



CENTRAL CORRIDOR
TRANSIT TRANSPORT FACILITATION AGENCY

TRANSPORT OBSERVATORY

BI-ANNUAL REPORT

2021

JANUARY – JUNE





TRANSPORT OBSERVATORY



4th Floor, Posta House, Ghana Avenue
P.O. Box 2372, Dar es Salaam - Tanzania
Phone: +255 22 212 7149
Fax: +255 687 440 941
Email: ttfa@centralcorridor-ttfa.org
Website: www.centralcorridor-ttfa.org

CONTENTS

1.0. INTRODUCTION.....	01
2.0 SUMMARY OF THE PERFORMANCE.....	01
3.0 ANALYSIS OF PERFORMANCE INDICATORS.....	02
3.1. Cargo Throughput.....	02
3.1.1 Deep Sea Cargo Throughput.....	02
3.2 Imports and Exports of Central Corridor Countries	04
3.2.1 Volume of Imports by Country.....	04
3.2.2 Volume of Exports by Country.....	05
3.3. Transit Rates and Costs to Corridor destinations.....	06
3.4. Ship Turnaround Time.....	07
3.5. Containers Dwell Time.....	08
3.5.1 TPA Transit Import Container Dwell time.....	08
3.5.2 TPA Local Import Container Dwell time.....	10
3.5.3 TICTS Transit Import Container Dwell time.....	11
3.5.4 TICTS Local Import Container Dwell time.....	11
3.6. Truck Turnaround Time.....	12
3.7. Truck Transit Time to Destinations.....	13
4.0 CONCLUSION.....	15
5.0: ANNEXURES.....	16



LIST OF TABLES

Table 3-1: Cargo throughput, January-June 2021 (Metric tonnes).....	02
Table 3-2: Deep sea Cargo Throughput, January-June 2021 (metric tons).....	03
Table 3-3: Deepsea Cargo Five-Month and Six-Month Comparisons (metric tons).....	03
Table 3-4: Volume of Imports by Country of Destination, Jan-June 2021 (metric tons).....	04
Table 3-5: Volume of Exports, Jan-June 2021 (metric tons).....	05
Table 3-6: Six-month Average Transit Cost rates (Container/ kilometre -USD).....	06
Table 3-7: Relative variation of Monthly Average Transit Costs per container per kilometre.....	07
Table 3-8: Monthly average transit charges per container by destinations, Jan-June 2021 (USD).....	07
Table 3-9: TPA Monthly Average Transit Import Container Dwell Time (Days).....	09
Table 3-10: TPA Monthly Average Local Import Container Dwell Time (Days).....	10
Table 3-11: TICTS Monthly Average Transit Import Container Dwell Time (Days).....	11
Table 5-1: Cargo Throughput in metric tonnes by Type, January-June 2021.....	16
Table 5-2: Cargo Throughput in metric tonnes by Type, January-June 2020.....	16
Table 5-3: Import Cargo in metric tonnes by Country, January-June 2021.....	16
Table 5-4: Export Cargo in metric tonnes by Country, January-June 2021.....	17
Table 5-5: Average Monthly Container Transit Costs in USD by Destination, Jan-June 2021.....	17
Table 5-6: Average Monthly Container Transit Costs by Destination, Jan-June 2020.....	17

LIST OF FIGURES

Figure 1: Distribution of Cargo throughput by Purpose (%).....	02
Figure 2: Imports discharged at Dar Port by Country of Destination, Jan to June 2021 (Tonnes).....	04
Figure 3: Exports loaded at Dar Port, Jan-June 2021 by Country of Origin (Metric Tonnes).....	05
Figure 4: Distribution of Exports by Country, Jan-June 2020-2021 (%).....	05
Figure 5: Monthly average ship turnaround days at Dar Port, Jan-June 2021.....	08
Figure 6: Six-Months Average Ship-Turnaround Days, January to June 2021	08
Figure 7: TPA Monthly average transit import container dwell time in days, Jan-June 2021.....	09
Figure 8: Container average dwell time at TPA by Cargo Destination, Jan-June 2021.....	10
Figure 9: Monthly Average TICTS Transit Container Dwell time in days, 2021.....	11
Figure 10: Container average dwell time at TICTS by Cargo Destination, Jan-June 2021.....	12
Figure 11: Trucks Turnaround time at TICTS in Hours, Jan-June 2021.....	12
Figure 12: Period Average Transit time from Dar Port to Corridor destination (days).....	13
Figure 13: Dar-Bujumbura Average Transit Time in Days.....	14
Figure 14: Dar-Kigali Average Transit Time in Days.....	14
Figure 15: Dar-Kampala Monthly Average Transit Time (Days).....	14
Figure 16: Dar-Bukavu Monthly Average Transit Time (Days).....	15
Figure 17: Dar-Goma Monthly Average Transit Time (Days).....	15

TRANSPORT OBSERVATORY

JANUARY – JUNE 2021



BI-ANNUAL REPORT

1.0 INTRODUCTION

The Central Corridor Transport Observatory bi-annual report summarizes the performance of freight transport and logistics along the corridor that links the Dar-es-Salaam Port with interland destinations in Uganda, Rwanda, Burundi and Democratic Republic of Congo.

The performance is portrayed through analysis of changes in a series of selected indicators developed for the corridor. The report has five Sections. Section One introduces the report while Section Two provides a summary of the report. Analysis of performance indicators is presented in Section Three while Conclusion is presented in Section Four. Lastly, there is an Annexure presented with detailed tables in Section five.

Performance analysis is done by comparing changes in corridor indicators for the period of January-June 2021 with similar period of year 2020. In some indicators, performance is also compared with agreed performance targets to assess progress towards attaining expectations.

It is worth noting that the performance of comparable period of January-June 2020 was impacted by the first reported outbreak of COVID19 globally and its resultant curfews, quarantines, lockdowns and travel restrictions in the Central Corridor countries. In this reporting period; the pandemic continued to impact on trade and transport in some countries where travel restrictions and sporadic curfews have continued to be implemented. However, a positive record along the Corridor has been the streamlining of procedures by the Governments to ease transit transport and trade. Some of the developments are such as instituting and easing procedures for cross-boarder testing facilities, reduction and harmonization of testing fees among drivers and initiation of COVID19 vaccines to reduce further fatalities.

2.0 SUMMARY OF THE PERFORMANCE

During the period of January to June 2021; performance of the Central Corridor has been returning to its normal state compared to previous performance that was impacted negatively by COVID19 first outbreak. The outbreak in the comparative period of year 2020 was felt in the disruptions of efficiency in Port operations, transit truck disruptions, decline of exports through the port of Dar-es-Salaam and truck transit times.

In the period of January –June 2021, improvements were observed in the volume of cargo transactions that grew by 4.3% compared to previous similar period as well as leveling of export cargo share among Corridor countries of between 15% and 22%. Further improvements were observed in efficiency indicators including reduction in ship waiting time by five days and a consequent leveling of ship turnaround time to around three days, sustained efficiency in local container dwell-time below five days, Port clearance efficiency improvement of 25% for transit cargo and 31% for local cargo. However, despite this performance, the level of efficiency in transit cargo clearance at the Port and for container cargo at TICTS were observed to be below the Government of Tanzania target of five days.

Lastly, it was observed that the container road transit costs had declined by 0.3% in general; with marked decline in cost rate for the routes from Dar Port to Kigali (4.1%) and Dar-Kampala (2.5%). Transit cost rate per kilometre to Bukavu has remained the highest and also marginally increased along with that of Dar to Goma by around 2-3%. This could be explained by speedy increase in cargo, uncoupled with competitive transport supply to DRC as observed in the highest growth rate of 20% during this period. The sections below provide detailed analysis of performance indicators where comparison is being made between the first six months of 2021 and similar period 2020.

3.0 ANALYSIS OF PERFORMANCE MONITORING INDICATORS

3.1 Cargo Throughput

Cargo throughput includes all cargo that passed through the Tanzania Ports Authority in a given period. In the period of January–June 2021 a total of 8,006,331 metric tonnes passed through the Port, being an increase of 333,038 metric tons which is equivalent to a growth of 4.3 percent compared to similar period in 2020. Summary of cargo throughput for January–June 2021 and its comparative similar months of 2020 are provided below.

