CENTRAL CORRIDOR
TRANSIT TRANSPORT FACILITATION AGENCY

# CENTRAL CORRIDOR TRANSPORT OBSERVATORY

## 2021 ANNUAL REPORT

2021

JANUARY – DECEMBER

CENTRAL CORRIDOR
TRANSIT TRANSPORT FACILITATION AGENCY

# TABLE OF CONTENTS

# LIST OF FIGURES

# LIST OF TABLES

## ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| AVG/AVRG | Average |
| CCTO | Central Corridor Transport Observatory |
| 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 |
| GPS | Global Positioning System |
| Km | Kilometre |
| 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 |
| TICTS | Tanzania International Container Services |
| TMEA | TradeMark East 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 |

# FOREWORD

The Central Corridor Transport Observatory (CCTO) is a framework established for monitoring performance of logistics sector linking the Dar-es-Salaam Port with five member countries of the Central Corridor as per the Cooperative Agreement signed on 2nd September 2006. The CCTO also compliments the activities of CCTTFA to enable achieve its vision of making the Central Corridor the most competitive corridor in East and Central Africa.

Monitoring of performance is conducted by analysing progress of a series of indicators agreed by stakeholders as performance framework. Through the CCTO, stakeholders obtain up-to-date and reliable information about the performance of various segments and aspects of the corridor, useful for business and policy decisions as well as academic references. Regularly, the CCTO produce monitoring reports to convey performance progress of specific periods. The annual report 2021 is one of the information products of CCTO, covering the period of January to December 2021. This report is prepared by the CCTTFA Secretariat in collaboration with stakeholders and financial support from Trademark East Africa (TMEA).

The report is based on analysis of relative changes in each agreed performance indicator, through time; and in-comparison with agreed benchmarks. It aims to provide a framework for monitoring progress in resolution of identified issues, recommendations and programs affecting trade and transport along the corridor. The goal of the observatory is to have evidence-based findings or information that inform programs targeting competitiveness of the corridor.

The 2021 CCTO Performance Report is the 9th Annual Performance Monitoring report which assesses 38 indicators along the Central Corridor. From the data collected on the performance of the Corridor and from the Member States, we are able to make recommendations on how each member state can contribute to an effective and efficient transport along the Corridor.

To this end I would like to acknowledge the valuable support accorded by the CCTTFA policy organs namely: Interstate Council of Ministers, Executive Board of Directors and the Stakeholders Consultative Committee (STACON) and thank all stakeholders who provided data and information that allows the Central Corridor Transport Observatory to generate meaningful indicators that monitor the corridor's performance. We urge all stakeholders to also focus on implementing the main recommendations from this report so that member states can continue experiencing smooth transportation that facilitates sustainable development.

I take this opportunity to extend my gratitude to Trademark East Africa for the financial and technical support for the upgrade of the existing Transport Observatory Toolkit to add more features into it and adapt modern technologies for improvement and sustained development of the Central Corridor Transport Observatory.

**ADVOCATE OKANDJU OKONGE FLORY**

**Executive Secretary**

# EXECUTIVE SUMMARY

The Transport Observatory report has continued its quest of ensuring the provision of evidence-based information to support the development of Central Corridor transport infrastructure. The 9th annual edition of the Transport Observatory monitors 38 key performance indicators at various segments 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.

The Transport Observatory project cycle consists of **data collection** provided by various stakeholders among the member states including Revenue Authorities, Road Authorities, Ports and 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** in order to support trade and transport planning and operations in the member states.

The Annual Performance Monitoring Report 2021 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, greenhouse gas emissions and transport safety.* The report includes all modes of transport that facilitate 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. The portal has been gradually increasing with more feedback and increased demand of the CCTO reports and updates, from the year 2020 to 2021 an online traffic increase from 6419 to 7574 (18%). Currently the Transport Observatory is undergoing an upgrade to enhance operations of its information platforms, 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. Beginning 2021, the Observatory has increased the frequency of reporting including producing and disseminating quarterly reports in print and electronic copies.

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 flows both imports and exports for the period of January to December 2021. The overall increase in cargo for imports was 7.2% while for exports it was by 6.0% for the year 2021 in comparison to the same period in 2020. In terms of traffic share, Tanzania (local) cargo represented 61% of all imports passing through the port of Dar es Salaam while transit cargo to the Central Corridor member states represented 26.4% and 12% were other non-members of Central Corridor. For exports, the share of Tanzania cargo was 59% while export cargo from other Central Corridor member states represented 28% and other countries represented 13%.

On maritime operations along the Central Corridor, three major lakes of Kivu, Victoria and Tanganyika form the inland waterways transport and logistics chain for the member states. Specific to this report we have extensive data on Lake Victoria operations between Mwanza Port in Tanzania and Port Bell in Uganda. At the moment two wagon ferries namely MV Kaawa and MV Pamba, owned by Uganda Railways Corporation (URC), both of capacity of carrying 22 wagon containers equivalent to 880 tons are providing services on this route. In 2021, import cargo performance through Lake Victoria by MV Kaawa was 8,614 tons, equivalent to increase of 1.6% from 8,474 tons in 2020.

The efficiency and productivity indicators give a basic guideline on the level of attainment of corridor logistic operations, dynamics over time and comparatively with target measures as set by the Government

of Tanzania. On port efficiency, the dwell time for transit containers has decreased to approximately 10.7 days in 2021 compared to 11.1 days in 2020. However, it is still way below the target of 5 days set by the Government of Tanzania.

The truck turnaround time at TICTS terminal has marginally improved from 1.84 hours in 2020 to 1.82 hours in 2021 indicating not much has changed in terms of operations during the period. However, this level of attainment at TICTS is commendable.

The number of foreign registered transit trucks carrying transit cargo has increased significantly from less than 6% in the last 5 years to 12.7% in 2021. 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 are encouraging other transporters to operate on the Central Corridor.

Road transit time to various destinations of the Central Corridor Member States have declined from Dar-es-Salaam Port to Kigali, Bujumbura, Kampala, Bukavu and Goma, to 5.5 days, 5.56 days, 6.6 days, 7.33 days and 7.34 days respectively. Transit times to destinations are showing sustained decline from month to month in year 2021 towards December. However, the gains in road transit times to destinations that were observed in 2019 were slowly gearing towards normalcy in 2021. Central Corridor member states are continuing to pursue joint efforts towards adjusting to normalcy in response to COVID shocks.

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 way forward with stakeholders. This report features the 2021 Annual Field Survey on the Central Corridor routes with focus on roads, exit borders, railways and inland waterways on Lake Tanganyika, Kivu and Victoria. The survey was jointly conducted with both private and public institutions from all five member states at various sections of the Corridor. The aim of the survey was to obtain performance monitoring data, additional understanding of the current status on cargo flows, cross border trade impediments and other trade facilitation concerns.

# SECTION ONE: INTRODUCTION

The Central Corridor Transport Observatory annual performance monitoring report highlights the key performance indicators from the period January to December for the year 2021.

# SUMMARY OF THE PERFOMANCE

The impact on transport and trade patterns in the Central Corridor member countries was felt in early months of 2021 in several aspects while key performance indicators of transit trade had levelled-up in the later months of 2021.

The below table shows the summary of the performance indicators from January to December 2021 in comparison to the same period of 2020.

**Table 1: Summary of performance, 2020-2021**

| | PERFORMANCE INDICATOR | DESCRIPTION | YEAR | |
|---|---|---|---|---|
| | | | 2021 (JAN – DEC) | 2020 (JAN – DEC) |
| 1. | Total Cargo throughput (tons) | | 17,025,451.00 | 15,857,870 |
| 2. | Total Coastal Cargo (tons) | | 536,768 | 507,039 |
| 3. | Total Transhipment Cargo (tons) | | 4,486 | 19,837 |
| 4. | Country Imports (tons) | Local | 8,453,795 | 8,457,724 |
| | | D.R. Congo | 1,672,218 | 1,209,565 |
| | | Rwanda | 1,327,863 | 1,204,321 |
| | | Burundi | 495,099 | 464,458 |
| | | Uganda | 138,203 | 153,964 |
| | | Others | 1,679,664 | 1,357,571 |
| 5. | Country Exports (tons) | Tanzania | 1,562,164 | 1,532,985 |
| | | D.R. Congo | 685,649 | 631,092 |
| | | Rwanda | 38,426 | 34,917 |
| | | Burundi | 11,919 | 12,350 |
| | | Uganda | 602 | 30 |
| | | Others | 332,645 | 272,018 |

| | | | | |
|---|---|---|---|---|
| 6. | Transport rates (imports to) | Kigali | $2,700 | $2,800 |
| | | Bujumbura | $2,900 | $3,000 |
| | | Kampala | $3,300 | $3,300 |
| | | Bukavu | $4,900 | $4,900 |
| | | Goma | $4,300 | $4,300 |
| 7. | Ship turnaround time (Days) | | 3.9 | 5.8 |
| 8. | Dwell time | Monthly Average - Local container at TPA (days | 6.5 | 9.4 |
| | | Monthly Average - Transit container at TPA (days) | 9.5 | 10.2 |
| | | Monthly Average - local container at TICTS (days) | 4.6 | 4.6 |
| | | Monthly Average - Transit container at TICTS | 10.7 | 10.4 |
| 9. | Truck turnaround time (hours) | Truck Turnaround Time at Tanzania International Container Terminal Services in Hours | 1.82 | 1.84 |
| 10. | Transit time to destinations (days) | Dar-Kigali | 5.50 | 8.71 |
| | | Dar-Bujumbura | 5.60 | 6.93 |
| | | Dar-Kampala | 6.60 | 7.50 |
| | | Dar-Bukavu | 7.33 | 11.35 |
| | | Dar-Goma | 7.34 | 10.87 |

***Source: Central Corridor Transport Observatory***

## 1.1 MACROECONOMIC INDICATORS

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

### 1.1.1 POPULATION OF MEMBER STATES

Central Corridor Member States population has been increasing annually having a combined population projected at 226 million in 2021, growing from 220 million by December 2020 (World Bank, World Development Indicators). At this level, the population of corridor member countries, in their combination, has grown by an average rate of 2.9 percent between 2020 and 2021. There are small variations in the growth rates of population of individual member countries, ranging between 2.5% and 3.3% per annum. At this size and growth levels, the population presents a huge market for internal trade in the long-time to come.

In addition, the region surface area of 3.587 million $Km^2$ 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 spatial distribution of markets. The corridor member countries, in combination, had population density of 63 persons per square kilometre by 2021, rising marginally from 61 persons per kilometre in 2020. However, there are marked variations in population density of member countries, with DRC having the most sparsely distributed population (40), followed by Tanzania (67) persons per $Km^2$. The population density of Uganda, Burundi and Rwanda were 228, 463 and 525 persons per $Km^2$ in 2021 respectively. Summary table below represents population size, distribution and growth rate

**Table 2: Central Corridor Population Size, Growth and Density, 2019-2021**

| INDICATOR | 2021 | 2020 | 2019 |
|---|---|---|---|
| Population Size | 226,744,604 | 219,879,607 | 213,223,131 |
| Population Growth (%) | 2.99 | 2.99 | 3.09 |
| Population Density (persons/$Km^2$) | 63.2 | 61.3 | 59.4 |
| Land Area | 3,587,880 | 3,587,880 | 3,587,880 |

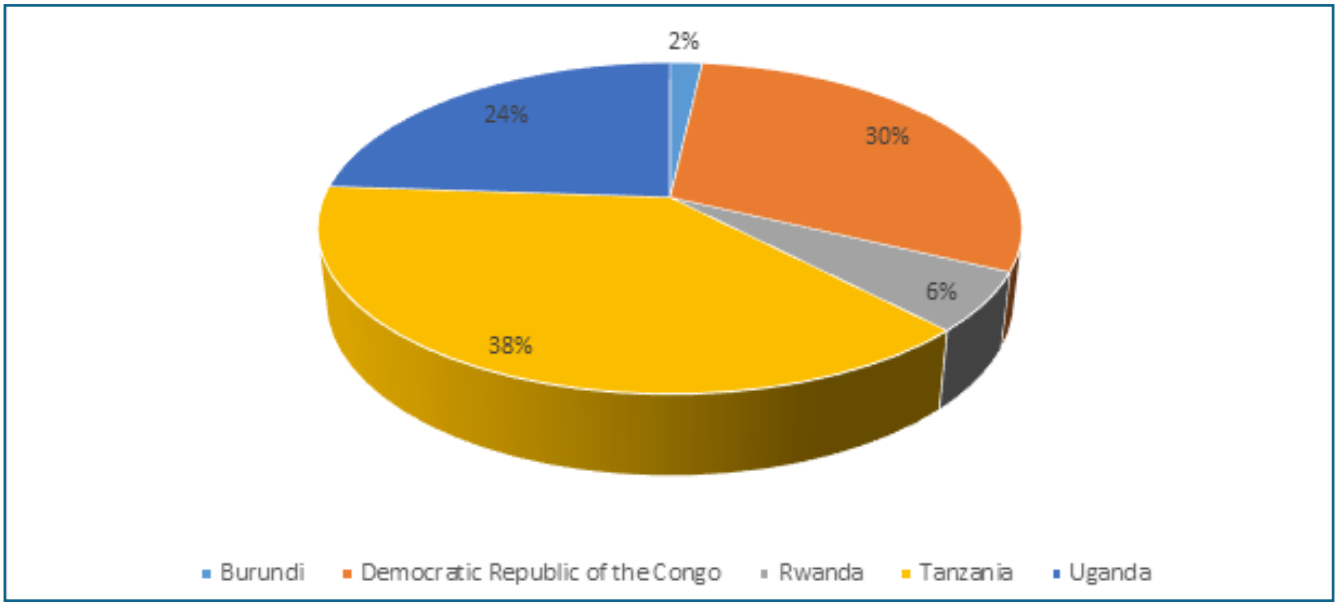
*Source: World Economic Outlook 2021, IMF*
*Note: The population of 2021 was obtained by single-year exponential projection at 2.99% growth rate*

### 1.1.2 NATIONAL INCOMES OF MEMBER STATES

This section provides selective information about 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 economy are highlighted as indicative of developments in trade, market potentials and logistics.

According to the World Economic Outlook (IMF: October 2021); the GDP of Central Corridor member states in combination, at current prices was USD 180,901 million (Report for Selected Countries and Subjects (imf.org), distributed country-wise as in the graph below, in year 2021:

**Figure 1: Member States' Share of GDP in 2021 (%)**




*Source: World Economic Outlook: October 2021, World Development Indicators 2020*

IMF (World Economic Outlook) also reported that GDP annual growth in 2021 among Central Corridor countries at 4-5% in 2021, growing from an average of 1.96% growth in 2020; with some member states recording negative growths in 2020 due to COVID-19 pandemic that had negative influence on global trade[1]. GDP of Central Corridor members recovered quickly in 2021, at an annual average of 4.5% comparable to that of Sub-Saharan Africa as a bloc (3.69%) but lower than world GDP growth (5.88%). It was encouraging that all member states recorded positive GDP growth in 2021.

