evaluation Logical Frameworks: 24-28/02/2020
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CENTRAL CORRIDOR KEY PERFORMANCE MONITORING INDICATORS JANUARY 2020

Dwell Time Indicators

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

The below statistics give out highlights on the average dwell time for transit containers measured in days per ship at the port of Dar es Salaam.

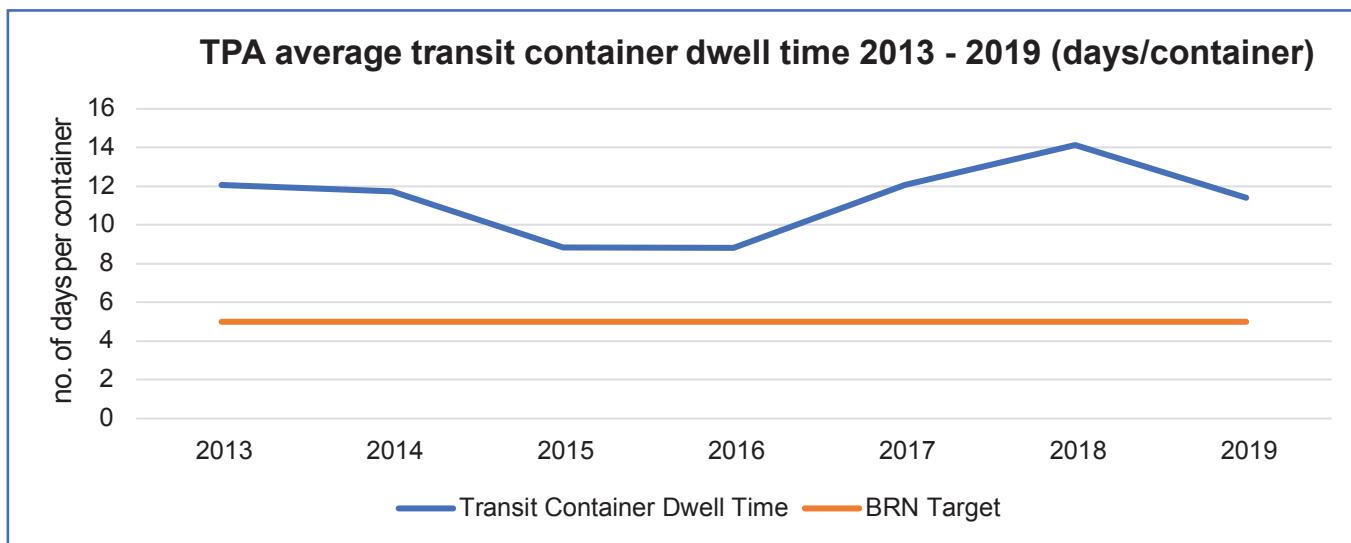
The Central Corridor stakeholders are keen to see reduction of transit container dwell time at the port of Dar es Salaam for the coming years especially the current year 2020 due to ongoing various improvements at the port including a huge Dar es Salaam Maritime Gateway Project (DMGP) which improves the physical capacity of infrastructure and operational efficiency of the port. The ultimate goal of this mega project is to see the port of Dar es Salaam handle 28 million tonnes by 2025 from 14.6 million tonnes it handled in 2013/14.

Port Dwell Time

Basically, Port Container Dwell Time Indicator is generated from data collected from Tanzania Port Authority -TPA electronic system.

Average transit container dwell time (Days per container)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	AVG
2013	14.4	17.6	19.1	11.2	9.5	10.2	9.7	9.1	13.0	12.4	9.9	8.8	12.07
2014	14.8	14.2	17.3	11.0	15.0	9.5	7.8	12.6	10.1	11.3	9.5	7.6	11.72
2015	9.4	11.4	7.2	6.0	7.0	9.7	8.7	10.2	7.2	10.7	10.1	8.5	8.84
2016	12.8	10.6	4.1	3.8	8.9	7.6	9.2	10.3	10.6	8.4	11.0	8.5	8.82
2017	9.6	10.7	11.5	9.7	9.4	11.5	9.1	11.3	15.1	15.5	17.4	14.1	12.08
2018	15.8	16.9	13.6	13.6	13.8	10.4	14.4	15.3	13.3	14.6	15.0	12.9	14.13
2019	13	10.4	13.2	9.7	17.8	12.2	12.1	13	9.5	9.8	9.1	7.1	11.41



