



CENTRAL CORRIDOR
TRANSIT TRANSPORT FACILITATION AGENCY



CENTRAL CORRIDOR TRANSPORT OBSERVATORY ANNUAL PERFORMANCE MONITORING REPORT

MAY 2024

ACKNOWLEDGEMENT

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We also express our heartfelt appreciation to stakeholders who provided crucial data, insights, and report validations, ensuring the success of the **11th Edition of the Central Corridor Performance Report (2023)**. Special recognition is given to the transport observatory team and consultants for their invaluable technical contributions throughout the various stages of the report's development.

In 2023, we were privileged to continue our partnership with **Trademark Africa (TMA)**, whose support enabled the upgrade of the CCTO portal to its current advanced state. This upgrade allows stakeholders seamless online access to 40 dynamic logistical and transport indicators, greatly enhancing the observatory's usability and impact.

The **11th Edition of the Central Corridor Performance Report (2023)** was prepared through the dedicated efforts of CCTTFA staff and consultants involved in data gathering, processing, analysis, report preparation, stakeholder consultations, incorporation of feedback, graphic design, and dissemination. We commend the leadership of **Mr. Melchior Barantandikiye**, Director of Logistics and Transit Facilitation at CCTTFA, and recognize the outstanding contributions of CCTTFA staff: **Mr. Ally Kakomile (Monitoring and Evaluation Manager)**, **Mr. Faraji Kondo (Database Manager)** and **Mr. Abdallah Mhagama (Statistician)**.

This collective effort underscores our commitment to enhancing trade and transport facilitation across the region and providing stakeholders with actionable insights to drive progress.

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ACRONYMS AND ABBREVIATIONS

AVG/AVRG	-	Average
CCTO	-	Central Corridor Transport Observatory
CERC	-	Contingent Emergency Rapid Response
CF&A	-	Clearing and Forwarding Agent
CFA	-	Clearing and Forwarding Agent
DMGP	-	Dar-es-Salaam Maritime Gateway Project
DRC	-	Democratic Republic of Congo
ECTS	-	Electronic Cargo Tracking System
ETWS	-	Electronic Train Warrant System
GDP	-	Gross Domestic Product
GPS	-	Global Positioning System
IMF	-	International Monetary Fund
Km	-	Kilometre
LATRA	-	Land Transport Regulatory Authority
mT	-	Metric Tons
OBR	-	Burundi Revenue Office
OSBP	-	One Stop Border Post
RRA	-	Rwanda Revenue Authority
RW	-	Rwanda
SCT	-	Single Custom Territory
TANROADS	-	Tanzania National Roads Agency
TAT	-	Tanzania Association of Truckers
TATOA	-	Tanzania Truck Owners Association
TERMINAL 2	-	Tanzania East Africa Getway Terminal limited
TIRP	-	Tanzania Intermodal Railway Project
TMA	-	Trade Mark Africa
TPA	-	Tanzania Port Authority
TRA	-	Tanzania Revenue Authority
TRC	-	Tanzania Railway Corporation
TTFA	-	Transit Transport Facilitation Agency
TZ	-	Tanzania
UG	-	Uganda
UNRA	-	Uganda National Roads Agency
URA	-	Uganda Revenue Authority
URC	-	Uganda Railways Corporation


FOREWORD

The Central Corridor Transport Observatory (CCTO) is a framework established for monitoring the performance of the logistics sector linking the Dar-es-Salaam Port with seven countries of the Central Corridor as per the Cooperative Agreement signed on 2nd September 2006. The CCTO complements the evidence-platform of the activities of CCTTFA towards the achievement of its vision of making the Central Corridor the most competitive corridor in East and Central Africa.

CCTO is the platform that provides up-to-date information to stakeholders on the performance of various segments of the corridor, useful for business, policy and academic references, using indicators that have been agreed by stakeholders. Regularly, the CCTO produce analytical reports of the indicators to convey the performance progress of specific periods and achievements towards the targets that have been set out by the Governments of the CCTTFA member states. The 2023 annual report is the 11th in the series of Annual CCTO reports, covering the period of January to December 2023. It has included analysis of 40 agreed indicators, descriptive progress of resolving logistics challenges along the corridor and impacts on trade, transport and economies.

In the years of 2014-2023, CCTO enjoyed active technical support from TradeMark Africa (TMA) in upgrading the CCTO portal, making it online. advancing the list of indicators and its analytical and communication framework. CCTTFA and partners are thankful for the time together with TMA and look forward to more endeavours.

I would like to request stakeholders to utilize this information for various programs and promoting of the corridor; and to increase focus on implementing the recommendations from this report so that stakeholders of trade and transport in the corridor member states can continue to experience smooth means of doing trade through facilitation of freight services to the region to make Central Corridor, *The Competitive and Sustainable Trade Route of Choice*.



Adv. OKANDJU OKONGE Flory

Executive Secretary

EXECUTIVE SUMMARY

The Transport Observatory report has continued its quest to ensure the provision of evidence-based information to support the development of Central Corridor transport infrastructure. The 11th annual edition of the Transport Observatory Report covers 40 indicators of performance at segments and aspects along the corridor. There is a special focus on projects and policy recommendations that help to reduce the cost of transportation, delays and other logistic challenges. In this report, there is also a baseline route assessment of the new Central Corridor routes towards Malawi, Zambia, and Lubumbashi in Haut-Katanga province, D.R Congo, from Dar es Salaam in the United Republic of Tanzania which provided highlights of the what is transpiring along the southern route and provided recommendations and way forward to achieve a smooth and efficient route.

The Transport Observatory project cycle consists of **data collection** provided by various stakeholders among the member states including Revenue Authorities, Roads Authorities, Ports, Railway Authorities, Transport Associations, Transporters and Private Sector Institutions closely affiliated to Trade and Transport; **data processing and analysis**; **online and offline reporting**; and **dissemination** to support trade and transport planning and operations in the member states.

The Annual Performance Monitoring Report 2023 compiles and publishes indicators covering six major trade and multimodal transport areas: *volume of transactions, transport cost and rates, productivity and efficiency, transit times and delays and transport safety*. The report includes all modes of transport that facilitate the movement of goods along the corridor, namely marine, road, railway and inland waterways.

As CCTO endeavors to reach a wider audience with its information products, Online usage of the Transport Observatory is also monitored to respond to user needs on medium and/or content of information. The portal has been increasing gradually with more feedback and increased demands on reports and updates. Between 2022 to 2023, online traffic increased from 9301 to 9636 (4% increase). The audience profile also widened to more than 50 states around the world, including people of diverse demographics and languages. The CCTO will be responding to user needs to serve them better. We shall upgrade to enhance operations of its information platforms, the addition of other components such as the intra-regional trade between countries, as well as improving the communications and advocacy strategy to widely disseminate its reports and findings. In 2023, CCTO advanced work on research, policy analysis, small area studies and outreach response in facilitating better understanding of trade and logistics in EAC and SADC through increased networking with The World Bank, Trade Mark Africa, Tanzania Shipping Agencies Corporation, The Northern Corridor Transport Observatory and our esteemed seasoned partners.

The key performance indicators on volume of transactions demonstrate the performance of the Port of Dar es Salaam in terms of availed data on cargo flow, both for imports and exports for the period of January to December 2023. The overall increase in cargo for imports was 17%, while for exports it was 7% in comparison to the same period in 2021. In terms of traffic share, Tanzania (local) cargo represented 57% of all imports passing through the port of Dar es Salaam while transit cargo to the Central Corridor member states represented 30%, and 13% were other non-members of the Central Corridor. For exports, the share of Tanzania cargo was 54% while export cargo from other Central Corridor member states represented 28%, and other non-Central Corridor states represented 14%.

The efficiency and productivity indicators give a basic guideline on how well the corridor performs operationally. The objective of productivity measurement is to give the current performance in the transport logistics chain against desirable productivity measures as set by the Government of Tanzania, also ensuring that its outcomes live up to the expected values. On port efficiency, the dwell time for transit containers has decreased to approximately 6.4 days in 2023 compared to

10.7 days in 2022. We note that there is work to be done to reach the target of 5 days set by the Government of Tanzania.

The truck turnaround at TERMINAL 2 has been 1.6 hours in 2023, indicating no significant change from the observation of 2022 (1.53 hours). The number of foreign registered transit trucks carrying transit cargo has increased significantly from less than 6% in the past 6 years to 14.2% in 2023. The increment of transit trucks is attributed to the harmonization of road user charges and significant improvement on the Central Corridor in terms of cargo handling at the port of Dar es Salaam and as well as road infrastructure that is encouraging other transporters to operate on the Central Corridor. Stakeholders have expressed issues such as unfavourable tax regimes, restrictions on third country rules and poor ratings of drivers, including their uncouth attitudes, as motivating factors to prefer foreign trucks and drivers in the transit trucking business.

Road transit time to various destinations of the Central Corridor Member States has improved in terms of average time and reliability by a reduction of 14 hours overall. Transit time from Dar-es-Salaam Port was recorded as 4.1 days (98.4 hours) to Kigali, 4.6 days (110.4 hours) to Bujumbura, 4.8 days (115.2 hours) to Kampala, 6.21 days (149.04 hours) to Bukavu and 5.84 days (140.16 hours) to Goma. There is still a need to advocate for the reduction of transit times to various destinations by sensitizing Truck drivers to reduce unnecessary personal stoppages along the road.

Lastly, in addition to regular indicator-based performance monitoring, the Central Corridor Transport Observatory is mandated to carry out specialized surveys of different modes of transport along the corridor to appraise with ongoing state of affairs on the ground and chart the way forward with stakeholders. This year, the report covered the baseline route assessment of the new Central Corridor routes towards Malawi, Zambia, and Lubumbashi in Haut-Katanga province, D.R Congo, from Dar es Salaam in the United Republic of Tanzania. More details are availed in Section Seven of this remote.



SECTION ONE: INTRODUCTION

The Central Corridor Transport Observatory's annual report highlights the key performance indicators for the period of January to December 2023.

SUMMARY OF THE PERFORMANCE

The table below summarizes the performance indicators from January to December 2023 compared to the same period in 2022.

Table 1: Summary of performance, 2022 - 2023

S/N	Performance Indicator	Description	2021	2022	2023
1	Total Cargo throughput (mil tons)		17.02	19.9	22.9
2	Deep Sea Cargo Share, %		97%	97%	95%
3	Imports as share of deep-sea cargo, %		83%	83%	84%
4	Country Imports (tons)	Tanzania	8,453,795	9,250,271	10,868,466
		Burundi	495,099	530,561	373,696
		D.R. Congo	1,672,218	2,312,864	2,686,711
		Rwanda	1,327,863	1,464,102	1,630,669
		Uganda	138,203	199,108	113,616
		Others	1,679,664	2,193,614	2,675,087
5	Country Exports (tons)	Tanzania	1,562,164	1,800,271	2,085,882
		D.R. Congo	685,649	1,013,479	1,040,228
		Rwanda	38,426	46,576	46,837
		Burundi	11,919	11,920	12,279
		Uganda	602	73	15
		Others	332,645	461,376	292,354
6	Transport rates (imports to)	Kigali	\$2,800	\$3,490	\$3,480
		Bujumbura	\$3,000	\$3,225	\$3,300
		Kampala	\$3,300	\$3,500	\$3,520
		Bukavu	\$4,900	\$5,200	\$5,244
		Goma	\$4,300	\$4,590	\$4,528
7	Ship turnaround time (Days)		3.9	10.0*	9.2

S/N	Performance Indicator	Description	2021	2022	2023
8	Dwell time	Annual Average - Local container at TPA (days)	6.5	8.7	7.4
		Annual Average - Transit container at TPA (days)	9.5	10.7	8.5
		Annual Average - local container at TERMINAL 2 (days)	4.6	4.6	4.3
		Annual Average - Transit container at TERMINAL 2	10.7	10.7	6.4
9	Truck turnaround time (hours)	Truck Turnaround Time at TERMINAL 2 in Hours	1.82	1.53	1.6
10	Transit time to destinations (days)	Dar-Kigali	5.5	4.04	4.1
		Dar-Bujumbura	5.6	5.47	4.6
		Dar-Kampala	6.6	5.94	4.8
		Dar-Bukavu	7.33	7.27	6.21
		Dar-Goma	7.34	6.53	5.84

Source: CCTO Analysis, 2021-2023, *Waiting time at outer anchorage began to be added to the component

1.1 Macroeconomic Indicators

This section provides general information that puts trade and transport in context. Macroeconomic indicators reflect the economic circumstances of a particular country regarding the performance of trade and transport in the Central Corridor member countries of Burundi, Democratic Republic of Congo (DRC), Malawi, Rwanda, United Republic of Tanzania, Uganda and Zambia. Most relevant macroeconomic indicators are discussed in this report, including population dynamics such as the size, density and growth; national income levels; economic structure, growth and inflation.

1.2 Population of Member States

The Central Corridor Member States population has been increasing annually, having a combined population projected at 234 million in 2023, growing from 228 million by December 2022 (IMF: World Economic Outlook). At this level, the population of corridor member countries, in their combination, has grown by an average rate of 3.0 percent from 2020 to 2023. The population dynamics of the Central Corridor present a huge market for internal trade in the long time to come, compared to other low-income countries whose annual growth rate is below 2%.

In addition, the region's surface area of 3.587 million Km² calls for complex trade and logistic interventions to facilitate smooth trade. In addition to land area, the average distribution of population on the land is an important indicator of logistical spread challenges and strategies, as it explains the spatial distribution of markets. The corridor member countries, in combination, had a population density of 65.4 persons per square kilometre by 2023, rising marginally from 63.5 persons in 2022. However, there are marked variations in population density of member countries, with the DRC having the most sparsely distributed population (43 persons per sq Km), followed by Tanzania (67) persons per Km². The population density of Uganda, Burundi and Rwanda was 186, 466 and 512 persons per Km² in 2023, respectively. The summary table below represents population size, distribution and growth rate.

Table 2: Central Corridor Population Size, Growth and Density, 2021-2023

Indicator	2023	2022	2021
Population Size (Mil)	234.7	227.8	226.7
Population Growth (%)	3.03	3.08	2.99
Population Density (persons/Km ²)	65.4	63.5	63.2
Land Area (Km ²)	3,587,880	3,587,880	3,587,880

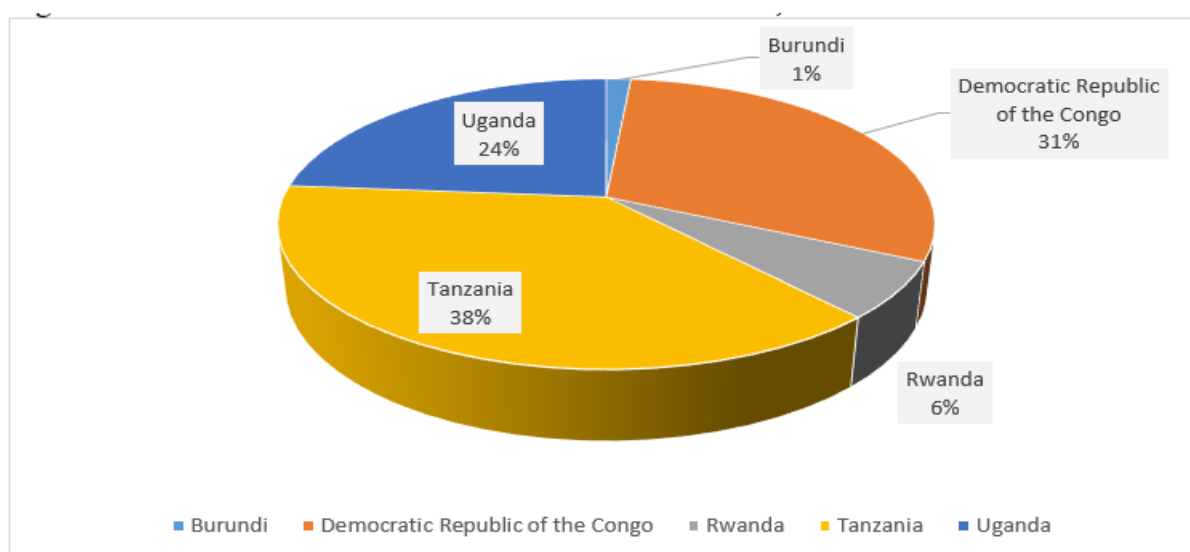
Source: IMF: World Economic Outlook 2022 and (World Bank); World Development Indicators on Surface (land area)

1.3 National Incomes of Member States

This section provides selective information about the economy of Central Corridor member states, enough to position trade and transport in context. As such, national income, exchange rate, and inflation are discussed. Furthermore, the major components of the economy are highlighted as indicative of developments in trade, market potentials and logistics.

According to the World Economic Outlook (IMF: October 2023); national economy sizes as measured from the GDP of Central Corridor member states in combination, at current prices was USD 221.2 million, distributed country-wise as in the graph below showing that Tanzania had 38% of Central Corridor GDP share followed by DRC at 31%. Uganda's share of the Central Corridor's total GDP was 24%, Rwanda's (6%) and Burundi's (1%).

Figure 1: Member States' GDP Status and Share in 2023, Bil USD



Source: World Economic Outlook: October 2023

IMF (World Economic Outlook) also reported prospective GDP annual growth of 5.5% of the Central Corridor bloc in 2023, slightly higher than 5.3% in 2022. That is interpreted as the economies have shown sustained economic recovery, judged from positive growth in GDP as in the year 2021 by each of the Central Corridor member states¹.

GDP of Central Corridor members' growth at 5.5% is higher than that of Sub-Saharan Africa as a bloc (3.3%) and the global GDP growth (2.9%). This outlook reflects sustained economic recovery from the impacts of COVID-19 among the Central Corridor member states.

Table 3: Annual GDP Growth rates (%), 2020-2023

Country Groups	2020	2021	2022	2023
World	-3.12	5.88	3.1	2.9
Emerging markets and developing economies	-2.07	6.4	3.7	3.9
Sub-Saharan Africa	-1.66	3.69	3.5	3.3
Central Corridor members	1.96 ²	4.5	5.3	5.5

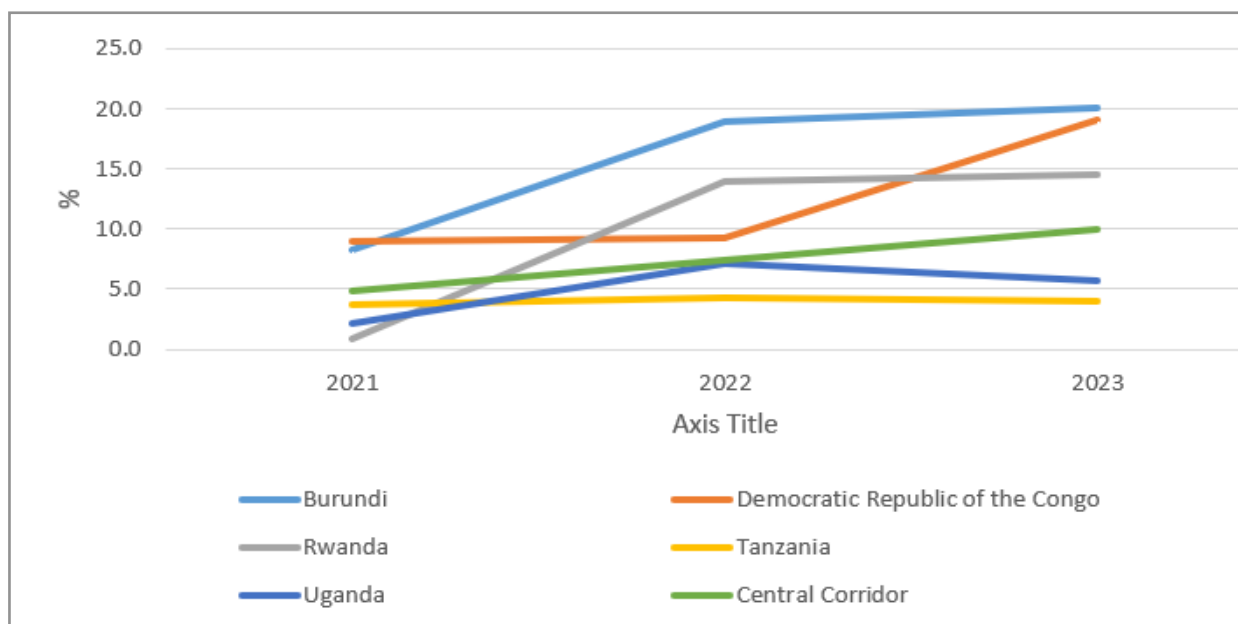
Source: WEO (IMF, 2020-2022), and CCTO analysis for Central Corridor average growth

1.4 INFLATION RATES

The price of goods and services in an economy influences the pattern of consumption and hence that of the importation of goods. Importation prices, on the other hand, influence the price of foreign currencies for international trading. On a more specific level, the cost of transport services is also influenced by the price of essential vehicle utilities and parts as a factor of trade costs.

IMF (World Economic Outlook) provided GDP figures of individual countries. To obtain Central Corridor growth in GDP, individual growth rates in GDP, weighted average growth rate was computed, taking combined GDP shares as weighting factor.

Analysis of data from the World Economic Outlook (IMF) shows that the Central Corridor member states had ten-month average inflation rates in 2023 of 10%, rising sharply from 4.81% in 2022. This was contributed by high levels of inflation in Burundi, DRC, and Rwanda of 20%, 19% and 14%, respectively, explained by instability in the region.

Figure 2: Average Inflation rates of Central Corridor Member States, 2021-2023

Source: World Economic Outlook, IMF (2021-2023)

Note: Central Corridor combined inflation was computed as weighted average of individual member states' rates of inflation, weighted by their relative sizes of GDP.

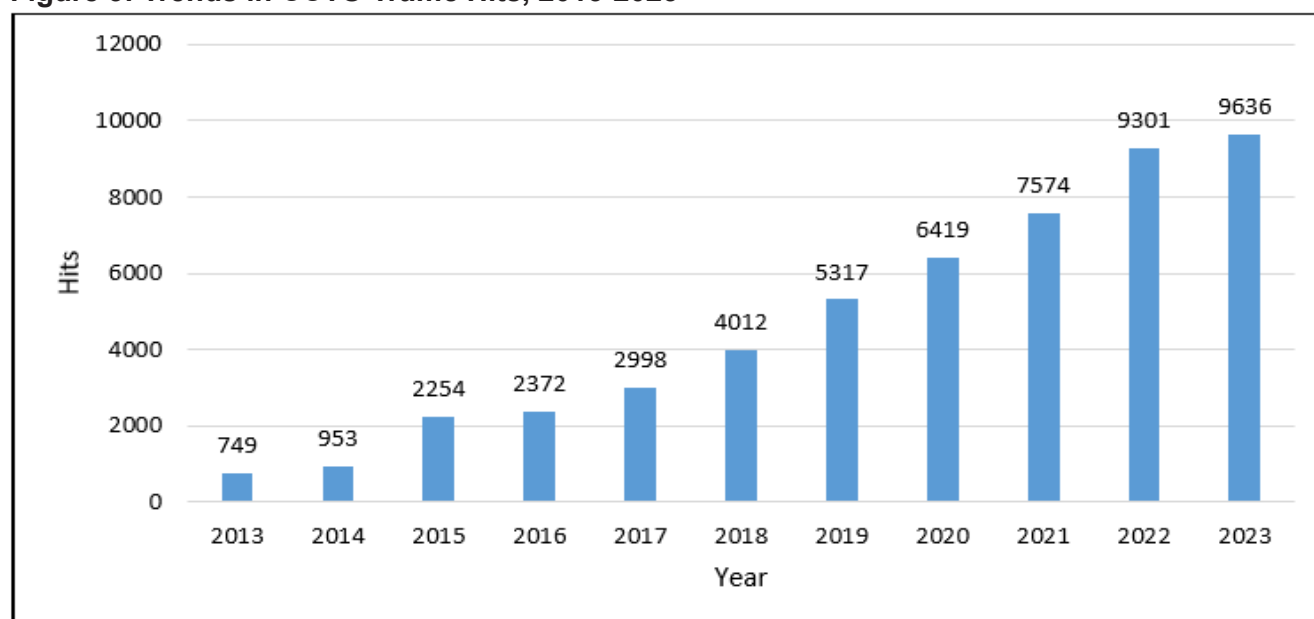
1.5 CENTRAL CORRIDOR PERFORMANCE MONITORING

The CCTTFA uses the Transport Observatory Portal to monitor the performance of the corridor. The observatory portal includes the Main Observatory, which features 40 performance indicators on a regular basis, the dashboard, which displays selected KPIs among the main indicators and the GIS component, which visualizes various nodes on the route in relation to various KPIs being monitored.

The portal has its inbuilt module for tracking audiences using the Google Analytics engine. By December 2023, the audience to the portal had reached 9,636 from 9,301 in December 2022, equivalent to an increase of 3.6%. Access to the portal was mostly from English-speaking users (91%) followed by Chinese-speaking users (5%). French-speaking users represented 3.54% and about 3.76% of other languages. The gender demand to the portal was distributed as 61% male users and 39% female users, distributed age-wise as 22% aged 18-24, 40% aged 25-34, 15% aged 35-44 and 22% aged 45-54 from a list of 51 states all over the world.

Further, the countries of top ten users to access the portal, represented 99% of yearly visitors, compared to 89% cumulatively including Tanzania, Kenya, United States of America, China, South Africa, Burundi, Rwanda, India, Uganda and Germany of which 67% were among the Central Corridor membership.

Figure 3: Trends in CCTO Traffic Hits, 2013-2023



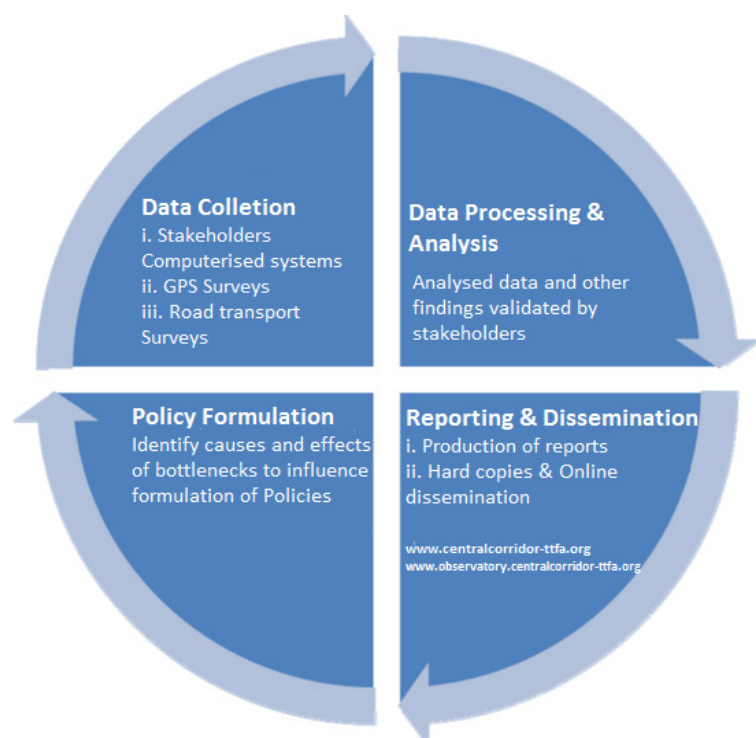
<https://observatory.centralcorridor-ttfa.org>

Online usage of the Transport Observatory portal has been increasing annually with more feedback and increased demand for the CCTO reports. From the year 2013 to 2023, a trending analysis observed that the traffic hits to online reports increased by 3.6% in 2023, compared to 23% in 2022.

1.6 Methodology

The Observatory has developed mechanisms, people and systems for collecting, processing, analysis, reporting and dissemination of evidence-based findings. The evidence in the performance is meant to advocate for policy and operational developments in favor of transportation and logistics on the Central Corridor.

Figure 4: CCTO Methodology



The data collection process involves a combination of various methods and sources. The main sources of data include Central Corridor stakeholders' electronic systems such as Ports Authorities (TPA), Revenues Authorities (TRA, URA, RRA, DGDA and OBR), Railway Authorities (TRC & URC), Transporters, and Clearing and Forwarding Agents. Other sources include digitized mobile applications for survey data collection, specialized field surveys and observations of infrastructures along the corridor. Other information is collected from secondary sources such as policy documents and reports, within and outside the corridor for referencing and comparison.

The CCTO engages the data providers by signing the Memorandum of Understandings (MoUs) that specify the nature of data to be shared, schedules of the data sharing, formats and also acts as a platform that binds the data sharing processes with CCTO Stakeholders. Through these MoUs, CCTO has advanced its data sharing mechanism to an automated technology (system integration through modern technologies) which simplifies data collection process by reducing human interventions thereby improve the quality data being sourced and it is collected on time.

1.7 PROCESSING, ANALYZING AND REPORTING

Once the data is collected from various stakeholders, they are processed through various agreed formulae and scripts and then analyzed, focusing on various indicator categories of the Central Corridor Transport Observatory (CCTO). The results are presented in Chapters and sections as detailed in this report in the general category of Central Corridor as a bloc or disaggregated by Member State, Route, mode of transport or reference period of a Year or Months.

Analysis is both quantitative and qualitative in nature, with statistical tools used to produce tables, graphs and other visualization mechanisms. Prepared reports are then validated by data providers and stakeholders. Validated reports are graphically designed, printed, and widely disseminated in hardcopies and online in the Central Corridor official languages (English and French). Furthermore, findings and recommendations are communicated to respective institutions for action and way forward. Lastly, the Central Corridor Secretariat is tasked with advising the member states on best practices in implementing the recommendations.

SECTION TWO: VOLUME AND CAPACITY INDICATORS

2.1 INTRODUCTION

The Port of Dar es Salaam is Tanzania's principal port, with a rated capacity of 4.1 million (dwt) dry cargo and 6.0 million (dwt) bulk liquid cargo. The port has a total quay length of about 2,600 meters with eleven (11) deep-water berths. Dar es Salaam Port handles about 92% of Tanzania's international trade.