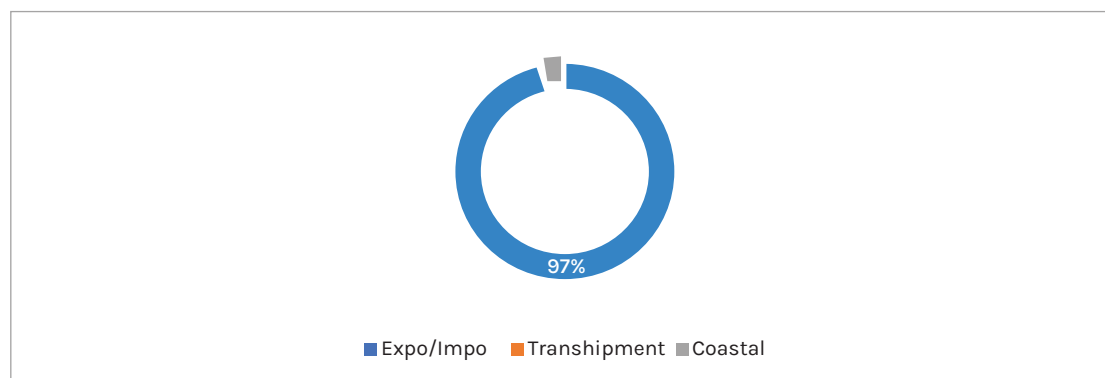
Table 3-1: Cargo throughput, January-June 2021 (Metric tonnes)

Year	Metric Tonnes
2020	7,673,293
2021	8,006,331
Change (%)	4.3

Source: Tanzania Ports Authority.

Cargo throughput distribution includes sea-borne (deep sea) cargo, coastal cargo and transshipment cargo. During the review period, cargo of deep sea route was 97 percent of total volume, same level as it was in similar compared period of 2020. The remaining three percent were cargo volume related to coastal traffic and a negligible proportion of transshipment cargo. The graph below illustrates cargo distribution by type of destination.

Figure 1: Distribution of Cargo throughput by Purpose (%)



3.1.1 Deep Sea Cargo Throughput

Deep sea cargo traffic refers to cargo from the Corridor countries that are either discharged as imports to these countries or loaded as exports from these countries at Dar-es-Salaam Port.

During the months of January to June 2021, deep sea cargo volume recorded positive average growth of 4.3% compared to similar period in 2020. The positive growth began to be observed in March 2021 and peaked in June 2021 at 29%. However, in both 2020 and 2021, the month of June recorded abnormally low volumes of deep sea cargo compared to the months of January to May and more so in the comparative month of June 2020.

Table 3-2: Deep sea Cargo Throughput, January-June 2021 (metric tons)

	YEAR		
Month	2020	2021	Change (%)
Jan	1,558,685	1,332,746	-14.5
Feb	1,325,634	1,304,808	-1.6
March	1,264,563	1,357,151	7.3
April	1,222,610	1,249,710	2.2
May	1,155,181	1,342,891	16.2
June	889,252	1,144,893	28.7
Total	7,415,926	7,732,198	4.3

Source: Tanzania Ports Authority.

The monthly average deep sea traffic volume for the period of January to June 2021 stood at 1,288,700 metric tonnes. However, excluding an irregular output of June, the average rises to 1,317,500 metric tonnes. The same situation was observed in 2020 when the monthly averages were 1,305,800 and 1,236,400 metric with June excluded and included respectively. The months of June for the years of 2020 and 2021 were also raising variability of monthly average performance as observed from standard deviations below. Thus there is need to study the circumstances of month of June that result to minimum traffic in the two-year period.

Table 3-3: Deepsea Cargo Five-Month and Six-Month Comparisons (metric tons)

	YEAR	
Deep Sea Cargo, Metric Tonnes	2020	2021
Monthly average incl. June	1,236,393	1,288,700
Monthly average excl. June	1,305,821	1,317,461
Stdeviation, incl. June	219,230	80,028
Stdeviation, excl. June	154,677	42,444

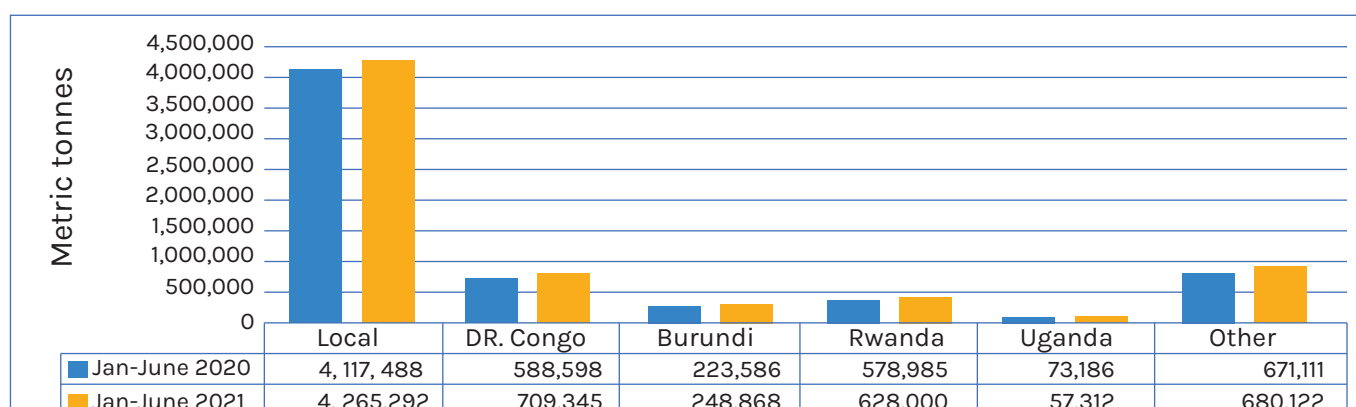
3.2 Imports and Exports of Central Corridor Countries

3.2.1 Volume of Imports by Country

Deep sea cargo throughput includes imports to, and exports from the Corridor. This section analyzes imports for the period of January to June 2021 from Dar-es-Salaam Port by destination country. The import cargo constituted 85% of deepsea cargo throughput during this period. This share has remained the nearly equal to the comparative period of 2020 (84%).

Total import volume during the period of January to June 2021 was 6.6 million metric tonnes distributed country-wise with little change in the two periods of 2020 and 2021. In both reporting periods; local imports constituted a stable 65-66 percent, followed by DRC imports of 9-11 percent. Thus, local imports have dropped by one percentage point while DRC imports had gained by two percentage points relative to other Corridor destinations in the two comparative periods.

Figure 2: Imports discharged at Dar Port by Country of Destination, Jan - June 2021 (Tonnes)



The imports in Jan-June 2021 had increased by 336,000 metric tonnes, equivalent to 5.4 percent compared to similar period of year 2020. Individual Corridor states recorded growths in import volumes during the period of January to June 2021 except for Uganda, which recorded a decline of 22 percent relative to similar period of year 2020. DRC imports grew the largest by 21 percent in the comparable periods. The reason for decline of Ugandan imports via the Dar-es-Salaam Port is the increased preference for Mombasa Port due to shorter distance.

Table 3-4: Volume of Imports by Country of Destination, Jan-June 2021 (metric tons)

	Half-Year (Jan. to June)		
Country	Y 2020	Y 2021	Change
Local	4,117,483	4,265,292	3.6%
D.R. Congo	588,598	709,345	20.5%
Burundi	223,586	248,868	11.3%
Rwanda	578,985	628,000	8.5%
Uganda	73,186	57,312	-21.7%
Other	671,111	680,122	1.3%
CORRIDOR TOTAL	6,252,949	6,588,939	5.4%

Source: Tanzania Ports Authority.

3.2.2 Volume of Exports by Country

The table above, shows that the total exports from Central Corridor countries at the port of Dar es Salaam was 1.2 million metric tonnes in the period of January to June 2021. This level of exports has declined relative to similar period of year 2020 by a margin of 2 percent.

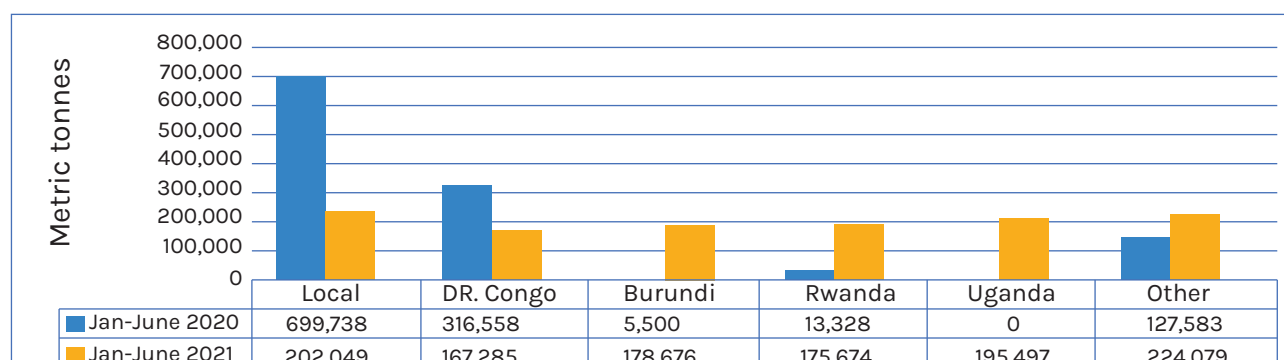
Table 3-5: Volume of Exports, Jan-June 2021 (metric tons)

Indicator	Jan - June 2020	Jan - June 2021	Change (%)
Total export cargo (Metric Tons)	1,162,707	1,143,260	-1.7

Source: Tanzania Ports Authority.

