

CENTRAL CORRIDOR TRANSPORT OBSERVATORY QUARTER 1 REPORT 2015





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ACRONYMS & ABBREVIATIONS

AfDB	African Development Bank	TICTS	Tanzania International Container Terminal Services
CCTTFA	Central Corridor Transit Transport Facilitation Agency	TMEA	Trade Mark East Africa
ECTS	Electronic Cargo Tracking System	TO	Transport Observatory
GPS	Global Positioning System	TOP	Transport Observatory Project
OSBP	One Stop Border Post	TPA	Tanzania Ports Authority
Rw	Rwanda	TRA	Tanzania Revenue Authority
SMS	Short Messages	Tz	Tanzania
TATO	Tanzania Truck Owners Association		

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CHAPTER ONE

INTRODUCTION

The Central Corridor connects the Port of Dar-es-Salaam to markets in Tanzania, Burundi, Rwanda, Uganda and the Democratic Republic of Congo (DRC). The competitiveness of this corridor is paramount and would depend on the identification and removal of impediments such as NTBs and lower transport related costs and improve on transit time and overall efficiency and performance of the Corridor.

It is for this concerns that Central Corridor - Transit Transport Facilitation Agency (CCTTFA) establish the Transport Observatory Project (TOP) with the support of Trade Mark East Africa (TMEA). The instrument is being used to monitor the behavior and performance of the Central Corridor (covering all member states).

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 corridor performance indicators. Those indicators notably on the volume of cargo and transit time, provide a set of tools for the diagnosis of problems relating to high transport costs along the Central Corridor; thus they contribute to the identification of areas requiring improvement with regard to the reduction of those costs and to the evaluation of the effectiveness of programs designed to improve competitiveness of the corridor.

T.O Project is implemented by sourcing information basically from different stakeholders of all member states based on the computerized data collections where the information is extracted from the stakeholders systems based on the requirements of the key performance indicators that are monitored by the Observatory Project. Secondly Data collection from Road Surveys and GPS Data sourcing where basically the information is obtained from the Transporters and users through the use of open ended Questioners where the truck drivers are given to fill in the information, also the use of GPS kits which are distributed to the truck drivers as well.

Basically the report covers the period of three months categorized into Computerized Data sourcing and Road Surveys data collection.

1.1 OVERVIEW OF INDICATORS MONITORED BY TRANSPORT OBSERVATORY

Indicators which are monitored by the Central Corridor Transport Observatory have been grouped into FOUR categories which are: Indicators of transit time, transaction volumes, costs of services and transports, efficiency and productivity. A total of 34 indicators are being monitored of which are identified in the table 1 below.

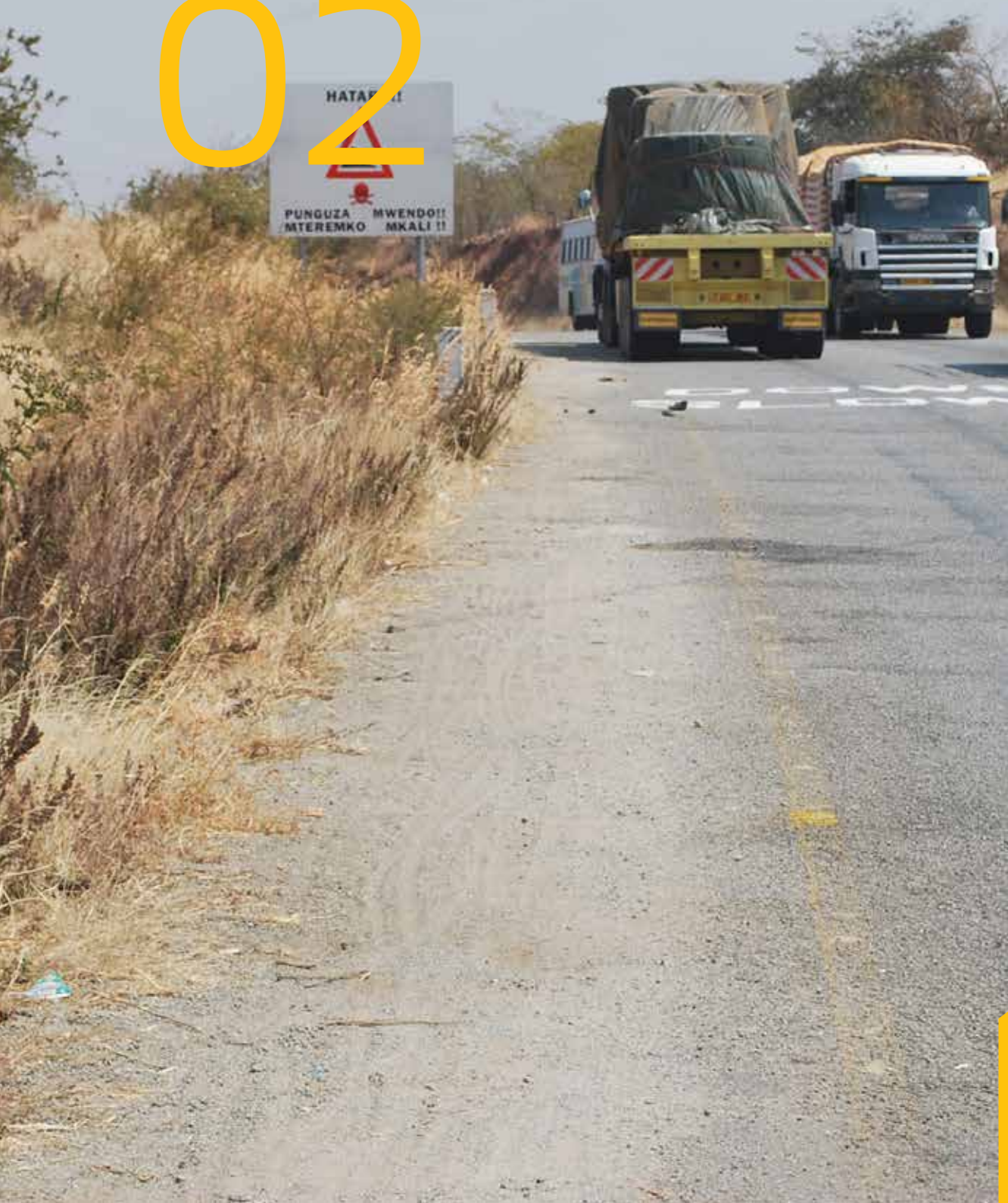
Table 1: Transport Observatory Indicators

CATEGORIES	INDICATORS	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, road surveys
	• Personal stoppage time	GPS, road surveys
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 by country	Computerized data
	• Rate of containerization	Computerized data
	• Ratio of trucks by country	Computerized data
Cost 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
	• Cost of rail freight transport	Data from users
	• Costs of transport by lake	Data from users
	• Road maintenance costs by country	Data from users
	• Other costs/charges	Data from users
	• Distance per destination and by mode of transport	Data from users
	• Costs per km and by mode of transport	Data from users
Efficiency and productivity	• Waiting time before entry into the loading port	GPS, road surveys
	• Waiting time before entry into port for unloading	GPS, road surveys
	• Loading time TPA	GPS, road surveys
	• Loading time TICTS	GPS, road surveys
	• Ship waiting time before loading by commodity	Computerized data
	• Waiting time for TICTS containers before loading	Computerized data
	• Waiting time for TPA containers before loading	Computerized data
	• Waiting time for bulk cargo before loading	Computerized data
	• Transport freight ratio, road - rail	Computerized data
	• Measures of weighbridges	Data from users
	• Road accidents	SMS, police reports
	• Theft and loss of cargo	SMS, police reports
	• Corruption	SMS, police reports





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CHAPTER TWO

ELECTRONIC DATA FINDINGS

This section gives some findings from electronic data sources from different stakeholders systems including Electronic Cargo Trucking System from TRA and Harbor View System from Tanzania Port Authority, TPA.