The port serves the landlocked countries of Burundi, Democratic Republic of Congo, Republic of Malawi, Republic of Rwanda, Republic of Uganda and Republic of Zambia. It is strategically located to serve the land-linked economies in terms of importation and exportation cargo to and from East and Central Africa, but also to the Middle and Far East, Europe, Australia and America.

Tanzania Ports Authority (TPA) manages the Dar es Salaam Port. TPA is implementing ambitious projects as outlined in the National Ports Master Plan (PMP) study undertaken by Royal Haskoning in February 2009. The study laid out a long-term strategy for Tanzanian Ports to create capacity for the expected demand. One such project is the Dar es Salaam Maritime Gateway Project (DMGP).

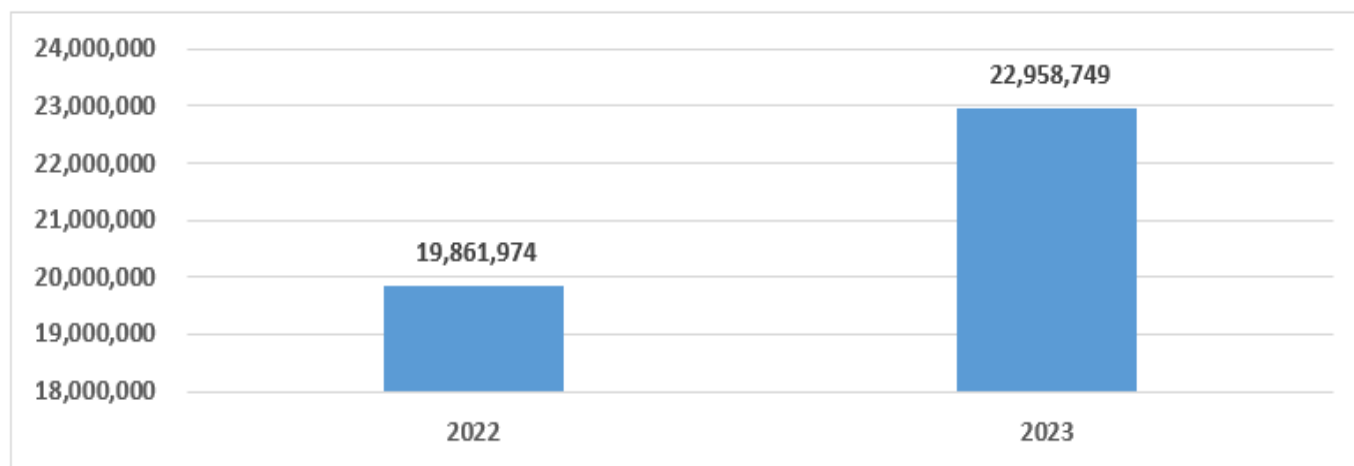
DMGP will improve the effectiveness and efficiency by converting the port to a world-class port with optimized efficiency to accommodate the calling and reception of larger vessels. The DMGP is expected to increase the capacity of the port to 28 million metric tons by 2025.

The Port of Dar es Salaam modernization projects include but are not limited to strengthening and deepening berths 1-7 and the RORO terminal, dredging of the entrance channel, turning circle and harbor basin, strengthening and deepening of berths 8-11, and construction of a new terminal jet.

2.2 CARGO VOLUME

This section shows the performance of the Port of Dar es Salaam in terms of cargo stream, both deep sea cargo, which crosses Tanzania's national borders and coastal cargo, which is local. During the year 2023, Dar es Salaam port handled a total cargo throughput of 22,958,749 metric tons, representing an increase of 16% from the level recorded in 2022 (19,861,974 tons). As such, there were 3,096,775 more tonnes of cargo handled during the year 2023 compared to the year 2022. The graph showing cargo throughput for the period of 2023 compared to 2022 is shown below:

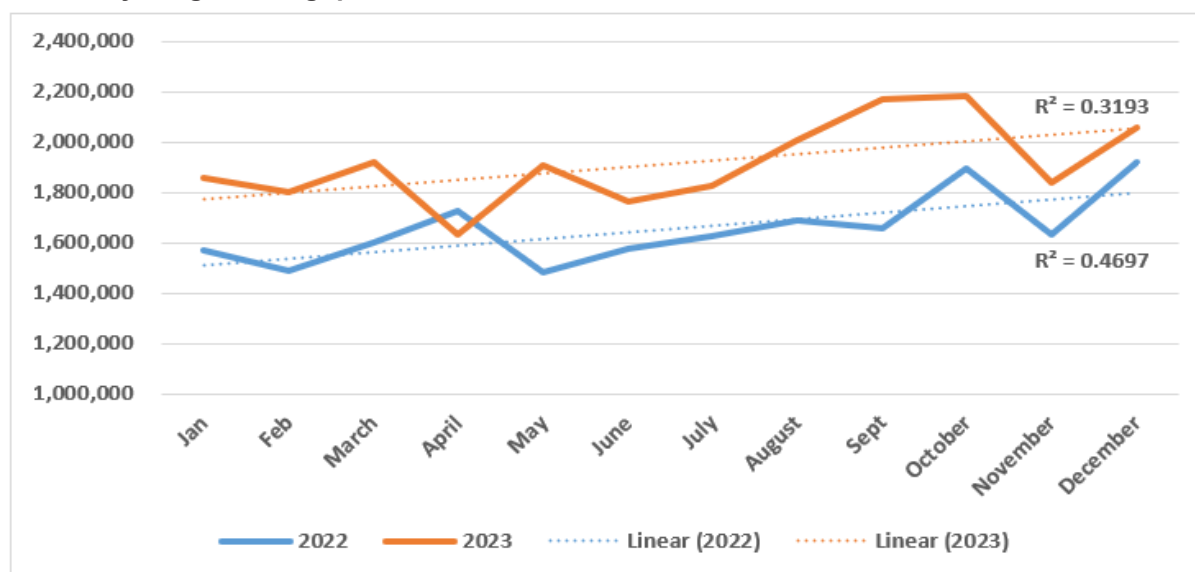
Figure 5: Annual Cargo Throughput in Tonnes, 2022-2023



Source: TPA, 2022-2023

Further, this performance translates to a monthly average throughput of 1.9 million tons, which was higher than the previous year's monthly average throughput of 1.7 million tons. The monthly performances also displayed little fluctuations at around 9% relative to other months, compared to 8% in the period of January- December 2022. The months of 2023 displayed a weaker linear (smoothened) trend of increase towards the end of the year, with linear strength declining from 47% in the months of 2022 to 32% in the months of 2023. This means the monthly performances of 2023 were less predictable compared to those of 2022.

Figure 6: Monthly Cargo Throughput in Tonnes, 2022-2023



Source: TPA, 2022-2023

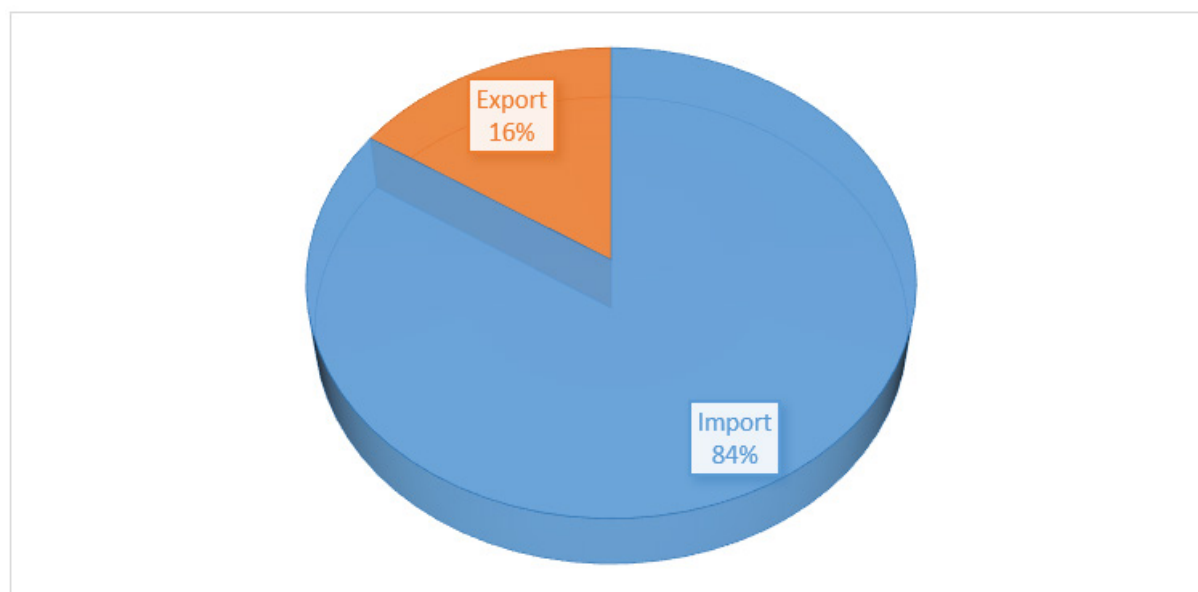
2.3 CARGO TRAFFIC

Cargo that passes the Dar-es-Salaam Port originates or is channeled into deep-seas while some is shipped within local ports as coastal cargo. Deep sea cargo comes from international markets as imports or is destined outside the national boundaries of Tanzania as exports.

In the period of January- December 2023, deep sea cargo was recorded as 21.8 million tons, being an increase from 19.2 million tons that was recorded in a similar period of 2022. Further, deep-sea cargo constituted 95% of total cargo in 2023 compared to 97% in 2022, leaving the residual share as coastal, transshipment and other cargo types.

In addition, deep-sea cargo was split at 84% as import cargo traffic and 16% as export cargo, being a one-point increase in import share of deep-sea cargo and a corresponding one-point decline in export share of deep-sea cargo, respectively. However, it was observed that coastal cargo had doubled in volume from 2022 to 2023, from 0.53 million to 1.1 million, and the corresponding share of coastal cargo to the total throughput increased from 2% to 5%, respectively. For trans-shipment cargo, there was an increase as well, although it remains small in absolute terms at 36,000 tons or less than 1% of all cargo, compared to the previous year, whereby it showed a decline.

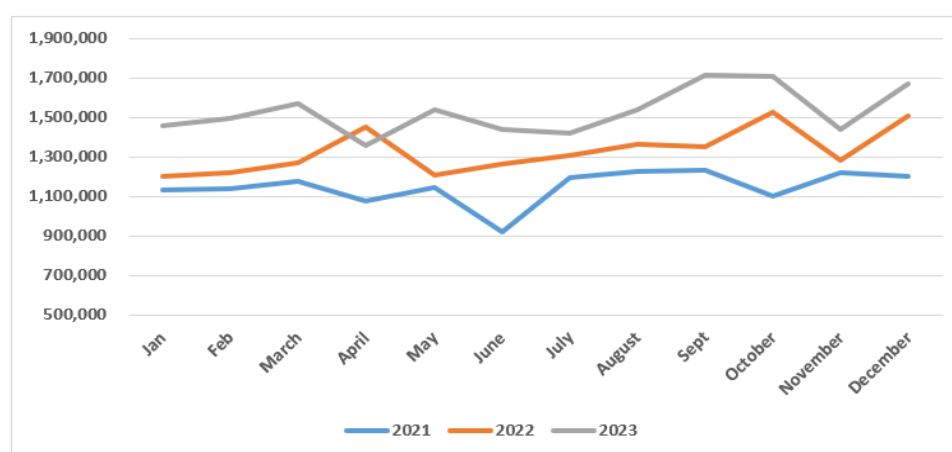
Lastly, the split of deep-sea cargo between imports and exports has remained the same between the period of January - December of 2022 and that of 2023 at 84% and 16%, respectively.

Figure 7: Distribution of Deep-Sea Cargo Traffic, 2023

Source: TPA, 2022-2023

2.4 IMPORT CARGO TRAFFIC

The import cargo volume was recorded at 18,348,189 tons in 2023. This was an increase of 2,397,668 tons during the year as compared to 15,950,521 tons of year 2022, equivalent to 15%. This annual performance translates to a monthly average importation of 1.5 million tons in 2023 from 1.3 million tons in 2022. Furthermore, it was observed that the peak performance was in the months of September and October for three consecutive years from 2021 to 2023. A monthly series of import cargo volumes are shown below:

Figure 8: Monthly Import Cargo Trends, 2021-2023

Source: TPA, 2021-2023

The relative share of imports to the total import cargo of Central Corridor displayed similar levels among each member state in the year 2022-2023. The table below shows the distribution of import cargo through the Port of Dar-es-Salaam to Central Corridor member states and other economies

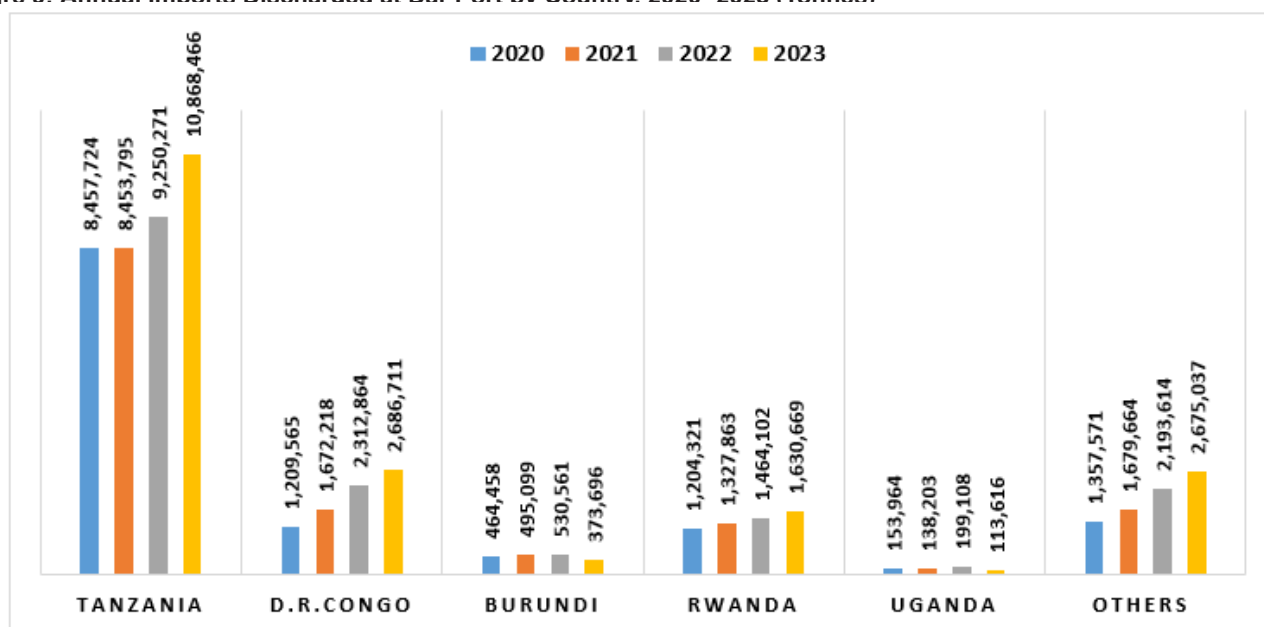
Table 4: Share of Import Cargo Traffic by Country, 2021-2023

Country	January-December		
	2021	2022	2023
Tanzania	61.4%	58.0%	59.2%
D.R Congo	12.1%	14.5%	14.6%
Burundi	3.6%	3.3%	2.0%
Rwanda	9.6%	9.2%	8.9%
Uganda	1.0%	1.2%	0.6%
Other	12.2%	13.8%	14.6%
Total Discharged	100.0%	100.0%	100.0%

Source: TPA, 2021-2023

The annual import volumes to each member state through Dar es Salaam Port in the period of 2021-2023 are shown below:

Figure 9: Annual Imports Discharged at Dar Port by Country, 2020-2023 (Tonnes)



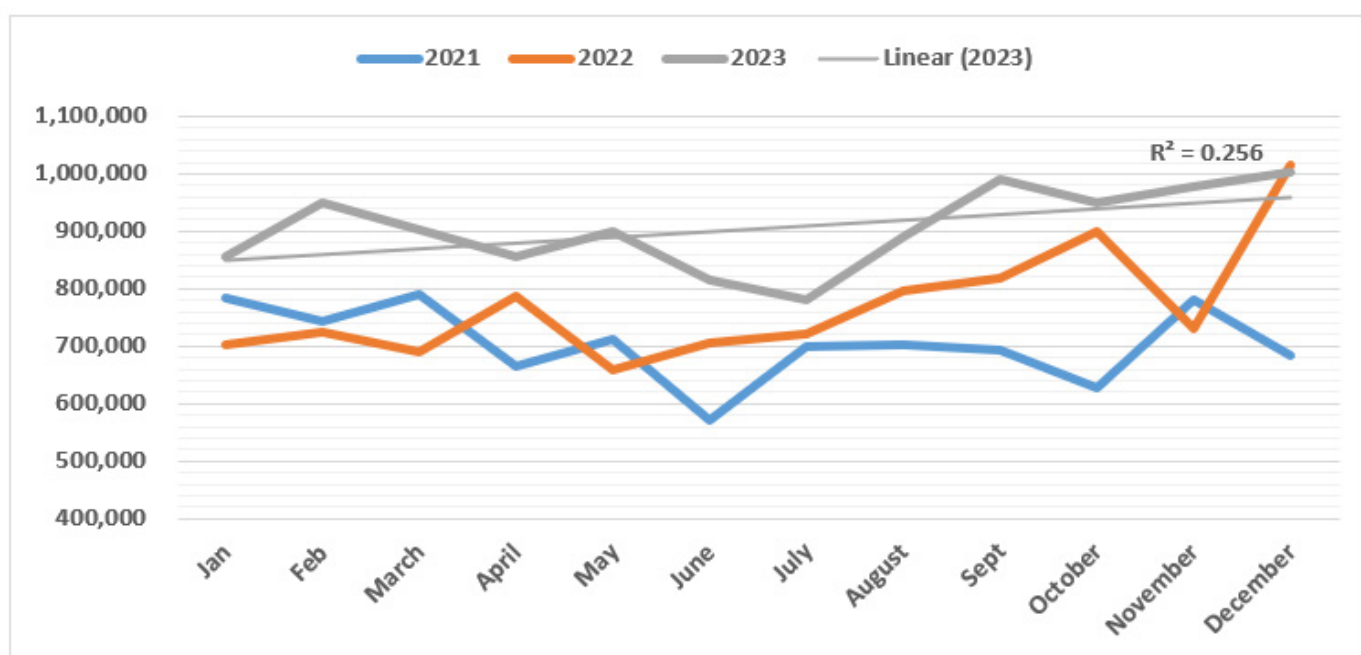
Source: TPA, 2020-2023

2.5 Local Imports Cargo Performance (Tanzania)

Tanzania's imports through the Dar-es-Salaam Port for the period of January-December 2023 had an annual volume of 10.9 million tons, which was an increase of 1.7 million tons between the two years, equivalent to 17%.

Monthly average import volume was 905,706 tons while the monthly fluctuations around the annual average had declined slightly to 8%, compared to 9% a year ago. Still, this level of fluctuations from month to month can be judged to be nearly "constant" in January to December of 2020-2023. This is also evidenced by a weak linear monthly prediction that explained only 25.6% of the growth trend.

Figure 10: Monthly Local Imports discharged, 2020-2023 (Tonnes)



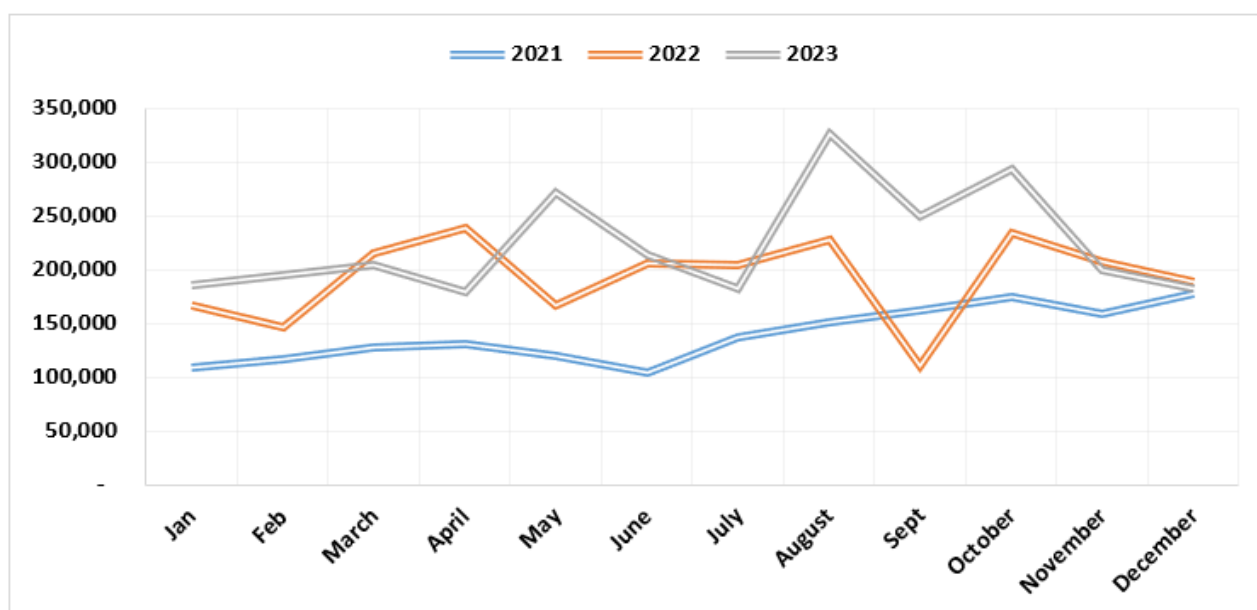
Source: TPA, 2020-2023

2.6 Imports Cargo Volume to Democratic Republic of Congo

Import cargo through Dar Port to the Democratic Republic of Congo (DRC) was observed to increase from 2.3 million tons in 2022 to 2.7 million tons in 2023, which was an increase of 300,000 tons (16%). This level of growth was smaller than that of 2022 (38%), but this was because 2022 was a year of sharp recovery from the post-COVID-19 pandemic of year 2021.

The performance of DRC importation through the Central Corridor is translated to a monthly average import volume of 223,893 in 2023, being an increase from 192,739 tons in 2022. It is worth noting that the monthly imports to DRC had shown similar fluctuations levels of 18-22% around their monthly averages of the years 2021-2023, even though the year 2023 had increased slightly in fluctuations, as the graph below shows.

Figure 11: Imports discharged at Dar Port to DRC, January to December 2021-2023 (Tonnes)



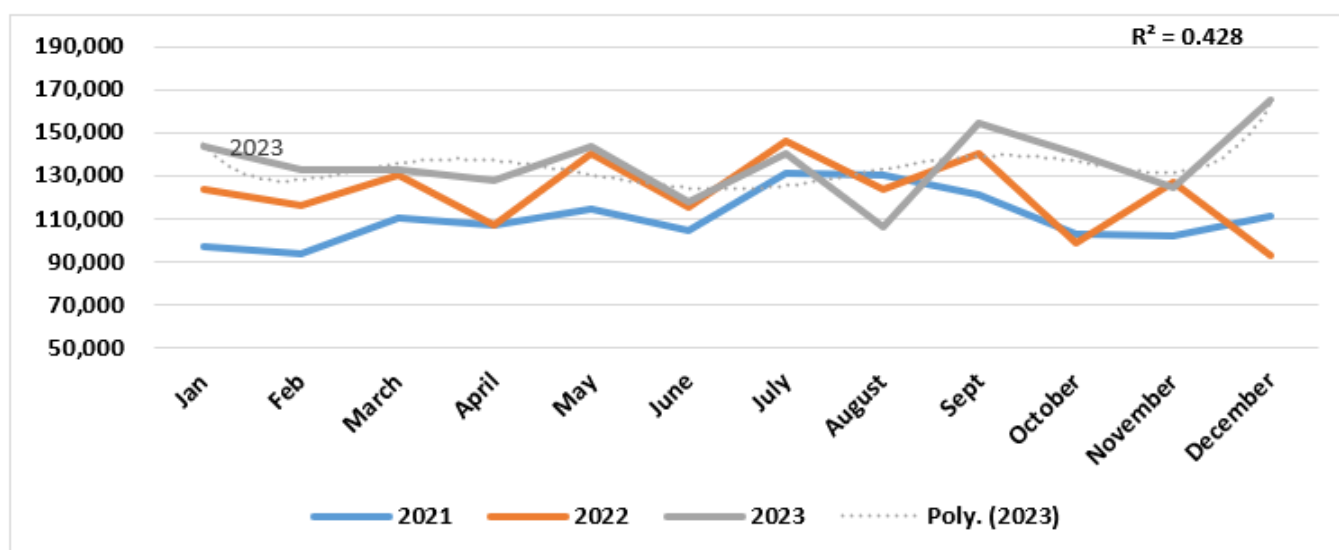
Source: TPA, 2021-2023

2.7 Imports Cargo Volume to the Republic of Rwanda

Import cargo through Dar Port to Rwanda was observed to be 1.63 million tons, which was an increase from the 1.46 million tons recorded in 2022. This change was equivalent to an 11 percent growth between 2022 and 2023. At this level, the monthly average volume of imports to Rwanda was 135,889 tons compared to the months of 2022 at an average of 122,000 tons.

Fluctuations among the months of 2023 had lowered slightly to 12% around the annual average compared to 14% in 2022. However, this level of fluctuation calls no alarm for projecting future performance with confidence. The monthly cargo volume had been dipping and rising more than six times in a year, demonstrated by low predictability to a smooth prediction with the polynomial fit of order 6 in the years 2022-2023. This is a pattern demonstrating decisions informed by monthly inventories. Monthly trends in import cargo volume for Rwanda from 2021 to 2023 are shown below in Figure 12.

Figure 12: Imports discharged at Dar Port to Rwanda, 2021-2023 (Tonnes)

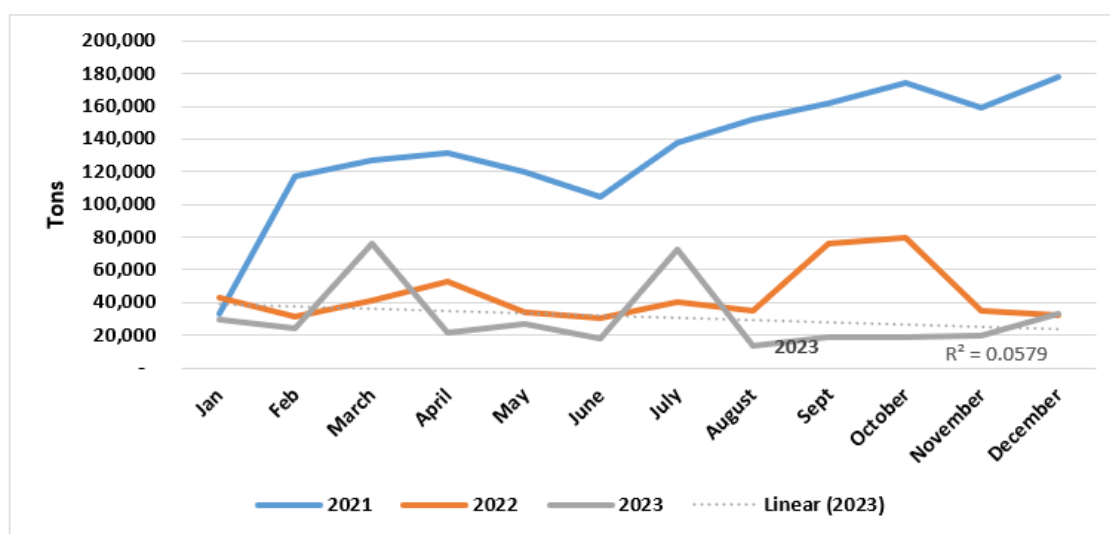


Source: TPA, 2020-2022

2.8 Imports Cargo Volume to the Republic of Burundi

The Republic of Burundi's imports through Dar Port recorded a decline from 530,600 tons in 2022 to 373,700 tons between January- December of 2022 and 2023, respectively. The decline was of a level of 30% during the year. The within-year trends showed decline that was predictable by 57% towards end of the year and increased monthly import fluctuation from 29% around its average in 2021 to 38% in 2022 and 67% around the 2023-monthly-average. This means that Burundi imports through the Central Corridor have not only been declining compared to previous years and over the months within 2023; but they have also followed a less predictable path. In addition, it is observed that with exception of March and July, the monthly performances of the year 2023 were inferior to corresponding months in 2021 and 2022, as shown below.

Figure 13: Imports discharged at Dar Port to Burundi, Jan-Dec of 2021-2023 (Tonnes)

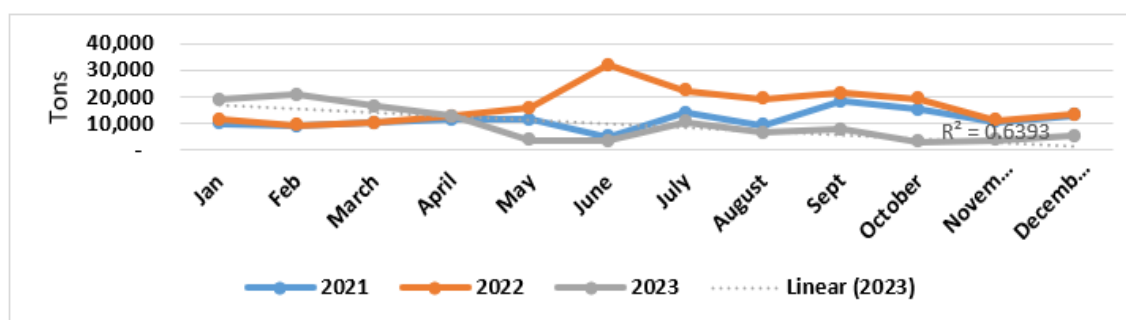


Source: TPA, 2021-2023

2.9 Imports Cargo Volume to the Republic of Uganda

From January to December 2023, import cargo through Dar Port to the Republic of Uganda was observed to be 113,600 tons. The cargo volume observed in 2023 was lower than that of 2022 by 85,500 tons compared to an increase of 61,000 tons a year ago. The graph below shows a strong path of decline in imports to the Republic of Uganda towards the end of the year, predicted at 63.9%.