Country by country growth analysis shows that exports among the Corridor countries had increased only for Rwanda and Burundi while it declined for Tanzania and DRC. However, for Uganda there was no comparative period since there was no recorded exports through Dar Port in the period of January to June 2020. For other countries as well, the exports in 2020 were atypically low hence not fit for numerical comparisons. Graph below depict changes in exports by country of origin for the period of January to June 2020 and 2021.

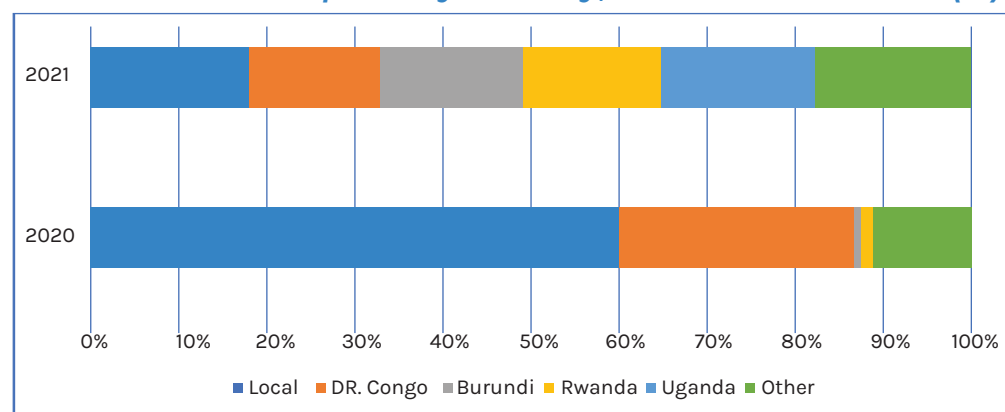
Figure 3: Exports loaded at Dar Port, Jan-June 2021 by Country of Origin (Metric Tonnes)



The contribution of Corridor countries to the total volume of exports was such that in January-June 2021 it indicates levelling competitiveness among the corridor countries as they had homogeneous share of between 15 and 20 percent. To note for further follow-up is that the category of exports from “other” countries had the highest share of exports passing through Dar-es-Salaam port (20%).

The contribution of exports from Tanzania had declined to 18% in January-June 2021, from 60% recorded in similar period of 2020. The major explanation could be COVID19 in the period of January-June 2020 that saw Burundi, Rwanda and Uganda cutting back on exporting through Dar-es-Salaam Port.

Figure 4: Distribution of Exports by Country, Jan-June 2020-2021 (%)



3.3. Transit rates and costs to Corridor destinations

These are the rates of transportation services paid by the cargo owners/shippers to the road transporters for moving a container to a destination. To obtain standardized cost rate for comparison of destination of varied distances; the transit costs were computed per kilometer for each route.

During the first six months of the year 2021 (January to June) the cost rates for moving a container by road through a kilometer was at minimum 1.7894 USD (Dar-Kampala) and maximum of 2.7793 (Dar-Bukavu). The Central Corridor average cost rate per container per kilometer was USD 2.1726 during the period of January to June 2021, declining by a meagre 0.3 percent from the rate charged in similar period of 2020 (USD 2.1784).

The cost of moving a container in a kilometer for Bukavu has been the highest in both comparative periods despite the fact that Bukavu is not the farthest destination in the corridor. The Cost rate of moving a container through a kilometre from Dar Port to Kampala has remained the lowest compared to other areas in January-June 2021 and second to the lowest in similar period of 2020 despite being the longest route in the corridor. The rates to destinations of Bujumbura, Kigali and Kampala have remained below the six-month's average in both 2021 and 2020.

Table below is a summary of six-month average cost rate of moving a container by a kilometre towards the destinations of the Central Corridor.

Table 3-6: Six-month Average Transit Cost rates (Container/ kilometre -USD).

	Half-Year (Jan. to June)		
Destination: Dar Port to...	Y 2020	Y 2021	Change
Kigali	1.8283	1.9064	-4.1%
Bujumbura	1.7894	1.8200	-1.7%
Kampala	1.8258	1.8727	-2.5%
Bukavu	2.7793	2.7040	2.8%
Goma	2.6402	2.5892	2.0%
CORRIDOR AVERAGE	2.1726	2.1784	-0.3%

Source: Transporters/CFAs.

The cost rates have also stabilized over the period of January-June 2021, with overall relative variation (coefficient of variation between months) of 0.5% about the corridor average compared to 1.5% in previous comparable period. For each corridor route, the relative variation of monthly averages costs were also less than 3% in January-June 2021 compared to previous period when it rose to 5% for destinations of Kampala and Bujumbura. For the destination of Bukavu, even though the costs per kilometre have been the highest, they were less variable (and hence more predictable) in the period of observation as table below shows.

Table 3-7: Relative variation of Monthly Average Transit Costs per container per Kms

Period	Dar-Kigali	Dar-Bujumbura	Dar-Kampala	Dar-Bukavu	Dar-Goma	Cor Avg
Jan - June 2021	2.14%	2.06%	1.56%	1.20%	1.16%	0.53%
Jan - June 2020	1.79%	4.84%	4.41%	2.89%	2.27%	1.50%

Average monthly freight charges to cover entire length from Dar-es-Salaam Port to the various destinations of Central Corridor between January and June 2021 are shown in the table below:

Table 3-8: Monthly average transit charges per container by destinations, Jan-June 2021 (USD)

Month	Dar-Kigali	Dar-Bujumbura	Dar-Kampala	Dar-Bukavu	Dar-Goma
January	2700	3000	3300	5000	4400
February	2700	2900	3300	5000	4300
March	2800	2900	3300	4900	4300
April	2800	3000	3200	4900	4300
May	2700	2900	3200	4900	4300
June	2700	2800	3200	4800	4300
Six-month Average	2,733	2,917	3,250	4,917	4,317
DISTANCE (KM)	1495	1630	1780	1769	1635

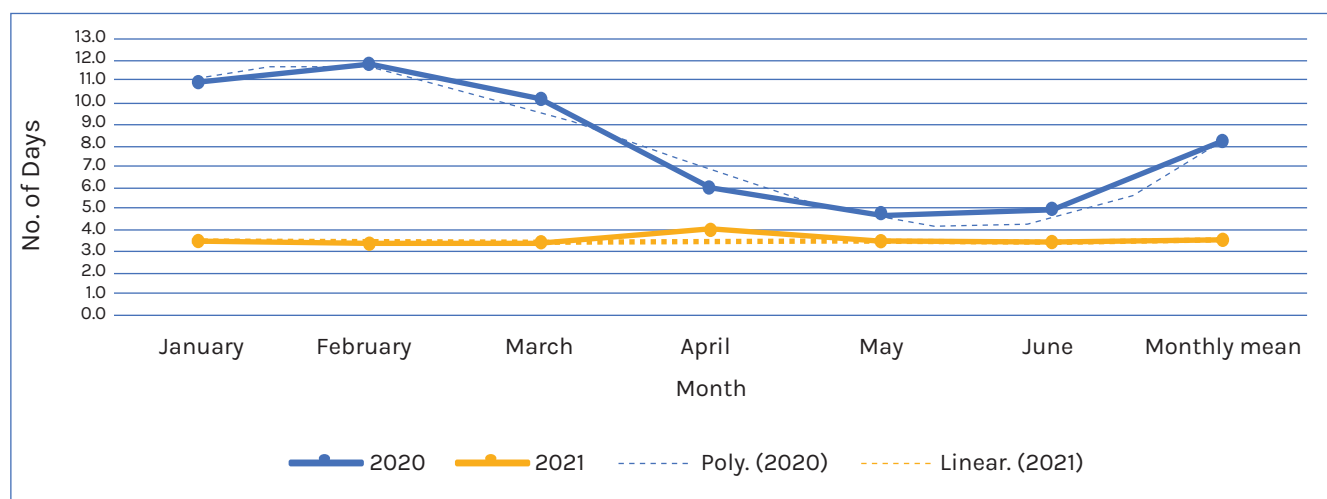
Source: Transporters/CFAs.