2.1.1 TRANSIT TIME INDICATORS

Transit time from Electronic Cargo Trucking System refers to Transit time per border which covers the time from the port of Dar es Salaam to the specified borders where the TRA seal is removed.

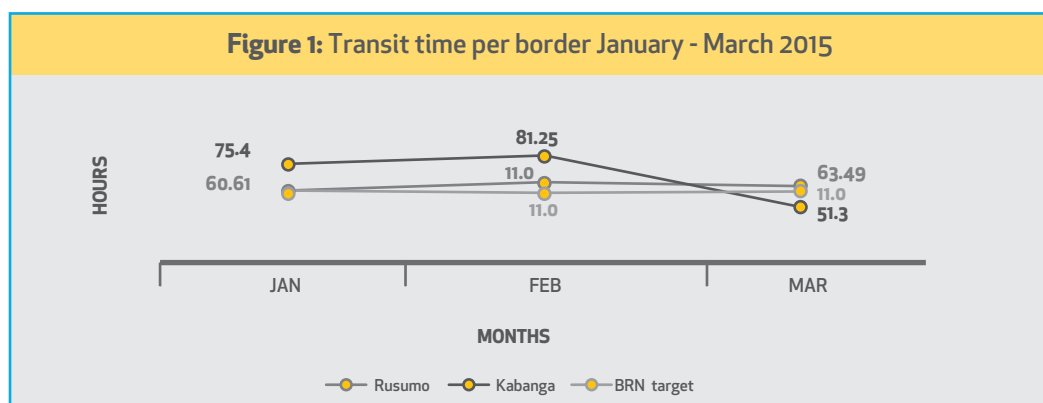
2.1.2 TRANSIT TIME PER BORDER

Below is the Information showing the Transit time per border that covers the period of January to March 2015, from the Port of Dar es Salaam to the respective borders as shown below.

Table 2: Transit Time per Border (Hours)

BORDER	JAN	FEB	MARCH
Rusumo	60.61	65.33	63.49
Kabanga	75.40	81.25	51.3
Mutukula	-	-	-

Source: ECTS Data from TRA, Jan – Mar 2015



The Government of the United Republic of Tanzania has set in its program BRN, “BIG RESULT NOW” a baseline target of 2.5 days (60 HOURS) being the transit time to move cargo from the port of Dar-es-Salaam to the borders of Burundi, Rwanda and Uganda which are Kabanga, Rusumo and Mutukula respectively. Results above shows that there were slight difference for Transit time to border of Rusumo compared to a higher difference with the one for Kabanga Border in respect to the BRN target.

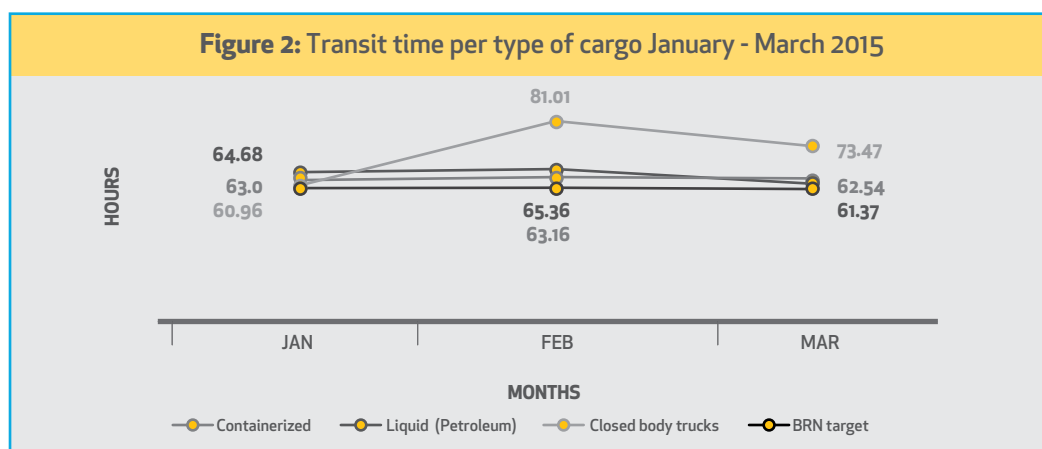
2.1.3 TRANSIT TIME PER TYPE OF CARGO

Transit time per type of cargo is the total time taken specifically by each cargo through different borders. It is basically the measure of the time from Dar port to the specified border where the TRA Trucking processes ends. It is categorized as shown below.

Table 3: Transit time per type of Cargo (Hours)

CARGO TYPE	JAN	FEB	MARCH
Containerized	63.00	63.16	62.54
Liquid (Petroleum)	64.68	65.36	61.37
Closed body trucks	60.96	81.01	73.47

Source: ECTS Data from TRA, Jan – Mar 2015



2.2 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 stay in a yard).

2.2.1 TPA DWELL TIME

Basically TPA Dwell time Indicators are generated from data collected from Tanzania Port Authority -TPA electronic system.

The Government of the United Republic of Tanzania has set in its program BRN, "BIG RESULT NOW" the target duration of customs and port procedures (Dwell Time) to 5 days for containers in Transit.

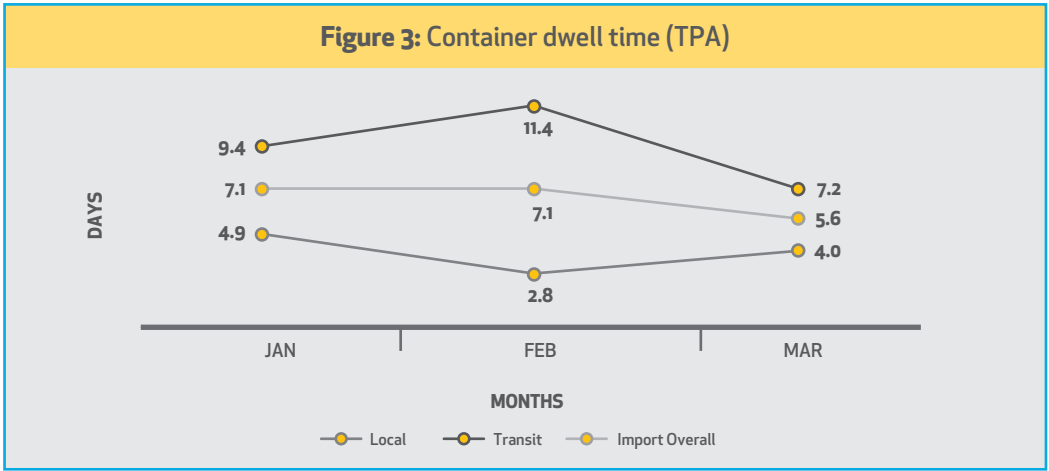
2.2.2 TICTS DWELL TIME

Basically TICTS Dwell time Indicators are generated from data collected from Tanzania International Container Terminal Services-TICTS electronic system.