Figure 14: Imports discharged at Dar Port to Uganda, January to December, 2021-2023 (Tonnes)



Source: TPA, 2021-2023

2.10 Export Cargo Traffic

The export cargo volume in the period of January- December 2023 was recorded as 3,426,995 metric tons. This was an increase of 93,000 tons of exports recorded from January to December 2022, which was equivalent to a growth of 3 percent within a year. As such, export cargo growth in 2023 was inferior to the record of 27% a year ago.

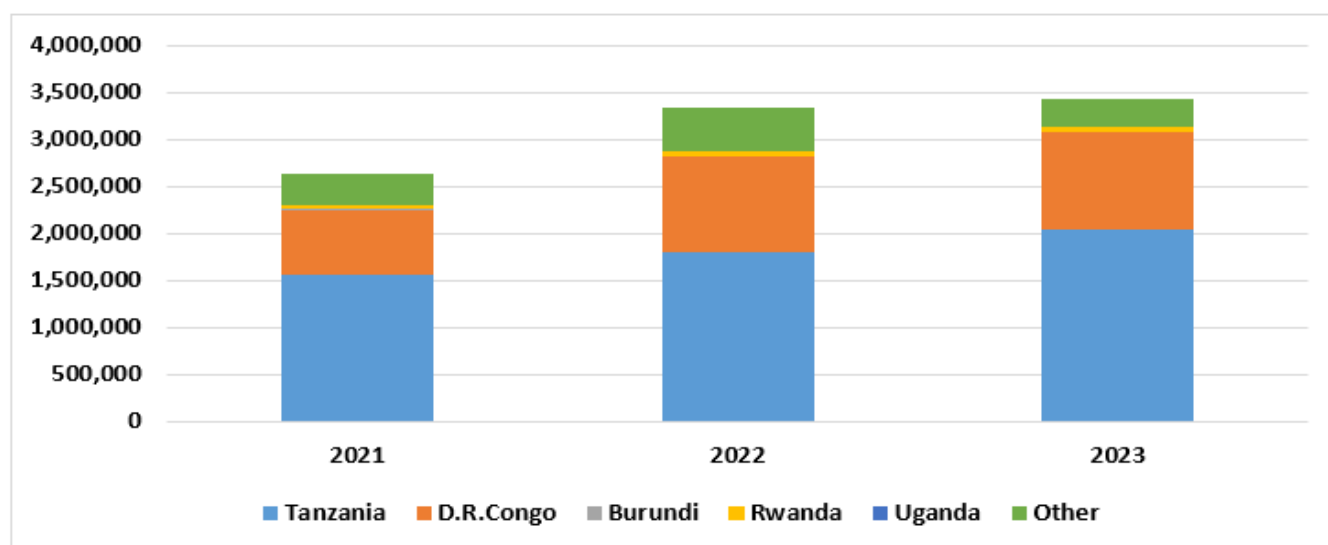
The year 2023 was generally marked by declines in export cargo from Uganda and other countries including from Republic of Malawi and Republic of Zambia through the Port of Dar-es-Salaam and a meagre increase for export cargo from the Democratic Republic of Congo (3%), Republic of Burundi (3%) and Republic of Rwanda (1%) as shown in table below:

Table 5: Exports Loaded at Dar Port by Country of Origin, 2021-2023 (Tons)

Country	2020	2021	2022	2023	Change (2023 vs 2022)
Tanzania	1,532,985	1,562,164	1,800,271	2,035,282	13%
D.R.Congo	631,092	685,649	1,013,479	1,040,228	3%
Burundi	12,350	11,919	11,920	12,279	3%
Rwanda	34,917	38,426	46,576	46,837	1%
Uganda	30	602	73	15	-79%
Other	272,018	332,645	461,376	292,354	-37%
Total Loaded	2,483,392	2,631,405	3,333,695	3,426,995	3%

Further, the export cargo volume that was dispatched at Dar-es-Salaam Port by origin country is shown below

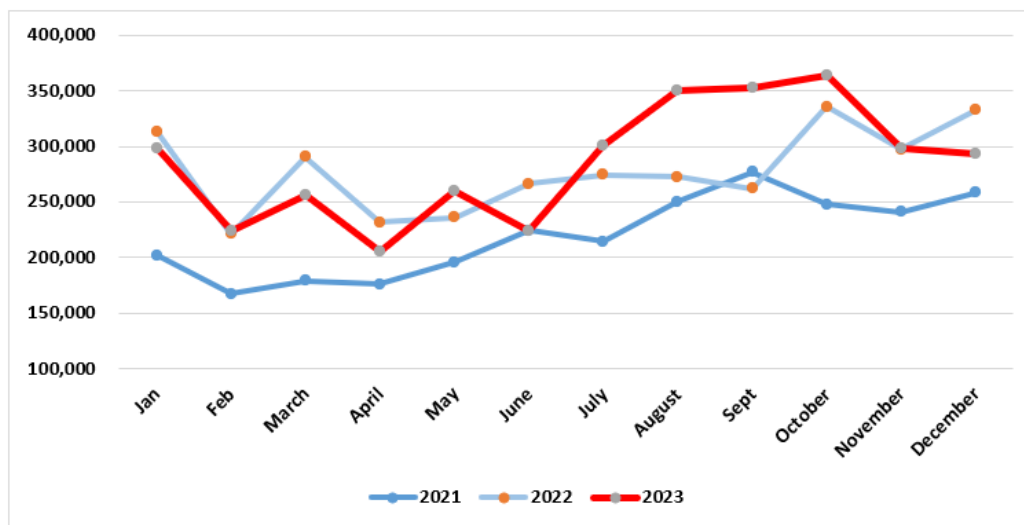
Figure 15: Export Cargo Traffic by Country of Origin, 2020-2023



Source: TPA, 2021-2023

The monthly series of export cargo volumes for the period of January to December 2023 in comparison to 2022 and 2021 are shown below, displaying an unclear monthly pattern, with peak months of the third quarter (July-October).

Figure 16: Central Corridor Monthly Exports at Dar Port, 2020-2022 (Tonnes)



Source: TPA, 2020-2023



SECTION THREE: TRANSPORT RATES AND COSTS

3.1 Introduction

This section provides highlights of the rates and costs of transportation services paid by the cargo owners/ shippers to the transporter and other service providers within the logistic chain. The cost is determined by various conditions related to distance, status of infrastructure, administrative barriers, energy costs and how the freight is carried from one point to another.

3.2 Container Transport Rates and Charges by Road

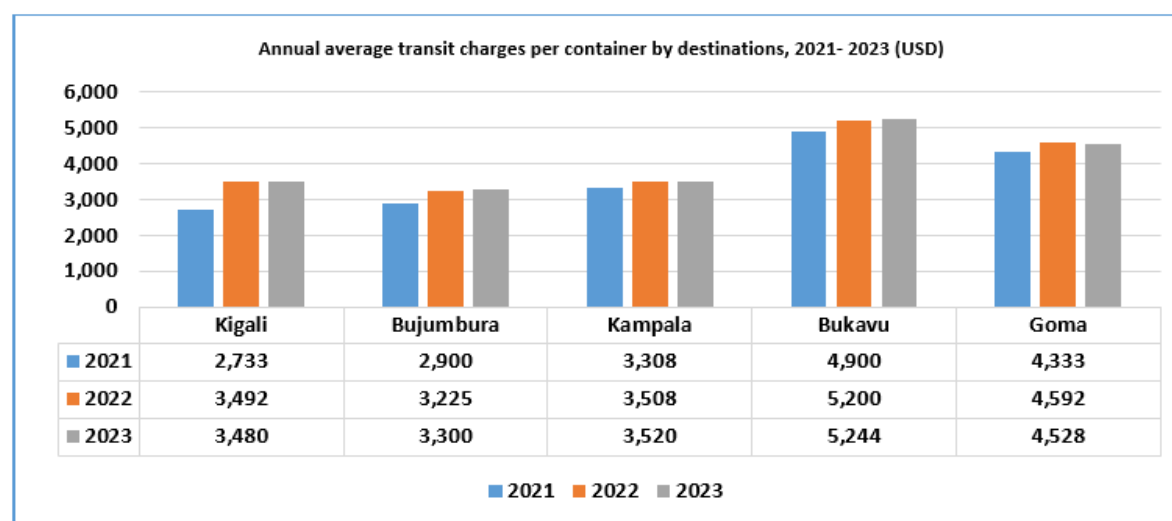
The road transport charges can be categorized into three main groups, namely: the costs paid to the transporter (truckers), which are normally referred to as transport rates, the costs paid to the freight forwarders and the costs paid to the Customs Freight Agents (CFA) at the inland borders.

This section presents the road truck charges for moving an average 22-27 tonnage container to the destinations of the Central Corridor. Annual average freight rates per container for the entire length of each route destination along the Central Corridor are shown below for the years of 2021-2023. Road transport rates for container imports via Dar Port to various destinations for the year 2023 are showing a very slight decrease of 0.34% for the destination of Kigali and 1.4% for the destination of Goma, while for Bujumbura, Kampala and Bukavu the annual averages have increased by 2.3%, 0.34% and 0.85% respectively during the year 2023.

Table 8: Annual average transit charges per container by destinations, 2021- 2023 (USD)

Destination from Dar Port	2021	2022	2023	Change (%)
Kigali	2,733	3,492	3,480	(0.34)
Bujumbura	2,900	3,225	3,300	2.3
Kampala	3,308	3,508	3,520	0.34
Bukavu	4,900	5,200	5,244	0.85
Goma	4,333	4,592	4,528	(1.4)

Source: Transporters/CFAs 2023



Source: Transporters/CFAs 2023

SECTION FOUR: PRODUCTIVITY AND EFFICIENCY

4.1 Introduction

Efficiency and productivity indicators give a basic guideline on how well the corridor performs operationally. The objective of productivity measurement is to give the current performance in the logistics chain against desirable productivity measures, which are usually obtained from industry best practices.

An efficient logistics chain entails reducing the wastage of inputs. Thus, it is imperative to make investments to develop and improve trading capacities such as ports and roads, customs administration and the adoption of e-services. Efficiency gains in the transportation sector are also observed by CCTO because it is a key driver of competitiveness and growth. In this area, CCTO has five indicators, namely Ship Turnaround time, Dwell Time, Transit Time to Destination and Truck Turnaround time.

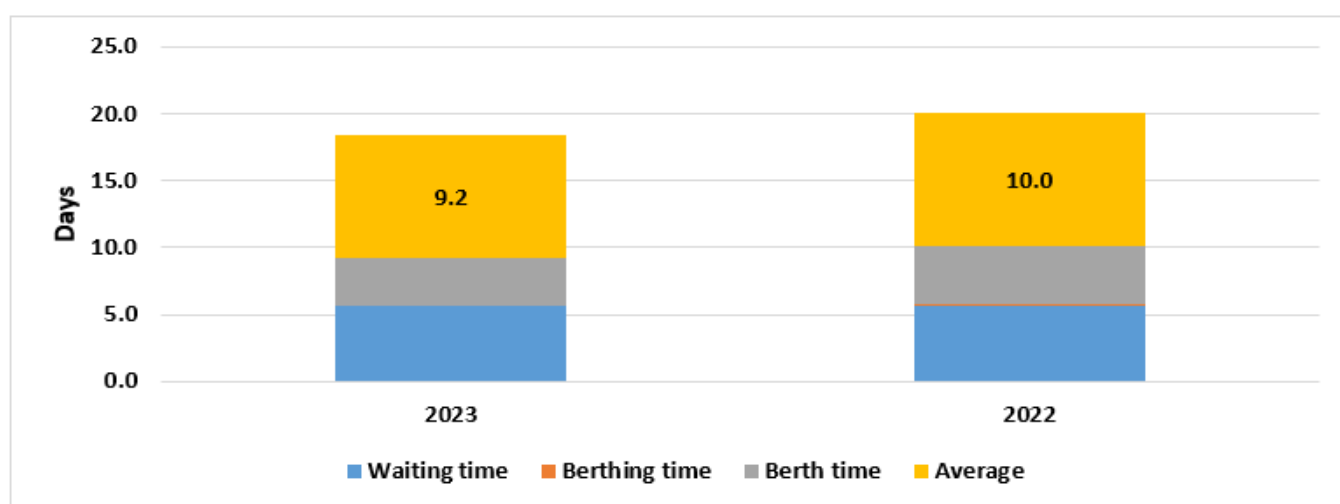
4.2 Ship Turnaround Time

Ship turnaround time is the total time spent by a ship at the port; it is measured from the average day's difference from when a ship is on berth to when the ship is Off-berth measured by Tanzania Ports Authority (TPA). It has three components, namely: waiting time, berthing/unberthing time and berth time (service time).

It is the second year on the inclusion of ship waiting time as a component of Ship Turnaround Time, following recommendations by the stakeholders' forum in March 2022, which was implemented in the first instance in the Annual Report of CCTO of 2022. As such, only the ship turnaround time indicators of the years 2022 and 2023 are comparable.

In 2023, the average ship turnaround time was 9.2 days, an improvement from 10.0 days in 2022. Of the components of ship turnaround time, waiting time had a greater impact in 2023 (61%) than it did in 2022 (56%).

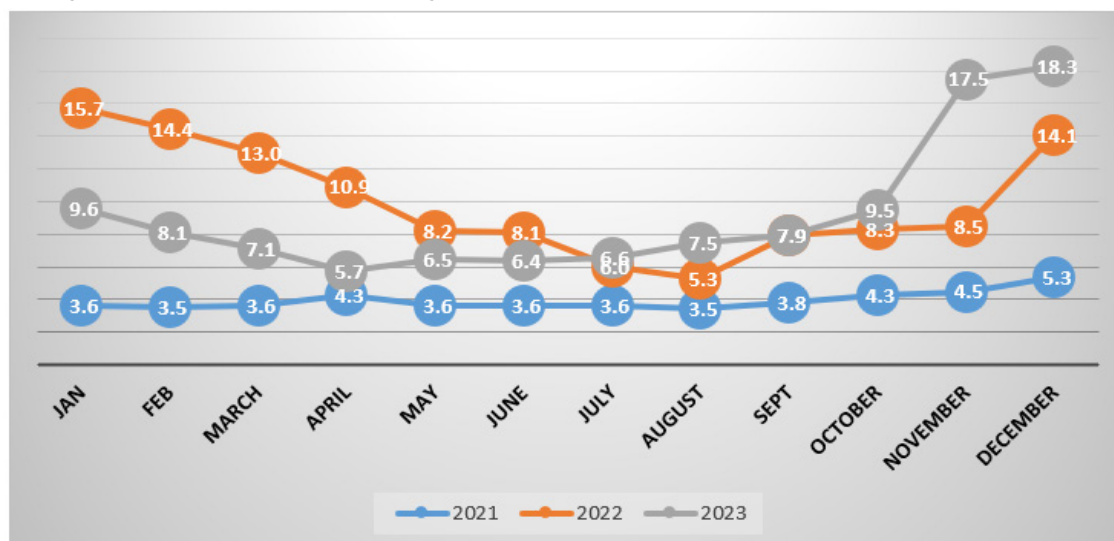
Figure 19: Trend in Ship Turnaround Time Components at Dar Port, 2023 (Days)



Source: TPA, 2022-2023

The monthly series of ship turnaround time in 2022-2023 displayed a favorable decline between January and July but overturn from August towards end of year.

Figure 20: Monthly Trends in Ship Berth Time (days), 2021-2023

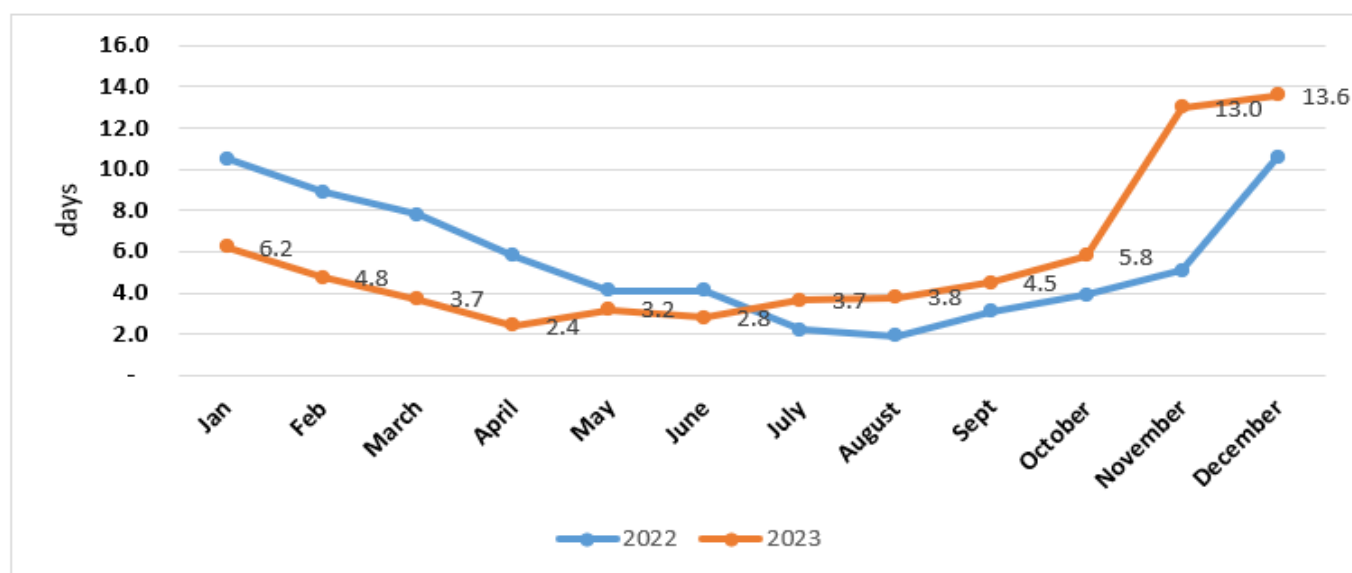


Source: TPA 2021-2023

It is also apparent that ship turnaround time has been having increasing fluctuations from around 14% of its annual average in 2021 to 35% and 46% in the months of 2022 and 2023 respectively. This indicates declining controls of the process over time.

The ship waiting time had a favorable steady decline during the period of January-July 2023, from 6.2 days to 2.8 days. However, the trend began to worsen gradually from August 2023 at 3.7 days to 14 days in December 2023, respectively. This situation was similar in the months of 2022, requiring more investigation in-order to develop workable strategy of reducing it.

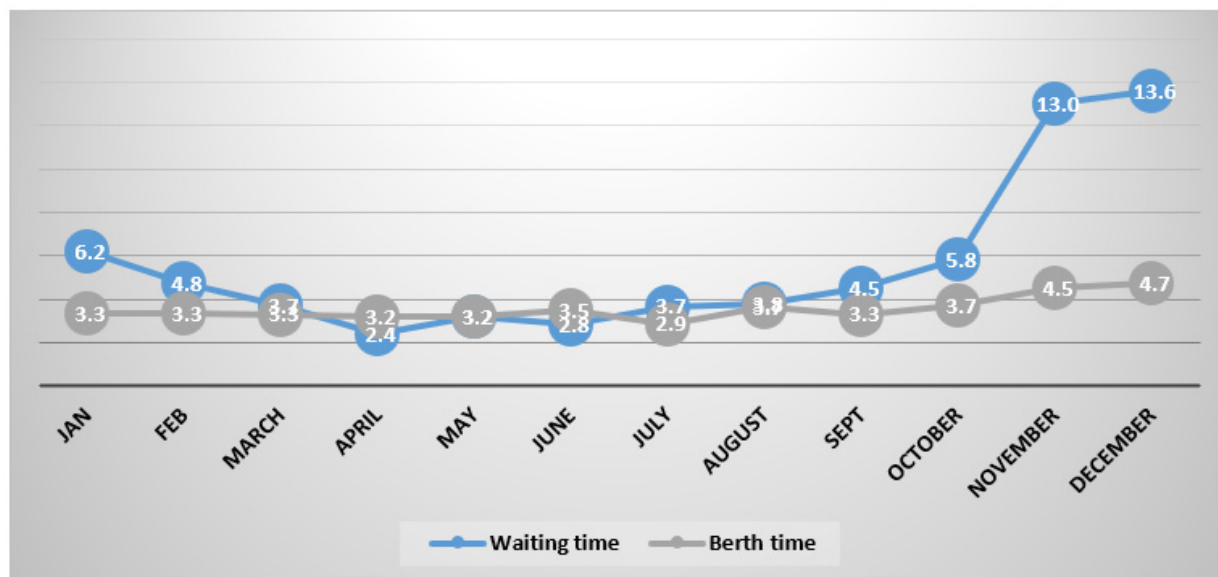
Figure 21: Monthly Trends in Ship Waiting Time (days), 2022 - 2023



Source: TPA, 2022-2023

Further, the graph below displays trends in the two major components of ship turnaround time, namely waiting time and berth time, for the months of 2023. Waiting time has been shown to contribute much to the worsening situation from August 2023. In effect, the worsening levels of ship waiting time are observed to be associated with waiting time at outer anchorage, indicating inadequate berths and offloading equipment.

Figure 22: Monthly Trends in Ship Turnaround Time Components (%), 2023



Source: TPA, 2023

In conclusion, there is evidence of the stabilization of ship berth time in the months of 2023, which was an upturn from the observations of the previous year. A new challenge has unfolded, which is the worsening ship waiting time at the outer anchorage during the year.

Several issues need to be resolved to improve the ship turnaround time, including but not limited to addressing processes targeting the quantity of cargo a vessel has to load or discharge, the type and characteristics of a vessel, the type of port equipment and resources used at berth/port.

4.3 Dwell Time Indicators

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 the port premises.

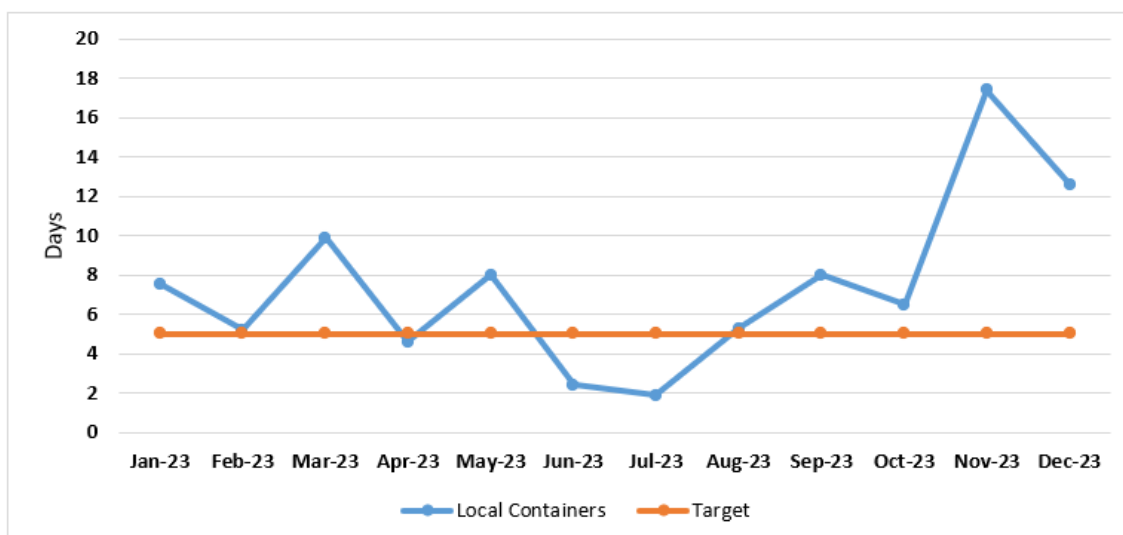
The indicators of dwell time are provided separately for local and transit containers at the two Terminals of the Tanzania Ports Authority (TPA)'s Port of Dar-es-Salaam.

4.3.1 Local Import Container Dwell Time at Terminal 1

The annual average dwell time for local import containers in TPA Terminal 1 was 7.4 days in 2023. The current level of efficiency in dwell time is out of target by an average of 2.4 days.

Monthly trends of dwell time in 2023 show erratic trends, indicating a process with lesser control or some unknown erratic factors. The graph below displays monthly patterns:

Figure 23: Monthly Average Dwell Time for Local Container at Terminal 1, 2023 (days)



Source: TPA data, 2023

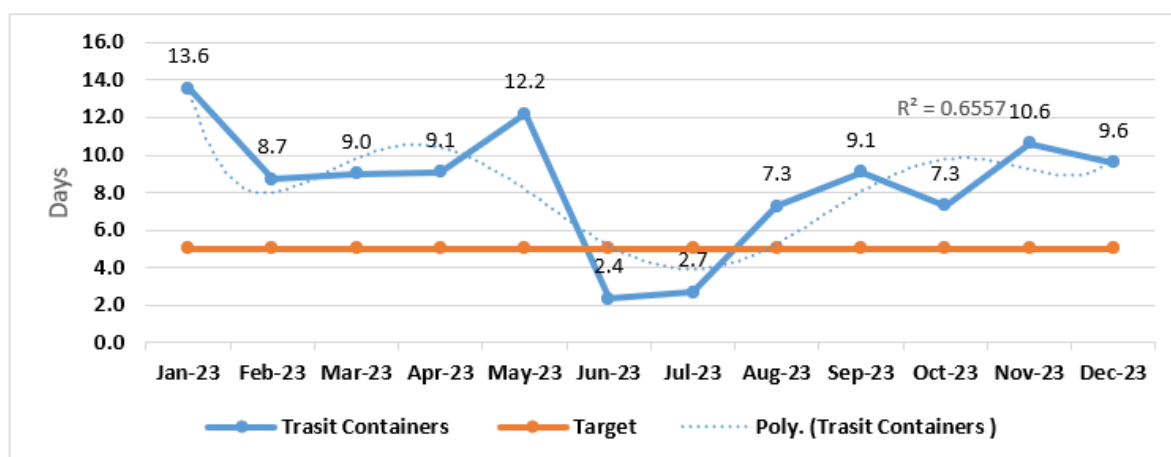
As the graph above shows, there were some indications of progress towards achieving the dwell time target between January and July 2023. However, the dwell time escalated from August towards the end of the year.

4.3.2 Terminal 1 Transit Import Container Dwell Time

The dwell time for transit import containers at TPA Terminal 1 in 2023 was an annual average of 8.5 days. This level was away from the Government target by 3.5 days, which needs to decrease.

The monthly series of the dwell time for transit containers displayed an erratic and complex polynomial path, alternating six times during the year, indicating a complex process. The graph below shows the dwell time series between January and December 2023, with its fitted polynomial strength of 66%.

Figure 24: Monthly Average Dwell Times of Transit Containers at TPA, 2023



Source: TPA data, 2022-2023

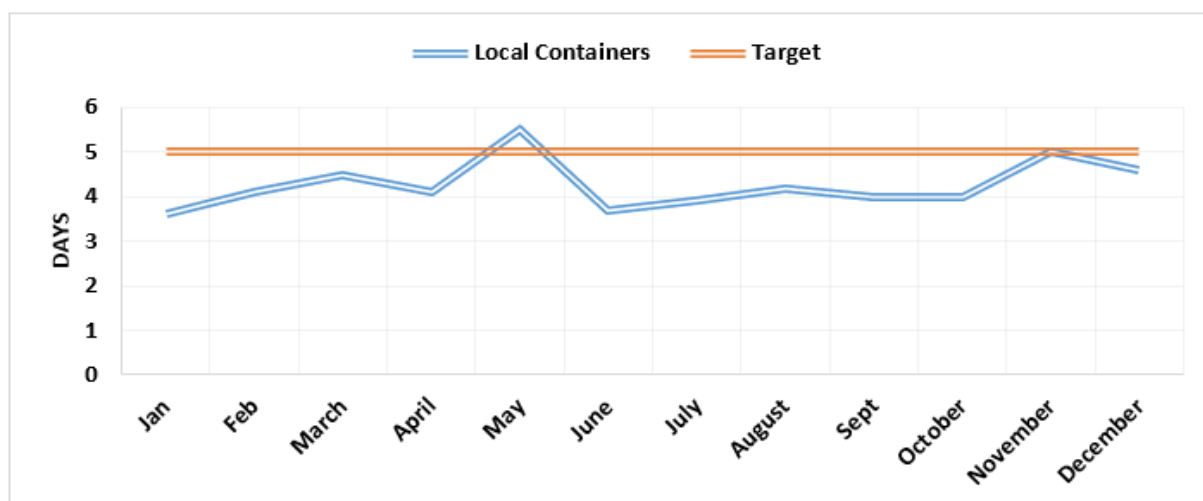
Efforts towards reducing dwell time have continued to be implemented. They include regular exchange of information and training between the respective Revenue Authorities. This has contributed to resolving the issue of systems compatibility. Other steps include the ongoing infrastructural Dar-es-Salaam Port improvements and increased stakeholder engagement in improving Port efficiency.

There is a need to determine the contribution of the determinants of dwell time, including cargo volume, vessel traffic, containers clearance policy, offloading facilities and others.

4.3.3 Terminal 2 Local Containers Dwell time

Terminal 2 annual average local Container dwell time for the period of January-December 2023 was 4.3 days, improving only slightly from 4.6 days reported by TERMINAL 2, which was operating this terminal in 2022. This level of efficiency in container clearance has been well within the set target of 5 days since 2018. The graph below displays dwell time series for January-December 2023, indicating close control for many months within the target of five days per container.