**Table 3: Annual GDP Growth rates (%), 2020 - 2021**

| COUNTRY GROUPS | 2021 | 2020 |
|---|---|---|
| World | 5.88 | -3.12 |
| Emerging markets and developing economies | 6.4 | -2.07 |
| Sub-Saharan Africa | 3.69 | -1.66 |
| Central Corridor Member States | 4.5 | 1.96[2] |

*Source: IMF, WEO (Oct, 2021) and CCTO analysis*

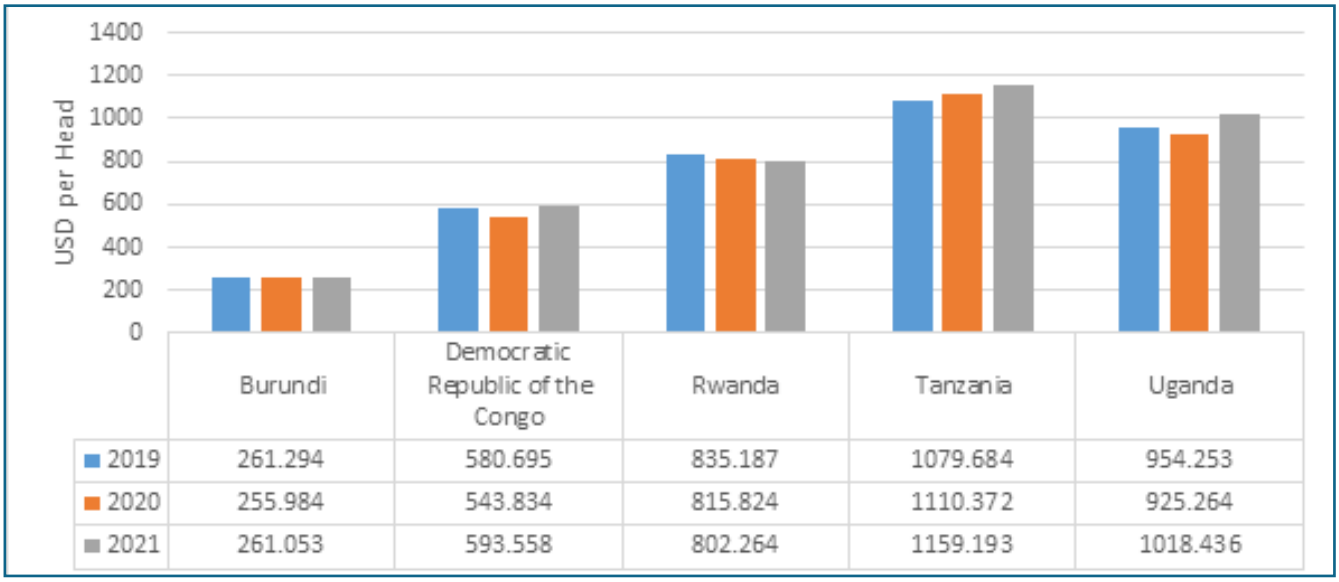
Furthermore, the GDP per capita of Central Corridor member states as proxy measure of average income level per head of its population, had a wide range between USD 261 for an average Burundian and 1159 USD for average Tanzanian per annum in 2021. The three-year trend in average income of individual member countries (GDP per capita) are shown below:

[1] *IMF (World Economic Outlook) provided GDP figures of individual countries. To obtain Central Corridor growth in GDP, individual growth rates in GDP were weighted with their corridor relative GDP sizes. In 2020, Burundi, Rwanda and Uganda had were reported to record negative growths of 1.04%, 3.36% and 0.84% respectively.*

[2] *Influenced by negative growths in 2020 for Burundi, Rwanda and Uganda of 1.04%, 3.36% and 0.84% respectively. Tanzania and DRC (with share of 38% and 30% of combined GDP had grown by 4.8% and 1.74% respectively.*

[3] *Computed as weighted average of growth rates of individual member states; with relative size of GDP as the weights.*

**Figure 2: GDP per capita at market prices of Member States (USD)**




| | Burundi | Democratic Republic of the Congo | Rwanda | Tanzania | Uganda |
|---|---|---|---|---|---|
| 2019 | 261.294 | 580.695 | 835.187 | 1079.684 | 954.253 |
| 2020 | 255.984 | 543.834 | 815.824 | 1110.372 | 925.264 |
| 2021 | 261.053 | 593.558 | 802.264 | 1159.193 | 1018.436 |

*Source: World Economic Outlook, October 2021.*

The graph above shows that overtime, all member states are gaining in their economy relative to the gains in population.

### 1.1.3 IMPORT AND EXPORT TRADE

The economic sector of import trade in goods is a direct indicator of transit transport services along the corridor. It relates to the benchmark volume of goods from the member states as exports and to the member states as imports.

The imports contributed around 26%-28% of national income (GDP) of Central Corridor member states in the years of 2019-2020 (WEO, 2021). Tanzania had the lowest GDP share of imports in goods (15%) in 2020 while Rwanda had the largest share (35%). The GDP share of imports in goods in 2020 for Uganda, Burundi and Democratic Republic of Congo (DRC) were 22%, 28% and 30% respectively.

Analysis of import growth data from IMF shows that in 2021, the average increase of import volume within the corridor member states was 19%[3]; largely influenced by DRC's size of economy, relative size of import volume and projected increase. Individual countries' growth in imports in 2021 for Burundi, DRC, Tanzania, and Uganda were 7%, 40%, 8% and 17% respectively. Rwanda's imports were projected to shrink by 2.3% in 2021.

On the other hand, the share of export trade in goods to the GDP for Central Corridor member states was on average of 16% in 2020 and annual growth of 10.4% in 2021 (WDI 2020; WEO Oct 2021). DRC had the largest size of export share of 29% while Burundi had the least relative share of export trade to GDP (5%). For the other member states in the middle, their exports in goods contribution to GDP were 14% for Tanzania, 15% for Uganda and 19% for Rwanda in 2021 (WDI).

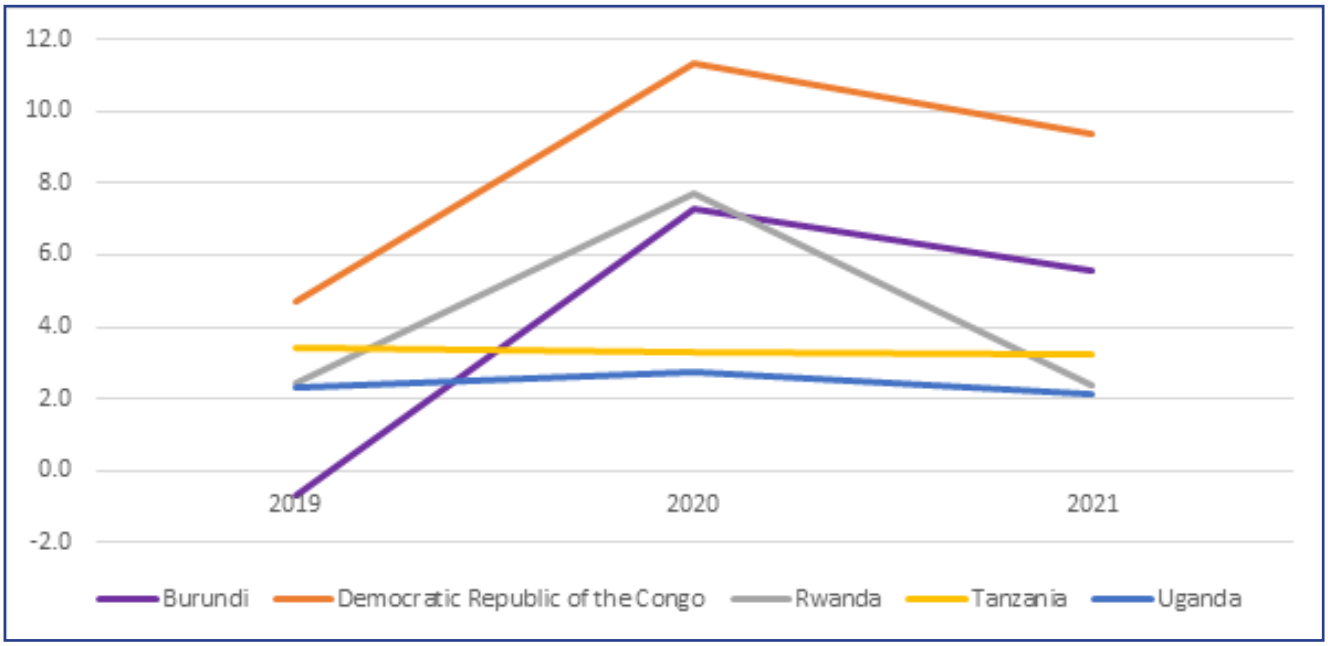
Furthermore, the World Economic Outlook (IMF) projections show that exports as percent of GDP to grow by 22% for Rwanda, 11% for Burundi, 12% DRC, 2.8% for Tanzania and 18% for Uganda in 2021. At these levels, Central Corridor member states grew higher in contribution of exportation of goods compared to Sub-Saharan African countries as a bloc average (4.81%) in 2021.

### 1.1.4 INFLATION RATES

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

Analysis of data from World Economic Outlook (IMF) shows that the Central Corridor member states had ten-month average inflation rates of 4.84%, favorably lower than it was in 2020 (5.91%). At this level, the consumer prices of Central Corridor states increased at lower level compared to Sub-Saharan African countries (10.2%) and measure well with global change in price levels (4.3%). Graph below shows inflation rates of Central Corridor member states for the period of 2019-2021:

**Figure 3: Average Inflation rates of Central Corridor Member States, 2019-2021**




*Source: World Economic Outlook, IMF*
*Note: Central Corridor average inflation was computed as weighted average of individual member states' rates of inflation, weighted by their relative sizes of GDP.*

### 1.1.5 EASE OF DOING BUSINESS AND TRADING ACROSS BORDERS INDEXES

The latest report from World Bank on *Ease of Doing Business Across Borders index* is for 2020. The report is meant to assess the level of simplification of regulations affecting businesses. Doing business gathers detailed and objective data on 11 areas/parameters of business regulation, helping governments diagnose issues in administrative procedures and correct them. Table 2 shows the performance of the Central Corridor Member States on ease of doing business score and trading across borders score. The scores range from 0 (worst) to 100 (best) and helps us to analyse economic outcomes and identify what reforms of business regulation have worked, where and why. Rwanda economy witnessed the most notable improvement in ease of doing business performance score which was attributed to implementing business regulatory reforms across some of the parameters. Uganda and Tanzania were ranked at positions 116 and 141 respectively. Tanzania made starting a business easier by launching online company registrations. DRC and Burundi need to enhance their regulatory reforms to improve on their scores.

On the other hand, trading across borders which is a critical parameter to multilateral trade logistics, records the time and cost associated with the logistical process of exporting and importing goods. Uganda reduced the time needed to export and import by further implementing the Single Customs Territory, as well as by developing the Uganda Electronic Single Window and the Centralized Document Processing Centre. Rwanda streamlined the process of starting a business by replacing its electronic billing machine system with new software that allows taxpayers to issue value added tax invoices. Rwanda and Uganda were ranked position 88 and 121 respectively, out of 190 on this parameter, while Burundi, DRC and Tanzania need to implement measures that will facilitate efficient trade across borders.

**Table 4: Ease of doing business global ranking out of 190 countries**

| ECONOMY | RANK AS OF DOING BUSINESS OUT OF 190 | OVERALL EASE OF DOING BUSINESS SCORE (0-100) | TRADING ACROSS BORDERS SCORE | EASE OF TRADING RANK |
|---|---|---|---|---|
| Rwanda | 38 | 76.5 | 75.0 | 88 |
| Uganda | 116 | 60.0 | 66.7 | 121 |
| Tanzania | 141 | 54.5 | 20.2 | 182 |
| Burundi | 166 | 46.8 | 47.3 | 169 |
| DRC | 183 | 36.2 | 3.5 | 187 |

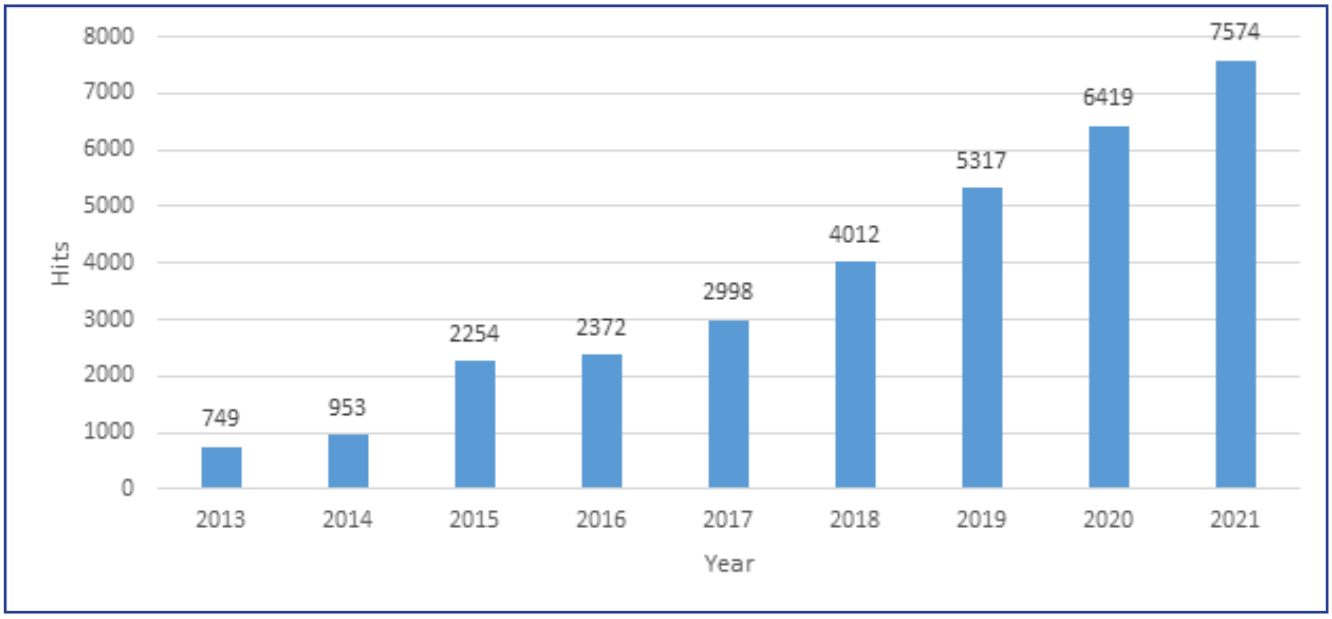
*Source: World Bank – Doing Business Database, 2019/ 2020*

## 1.2 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 38 key performance indicators on regular basis, the dashboard which display 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 Information reported by the CCTO are used as source of evidence by various stakeholders along the region for business, policy and academic purposes for the betterment of the corridor member states.

**Figure 4: Trends in CCTO Traffic Hits, 2013-2021**




*Source: https://observatory.centralcorridor-ttfa.org*

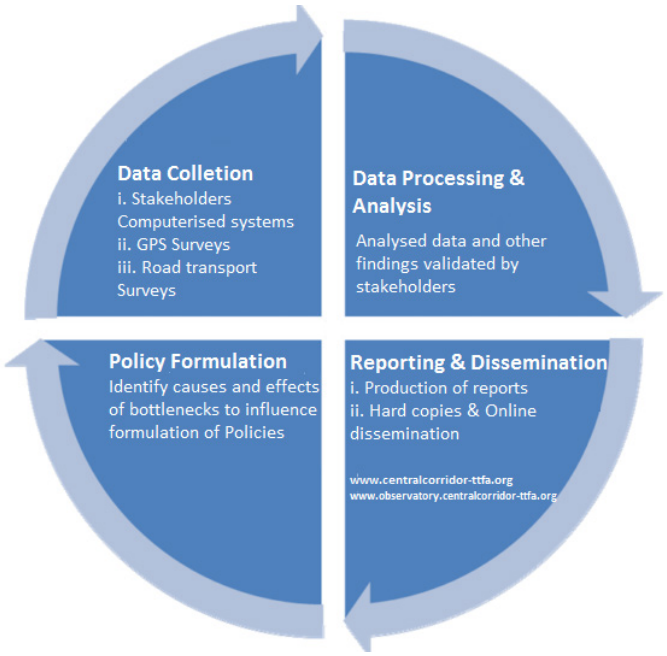
Online usage of the Transport Observatory portal has been increasing annually with more feedback and increased demand on the CCTO reports. From the year 2013 to 2021 a trending analysis observed that the traffic hits to online reports increased by 18% in 2021, compared to 21% in 2020.

In order to serve the stakeholders better; the portal is being upgraded to include more features, components and contents for wider monitoring of the corridor performance, with financial and technical support from Trademark East Africa (TMEA).

## 1.3 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 favour of transportation and logistics on the Central Corridor.

