

THE CENTRAL CORRIDOR ROUND UP

February 2020

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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 performance improves: The 2019 Annual Report reveals

A 2-days workshop to validate the 2019 Annual Transport Observatory (TO) Report took place on 13th and 14th February 2020 at the Four Points (New Africa) Hotel in Dar es Salaam, Tanzania. The report revealed the performance of the Central Corridor is improving greatly due to deliberate efforts undertaken by member countries to ensure smooth movement of people and goods. Some of the notable improvements include efficiency at the port of Dar es Salaam that has been brought about by the implementation of the Dar es Salaam Maritime Project. There are significant improvements on road infrastructure along the Central Corridor routes including widening of trunk roads in Rwanda from 6m to 7m wide and rehabilitation of the road section between Lushunga and Rusumo in Tanzania. The other notable improvement in reducing delays along the Central Corridor routes is the introduction of Weigh in Motion weighbridges in Tanzania, smooth and efficient operations of the One Stop Border Posts (OSBP's) as well as implementation of latest Electronic Cargo Tracking System (ECTS) by Tanzania Revenue Authority (TRA).

With support from Trademark East Africa (TMEA), Central Corridor Secretariat runs the Transport Observatory (TO) which is a web-based monitoring and evaluation toolkit/instrument that is used to monitor the performance of the Corridor (<http://observatory.centralcorridor-ttfa.org/>). This being a participatory process, it brings together key Stakeholders and Institutions, that have signed Memorandum of Understanding (MOU) and Data Exchange Agreements (DEA) to enable CCTFA to streamline Corridor performance monitoring processes.

Mr. Erick Munda from the transport sector in the Ministry of Works, Transport and Communications, Tanzania, chaired the meeting while Mr. Melchior Barantandikiye, Head of Logistics and Transit Facilitation Department presented the 2019 Report findings, on behalf of the Executive Secretary.



A group photo with all the participants during the Central Corridor Transport Observatory Focal Points Validation Workshop held at the Four Points Hotel in Dar es Salaam, Tanzania.

At the end of the 2-days workshop the focal points validated the 2019 annual performance monitoring report with fruitful deliberations and recommendations for the betterment of our corridor. In his closing remarks on behalf of the CCTFA Executive Secretary Mr. Melchior Barantandikiye thanked Trade Mark East Africa (TMEA) for the financial and technical support to the Transport Observatory Project. He also thanked the Data providers Institutions through their focal points for their support in providing useful and genuine data to the Transport Observatory that enables the team to prepare the corridor performance monitoring reports that are disseminated widely to stakeholders and development partners with a purpose of triggering and advocating for policy change within the region.

Developments on the Rumonge-Gitaza (45KM) and Kabingo-Kasulu-Manyovu (260KM) Road Projects at MOU Stage.

A meeting to review the comments from various stakeholders and to finalize the Memorandum of Understanding (MoU) for consideration by the Permanent Secretaries was held in Kigoma, United Republic of Tanzania on 21st-22nd February 2020 and was attended by the delegates from the Republic of Burundi, the United Republic of Tanzania, the East Africa Community Secretariat (EAC) and the Central Corridor Transit Transport Facilitation Agency Secretariat (CCTTFA). The delegation from the CCTTFA was led by Mr. Melchior Barantandikiye, Head of Logistics and Transit Facilitation Department.

The purpose of the MoU is to define the terms and conditions for collaboration amongst the Republic of Burundi, the United Republic of Tanzania, the EAC and the CCTTFA for the project coordination and for the implementation of trade and transport facilitation component in accordance with Africa Development Bank (ADB) and African Development Fund (ADF) Loan Agreements. Both the Republic of Burundi and the United Republic of Tanzania have received funds from (ADB) and (ADF) for the implementation of the multinational road project Rumonge-Gitaza in Burundi and Kabingo-Kasulu-Manyovu in Tanzania.



Committee Members representing the governments of Burundi and Tanzania, East Africa Community & CCTTFA in a group photo in Kigoma

The Agence Routière du Burundi (ARB)/Burundi and TANROADS/Tanzania will be responsible for the overall implementation of all the project components in their respective countries including road upgrading works, social infrastructure, which includes construction of markets, health centres, rural roads and community water sources along the project road sections in both countries.