Figure 25: Monthly series of Dwell Times of Local Containers at Terminal 2 in 2023



Source: TPA, 2023

Table 9: Monthly Average Local Container Dwell Time at Terminal 2 TPA (days), 2016-2023

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual Average
2016	5.8	5.3	5.2	4.6	4.7	4.3	5.1	4.8	3.7	5.6	6.4	5.6	5.1
2017	5.1	5	5	13	6	5	5	5	4	4	4	3.8	5.4
2018	4	3	3	3.3	4.3	5.3	3.7	3.8	3.6	3.9	3.9	3.8	3.8
2019	3.6	3.6	3.3	3.4	4.1	6.4	4.8	4.2	4.5	4.1	3.9	4.2	4.2
2020	4.7	4.0	4.2	4.8	4.6	3.9	4.6	5.5	4.0	4.8	6.1	3.9	4.6
2021	4.6	3.7	4.4	4.9	4.3	3.9	4.0	3.9	4.1	4.6	5.1	7.7	4.6
2022	4.8	4.7	12	5.7	6.7	4.9	5.2	4.6	4.7	4.3	4.7	3.9	4.6
2023	3.6	4.1	4.5	4.1	5.5	3.7	3.9	4.2	4.0	4.0	5.0	4.6	4.3

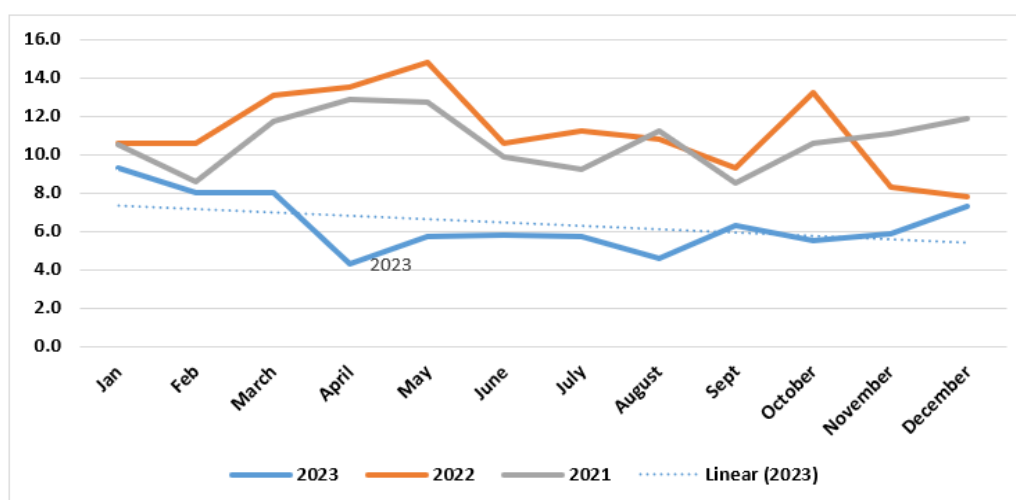
Source: TPA, 2015-2023

4.3.4 Terminal 2 Transit Containers Dwell Time

The average dwell time for transit import containers at Terminal 2 for the period of January to December 2023 was 6.4 days. This dwell time for transit containers in Terminal 2 has improved from 11 days recorded in 2022, but is still out of target by 1.4 days compared to the Government of

Tanzania's target of five days. The graph below illustrates trends in monthly average dwell time for transit containers at Terminal 2, for the period of January-December 2023 and comparative years of 2021-2022.

Figure 26: Monthly Average Terminal 2 Transit Container Dwell time (days), 2021-2023

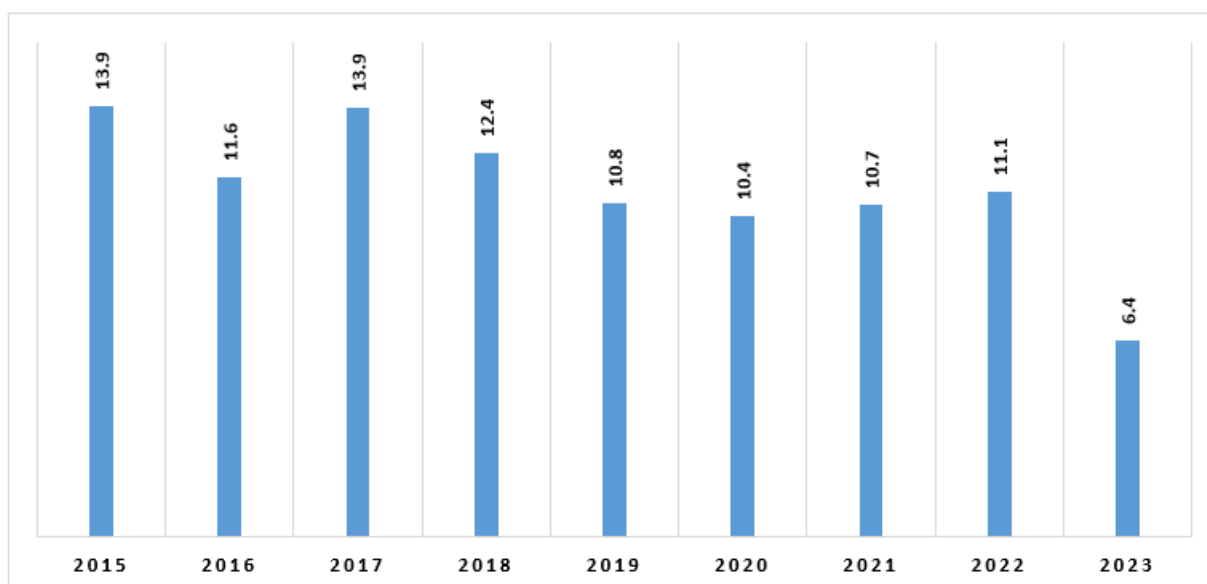


Source: TPA, 2021-2023

From the graph above, it is evident that dwell time at Terminal 2 for transit containers in 2023 has improved significantly compared to 2022 and 2021. Also, the dwell time in 2023 was observed to improve towards December 2023 and stabilize as the range was 5 days compared to 7 days in 2022.

Lastly, on this topic, annual comparisons in transit containers dwell time at TERMINAL 2 is shown below. The graph displays TERMINAL 2 between 2015-2023.

Figure 27: Terminal 2 Annual Average Dwell Time for Transit Containers, 2015-2023 (days)



Source: TPA 2015-2023

4.4 Customs Release Time/Document Processing Time (DPC) Time

Customs release time provide the time taken in hours that elapse from when declaration is made by Clearing & Forwarding Agent till when the Release order is issued by the Customs for Transit Cargo declarations. It has been calculated from the average time difference between Release time and Declaration time, measured in Hours from Tanzania Revenue Authority.

4.4.1 Tanzania Customs Release Time (Hours)/Document Processing Centre (DPC)

The table and graph below display monthly dynamics in customs clearance time between 2015 and 2023. It shows that the average document clearance time for the year 2022 was 55 hours, which improved slightly from 58 hours in 2022, equivalent to an improvement of 2 hours. The gains observed in 2022 were smaller than the improvement of 4 hours observed in the year 2021/2020. Transporters are still concerned with high DPC time and have been emphasizing on timely release of cargo.

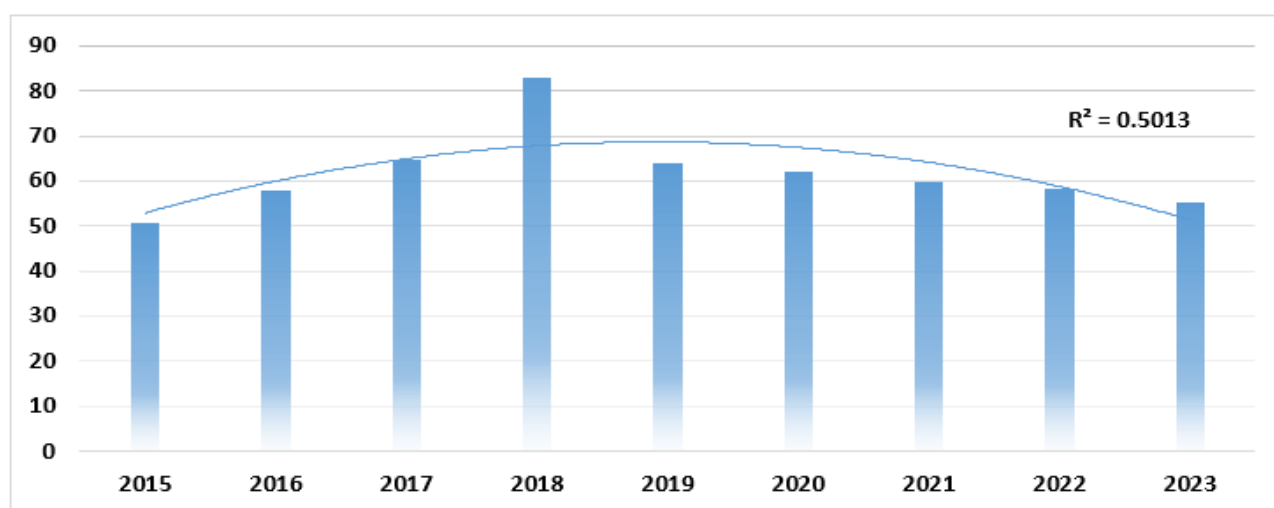
Table 10: Monthly Average Customs Release Time in Tanzania, 2015-2023 (Hours)

Year/Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual Avg
2015	51.2	52.9	50.5	50.2	51.6	51.2	51.1	50.8	50.3	50.1	49.7	49.6	50.8
2016	55.1	52.4	48.5	51.0	53.5	55.9	57.6	59.6	62.5	65.3	66.7	67.9	58.0
2017	65.6	67.2	68.8	64.9	65.1	64.0	63.3	62.6	62.6	63.7	63.3	64.4	64.6
2018	87.0	86.7	84.3	83.1	81.0	81.9	81.4	82.7	83.2	82.0	81.3	80.1	83.1
2019	64.7	64.8	63.0	62.3	62.8	63.3	63.4	63.9	64.7	65.2	65.3	65.5	64.1
2020	62.6	62.7	60.9	60.2	60.7	61.2	61.3	61.8	62.6	63.1	63.2	63.4	62.0
2021	62.7	63.2	59.2	58.1	59.2	58.6	58.3	59.4	58.0	58.3	60.1	59.5	59.6
2022	58.4	59.4	58.2	57.4	60.1	58.6	58.2	57.2	58.1	58.4	57.4	58.3	58.3
2023	56.1	55.3	56.2	55.6	54.7	55.3	56.2	55.5	54.6	55.4	54.8	55.2	55.4

Source: TRA, Jan – Dec 2015-2023

The trend of DPC time over the period of 2019 to 2023 displays a slow decline from year to year, indicating the need for in-depth analysis to re-engineer the process so as to produce desired changes rather than normal efforts.

Figure 28: Annual Average Customs Release Time in Tanzania, 2015-2023 (Hours)



Source: TRA, Jan – Dec 2015-2023

4.5 Truck Turnaround Time

Truck turnaround time refers to the number of hours that a truck spends at Tanzania International Container Terminal Services (TERMINAL 2) clearance and loading. This indicator is measured in average hours spent by all trucks serviced during a month and expressed as monthly average truck turnaround time. It is used to assess the efficiency of container handling and loading services at TERMINAL 2. Operationally, it is collected as the time for the *Truck Gate Out date* and the *Truck Gate In date*.

The graph below shows that truck turnaround time between January – December 2023 was 1.60 hours. This level was nearly the same as that of January –December 2022, recorded as 1.53 hours, equivalent to the worsened situation by a mere 4.6%. The monthly range in truck turnaround time in the year 2023 was 13 minutes, indicating that the time difference between the best served and worst served months was 13 minutes. This information points to the loading and release of trucks at TERMINAL 2 having almost no periodic fluctuations.

Table 11 provides monthly observations of truck get-out time for the period of 2017 to 2023 from Terminal 2 of the Port of Dar-es-Salaam.

Table 11: Monthly Average Truck Turnaround Time at TERMINAL 2, 2017-2023 (hours)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average	Relative variation
2017	2.4	2.4	2.2	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.4	2.4	2.3	2.4%
2018	2.12	2.03	2.01	2.47	2.04	2.31	2.5	2.03	2.4	2.5	2.3	2.41	2.3	8.9%
2019	2.3	2	2.1	2.2	2	2.2	2.1	2.3	2	2.2	2.1	2.2	2.1	4.7%
2020	1.8	2	1.7	1.7	2	1.8	1.7	1.8	1.9	1.8	2.1	1.8	1.82	7.4%
2021	1.9	1.8	1.76	1.84	1.82	1.8	1.65	1.82	1.8	2	1.76	1.88	1.82	4.7%
2022	1.7	1.6	1.7	1.5	1.6	1.4	1.3	1.5	1.4	1.6	1.5	1.6	1.53	8.0%
2023	1.6	1.7	1.5	1.6	1.64	1.53	1.57	1.62	1.7	1.54	1.72	1.5	1.6	4.8%

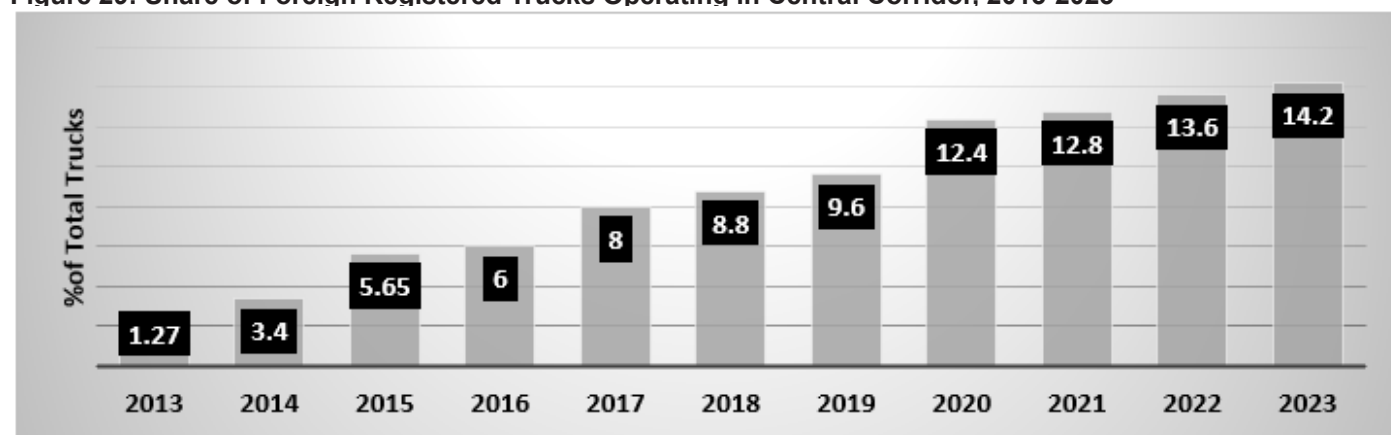
Source: TERMINAL 2 2017 – 2023

Truck turnaround time at TERMINAL 2 is indicative of targets well achieved and stabilized in efficiency.

4.6 Operating trucks by Registration Countries

This indicator gives out the origin of registration of transit trucks which operate within Central Corridor. The Tanzanian registered transit trucks dominated the Central Corridor trucking business at 86% in 2022- 2023. In effect, foreign registered trucks operating in transit freight service are gaining momentum and reached 14.2% of all in 2023 compared to 13.6% in 2022,

Figure 29 below displays a trend in the share of foreign-registered trucks between 2013 and 2023. **Figure 29: Share of Foreign Registered Trucks Operating in Central Corridor, 2013-2023**



Source TRA, 2013 - 2023

The increase in trucking vehicles of non-Tanzanian registration signifies improvements in terms of cargo handling by encouraging participation of Central Corridor member states. This is attributed to the harmonization of road user charges to some of the member states of the corridor and an increase in export cargo, which provides return cargo. Qualitative inquiries indicated several reasons for desiring foreign-registered trucks. These have included favourable tax regimes, third-country rule opportunity and unfavourable driver behaviours such as dishonesty.

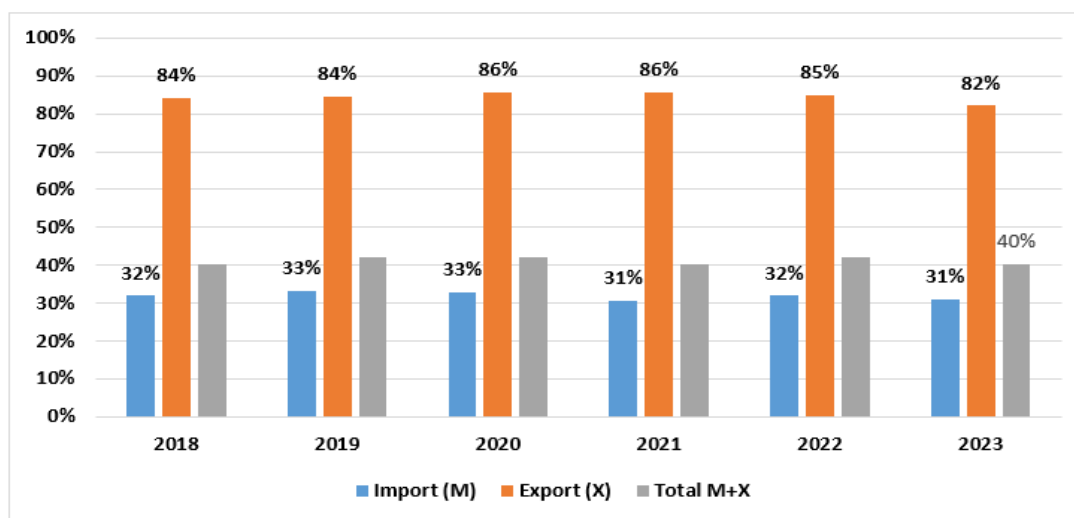
4.7 Cargo Containerization

Cargo containerization as a method of liner shipping has been established to reduce vessel turnaround time, allow the smaller fleet to carry a greater volume of goods and reduce handling costs, and decrease damages and losses. Containerization has also revolutionized intermodal freight logistics.

The current trends in the global supply chain are towards containerization of liner cargo, indicating that around 50% of cargo is containerized. At the Port of Dar-es-Salaam, containerization accounts for 40% of total cargo by the year 2023, declining from 42% of all cargo in 2022.

A larger relative share of containerization was apparent at 82% of export in 2023 compared to 31% of the relative share of import cargo. However, since import cargo has the largest share of deep-sea cargo at 86% of all, it points to the need to do more to stimulate containerization of import cargo, mostly from Eastern Asia to the Port of Dar-es-Salaam, to achieve global levels for the benefits pointed out above.

Figure 30 shows historical trends in the rate of containerization at the Port of Dar es Salaam



Source: TPA 2018-2023



SECTION FIVE: TRANSIT TIME AND DELAYS

5.1 Introduction

Indicators of Transit time and delays within the Central Corridor are obtained from Electronic Cargo Tracking System (ECTS) from TRA and the GPS road survey results. Corridor monitoring starts from when goods/cargos arrive at the Port of Dar es Salaam until when they reach their final destinations. This time has been broken down to form different indicators depending on different activities and sections along the Corridor.

5.2 Transit time to destinations

The section highlights the transit time, which is it takes for a cargo to move from the Port of Dar es salaam to various destinations in the Central Corridor Member States. This transit time is greatly affected by stoppages along the Corridor. Some of the main stoppage reasons include; drivers' personal reasons, police checks, weighbridges, company checks, road conditions, customs check among others.

Some of the measures that have been put in place to minimize stoppages and improve transit time include the implementation of the High-Speed Weigh in Motion (HSWIM) weighbridges in Tanzania, implementation of one-stop border posts (OSBPs) almost at all border points in the Central Corridor member countries, Construction of One Stop Inspection station (OSIS) in Tanzania which will allow transit trucks to stop and be inspected at only three weighbridges, and Implementation of the Single Customs Territory (SCT) which is another measure that enhanced clearance of the goods across borders.

The Transit time to destination is measured from the time cargo starts its journey from Dar es salaam to the time it arrives at the various destinations in the Central Corridor member countries. The data used in the analysis of this indicator is from the Transporters tracking systems through Transporters associations of TATO and TAT in Tanzania. Indicators are analysed annual performance of 2023 and compared with annual figures between 2018 and 2022.

The table below shows transit times of trucks carrying transit import cargo from Dar-es-Salaam Port to various destinations of the corridor, along with their margins of fluctuations.

Table 16: Annual Average Road Transit Times to destinations, 2018-2023 (days)

Year	Dar – Kigali	Dar – Bujumbura	Dar – Kampala	Dar – Bukavu	Dar – Goma
2018	3.74	4.17	4.45	4.71	4.54
2019	3.75	4.19	4.33	4.81	4.65
2020	8.25	7.12	7.47	10.49	9.79
2021	5.5	5.56	6.6	7.33	7.34
2022	4.04	5.47	5.94	7.27	6.53
2023	4.1	4.6	4.8	6.21	5.84

Table 16 shows the transit time to Kigali in 2023 was, on average of 4.1 days or equivalent to 98 hours.

For the destination of Dar es Salaam to Bujumbura, transit time was 4.6 days, equivalent to 110 hours. This was an improvement of 20 hours from the transit time recorded in 2022 at 5.47 days (131 hours).

For the destination of Dar-es-Salaam to Kampala, this was 4.8 days (115 hours), which was an improvement from 5.94 hours (142 hours) recorded in 2022, about 26 hours earlier

Transit times of trucks to Bukavu were an average of 6.21 days, which was 149 hours. The performance was superior to the previous year at 7.27 days (174 hours). There was an increased delay of 25 hours between the two years of 2022 and 2023. The trucks to Goma were expected to arrive within 5.8 days (161 hours), which was an improvement by cutting 24 hours compared to 6.53 days or equivalent of 157 hours in the year 2022.



SECTION SIX: ROUTE ASSESSMENT OF THE NEW CENTRAL CORRIDOR ROUTE

**JOINT SURVEY REPORT OF THE BASELINE ROUTE ASSESSMENT OF
THE NEW CENTRAL CORRIDOR ROUTES TOWARDS MALAWI, ZAMBIA,
AND LUBUMBASHI, D.R. CONGO**

FINAL

February – March 2024

6.1 Introduction

This report provides highlights of the baseline route assessment of the new Central Corridor routes towards Malawi, Zambia, and Lubumbashi in Haut-Katanga province, D.R Congo, from Dar es Salaam in the United Republic of Tanzania.

6.2 Background

The Central Corridor Transit Transport Facilitation Agency (CCTTFA) with the support from TradeMark Africa (TMA) is implementing the Central Corridor Transport Observatory (CCTO) project. The project is implemented as an online toolkit that provides regular performance information of the Central Corridor in order to support evidence-based advocacy and decision-making to remove transit trade barriers. 40 Key Performance Indicators (KPIs) are currently being monitored on regular basis. The CCTO monitoring tool collects data, processes them and generates online/offline reports and information on key performance indicators including transit time and delays, freight volumes, efficiency and productivity, transport costs and rates, Green House Gas emissions, Road Safety and security etc. to inform policy makers on the reforms to improve corridor performance and efficiency. The portal is accessible through <https://observatory.centralcorridor-ttfa.org>. All the Indicators are reviewed periodically with Stakeholders to define new datasets and agree on available and additional data.

Of recent, the CCTO toolkit has been upgraded and digitized to improve the whole monitoring processes by ensuring real time monitoring of KPIs for a prompt and informed decision making as well as featuring a user-friendly interface, facilitating easy navigation and data retrieval for stakeholders. This digital toolkit contains data from computerized systems of Corridor Countries' stakeholders including Revenue Authorities, Port Authorities, Transporters Associations and the Mobile App/Surveys from various modes of Transport.

6.3 Problem Statement and Rationale

As of 1st December 2023, the Republic of Malawi officially acceded to the CCTTFA Agreement as the 6th Member state and processes are being finalised for the Republic of Zambia to join the CCTTFA Agreement as the 7th Member state. With the accession of Republic of Malawi and Republic of Zambia to the Central Corridor Transit Transport Facilitation Agency (CCTTFA), the transport routes towards Malawi, Zambia and Lubumbashi in DRC becomes under the Central Corridor scope of work and a new target to the Central Corridor Transport Observatory (CCTO).

The CCTTFA received financial support from TradeMark Africa, Tanzania Country Programme for the CCTO programme to conduct Inception meetings in Lilongwe in Malawi, Lusaka in Zambia and Lubumbashi in DRC in order to identify and initiate engagement with the key stakeholders in the transport infrastructure and logistics chain connecting the extended portfolio of CCTTFA member states. The inception meetings were conducted in November 2023 and constituted prerequisites for the preparation of the Baseline Route Assessment which is essential for the performance monitoring of the new routes.

The performance monitoring supports the CCTTFA's five-year Strategic Plan of CCTTFA' (2021-2025) under the Strategic Objective 3: **ENHANCED BUSINESS AND REGULATORY ENVIRONMENT OF CENTRAL CORRIDOR**, within the Outcome of *Enhanced Corridor Programmes Monitoring and Stakeholders Coordination Frameworks* aiming at *catalysing optimal institutional frameworks for more effective dialogue, coordination and collaboration among stakeholders. In this regard, efforts will focus on supporting the establishment of partnerships and collaborative working arrangements among various public entities and players.*

6.4 Objective

The primary objective of the Baseline Route Assessment survey was to assess the current situation, identify gaps, develop appropriate interventions and establish indicators which will be used to track progress towards achieving desired outcomes.

Specific objectives

The specific objectives of the baseline survey were as follows:

- a) To identify and assess the new Central Corridor routes to Malawi, Zambia and Haut-Katanga in DRC with focus on the road mode of Transport in relation to the Performance indicators of the corridor's Transport Observatory.
- b) To evaluate the suitability of the route for transit transport, including road conditions and border crossing facilities.
- c) To identify challenges, bottlenecks, and hazards along the corridor and propose mitigating measures.
- d) To provide recommendations for improving and optimizing the transit route from Dar es Salaam to Lilongwe, Blantyre in Malawi, to Lusaka in Zambia and to Haut-Katanga in DRC via Zambia.
- e) To promote safety, efficiency, and cost-effectiveness in transit transport operations along the Central Corridor new route.
- f) To assess various trade facilitation elements on the route and propose effective interventions to address the issues.
- g) To Conduct consultations with stakeholders and agree on the available data at various nodes to be sourced and monitored frequently by the CCTO (format, frequency and sharing modalities)
- h) To Create strong relationships with stakeholders along the routes on data provision for the Transport Observatory activities.
- i) To Assess gender considerations on the logistic operations along the new Central Corridor routes.
- j) To Look on the interconnectivity of data exchange at the borders, status of the cargo tracking system beyond Tanzania borders
- k) To Assess the user satisfaction levels at the borders, check points for both Tanzania Revenue Authority, Police etc.

6.5 Methodology

To achieve the outlined objectives, the baseline route assessment employed survey methodology encompassing qualitative and quantitative approaches as follows;

- a) **Field Surveys:** Was conducted on the ground route visits to evaluate the visual road conditions, border crossing facilities and other transit transport related aspects.
- b) **Stakeholders Interviews:** This was employed in order to obtain descriptive assessments on the route issues from relevant stakeholders. The stakeholders in this approach will target government agencies, transporters, drivers and local communities to gather information on issues especially challenges, ongoing developments and potential interventions.
- c) **Observations on Trade Facilitation:** Assessment of existence and state of trade facilitation elements on the route was done in order to identify bottlenecks and proposing quick interventions to enhance efficiency. These included assessment of participation of women in trade, supportive services and presence of organized groupings for future engagements.
- d) **Data Consultations:** Conducted consultations with stakeholders to identify existing routine data systems, define data elements to be included into the CCTO, establish data formats, frequency and sharing modalities.

6.6 Expected outcomes of the assessment and beyond

- a) Comprehensive understanding of the new Central Corridor routes in relation to performance indicators;
- b) Updated status on the condition of roads infrastructure and other transit nodes of the new central corridor routes;
- c) Development of a comprehensive matrix of findings on challenges, issues and specific trade facilitation elements along the routes;
- d) Strengthened network with key stakeholders;
- e) Improved Safety Standards and Enhanced operational efficiency;
- f) Stakeholders' alignment and agreement on data standardization and harmonisation including establishment of identified KPIs and data collection and monitoring framework;
- g) Highlights on Gender Analysis and Understanding/ Comprehensive assessment of the gender dynamics within logistic operations;
- h) Identification of opportunities to improve data exchange mechanisms and interoperability among border agencies, customs authorities, and other stakeholders involved in cross-border trade facilitation;
- i) Validation by stakeholders of recommendations for improving and optimizing the transit route from Dar es Salaam to Lilongwe, Blantyre in Malawi, to Lusaka in Zambia and to Haut-Katanga in DRC via Zambia;
- j) Adoption by the Board of Directors of action plan of evidence-based interventions designed to address the identified issues;
- k) Roll out the transport observatory to the new central corridor southern route.

6.7 Key Institutions involved in the survey

The following key players in transportation and trade infrastructure and services participated in the survey as follows;

INSTITUTIONS	COUNTRIES			
	TANZANIA	ZAMBIA	DRC	MALAWI
Ministry of Transport	X	X	X	X
Ministry In charge of Trade and Commerce	X	X	X	X
Port Authorities	X			
Road Agencies	X	X		X
Revenue Authorities	X	X	X	X
Police Force	X	X	X	X
Transport/Investment Regulators	X	X	X	X
Transporters Associations	X	X	X	X
Private sector Federations/Freight Forwarders	X	X	X	X
Governate			X	

6.8 Organization of the Survey Routes

The survey was organized into three (3) routes as follows;

Route No.1: Dar es Salaam-Mbeya-Kasumulu/Songwe Border Post-Lilongwe-Blantyre

Route No.2: Dar es Salaam-Mbeya-Tunduma/Nakonde OSBP via Kapiri Mposhi-Lusaka

Route No.3: Dar es Salaam-Mbeya-Tunduma/Nakonde OSBP via Kasama and Mansa-Kasumbalesa-Lubumbashi

6.9 FINDINGS OF THE ROUTE ASSESSMENT

6.9.1 INFRASTRUCTURE AND FACILITIES IN TANZANIA ALONG THE SOUTHERN ROUTE

6.9.1.1 Weighbridges

In Tanzania, the weighbridges purposely meant to protect the roads from overloaded trucks are managed by Tanzania Roads Agency (TANROADS). The weighbridges are classified into two categories that are non and mandatory weighbridges.