**Figure 5: CCTO Methodology**




Data collection process involves a combination of various methods and sources. The main sources of data include Central Corridor stakeholder's electronic systems such as Ports Authorities (TPA and TICTS), Revenues Authorities (TRA, URA, RRA, DGDA and OBR), Railway Authorities (TRC & URC), Transporters, Clearing and Forwarding Agents. Other sources include digitized mobile application 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.

## 1.4 PROCESSING, ANALYZING AND REPORTING

Once the data is collected from various stakeholders, they are processed through various agreed formulae and scripts then analyzed focusing on various indicator categories of the Central Corridor Transport Observatory (CCTO). The results are presented in various sections and chapters as detailed in this report.

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 hard-copies 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 95% of the Tanzania international trade.

The port serves the landlocked countries of Burundi, Democratic Republic of Congo, Malawi, Rwanda, Uganda and Zambia. The port is strategically placed to serve as a convenient freight linkage not only to and from East and Central Africa countries but also to Middle and Far East, Europe, Australia and America.

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

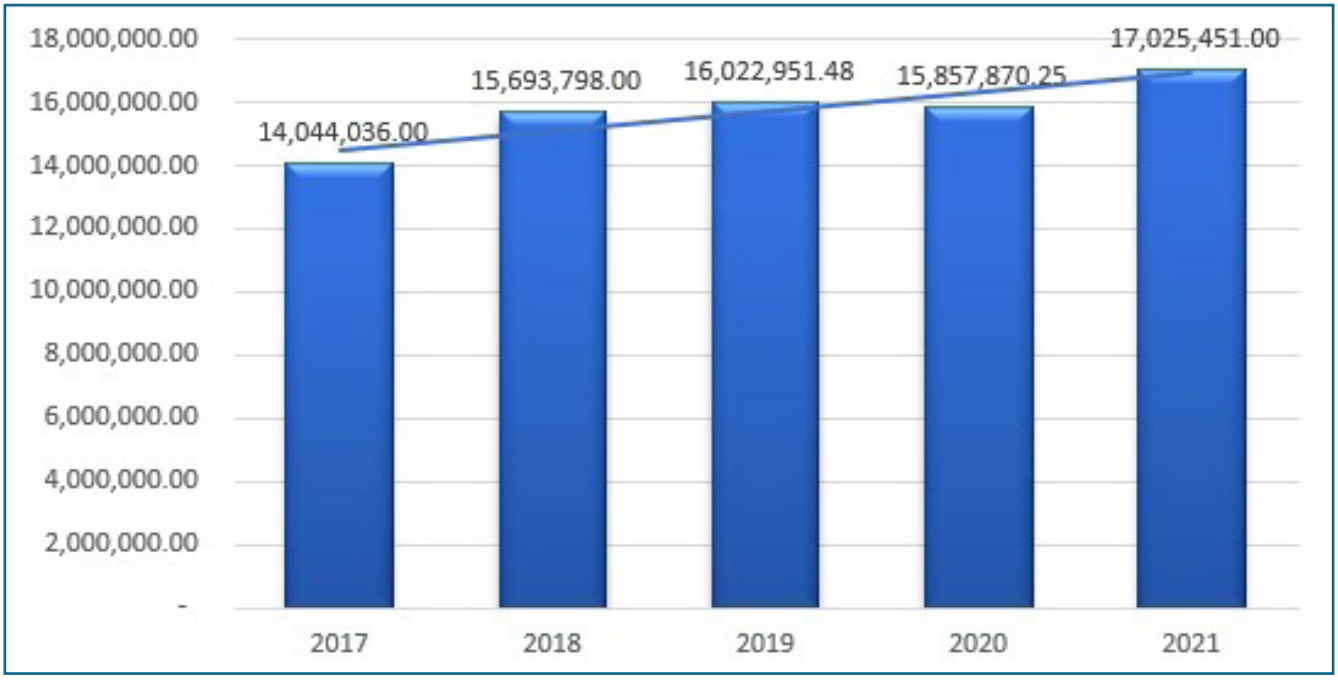
DMGP will improve the effectiveness and efficiency by converting the port to a world class port with optimized efficiency to accommodate the calling and reception of larger vessels. The DMGP is expected to increase the capacity of the port to 28 million metric tons by 2025.

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

## 2.1 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 2021, cargo volume was 17.03 million metric tons, representing 7.4% growth from the level recorded in 2020 (15.86 million tons). Graph showing cargo throughput for the period of 2021 compared to 2020 is shown below:

**Figure 6: Annual Cargo Throughput in Tonnes, 2017-2021**



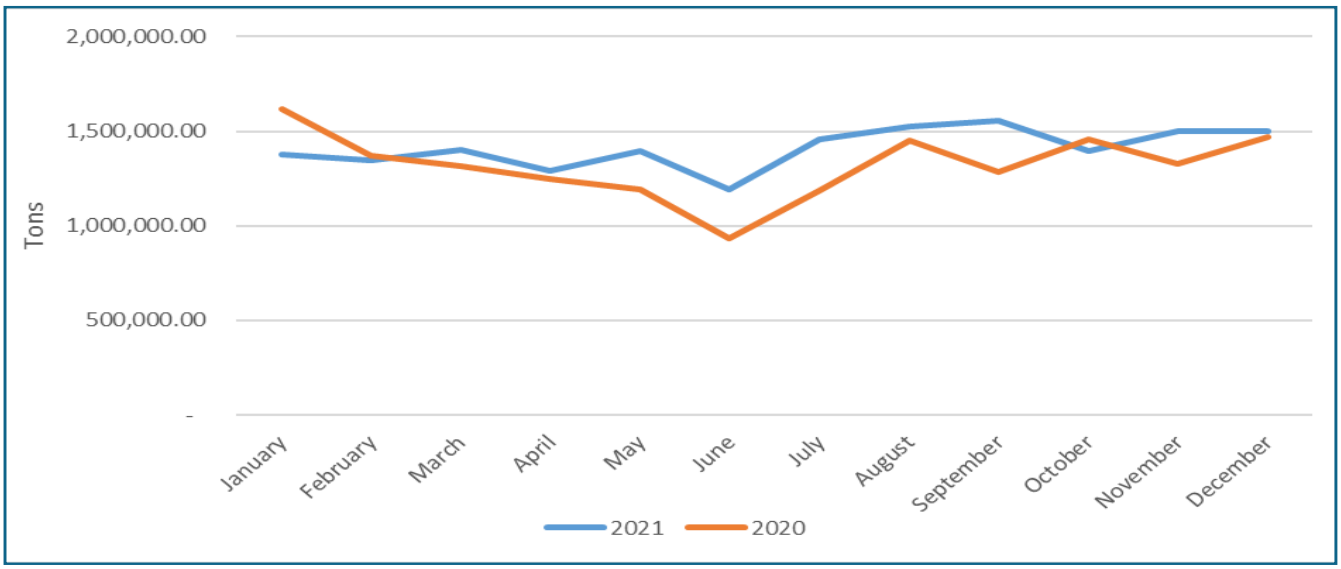

*Source: TPA, 2020-2021*

Analysis of month-to-month cargo throughput reveals a nearly constant volume with very little variations between months in 2021. In 2021, cargo volume recorded a monthly average of 1.41 million metric tons, increasing from 1.32 million metric tons in year 2020.

Monthly cargo volumes varied by 7% around average in 2021, reducing from 13% of the monthly average recorded in 2020 (standard deviations were 0.104m and 0.175m tons in 2021 and 2020 respectively). This is to say that monthly business output in terms of cargo volume was predictable with little fluctuations in both years, and more so in 2021.

The trend in monthly cargo volumes in both years exemplifies small cyclical pattern, with trough in the month of June for 2021 and 2020. In year 2021, the maximum cargo throughput was recorded in September at 1.55 million tons, while for 2020 it was recorded in January (1.62 million tons, indicating different trade cycles of 2020 and 2021.

**Figure 7: Monthly Cargo Throughput in Tonnes, 2020-2021**




*Source: TPA, 2020-2021*

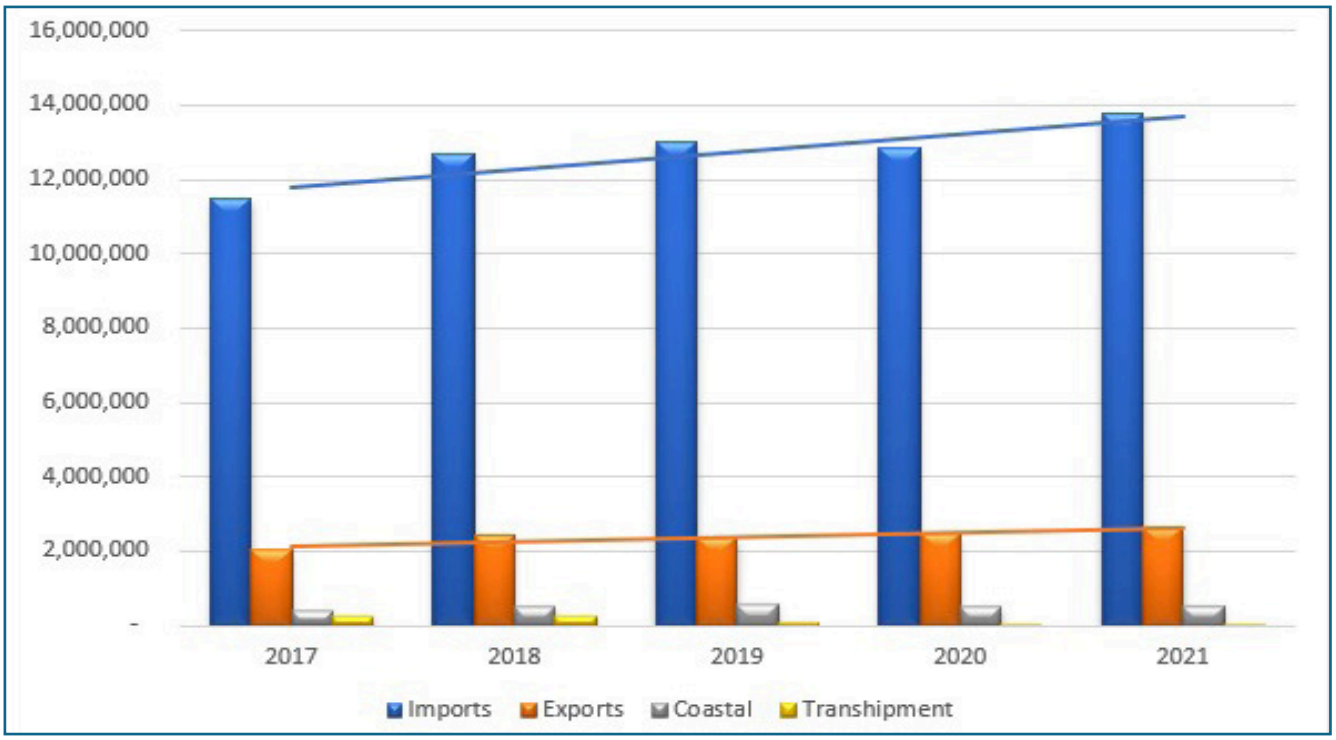
## 2.2 CARGO TRAFFIC

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.

The distribution of cargo traffic was such that deep-sea cargo constituted 97% of total cargo in both years of 2021 and 2020, leaving the residual of 3% as coastal cargo. Furthermore, deep-sea cargo was split at 81% as import cargo traffic (13.767 million tons) and 16% as export cargo (2.361 million tons). The pattern of distribution between imports at 81% and exports at 16% was the same for both years of 2021 and 2020. During the year 2021, a total of 6.3million tonnes of throughput at the Dar-es-Salaam Port was transit import and export cargo, representing 37% of total throughput for the year. This is growth of 20% compared to transit cargo volume of 5.3million tonnes in 2020.

The import cargo volume in 2021 represented an increase of 7% from the volume recorded in 2020 while that of export cargo was 6% higher than it was in 2020. The level of growth of imports in 2021 was contributed by larger margin of combined imports growth for transit members of Central Corridor at 21% while local imports had shrinked marginally (-0.05%) during the period of 2020-2021. Distribution of cargo traffic is displayed in the following figure.

**Figure 8: Distribution of Annual Cargo Volume by Type, 2017-2021 (Metric Tons)**

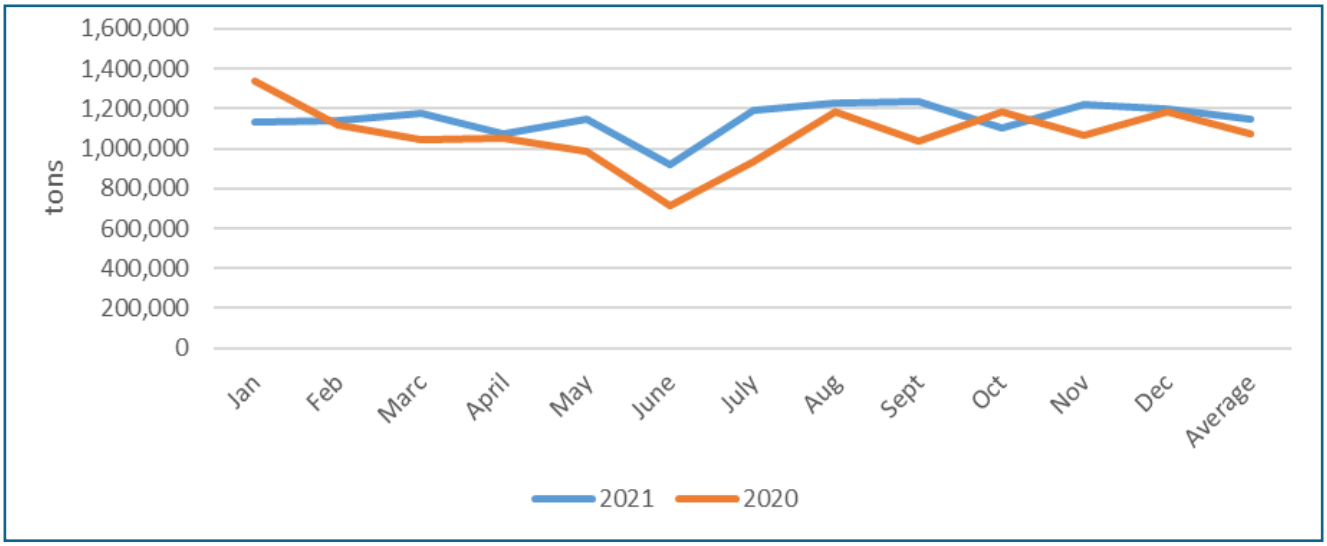



*Source: TPA, 2020-2021*

## 2.3 IMPORT CARGO TRAFFIC

The import cargo volume was observed to be 13.767 million tons in 2021. This level translated into a monthly average import cargo volume of 1.15 million tons in 2021, indicating an increase from a monthly average of 1.07 million tons in 2020. Monthly import cargo fluctuation was observed to be low, within 7% of the monthly average. This means that import cargo volume was highly stable during the year 2021 from month to month. Furthermore, it was observed that the month of June in 2021 and 2020 had recorded the lowest output. Monthly series of import cargo volumes are shown below;

**Figure 9: Monthly Import Cargo Trends for 2020-2021**

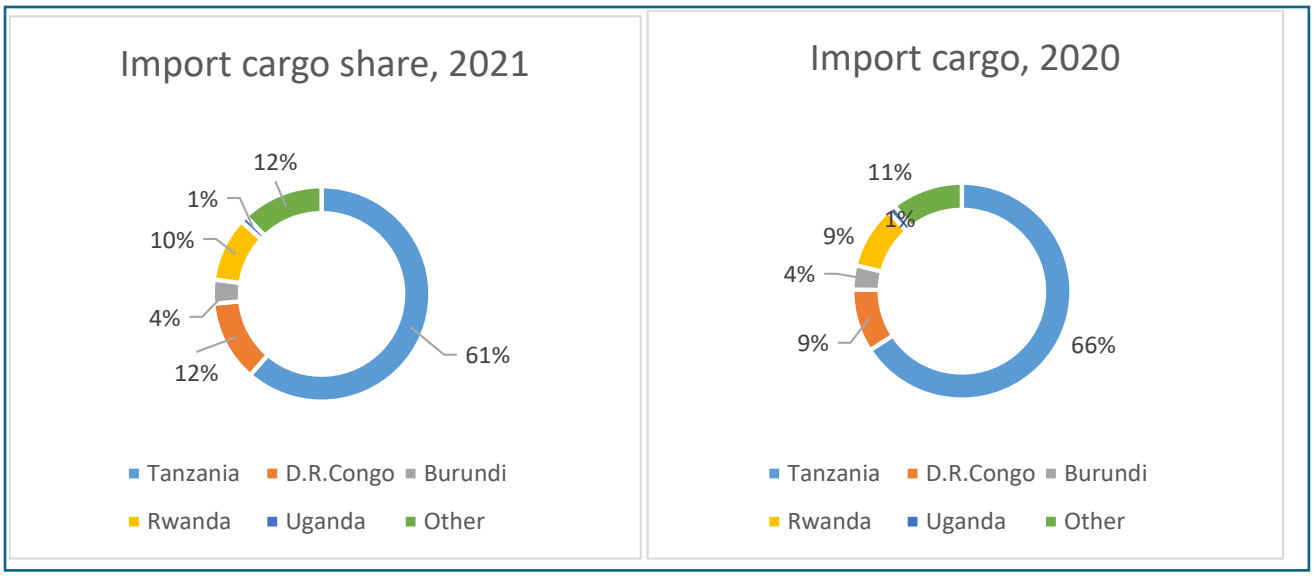



*Source: TPA, 2020-2021*

Distribution of import cargo among the Central Corridor member states show a decline in share of local imports (Tanzania) of 4-percentage-points relative to other member states, from 66% in 2020 to 61% in 2021. During the year, there was a gain for DRC's share of Central Corridor imports from 9% in 2020 to 12% in 2021. A one-point gain was also observed for Rwanda whereby its import share was 10% in

2021, growing from 9% of total volume in 2020. The share of Burundi and Uganda in the Corridor import volume has remained the same both years of 2020 and 2021 at 4% and 1% respectively.