3.4 SHIP TURNAROUND TIME

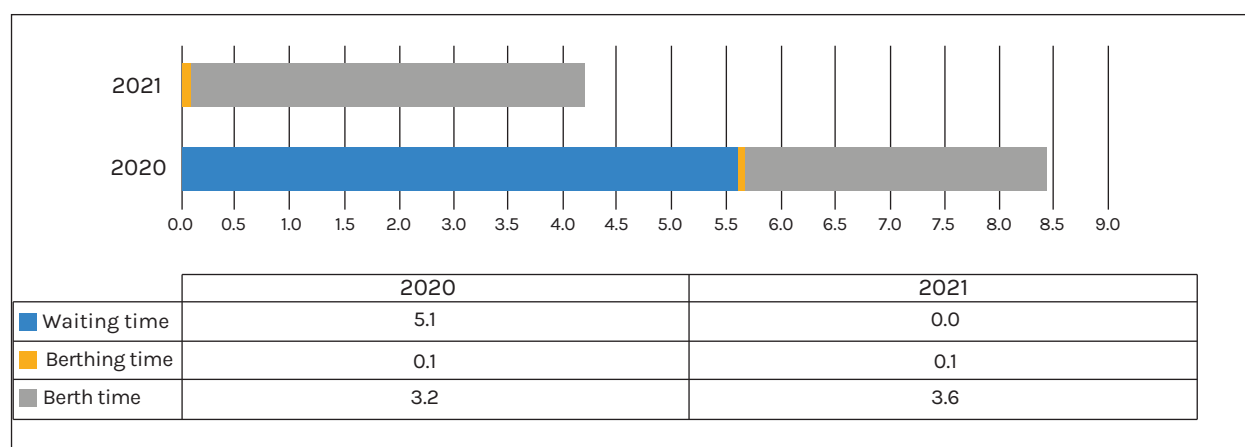
Ship turnaround time is the total time spent by a ship at the port; measured on monthly average time that each ship spend at the Port from when it is ON-Berth to when the ship is OFF-Berth. The time is captured in days per ship from Tanzania Ports Authority (TPA).

Components of ship turnaround time includes Ship waiting time, Berthing/un-berthing time, Berth time (Service time). It is worth noting that the comparable period of 2020 had out-of-range waiting time which affected the overall ship turnaround time. This was the time of COVID-19 first outbreak hence a number of operational adjustments at the Port affected efficiency of operations. Hence, in the year 2021; comparison with 2020 may not necessarily convey improvements in ship-turnaround time but adjustment to normalcy.

The graph below shows that containerized ship turnaround time in the period of January-June 2021 was on average of 3.5 days. This was better than the level recorded in 2020 for the same period (8.4 days). This change was attributed to return to normalcy in operations that were halted during the comparative period of 2020, the period of COVID-19 threat. It is indicative that the monthly average ship turnaround time has remained stable in months of January to June 2021, exhibiting a nearly constant line path over time, compared with similar period in 2020 whose path was polynomial indicating cyclical pattern of operational efficiency in handling ships during the period.

Figure 5: Monthly average ship turnaround time in days at Dar Port, Jan-June 2021

The improvements in overall ship turnaround time during half-year of 2021 was contributed to the return to normality of waiting time at the Dar Port in 2021 to around 3-4 days. The graph below shows the pattern of improvement in ship turnaround time as contributed to a large proportion by the decline of about 5 days of waiting time (60%) between the two comparative periods.

Six-Months Average Ship-Turnaround Time in Days, January to June 2021

3.5. Containers Dwell time

Dwell time refers to the total time spent by containerized cargo at the Port from the time that cargo is discharged from the vessel until port exit. It is calculated for each month as an average number of days the container stays in a yard. Data is obtained from containers that docked at the Port and cleared by TICTS.

The indicators below give out highlights on the dwell time per container for both Tanzania Ports Authority and Tanzania International Container Terminal Services (TICTS). The comparison of current reporting period with previous similar period of January to June shows return to business in response to the COVID19 impact on dwell time that was observed in year 2020.

3.5.1 TPA Transit Import Container Dwell time

As depicted on the table and graph; the trends show the average dwell time for transit import containers in the period of January to June 2021 and its comparative period of 2020. The analysis also compared actual dwell time (average) with Government of Tanzania benchmark of five days.

The dwell time for transit import containers in TPA decreased to an average of 8 days in half-year 2021 compared to 11 days of the same period in 2020; indicating an improvement of 25 percent. This reduction of 3 days (25%) was larger than similar period of 2020 decrease of 1.7 days. However, the current level of efficiency in dwell time is still below target by an average of 66 percent.

Month to month comparisons between the two reporting periods convey a similar pattern of reduction of between 19 and 22 percent in dwell time. However; the month of March was observed with higher reduction of 43 percent. The reason for such observation is that there was high jump in dwell time in March 2020, attributed to COVID19 shock in the vessel discharge system.

Figure 7: TPA Monthly average transit import container dwell time in days, Jan-June 2021

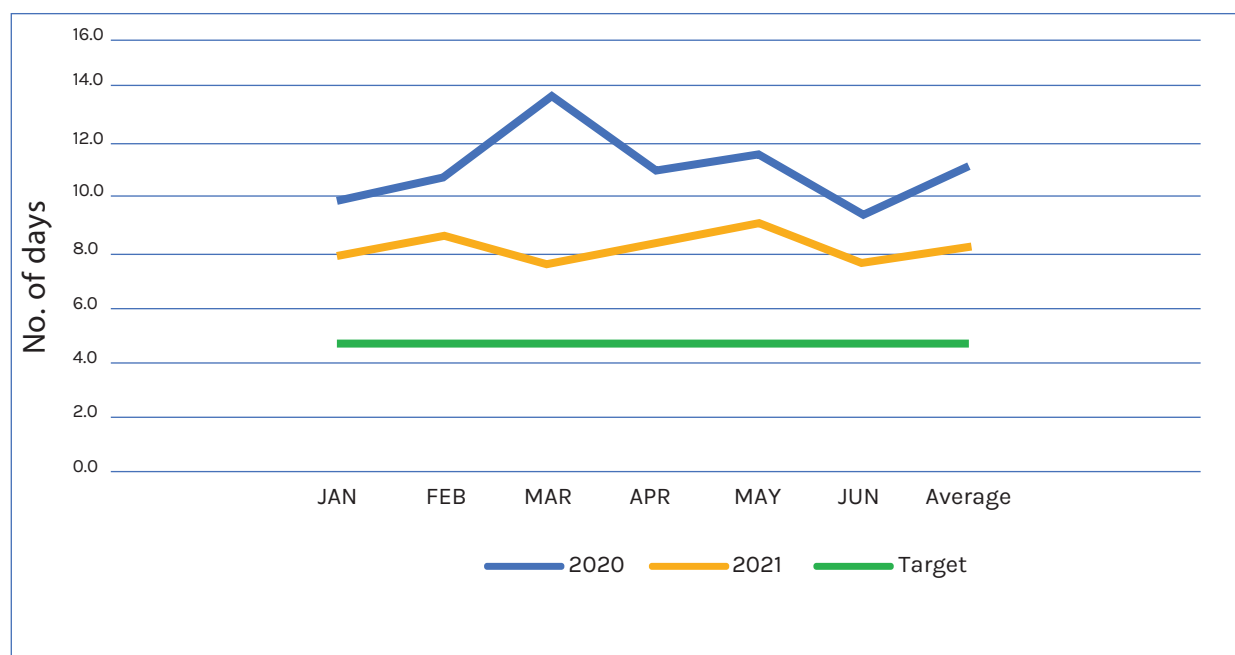


Table 3-9: TPA Monthly Average Transit Import Container Dwell Time (Days).

Month	Half-Year Performance		Change 2021/2020(%)	Deviation From Target (%)
	Y 2020	Y 2021		
January	9.9	8.0	-19.2	60
February	10.8	8.8	-18.9	75
March	13.7	7.7	-43.6	55
April	11.1	8.6	-22.6	72
May	11.6	9.1	-21.3	83
June	9.4	7.7	-18.1	54
AVERAGE	11.1	8.3	-24.9	66

Source: Tanzania Ports Authority.

3.5.2 TPA Local Import Container Dwell Time

The dwell time for local import containers in TPA decreased to an average of 6.5 days in the first six months of 2021 compared to 10 days of similar period in 2020; indicating an improvement of 34 percent. This reduction of 34% or 3.5 days was larger than that recorded in a similar period of 2020 which was a decrease of 2.0 days. However, despite this improvement, the current level of efficiency in dwell time for local containers in TPA is below target by 31 percent.

Month to month comparisons between the two reporting periods of 2021 and 2020 convey a similar pattern of reduction in dwell time of around 30 percent. However, the month of February-March recorded higher improvement of 47 percent because of the comparative performance in 2020 was hampered by COVID19 shock on local container clearance system.