In addition, the project includes the rolling out of the Corridor Transport Observatory managed by the CCTTFA to enhance monitoring of the corridor performance. The Observatory will generate information to track corridor performance on a range of issues such as transit time and delays, freight volumes, road safety, transport rates and costs and make recommendations on policy reforms to improve corridor efficiency.

The CCTTFA has been tasked to provide support to ARB and TANROADS for matters related to implementation of this component in particular:

- Preparation of Terms of Reference
- Evaluation of Consultants' proposals
- Validation of reports
- Implementation of the component and
- Roll out the related performance indicators in the transport observatory portal

Major Progress on the Lake Victoria Integrated Transport Project as Implementation Strategy is Developed.

A meeting to develop the implementation Strategy for the Lake Victoria Integrated Transport Programme was held on January 30th and 31st 2020 in Kampala Uganda organized by the Ministry of Works and Transport, Uganda, where CCTTFA was represented by Eng. Charles Sabiiti, Head of Infrastructure Department. The key objective of the Lake Victoria Integrated Project is to develop ports around the lake to improve transportation of people and goods, improve navigation and safety on the lake, and open up other relevant sectors such as energy and tourism through co-option into the programme.

After the review of the strategy, the stakeholders agreed to establish a task force that would work on improving the strategy with membership to the task force consisting of 3 members from each member state and one member to come from the East Africa Community (EAC), Central Corridor Transit Transport Facilitation Agency (CCTTFA), Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and the Lake Victoria Basin Commission (LVBC). CCTTFA was tasked on leading the process of seeking development partners' support in financing and updating the study.

On the last day of the meeting, the delegates had the opportunity to visit the on-going study on Bukasa Port Project being undertaken by Gauff GmbH & Co Engineering KG of Germany in association with Gauff Consultants (Uganda) Limited. The study comprises the development of the New Kampala Port at Bukasa, including preparation of the Master Plan, engineering and procurement services, project implementation and operational management as well as training. The study which commenced in June 2016 will be finalized in December 2020 and actual construction is expected to commence in mid-2021.



Delegates listen to the engineers from Gauff GmbH & Co Engineering KG Gauff Consultants (Uganda) Limited while on the field visit of the on-going study for the construction of the New Kampala Port at Bukasa.

News in Brief



CCTTFA Executive Secretary Capt. Dieudonne Dukundane (Right) held fruitful discussion with team from the African Development Bank (AFDB) on CCTTFA involvement in the running of the regional components of the Lake Tanganyika Ports Development Programme. This entails bringing on board all major ports around L. Tanganyika to develop a framework that will lead to harmonization of their processes for seamless movement of cargo. The meeting took place in late February 2020 in Bujumbura, Burundi.



CCTTFA Executive Secretary Capt. Dieudonne Dukundane and CCTTFA Head of Customs Department Mr. Frank Ngoga toured Tanzania Ports Authority (TPA) Bandari College in Dar es Salaam to view and learn more about the newly introduced Training Simulator at the college. The training simulator is a new addition at the college and will train students from all over Tanzania and the region on all port handling equipment being used at the Port of Dar es Salaam. The visit took place on February 19th 2020.



CCTTFA Head of Communications and Advocacy Department Mr. Flory Okandju participating in discussions during the kick off meeting for the design and oversight of the modernization of Port of Kalundu in the Democratic Republic of Congo (DRC) that took place on 7th February, 2020 at Bahari Beach Hotel in Uvira, in South Kivu province, DRC.



CCTTFA Head of Logistics and Transport Facilitation Department Mr. Melchior Barantandikiye presenting the Transport Observatory progress report during the 34th Meeting of the TradeMark East Africa (TMEA) Tanzania Programme National Oversight Committee (NOC) held on February 18th 2020 at the Serena Hotel, Dar es Salaam, Tanzania.



CCTTFA Secretariat staff taking part in a training session on the Enterprise Resource Planning (ERP) programme that is being introduced as part of Change Management Process for the organization. The training was conducted by OBT Africa Limited, at CCTTFA Secretariat boardroom in Dar es Salaam, Tanzania between 3rd- 5th February 2020 and 10th – 12th February 2020.