Table 4: TPA Container Unit (Days per container)

	Jan	Feb	March
Local	4.9	2.8	4.0
Transit	9.4	11.4	7.2
Import Overall	7.1	7.1	5.6

Source: TPA Data, Jan – Mar 2015

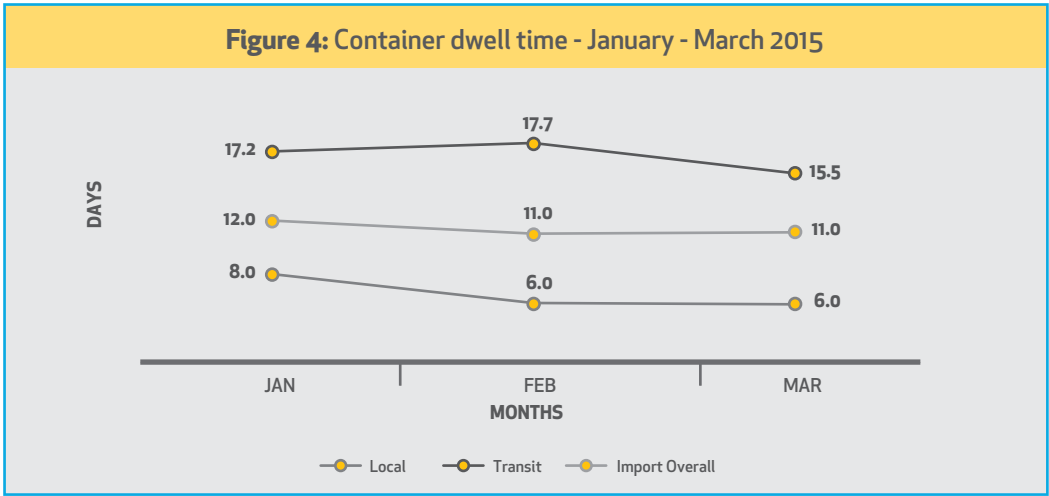


TPA Data for three Months shows an average of 3.9 days for local containers, 9.3 days for transit containers and 6.6 days for Import Overall. The BRN target of 5 days is still far from reached as an average difference of 4.3 days were observed for transit containers.

Table 5: Container Terminal-TICTS (Days per container)

	JAN	FEB	MARCH
Local	8.0	6.0	6.0
Transit	17.2	17.7	15.5
Import Overall	12.0	11.0	11.0

Source: TPA Data, Jan – Mar 2015



TICTS recorded Data shows 6.7 as the average number of days for Local Containers, 16.8 days for Transit and 11.3 days for Import Overall.



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CHAPTER THREE

ROAD SURVEYS

Road surveys is the Central Corridor Transport Observatory tool for monitoring of operation and efficiency of the corridor through collection of data among transporters and truck drivers.

Road surveys data are collected by using questionnaires accompanied by GPS Kits which are provided to truck drivers normally when they are about to start their journey from Dar es salaam to different destinations which are collected together on return from the journey.

Different indicators including weighbridges crossing time, border posts crossing time, delays and transit time were monitored as explained below.

Table 6 below summarizes the achievable sample size of the number of questionnaires and GPS kits issued per the country of destination in the period of December 2014, January and February 2015.

3.1 DATA COLLECTION AND ANALYSIS

Road surveys is the Central corridor Transport observatory tool for monitoring of operation and efficiency of the corridor through collection of data among transporters and truck drivers.

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Different indicators including weighbridges crossing time, border posts crossing time, delays and transit time were monitored as explained below.

Table 6 below summarizes the achievable sample size of the number of questionnaires and GPS kits issued per the country of destination in the period of December 2014, January and February 2015.

Table 6: Questionnaires and GPS kits returned per country of destination

DESTINATION	DECEMBER		JANUARY		FEBRUARY	
	QSNRS RETURNED	GPS RETURNED	QSNRS RETURNED	GPS RETURNED	QSNRS RETURNED	GPS RETURNED
Rwanda	15	0	24	21	37	36
Burundi	20	0	20	17	29	29
DRC	5	0	4	4	11	11
Uganda	0	0	0	0	1	1
TOTAL	40	0	48	42	78	77

Source: Road Transport surveys, Dec 2014-Feb 2015

A total of 166 questionnaires and 119 GPS kits were collected out of 341 questionnaires and 120 GPS Kits issued for the period of three months. Returned questionnaires makes up a percentage return of 49% for the duration while GPS Kits makes 99% percentage return.

In this period data were collected from 23 transporters among 728 transporters registered by Tanzania Truck Owners Association (TATOA) in which the sample size were categorized into three groups of Gold, Silver and Bronze depending on the registered number of trucks they possess as shown in the table below.

Table 7: Transporters distribution

RANK	NO. OF TRUCKS	ISSUED	NO. OF COLLECTION	COLLECTION DISTRIBUTION (%)
Gold	>200	107	69	64.4%
Silver	30-200	124	57	45.9%
Bronze	<30	110	40	36.4%
TOTAL		341	166	

Source: Road Transport surveys, Dec 2014-Feb 2015

The table above suggest that high number of collected questionnaires were collected from Transporters with more than 200 trucks having collected 64.4% of the issued questionnaire in that rank, followed by 45.9% collection of the issued questionnaires in the Silva rank for transporters registered range

between 30 to 200 trucks, with less collection by 36.4% of the issued questionnaire in the bronze rank for transporters registered with less than 30 trucks.

This is because, for transporters with at least 30 trucks and above, there are better means of organizational management where it is easy to deal with the drivers under assistance of their supervisors of which it was a challenge for some transporters in the bronze category.

Also the sample were categorized in terms of the cargo type as shown in Table 8 below.

Table 8: Type of cargo distribution

CARGO TYPE	ISSUED	NO. OF COLLECTION	PERCENTAGE COLLECTION PER DISTRIBUTION
Container	130	67	51.5%
Loose Cargo	73	29	39.7%
Tanker (Liquid)	138	70	50.7%
TOTAL	341	166	48.7%

Source: Road Transport surveys, Dec 2014-Feb 2015

Large number of collected questionnaires of about 50% and above of the issued questionnaires were for Containerized and liquid (tanker) cargo types. This was contributed by some reasons including the fact that high percentage of traffic along the central corridor for outbound are normally containerized and liquid cargo. Also the fact that most of the loose cargo trucks took a longer return journey at which until they return most of drivers find they already lost or forgot to fill in the provided questionnaires.

As well as the achievable sample size were categorized in terms of the country of destination as follows

Table 9: Distribution as per the Country of Destination

COUNTRY OF DESTINATION	ISSUED	NO. OF COLLECTION	COLLECTION DISTRIBUTION (%)
Rwanda	141	76	53.9%
Burundi	127	69	54.3%
DRC	72	20	27.8%
Uganda	1	1	100%
TOTAL	341	166	48.7%

Source: Road Transport surveys, Dec 2014-Feb 2015

More than 53% of well filled in Questionnaires and GPS kits issued for trucks moving to Rwanda and Burundi were collected, followed by DRC with the collection of about 27.8% of the issued questionnaires.