Source: TPA, 2013 - 2019

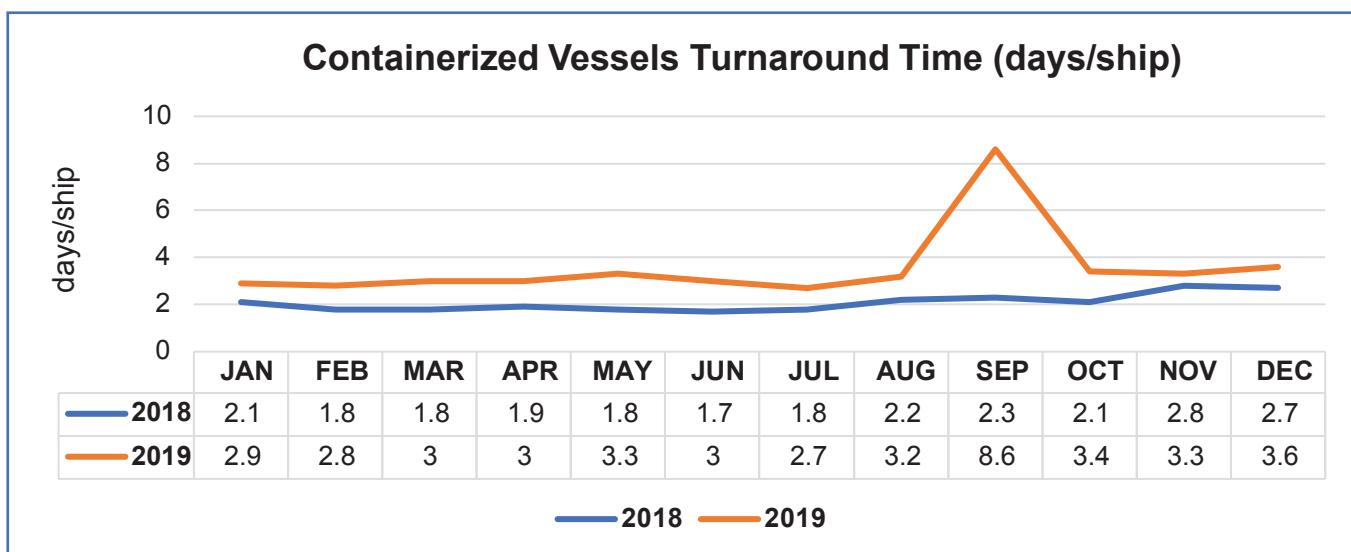
The average transit container dwell time kept decreasing from 2013 to 2019, as depicted on the trends above, the transit dwell time is still very high compared to BRN target of 5 days. The increase mainly attributed by extended grace period up to 30 days for some of the importers which make them clear their cargo near the deadlines where largely contributes to an increase of the container dwell time. In comparing 2018 and 2019 it has been observed a decrease of approximately 19.3%.

Ship Turnaround Time

Ship turnaround time is the total time spent by a ship at the port; measured from an average time difference per month from when a ship is ON-Berth to when the ship is OFF-Berth measured in Hours per ship from Tanzania Ports Authority (TPA).

Components of ship turnaround time include the following aspects: Ship waiting time, Berthing/un-berthing time, Berth time (Service time). The waiting time is normally a small proportion of turnaround time and for the port of Dar es Salaam, the waiting time is approximately negligible as most of the ships are waiting at their own convenience to complete their own processes.

Containerized Vessel Turnaround time



Source: TPA, 2018 - 2019

As depicted on the graph above, the containerized vessel ship turnaround time is on average of 2.1 days/ship in 2018 compared to 3.6 days/ship in 2019 which shows an overall increase in ship turnaround time. Further analysis, shows a sharp increase in 2019 for the month of September due to limited berthing facility and shifting of the berthing operations at the port which affected the port operations and resulted into huge delays of the ships for berthing. The issue is now resolved and from October 2019 the port operations resumed into normalcy. Central Corridor stakeholders should be aware of the mega project that is ongoing at the port of Dar es Salaam which improves efficiency and overall port handling operations and correspondingly reducing the ship turnaround time at a high percentage.





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