TRANSPORT OBSERVATORY INDICATORS

LAKE VICTORIA MARITIME INDICATORS: VESSELS OPERATION INDICATORS FOR THE MWANZA – PORT BELL ROUTE

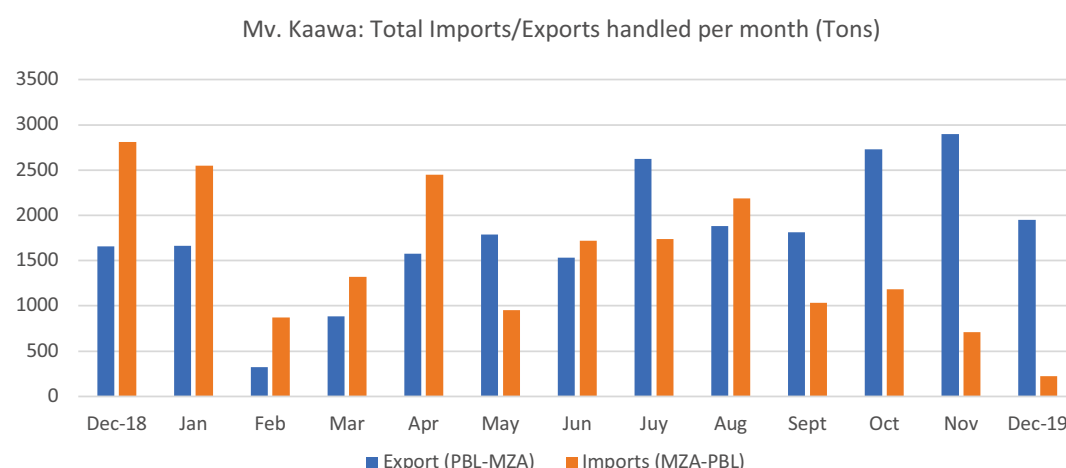
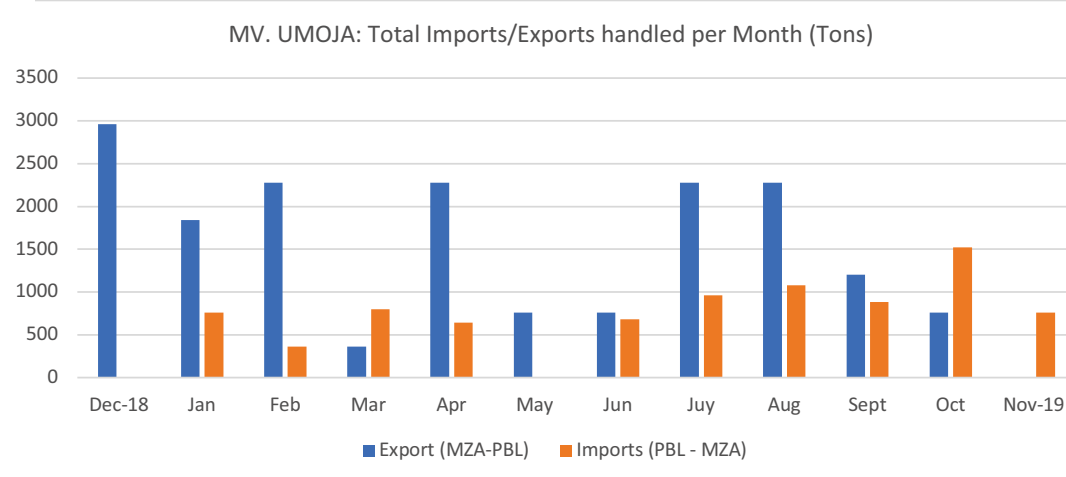
The Central Corridor Rail – waterways intermodal route of Dar es salaam – Mwanza -Port Bell Kampala was re-opened in Mid-June 2018 after being idle for about 10 years, this follows directives of the President of Tanzania, H.E. John Joseph Pombe Magufuli and his counterpart, President Yoweri Kaguta Museveni of Uganda when met on 25th February, 2017, during the bilateral talks in Dar es Salaam, to the responsible institutions in Tanzania and Uganda to make necessary consultations with immediate effect, aiming at re-opening of the Mwanza – Port Bell – Kampala Route, for handling Uganda's export and import traffic to/from the international markets by rail and water transport, through the of Port Dar es Salaam, Tanzania up to Kampala, Uganda.