The non-mandatory weighbridge is the Kurasini weighbridge located near the exit gates of the port of Dar es Salaam. Its role is to verify the load compliance of the vehicle before starting the journey.

The mandatory weighbridges are located along the road at the average rate of one per region. There are six weighbridges along the southern route towards Tunduma/Kasumulu border posts including: Vigwaza, Mikese, Mikumi, Wenda, Makambako, Mpemba/Uyole.

6.9.1.2 non-mandatory weighbridges (Kurasini Weighbridge at the port of Dar es salaam)

(i) Observations

- a) At the zero-distance WB of Kurasini, the purpose is to facilitate transporters and cargo owners to assess weight compliance of their cargo soon after loading from the port, to avoid/reduce unnecessary inconveniences afterwards. No penalty is imposed for overloading at this station;
- b) All vehicles/trucks from the port of Dar es salaam with above 3.5 tonnes have options to the weighing procedures to ascertain the allowable limits;
- c) The weighbridge, designed as static, with dual multideck weighbridge facility can accommodate up to seven axle groups (22 metres long);
- d) Crossing time is on average 40 seconds, however, an additional 1-2 minutes may be used for a capturing information of a first-time truck passing at the WB;
- e) At the weighbridge drivers are asked to provide driving licence, registration card of the truck and cargo documents;
- f) The trucks holding area/ parking yards for overloaded vehicles have a grace period, with no parking fees for 72 hours. Within the grace period, trucks are required to re-arrange or reduce the weight to the allowable limits to comply with axle load controls. Beyond the 72-hour grace period, there is a charge of 50 USD per extra day of parking;
- g) The rapid assessment of traffic at the Kurasini WB is a daily average of 1500 Trucks/vehicles including local and transit trucks;
- h) The WB operates 24-hours, split on an 8-hour shifts;
- i) The parking spaces of 40-50 trucks is reportedly available but inadequate, but there are plans to increase the parking spaces, currently at mobilising funds by Ministry of Works;
- j) A high percentage of compliance level about 90% was reported, implying non – compliance of 10%;
- k) There were evidences of calibration of the WBs four times a year conducted by the Weights

and Measures Agency (WMA) of Tanzania in order to ensure their accuracy, reliability and consistency;

- l) Regarding to safety; fire extinguishers were observed at the station and Fire Station was reported to be available nearby at the Port;
- m) There are display boards that allow drivers to observe measured weights;
- n) Containerized cargos were reported to be experiencing frequent overloading due to shifting of cargo.

(ii) **Challenges**

- a) Inadequate parking space;
- b) Lack of social amenities for the drivers e.g. Washrooms specifically for the drivers at the parking yard;

6.9.1.3 Mandatory Weighbridges

(i) **Observations**

- a) All vehicles/trucks from the port of Dar es salaam with above 3.5 tonnes have to undergo the weighing procedures to ascertain the allowable limits
- b) Most of the mandatory weighbridges are weigh in motion weighbridges and installed either in one direction or both directions
- c) The weigh in motion systems are designated to capture and record the axle weights and the gross vehicle weights as vehicles drive over the road and allow the compliant vehicles (green light) to proceed /avoid the weighing at static weighbridge
- d) An average of 60% of weighed vehicles comply with Weigh in Motion (WIM)
- e) There is evidence of calibration of the WB four times a year conducted by the Weights and Measures Agency (WMA) of Tanzania in order to ensure their accuracy, reliability and consistency;
- f) Observed clear transparency where even drivers can get their readings on dashboards;
- g) The Facility operates 24-hours, split on an 8-hours shifts;
- h) WB operations are monitored by CCTV camera which is integrated with TANROADS Regional and Head Office and Ministry of Works;
- i) The overloaded trucks are charged according to the established tariffs. However, they have a grace period of 72 hours free parking for adjustment and payments of penalties, after which an extra day of parking is charged 50 USD;
- j) Optic fibre cables, CCTTV cameras and modern IT Systems are installed to facilitate communications and efficiency weighing and control procedures;
- k) Penalties and charges are paid electronically;
- l) Washrooms for drivers were observed at the stations.

(ii) **Challenges**

- a) Low awareness of drivers on the procedural requirements to be followed when passing through the WIM bridge despite presence of posters and signs providing guidance on the same. A need for continuous sensitization on the use of the Weighbridge infrastructure;
- b) No integration of the systems between TANROADS and Customs on information related to cargo and vehicle. However, there are plans to integrate the systems;
- c) Internet connection issues that sometimes make the operators to use alternatives like modems to support the operations;
- d) Power fluctuations interfere with operations.

The locations and characteristics of the mandatory weighbridges are detailed in the table below

N	DESIGNATION	DISTANCE (KM)	CHARACTERISTICS	DIRECTION	OBSERVATIONS
1	KURASINI	0	STATIC with Dual Multi-Deck WB facilities	ONE	Verification WB and free of charge
2	VIGWAZA	79	Two WIM and two multideck static WB	TWO	Expanded to OSIS where upon completion all OSIS facilities will be in place
3	MIKESE	163	Two WIM and two group axle static WB	TWO	Installed with WIM on both sides
4	MIKUMI	305	Two WIM and two fixed static WB	TWO	The traffic has been reduced in a static WB due to WIM installation
5	WENDA	507	Two WIM and group axle static WB	TWO	WIM and static WB installed on both directions
6	MAKAMBAKO	645	Two Single Way Static WB	TWO	No WIM, only single way static WB installed on both directions
7	MPEMBA	909	Two WIM and single fixed WB	TWO	WIM and single fixed WB available on both sides (Towards Tunduma)
8	UYOLE	808	Static using two lane single axle WB	ONE	No WIM, only single static WB (Towards Kasumu-lu)

6.9.1.4 Kwala Dry Port

There was only one dry port along the route from Dar-es-Salaam Port to Tunduma/Kasumulu border posts. The main purpose of Kwala dry port is to streamline the flow of cargo at the Dar es Salaam port. This comes at a time when the Dar es Salaam port was grappling with a monumental rise in the volume of cargo propelled by the ongoing implementation of strategic projects and improvement in mining and other economic activities in neighbouring countries.

(i) Observations

- Kwala dry port is an extension of the port of Dar es Salaam for the aim of decongesting the port to easy movements of goods. It is located at about 79 kilometres from Dar es Salaam along the route;
- The total area of Kwala dry port is about 502 hectors and paved area is about 5 hectors;
- The current capacity of the paved area developed by TPA is 3,500 TEUs and currently the facility handles overstayed cargo and nominated cargo;
- Currently the cargo movements to Kwala dry port are through MGR for phase I of the project but plans are in place to have SGR to the facility in phase II;
- Handling facilities are available and adequate for the current operations;
- Staff houses are available but inadequate with a number of staff available;
- Fire brigade is available with 1 fire fighter vehicle;
- Plans are in place to change the facility from Inland Container Depot to Container Freight Station so that can be handling both imports and exports rather than handling only imports;

- i) Low utilisation of the facility;
- j) No warehouses for stuffing and de-stuffing;
- k) There are dedicated undeveloped plots for the neighbouring countries using port of Dar es Salaam including Zambia, Malawi, Burundi, Rwanda, DRC, Zimbabwe and South Sudan;
- l) Feasibility studies for the development of the plot belonging to Burundi are ongoing and construction of its fence is planned to start by May 2024.

(ii) Challenges

- a) Lack of awareness to importers and exporters to utilise the facility;
- b) Lack of warehouse facilities;
- c) Inadequate staff housing;
- d) TAZARA line, 36 kilometres from Kwala dry port is currently not connected to the dry port;
- e) Competing objectives with ICDs that require policy direction;
- f) Inadequate logistics for transferring containers from Dar port to Kwala dry port;
- g) Lack of development of the individual plots by the member states.

6.9.1.5 Road Condition along the Tanzania Route

(i) Observations

- a) The section after Kurasini Weighbridge on Nelson Mandela Road, was observed to have corrugations especially on the outbound lanes;
- b) Due to massive traffic along the sections of Kibaha to Ngerengere, the road damages were observed, various routine and periodic maintenance were being conducted by various contractors who are already on sites to make sure the road is passable;
- c) Other sections of the road were observed to be in fair condition though may require rehabilitation soon, for example noticeable bumps along Morogoro-Mikumi were vivid;
- d) Kitonga escarpment which is a stretch of approximately 7.4 kilometres was found to be undergoing improvements with widening of about 1.6 kilometres on sharp corners and steep slopes to reduce accident risks as well as to provide an additional lane for overtaking vehicles. The project started in January 2024 and expected to be completed in August 2024 (a Seven (7) months project);

(ii) Challenges

- a) Inadequate road signages along the section of Kitonga;
- b) Unprotected sulphur cargo reported to destruct road in case of accidents;
- c) Heavy rains in 2024 have prompted more need for rehabilitation of roads along the route.

6.9.1.6 TRA Check Points

There are two TRA check points along the route towards Republic of Zambia and Republic of Malawi which are:

Misugusugu (Coast Region) and Makambako (Njombe Region).

Misugusugu Customs Check point is located 57 kilometres from Kurasini weighbridge, 200 metres off the main road at a small town named Misugusugu in Kibaha municipality.

Makambako Customs Check Point is located 643 kilometres from Kurasini weighbridge nearby Makambako weighbridge.

The Customs Check Points have been established in order to provide controls on transit cargo security on cargo that is not protected with ECTS against tax evasion and trade facilitation in case of emergencies on transit bonded cargo such as accidents, theft or breakdowns³. They ensure that timetable set by law is observed by truckers to cross the border within 3-days from the day of cargo release from the Port of Dar-es-Salaam.

³ Explained as transit import cargo that has been broken from primary truck due to overload would have no ECTS and hence escorted outward whereby the Check Point ensures it doesn't cause damping

(i) **Observations**

- a) The Customs Check Points operate on 24-hours basis, split into two shifts;
- b) Reportedly a truck is checked and released within 3-minutes if documentations are complete. Otherwise, with issues, the truck is held by the Customs, with no charges, until cleared to proceed. However, upon decision by CFA/transporter to park the truck at Customs site, a rent of 0.3 USD per CBM applies for storage and custodianship;
- c) The road section of Morogoro to Makambako is being served by Mobile Rapid Response unit of the Customs department;
- d)
- e) On delay to exit respective border within 3-days without prior information to Customs, a penalty of TZS 40,000 is applicable. Further, penalty-to-bod in excess of 30 days to exit the border is charged 3% of the value of guarantee, charged on CFA;
- f) Facilitation is mostly on transit export cargo such as minerals from local mines and other exempted goods;
- g) The Check Point serves a daily average of 600 trucks whereby around 30-50 trucks would be overloaded without ECTS. An example was given that Mozambique border currently is not enhanced with ECTS and thus it requires that cargo towards this border be checked by Customs along the way;

(ii) **Challenges**

- a) There is an information gap between transporters, their employees (drivers) who handle the trucks enroute and CFAs who are the recognized agents of Customs regarding customs procedures which cause delays and inconveniences enroute;
- b) CFAs who are the primary interphase with Customs are not careful on guiding drivers and sometimes ignore important issues on cargo declaration which cause delays and inconveniences to drivers until Customs issues are cleared. It was narrated that this is partly on CFAs who engage untrained cheap labour;
- c) Penalty-to-bond of 3% which is charged on CFA cargo guarantee is usually caused by transporters but CFA bear the penalty;
- d) Power-cuts interfere with services whereby they resort to manual checks and backups upon power returns;
- e) Uncouth Transporters who do not pay their drivers, causing the drivers to dump the trucks at the Check Point until they are paid. It was reported that in part, drivers know that the cargo is under control of Customs to resort to this decision;
- f) The 200-metres access road to Misugusugu Check Point is unpaved and the office space is small; their developments have stopped, pending transfer to Vigwaza OSBP.

6.9.1.7 Facilities in Songwe region

Songwe is the region is border region with Zambia where are located the Tunduma/Nakonde border posts. A lot of private truck parkings and congestion as a result of non-operationalization of Tunduma/Nakonde as an OSBP were observed.

Songwe region and TanRoads are developing a number of projects to decongest the area including:

- Upgrading the existing road infrastructure from 2 lanes to 6 lanes and the contract for the full construction is already signed
- Construction of a modern parking facility at Chimbuya, 13 kms from the Tunduma border and so far, the construction is 35% and expected to be completed by June 2024 which will be accommodating 100 trucks, digitization and system automation is highly emphasized as the key to improve efficiency;
- Construction of a One Stop Inspection Station (OSIS) at Iboya where budget is already allocated for compensation to the surrounding communities as well as plans on going to procure the weighbridge scales;
- Construction of bypasses to reduce congestion including the Mpemba bypass, Hasamba-Iboya bypass, Songwe-Uyole bypass etc. There is a need to encourage the PPP model where private sectors can also invest in the facilities.

6.9.1.8 Tunduma OSBP – Tanzania side

The Tunduma/ Nakonde Border Post was launched as a One Stop Border Post (OSBP) on 5th October 2019, to facilitate free movement of goods and passengers from and towards the port of Dar es Salaam to Zambia and Haut Katanga province in DRC. The distance between Nakonde/ Tunduma OSBP to Dar es Salaam port is 927 kilometres. The OSBP is the only border crossing point facilitating imports and exports for Zambia and DRC via the port of Dar es Salaam.

(i) Observations

- a) The facility is purposed to facilitate both importation and exportation of cargo;
- b) Still the facility is not functioning as an OSBP;
- c) 19 agencies operating at Tunduma OSBP – Tanzania side;
- d) Scanner – Tanzania side is used for Inward vehicles, all from Zambia entering Tanzania;
- e) Takes less than a minute to scan a containerized cargo entering Tanzania as the Scanner is modern and using advanced technology;
- f) In case of heavy congestions operators using manual clearance at least to clear the situation;
- g) Operations of the Tanzania scanner is 24 hours while for Zambian side is only working 12 hours closing at 9.00pm;
- h) Zambian side they only allow crossing of containerized cargo during the day while loose cargo and tankers are allowed to cross during the night as they are not mandatory to pass through a scanner;
- i) Trucks are parking on Tanzania side as they proceed with clearances due to inadequate parking space on Zambian side;
- j) Enforcement of new regulations for the permit of IT drivers entering Zambia and official announcement of the regulation is expected on 7th March 2024;
- k) Drivers for the heavy trucks are also given 90 days free annually to ride in Zambia and once they finished the days are also required to renew their permit the same;
- l) Delays on cargo customs clearance, ZRA only provide 5 days after release of Transit document (T1) that's why the CFAs they do clearance at the border to avoid penalties;
- m) In case of failure of the truck horse and needed to be changed, ZRA takes up to 7 days to process and provide authorisation;
- n) Required documents for cargo clearance by TRA include Transit document (T1), movement sheet, Bill of Lading and Invoice that the CFA/driver needs to provide;
- o) Border institutions normally hold meetings to resolve available challenges;
- p) Soon there will be introduction of SMART gates to easy movement of vehicles
- q) Available fire brigade at the OSBP compound.

(ii) Challenges

- a) Infrastructure in terms of number of available gates and parking spaces are inadequate to handle the current traffic, only two gates for inward and outward vehicles;
- b) Scanner in Zambian side is an old version and takes long time to scan which resulted into a long queue at the border (more than 10 minutes);
- c) Inconveniences to truckers on the hours to cross to Zambia side;
- d) Lack of parking Zambian side;
- e) Lack of fully operationalisation of the OSBP concept;
- f) IT Drivers are only allowed to enter Zambia freely for 30 days annually and once the days are finished, they are supposed to pay 18,000 Kwacha equivalent to 1.8M Tanzania shillings a permit of 3 months;
- g) Lack of interfacing between TRA and ZRA;
- h) Delays from ZRA in case of change of truck horse;
- i) Encourage frequent meetings for the border institutions to smoothen the movement of cargo;
- j) Lack of enough office space to accommodate the Zambian institutions under OSBP concept, its only ZRA and Zambian Immigrations that are available at Tunduma OSBP;

- k) Zambia are in a process to reduce number of institutions for border clearance to only 6 institutions;
- l) Lack of forex bureau at the border as the banks only operates during a day;
- m) Lack of restaurants/cafeteria within OSBP compound.

6.9.1.9 Nakonde OSBP – Zambian Side

(i) Observations

- a) The facility is purposed to facilitate importation, exportation and transit of cargo;
- b) Still the facility is not fully functioning as an OSBP;
- c) IT Drivers are given 30 days free annually to enter Zambia and once these days are finished, individuals are required to apply for an entry permit valued at K18,000 equivalent to about USD 766. The validity of this permit is not specified and is at the discretion of the immigration officer;
- d) No facilitation for Small Scale Traders under the SADC - Simplified Trade Regime – a need for the member states to FastTrack the implementation of SADC Simplified Trade Regime;
- e) The scanner on Zambian side only operates from 8.00am – 9.00pm and takes an average of 10 minutes to scan one truck; due to limited scanner functionality on account of its age;
- f) The Border facility on the Zambian side experienced traffic congestion due to inadequate parking space and access roads. It was reported that the infrastructure is scheduled to undergo improvement works within 2024. These will include the construction of a new one-way bypass road to accommodate north bound traffic;
- g) Clearance of trucks takes an average of 2-3 days to cross the border;
- h) Banks on Zambian side are working from 8.00am – 2.30pm Monday – Friday and opens Saturday from 8.15am – 11.00am and do not operate on Sunday;
- i) TRA and ZRA have partially interfaced their systems (for prior data exchange) but there is still a need for physical verification;
- j) Parking outside the OSBP is subject to payment of fees of 50 Kwacha per day to the municipality;
- k) Transit cargo is given 5 days of transit time in Zambia territory;
- l) A need for regular meetings to sensitize key players along the corridor especially on border procedures and other operations.

(ii) Challenges

- a) Interconnectivity issues on internet sometime hinders the fast clearance of vehicles;
- b) Inadequate number of staff for Zambia Institutions operating at the border resulting in overworking;
- c) Lack of smooth movement of vehicles crossing the border;
- d) Tanzania IT Drivers are charged K18,000 but also Zambian drivers are charged USD 200 per entry;
- e) Power fluctuations that hinder smooth operations;
- f) Some of the Tanzanian registered vehicle drivers entering Zambia have bad road user behaviour – recommending sensitization to drivers on the road usage;
- g) Length for Articulated vehicles: a need for harmonisation where Zambia allows 18.5m while Tanzania allows 17.5m were creating a lot of delays for Zambian truck entering Tanzania to request for a new permit – longer processes including advertising in newspapers taking 48 hours and a lot of costs associated on it;
- h) Sub-contracting issues: Zambians are only allowed to load fuel destined to Zambia through subcontracting a Tanzanian registered company;
- i) Loading and Offloading issues, most of the depots in Tanzania are privately owned and the owners also own trucks where most of the priorities are given to their vehicles causing delays

for foreign trucks – should observe FIFO;

- j) Loading measurements, temperature variations a need to embark on energy regulatory bodies to harmonise (using deep charts and deep sticks) to avoid losses;
- k) Zambian drivers are restricted to carry hazardous goods (Sulphur) – Certificates issued to the dangerous goods drivers in Zambia are not recognized in Tanzania and Zambian drivers are required to undertake trainings by Tanzanian Authorities;
- l) No Forex Bureau observed on Zambian side.

6.9.1.10 Kasumulu Border Control Post- Border of Tanzania with Malawi

(i) Observations

- a) The OSBP facility is under development and partially in use. The facility is designed to accommodate the Songwe-border if agreeable by the Government of Malawi to operate as OSBP;
- b) The facility operates on 12-hour time schedule (0700 Hours to 1900 hours); reportedly in order to align with the Malawi-side operation time. However, discussions are ongoing between the two Governments to extend the operating hours;
- c) About 35 containers and 61 trucks are cleared on daily average;
- d) The facility accommodates 17 Government institutions. The Institutions were mentioned to be responsible for Customs, Immigration, inspection of product standards, mineral smuggling, port health, radiations, agriculture and livestock departments such as forestry, wildlife, fisheries, live animal trade and plant health. There are also presence of Fire brigade, Government Chemist, WMA and Travel control;
- e) Clearance time for containerized cargo was reported to be less than 15 minutes as the duty is to unseal the containers on crossing the border. However, for clearance of units it takes within 24 hours but dependent on availability of parking spaces on the Malawi side;
- f) Checks on compliance with transit time from Dar es Salaam Port to Kasumulu which is 3 days. The non-compliance without reports is charged with Tshs 40,000;

Reported presence of small traders crossing on both sides, most of whom are women. Products to Malawi include food stuff such as gingers, banana and soft drinks while products crossing to Tanzania include plastic shoes, soya beans. Their trading data can be obtained by special survey as they are not tracked by Customs;

- g) The Immigration department issues single-use border passes lasting seven days only for border community trading up to 10-kilometres, on production of letter from Local Authority.

(ii) Challenges

- a) Differing computerized systems in Malawi (ASYCUDA) and Tanzania (TANCIS) which require more improvements to enable integration and real-time data exchange;
- b) Power outage poses challenge even though there is standby generator to provide short-term solution. Plans are underway to replace the existing old generator with a new unit;
- c) Due to ongoing constructions, the space for operations is limited;
- d) There are ongoing OSBP construction works on Songwe border limiting parking space and causing congestions/queue on the Tanzanian side;
- e) Different protocols for product standards between Malawi and Tanzania;
- f) Low awareness on traders regarding standards declaration from origin pre-arrival causing unnecessary delays;
- g) Low awareness of drivers and traders regarding their public health responsibility during border crossing;
- h) Reported mistreatments of Tanzania-side drivers in Malawi by the road-side Police;
- i) Differing road-user charges between Tanzania and Malawi

6.9.2 FACILITIES IN ZAMBIA ALONG NAKONDE-LUSAKA ROUTE

6.9.2.1 MPIKA Weighbridge

(i) Observations

- a) The weighbridge is located 431 km from Nakonde border post where Nakonde–Chinsali is 266 km and Chinsali – Mpika is 165 km;
- b) Weighing all vehicles from 6 tons and above and the traffic is about 350-400 vehicles a day;
- c) The crossing time is approximately 2-3 minutes;
- d) Maximum allowable GVM is 56 tons;
- e) If trucks are overloaded and need re-arrangement of the cargo, customs officers come from Chinsali 164Kms with a pre special arrangements and there is a cost associated on it;
- f) Drivers submit driving licence and cargo details to the weighbridge operator, he/she needs to drop from the truck and deliver the documents that increase the delays to cross the weighbridge;
- g) No detention bay for impounded trucks but plans are in place to construct a new detention bay that will accommodate 25 vehicles.
- h) Impounded trucks are required to pay the penalties before a release;
- i) A one-sided weighbridge which requires northbound trucks to make right turns to the weighbridge, which is a danger to other road users;
- j) Overloaded trucks are given 72 72-hour grace period to re-arrange and, after that, charged USD 20 per day for the parking;
- k) Drivers do repair works of their trucks in case of breakdowns on the roads creating unnecessary risk of accidents – enhance law enforcements;
- l) Abnormal vehicles entering Zambia: cases are recorded of Zambian CFAs not providing clear guidance on how to handle the abnormal vehicles' permits ending on Tanzanian drivers/ Transporters delayed on the way and paying unnecessary penalties – a need to sensitize transporters;
- m) Weighbridge calibration is done once a year through the Zambia Metrology Agency (ZMA);
- n) Washrooms available for free;
- o) Weighbridge bypass is associated with a driver paying a penalty of USD 2000.
- p) Two mobile weighbridges, one in Lusaka and another one in Chingola;
- q) Drivers are complaining about the road conditions resulting on paying penalties without their fault due to cargo shifts;
- r) Drivers takes around 3 to 3.5 days from Nakonde to Lusaka – night bans from 10.00pm trucks are supposed to park;
- s) Entrance Tolls for Tanzanian registered trucks entering Zambia (Return is USD 0.32/Km);
 - Nakonde to Kasumbalesa USD 356
 - Nakonde to Mokambo USD 356
 - Nakonde to Sakania USD 325
 - Nakonde to Lusaka USD 325
 - Nakonde to Mpika USD 120
- t) DRC-registered trucks entering Zambia pay USD 500 one way.

(ii) Challenges

- a) No scoreboard for the drivers to observe the measurements due to the upgrade of the system, but plans are in place to resolve the issue.
- b) No Public Announcement (P.A) to easy the instructions to drivers;
- c) One-sided weighbridge (Single axle load) that causes delays for vehicles waiting for each other;
- d) No parking space (detention bays) for detained vehicles; however, plans are in place to construct new detention bays;

- e) Delays on customs officers to reach Mpika weighbridge on time to facilitate re-arrangement of cargo;
- f) A stretch of 164 km from Chinsali to Mpika, which is in a bad condition;
- g) Theft of fuel from parked/detained vehicles reported at the facility, especially during the night hours;
- h) CCTV Cameras are not working properly. Out of 8, only 2 are operational;
- i) Shortage of man-power at the facility, resulting in having only 2 shifts within 24 hours.

6.9.2.2 Kapiri Mposhi Customs Enforcement Centre

(i) Observations

- a) The facility observes the general enforcement for compliance including document verifications and providing proper guidance to drivers;
- b) The facility operates 24 hours;
- c) Drivers are given 5 days (transit time) and a penalty of K900/day is charged to a driver if failed to request for an extension;
- d) No electronic cargo tracking system just normal custom seals;
- e) Escorts are provided by the facility 3-4 times a week from Nakonde border;
- f) Adequate parking spaces;
- g) Fire brigade is not far to the facility about 8Kms;
- h) Crossing time to the facility is about 1-5 minutes;
- i) A bypass to the centre will result up to a penalty of K6000 minimum;
- j) A project for smart gate within the facility completed by 90% a need to expedite its finalisation;
- k) Nakonde – Lusaka about 1020 Kms only one Customs Checkpoint at Kapiri Mposhi;
- l) Empty trucks are allowed to pass.

(ii) Challenges

- a) No social amenities for drivers;
- b) Shortage of manpower where the facility has only 8 staffs;
- c) High risk of accidents and breakdowns due to the current turning point to the facility for heavy trucks (one sided entrance).

6.9.2.3 Kapiri Mposhi Weighbridge

(i) Observations

- a) The weighbridge operates 24hours with 3 shifts;
- b) The facility has two weighing platforms;
- c) Only vehicles of 6 tons and above are allowed to pass to the weighbridge and the current traffic is 600 vehicles a day;
- d) It's a multi-deck weighbridge – 4 weighbridges on it which easy the weighing process – the entire truck is weighed at once;
- e) The weighbridge crossing time is under 2 minutes;
- f) There is adequate parking space for impounded vehicles – 72 hours grace period for truck to re-arrange in case of overloaded cases and then USD 20 for any extra day after grace period;
- g) The weighbridge is located 840Kms from Nakonde border, only two weighbridges for the entire stretch of 1020 Kms from Nakonde to Lusaka.

(ii) Challenges

- a) During rainy season the weighbridge is affected by water – the sensors are affected;
- b) Shortage of staff;
- c) The weighbridge scoreboard is not working;
- d) Security lights are not sufficient during night hours.

6.9.2.4 Other Checkpoints**(i) Observations**

- a) In the entire stretch of 1020Kms from Nakonde Border to Lusaka;
 - Police Checkpoints – 10
 - Military Checkpoints - 3
 - Immigration Checkpoint – 1
 - Tolls Gates – 4 for the trucks its K250, Smaller vehicles K20

6.9.2.5 Road condition from Nakonde to Lusaka route

- a) From Nakonde Border to Lusaka, 1020Kms the road condition is good, only a section of 164Kms stretch from Chinsali to Mpika is in poor condition. This section has huge potholes that affect the movements of trucks. The stretch from Mpika to Serenje (235km) is in fair condition;
- b) Procurement for the rehabilitation of the sections from Chinsali to Serenje (399km) and Kapiri Mposhi to Lusaka (180km) has commenced. The works contract for the Chinsali to Mpika is expected to be in place before the end of 2024. The section between Kapiri Mposhi and Lusaka will be upgraded to a dual carriageway, and the works are expected to commence before the end of the second quarter of 2024.

6.9.3 FACILITIES ALONG NAKONDE-LUBUMBASHI ROUTE**6.9.3.1 Road sections****(i) Observations**

- a) The road infrastructure from Nakonde OSBP to Lubumbashi is composed of a number of the following road sections;
 - Road No.1: Nakonde-Mbala turnoff
 - Road No.2: Mbala turnoff up to junction Mbala-Kasama road
 - Road No.3: Mbala junction to Kasama
 - Road No.4: Kasama to Mansa
 - Road No. 5: Mansa to Chembe
 - Road No.6: Chembe/Mwenda to Mokambo
 - Road No.7: Mokambo to Mufulira
 - Road No.8: Ndola to Kasumbalesa
 - Road No.9: Ndola to Sakania
 - Road No.10: Sakania to Kasumbalesa
 - Road No.11: Kasumbalesa to Lubumbashi
- b) These road sections above are divided into two routes;;
 - Transit routes (loaded trucks)
 - and return empty route.
- c) All those road sections in Zambia and DRC sides are equipped with toll stations with different toll fees rates applicable in Zambia and DRC;

d) *Return empty route;*

This return empty route composed of five road sections in Zambia and one road section in DRC network but maintained by Zambia as it is the only road joining the Luapula and Copper belt provinces in Zambia.

The return empty route is the shortest comparing to the transit route but a bit expensive due to an extra payment of 100 USD of toll fees between Kasumbalesa and Mokambo.