**Figure 10: Distribution of Import Cargo Traffic by Country, 2021-2020**

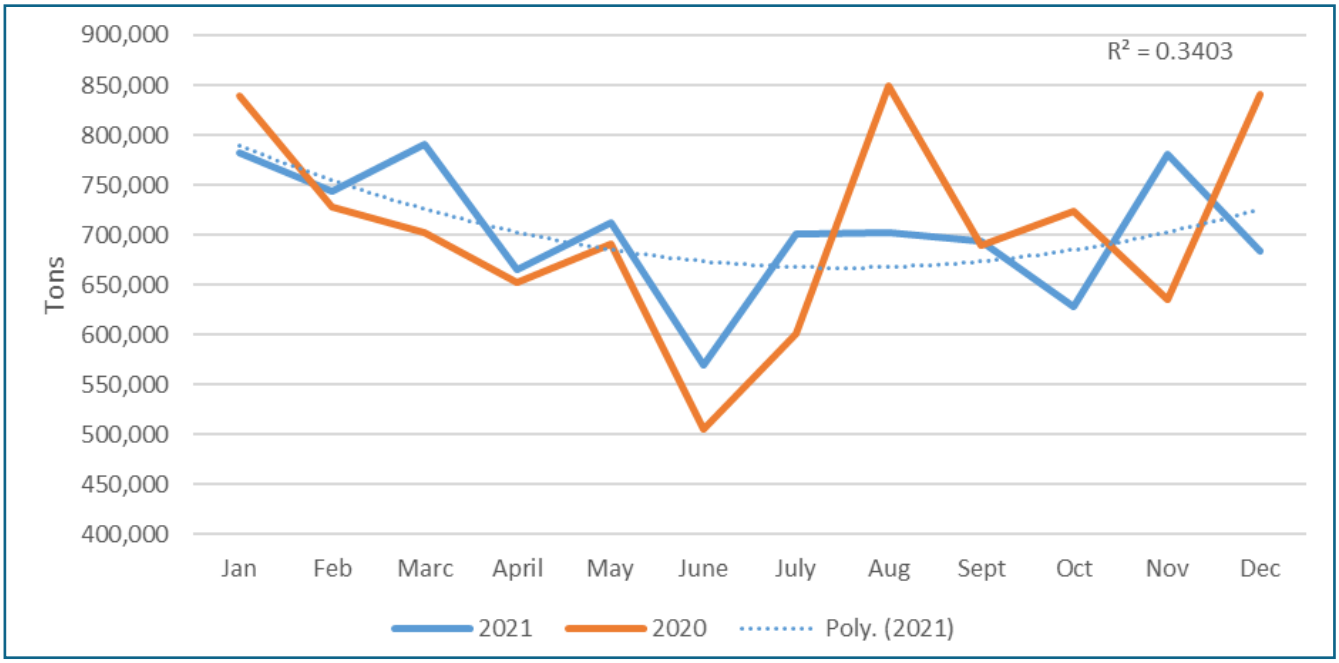



*Source: TPA, 2020-2021*

## 2.3.1 LOCAL IMPORTS CARGO VOLUME (TANZANIA)

Tanzania imports had an annual volume of 8.4 million tons in 2021, same level as it was in 2020 with a decline of 3900 tons. This level of cargo performance for imports translates to a monthly average volume of 704,500 tons, same level as it was in year 2020, with less than one percent decline. It was also observed that month to month cargo imports to Tanzania had little fluctuations, of about 10% around average. In year 2020, the average monthly cargo volume had fluctuated at 15% around average.
The highest performing month of import volume was recorded in August 2021 at 849,531 metric tons, while the lowest volume was observed in June 2021 at 505,309 metric tons. Monthly trends in import cargo volume for Tanzania is shown below showing a general pattern of decline between March and July in 2020 and 2021.

**Figure 11: Local Imports discharged, January to December, 2020-2021 (Tonnes)**



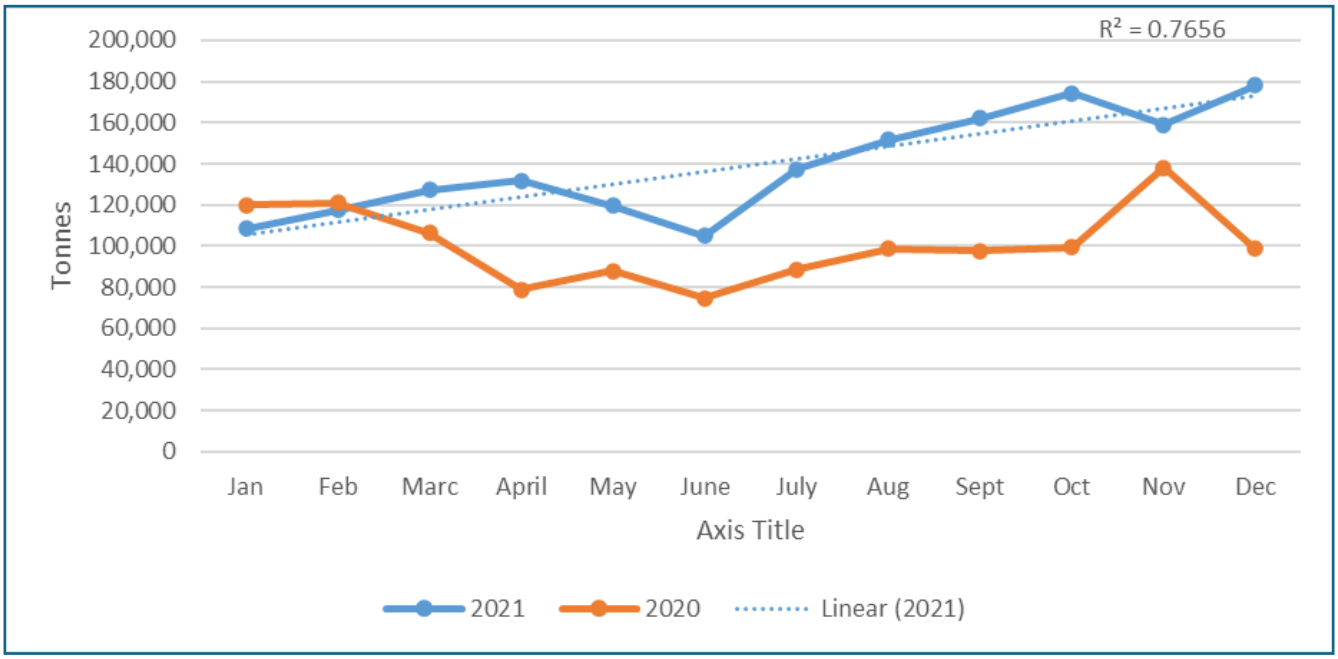

*Source: TPA, 2020-2021*

### 2.3.2 IMPORTS CARGO VOLUME TO DEMOCRATIC REPUBLIC OF CONGO

Import cargo through Dar Port to Democratic Republic of Congo (DRC) was observed to be 1.67 million tons in 2021. The cargo volume observed in 2021 was higher than that of 2020 by 38% (462,654 tons). At 38% increase during the year, it shows a remarkable upturn from the performance in 2020 whereby cargo volume had declined by 3%, owing to COVID-19 shocks.

Monthly average volume of imports was 139,500 tons, increasing from 101,000 tons observed in the months of 2020. This means that DRC recorded the second largest importer through the port of Dar and speediest annual increase between 2020 and 2021 (38%). Monthly performance of import cargo for DRC had the same level of fluctuation in 2021 and 2020 at 18% around the monthly average, which is considered stable. A linear model of trend in monthly cargo volume during the year 2021 shows steady increasing pattern with the line fitting 76.6% of the information.

**Figure 12: Imports discharged at Dar Port to DRC, January to December, 2020-2021 (Tonnes)**



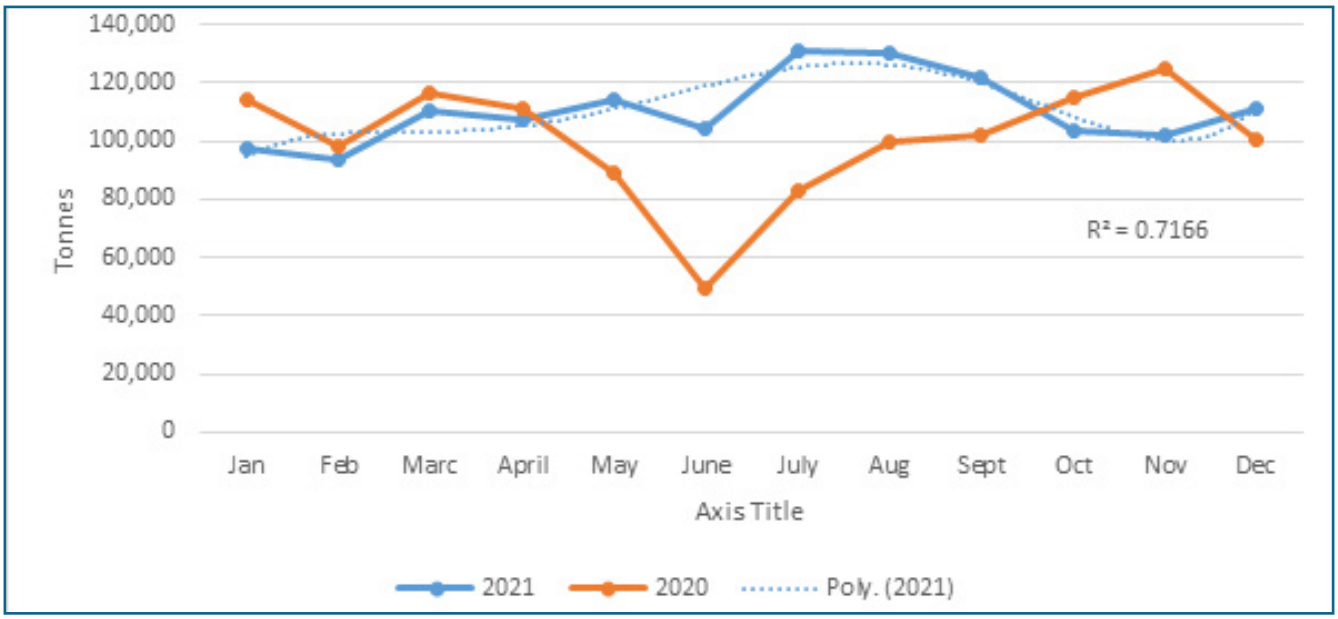

*Source: TPA, 2020-2021*

### 2.3.3 IMPORTS CARGO VOLUME TO RWANDA

Import cargo through Dar Port to Rwanda was observed to be 1.33 million tons in 2021. The cargo volume observed in 2021 was higher than that of 2020 by 10% (123,542 tons). At this level, the monthly average volume of imports was 110,655 tons, increasing from 100,360 tons observed in the months of 2020. Rwanda imports through Dar Port recorded an upturn in growth in 2021 (10%) compared to year before when it increased by 0.1%, owing to the COVID-19 impacts.

Fluctuations of monthly import cargo for Rwanda had decreased in 2021 compared to 2020. In 2021, monthly imports fluctuated at 11% around the annual average, compared to 20% observed in 2020. However, Rwanda import volume displayed non-linear monthly trend during the year 2021, indicating seasonal fluctuations whereby a polynomial fit (order 5) would predict 71.6% of the information compared to only 10% of the data that would have been explained by linear path. This means, the monthly cargo volume had changing patterns of increase and decline about four times in a year and that successive monthly volumes were informed by inventories of previous months.

**Figure 13: Imports discharged at Dar Port to Rwanda, January to December, 2020-2021 (Tonnes)**



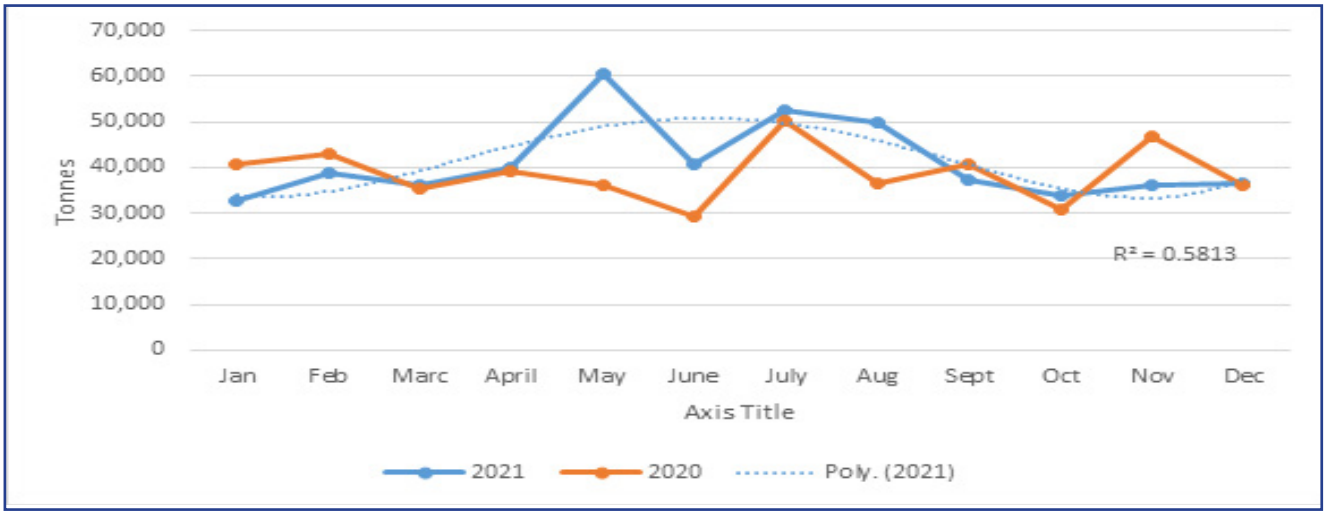

*Source: TPA, 2020-2021*

## 2.3.4 IMPORTS CARGO VOLUME TO BURUNDI

Import cargo through Dar Port to Burundi was observed to be 0.5 million tons in 2021. The cargo volume observed in 2021 was higher than that of 2020 by 30,641 tons or equivalent of 6.6%. At this level, the monthly average volume of imports was 41258.24 tons, increasing from an average of 38,705 tons typical of the months of 2020. Furthermore, imports through Dar Port to Burundi had recorded similar level of growth in 2021 and 2020 (6.6% versus 7.9% respectively). However, it was one member state that recorded lower increase in 2021 than 2020, a year of COVID-19 shocks.