Upon arrival at the port's facility of Mwanza, Tanzania and Port Bell, Uganda by rail, cargo is being handled by wagon ferries which are operating across the route to ensure smooth interchange from rail mode of transport to inland waterways mode of transport in Lake Victoria without transshipment process and are operated by two Maritime states Authority of Marine Shipping Company Limited (MSCL) of Tanzania and Uganda Railways Cooperation (URC) of Uganda.

At the moment two wagon ferries namely MV. Umoja operated by MSCL with capacity of carrying 19 Wagons equivalent to 760 tons, also MV. Kaawa operated by URC with capacity of carrying 22 Wagons equivalent to 880 tons are providing services on this route.

Statistics below depicts various operational indicators for the period 2019:

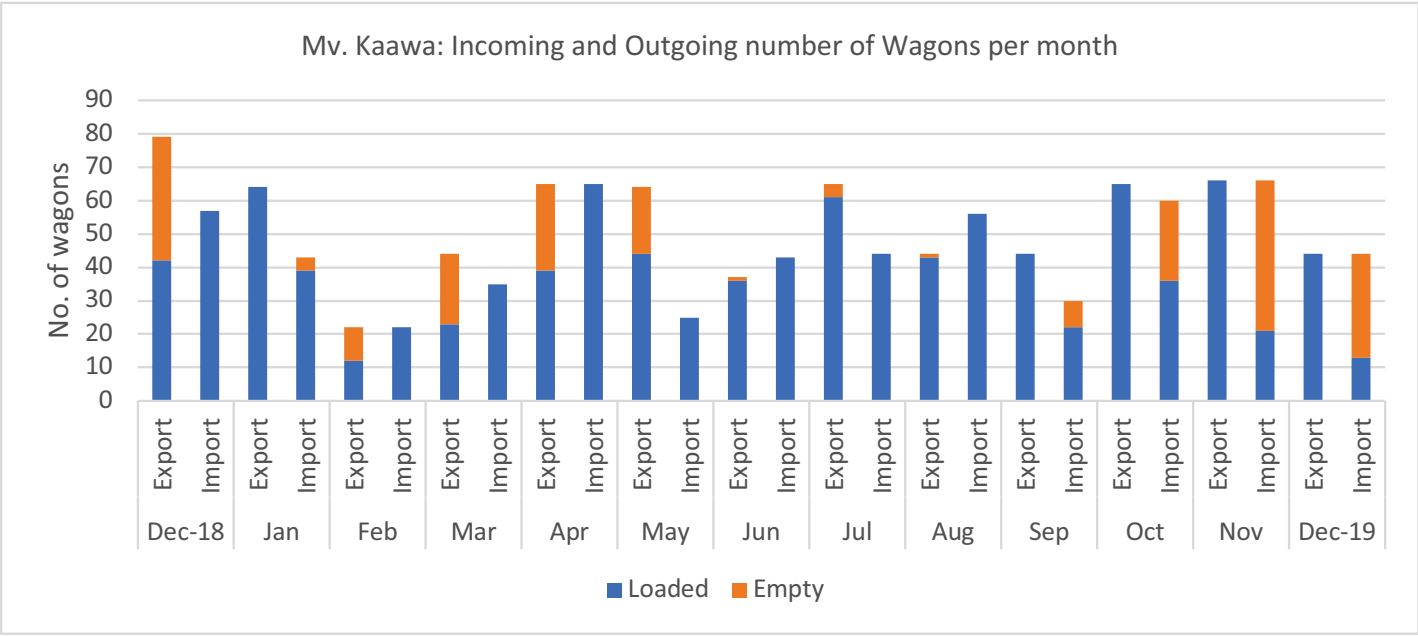
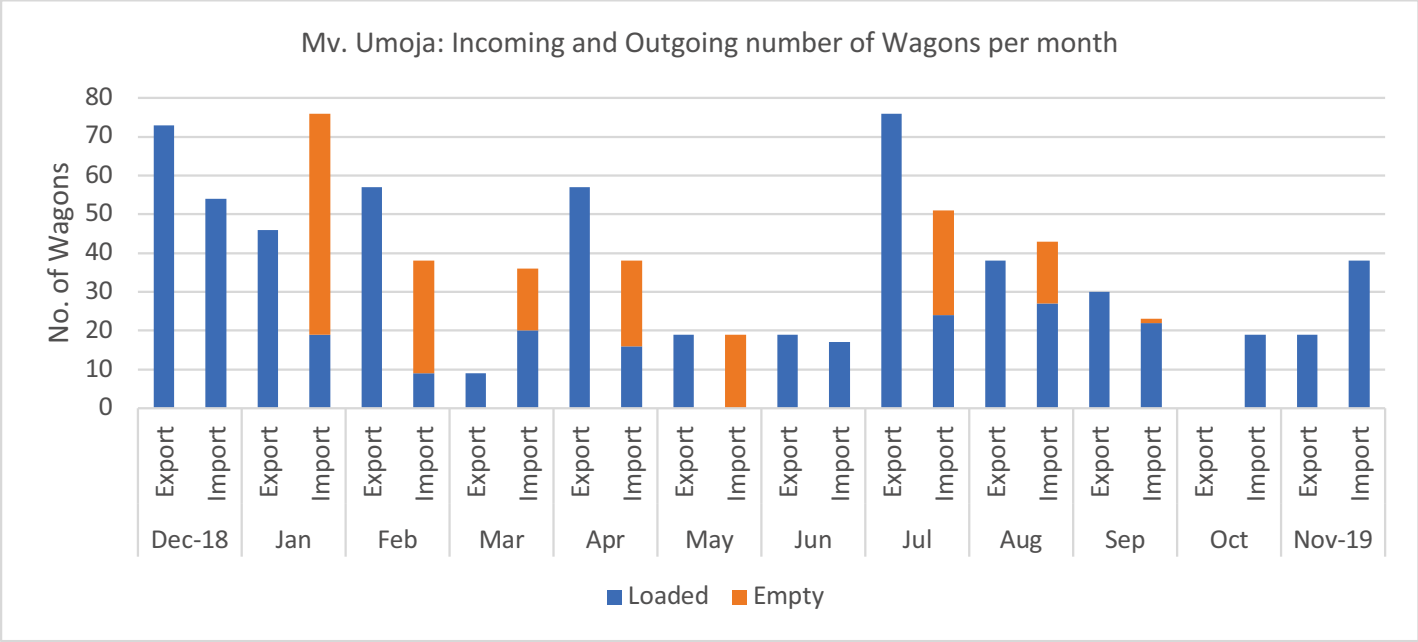
● VOLUME HANDLED PER MONTH