- Road No.1: Nakonde-Mbala turnoff (Zambia)
- Road No.2: Mbala turnoff up to junction Mbala-Kasama road (Zambia)
- Road No.3: Mbala junction to Kasama (Zambia)
- Road No.4: Kasama to Mansa (Zambia)
- Road No. 5: Mansa to Chembe (Zambia)
- Road No.6: Chembe/Mwenda to Mokambo (DRC)

These road sections are described in the table below;

ROAD SECTIONS	STATUS	RECOMMENDATIONS
Nakonde-Mbala turnoff	The road of almost 10 km is under construction as the contractor is already on side and substantial works have already been done. The road is being upgraded from two lanes to four lanes. Along this road section there's a number of non-developed private truck parking.	To expedite construction works and to encourage the private sector to upgrade the park yards to acceptable standards
Mbala turnoff up to junction Mbala-Kasama	The road section of about 172 km is bituminous standard and it is in good condition except some potholes in some areas. The road has a toll station at Kakonde.	Periodic maintenance is required Urgent patching up of potholes
Mbala junction to Kasama	The road section of about 156 km is an old bituminous road in poor condition. The road requires rehabilitation and capacity enhancement due to deterioration as a result of age. The road is equipped with a toll station at Kateshi located at about 25 km to Kasama.	To rehabilitate the road sections in poor condition
Kasama to Mansa	The road section of about 360 km is in a good condition. It is equipped with 2 toll stations.	Periodic maintenance is encouraged
Mansa to Chembe	The road section of about 75 km is a narrow bituminous road and in urgent need of rehabilitation	To rehabilitate and widen the road
Chembe to Mokambo	The road is in DRC side but construction funded by Zambia. The Zambian Government terminated the contract for the rehabilitation of the section (65km) because of non-performance by the contractor. The Government of Zambia is in the process of floating the tender for the consultancy services for supervision of construction works	To fastrack construction of the road

e) *Transit routes*

The transit routes are composed of three roads sections in Zambia and two road sections in DRC. The transit routes are composed of imports and exports loaded trucks, as well as return empty trucks are the non-loaded trucks returning to Dar after offloading goods in DRC or in Zambia.

- Road No.7: Mokambo to Mufulira (Zambia)
- Road No.8: Ndola to Kasumbalesa (Zambia)
- Road No.9: Ndola to Sakania (Zambia)
- Road No.10: Sakania to Kasumbalesa (DRC)
- Road No.11: Kasumbalesa to Lubumbashi (DRC)

Those road sections are described in the table below;

ROAD	STATUS	RECOMMENDATIONS
Ndola to Sakania	The road section of about 16 km is a rough road. The contract for its upgrading to bitumen standard was awarded, and the contractor is finalizing the financial closure, otherwise, deviation works have been done	To Fastrack construction as the construction in DRC side has been done
Ndola to Kasumbalesa	The road section of about 156 km is bituminous standard and in good condition. The section Ndola to Chingola is a four-lane road and the section from Chingola to Kasumbalesa was recently constructed. The stretch has a toll gate in Ndola, Kitwe and Chililabombwe	Urgent maintenance of the road from Ndola to Chingola
Mokambo to Mufulira	The road section of about 16 Km is a rough road. The contract for its upgrading to bitumen standard is under negotiation	To Fastrack the negotiations and possible commencement of construction
Sakania to Kasumbalesa	The road section is about 130 km and was recently upgraded to bitumen standard through PPP arrangement. The road is equipped with two toll stations, and trucks pay 100\$ each.	Government to review the toll road fees so that Sakania can play the role of decongesting the Kasumbalesa border post
Kasumbalesa to Lubumbashi	The two-lane road section of about 100 km is in good condition but narrow to accommodate the heavy traffic from Kasumbalesa, Mokambo and Sakania border posts. The road section is equipped with one toll station truck paying 300\$ (inward and outward). There's a project of constructing a highway from Kasumbalesa to Lubumbashi, but the project failed to be realized due to the ongoing concession of the current road toll Kasumbalesa to Lubumbashi, which doesn't allow another project before the concession expires	To upgrade the road with at least four lanes or to construct a new parallel road. To review and align the toll fees to the SADC agreed tariffs. To review the terms of the concession and allow the construction of the highway

6.9.3.2 Border posts

(ii) Observations

- a) The surveyed border crossing points between Zambia and DRC are Chembe/Mwenda border posts, Mokambo, Sakania and Kasumbalesa border posts;
- b) The border posts between Zambia and DRC are characterized by infrastructure and facilities of different standards (poor to perfect);
- c) To date, they do not operate under the OSBP concept nor 24/24;
- d) This results in congestion, inefficiency, transit time and high transportation costs along the corridor routes towards Lubumbashi via Zambia.

The detailed status of the border posts is described in the table below.

Border Posts	Status	Recommendations
Chembe/Mwembe	The Chembe crossing border is located on the road crossing the Luapula bridge entering DRC via Mwenda border to exit at Mokambo border post. Currently, the border crossing serves as the shortest route from the copper belt to Luapula provinces. Hence, the interest of Zambia to rehabilitate the infrastructure. The state of the infrastructure at the border is poor and currently used only for return empty trucks and local cargo.	To upgrade the Chembe/Mwenda border posts
Mokambo	The Mokambo border post serves as gateway into DRC and Zambia. The border is strategically located to help decongest Kasumbalesa border post. On the Zambia and DRC sides, the infrastructure and facilities are in poor condition.	To upgrade the Mokambo border posts
Sakania	<p>On the Zambia side the concession agreement for the construction of Sakania border post has been already signed under the PPP model and construction will begin very soon.</p> <p>On the DRC side the facilities of the border post are perfect as all border facilities have been constructed to international standard and functional. The parking (imports & exports) can accommodate 8,000 trucks.</p> <p>On DRC side the Sakania border post operates from 7:30 to 18:00 with a break from 12:00 to 14:00. Due to inadequate number of staff, the operations are arranged into two shifts, morning shift for imports and afternoon shift for exports.</p>	Zambia to expedite the construction of Sakania OSBP and Zambia and DRC harmonize the working hours as we were informed that on the DRC side, they have limited working hours.

Kasumbalesa (Zambia)	<p>Kasumbalesa border post is the busiest border crossing between Zambia and DRC with a daily average of 1,200 trucks (inward and outward)</p> <p>The border post has a parking space of 1,800 trucks on the Zambian side but only 30% of the parking is paved. There's a challenge of truck parking during the rainy season; trucks are parking along the road Chingola-Kasumbalesa. There's plan to increase the parking space to accommodate 3,000 trucks and the contractor (Zambia National Service) is on site.</p> <p>Despite the availability of infrastructure and facilities at both sides, Kasumbalesa is not implementing the OSBP concept as DRC has not yet enabled an OSBP act.</p> <p>The implementation of COMESA Simplified Regime at Kasumbalesa, the common list has been validated by both parties DRC and Zambia and implementation awaits approval by the Ministers of Trade from Zambia and DRC.</p> <p>Payments due at Kasumbalesa border are: 100\$ as transit fees and 25\$/day of penalty fees after 24 hours grace period.</p> <p>A single window for all payments at the border stop is under development and expected to be deployed by the end of March 2024.</p> <p>The Kasumbalesa border post lacks a fire brigade to fight fires that may occur in the area.</p> <p>On Zambian side, there's no walkway to facilitate the implementation of the COMESA STR.</p>	<p>To expedite the construction of the parking at desired standard</p> <p>To equip the border post with a firefighting team and equipment</p> <p>DRC to expedite the development of OSBP enabling legislation.</p> <p>DRC and Zambia to expedite at Ministerial level the approval of the implementation of the STR.</p> <p>Zambia to expedite the construction of the walkway to facilitate the implementation of the COMESA STR</p>
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Kasumbalesa (DRC)	<p>Kasumbalesa border post is the busiest border crossing between Zambia and DRC with a daily average of 1,200 trucks (inward and outward)</p> <p>The border post has a paved parking space of 3,500 trucks. Another parking space on export side to accommodate additional 800 trucks is under construction.</p> <p>Despite the availability of infrastructure and facilities at both sides, Kasumbalesa is not implementing the OSBP concept as DRC has not yet enabled an OSBP act. Also, there's an issue of not allowing commercial vehicles and tankers to move in Zambia side after 21:00 and 18:00 respectively. Thus, working hours for commercial trucks is 6:00 to 20:00 while immigration is working 24 hours for passenger's traffic.</p> <p>Payments due at Kasumbalesa border are: 100\$ as transit fees and 25\$/day of penalty fees after 24 hours grace period.</p> <p>Documentation for exports is done at the loading point and a single window for all payments is also done at the loading point. At the border post and other intermediate parking spaces, only checking of the physical documents is done.</p> <p>A number of measures including: the authorization to bypass the border post of trucks loading dangerous good, pre-arrival declaration of goods and payment within 14 days are implemented by DGDA to help decongesting the border post.</p> <p>The construction of the walkway to facilitate the implementation of the COMESA STR has been completed.</p>	<p>DRC to expedite the development of OSBP enabling legislation.</p> <p>DRC and Zambia at Ministerial level to expedite the approval of the implementation of the STR.</p>
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6.9.3.3 Stakeholders/User's complaints

- The statutory instrument No. 76 of 2018 in Zambia which restricts night driving for commercial vehicles beyond 21:00 and the Energy Regulation Board (ERB) condition of restricting transportation of petroleum product beyond 18:00
- The deplorable condition of the truck parks in Nakonde municipality which are run by private sector that need to be paved urgently
- The working culture at Kasumbalesa and Sakania border posts on the DRC side to be addressed as it is alleged that the opening and closing hours are not respected.
- The security in the dedicated parking yard at Kasumbalesa border post in Zambian side is poor as a lot of theft of trucks' tarpaulins are stolen.
- The Zambian tankers were delayed on loading at terminals in Dar es Salaam as priority is given to local trucks violating the principle of first in first served.

- f) The documentation from different stakeholders for DRC exports take too long almost 21 days, hence needs for instauration of a single window for documentation like for payments.
- g) The trucks in DRC are subject to unnecessary and costly parking
- h) The ASYCUDA WORLD which is paperless is used in the customs declaration but printed out papers are submitted to all stakeholders for payment verification while payments are done at single window, hence needs for a single verification by Customs who are authorized to issue the delivery order.
- i) The road and urban toll fees in DRC are too high comparing to the harmonized toll fees within SADC.

6.9.3.4 COMESA SIMPLIFIED TRADE REGIME

The simplified clearance procedure under COMESA is called the COMESA Simplified Trade Regime (STR) aimed to assist small and medium traders in benefiting from preferential rates when importing or exporting goods within COMESA member states. The threshold for the current STR stands at US\$2,000 per consignment, per crossing.

Zambia and DRC have been discussing the means and ways to implement the COMESA simplified trade regime at Kasumbalesa border post.

Both parties discussed and agreed on the common list of products as well as the threshold (USD 500.00) per consignment. The threshold is subject for review from time to time.

The full implementation of the STR awaits approval by the Ministers of Trade from Zambia and DRC. However, Zambia is yet to undertake construction of the walkway which will be used by STR operators for the implementation of the COMESA STR.

The STR shall streamline the participation of the youth and gender in cross border business between Zambia and DRC.

6.9.3.5 SAFETY AND SECURITY

During the joint survey, data on accidents were not collected, but some road accidents were observed on the DRC side. Indeed, on the DRC side, no speed limit signs were observed, while on the Zambia side, speed limit signs were observed and monitored by traffic police using a mobile camera.

6.9.3.6 CHARGES AND FEES FOR TRUCKS ALONG THE ROUTES

Along the Lubumbashi via Zambia routes, there are a lot of charges, including road tolls, border posts and parking fees. The charges linked to outward and return per truck are set as follows:

TYPE	FEES (USD)					
	ZAMBIA	DRC				
		Kasumbalesa-Lubumbashi	Sakania-Kasumbalesa	DGDA	KANYAKA	Disinfection
Road Toll/ station	6	300	400			
Transit fees/ border	200	200				
Parking fees/ border/day	25	25		25	30	
Others						50

6.9.3.7 ALTERNATIVE ROUTES

Zambia and DRC sharing a long border can offer a lot of border crossing points. The most important border crossing points under development include:

- Kipushi border post (DRC) on the Chingola-Solwezi-Kipushi-Lubumbashi/Kolwezi;
- The Kashiba border post (Zambia) on the Luapula river offers a direct route to Lubumbashi. The Government of Zambia is looking for funds for the construction of a bridge which will link the road to Lubumbashi through the Kashiba border.

6.9.4 FACILITIES IN MALAWI ALONG THE ROUTE

6.9.4.1 Songwe Border Control Post- Border of Malawi with Tanzania

(i) Observations

- a) While Kasumulu OSBP facility was in use by the Tanzanian border agencies awaiting completion and handover by the Contractor, Construction of Songwe OSBP facility was ongoing and at the time of the survey and land reclamation and scaping had commenced. The OSBP is funded by World Bank;
- b) The border operations are conducted in the existing buildings and the facility accommodates 12 Government institutions. The Institutions were mentioned to be responsible for Customs, Immigration, agriculture, police, port health, Bureau of Standards, Forestry, Fisheries and others;
- c) The facility operates on a 12-hour time schedule (0600 Hours to 1800 hours- Malawian time). Discussions are ongoing between the two Governments to extend the operating hours.
- d) An average of 1060 IT units of vehicles, 600 tankers and 280 containers are handled per month;
- e) The average clearance time is 3 hours as some consignments require physical examination and verification. This is because Songwe is a port of entry;
- f) Malawi is planning to implement a Coordinated Border Management Model (CBM) that will reduce border Agencies to six to facilitate fast clearing processes;
- g) It is anticipated that the OSBP, National Single Window and the CBM will reduce the clearance time;
- h) The Songwe Border Facility also checks on compliance with respect to the allowable 5-day transit time for cargo from any border of entry into Malawi exiting at Songwe. Noncompliance without reports is charged with a minimum administrative fine of MWK 100,000 (\$60);
- i) The Immigration data capture is manual as the digital border system is not working, and it takes approximately 3 minutes to clear each traveller;
- j) It was observed that the clearing and forwarding agents were not provided with space for operation within the border facilities.

(ii) Challenges

- a) The differing customs computerized systems require more improvements in integration for real-time data exchange;
- b) Inability to access information on consignments from EAC countries on TRA-MRA data exchange Portal due to lack of consent from the regional trade bloc;
- c) The border does not operate 24 hours and this delays some processes;
- d) The existing structures are small and congested with all Government institutions however when the OSBP is constructed, this challenge will be resolved;
- e) The existing parking area is very small which makes the border very congested when the clearing process are ongoing;
- f) The border facility experiences flooding currently however with the ongoing reclamation, the problem will be resolved.

6.9.4.2 Songwe WeighBridge

(i) Observations

- a) Songwe WB is located within Songwe Border Post;
- b) The facility operates 12 hours to align with border operation time with two shifts of 6 hours;
- c) The WB is static using one-lane group axle weighbridge and is used for both directions;
- d) There is no display board for the truck driver to see the weigh readings;
- e) The axle load limits and GVM are similar to those of Tanzania;
- f) Daily traffic average of 80-90 trucks are weighed on both directions;
- g) Non-compliance is registered at 5 trucks per day on average;
- h) The inbound trucks, if found non-compliant, they are required to offload if overloaded by GVM or adjust the cargo if overloaded by axles only. The outbound non-compliant trucks are charged accordingly;
- i) There is no charging fee for parking;
- j) The security for parked trucks is provided by the border security organs;
- k) There are plans to relocate the WB some 10-kilometres inland from the current location. The new weighbridge will include a WIM. The land has been acquired;
- l) The WB crossing time was observed to be below 5 minutes per truck;
- m) Fire extinguishers were observed at the facility, however there was no fire brigade in the vicinity yet the border handles a big volume of fuel tanks;
- n) At the time of the survey, the calibration had not been done for 2 years against the laid down quality assurance standard that recommends calibration of scales on an annual basis;
- o) Toilet facilities were available for the staff and the public.

(ii) Challenges

- a) The differed calibration may have a negative bearing on the reliability and accuracy of the weight information obtained at this station;
- b) The congestion at the border due to other border activities affects the operations of the weighbridge;
- c) The transporters/drivers complain and claim that the poor state of the roads contributes to axle overloading as cargo shifts on the way from Malawi.

6.9.4.3 Kalinyeke Weighbridge

(i) Observations

- a) The existing bridge is a single-deck axle mobile bridge, while construction for a static weigh bridge for either direction is ongoing. The WB is located approximately 722 km from Songwe WB;
- b) The mobile weighbridge operates from 0600 hours to 1600 hours;
- c) There is no display board for the truck driver to see the weight readings;
- d) On a daily average, 25 trucks are weighed on both directions, with an average of 1 vehicle per day outside the allowable axle load limits;
- e) It was mentioned that cargo trucks move at night, yet the weighbridge does not operate at night;
- f) The maximum weighbridge crossing/clearance time is between 5 and 7 minutes;
- g) The calibration is done once a year, and the last calibration was done in October 2023;
- h) Being a mobile weighbridge, there were no other facilities.

Challenges

- a) Inadequate number of staff to extend the working hours to cover the night shift.

6.9.4.4 Balaka Weighbridge

(i) Observations

- a) Balaka WB is located 129 kilometres from Kalinyeke Mobile WB;
- b) The facility operates 24 hours, split into three 8-hour shifts;
- c) The WB is static, using a one-lane multi-deck axle weighbridge for weighing vehicles from both directions. While the scale weighs the whole truck at the same time, data recording is done axle by axle;
- d) There is no display board for the truck driver to see the weight readings.
- e) Daily traffic average of 220 vehicles are weighed on both directions;
- f) Non-compliance is registered at 80 trucks on average per month, equivalent to 3 trucks per day;
- g) There are plans to construct an additional weighbridge on the other side of the road to cater for vehicles from the south;
- h) The parking facilities are available but limited and not secured. It was mentioned that the truck drivers are responsible for the security of their trucks. No charge for parking is imposed;
- i) The WB crossing time was observed to be below 5 minutes per vehicle;
- j) Calibrations are done on an annual basis by the Malawi Bureau of Standards, however, there exists a provider for maintenance who also calibrates the weighbridge after every service. The last calibration was undertaken in September 2023;
- k) The WB was installed at an elevated level, which may be contributing to the frequent malfunctioning of the weighbridge due to trucks veering off the driveway.
- l) Toilet facilities were available for the staff and the public.

(ii) Challenges

- a) The frequent malfunctioning of the weighbridge resulting in more downtime;
- b) The parking space is not adequate and not secured which puts a risk of safety for the parked trucks;
- c) The usage of uncharted routes affects the number of trucks received at the weighbridges.

6.9.4.5 Lirangwe Weighbridge

(i) Observations

- a) Lirangwe WB is located 116 kilometres from Balaka Mobile WB;
- b) The facility operates 24 hours with 2 splits of 10 hours and 14 hours;
- c) The WB is static, using one-lane single deck axle weighbridge for weighing vehicles from both directions;
- d) Daily traffic average of 100 vehicles are weighed on both directions;
- e) Non-compliance is registered at 9 trucks on a daily average;
- f) There are plans to construct an additional weighbridge on the other side of the road to cater for trucks from the south;
- g) The parking facilities are available but limited and not secured. It was mentioned that the truck drivers are responsible for the security of their trucks. No charge for parking is imposed;
- h) The WB crossing time was observed to be below 4 minutes per vehicle;
- i) Calibrations are done on an annual basis by the Malawi Bureau of Standards, however, there exists a provider for maintenance who also calibrates the weighbridge after every service, which is done every six months;
- j) Toilet facilities were available for the staff and the public.

(ii) Challenges

- a) Shortage of staff at the station resulting in longer shifts and staff fatigue;
- b) Shortage of enforcers which makes it easy for non-compliant vehicles bypass the weighbridge

without weighing;

- c) Frequent breakdown due to the age of the weighbridge;
- d) The payment at this station is only done in cash, which creates a security risk for the weighbridge operators;
- e) Due to the payment modality of cash, drivers find it difficult to access banks for the required charge amounts, especially beyond bank working hours;
- f) The approaches from both directions to the weighbridge deck are uneven which results into difficulties of access;
- g) The WB deck was placed very far from the control room, which is not convenient for both the operators and drivers, especially when it rains.

6.9.4.5 Road Condition along the Route in Malawi (from Songwe Border to Blantyre)

(i) Observations

- a) The road is categorised and named as M1 by the Malawi Road Authority;
- b) The first 46 Km from Songwe Border to Karonga were recently paved in 2021 and in good condition; however, the pavement is failing due to poor workmanship and other factors. The Government of Malawi is planning to re-do this section;
- c) The section from Karonga to Chiweta of 105Km was observed to have pot holes and required urgent attention. The last major intervention, rehabilitation, was done in 2001. The Roads Authority has engaged a contractor to undertake periodic maintenance of some sections;
- d) The section from Chiweta to Kacheche. of 66Km was in very poor condition but the Contractor was on site and rehabilitation had commenced with financing from the European Investment Bank, European Union and Malawi Government;
- e) The section from Kacheche through Mzuzu to Mzimba turn off of 147.9 km was in fairly good condition, with the last major intervention of periodic maintenance done in 1998 and 2005. This section has a feasibility report and detailed engineering design for periodic maintenance.
- f) The section from Mzimba turn off to Kamuzu International Airport turn off in Lilongwe of 234 km was in fairly good condition and motorable though some potholes were observed to be developing. This section has been handed over to three contractors for periodic maintenance and rehabilitation with financing from the European Investment Bank, the European Union and the Malawi Government;
- g) The section from Bunda to Nsipe of 169 km is in fair condition; however, potholes were observed to be developing. The road needs improvement to prevent further deterioration. The last major intervention of rehabilitation was done in 2011/2012;
- h) The section from Nsipe to Chingeni of 61 km is in fair condition, and the Roads Authority is in the process of procuring a contractor to undertake periodic maintenance;
- i) The section from Zalewa to Blantyre of 115km is in good condition.

6.9.4.6 Check Points along the Route in Malawi

(i) Observations

- a) 19 checkpoints were observed from Songwe to Blantyre, including 1 military checkpoint at Chilumba barracks and 3 immigration, 3 customs checkpoints, and the rest are police checkpoints;
- b) At the checkpoints, the cargo trucks which have seals are not delayed; they are only checked to confirm documentation and if they are not carrying unauthorised people and cargo. Specifically, the fuel tanks are not stopped;
- c) At checkpoints, information on the origin and destination of the trucks is also obtained;
- d) The most frequent cases at the checkpoints is are worn-out tyres;
- e) The average time for trucks at each of the checkpoints is 5 minutes;

- f) At the immigration checkpoint, the trucks are checked for verification of documentation;
- g) It was mentioned that some transit trucks pick up cargo from undesignated locations, which is against the transport regulations.

(ii) **Challenges**

- a) Some drivers are uncooperative, leading to delays at the checkpoints;
- b) Absence of lighting at the checkpoints at night, which makes it difficult for officers to do their work;
- c) The stop signs at the checkpoints were vandalised, which creates a safety hazard for police officers as the trucks sometimes knock down the barriers;
- d) Lack of side parking facilities at the stop points for checks and searches, which forces the officers to search the vehicles in the middle of the road;
- e) Language barrier.

6.9.4.7 Toll Gates

(i) **Observations**

- a) 2 Tolls gates were observed on the section of M1 from Lilongwe to Blantyre; the first at Kalinyeke, 81.7 Km from Lilongwe and the second at Chingeni, 129 km from the first;
- b) The vehicles are charged per category, where the cargo trucks were falling under category 4 of the gazetted schedule and charged MWK 5,000 (\$2.94) at each toll gate. The abnormal trucks are charged MWK 20,000 (\$11.70). However, the foreign registered trucks are charged a specified fee at the border of entry and only present documentation at the toll gates for verification purposes;
- c) The toll gates are operational 24 hours with 3 shifts of 8 hours each;
- d) On average, 300 trucks pass the toll gate per day, and 2 abnormal trucks per day are registered;
- e) There are three forms for payment for the toll gates: cash payments, Visa card payments and use of pre-paid toll cards;
- f) The processing time for each vehicle is 25 seconds maximum;
- g) Foreign registered trucks found on a wrong route are fined \$500;
- h) Adequate parking facilities were observed;
- i) Fire extinguishers were observed at the toll gates.
- j) The police were available to provide security and enforcement.

6.9.4.8 Trauma Care Centre

(i) **Observations**

- a) Due to frequent occurrences of road crashes on M1, the Government of Malawi, with support from the World Bank, constructed 4 Trauma centres at Dedza, Ntcheu, Lisungwi and Blantyre along the route, and they are all operational.

(ii) Recommendations

- a) The OSBP facility is partitioned to include space/offices for clearing and forwarding associations;
- b) Government of Malawi to ensure all weighbridges have access to online/digital payments axle loading charges;
- c) Picking of Cargo from undesignated locations - Need for awareness by truck drivers on designated locations of international cargo pick up to avoid fines and charges;
- d) Create awareness to transport operators in both countries on EAC/Tanzania and COMESA / Malawi Customs and Transport regulations.

6.10 CONCLUSION

This Joint Survey Report of the Baseline Route Assessment of the New Central Corridor Routes towards Malawi, Zambia, and Lubumbashi, D.R. Congo provides valuable insights into the current status and challenges of the Central Corridor transport network.

The findings underscore the importance of proactive measures to enhance data collection, monitoring, and strategic planning for the continued development of the corridor.

Moving forward, it is imperative to prioritize the establishment of Memoranda of Understanding (MoUs) with relevant institutions in Malawi, Zambia and Haut-Katanga in DRC to streamline data sharing and collaboration efforts.

Additionally, implementing geo-fencing technology along the respective routes will facilitate the collection of real-time data, supporting the development of mobile applications for enhanced data sourcing.

Furthermore, there is a need to explore and develop other crucial projects that will benefit member countries along the corridor, addressing key challenges and fostering sustainable growth.

Lastly, formulating strategic plans to mobilize resources for identified projects, establishing mechanisms to track performance progress and ensuring the successful implementation of initiatives aimed at optimizing the Central Corridor's efficiency and competitiveness.

By leveraging the action plans, way forwards, and recommendations and fostering collaboration among stakeholders, we can work towards realizing the full potential of the Central Corridor as a vital artery for regional trade and economic development.

ANNEX I. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS TANZANIA

S/N	CHALLENGE	RECOMMENDED ACTION	RESPONSIBLE	TIMELINE
1	Inadequate parking space at Kurasini weigh-bridge	A need to consider securing more space for the parking of overloaded trucks	Ministry of Works TANROADS TPA	3 months
2	Lack of social amenities for the drivers at Kurasini WB e.g. Washrooms specifically for the drivers	TANROADS to consider the dedicated facilities for the drivers	TANROADS	3 months
3	Low awareness of drivers on the procedural requirements to be followed when passing through the WIM bridge despite presence of posters and signs providing guidance on the same.	A need for continuous sensitization on the use of the Weighbridge infrastructure;	TANROADS TRANSPORTERS / DRIVERS ASSOCIATIONS LATRA	6 months
4	Lack integration of the systems between TANROADS and Customs on information related to cargo and vehicle.	A need for digitalizing the information for TANROADS and Customs to easy movements within weighbridges	TANROADS TRA e-GA	6 months
	Integrated Logistics and Safety Enhancement	A need for monitoring of cross-border truck movement from origin to destination (EAC region)	TSC Apexloads TradeMark Africa LATRA TPA TRA	6 months
5	Internet connection issues that sometimes make the operators to use alternatives like modems to support the operations; and Power fluctuations interfere with operations	A need to invest on alternative power generation/ Internet facilities to stabilize the situation	TANROADS MoW e-GA	6 months
6	Lack of inter-agency coordination between TANROADS and Police in Mikumi and Makambako WB which results to unnecessary congestions	A need to Fastrack and expedite the plans for OSIS development Develop Inter-agency KPIs	TANROADS TPF CCTTFA	3 months
8	Low awareness among the drivers on EAC Axle Load Control Act and Regulations	A need to sensitize the drivers;	MoT TRANSPORTERS / DRIVERS ASSOCIATIONS	Ongoing concern
9	Lack of proper harmonisation of the Axle Load control limits for SADC, EAC and COMESA;	A need for harmonization of the regulations	CCTTFA EAC, SADC and COMESA	6 months
10	Differing road transport protocols between Malawi and Tanzania as they comply with SADC and EAC respectively.	A need to harmonize the difference in vehicle lengths controls for abnormal trucks	CCTTFA SADC and EAC	6 months
11	Lack of awareness to importers and exporters to utilize the Kwala dry port;	A need to market the facility and sensitize importers and exporters to use the facility	TPA, MoT, TAFFA, TSC	Ongoing concern
12	Lack of warehouse facilities, inadequate staff housing in Kwala dry port	A need to improve these facilities on the second phase of implementation	TPA, MoT	6 months
13	Lack of development of the individual plots by the member states in Kwala dry port	A need to encourage more developments of the individual plots by member states	Member States, CCTTFA	3 months
14	Inadequate road signages along the section of Kitonga escapement	A need to improve road signages along this section	TANROADS	9 months
15	Unprotected Sulphur cargo that reported to destroy human and road environment	A need to properly handle the transportation of Sulphur cargo	TRANSPORTERS, NEMC, LATRA, MoT	Ongoing concern
16	CFAs are not careful on guiding drivers and sometimes ignore important issues on cargo declaration which cause delays and inconveniences to drivers	A need to sensitize CFAs to properly guide the drivers and transporters on cargo declarations to avoid unnecessary delays	TAFFA, TRANSPORTERS ASSOCIATIONS	Immediately and Ongoing concern
17	Lack of employment or service contracts between transporters and drivers complicates transit cargo handling in terms of exit time, cargo mishandling and over-parking with no accountability	A need to expedite having binding contracts between transporters and drivers	Transporters and Drivers Associations, MoT, LATRA	6 months
18	Infrastructure in terms of number of available gates and parking spaces (Tunduma border) are inadequate to handle the current traffic, only two gates for inward and outward vehicles;	A need to reconsider for infrastructure improvement to smoothen border movements	Border Management Institutions, MoT ApexLoads solution	6 months
19	Scanner in Zambian side (old version) takes longer time to scan which resulted into a long queue at the border (more than 10 minutes);	A need to procure new scanner in Zambian side	ZRA, MoTL	3 months
	The issue of Road Tolls in Zambian side as previously were issued by RTSA and currently they are issued by ZRA	A need to align and strategise the implementation of the road tolls (improving systems)	Ministry of Finance Zambia, ZRA	Immediately
20	Lack of fully operationalization of the OSBP Concept at Tunduma/Nakonde border	A need to expedite fully implementation of the OSBP concept	Border Management Institutions	6 months