Fluctuations in monthly trends of import cargo for Burundi had similar levels in 2021 and 2020 at 18% around the annual average. The pattern of cargo volume in the months of 2021 displayed a weak polynomial path (order 4), indicating seasonal fluctuations where a polynomial fit would predict 59% of the information compared to 0% of the data that would have been explained by linear path. This means, the monthly cargo volume had changing patterns of increase and decline about three times in a year and that successive monthly volumes were weakly informed by inventories of previous months and neither had smooth growths within the year.

**Figure 14: Imports discharged at Dar Port to Burundi, January to December, 2020-2021 (Tonnes)**



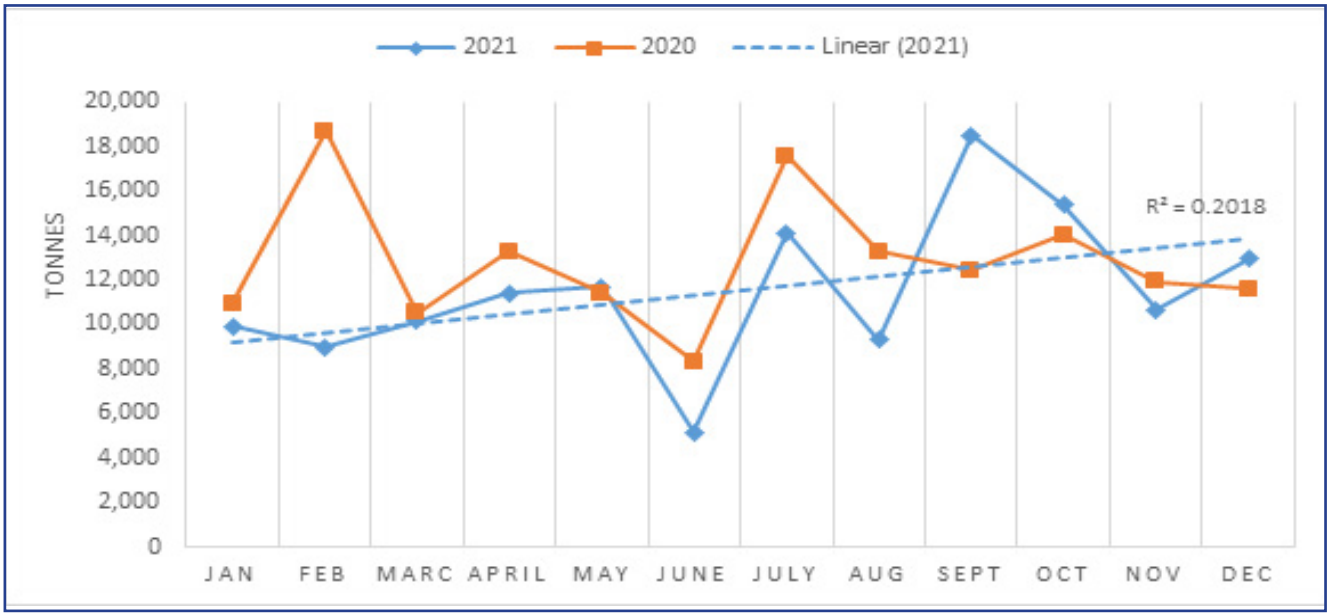

*Source: TPA, 2020-2021*

### 2.3.5 IMPORTS CARGO VOLUME TO UGANDA

Import cargo through Dar Port to Uganda was observed to be 0.138million tons in 2021. The cargo volume observed in 2021 was lower than that of 2020 by 15,761 tons or equivalent of 10% decline. At this level, the monthly average volume of imports was 11,500 tons, declining from an average of 12,800 tons typical of the months of 2020. Furthermore, it has been observed that imports through Dar Port to Uganda have continued to decline at 9-10% per annum during the period of 2020-2021 and 2020, shading alarms to the issues to be resolved to smoothen trade. The decline had also been attributed to COVID-19 travel restrictions in Uganda that took a longer time to be uplifted.

Monthly performance of import cargo for Uganda had stabilized in 2021 compared to 2020. The measure of monthly variations around annual averages in 2021 and 2020 were 10% and 20% respectively, showing decline of month to month import cargo fluctuations. However, despite this stabilization of monthly volumes, the monthly cargo volumes of 2021 displayed a weak linear increasing pattern from month to month, capturing only 21% of the linear trend data. Furthermore, the monthly cargo volumes in 2021 did not compare favorably with the corresponding months of 2020 in general, except for September and October 2021 when the import cargo were higher than they were a year ago.

**Figure 15: Imports discharged at Dar Port to Uganda, January to December, 2020-2021 (Tonnes)**




*Source: TPA, 2020-2021*

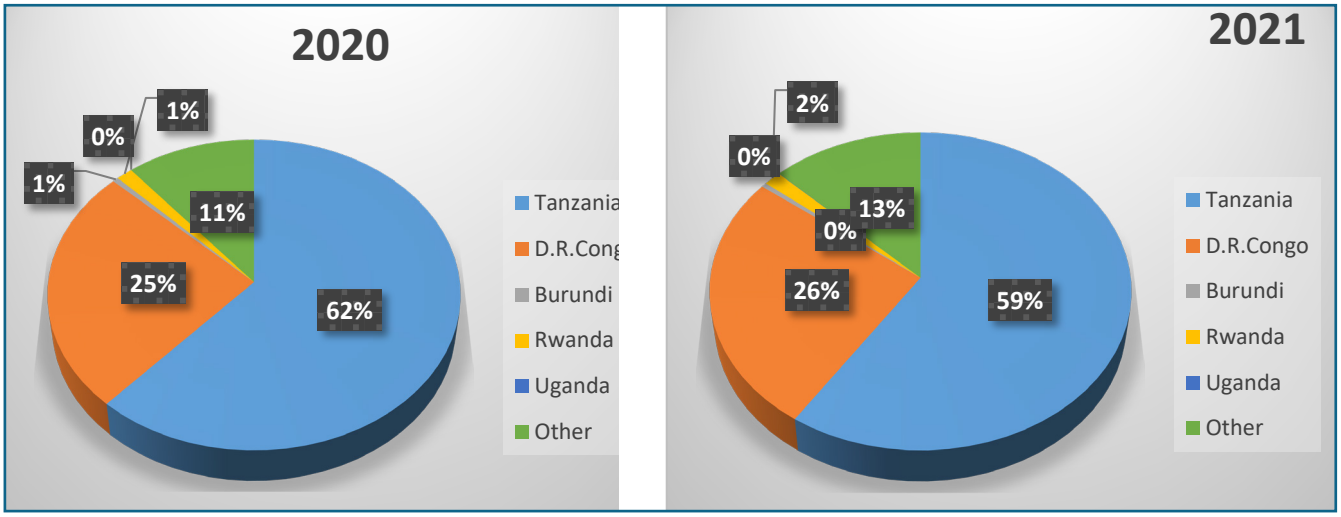
## 2.4 EXPORT CARGO TRAFFIC

The export cargo volume was observed to be 2.63 million tons in 2021. This performance was 6% higher than the level of exports recorded in 2020 (2.48 million tons). The annual volume of exports through Dar Port translated into a monthly average of 0.219 million tons in 2021, indicating an increase from a monthly average of 0.207 million tons in 2020. Monthly import cargo fluctuation was observed to have increased slightly from 11% around the annual average recorded in 2020 to 16% in 2021.

Distribution of export cargo among the Central Corridor member states show a decline in share of Tanzania by 3-percentage points relative to other member states, from 62% in 2020 to 59% in 2021. This situation was accompanied with a marginal gain for DRC's share of Central Corridor export volume from 25% in 2020 to 26% in 2021. A one-point gain was also observed for Rwanda whereby her export share was 2% in 2021, growing from 1% of total volume in 2020. The share of Burundi and Uganda in the Corridor import volume has remained minimal in 2021 at 0.5% and 0.04% respectively.

Finally, it was observed that non-members of Central Corridor that use the Dar Port had registered an increased share of export volume to 13% in 2021 from 11% in 2020. The gain in share of Rwanda to the export volume of Central Corridor members in 2021, reflects projections by IMF (World Economic Outlook) that had projected higher growth in exports for Rwanda (22%) relative to 2020.

**Figure 16: Distribution of Export Cargo Traffic by Country, 2021-2020**




*Source: TPA, 2020-2021*

Comparing the two years (2020-2021), the general Corridor growth in export volume was generally higher (6%) than it was a year ago (4.7% in 2020). In 2020, the growth in export volume of 4.7% was largely accounted by Tanzania, local exporter using the Dar Port while other member states had recorded negative growths due to COVID-19 restrictions to trade and movements. In 2021, there were significant upturns whereby all member states, except for Burundi, in utilization of Dar Port for export cargo. All member states recorded higher volumes of exports in 2021 compared to 2020. The upturn in export volume in 2021 in general is accounted-for by the leveling of COVID-19 shocks of 2019/2020.

Rwanda had recorded the largest relative increase in 2021 (10%) at 38,426 tons from 34,917 tons in 2020. This was an improvement compared to 2020 when it had recorded a decline of 2,983 tons, equivalent to 8%.

For DRC, the second largest exporter through Dar Port, grew their exports in 2021 by 54,557 tons, equivalent to 8.6%. This increase during the year 2021 was a positive move compared to that recorded in 2020 whereby volume of exports had declined by 33,900 tons, equivalent to a decline of 5.1%.

Tanzania exports had increased by 29,179 tons, equivalent to 1.9% of the volume recorded in 2020.

**Table 5: Exports loaded at Dar Port by Country, 2020 - 2021 (Tonnes)**

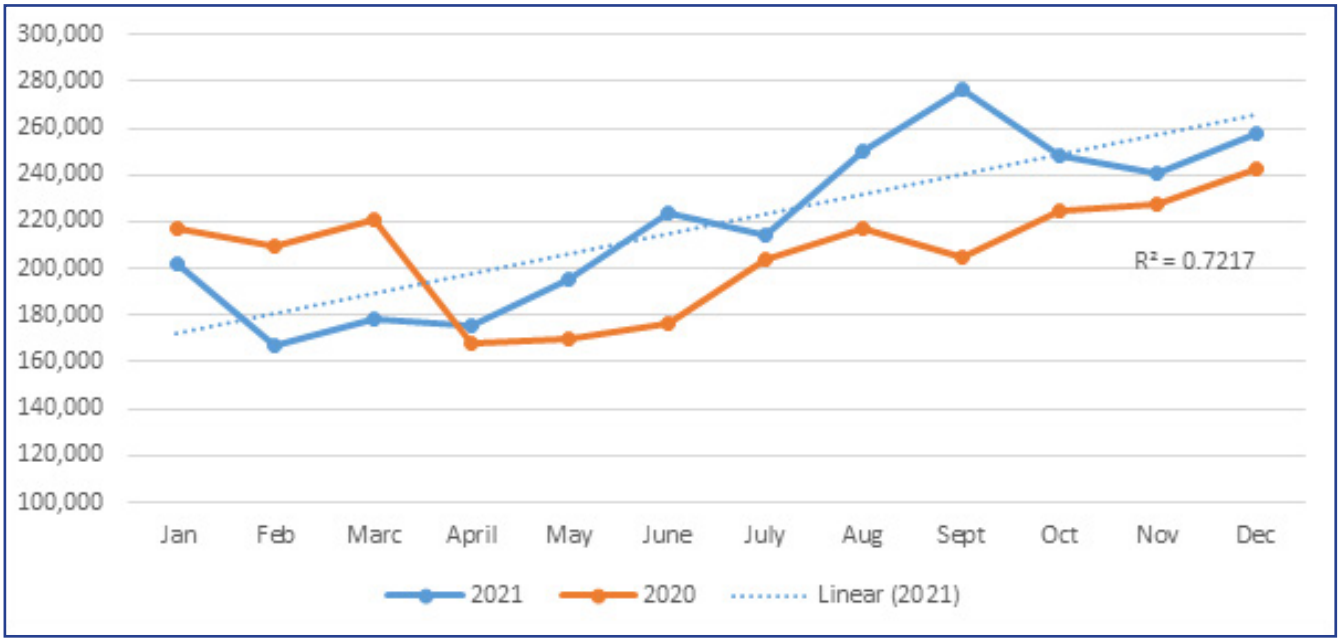
| COUNTRY | CHANGE (%) | | | |
|---|---|---|---|---|
| | 2021 | 2020 | 2021/20 | 2020/19 |
| **Tanzania** | 1,562,164 | 1,532,985 | 1.9% | 14.2% |
| **Dem Public of Congo** | 685,649 | 631,092 | 8.6% | -5.1% |
| **Burundi** | 11,919 | 12,350 | -3.5% | -45.7% |
| **Rwanda** | 38,426 | 34,917 | 10.1% | -7.9% |
| **Uganda** | 602 | 30 | 1906.7% | -63.9% |
| **Other** | 332,645 | 272,018 | 22.3% | -10.9% |
| **Total** | **2,631,405** | **2,483,392** | **6.0%** | **4.7%** |

*Source: TPA, 2019-2021*

The export cargo volumes through Dar Port were also observed to be increasing from month to month in year 2021, at a linear pattern strong enough to predict 72% of the data. This indicates progressive recovery from COVID-19 shocks towards end of year 2021.

The monthly series of export cargo volumes for 2021 in comparison to 2020 are shown below:

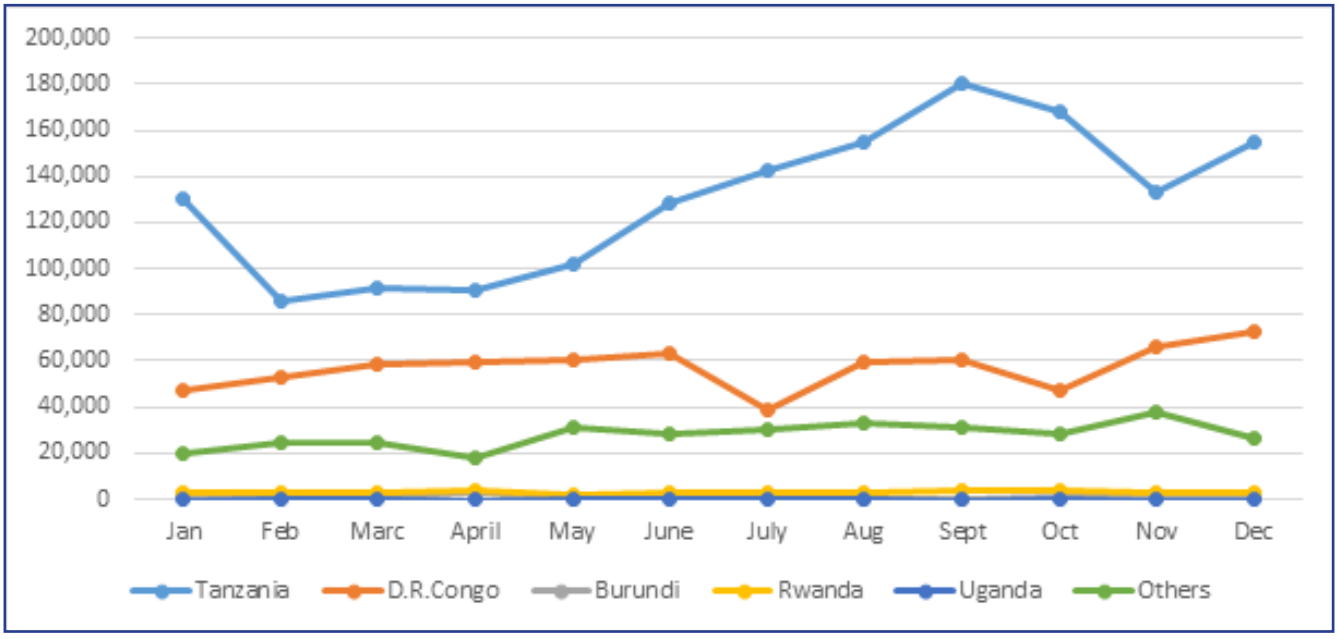
**Figure 17: Monthly Export Cargo trends at Dar Port, 2020-2021 (Tonnes)**




*Source: TPA, 2020-2021*

The trends in export cargo volume through Dar Port for year 2021 among Central Corridor member states is shown below. It shows a pattern of steady recovery in export cargo volume beginning April 2021 for Tanzania. For other member states, the trends fluctuate within the year.