MV. Umoja export for the period Jan – Nov 2019 recorded about 14,800 tons, where about 8,440 tons of imports were handled for the same period 2019.

MV. Kaawa export for the period Jan – Nov 2019 handled about 19,720.6 tons, whereas 16,706.119 imports handled for the same period in the year 2019.

● INCOMING AND OUTGOING NUMBER OF WAGONS PER TRIP



For the period Jan – Nov 2019, a total 1069 wagons were operated by MV. Kaawa, out of it 164 wagons were empty representing about 15.3%. of the 1069 wagons, 580 wagons were for Export and 489 were for imports.

For the period Jan – Nov 2019, a total 768 wagons were operated by MV. Umoja, out of it 187 wagons were empty representing about 24.3%. Also, a deep analysis revealed that the 768 wagons operated, 370 wagons were for Export and 398 were for imports equivalent to 48 and 52 percentage sharing for exports and imports respectively.







Corridor Monitoring ●

Reporting and Dissemination ●

Data Processing and Analysis ●

Policy Influence ●



“Central Corridor The Trade Route of Choice”

4 Floor | Room No. 1414, Posta House, Ghana Ave./Ohio St.
P.O. Box 2372, Dar es Salaam - Tanzania
Phone: +255 22 212 7149 | **Fax:** +255 22 212 7148
Mobile: + 255 687 440 941
Email: ttfa@centralcorridor-ttfa.org
Website: www.centralcorridor-ttfa.org
Facebook: Central Corridor Transit Transport Facilitation Agency
Twitter: @ccttfaorg



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