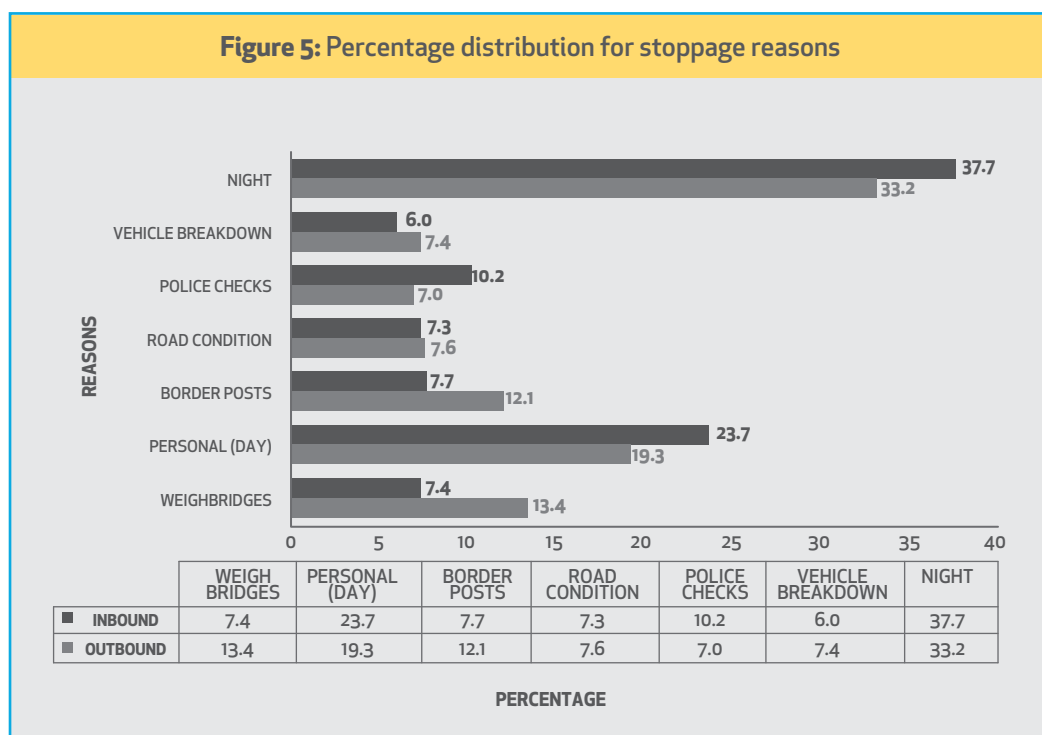
Less contribution of the achievable sample size to Uganda were due to less traffic to Uganda through Central Corridor. A good number of traffic heads to Rwanda and Burundi contributed much in the data collection.

3.2 ROAD SURVEYS FINDINGS

3.2.1 STOPPAGE REASONS

Figure 5 below gives summary of some of the reasons why drivers on transit make either inbound or outbound stops along their journey to destination.

Outbound include the journey from Dar es Salaam to different destinations while Inbound include the Journey from Different destinations to Dar es Salaam.



Source: Road Transport surveys, Dec 2014-Feb 2015

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

In addition, Police Checks and other personal checks attracted delays of 10.2% Inbound and 7% Outbound giving an average of 8.6% following personal reasons for attracting more delays. These many stops results into low productivity and poor efficiency of Transit Transportations along the corridor as they bring out high product prices for consumers to overcome the costs incurred.

3.2.2 WEIGHBRIDGE CROSSING TIME

Weighbridge crossing time is calculated by subtracting arrival time at the weighbridge from departure time from the weighbridge based on GPS and questionnaires data provided by drivers.

Table 10 below gives the average crossing time at different weighbridges as recorded for the period of December 2014 and February 2015.

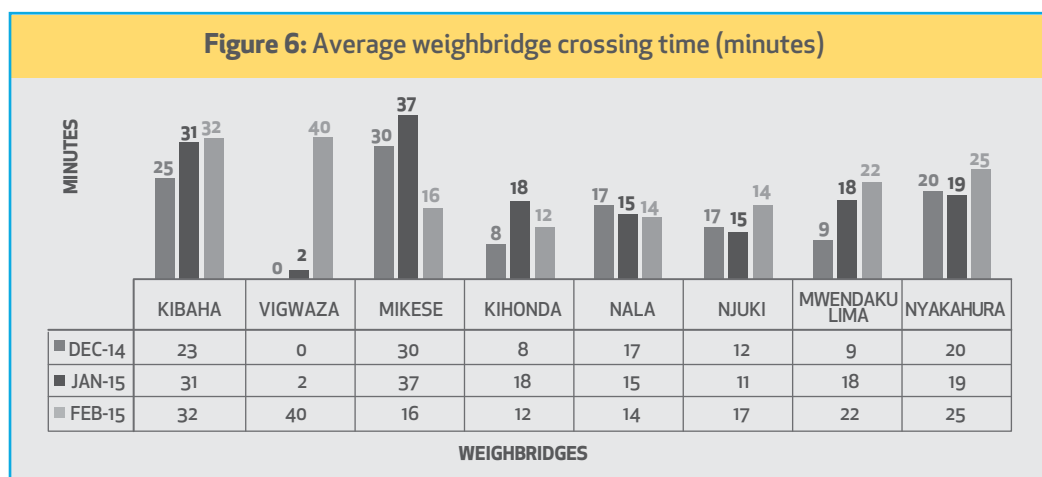
It may be noted that, trucks used more than two hours (120 minutes) delay at the weighbridge area were not considered during the analysis of the collected data as most of them had special cases such as Overloading and hence they were retained for further processing.

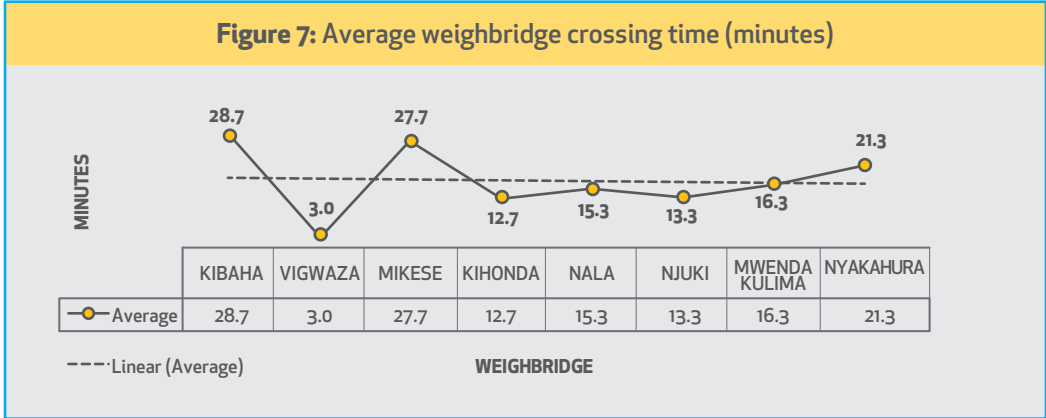
Table 10: Average weighbridge delays (min)

WEIGHBRIDGE	DEC-14	JAN-15	FEB-15
Kibaha	23	31	32
Vigwaza	-	2	7
Mikese	30	37	16
Kihonda	8	18	12
Nala	17	15	14
Njuki	12	11	17
Mwendakulima	9	18	22
Nyakahura	20	19	25

Source: Road Transport surveys, Dec 2014-Feb 2015

Time spent at the weighbridges contributes an average of 10.4% of all delays along the Corridor. Kibaha, Mikese and Nyakahura attracted more weighbridge delays of 27min, 33.5min 19.5min respectively on average. Maximum delays were observed at peak hours mainly for weighbridges close to Dar es Salaam, and those close to the borders, on these weighbridges a delay of more than 1 hour were observed for Kibaha and Nyakahura weighbridges.