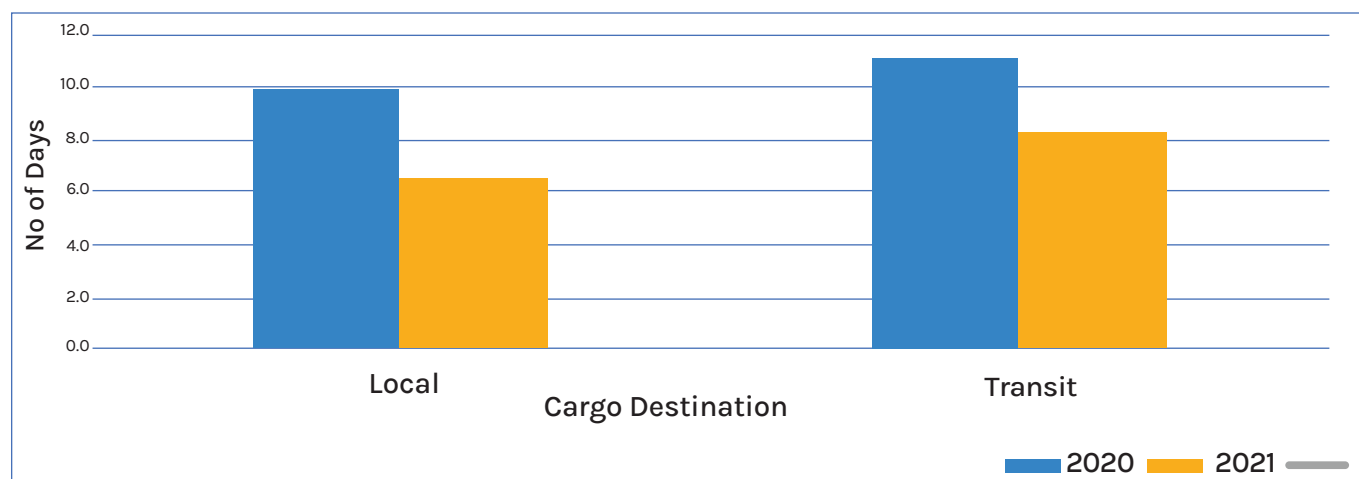
Table 3-10: TPA Monthly Average Local Import Container Dwell Time (Days)

Month	Half-Year Performance		Change 2021/2020(%)	Deviation From Target (%)
	Y 2020	Y 2021		
January	9.4	9.0	-4.3	80.0
February	10.5	5.5	-47.7	9.8
March	11.7	6.2	-46.7	24.8
April	9.5	6.2	-35.1	23.4
May	9.8	6.9	-29.6	38.0
June	8.5	5.4	-36.5	8.0
AVERAGE	9.9	6.5	-34.0	30.7

Source: Tanzania Ports Authority.

The comparison between local and transit container dwell time at TPA is shown in the graph below, showing improvements in the first six months of 2021 compared to similar period of 2020. The improvement, that is, reduction in dwell time has been larger for local than transit containers between the two periods, at 31% and 25% respectively. However, the Government set target for both local and transit containers has not been achieved in both cases.

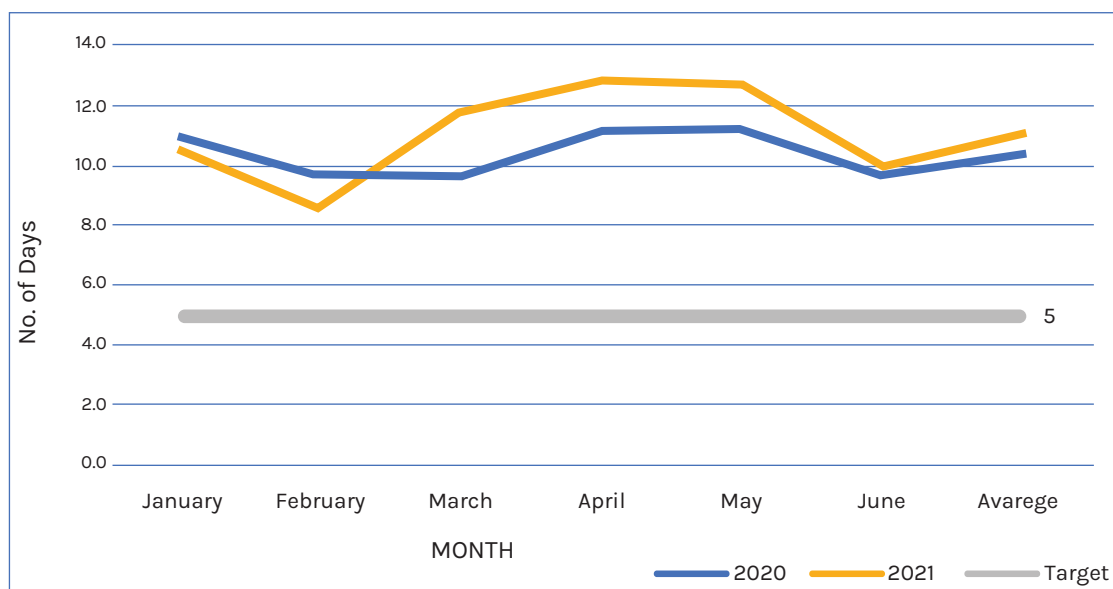
Figure 8: Container average dwell time at TPA by Cargo Destination, Jan-June 2021



3.5.3 TICTS Transit Import Container Dwell Time

The average dwell time for transit import containers at TICTS for the period of January to June 2021 was 11 days. The current level of performance of dwell time in TICTS has scaled back by 1 day compared to similar period in 2020. Furthermore, the average dwell time for transit containers in TICTS has been more than doubly out of target in 2021 and 2020 at 11 and 10 days respectively compared to the Government of Tanzania target of 5 days.

Figure 9: Monthly Average TICTS Transit Container Dwell time in days, 2021



The below graph illustrates month to month pattern of dwell time in TICTS for a transit container. It shows that TICTS dwell time for transit container had increased in February-May 2021 by larger margin compared to other months in the series. Furthermore, the dwell times in February to May was highest and rising in the two successive years.

Table 3-11: TICTS Monthly Average Transit Import Container Dwell Time (Days)

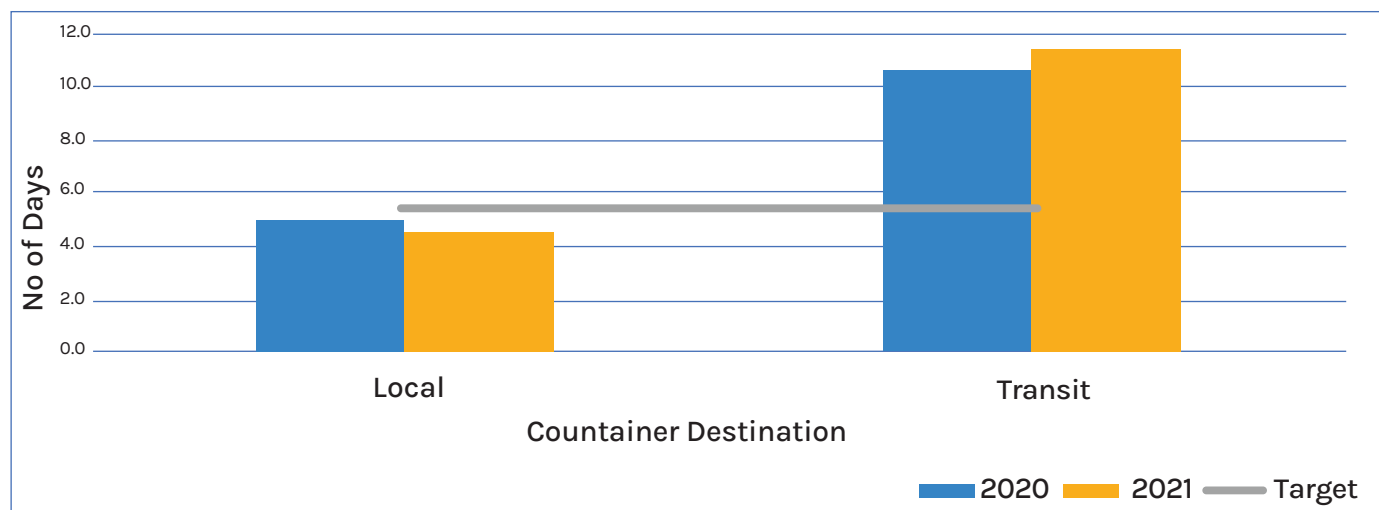
Year	Month						
	January	February	March	April	May	June	Average
2020	10.8	9.7	9.7	11.0	11.2	9.6	10.3
2021	10.5	8.6	11.7	12.9	12.7	9.9	11.0
CHANGE %	-3	-12	21	17	13	3	7

Source: TICTS.

3.5.4 TICTS Local Import Container Dwell Time

TICTS local Container dwell time was also analyzed for local container cargo in half-year 2021 and compared with half-year of 2020. Analysis was also done to compare current performance with Government set target of five days clearance time.

It was observed that local import container dwell time was 4.3 days in the period of January to June 2021; a marginal reduction from 4.4 days recorded in similar period of previous year. This level of efficiency in container clearance at TICTS is well within the set target of 5 days. Furthermore, the comparisons between local and transit container dwell time for both TPA and TICTS is shown in the graph below.