21	Reported fewer border management meetings to resolve challenges	Encourage frequent meetings for the border institutions to smoothen the movement of cargo;	CUSTOMS AUTHORITIES (TRA, ZRA)	Immediately
22	Lack of enough office space to accommodate the Zambian institutions under OSBP concept, its only ZRA and Zambian Immigrations that are available at Tunduma OSBP;	A need to consider provision of extra office spaces for Zambian Institutions	TRA	6 months
23	Lack of forex bureau at the border as the banks only operates during a day;	A need to encourage more involvement of private sectors to open-up forex bureaus	Private Sector Players, Ministry of Finance - Tanzania	Immediately
24	Lack of restaurants/cafeteria within the OSBP compound	A need to encourage more involvement of the private sector to invest	Private Sector Players, Ministry of Industry and Trade - Tanzania	Immediately and Ongoing concern

ANNEX II. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS ZAMBIA

S/N	CHALLENGE	RECOMMENDED ACTION	RESPONSIBLE	TIMELINE
1	The deplorable condition of the truck parks in Nakonde municipality which are run by private sector	Private sector to invest in the upgrading to standards and management of truck parks at Nakonde municipality Further, under the African Development Bank Road construction Project (Chinsali Nakonde Road), three Track parks are expected to be constructed	Private Sector Zambia Local Authorities	June, 2025
2	IT drivers' immigration regulations differ from those of Truck drivers according to Zambia Immigration law. The cost of the work permit for IT drivers is 18,000 Kwacha equivalent to USD 750	Review the IT drivers' immigration regulations including the reduction of the cost of the work permit	Government of Zambia	TBA
3	The pavement and the security in the dedicated parking yard at Kasumbalesa border post on the Zambian side is poor	Paving and fencing off the Kasumbalesa parking yard and install the security cameras	Government of Zambia	June, 2025
4	Lack of walkway to facilitate the implementation of the COMESA STR.	Construction of walkway at Kasumbalesa border post	Government of Zambia	June, 2025
5	The Mbala junction to Kasama road section of about 156 km is an old bituminous road in poor condition	Mobilisation of funds for the rehabilitation of Mbala junction to Kasama road	Government of Zambia, Donors and CCTTFA	TBA
6	The Mansa to Chembe road section is bituminous road old and narrow	Mobilisation of funds for the rehabilitation of Mansa to Chembe road	Government of Zambia, Donors and CCTTFA	TBA
7	Lack of bypass road to regulate the traffic management, inadequate parking space, old scanner, poor internet connectivity, inadequate power supply, insufficient staff of Zambia Revenue Authority at Nakonde OSBP	Follow up with the Government of Zambia on the implementation of Border Post Upgrade Projects funded by the World Bank (TRACER Project) and Trade Mark Africa (TMA)/ Chinsali-Nakonde upgrading road project addressing the Nakonde OSBP challenges	Government of Zambia, CCTTFA	December, 2025
8	Upgrading the Ndola to Sakania road section and the Sakania border post	Follow up with the Government of Zambia of the upgrading of the road section and the border post	Government of Zambia, CCTTFA	June, 2025
9	Rehabilitation of the Chembe to Mokambo road section	Follow up with the Government of Zambia of the rehabilitation of the Chembe to Mokambo road section	Government of Zambia, CCTTFA	December, 2026
10	Upgrading of the Mokambo to Mufulira road section	Follow up with the Government of Zambia of the upgrading of the Chembe to Mokambo road section	Government of Zambia, CCTTFA	TBA
11	No facilitation for Small Scale Traders under the SADC - Simplified Trade Regime	A need to FastTrack the implementation of SADC Simplified Trade Regime;	Member States	December, 2024
12	The scanner on Zambian side only operates from 8.00am – 9.00pm and takes an average of 10 minutes to scan one truck; due to limited scanner functionality on account of its age;	A need to procure new and advanced scanner on Zambian side	ZRA	December, 2024
13	Power and Internet fluctuations that sometimes hinders fast clearance of vehicles	A need to invest on stable power and internet facilities	ZRA Smart Zambia Border Management Institutions – Zambia side	Ongoing
14	Some of the Tanzanian registered vehicle drivers entering Zambia have bad road user behaviour	A need for sensitization to drivers on the road usage;	Tanzania Drivers/ Transporters Associations	Ongoing
15	Length for Articulated vehicles: where Zambia allows 18.5m while Tanzania allows 17.5m creating a lot of delays for Zambian truck entering Tanzania to request for a new permit – longer processes including advertising in newspapers taking 48 hours and a lot of costs associated on it;	A need for harmonisation of length for the articulated vehicles	TZ TANROADS	TZ to provide
16	Sub-contracting issues: Zambians are only allowed to load commodities destined to Zambia through Tanzanian registered Transporters company;	A need to recheck the subcontracting issues with Zambian Transporters	Central Corridor	Immediately

17	Loading and Offloading issues, most of the depots in Tanzania are privately owned and the owners also own trucks where most of the priorities are given to their vehicles causing delays for foreign trucks – should observe FIFO;	A need for the depot owners to implement FIFO strategy to reduce unnecessary complaints and delays	Fuel depot owners ZMA	Immediately
18	Loading measurements, temperature variations	A need to embark on energy regulatory bodies to harmonise (using deep charts and deep sticks) to avoid losses;	Fuel Regulatory bodies	immediately
19	No Forex Bureau observed on Zambian side	A need to encourage more involvement of private sectors to open-up forex bureaus	Private Sector Players Central Corridor	TBA
20	No scoreboard and Public Announcement (P.A) for the drivers to observe the measurements at Mpika weighbridge	A need to consider installing driver's scoreboard for the vehicle measurements and P.A to smoothen communications	RDA	December, 2024
21	One sided weighbridge (Single Axle Load) that cause delays for vehicles waiting each other at Mpika weighbridge	A need to consider an upgrade of the weighbridge	RDA	December, 2026
22	No parking space (detention bays) for detained vehicles at Mpika weighbridge	A need to expedite plans for construction of new detention bays	RDA	December, 2026
23	Delays on customs officers to reach Mpika weighbridge on time to facilitate re-arrangement of cargo;	A need to seek proper implementation of this challenge	ZRA	Immediately
24	A stretch of 164 Km from Chinsali to Mpika in a bad condition. This section has huge potholes that affects the movements of trucks	A need to expedite rehabilitation of the section	RDA	December, 2027
25	Shortage of man-power at Mpika weighbridge	A need to add more staff at the weighbridge	RDA	December, 2024
26	Theft of fuel from parked/detained vehicles reported at the facility especially during the night hours;	A need to improve the security lights	RDA	Ongoing
27	High risk of accidents and breakdowns due to the current turning point to Kapiri Mposhi Customs Enforcement Centre for heavy trucks (one sided entrance).	A need to upgrade the entrance channels to the facility	ZRA, RDA	December, 2025
28	Weighbridge measurement scoreboard for the drivers not working; Shortage of staff, Insufficient security lights at Kapiri Mposhi weighbridge	A need to bridge the gap to improve the operations of the facility	RDA	December, 2024
29	Delays caused by multiple checkpoints In the entire stretch of 1,020Kms from Nakonde Border to Lusaka; <ul style="list-style-type: none">Police Checkpoints – 10Military Checkpoints – 3Immigration Checkpoint – 1Tolls Gates – 4 for the trucks its K250, Smaller vehicles K20		ZP	Ongoing

ANNEX III. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS ZAMBIA-DRC

S/N	CHALLENGE	RECOMMENDED ACTION	RESPONSIBLE	TIMELINE
1	The lack of bridge and border posts infrastructure at the Kashiba border post	Mobilisation of funds for the construction of Kashiba bridge and border posts (Zambia & DRC sides)	Governments of Zambia, DRC, Donors and CCTFA	
2	The infrastructure and facilities at the Mokambo border posts are in poor condition	Mobilisation of funds for the upgrading of Mokambo border posts	Governments of Zambia, DRC, Donors and CCTFA	
3	The infrastructure and facilities at Chembe/Wenda border posts are in poor condition	Mobilisation of funds for the upgrading of Chembe/Wenda border posts	Governments of Zambia, DRC, Donors and CCTFA	
4	The infrastructure and facilities at Kipushi border posts are in poor condition	Mobilisation of funds for the upgrading of Kipushi border posts	Governments of Zambia, DRC, Donors and CCTFA	
5	Non-implementation of OSBP operations between DRC and Zambia	Conducting advocacy campaign for the implementation of OSBP operations between DRC and Zambia	Governments of Zambia, DRC and CCTFA	
6	Non-implementation of the COMESA Simplified Trade Regime between the DRC and Zambia	Conducting advocacy campaign for the implementation of COMESA Simplified Trade Regime between DRC and Zambia	Governments of Zambia, DRC and CCTFA	

ANNEX IV. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS MALAWI

S/N	CHALLENGE	RECOMMENDED ACTION	RESPONSIBLE	TIMELINE
1	Frequent power outages at Songwe Border	A need to expedite plans to install power back up system by replacing the existing old generator with a solar plant	MRA	June, 2025
2	Ongoing OSBP construction works on Songwe border limiting parking space and causing congestions/queue on the Tanzanian side;	A need to expedite construction works	Roads Authority	December, 2025
3	Mistreatments of Tanzania-side drivers in Malawi by the road-side Police;	A need to follow up with Malawi Police Service (MPS) and confirm any incidents of such maltreatment in order to take necessary action to end it.	Ministry of Transport Malawi, Ministry of Transport Tanzania, CCTTFA, MPS	September, 2024
4	Kasumulu/ Songwe border does not operate 24 hours and this delays some processes;	It will be addressed with the completion of construction of OSBP in Malawi	Ministries of Trade/ Commerce in Tanzania and Malawi	December, 2025
5	The existing border structures are small and congested with all Government institutions	It will be addressed with the completion of construction of OSBP in Malawi	TRA MRA	December, 2025
6	The existing parking area is very small which makes the border very congested when the clearing process are ongoing	It will be addressed with the completion of construction of OSBP in Malawi	TRA MRA	December, 2025
7	Inadequate number of staff at Kalinyeke and Lirangwe weighbridge	A need to consider additional staff at Kalinyeke WB to support night shifts	Ministry of Transport, Malawi	December, 2024
8	Frequent malfunctioning of the Balaka WB resulting in more downtime; inadequate parking space for the detention vehicles at the WB	A need to expedite the construction of the new WB on the other side of the road	Ministry of Transport, Malawi	December, 2025
9	Frequent breakdown due to age at Lirangwe WB; the weighbridge deck is uneven which resulting in difficulties of access, and the WB deck position is very far from the control room, which is not convenient for both the operators and drivers, especially when it rains	A need to upgrade the WB facility with required standards for smooth operations	Ministry of Transport, Malawi	June, 2026
10	Absence of enough lighting at the checkpoints, making it difficult for officers and operators to do their work; Lack of stop signs at the checkpoints, which creates a safety hazard for police officers as the trucks sometimes knock down the barriers	A need to improve the lighting facilities and stop signage	Ministry of Transport/ Roads Authority	December, 2024
11	Lack of online/digital payment systems at the weighbridges	Ensure all weighbridges have access to online/digital payments for axle loading charges;	Ministry of Transport, Malawi	April, 2025
12	Tanzania Trucks Picking Cargo from undesignated locations in Malawi -	A need for awareness by truck drivers on the designated locations of international cargo pickup to avoid fines and charges	Ministry of Trade, MRA, Transporters/Drivers Associations	September, 2024
13	Low awareness on EAC/Tanzania and COMESA / Malawi Customs and Transport regulations	Create awareness among transport operators in both countries	Ministries of Trade, Ministries of Transport and Revenue Authorities in Tanzania and Malawi.	October, 2024
14	The road section from Karonga to Chiweta M001 (105km) was observed to have potholes and required urgent attention	Need to mobilise resources for rehabilitation	Ministry of Finance, RFA, Ministry of Transport, CCTTFA	2025
15	Road section from Chiweta to Kacheche (66km) is in very poor condition	Fast-track implementation of the project	Roads Authority	June 2025
16	Road section from Bunda turn off to Nsipe (169km) is deteriorating and needs urgent intervention	Need to mobilize resources for rehabilitation	Ministry of Finance, RFA, Ministry of Transport, CCTTFA	2025

ANNEX V. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS DRC

N	CHALLENGE	RECOMMENDED ACTION	RESPONSIBLE	TIMELINE
1	The Kasumbalesa-Lubumbashi Road, about 100 km long, has two lanes in good condition but is narrow enough to accommodate heavy traffic from the Kasumbalesa, Mokambo and Sakania border posts.	Review the current concession terms for the Kasumbalesa-Lubumbashi Road to implement the Kasumbalesa-Lubumbashi freeway construction project.	Government of the DRC, Donors and CCTTFA	
2	The Kashiba - Lubumbashi border road is in poor condition.	Mobilization of funds for the construction of the Kashiba - Lubumbashi Road	Government of the DRC, Donors and CCTTFA	
3	The Kipushi - Lubumbashi-Kolwezi border road is in poor condition	Mobilization of funds for the construction of the Kipushi - Lubumbashi-Kolwezi Road	Government of the DRC, Donors and CCTTFA	
4	Road toll gate fees are not harmonized with those applied within SADC	Plea for the revision and harmonization of toll gate fees with those applicable within the SADC region	Government of the DRC and CCTTFA	
5	The export documents issued by the various stakeholders take many days, around 21 days.	Recall the need to harmonize the introduction of a one-stop shop for the delivery of export documents	Government of the DRC and CCTTFA	
6	Trucks in the DRC are forced to park in unnecessary, expensive, paid parking lots.	Advocacy to reduce unnecessary parking	Government of the DRC and CCTTFA	
7	The presence of unauthorized services many stakeholders at borders and parking lots to verify different payments	Advocacy for the establishment of a single control point Capacity-building for border stakeholders to implement law 036/2002 on compliance with operational order.	Government of the DRC and CCTTFA	
8	Limitation de la validité du visa a 90 jours par la Zambie par ans Zambia limits visa validity to 90 days per year	L'harmonisation de la validité du visa Harmonizing visa validity	Gouvernement de la RDC et AFTTCC Government of the DRC and CCTTFA	

ANNEX VI. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS RWANDA

ID	SUB-SECTOR	EMERGING CHALLENGES/ ISSUES	PREVIOUS DECISIONS/ RECOMMENDATIONS	ACTIONS UNDERTAKEN	RESPONSIBLE INSTITUTIONS	RECOMMENDATIONS FORMULATED	UPDATE BY APRIL 2024
CCTO-2020-038	Road	Lack of dedicated truck parking facilities	Issue was discussed with MININFRA and PSF.	MININFRA and CCTTFA have developed ToRs to conduct feasibility study of road side stations.	MININFRA	MININFRA and CCTTFA to fast track the recruitment of the Consultant as soon as possible.	CCTTFA and RTDA signed an MoU on March 2023 to support the feasibility study on the development of road side stations. Consultant is on board the studies are underway
CCTO-2020-039	Rail	Delayed secondment of Rwandan engineers on SGR construction in Tanzania	GoR through diplomatic channel to request the Government of Tanzania for the secondment of Rwandan engineers on the SGR construction in Tanzania.	GoR through diplomatic channel engaged Tanzania government for the secondment of Rwandan engineers on SGR construction.	MININFRA and MINAFFET	CCTTFA to consider secondment of Rwandan engineers in their action plans.	CCTTFA supported Rwandan Engineers with Certification in Bentley Railway Software.
	Rail	Development of railway connecting Isaka- Rusumo- Kigali and extended to DRC to reduce transport cost of freight.	Discussion on the financing model of the railway infrastructure	The feasibility study is completed on both sections across two countries.	CCTTFA, MININFRA, MINAFFET & URT relative Ministries.	CCTTFA includes in its action plan an activity of playing an advocacy role between GoR and Government of URT to fasttrack the long outstanding discussions concerning the development of the highlighted railway.	Isaka – Kigali SGR will be implemented in the 2 nd phase
CCTO-2020-040	Port & Maritime	Lack of skilled personnel to administer port operations and navigate vessels. Lack of maritime operations' laws, regulations, and standards.	CCTTFA to coordinate Member States and mobilize resources to train more cadets in the maritime transport. First Joint Steering Committee meeting held in Bukavu in May 2019 recommended the establishment of bilateral agreement between Rwanda and DRC, Search and Rescue Center, among others.	Training of cadets at DMI is ongoing with the first batch of cadets to graduate in December 2022. Resource mobilization by different players to train more cadets is ongoing. MoU on the joint collaboration between Rwanda and DRC on Lake Kivu Integrated Transport Program was drafted awaiting technical review by the Joint Steering Committee	MININFRA and CCTTFA	CCTTFA and MININFRA to continue resource mobilization. CCTTFA to facilitate the second Joint Technical Steering Committee meeting to review developed MoU among others.	CCTTFA is sponsoring Member States in Maritime Training. First batch of 10 cadets including 2 from Rwanda graduated from DMI in November, 2022 and awarded 'Certificate of Competence (Officer-in-charge of A Navigation Watch/ Engineering Watch). Second batch of 15 students, 3 from Rwanda started their training at DMI in January 2023. The course will run for 3 years.
CCTO-2020-041	Border posts	Lack of a proper mechanism or approach to measure and monitor border crossing time.		RRA received support from the World Customs Organization (WCO) to train its staff to be able to carry out time-release studies.	RRA	RRA to commission a time-release study on all borders (including borders with no One Stop Border Posts) in order to feed stakeholders with regular information on border crossing time indicator. RAA has already a mechanism to determine time release and data can be availed on request.	CCTTFA implemented Digital Measurement of Border performance project at Rusumo border and supported installation of LPR cameras & IoT hardware and software. The system is up and running and the border post is remotely in the Ministry of Infrastructure.

CCTO-2020-042	Single Customs Territory	High container deposit fees. Lack of full access for clearing agencies at the Port of Dar es Salaam. Lack of access right to TANCIS by trained Rwandan Clearing Agents.	Customs clearing and forwarding agents to engage with the shipping lines on the issue of high container deposit fees. EAC Summit 2012 RRA to engage Tanzania Revenue Authority (TRA) to grant access right to Tanzania Customs Integrated System (TANCIS) to the trained Rwandan Clearing Agents.	No engagement with shipping lines was done. Full access of clearing agents was discussed under EAC/ SCT Monitoring Committee but no outcome. RRA wrote to TRA requesting for access right to TANCIS for the trained Rwandan clearing agents.	MINICOM, RWAFFA, and CCTTFA GoR and Government of Tanzania, EAC Secretariat. RRA and RWAFFA	Government of Rwanda (GoR) to engage Tanzania Government to facilitate Rwandan-clearing agents to have full access at the Port of Dar es Salaam.	Not-yet implemented
Ongoing Project	Projects under Greeninfrastructure Corridors for Intra-African Trade	Challenge with mobilization offinancing for Reigonal infrastructure projectsin the Central Corridor/Africa	Projects selected for AUDA NEPAD SDM support: Lake Kivu Transport Programme: Use of Compressed Natural Gas (CNG) as alternative energy to power ships on Lake Kivu. Central Corridor Roads Climate Proofing Pilot Project: Muhanga-Mukamira Road (92 km); Inland Waterways Special Focus Project: Akagera River Navigability (Rwanda/ Tanzania/Uganda);			CCTTFA asked by Rwanda Government to take up the project for its development	CCTTFA is funding a Market analysis and (pre-) Feasibility study on a fuel switch project for the use of locally produced Compressed Natural Gas (CNG) to power vessels on Lake Kivu (and other related land transport vehicles around the Lake Discussions underway between CCTTFA/ AUDA NEPAD/GIZ & Rwanda Government for SDM advisory service on Muhanga – Mukamira road for mitigation against climate change. Discussions underway between CCTTFA/AUDA NEPAD/GIZ & Rwanda Government, Uganda and Tanzania for SDM support for Akagera Navigability project.
NEW PROJECT	Supporting set up of HGV Truck Drivers Training Center in Rwanda	There is still an issue with unprofessional HGV Truck Drivers in Rwanda				Need CCTTFA to support set up of HGV Truck Drivers Training Center in Rwanda	
Dry Ports Development	Development of Isaka Dry Port Facility for Rwanda	Rwanda's plot at Isaka Dry Port still underdeveloped				Rwanda Government requested CCTTFA to fund Feasibility & DED for Isaka Dry Port	Project Status The memorandum of understanding (MoU) for the partnership was signed between CCTTFA and the Ministry of Trade and Industry (MINICOM) of Rwanda. Terms of References for a consultant to undertake the Feasibility studies are ready. Procurement is ongoing and close to completion.
NEW PROJECT	Capacity building for Rwanda Clearing and Forwarding Association (RWAFFA)	Need for Continuous Professional Development with professional standards and emerging trends in the Industry	FEAFFA has introduced a CPD program which shall be undertaken by all members to keep them abreast with professional standards and emerging trends in the industry; Therefore, RWAFFA seeks funding to start the program so that it can run itself in the future.			Need CCTTFA support for CPD program for RWAFFA Members	

ANNEX VII. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS BURUNDI

ID	Sous Secteur Sub Sector	Current Challenges	Previous Decisions Or Recommendations	Actions Entreprises Actions Taken	Responsible Institutions	Status And Recommendations
CCTO-2020-043	ROAD SAFETY	Modern road safety equipment	Equipping and modernizing the police force	N/A	Police	Equipping and modernizing the police force
CCTO-2020-044	ROAD SAFETY	Stop and rest areas (SRA)	Connect with member states to consider harmonizing the establishment of rest stations along Central Corridor routes.	Available National guidelines. Stop and rest area identified at Bugarama, but land disputes are delaying the project.	Min Transport/ Infrastructures	Facilitating the search for construction financing
CCTO-2020-045	ROAD SAFETY	Personnel specializing in road accident prevention; Coordination of road safety activities.	Help member states set up an institutional framework for road safety, responsible for leadership and management.	Creation of a road safety agency; Existence of a national commission, but needs to be revitalized	Government of Burundi	Build staff capacity; Clean up the institutional, legal & regulatory framework. (cfr CCTTFA road safety study 2018) Support Burundi in setting up the Road Safety Agency by exchanging experiences with countries that already have one.
CCTO-2020-046	ROAD SAFETY	Procedures for acquiring and checking driving licenses. (Training, delivery, checking...)	Adoption of an ISO-compliant driver's license; Networking of the national driver licensing system.	ISO-compliant driver's license implemented	Government of Burundi	Networking the national driver licensing system.
CCTO-2020-047	ROAD SAFETY	EAC vocational training center for long-distance drivers	- Mobilize resources to help train truck drivers in member states	- Center available in Burundi	EAC	Provide the center with training equipment and human resources. Auto school
CCTO-2020-048	ROAD SAFETY	Road safety infrastructure	Road safety infrastructure along the Central Corridor	Road safety component taken into account in new road projects	Ministry of Infrastructure/ ARB and Ministry of Transport	- Implementation of road safety infrastructures along the Central Corridor - Develop a computerized online application to inform users of the Central Corridor about road safety (accidents, landslides, road closures, etc.).
CCTO-2020-049	ROAD SAFETY	Traffic congestion	Fleet management ; Modernization of the road network	Actions planned in the 2018-2027 National Strategy for the development of city bypasses and bus stations.	Min. Fin/Min. Infrastructures /Min. Trans	Maitrise du Parc automobile ; Modernisation du réseau routier
	ROAD SAFETY	Road accident database	Information on where, when, who, and how accidents occur is essential for the collection of road accident data.	Collected data by the police ,but not computerized	Police/Min. Transport/Mini Health	To set up Tools for road accidents data collection, train the user (computerize the data)
CCTO-2020-050	ROAD SAFETY	Access to care for victims of road accidents	Road accident victims have access to cashless treatment for 72 hours	Existence of a ministerial order and a toll-free emergency number 117 (police); 109 (Red Cross);	MSPLS	Continue to provide care to victims; Train a team of medical staff in emergency surgery and first aid, and assign them to identified border posts and hospitals. Require all vehicles transporting people to carry a medical first-aid kit.
CCTO-2020-051	HEALTH	Covid-19/Other epidemics	healthcare personnel; Build and equip care infrastructures on the borders; Provide refresher courses for trained staff; Make ambulances and liaison vehicles available for these border structures; Provide healthcare personnel with appropriate resources to facilitate their work.	Reinforcement of healthcare personnel on the borders covid-19 screening centers set up at borders.	MSPLS	Provide refresher courses for trained staff; Make ambulances and liaison vehicles available for border facilities; Provide nursing staff with appropriate means to facilitate their work.
CCTO-2020-052	PFAU/ABADT	Customs brokers	Mobilize funds for training customs agents on site at borders.	- Training of customs agents underway with CCTTFA funding - The training was interrupted by the customs administration, but an alternative solution was found to train them in Bujumbura, and the training is currently being finalized.	ABADT, OBR	Continue the training program for customs agents at other border crossings. Training is underway for customs agents at the KOBERO border post. Capacity-building program is necessary and should be ongoing at all PFAUs.

CCTO-2020-053	RAIL TRANSPORT: UVINZA-MUSONGATI-Gitega-Bujumbura/Uvira-Kindu railway	Uvinza-Musongati-Gitega section: Validation of feasibility study report, search for funding for works	Complete studies before the end of 2020 Financing the work Staff training	Submission of study report November 2019 and electronic transmission of final report August 2020 for analysis and validation before the end of 2020 Feasibility and preliminary design studies validated in March 2021 Bilateral construction agreement signed February 2022 Recruitment process for consultant to supervise work and contractor for detailed design and construction underway March 2022 Training on railway construction modules underway with CCTTFA funding Financing for the construction of the Uvinza-Musongati section acquired by the ADB and procurement process for supervision and construction underway, following the manual of the ADB, which is now the lead agency in the search for financing.	Ministry of infrastructures of transport/ Railways Regulatory Authority	Accelerate the resource mobilization for financing for the construction of the Gitega-Kindu section Identify the staff involved in construction, operation, and maintenance management, etc. (CCTTFA-Consultant) Accelerate the ongoing training of all staff at all levels
		Gitega-Bujumbura/Uvira-Kindu section -Search for funding for studies and works	Project feasibility studies	- Search for financing for detailed design and construction Staff training Under the coordination of CCTTFA Consultant recruitment process completed and contract signed March 30, 2023 in Kinshasa Agreed start date of studies: May 12, 2023 Commitment to finance the studies by the States up to the amount of their linear costs CCTTFA contributes to the financing of project coordination meetings	Idem	Take steps to mobilize financing for the construction of the same section
CCTO-2020-054	Lake transport : *Safety and communication	Vessel location,	Seek funding to implement the Ship Search and Rescue project (equipment & training)	A meeting on the safety of navigation on Lake Tanganyika organized in March 2022 with the ship owners and maritime commissioners of the countries bordering Lake Tanganyika. Recommendations were made to improve navigation safety on Lake Tanganyika.	AMPB	Seek funding to implement the Ship Search and Rescue project (equipment & training) Update studies on search and rescue financed by the WB but not validated by the parties concerned.
CCTO-2020-055	Design and construction of Kabonga port	Docking facilities, appropriate infrastructure, handling equipment, qualified personnel, electrical power	Complete studies and mobilize funding for construction.	Preliminary studies done, land acquisition. ARTELIA	AMPB	Mobilize funding for detailed studies and construction. Integrate the Nyanza-Lac-Kabonga access road
	Port of Rumonge			Feasibility studies and detailed engineering design completed, CAD available. WB-Financing agreement for 18 Mios. Agreement may be obtained in June-World Bank meeting. Land title acquisition in progress. 20 million USD of financing acquired as part of the trade facilitation project between the DRC and Burundi.		Update Tender Documents and launch tender for port construction
CCTO-2020-056		Staff training	Train naval inspection personnel, seagoing personnel, rescue divers, shipbuilding engineers and technicians.	A call for tender for diver training Training of two boat captains and enrolment of new candidates underway at Dar es Salaam Maritime Institute with CCTTFA funding Three divers trained by AMPB First graduates (2) of the Boat Captain Training received their certificates in 2022 and enrolment of (3) new candidates in January 2023-financed by CCTTFA	Government of Burundi	Train Naval Inspection personnel, seafarers, rescue divers, shipbuilding engineers and technicians. Regulation of the sector by the AMPB for seagoing personnel.