In addition, the New Vigwaza weighbridge that allow trucks to be weighed in motion were observed to be in operation, it is expected to reduce the traffic delay as it is situated few meters from the main road and will apply motion weighing technique. Figures above shows that a minimum delay of 2 minutes were observed at Vigwaza weighbridge for January 2015.

Services at the infamous Kibaha Maili Moja weighbridge along the Dar es Salaam-Morogoro highway has come to an end as the facility is being closed on March 17th, 2015 and its functions will be performed at the newly constructed Vigwaza weighbridge.

Newly constructed weighbridge in motion of Vigwaza, now in operational as the replacement of Kibaha Weighbridge.



Trucks waiting to enter the weighbridge area at the previous Kibaha weighbridge, now replaced with Vigwaza weigh in motion weighbridge.



3.2.3 BORDER POSTS

This indicator were measured by taking the difference between the departure time from the border and arrival time at the border based on Road/ GPS surveys.

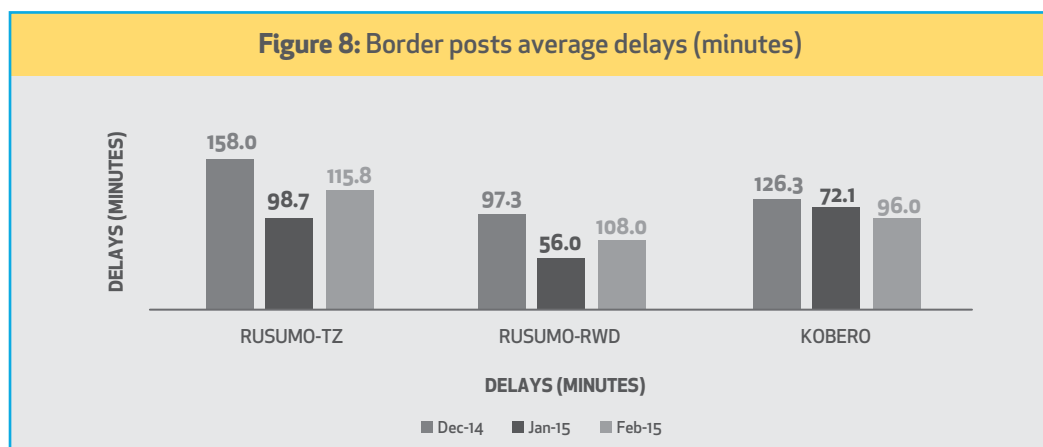
Assumption were considered that, trucks staying at the border for more than two days, were not considered in this analysis as their delays were not due to Border clearance procedures, instead additional cases such as unclear documentation of the cargo were the reasons for extended delays.

Table 11 below shows the border crossing time for the Period of three months.

Table 11: Border Posts Average Delays (min)

BORDER	DEC-14	JAN-15	FEB-15
Rusumo-TZ	158.0	97.3	126.3
Rusumo-RWD	98.7	56.0	72.1
Kobero	115.8	108.0	96.0
Mutukula	-	-	

Source: Road Transport surveys, Dec 2014-Feb 2015



Source: Road Transport surveys, Dec 2014-Feb 2015

It was observed that, more than 36.2% of truck used more than 3 hours (180minutes) Border crossing time as a results of different reasons mostly being due to the Network strength problems to process documents at borders.

Border crossing time for January 2015 were observed to be less than the one recorded for December 2014 and February 2015.

Due to the implementation of One Stop Border Post (OSBP) all border clearance procedures to Burundi are done at Kobero in Burundi side. Which reduced the delay compared to Rusumo Border where the border clearance procedures has to be done on either side i.e Rusumo-Tanzania and Rusumo-Rwanda.

There were no substantial sample for Mutukula border.

3.2.4 PERSONAL STOPS

These are designated areas where truck drivers and their crew stopover at night or take a break from their travel during the day. Personal stops has been categorized into Day stops and Night stops to reflect the actual situations as follows

3.2.4.1 Personal Day Stops

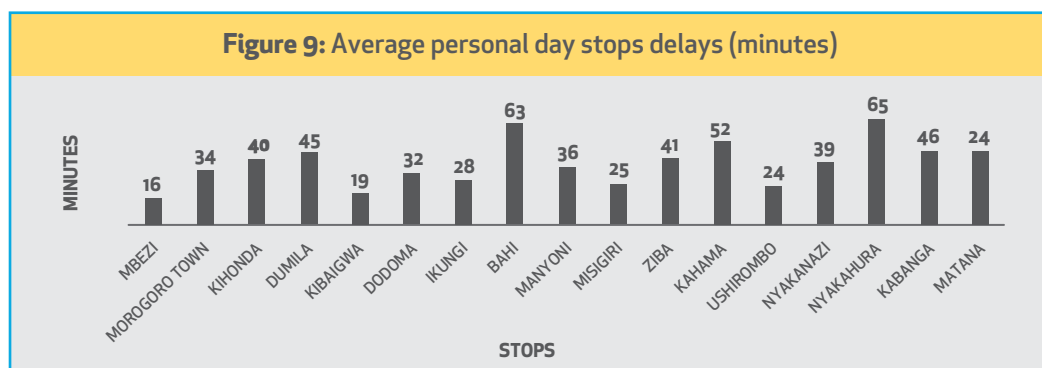
Personal day stops included all stops for day health meals and rests, time spent picking up personal garbage and buying of personal staffs. Also some other drivers stopped for praying.

The mostly common and popular stops recorded were as follows.

Table 12: Personal Day Stops and associated delays in minutes

STOPS	AVERAGE DELAYS (MIN)
Mbezi	16
Morogoro Town	34
Kihonda	40
Dumila	45
Kibaigwa	19
Dodoma	32
Ikungi	28
Bahi	63
Manyoni	36
Misigiri	25
Ziba	41
Kahama	52
Ushirombo	24
Nyakanazi	39
Nyakahura	65
Kabanga	46
Matana	24

Source: Road Transport surveys, Dec 2014-Feb 2015



Source: Road Transport surveys, Dec 2014-Feb 2015

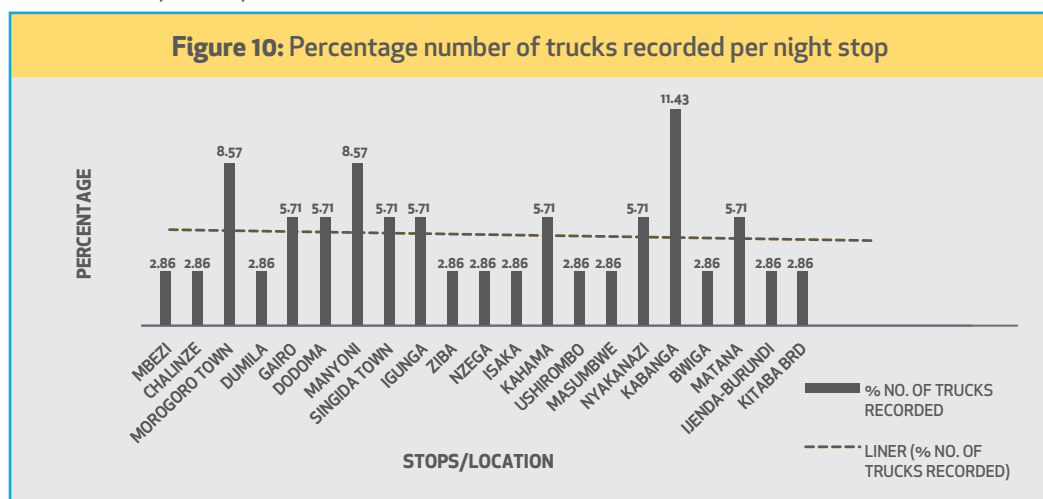
3.2.4.2 Night Stops

This include stops and time spent by truck drivers and their crew at night at the designated areas for night rests indicated in Table 13 below.