**Figure 18: Monthly Trends in Export Cargo Volume by Country, 2021**




*Source: TPA, 2021*

## 2.5 TRANSPORT CAPACITY BY RAIL

Tanzania Railways Corporation (TRC) was established under the Railway Act No. 10 of 2017 by merging the functions of Tanzania Railways Limited (TRL) and Reli Assets Holding Company Limited (RAHCO). The mandate of TRC is to provide rail transport services and to develop, promote and manage rail infrastructure.

Tanzania Railway Corporation (TRC) Performance review of rail sub-sector is measured into two categories. First category is performance based on key indicators and the second category is based on implementation of key projects.

### 2.5.1 TRC PERFORMANCE REVIEW BASED ON KEY PERFORMANCE INDICATORS (KPIS)

The performance of TRC in FY2020/2021 has been measured using actual status and comparison with TRC's own annual targets (%) on the following performance indicators; -

(i) Speed restriction (No.);

(ii) Number of kilometres relayed (km);

(iii) Number of metric tons of freight transported (Tones);

(iv) Number of passengers transported (number)

**Table 6: Performance of TRC compared to Targets, 2016/17 – 2020/21**

| PERFORMANCE INDICATOR | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 |
|---|---|---|---|---|---|
| Freight cargo in '000 (Percent of Target) | 293 (54%) | 363 (103%) | 399 (58%) | 295 (40%) | 320 (42%) |
| Mainline Passenger ship in '000 Percent of target %) | 613 (102%) | 531 (89%) | 579 (93%) | 432 (65%) | 462 (65%) |
| Actual commuter Passenger ship in '000 (Percent of target %) | 5138 (353%) | 6046 (121%) | 4231 (62%) | 3197 (64%) | 2857 (54%) |
| Track speed restriction (Km/Hr) | 37.0 | 48.0 | 46.5 | 47.0 | 48.0 |
| No. of kilometres relayed | - | - | 264 | 515 | 44 |

*Source: TRC 2016-2021*

The indicators point to the observation that freight cargo performance stood at 42% of the planned target in FY 2020/2021, at 320,000 freight tons transported. This level of performance is by TRC was comparable to 9% of total import cargo to the users of TRC mainline, that is DRC, Rwanda, Burundi and Uganda. In 2020, TRC performance in cargo was comparable to 8% of transit import cargo the member states of Central Corridor. However, it is noted that the freight cargo of TRC includes local and regional trade cargo and hence the transit cargo would be below 9% in 2021.

Poor infrastructures have led to speed restrictions at 48 kilometres per hour in 2021, improving only by a kilometre from that observed in 2020. Speed restrictions are imposed as a safety measure to prevent accidents and the increase in speed conveys improvements in infrastructure. TRC aims to work towards achieving no speed restrictions (compared to the original design speed of the track) by rehabilitating existing meter gauge railway line through Tanzania Intermodal Railway Project (TIRP) which is under implementation through World Bank credit.

Speed restrictions have been reduced as a result of relaying of additional 515 kilometres of rail in 2020 and another 44 kilometres in 2021 under TIRP. Despite these improvements, freight performance has deteriorated to an average of 334,000 tons during the period of 2017-2021, plus or minus 46,000 tons annually.

### 2.5.2 IMPLEMENTATION STATUS OF TANZANIA INTERMODAL AND RAIL DEVELOPMENT PROJECT (TIRP)

The project objective is to deliver a reliable open-access infrastructure on the Dar es Salaam-Isaka rail segment. The Project focuses on the rehabilitation of the Dar es Salaam – Isaka section (970kms) of the central railway line to achieve a minimum permissible axle load capacity from 13.5 to 18.5 tons per axle. The Project is intended to achieve the following:

(i) Re-lay within the project areas between DSM- Munisagara (308 km) and Igalula- Tabora (39 km) with 80 Lbs track material;

(ii) Rehabilitation of weak bridges to increase the capacity to a minimum of 18.5 tons per axle load;

(iii) Train control system for controlling train movement safety;

(iv) Purchase of 3 new locomotives, 44 flatbed wagons, and remanufacturing of two locomotives

(v) Strengthening Capacity measures for project implementation to TRC, LATRA, and MoWTC.

#### Benefits of the Project

##### During the Project

- Job opportunities.
- Enhance the economy of the people surrounding the project.
- Building knowledge and skills.

##### After the Project

- Improvements on freight services.
- Increase of Speed from 30kph to 70kph and reduce transportation costs.
- Cut down time of uploading and offloading from Dar es Salaam port to Isaka Dry port to 24 hours.
- Progressive plan in rail infrastructure rehabilitation to ensure reliable rail transport.
- Building workers capacity to increase efficacy in services.
- To reduce government burden in roads construction

### Status on TIRP - Component A:

The rehabilitation of railway line from DSM-Isaka (970 Km) have been divided into two packages namely **A** and **B** and the status is as follows;

### Package A: Dar es Salaam- Kilosa (283km and 126 bridges)

Rehabilitation Contract of track and bridges for package A was signed on 9th April, 2018 between TRC and contractor China Civil Engineering Construction Corporation (CCECC). The project work is 100% completed.

i. Consultant for supervision work was M/s DOHWA Company.

### Package B: Kilosa- Isaka (687 km and 249 bridges)

i. Rehabilitation Contract of track and bridges for package B was signed on 10th May, 2018 between TRC and contractor China Civil Engineering Construction Corporation (CCECC). The project work is 100% completed.

ii. Consultant for supervision work was M/s DOHWA Company.

### Status on TIRP - Component B:

Procurement of forty-four (44) Freight flat wagons**,** the rolling stock and three (3) high horse power locomotives procured and delivered, tested and commissioned accordingly. This will increase the haulage capacity of freight from Dar-es-Salaam Port to different destinations.

### Status on TIRP - Component C:

Regarding the development of Isaka Terminal, Ilala Good shed and Dar es Salaam Port Platform; basic design was completed in September, 2019, Detailed design and preparation of tender documents for works contract is completed and documents are in place. Due to financial constrains under TIRP, works for Terminals (Dar es Salaam Port, Ilala and Isaka) improvement is proposed to be done under different projects. Dar es Salaam Port Container Terminal through Dar es Salaam Maritime Gateway Development Project (DMGP) a project managed by TPA and Ilala and Isaka Terminal through Second Intermodal and Rail Development Project (TRP-2) a project managd by TRC.

### Status on TIRP - Component D:

On Institutional strengthening, Capacity building, and Implementation support is on-going.

NB: TIRP will be closed on September 30, 2020 with an expectation of starting the second phase of TIRP (TIRP-2) on February 2023 to finalize the leftover activities.

### 2.5.3 IMPLEMENTATION STATUS OF STANDARD GAUGE RAILWAY LINE (SGR)

The Progress for SGR construction Lot 1 from Dar es salaam-Morogoro, 205 kms is at 95%, Lot 2 from Morogoro – Makutupora is at 82%, Lot 3 from Makutupora to Tabora, 294kms Construction has started, Lot 4 from Tabora to Isaka Procurement is at the final stages and Lot 5 from Mwanza to Isaka 249 Kms, the progress is at 4.3%. The Government of Tanzania is in preparation to construct a Tabora to Kigoma Section through Uvinza 411kms and has started procurement process for a Contractor who will undertake design and build of the Works.

## 2.6 MARITIME TRANSIT TRANSPORT ON THE CENTRAL CORRIDOR

This section analyses maritime operations along the Central Corridor, where three major lakes of Victoria and Tanganyika and Kivu plays bigger part in the whole transport and logistic chain in the Central Corridor member countries. Various maritime indicators will be presented at this section.

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

The Central Corridor Rail – waterways intermodal route of Dar es salaam – Mwanza -Port Bell Kampala was re-opened in Mid-June 2018 after being idle for about 10 years. Responsible institutions in Tanzania and Uganda made necessary consultations aiming at re-opening of the Mwanza – Port Bell – Kampala

Route, for handling Uganda's export and import traffic to/from the international markets by rail and water transport, through the Port of Dar es Salaam up to Kampala.

Upon arrival at the port's facility of Mwanza and Port Bell by rail, cargo is being handled by wagon ferries which are operating across the route to provide modal connection between railways and inland waterways transport on Lake Victoria. This arrangement ensures no transhipment process of cargo to destination.

A Tanzania's corporation namely Marine Shipping Company Limited (MSCL) provides maritime transport services across Lake Victoria from Mwanza Port to Uganda Railways Cooperation (URC).

Mv. Kaawa managed by URC was drydocked in January 2020 for routine maintenance and resumed operations in May 2020. Below are monthly cargo volumes handled by MV Kaawa imported to Uganda using the Central Corridor and exported from Uganda (Port Bell) to Mwanza between January and December 2021 compared to May – December 2020.

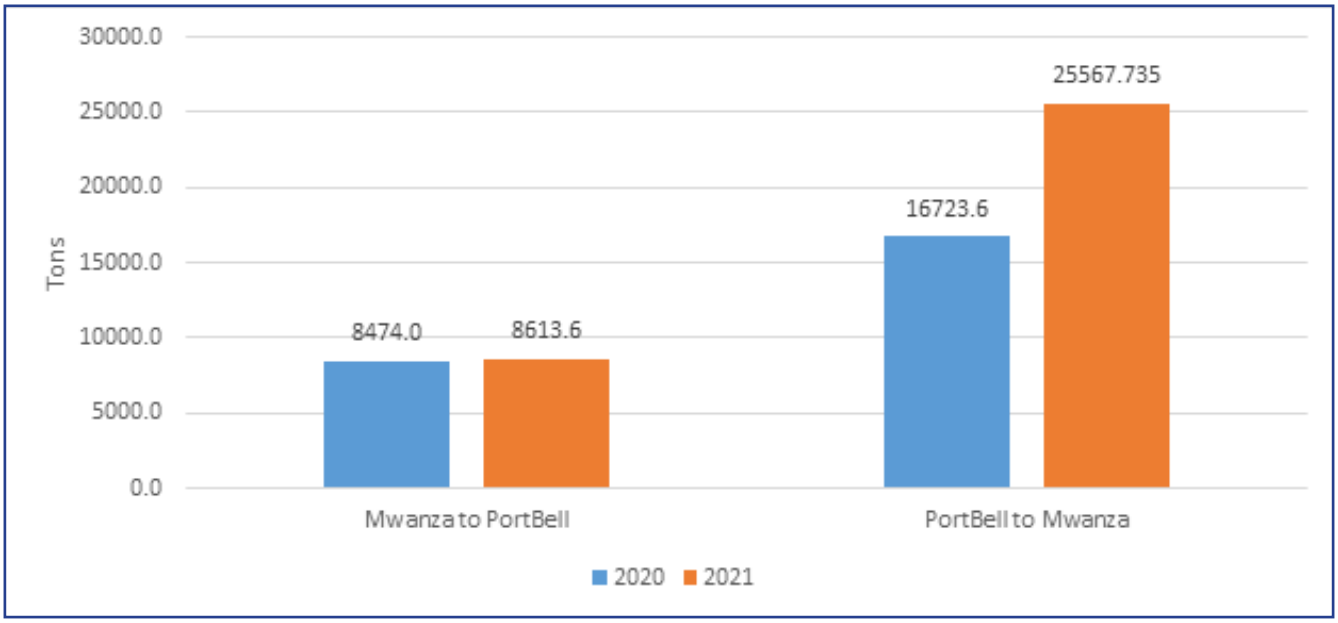
### i. CARGO VOLUME ALONG LAKE VICTORIA

Data from Uganda Railway Corporation shows that during the period of period Jan – Dec 2021, two vessels operated, namely MV Kaawa and MV Pamba. MV Kaawa plied between Port-Bell and Mwanza.

During the year, URC had handled total throughput of 38,800 tonnes, including 25,600 tonnes of exports through Port-Bell to Mwanza via Lake Victoria, equivalent to 52% increase. The export cargo volume from Uganda via Lake Victoria constituted 66% of total cargo of URC, serving intra-regional trade between Uganda and Tanzania.

Out of total cargo throughput using Lake Victoria, 13,208 tonnes (34%) were import cargo to Uganda, of which 8614 tons (65%) were carried by MV Kaawa via Central Corridor from Dar-es-salaam Port, by road or railway to Lake Victoria. Import cargo performance through Lake Victoria had increased by 1.6% from 8,474 tons in 2020 to 8,614 tons in 2021. This was equivalent to monthly average performance of 1,723 tons in 2021 compared to 1,231 tonnes in the months of 2020. It was noted that the vessel operated for six months in 2020 (not operated in February-June 2020) and five months in 2021 (did not perform in the period of February-June and September-October 2021).

**Figure 19: Volume of Cargo handled by MV Kaawa (URC), Jan-Dec 2021**




*Source: URC, 2020/2021*

# 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.

Generally, the Central Corridor Total Transport Cost (road trip cost profile) is contributed by number of costs/charges at various nodes including Vessel Voyage Charges, Port Charges, Road Transport Charges, as well as indirect costs as indicated below.

## 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 as Transport rates, the costs paid to the Freight Forwarders and the Costs paid to the Customs Freight Agents (CFA) at the inland borders.

Annual average freight rates per container for the entire length of each route destination along Central Corridor is shown below for years of 2020-2021. Road transport rates for container imports via Dar Port to various destinations for the year 2021 are showing a decline for Kigali and Bujumbura while for Bukavu, the annual averages have remained the same for the years of 2020-2021.