		Lack of lake transport data base		CCTTFA has deployed the cell phone application for collecting data on the transit time of boats sailing on Lake Tanganyika, and transmitted to the transport observatory Lake transport statistics available from AMPB	CCTTFA	Integrate lake transport data into the Central Corridor Transport Observatory portal
CCTO-2020-057	ROUTES	Environmental and social impact studies for RN 6, 7, 12 and 13 Completion of works (rehabilitation and expansion to EAC standards)	-Seek financing for the completion of the ESIA and the updating of the CAD -Accelerate the process of seeking financing for corridor modernization work	The technical studies were carried out in 2014	Ministry of Infrastructure Burundi Road Agency	Funding sought for road upgrades in the Central Corridor
CCTO-2020-058		Development and asphaltting of the RN3: Rumonge-Gitaza 45km	Speed up and finalize the procurement process.	Financing available, Construction contracting process completed, Travaux de construction en cours Work in progress on all components. Complementary studies on the climatic resilience of the Magara-Gitaza section underway.	Ministry of Infrastructure/ Burundi Road Agency	Accelerate road construction and other project components Additional Financing needed
CCTO-2020-059		Rehabilitation and asphaltting of the RN3 Bujumbura-Gitaza 25km	Accelerate the project preparation process; Signature of financing agreement.	The World Bank financing agreement has been signed. WB funding acquired as part of the Transport Resilience project Update of ongoing studies	Ministry of Infrastructure/ Burundi Road Agency	Accelerating the project preparation process; The financing agreement has been signed between the Government of Bdi and the World Bank.
		Nyanza-Lac-Rumonge road (52 Km)		Work in progress with funding from Arab countries (Kuwait, Saudi Arabia, etc.) and government counterparty.		
CCTO-2020-060		Feasibility studies for the development and asphaltting of the RP108: Gatumba-Vugizo/Kiliba in DRC	Accelerate the project preparation process; Signature of financing agreement.	Promise of financing from the World Bank; Procurement for studies underway; shortlist forwarded to World Bank for no objection Trade facilitation project between DRC and Burundi	Ministry of Infrastructure/ Burundi Road Agency.	Accelerate the project preparation process; Signature of financing agreement.
CCTO-2020-061		Studies for the construction of a bridge over the MARAGARAZI between BUHEMA in Bdi and KILELEMA in TZT	Finalize studies as soon as possible to plan further operations	Studies underway within the bilateral TanRoads/ARB framework, with TanRoads as lead partner Studies finalized	Ministry of Infrastructure/ Burundi Road Agency	Mobilizing financing for works
		Development and asphaltting studies for the Kayogoro-Buhema multinational road (30km), construction of the PFAU and common market at BUHEMA/Burundi-Kilelema/Tanzania	Finalize the road studies as soon as possible to plan the next stage of operations	Road studies underway since October 2021 for a 6-month period, financed by CCTTFA. Feasibility studies completed and CCTTFA has granted additional funding for the design of related infrastructure: Cross-border market and Buhema joint border post: Contract signed on 10/02/2023	Ministry of Infrastructure/ Burundi Road Agency	Mobilize funding for roadworks and studies for the construction of the PFAU and the cross-border common market
CCTO-2020-062		Construction of PFAU Gatumba/ BURUNDI-Kavimvira/DRC	Seeking funding for implementation in partnership with the DRC	Financing available from the World Bank under the Trade Facilitation project	Min Fin/OBR	Accelerate project implementation
CCTO-2020-063	BORDER POSTS	Congestion at the PFAU in Kobero	Expansion of the Kobero PFAU		Min infra/Min fin/ OBR	Mobilizing funding for the expansion of the Kobero PFAU/access road

CCTO-2020-064	BORDER POSTS	Construction of PFAU Mugina/Manyovu(RN 3)		MoU between Burundi and Tanzania signed; Studies completed in December 2021; Construction financing (USD 24 million) acquired from the AfDB. Rationalization of project components to start with the available budget of 12 Mios and mobilization of financing for the remaining part	ARB/TANROADS	Recruitment of works supervision consultant and construction contractor
CCTO-2020-065	BORDER POSTS	Detailed design and construction of RN 20; and PFAU Rusengo-Gisuru-Kibondo/Gitega-Makebuko	Burundi studies	Consultant recruitment process for the studies Studies in progress under EAC management	Ministry of Infrastructure/ Burundi Road Agency	Mobilizing funding for the works Gisuru PFAU not included in road studies-Mobilization of funding
CCTO-2020-066	Roads	Rehabilitation and expansion of RN 2 and RN 11 (work study)	Seek funding for studies and works	Partnerships for the RN2 and RN1 (Bujumbura-Bugarama) for a freeway linking the two capitals of Bujumbura and Gitega	ARB	Seek funding for work and studies on the RN11.
	Roads	Rehabilitation and expansion of the RN13 CANKUZO-GAHUMO (study and works)	Seek funding for Else, update available technical studies	Financing in progress Studies underway under EAC project management	Ministry of Infrastructure/ Burundi Road Agency	Continue to seek funding for these studies and works
CCTO-2020-067	Roads	Updating studies and carrying out work on the Bujumbura-Bugarama section of the RN1 highway	Seek funding to update studies and carry out work.	Partnerships for the RN2 and RN1 (Bujumbura-Bugarama) for a freeway linking the two capitals of Bujumbura and Gitega	ARB	Seek funding to update studies and carry out work.
CCTO-2020-068	TRADE	Product certification	BBN equipment	Some equipment already acquired (Agri-food) Equipment supply and personnel training ongoing process	Minicom/BBN	Continue the process of supplying modern equipment and training staff Continue the laboratory certification process Provide BBN with sufficient and competent staff at border entry points
CCTO-2020-069	TRADE	Foreign exchange transaction costs	Accelerating the implementation of monetary union	- The Governors of the EAC Central Banks have signed an Agreement for transactions within the EAC to be carried out in local currency.	Min FIN/BRB/EAC	Accelerate the implementation of the Monetary Union
CCTO-2020-070	TRADE	Foreign exchange transaction costs Shipping company guarantee fees	Advocacy for lower warranty costs for shipping companies	-Tanzanian companies have relationships with shipping companies and accept insurance and give the time of return of the container. In case of delay, penalties of \$40/day	CFCIB MiniCom	Advocacy to shipping companies to reduce container guarantee fees
CCTO-2020-071	TRADE	Harmonization of trade legislation along the central corridor	Creation of a consultation framework for Central Corridor member countries;	The framework exists through the Central Corridor's governing bodies: Consultative Body of Stakeholders, the Board of Directors and the Council of Ministers. These bodies meet regularly in accordance with the Agreement governing the CCTFA. Existence of trade and transport facilitation protocols validated by member states	Min Com	

CCTO-2020-072	Trade Facilitation/ OBR	Chronological organization of formalities at PFAU Kobero.	Draw up simplified procedures with a clear map to be followed to the letter by border and customs clearance office users.	ToRs (developed by CCTTFA) on the harmonization of lake transport laws and the procedures and operations of Lake Tanganyika ports, including the one-stop shop	OBR	ToRs (developed by CCTTFA) on the harmonization of laws on lake transport, as well as financing acquired from the AfDB in the context of the creation of a single window for the Bujumbura port modernization project. To be deployed at all joint border crossings once the single window is in place procedures and operations of Lake Tanganyika ports, including the single window
		Automation of key procedures and processes of other stakeholders involved in freight clearance.	Extend the OBR Electronic Single Window system under development to other agencies involved in the customs clearance chain.	acquired funding for the creation of a single window for the Bujumbura port modernization project	OBR	Equip the main government agencies involved in the customs clearance chain (BBN, MINIHEALTH, MINAGRI, CGM)
CCTO-2020-073		Excessive roadways and parking at Kobero's PFAU.	Provide rest areas outside customs areas for drivers whose goods have been cleared by customs at the border.	OBR has submitted a funding request to the CCTTFA (in April 2023) for the rehabilitation of the Kobero PFAU.	Government of Burundi	Facilitate the mobilization of funds from donors who had built the KOBERO premises.
CCTO-2020-074		Coordinating border management.	At the coordinating agency Headquarter of Mi-grations) to revitalize the functioning of the operational coordinating committees of agencies working at borders, with the aim of improving the timely sharing of information.		CGM	Raising awareness among public agencies working on borders
		Acquisition of the dry port of kwala 80km from the port of Dar Es Salaam and katosho in kigoma in the United Republic of Tanzania		Tanzania grants 10 Ha in Kwala and 10 Ha in Katosho (Kigoma) Tanzania has committed to a cruising speed to transfer goods in transit to the dry port of Kwala. This will be done as soon as TRA has the insurance certificates for the Kwala dry port. It is urgent that the parties concerned in Burundi mobilize financing.	Government of Burundi and Tanzania	CCTTFA to support Burundi in setting up the infrastructure to make it operational (CCTTFA/2023)

ANNEX VIII. ACTION PLAN / WAY FORWARD/RECOMMENDATIONS UGANDA

Id	Sub-Sector	Emerging Challenges/ Issues	Previous Decisions/ Recommendations	Actions Undertaken	Responsible Institutions	Recommendations To Be Formulated	Update As At 31/03/2022	Update As April 2024
CCTO-2020-009	Road	Discriminatory Road user charges of US\$500 imposed on Ugandan trucks plying Tanzanian route	URT had promised to review the road user charges for Ugandan trucks by December 2019.	None	Ministries responsible for Finance & Transport	The meeting recommends that Uganda places a reciprocal charge on United Republic of Tanzania Trucks. This was the case with Rwanda and Burundi trucks who had to place reciprocal charges on Tanzania trucks, and it was reduced to US\$ 152	Importers and exporters who operate in-house transport services find it expensive to use Dar route because of the road user charges of USD 500 imposed on Ugandan trucks. This therefore makes the Ugandan importers prefer Northern corridor. This can be seen by the poor performance of the route of less than 1%. from this background its recommended that, this surcharge should be harmonised.	President Samia Suluhu Hassan made while on State visit to Uganda in May 2022, announced starting from July 2022 Tanzania will cut the road toll charges from USD 500 and charge USD 10 per 100KM. This was resolved. It should be dropped from the matrix
CCTO-2020-010		Unfair Provincial Road user charges in DRC: Entry border of US\$600 per truck, Beni US\$30, LUNA ,KOMANDA 50, AVAKUBI US\$300 and KISANGANI -23K US\$50 Ugandan trucks plying Democratic Republic of Congo route.	NA	NA	NA	CCTTFA urgently facilitates joint meetings between affected member states with DRC.	Government of DRC should remove unnecessary charges and road blocks.	The issue was forwarded to EAC but not yet resolved.
CCTO-2020-011		Uganda also noted a recent development where some Ugandan trucks were impounded in the DRC and charged 14% Domestic Tax	NA	NA	NA	The Secretariat should initiate and facilitate bilateral meetings between the two partner states	the Government of DRC should issue an official notice that they have removed the domestic tax	The Government of DRC should issue an official notice that they have removed the domestic tax
CCTO-2020-012		Handling of road safety offenders differently along the corridor. For instance, bailing conditions.	NA	NA	NA	The secretariat with partner states to harmonize handling of road safety Act and other pertinent legal regulations in the member states.	Not yet resolved. CCTTFA should expedite the process with partner states	This issue should be forwarded by PSFU to Joint Permanent Commission between Uganda and Tanzania
CCTO-2020-013		Absence of Axle load controls in DRC.	NA	NA	NA	The CCTTFA should facilitate the harmonization of axle load control in DRC with EAC.	Not yet resolved CCTTFA should fast track the harmonization of the Axle load control	This issued should be dropped. It doesn't have any effect on Trade
CCTO-2020-014		Charges levied on Axle overloading in all partner states are not harmonized.	NA	NA	NA	CCTTFA should engage partner states to harmonize Axle overloading charges	Not yet resolved CCTTFA should fast track the harmonization of the Axle load control over charges	Harmonisation on levys is under National Laws as per EAC Axle Load Control Act of 2015 and its amendment. Harmonisation is being advocated by EAC
CCTO-2020-015		The Rakai – Kikagati – Kafunjo road has not yet secured financing under NDP III	NA	NA	NA	The Secretariat should include this Road under the TTFA resource mobilization strategy in order to upgrade it.	CCTTFA engaged UNRA and visited the proposed road project and undertook preliminary assessment. The concept paper for FS and DED was developed and estimated costs determined for consideration by CCTTFA Board.	<ul style="list-style-type: none"> Rakai-Kamuli (30Km) pending. Kamuli-Isngiro (70Km) the FS are ongoing Kafunjo-Kikagati (30.1Km) have been awarded to the Contractor for Masaka -Mutukula Road

CCTO-2020-016		The Multimodal transport network is still inadequate and ends up on the borders between DRC & other partner states.	NA	Uganda has partnered with DRC to upgrade 223KM of roads in eastern DR	NA	The secretariat is requested to facilitate the intergovernmental consultation committee, and project steering committee meetings in preparation of the 223 km project	<ul style="list-style-type: none"> the construction of the Roads in DRC has been launched. CCTTFA to engage concerned partner states to develop the Ntoroko port to evacuate Traffic along Dar – Mutukula – Ntoroko route 	<p>The Joint Construction of roads in DRC by Uganda and DRC</p> <p>Ntoroko Port was upgraded and opened</p>
CCTO-2020-017		Absence of guideline for management of black spots	NA	NA	NA	The CCTTFA is requested collaborate with NCTTFA in the drafting process the management guidelines for the black spots	The CCTTFA is requested collaborate with NCTTFA in the drafting process of the management guidelines for the black spots	CCTTFA's proposal to establish Road Safety lead agencies which CCTTFA can partner to address road safety issues including black spots
CCTO-2020-018		Capacity of bridges and other structures along the central corridor route is not sufficient in relation to the expected traffic for the development of oil and gas.	NA	NA	NA	CCTTFA engages EAC and TANROADS to ensure that bridge structure along the corridor can sufficiently cater for expected traffic for the development of Ugandan oil and gas	CCTTFA to give an update	The bridges are built to International Standards, abnormal loads are catered for through permits TANROAD
CCTO-2020-019	Railways	Absence of cargo tracking / monitoring system for Railway / Marine operators.	NA	NA	NA	CCTTFA to coordinate the establishment of a cargo tracking / monitoring system to improve customer service for operators and shippers.	CCTTFA consider advocacy for source of funding to procure the Cargo trucking system for Rail and marine.	<p>Both URC and TRC have on board an internal cargo tracking system which they use on their respective countries. There is a to integrate the systems for better service delivery.</p> <p>CCTTFA is requested to budget for this activity in the FY 2024/2025</p>
CCTO-2020-020		Outdated Railway tripartite agreement	NA	NA	NA	The CCTTFA Facilitate the review and update of the tripartite agreement among the partner states	Review ongoing	CCTTFA should expedite the review and update of the Railway Tripartite Agreement which is included in this FY Budget
CCTO-2020-021		Inadequate rolling stock, handling and storage facilities to meet customer demands.	NA	NA	NA	CCTTFA to engage the United Republic of Tanzania should commit to provide TRC with more wagons especially flatbeds to make the Central Corridor more competitive and attract more business	<ul style="list-style-type: none"> CCTTFA obtained a no objection from MoWT to sign the MOU with URC for funding the rehabilitation of 22 Wagons. The signing of MoU is expected by Mid April 2022 and procurement to commence immediately. URC has started procurement of wagons and have also procured four main line locomotives 	<p>20 URC wagons were rehabilitated and commissioned in October 2023 and now operational along the Central Corridor Route</p> <p>CCTTFA advanced similar support to TRC to rehabilitate 20 Wagons and this is ongoing and expected to be completed by July 2024</p> <p>CCTTFA requested to further enhance the capacity by funding rehabilitation of more wagons of URC</p> <p>URC staff capacity building should be also supported.</p>
CCTO-2020-023	Port & Maritime	Inadequate maritime communication and safety for the ship operators on the lakes and ports.	NA	NA	NA	The Secretariat to consider undertaking a project to provide communication and safety equipment for the ship operators on the lakes and ports.	CCTTFA engaged MoWT and found out that the project for development of Search and Rescue centers where a number of interventions have been developed and construction of the sites are expected to start by May 2022. CCTTFA will continue to follow up on the progress.	A project is being implemented by MoWT under Multinational Lake Victoria Transport and Communication Project funded by AfDB. The project includes a search and rescue centres

CCTO-2020-024		High cargo dwell time at the Port of Dar es Salaam	NA	NA	NA	<ul style="list-style-type: none"> The Secretariat in conjunction with relevant stakeholders at the port need to continue to reduce the dwell time to the targeted cargo dwell time. The Secretariat should engage TPA to revive the weekly Port Improvement Committee (PIC) meetings and disseminate the minutes of the meeting to the stakeholders for informed decision making. 	<p>Engagement with TPA and TICTS are ongoing in order to reduce the dwelling time and continuous monitoring is ongoing through CCTFFA Transport Observatory</p> <p>The Port Improvement Committees (PIC) meetings are done monthly under the chairmanship of PS MoWT-Tanzania where CCTFFA is represented and dissemination of information is done for the concerned stakeholders.</p> <p>Uganda MoWT to take initiatives to develop the land allocated to Uganda at Kwala and Isaka to enhance efficiency and reduction of costs for cargo destined to Uganda</p>	<p>Engagement with TPA and TICTS are ongoing in order to reduce the dwelling time and continuous monitoring is ongoing through CCTFFA Transport Observatory</p> <p>The Port Improvement Committees (PIC) meetings are done monthly under the chairmanship of PS MoWT-Tanzania where CCTFFA is represented and dissemination of information is done for the concerned stakeholders.</p> <p>Uganda MoWT to take initiatives to develop the land allocated to Uganda at Kwala and Isaka to enhance efficiency and reduction of costs for cargo destined to Uganda</p>
CCTO-2020-027		Shortage of skilled Maritime manpower in Uganda	NA	NA	NA	<ul style="list-style-type: none"> Next Maritime training should consider taking both Deck and Engine Cadets to promote a balanced labour force for the country. The CCTFFA to consider continuity of full sponsorship of the prospective Maritime trainees, if this project is to be sustained. Uganda Transport sector to write to CCTFFA a detailed proposal for capacity building for seafarers. 	<p>CCTFFA has sponsored two Marine Cadet officers who are about to complete the training</p> <p>Other 3 cadets have been nominated for training starting FY 2022/2023</p> <p>CCTFFA undertook the visit to the Uganda Maritime Institute forming part of Busitema University where construction work for the buildings ongoing, Key areas proposed for intervention by CCTFFA include;</p> <p>-Re-tooling of the staff in terms of capacity building to be ready run the Institute</p> <p>-Curriculum reviews and development</p> <p>-Facilities for Training especially the use of IT based training (The required is to procure a TA to undertake needs assessment).</p> <p>The concept paper for the above was developed and estimated costs determined for consideration by the Board</p>	<p>The two Marine Cadets graduated in November 2022 and awarded with 'Certificate of Competence (Officer-in-charge of A Navigation Watch/ Engineering Watch)</p> <p>The 3 cadets started their training at DMI from January 2023 and from March 2023 started 6-month practical training in a vessel.</p> <p>A number of 7 Technical staff of Busitema University Maritime Institute benefited in terms Capacity building at DMI and they were able to develop and finalise the Institute Curriculum</p> <p>CCTFFA requested to Support the Capacity Building of the Ministry Maritime Sector through short courses in the next FY 2024/2025</p>
CCTO-2020-028		Mandatory requirement to use passports by crew on duty in United Republic of Tanzania.	NA	NA	NA	The United republic of Tanzania to allow use of crew manifests instead of passports to clear the vessels as practiced internationally.	Not yet resolved	CCTFFA to facilitate bilateral meetings between Uganda and Tanzania to harmonise and agree on documents for accessibility of both nations by maritime staff

CCTO-2020-029		The current Navigational charts being used on Lake Victoria are outdated.	NA	NA	NA	CCTTFA to facilitate studies of remapping of Navigational routes on Lake Victoria.	The updating of the Navigational routes on Lake Victoria in Uganda are part of the Project for establishment the search and rescue centres which is ongoing.	Engagement with MoWT Uganda was done in Dec 2023 and a copy of the existing Concept Note on the activity was provided. The project is split into five years with a total cost is USD 26 million which is huge to be financed by the secretariat. CCTTFA together with MoWT work together to mobilize financing of the activity.
CCTO-2020-030	Border posts	The immigration of URT Charges US\$200for Busin ess VISA to all business people entering URT. The transit visa is given for only seven days	NA	NA	NA	CCTTFA engage the URT to harmonize the VISA charges with the EAC partner states The transit visa given through URT is only 7 days which is not adequate for transit trucks from Mutukula to Tunduma / Sondwe it is proposed that the days be increased to 14 days.	CCTTFA to update	This issue should be forwarded by PSFU to Joint Permanent Commission between Uganda and Tanzania
CCTO-2020-031		The 14 days of VISA issued at the borders to enter DRC is inadequate, this especially so if you are destined to Kisangani.	NA	NA	NA	It is proposed that the transit time be increased to 30 days.	DRC to respond	This issue should be forwarded by CCTTFA to EAC
CCTO-2020-032		under the simplified trade regime, DRC charges taxes on good below the prescribed threshold of US\$2000 under COMESA.	NA	NA	NA	Its recommended that taxes should only be charged on goods from US\$ 2000 above	CCTTFA to update & DRC to confirm status.	This issue should be forwarded by CCTTFA to EAC
CCTO-2020-033	NTBs.	Denial of market access of Uganda Products such as Sugar to United Republic of Tanzania and Alcoholics Beverages to Democratic Republic of Congo.	NA	NA	NA	Secretariat to engage the responsible institutions in liaison with the ministry of Industry and trade in the improvement of market access of Uganda Products.	CCTTFA to update	The ban of Sugar from Uganda was removed during Tanzania President H E Samia's Visit to Uganda in May 2022
CCTO-2020-034		United Republic of Tanzania &Burundi not yet on the regional One Network Area	NA	NA	NA	United Republic of Tanzania and the Republic of Burundi to join the One Network Area.	Not yet resolved. URT to update	Uganda and Tanzania have addressed this issue on One Area Network with Alrtel. However Burundi has not yet adhered
CCTO-2020-035		There is no existing system aiding the sharing of clearance Data among the agencies of the partner states.	NA	NA	NA	Fast track the development of the interface system currently being financed by TMEA.	CCTTFA to continue track the development of the interface system however Central Corridor Transport Observatory is providing corridor performance monitoring information including Customs clearance time in Tanzania and its upgraded toolkit was launched on 31/03/2022	The Central Corridor Transport Observatory portal is continuously providing latest data on the performance of the corridor. The draft of 2022 Central Corridor Annual Report on Corridor Performance will be presented at STACON meeting in April 2023 for validation

CCTO-2020-036		Ugandan Clearing Agents are not trained and have no access rights to TANCIS system.	NA	NA	NA	The secretariat to expedite the facilitation of training of Ugandan clearing agents in the use of TANCIS and liaise with TRA for them to access the system.	In progress. UCIFA to make follow up with URA.	CCTTFA to engage PSFU and MoWT to expedite the training
CCTO-2020-037	OTHERS	The COVID-19 pandemic has disrupted shipping, port operations and freight logistics leading delayed movements of people and cargo, high cost of testing.	NA	NA	NA	<ul style="list-style-type: none"> Its proposed that member states subsidize in the tests of COVID-19 to truck drivers and crew. Expeditious online release of test results should be made to the test recipients. Rapid tests should be used for truck drivers and crew. 	<ul style="list-style-type: none"> Resolved. PCR Test certificates in use for 72 hours. Fully vaccinated, PCR tests not required 	COVID-19 guidelines have been loosed and normal movements across borders have resumed
31/03/2022		DELAYS AT DAR ES SALAAM PORT				<ul style="list-style-type: none"> Review the clearance time to utmost 5 days 		

		infrastructure inadequacies				<ul style="list-style-type: none"> • TRC having rehabilitated the railway track from the port of Tanga and Dar to Mwanza there is need for increased vessels on Lake Victoria from the current two to seven to be able to evacuate the cargo delivered at Mwanza. • Need to rehabilitate and increase the capacity of the Kampala Goods-shed. & the Silver Springs - Kireka roads. • Need to rehabilitate the PortBell - Kampala Road • Rail mounted gantry cranes at both port bell and Kampala Goods-shed • Upgrade & Dredge PortBell and Jinja Port 	<p>CCTTFA engaged URC and was informed of the interventions already undertaken in a bid to improve the performance of the corridor and these included; procurement of the equipment (Port reach stacker) at good shed to handle containerized cargo completed and the equipment is on site, rail lines rehabilitation from PortBell to Kampala Goods-shed undertaken and the line is in good condition, rehabilitation of MV. Pamba which is now operational increasing the number of vessels plying the route under URC to two (2)</p> <p>The following key interventions have been identified for consideration by CCTTFA</p> <ul style="list-style-type: none"> -Fencing of the Kampala Goodshed to allow acquisition of bonding licence and cargo handling from URA. Technical Report with cost implications availed -Construction of hardstand floor at Goodshed to increase container handling capacity. Initial estimate and area identification done -Rehabilitation of 6 ware housings structures at Goodshed to increase handling and storage capacity. Report with estimated cost availed -Rehabilitation of the Drydock at PortBell to increase vessels maintenance/ rehabilitation capacity. 	<p>URC plans to improve its operations on a 2-year project through funding from AFDB by constructing 2 new vessels (one roll-off & one for containers) with a capacity of 2000 metric tonnes each; improvement of the link span, dredging of both PortBell and Jinja ports; and improving the container handling yard</p> <p>MV Pamba was under concession but has been returned to government and URC is in the process of putting of back into operations on the Mwanza-PortBell route.</p>
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Emerging issues

1. Lack of Parking and rest areas along the Kampala-Masaka-Mutukula

Recommendations: CCTTFA supports the construction of parking and rest areas along this CC link

2. Proposal to connect the SGR and link Uganda to Tanzania and DRC

Recommendation: CCTTFA to facilitate the engagements between the member states for this project

3. Development of Kampala Multi-modal hub Development project

Recommendation: CCTTFA to coordinate and support the FS and designs

4. Harassment of Uganda Drivers by Traffic Officers while in Tanzania

Recommendation: CCTTFA to facilitate the engagements of relevant Ministries and Transport associations

5. Misconduct of the Clearing Agents at Dar Port by charging an official for the movement sheets C2.

Recommendation: CCTTFA follows up with TPA to resolve this issue

6. Increase in accidents due to lack of road safety traffic rules awareness by truckers

Recommendation: Road Awareness Campaigns should be carried out

7. A need for Transport and Logistics Sector Strategy for the Private Sector in Uganda

ANNEX IX: LIST OF SURVEY TEAM

N	NAMES	ORGANISATION	COUNTRY
1	Ms. Micheline MUMBA MEKA	HAUT-KATANGA Gouvernorat	DRC
2	ERICK MUKOMBO	CNPRS	DRC
3	CARINE KITANIKA	COMMERCE EXTERIEUR	DRC
4	BIBISH NGUWA	MEDIA COORDINATOR-CCTTFA	DRC
5	Jules ODIMBA OKUNDJI	FEC/HAUT-KATANGA	DRC
6	MANDE MBUYA Bridinet	SADC DRIVERS ASSOCIATION	DRC
7	TUBONJE BULAMBO	DGDA	DRC
8	GILBERT KITENGE	AMR	DRC
9	BELENGE SANDE SATURNIN	DSF/PCS	DRC
10	Mr. Charles Mtonga	Ministry of Transport and Public Works	Malawi
11	Mr. Daud Mbowani	Ministry of Trade and Industry	Malawi
12	Mr. Andrew Mthiko	Malawi Roads Authority	Malawi
13	Mr. Alexander Moyo	Malawi Police Force	Malawi
14	Herms MPAHUWA	Freight Forwarders	Malawi
15	Mrs. Twambilire Sichali	Malawi Revenue Authority	Malawi
16	Mr. Chatheka Mangazi	Transporters Association	Malawi
17	Mr. Chancy Mkandawire	Chamber of Commerce and Industry	Malawi
18	Ms. Vailet Sizya Masongo	Ministry of Transport - Tanzania	Tanzania
19	Ms. Aneth Simwela	Ministry of Industry and Trade	Tanzania
20	Mr. Abdallah Mhagama	Land Transport Regulatory Authority	Tanzania
21	ACP. Tabitha Makaranga	Tanzania Police Force	Tanzania
22	Ms. Medrine Joseph	Tanzania Transporters Association	Tanzania
23	Mr. Erick Ndekao	Tanzania Ports Authority	Tanzania
24	Mr. Elitunu Mallamia	Tanzania Freight Forwarders Association	Tanzania
25	Mr. Fransis Shija Missana	Tanzania Revenue Authority	Tanzania
26	Mr. Vicent Tarmo	Tanzania National Roads Agency	Tanzania
27	Eng. Melchior Barantandikiye	Central Corridor Transit Transport Facilitation Agency	Tanzania
28	Eng. Zaituni Nakonde	Central Corridor Transit Transport Facilitation Agency	Tanzania
29	Mr. Frank Ngoga	Central Corridor Transit Transport Facilitation Agency	Tanzania
30	Ms. Grace Kutemba	Central Corridor Transit Transport Facilitation Agency	Tanzania
31	Mr. Mohamed Kisamfu	Central Corridor Transit Transport Facilitation Agency	Tanzania
32	Mr. Faraji Kondo	Central Corridor Transit Transport Facilitation Agency	Tanzania
33	Mr. Jonas Kang'ombi Mukwatu	Road Development Agency	Zambia
34	Mr. Chisoka Lucky	Ministry of Transport and Logistics	Zambia
35	Eng. Emmanuel Sampa	Ministry of Transport and Logistics	Zambia
36	Mr. Stephen Mwansa	Zambia Revenue Authority	Zambia
37	Mr. Joseph Mumba	Road Transport and Safety Agency (RTSA)	Zambia
38	Ms. Banji Muleya Mayiya	Zambia Development Agency	Zambia
39	Ms. Lillian Munyama	Ministry of Transport and Logistics	Zambia
40	Mr. Benson Tembo	Petroleum Transporters Association of Zambia	Zambia

Annex X: Key Areas of survey interest and Data collected**A. Road Sections**

- i. Road sections roughness index
- ii. GVM compliance index
- iii. Axle load compliance index
- iv. Parking spaces: distances apart, state and applicable fees
- v. Penalties
- vi. Infrastructure status
- vii. Environmental issues
- viii. Planned developments
- ix. Challenges

B. Weighbridges

- i. Existing weighbridges along the route
- ii. Weighbridge traffic counts
- iii. Safety equipment
- iv. Weighbridge crossing time
- v. Working time arrangements
- vi. Weighbridge Compliance levels
- vii. Operating capacity of weighbridges
- viii. Planned developments
- ix. Challenges

C. Police checkpoints

- i. Road safety (accidents) issues
- ii. Average time at police checkpoint
- iii. Planned developments
- iv. Challenges

D. Revenue Authorities check points

- i. Infrastructure status: access roads, parking spaces,
- ii. Number of Checkpoints
- iii. Average check time
- iv. Delay time at customs checkpoint
- v. Distance between checkpoints
- vi. Daily and monthly transit traffic
- vii. Customs data availability
- viii. Proposed additional indicators for CCTO
- ix. Planned developments
- x. Challenges and issues

E. Border Posts

- i. Infrastructure status
- ii. Mode of operations
- iii. Border posts crossing time
- iv. Data availability for CCTO
- v. Operating Institutions at the Border posts
- vi. Planned developments
- vii. Challenges and issues
- viii. Border transactions statistics
- ix. Working time at Border Post

F. Roadside stations/Personal Stops

- i. Facilities available
- ii. Facilities status
- iii. Modes of operations
- iv. Transport costs
- v. Other costs
- vi. Average time at roadside stations
- vii. Planned developments
- viii. Challenges

G. Any other stops

- i. Nature of stops
- ii. Charges and fees at the stops
- iii. Average time at the stop
- iv. Challenges



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