Table 13: Personal night stops with associated delays

STOP	PERCENTAGE (%) NO. OF TRUCKS RECORDED	AVERAGE NIGHT TIME SPENT (HOUR:MINUTES:SECONDS)
Mbezi	2.86	6:42:00
Chalinze	2.86	6:40:00
Morogoro Town	8.57	10:07:20
Dumila	2.86	9:02:00
Gairo	5.71	11:38:00
Dodoma	5.71	11:30:00
Manyoni	8.57	10:38:40
Singida Town	5.71	8:11:30
Igunga	5.71	11:18:00
Ziba	2.86	12:22:00
Nzega	2.86	8:49:00
Isaka	2.86	12:03:00
Kahama	5.71	11:25:00
Ushirombo	2.86	12:00:00
Masumbwe	2.86	12:06:00
Nyakanazi	5.71	10:52:30
Kabanga	11.43	12:57:30
Bwiga	2.86	12:17:00
Matana	5.71	9:51:30
Ijenda-Burundi	2.86	11:23:00
Kitaba Brd	2.86	10:10:00

Source: Road Transport surveys, Dec 2014-Feb 2015



3.2.5 POLICE CHECKPOINT AND OTHER SECURITY CHECKS

These are Checkpoints for polices and other security checks. Very few number of checkpoints has been recorded and this can be easily be explained by moving police checks close to the weighbridges where all checks has to be done there.

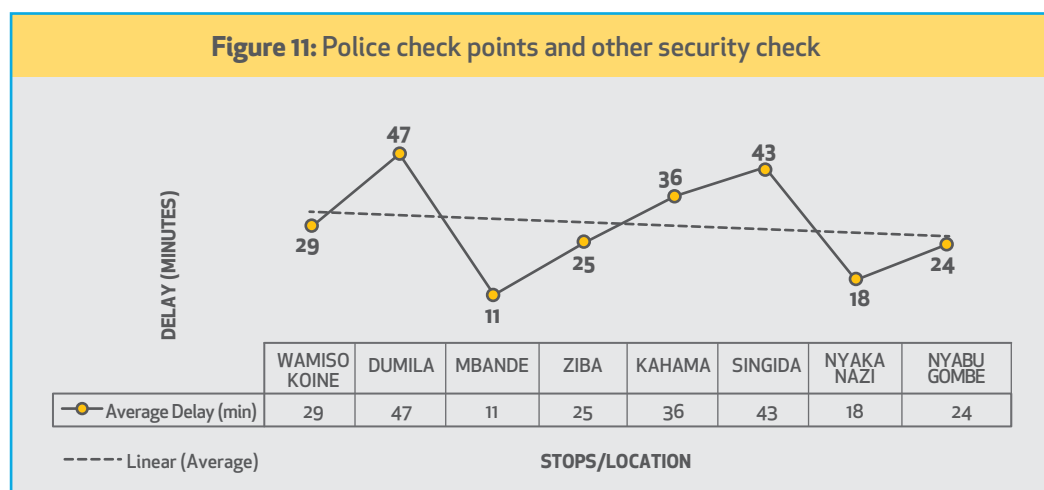
If all police checks and unnecessary road blocks were to be removed the Transit transportation delay should have been reduced by 2% of the total delays.

A maximum of 47 minutes delay were recorded at Dumila while the least of 11 minutes were recorded at Mbande.

Table 14: Police Checks and other security checks

STOP NAME	AVERAGE DELAYS (MIN)
Wami-Sokoine	16
Dumila	34
Mbande	40
Ziba	45
Kahama	19
Singida	32
Nyakanazi	28
Nyabugombe	63

Source: Road Transport surveys, Dec 2014-Feb 2015



Source: Road Transport surveys, Dec 2014-Feb 2015

3.2.6 TRANSIT TIME

3.2.6.1 Average Tanzania Transit Time per Border

This is the time taken by truck from when it starts the journey from Dar Es Salaam until when it reaches at the border. In Tanzania there are three borders namely Kobero, Rusumo and Mutukula.

Transit time per border was calculated by subtracting the date and time the tracks starts the journey from Dar es Salaam from the Date and time the truck reaches at the border, it is based on the GPS Kits data and road surveys questionnaires data.

Table 15: Average Tanzania Transit time per border

BORDER NAME	AVERAGE TRANSIT TIME (DAYS:HOURL:MINUTES)			
	DEC 2014	JAN 2015	FEB 2015	AVERAGE TRANSIT TIME
Kobero	2:10:25 (58.4hrs)	2:18:32 (66.5hrs)	3:03:17 (75.3hrs)	2:18:42 (66.7hrs)
Rusumo	2:9:51 (57.9hrs)	2:21:53 (66.9hrs)	3:00:34 (72.7hrs)	2:17:48 (65.8hrs)
Mutukula	-	-	-	-

Source: Road Transport surveys, Dec 2014-Feb 2015

Recorded average transit time to borders were recorded to be 66.7hrs for Kobero Border and 65.8hrs to Rusumo border, transit time to Mutukula border were not recorded

Transit Time To Kobero

This comprises the time taken from Dar es Salaam port to Kobero Border to Burundi. Transit time distributions up to the border in minutes and percentages has been indicated in the table below.

Table 16: Distribution of Transit time To KOBERO Border

TO KOBERO	TIME SPENT (MINUTES)	PERCENTAGE CONTRIBUTION (%)
Weighbridges	119.0	3.4
Personal(Day)	468.0	13.3
Border Posts	118.5	3.4
Police Checks	72.0	2.0
Night	1080.0	30.6
Driving	1667.2	47.3
TOTAL	3524.7	100.0

Transit Time to Rusumo

This comprises the time taken from Dar es Salaam port to Rusumo Border to Rwanda. Transit time distributions up to the border in minutes and percentages has been indicated in the table below

Table 17: Distribution of Transit Time to RUSUMO Border

TO RUSUMO	TIME SPENT (MINUTES)	PERCENTAGE CONTRIBUTION (%)
Weighbridges	119.0	3.3
Personal(Day)	468.0	12.9
Border Posts	256.7	7.1
Police Checks	72.0	2.0
Night	1260.0	34.8
Driving	1448.9	40.0
TOTAL	3624.6	100.0