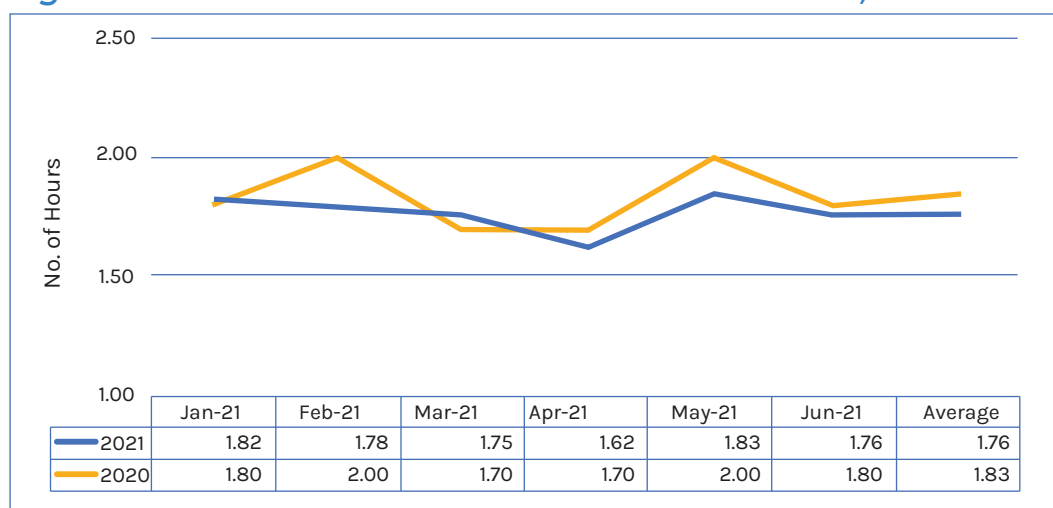
Figure 10: Container average dwell time at TICTS by Cargo Destination, Jan-June 2021

3.6. TRUCK TURNAROUND TIME

Truck turnaround time refers to the amount of time (in hours) that a Truck uses at Tanzania International Container Terminal Services (TICTS) clearance and loading. This indicator is measured as an average hours spent by all trucks serviced during a month and expressed as monthly average truck turnaround time. It is used to assess efficiency of cargo handling and loading services at TICTS.

The graph below shows that truck turnaround time between January – June 2021 was 1.76 hours or 1 hour and 48 minutes. This level in January – June 2021 has improved marginally from 1.83 hours recorded in similar period in 2020; equivalent to a reduction in servicetime of about five minutes between the two comparable periods.

Month to month levels of truck turnaround time in the period of January to June in 2021 and 2020 have shown stability; that is: with little variation. The range of monthly average truck turnaround time in 2021 was 13 minutes while this was 18 minutes in 2020. This means that the turnaround time in Jan-June 2021 did not only decrease but also stabilized more than in the similar period of 2020. Graph below illustrates trend in monthly average truck turnaround time for the period of January to June 2021.

Figure 11: Trucks Turnaround time at TICTS in Hours, Jan-June 2021

Source: TICTS.

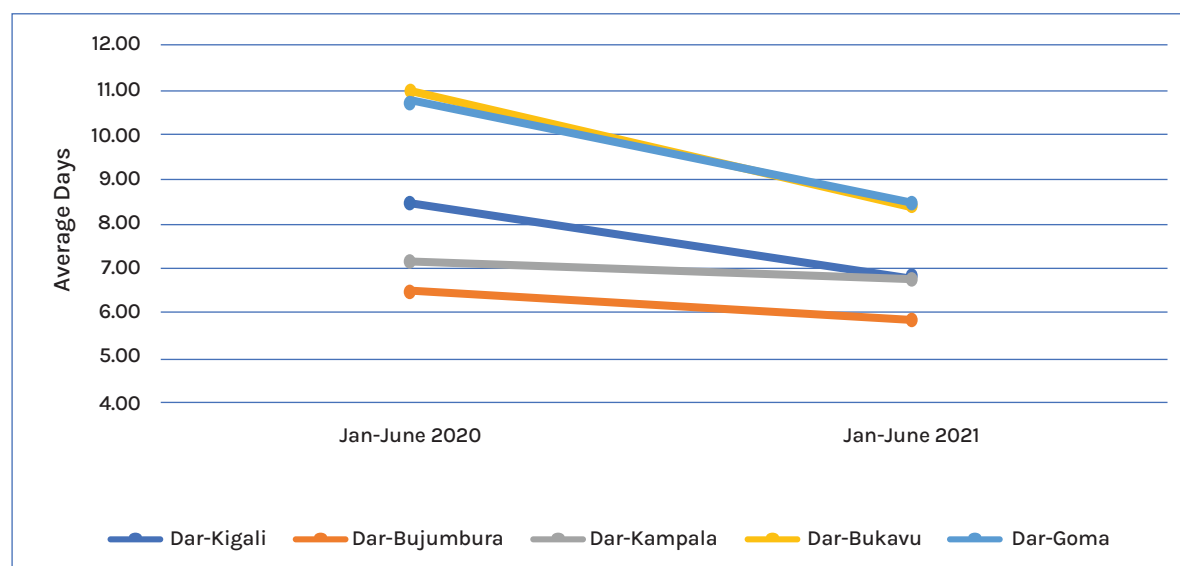
3.7. TRUCK TRANSIT TIME TO DESTINATIONS

Transit time is the duration it takes for a cargo from the port of Dar es salaam to arrive at a destination along the Central Corridor member States. It is obtained from a sample of cargo trucks and computed as an average days for each month.

A general analysis shows improvement between the comparative periods of January to June of 2021 and 2020 across all destinations namely Kigali in Rwanda, Bujumbura ni Burundi, Kampala in Uganda, Bukavu and Goma in DRC. Destinations of Goma and Bukavu recorded the largest reductions (above two days) between the two periods were recorded. Kigali recorded a declining transit time of 1.67 days or 40 hours while Bujumbura and Kampala recorded a decline of half-a-day in transit time.

Graph below indicates the direction of transit time of the five corridor destinations for the January-June periods of 2021 and 2020.

Figure 12: Period Average Transit time from Dar Port to Corridor destination (days)



For each destination along the corridor, transit time has stabilized in the period of January to June 2021 as depicted by a smoother pattern compared to similar period in 2020 when the path was erratic from month to month.

Although the transit time has generally improved compared to similar periods last year, it remains at high level. Adherence to COVID19 protocols has continued to affect the transit time at some borders whereby truckers have had to undergo screening tests. In some countries, such as in Uganda, curfews and controlled movements have also deteriorated the transit time due to disruptions of truck movements.

Figures below details monthly average transit times for each destination for the period of January to June 2021 and comparative year 2020. Graphs below displays monthly transit times of various corridor destinations.