**Table 7: Annual average transit charges per container by destinations, 2020 - 2021 (USD)**

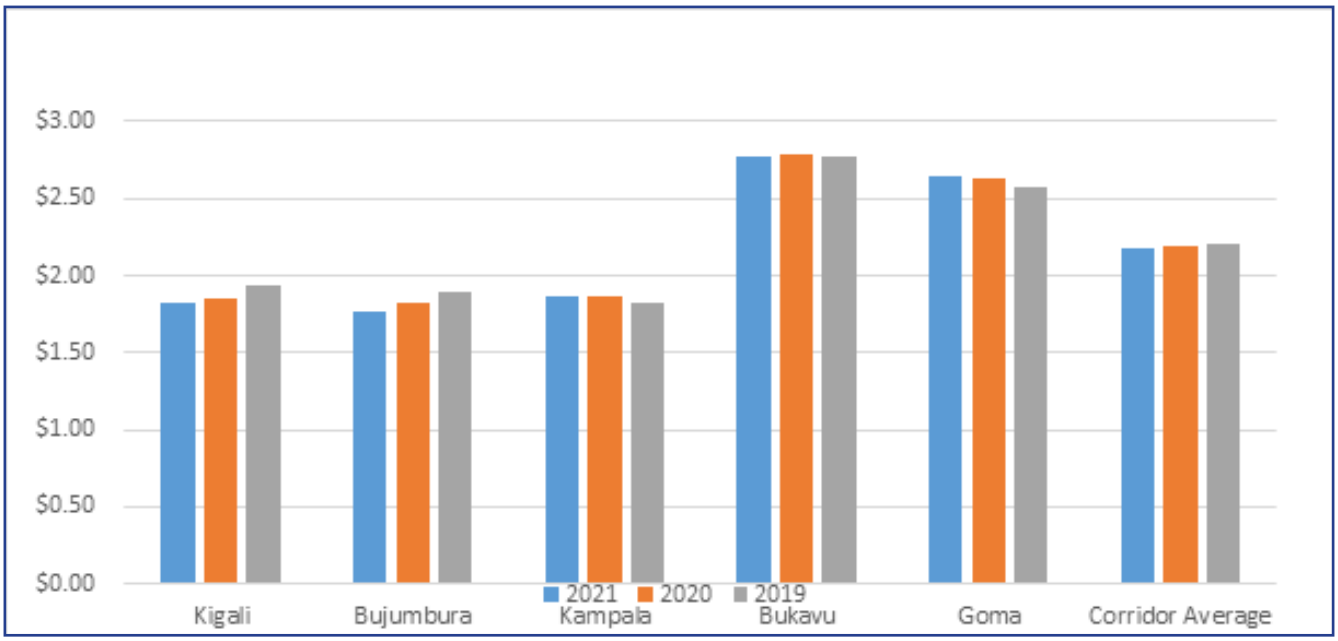
| DESTINATION FROM DAR PORT | 2021 | 2020 | CHANGE (%) |
|---|---|---|---|
| Kigali | 2,733 | 2,775 | -1.5 |
| Bujumbura | 2,900 | 2,983 | -2.8 |
| Kampala | 3,308 | 3,325 | -0.5 |
| Bukavu | 4,900 | 4,917 | -0.3 |
| Goma | 4,333 | 4,308 | 0.6 |

As depicted on the table above, the transport charges trends went slightly down for the period of 2020 – 2021 for all destinations, except Goma. Various reasons were provided by stakeholders including the volume reduction to the transporters of Tanzania, as some of transporters in destination countries have continued to increase registration of trucks into the logistics system of Central Corridor, currently to 12.8% from 3.4% recorded in 2014. Also, it was reported that assurance of return cargo to some transporters was a contributing factor. This is supported by analysis of observatory data, as such, road distance and corresponding freight rates in 2021 were linearly related by only 31%; indicating that other factors are also important determinants of freight charges.

### 3.2.1 ROAD TRANSPORT FREIGHT RATES

Figure below shows Transport cost rates for transiting a container through a kilometre as a standardized indicator to assess Corridor rates in general. It is observed that towards Kampala and Goma have increased in 2021 compared to previous two years (2019-2020). Cost rates to Bujumbura have remained at the lowest of all during the period of observation, followed by Kampala. That is to say, cost rates of moving a container through a kilometre towards Bujumbura are not only the lowest but also declining at a higher margin compared to other corridor destinations. A comparison on the average road transport rates with the previous years in also provided in the below graph.

**Figure 20: Annual Average Freight Rates per Kilometre, 2019 - 2021 (USD)**




*Source: CFAs, 2019-2021*

The cost rates for moving a container towards one kilometre across from Dar-es-Salaam Port to a route destination during the period was 2.20 USD in 2019, declining to 2.19 USD in 2020 and 2.18 USD in 2021. The corridor transit cost decline during the period of 2019-2021 was equivalent of 0.5% annually, although that of 2021 was higher than three-year average decline at 0.7%. It is encouraging to observe a marginal decline in prices of 0.5% in 2019-2021, given the situation of COVID-19 that disrupted transit trade and transport and added costs of compliance.

The cost rate for the in 2019 has been in the wider range of 1.83-2.2 USD while the gap diminished through decline in maximum rates to 1.83-2.2 USD in 2020 and furthermore to the range of 1.83-2.18 USD in 2021. This observation of narrowing gap between minimum and maximum charges (range) of pricing of freight charges is indicative of declining levels of cost fluctuations and hence increasing level of predictability of cost competitiveness.

The largest decline among the currently five routes was observed for the route of Dar-es-Salaam to Bujumbura; whereby it declined by 3.3% annually between 2019-2020 followed by Dar-Kigali (2.9%). Country by country dynamism in transit rates per container per kilometre for each route is shown below for years of 2019-2021:

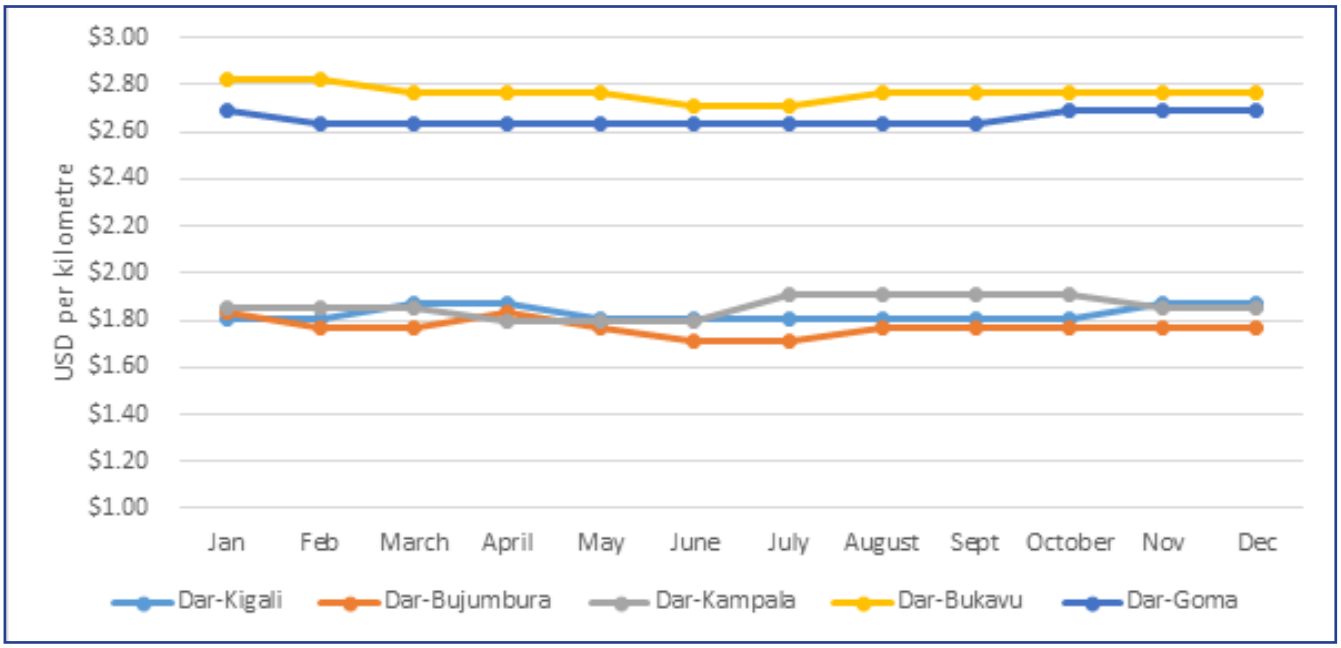
**Table 8: Annual Average Road Freight Rates per Kilometre (USD/Km), 2019-2021 (CCTO Report)**

| ROUTE | YEAR | | | CHANGE (%) | | |
|---|---|---|---|---|---|---|
| (DAR PORT TO ... ) | 2021 | 2020 | 2019 | 2021/20 | 2020/19 | 2019-21 |
| Kigali | 1.83 | 1.86 | 1.94 | -1.5 | -3.4 | -2.9 |
| Bujumbura | 1.77 | 1.82 | 1.89 | -2.8 | -3.2 | -3.3 |
| Kampala | 1.86 | 1.87 | 1.83 | -0.5 | 1.5 | 0.9 |
| Bukavu | 2.77 | 2.78 | 2.77 | -0.3 | 0.0 | 0.0 |
| Goma | 2.65 | 2.64 | 2.57 | 0.6 | 2.4 | 1.6 |
| | | | | | | |
| Corridor average | 2.18 | 2.19 | 2.20 | -0.7 | -0.4 | -0.5 |
| Minimum | 1.77 | 1.82 | 1.83 | -2.7 | 0.5 | -1.6 |
| Maximum | 2.77 | 2.78 | 2.77 | -0.34 | 0.34 | 0.0 |

*Source: CCTO, 2021*

Road transport monthly average freight rates for moving a container through a kilometre had fluctuated only marginally. The standard deviation of cost rates was 1.1% around the annual average in 2021, compared to 3.0% in 2020. The cost rates for the routes ending in Kigali, Bujumbura and Kampala were observed to charge around $1.6-$1.9 while those of routes to Goma and Bukavu were observed to be higher than their counterparts, above $2.5 per kilometre. This explains that there are route conditions, other than distance, that cause higher rates for the routes of Dar-Goma and Dar-Bukavu.

**Figure 21: Monthly Average Road Freight Rates, Container per Kilometre, in 2021 USD**




*Source: C&F Agents/Transporters 2021*

# 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, that are usually obtained from industry best practices.

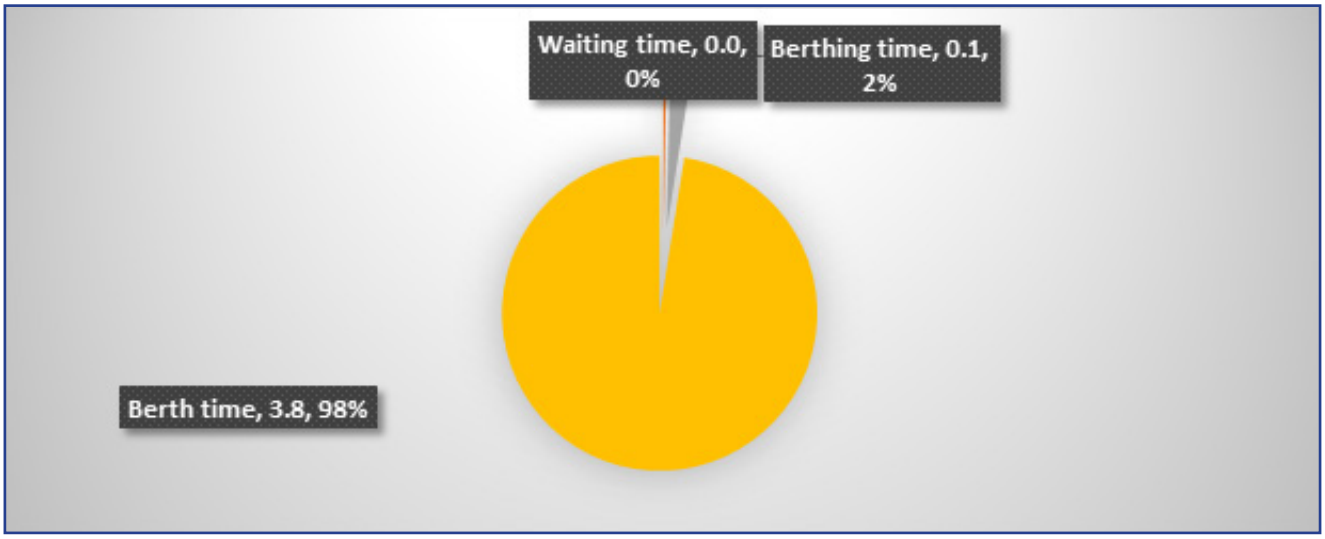
Efficient logistics chain entails reducing the wastage of inputs. Thus, it is imperative to make investments to develop and improve trading capacities such as ports and roads, customs administration and adoption of e-services. Efficiency gains in the transportation sector is also observed by CCTO because it is a key driver of competitiveness and growth. On this area, CCTO has five indicators.

## 4.1 SHIP TURNAROUND TIME

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

Ship turnaround time has three components namely; waiting time, berthing/un-berthing time and berth time (Service time). During the year 2021, most of the ship turnaround time was berth time (3.8 days) or equivalent to 98% of total turnaround time. Berthing time represented 2 hours, equivalent of 2% of total turnaround time.

**Figure 22: Components of Ship Turnaround time at Dar Port, Jan-Dec 2021 (Hours, %)**



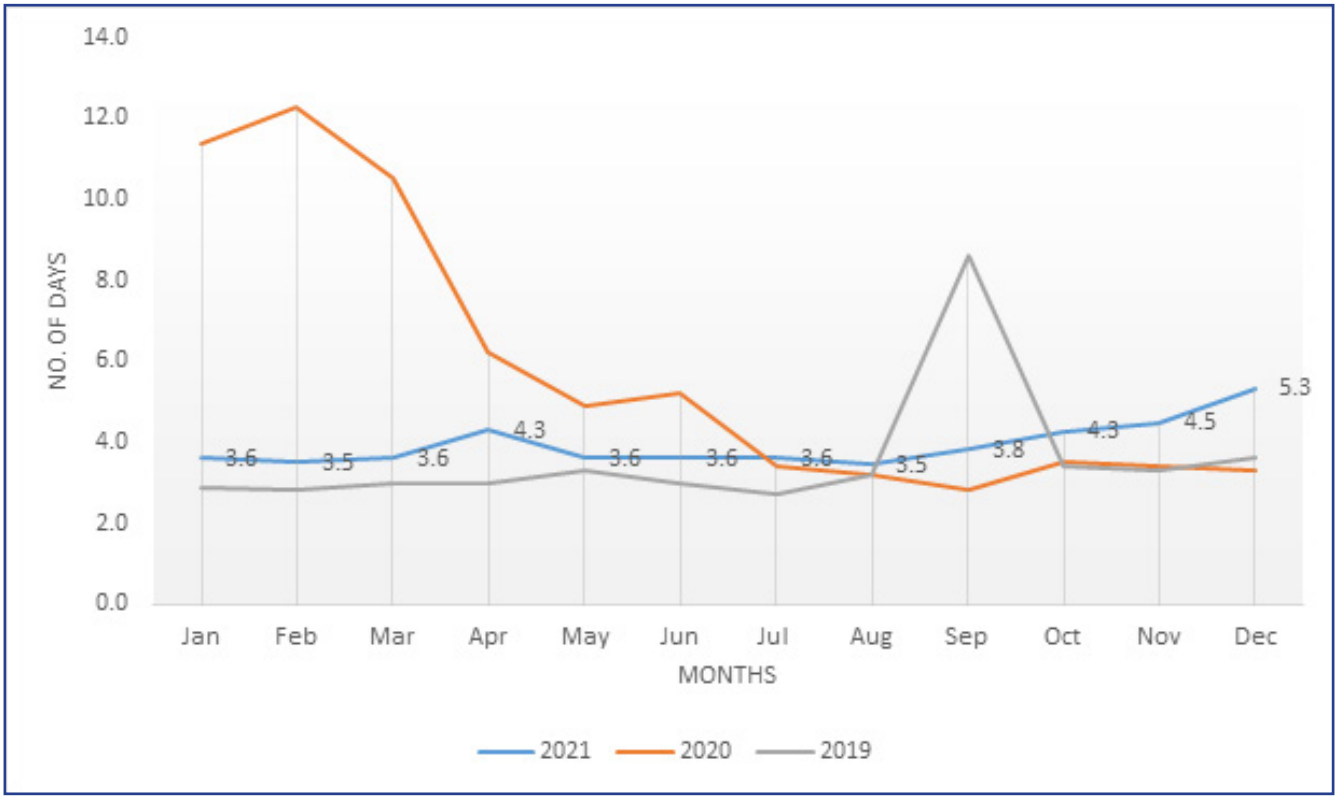

*Source: TPA, 2021*

The average ship turnaround time for the year 2021 was 3.8 days. This was an improvement from 5.8 days observed in 2020, equivalent to improvement of 33% or a cut of 2 days. Most of the improvements during the two years (2020-2021) were on waiting time component of ship turnaround time, that had decreased by 2.6 days, same number of waiting days that had scaled-back in 2020 due to outbreak of COVID-19 pandemic. Most of the COVID-19 shocks have been dealt with in 2021 including staff adjustments and precautions at the port to curb the spread of the virus.