Source: Road Transport surveys, Dec 2014-Feb 2015

Figure 12: Percentage transit time to Kobero

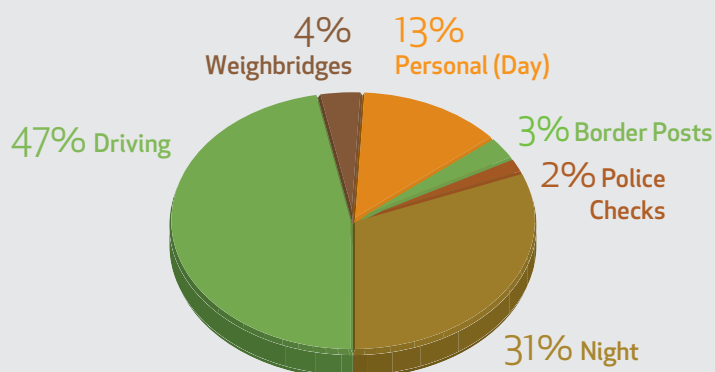
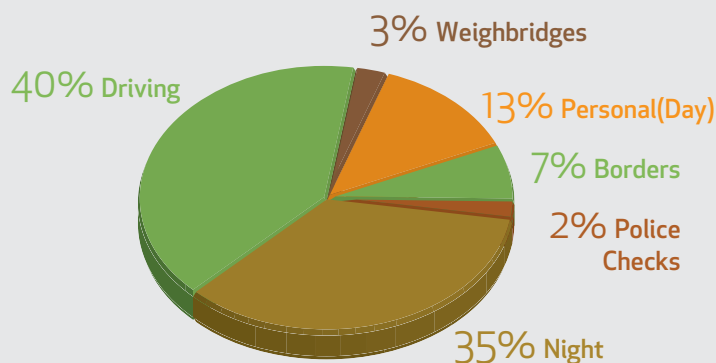


Figure 13: Percentage transit time to Rusumo



3.2.6.2 Transit Time per Destination

This is the time taken when the truck starts journey until it reaches the destination. It was calculated by subtracting the Date and time the Truck started the journey from the date and time the truck reached at the destination, based on both GPS KITS data and questionnaires filled in by drivers

Table 18: Transit Time per destinations

DESTINATION	AVERAGE TRANSIT TIME (DAYS:HOURL:MINUTES)			
	DEC 2014	JAN 2015	FEB 2015	AVERAGE TRANSIT TIME
Kigali- Rwanda	3:14:36 (86.6hrs)	3:12:36 (84.6hrs)	3:08:52 (80.9hrs)	85.2hrs
Bujumbura-Burundi	4:9:43 (105.7hrs)	3:14:43 (86.7hrs)	3:09:12 (81.2hrs)	91.2hrs
Goma-DRC	-	3:23:28 (95.5hrs)	5:10:06 (130.1hrs)	112.8hrs

Source: Road Transport surveys, Dec 2014-Feb 2015

The minimum transit time per different routes of destinations recorded were of Kigali-Rwanda of 85.2 hours, followed by Bujumbura-Burundi measured 91.2 hours, with the maximum transit time recorded for Goma-DRC with 112.8 hours.

The minimum transit time to Kigali-Rwanda is contributed by a shorter distance of 1495 Km compared to 1635 Km of Goma-DRC from Dar es Salaam port.

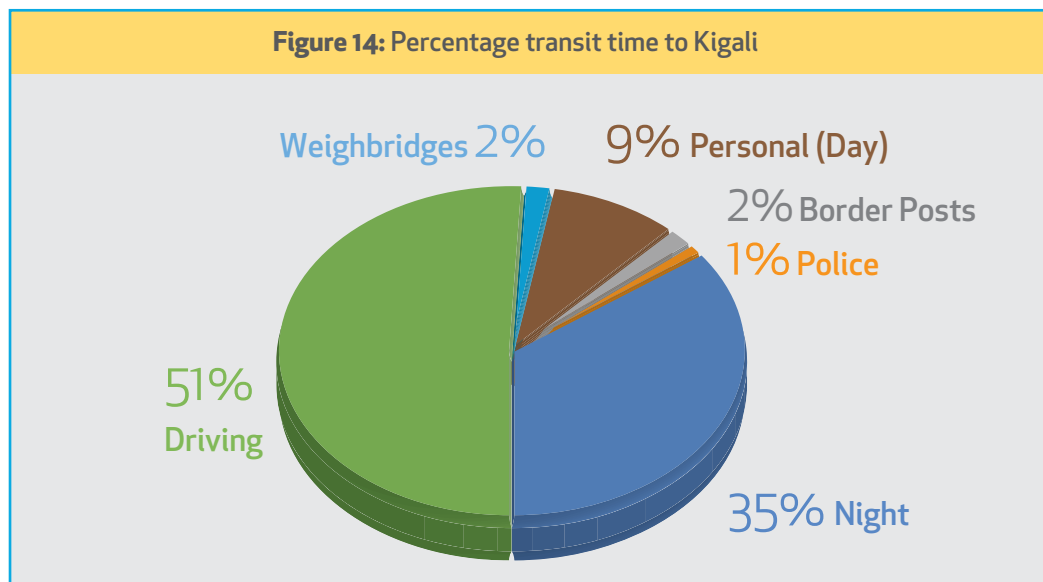
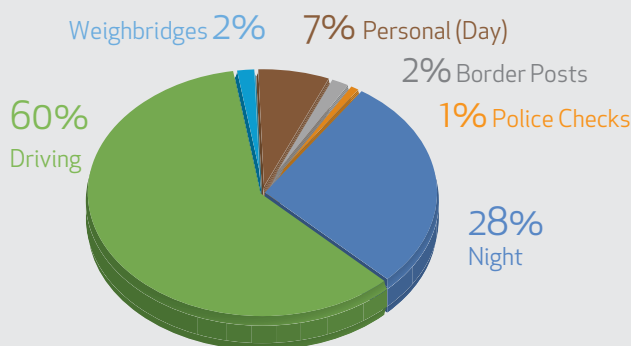


Figure 15: Percentage transit time to Bujumbura

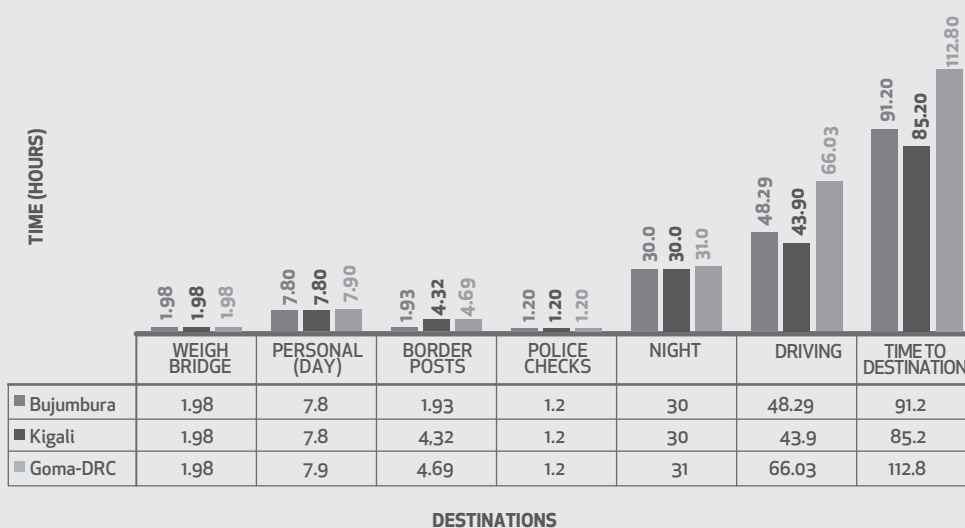
3.2.6.3 Comparison of Transit Time to Destinations in Hours

Table below summarizes by comparing transit times for different destinations from Dar es Salaam with delays contributions in hours.