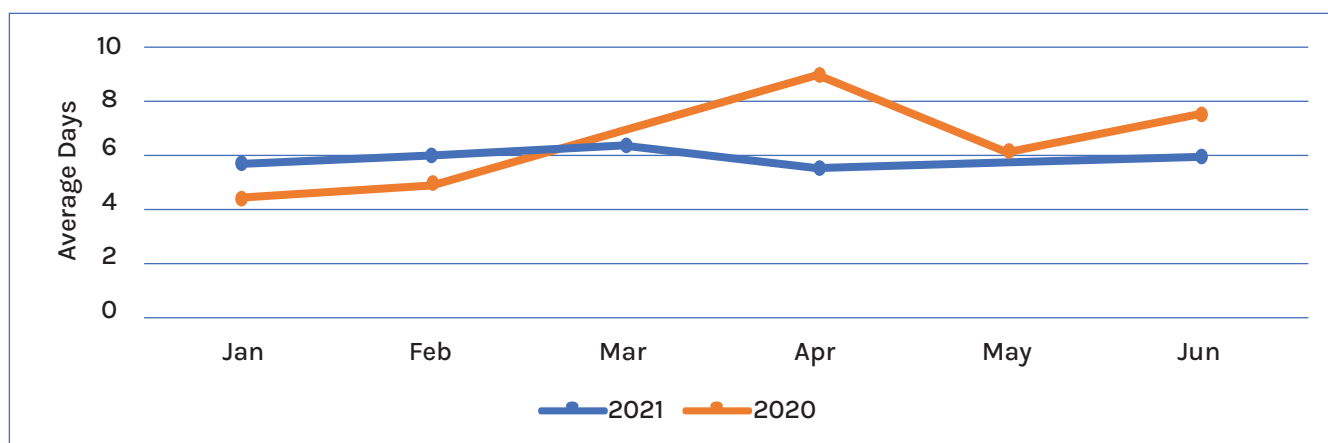
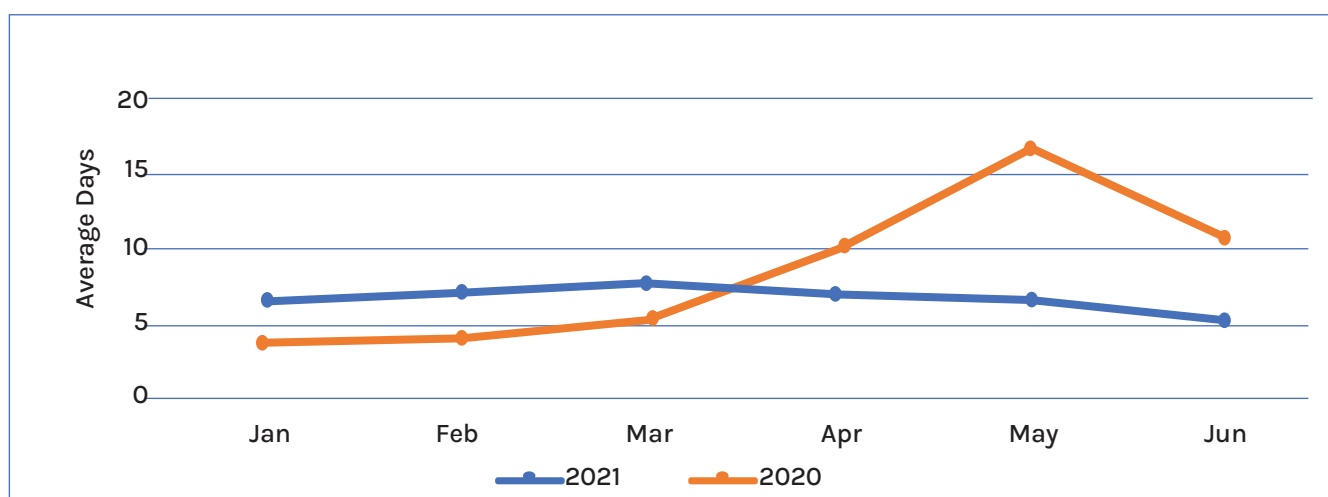
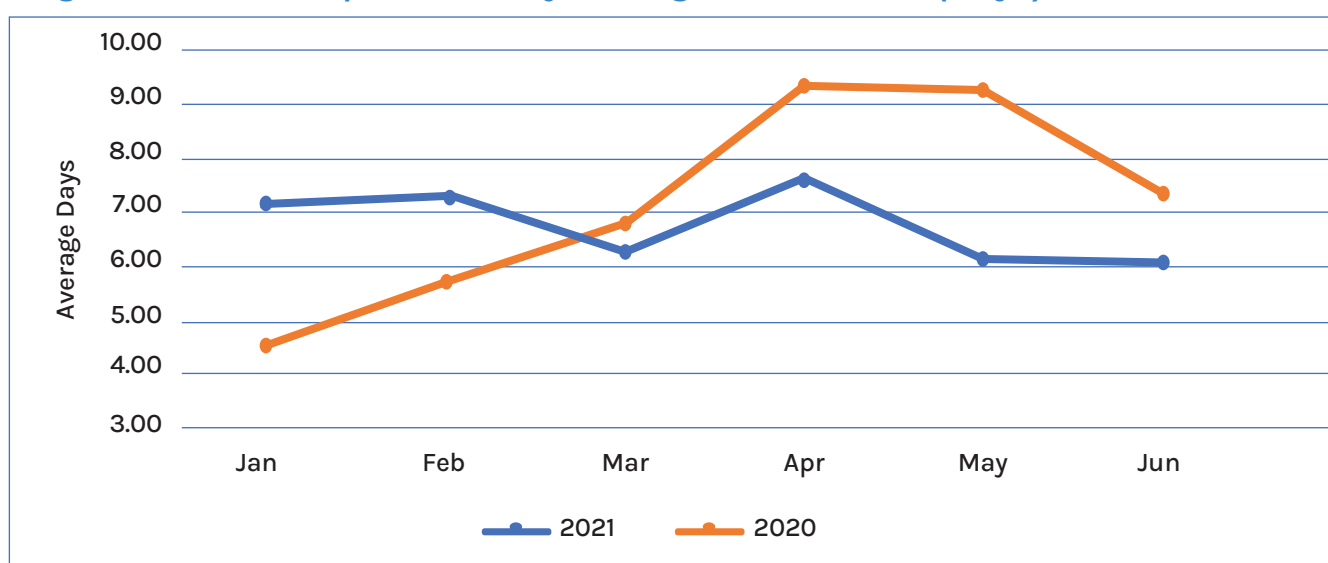
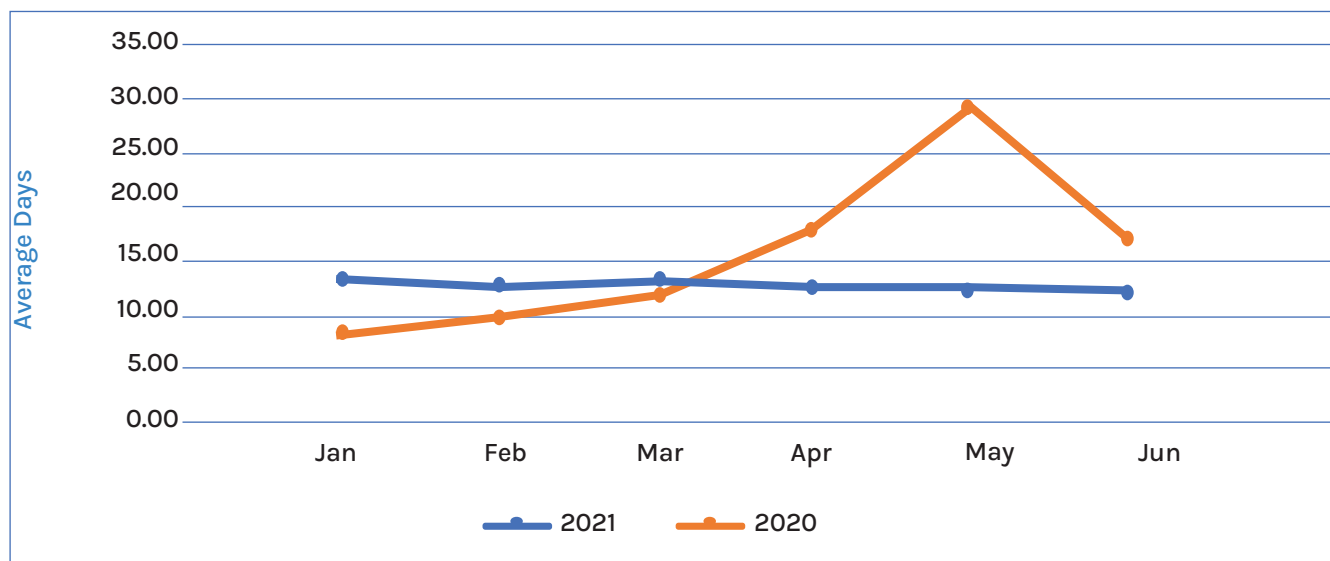
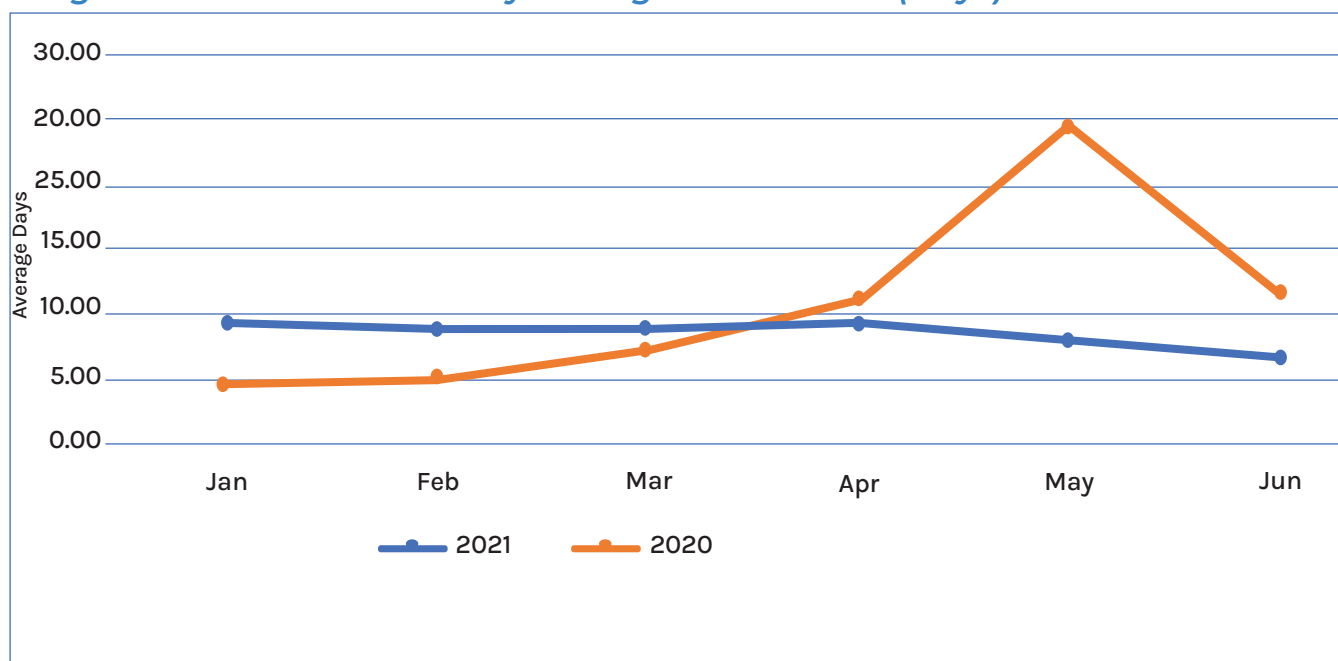
Figure 13: Dar-Bujumbura Average Transit Time in Days*Figure 14: Dar-Kigali Average Transit Time in Days**Figure 15: Dar-Kampala Monthly Average Transit Time (Days)*

Figure 16: Dar-Bukavu Monthly Average Transit Time (Days)*Figure 17: Dar-Goma Monthly Average Transit Time (Days)*

4.0 CONCLUSION

During the first six months of 2021, the impact of COVID19 on transport and trade patterns in the Central Corridor member countries were observed to level-up as most of the performance indicators reflected improvements and stability over time.

The impact of such shocks in the period of January-June 2020 disrupts the current comparative picture of potential growth as assessed from different indicators. Thus, some of what appears to be positive changes are a return to normalcy in the logistics chain during the current reporting period, compared to the period of COVID19 shock. Comparisons in the next quarters with comparable circumstances may show realistic picture.

5.0 Annex Tables

Table 5-1: Cargo Throughput in metric tonnes by Type, January-June 2021

Month	Imports	Exports	Transshipment	Coastal	Total Cargo Traffic
January	1,130,697	202,049	584	46390	1,379,719
February	1,137,522	167,286	225	42571	1,347,604
March	1,178,475	178,676	228	43760	1,401,139
April	1,074,036	175,674	96	42062	1,291,868
May	1,147,394	195,497	329	50209	1,393,429
June	920,814	224079	563	47116	1,192,572
TOTAL	6,588,938	1,143,260	2,025	272,108	8,006,331

Source: Tanzania Ports Authority.

Table 5-2: Cargo Throughput in metric tonnes by Type, January-June 2020.

Month	Imports	Exports	Transshipment	Coastal	Total Cargo Traffic
January	1,341,399	217,286	400	57,235	1,616,320
February	1,116,354	209,280	834	44,411	1,370,879
March	1,043,613	220,950	622	47,189	1,312,374
April	1,054,390	168,220	282	26,491	1,249,383
May	985,161	170,020	296	34,200	1,189,677
June	712,032	176,951	269	45,408	934,660
TOTAL	6,252,950	1,162,707	2,703	254,934	7,673,293

Source: Tanzania Ports Authority.

Table 5-3: Import Cargo in metric tonnes by Country, January-June 2021

Month	Local	D.R.Congo	Burundi	Rwanda	Uganda	Other	Total Discharged
January	782,423	108,539	32,779	97,377	9,913	99,665	1,130,697
February	744,293	117,534	38,861	93,896	9,002	133,936	1,137,523
March	791,140	127,152	36,056	110,513	10,162	103,453	1,178,476
April	665,752	131,639	39,814	107,198	11,420	118,212	1,074,036
May	711,985	119,595	60,654	114,542	11,672	128,947	1,147,394
June	569,699	104,886	40,704	104,473	5,143	95,909	920,814
TOTAL	4,265,292	709,345	248,868	628,000	57,312	680,122	6,588,939

Source: Tanzania Ports Authority.

Table 5-4: Export Cargo in metric tonnes by Country, January-June 2021

Month	Tanzania	D.R.Congo	Burundi	Rwanda	Uganda	Other	Total Loaded
January	129,872	47,503	1,773	3,093	0	19,808	202,049
February	86,241	52,718	906	3,153	18	24,248	167,285
March	92,064	58,119	739	3,060	31	24,663	178,676
April	90,580	59,920	3,296	4,165	0	17,714	175,674
May	101,773	60,181	421	2,113	46	30,963	195,497
June	128,638	63,225	546	3,026	46	28,598	224,079
TOTAL	629,168	341,666	7,681	18,610	141	145,994	1,143,260

Source: Tanzania Ports Authority.

Table 5-5: Average Monthly Container Transit Costs in USD by Destination, Jan-June 2021

Month	Dar-Kigali	Dar-Bujumbura	Dar-Kampala	Dar-Bukavu	Dar-Goma
Jan	2700	3000	3300	5000	4400
Feb	2700	2900	3300	5000	4300
Mar	2800	2900	3300	4900	4300
Apr	2800	3000	3200	4900	4300
May	2700	2900	3200	4900	4300
June	2700	2800	3200	4800	4300
6month average	2,733	2,917	3,250	4,917	4,317
Distance (Km)	1495	1630	1780	1769	1635
Transit Cost Km	\$1.8283	\$1.7894	\$1.8258	\$2.7793	\$2.6402

Source: Tanzania Ports Authority.

Table 5-6: Average Monthly Container Transit Costs by Destination, Jan-June 2020

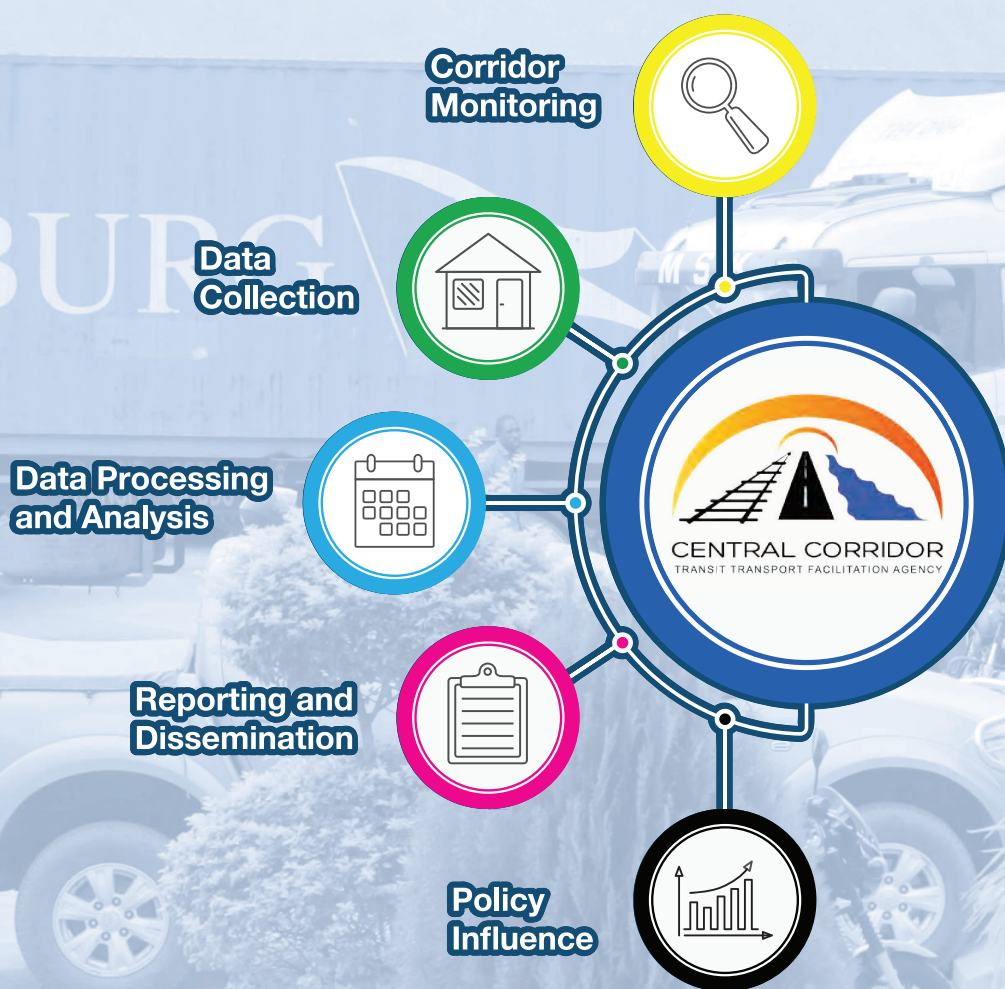
Month	Dar-Kigali	Dar-Bujumbura	Dar-Kampala	Dar-Bukavu	Dar-Goma
Jan	\$2,900	\$3,100	\$3,200	\$4,900	\$4,300
Feb	\$2,900	\$3,100	\$3,200	\$4,900	\$4,300
Mar	\$2,900	\$2,800	\$3,200	\$4,800	\$4,300
Apr	\$2,800	\$2,900	\$3,500	\$4,600	\$4,100
May	\$2,800	\$2,800	\$3,500	\$4,600	\$4,000
June	\$2,800	\$3,100	\$3,400	\$4,900	\$4,400
6month average	\$2,850	\$2,967	\$3,333	\$4,783	\$4,233
Distance (Km)	\$1,495	1630	1780	1769	1635
Transit Cost/Km	\$1.9064	\$1.8200	\$1.8727	\$2.7040	\$2.5892

Source: Tanzania Ports Authority.





TRANSPORT OBSERVATORY



"Your one stop shop for statistics and information on performance of the Central Corridor"



4th Floor, Posta House, Ghana Avenue | P.O. Box 2372, Dar es Salaam - Tanzania | Phone: +255 22 212 7149
Fax: +255 687 440 941 | Email: ttfa@centralcorridor-ttfa.org | Website: www.centralcorridor-ttfa.org