Table 19:

DESTINATION	WEIGH BRIDGES	PERSONAL (DAY)	BORDER POSTS	POLICE CHECKS	NIGHTS	DRIVING	TIME TO DESTINATION
Kigali- Rwanda	1.98	7.8	1.93	1.2	30	48.29	91.2
Bujumbura-Burundi	1.98	7.8	4.32	1.2	30	43.90	85.2
Goma-Drc	1.98	7.9	4.69	1.2	31	66.03	112.8

Source: Road Transport surveys, Dec 2014-Feb 2015

Figure 16: Transit time to destinations comparisons in hours

3.2.7 BOTTLENECKS IDENTIFIED

Below are some of the issues/Bottlenecks identified and raised by drivers during the road surveys.

Figure 15: Bottlenecks identified

CAUSE	PLACE	RECOMMENDATIONS
Poor road condition	Mlandizi-Chalinze, Runzewe, Nyakanazi-Rusumo, Masumbwe-Kabanga	Responsible Institution such as TANROADS for Tanzania should be involved into this
Absence of parking area after loading at depot areas	Dar es Salaam	There should specified places for the parking of heavy trucks when waiting for loading
Delay of documents release for liquid cargos	TRA	Recommendations should be sent to TRA to find the deeper cause of the issue
Lack of well secured parking area with proper basic services needs for truck drivers	Throughout the corridor	There should specified places with basic services for the parking of heavy trucks along the corridor
Many number of weighbridges in Tanzania before borders (7 weighbridges)		Provision of more education and awareness to drivers on the importance of weighbridges in regards to the road safety as on the other side Central Corridor has being doing a lot of efforts to reduce number of weighbridges plus establishment of weighs in motion
Traffic congestion from Dar port to Kibaha through Ubungu		Possibility of finding alternative routes dedicated for trucks to pass (On going)
Internet Network problem for documentation	Kobero and Rusumo borders	More reliable network infrastructure to be installed
Police unnecessary disturbances	Nala and Njuki weighbridge	Involvement of responsible institutions such as police to evaluate the issue
Longer stay at the port/ yard/loading locations after loading	Dar es Salaam port	Involvement of all stakeholders involved into this to find out the solution of the issue

Source: Road Transport surveys, Dec 2014-Feb 2015

Goma-DRC recorded an average maximum transit time of 112.8 hours followed by Bujumbura-Burundi 91.2Hours finally less transit time of 85.2 Hours were recorded for Kigali-Rwanda.

3.3 TRANSIT TIME PER BORDERS ECTS DATA VS ROAD SURVEYS

Transit time is calculated using Data extract in Electronic Cargo Tracking System (ECTS) from Tanzania Revenue Authority, TRA and Road Surveys data, which is obtained using both GPS kits and the Questionnaires whereby the Questionnaires and GPS devices are distributed to the Transporters.

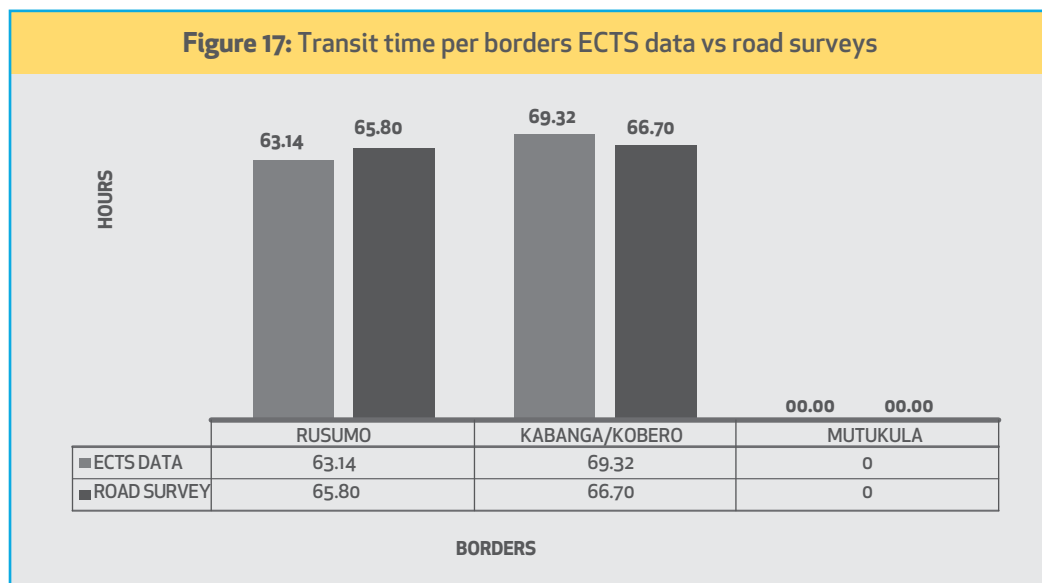
Thereafter the gathered information were processed and analyzed to give out the comparisons between the two sources of data collections as far as Road Transport is concerned as shown below;

Table: showing the comparisons in Transit Time between the two methods:

BORDER	Average Transit Time per Border (in Hours)	
	ECTS DATA	ROAD SURVEY
Rusumo	63.14	65.8
Kabanga/Kobero	69.32	66.7
Mutukula	0	0

Source: ECTS and Road Transport surveys, Dec 2014-March 2015

A graph showing the Comparisons of the two methods for the transit time per border is as shown below;



There has been slight variations of about 4% for transit time recorded using computerized data and road/GPS surveys for both Rusumo and Kabanga/Kobero border. The variation may be explained by different sample size of which the data were collected for both ECTS data and Road Surveys data.



04





CHAPTER FOUR

RECOMMENDATIONS AND CONCLUSION

The Transport observatory being the main instrumental tool used to monitor the behavior and performance of the central corridor through collection of reliable data from different stakeholders of the corridor so as to enable TTFA achieve its vision of making the Central Corridor the most competitive corridor in East and Central Africa by monitoring the number of key performance indicators, the following recommendations were cited as the results of this report.

- There should be mutual recognition and integration of ECTS data in the region to ensure fully cargo tracking for transit goods from the Port to the destination compared to the actual situation of which Only TRA ECTS data which ends at the borders are being used.
- Improving GPS kits for road surveys to have live tracking to ensure efficiency in data collection as well as reliability of data obtained since they are the main sources for monitoring delays along the weighbridges, check points, border post and other stops as ECTS data do not measure delays along the corridor.
- Full implementation of Single custom territory to reduce the waiting time at the border posts
- More Sensitization on regulations and procedures for clearance for customs and immigration.
- The Rusumo -Tz and Rusumo-Rw borders posts being completed, the border procedures should be done on one border post that shall reduce significantly border crossing time at Rusumo border post.
- Transport Company Owners/Operators to consider employing more than one driver so as to reduce the personal stops delays especially during the night where drivers can work on shift.