In 2021, ship-turnaround time was 3.9 days, comparable to the level observed prior to COVID-19 shocks (3.6 days in 2019). Despite these gains overall, the component of berth-time has shown continuous deterioration during the period of 2019-2021, from 3.0 days observed in 2019 to 3.2 days in 2020 and 3.8 days in 2021.

Monthly trends in ship-turnaround times for the year 2021 in comparison with previous two years are shown in the graph below. They indicate smoother monthly patterns in 2021 compared to 2020, implying that the observed monthly patterns in 2021 were on their usual levels. However, the graph also shows that the monthly levels of ship turnaround times towards end of 2021 (October-December) were rising slowly. This can be attributed to the ongoing construction activities at the port, particularly the implementation of the Dar es Salaam Maritime Gateway Project (DMGP) that involved works at berth 0 – 7 and dredging works. As a result, the project created space limitation at the Port. The project is now complete and new equipment have been purchased. The situation is expected to improve in 2022.

**Figure 23: Monthly Trends in Ship Turnaround Time (days) for 2019-2021**




*Source: TPA 2019-2021*

In conclusion, it is apparent that there have been gains in 2021 compared to 2020, but the vessels turn-around times have not reached the levels recorded in 2019. Furthermore, it was observed that berth-time contributed the largest component of turnaround time (98%). When berth time is reduced, it can substantially reduce ship turnaround time and reduce shipping costs. The berth time depends on the quantity of cargo a vessel has to load or discharge, the type and characteristics of a vessel, the type of port equipment and other resources used at berth/port.

## 4.2 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 a yard.

The indicators of dwell time are provided separately for Tanzania Ports Authority (TPA) and Tanzania International Container Terminal Services (TICTS). The comparative year of 2020 was marred by the impact caused by the COVID-19 pandemic which has attributed to delays on the clearance of cargo at the Port of Dar es Salaam from March 2020. From March 2020, many stakeholders started operating on shifts' basis so as to observe social distancing requirements and adhere with other internationally standard guidelines, and as such, total working hours were cut-back.

### 4.2.1 TPA DWELL TIME

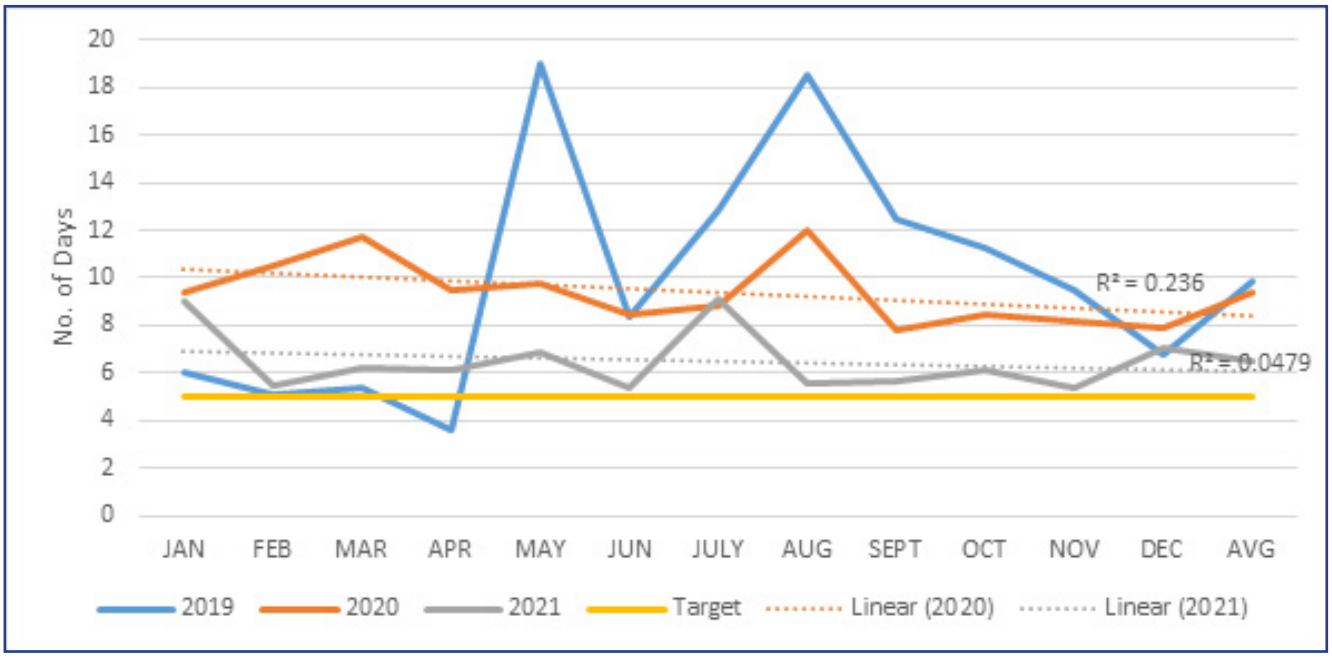
TPA Container Dwell time Indicators are generated from data collected from Tanzania Port Authority -TPA electronic system. The analysis is provided separately for local containers and transit containers.

### TPA LOCAL IMPORT CONTAINER DWELL TIME

The dwell time for local import containers in TPA decreased to an average of 6.5 days in January-December 2021 compared to 9.4 days of the same period in 2020; indicating an improvement of 31 percent. This reduction of 2.9 days in dwell time indicates improvements following stabilization of COVID-19 shock at TPA. However, the current level of efficiency in dwell time is still out of target by an average of 1.5 days or 30%.

Month to month comparison of dwell time in January-December 2021 in comparison to 2020 and 2019 show cyclical fluctuations which are far from linear. The estimate linear trend strength was only 23% and 5% in in 2020 and 2021 respectively, indicating irregularity in dwell time controls. In general, local container dwell time at TPA were observed to have lowered in all months of 2021 and closer to target by 1.5 days compared to 2019 and 2020 whereby the system was out of target for 4.9 and 4.4 days respectively.

**Figure 24: Monthly Average Dwell Time for Local Container at TPA (days)**

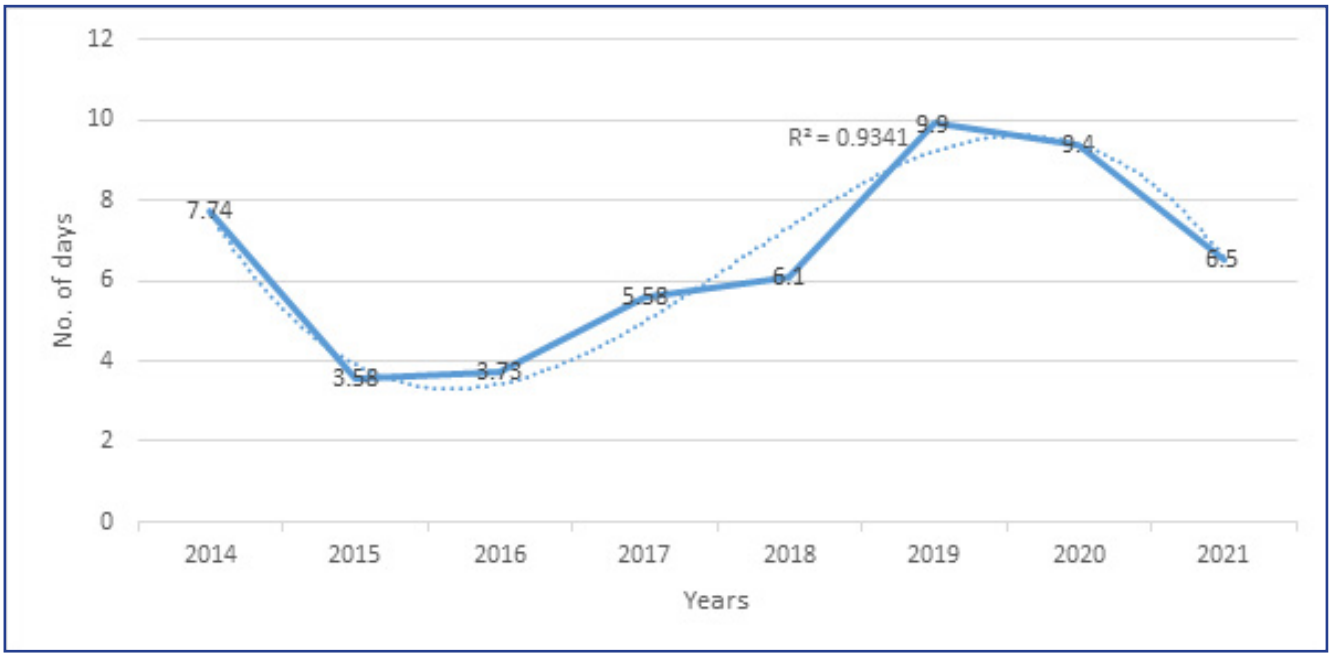



*Source: TPA, 2014-2021*

Additionally, annual average dwell time for local containers at TPA for the period of eight years (2014-2021) are displayed in the graph below. The graph indicates that there is a pattern of dwell time that changed three times in eight years or equivalent of every three years; going in the opposite direction from preceding three years. A strong polynomial of order three could estimate the path of dwell time strongly at 93%.

As such, 2014-2016 were observed to have decreasing trend in dwell time for local containers; followed by increasing trend in the period of 2017-2019 and downward trend in the latter years. This means the efforts to cut back on dwell time for local containers at TPA should be monitored closely to understand reasons for such alternative patterns. The best case was observed in 2015 while the worst case was observed in 2019.

**Figure 25: TPA Annual average local container dwell time 2014-2021**



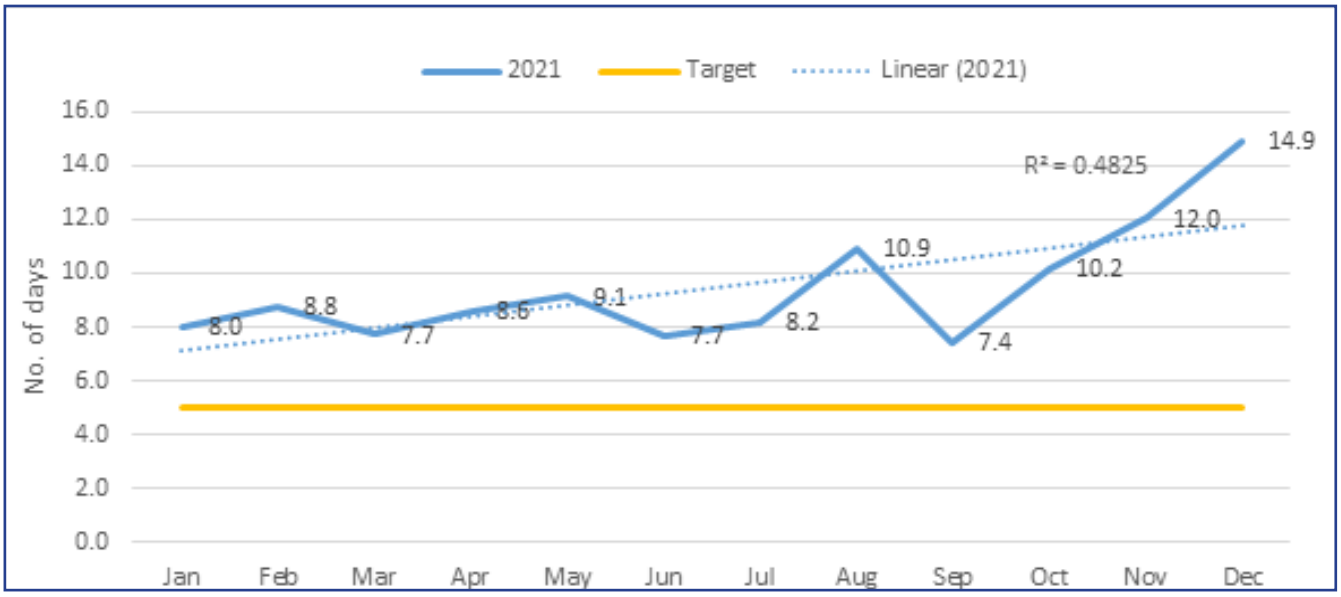

*Source: TPA data 2014-2021*

## TPA TRANSIT IMPORT CONTAINER DWELL TIME

The dwell time for transit import containers in TPA decreased to an annual average of 9.5 days in January-December 2021 compared to 10.2 days of the same period in 2020; indicating an improvement of 9 percent. This marginal reduction of 0.7 days in dwell time indicates continuous improvements following stabilization of COVID-19 shock at TPA. However, the current level of efficiency in dwell time is still out of target by an average of 4.5 days or 89%.

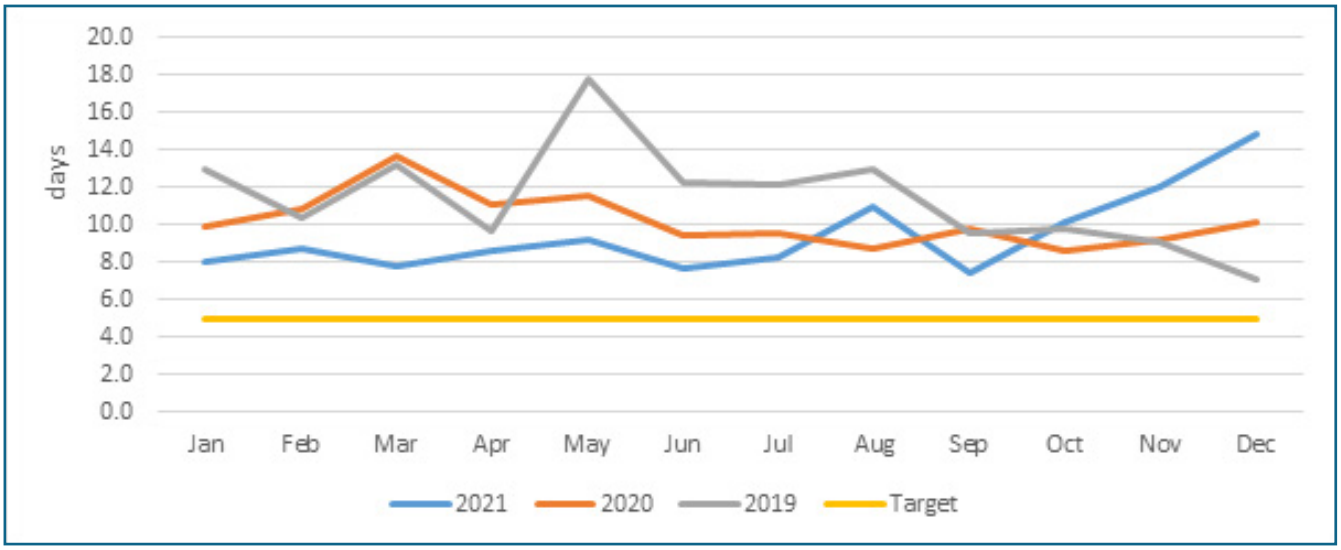
Month to month comparison of dwell time for transit containers between January and December 2021 shows a fairly linear path (determined at 48%) that declined in efficiency towards the end of the year; that is October to December 2021. This is indicative of a process that was continually moving away from target during the last quarter. This rise was attributed to, among other reasons, the customer clearing delays to take advantage of allowable grace period of 15 – 30 days. Other reason is the ongoing construction activities at the port.

**Figure 26: Monthly Average Dwell Times of Transit Containers at TPA, 2021**




In general, the graph below shows that the line for 2021 is below those of 2019 and 2020; meaning that transit container dwell time at TPA have lowered, implying improved efficiency in 2021 compared to 2019 and 2020. The gap towards the target had also narrowed in 2021. However, TPA needs to reduce dwell time by another 4.5 days to reach the target of 5 days set out by the Government of Tanzania.

**Figure 27: Monthly Average Dwell Times of Transit Containers at TPA, Jan - Dec 2019 - 2021**




*Source: TPA, 2019 – 2021*

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

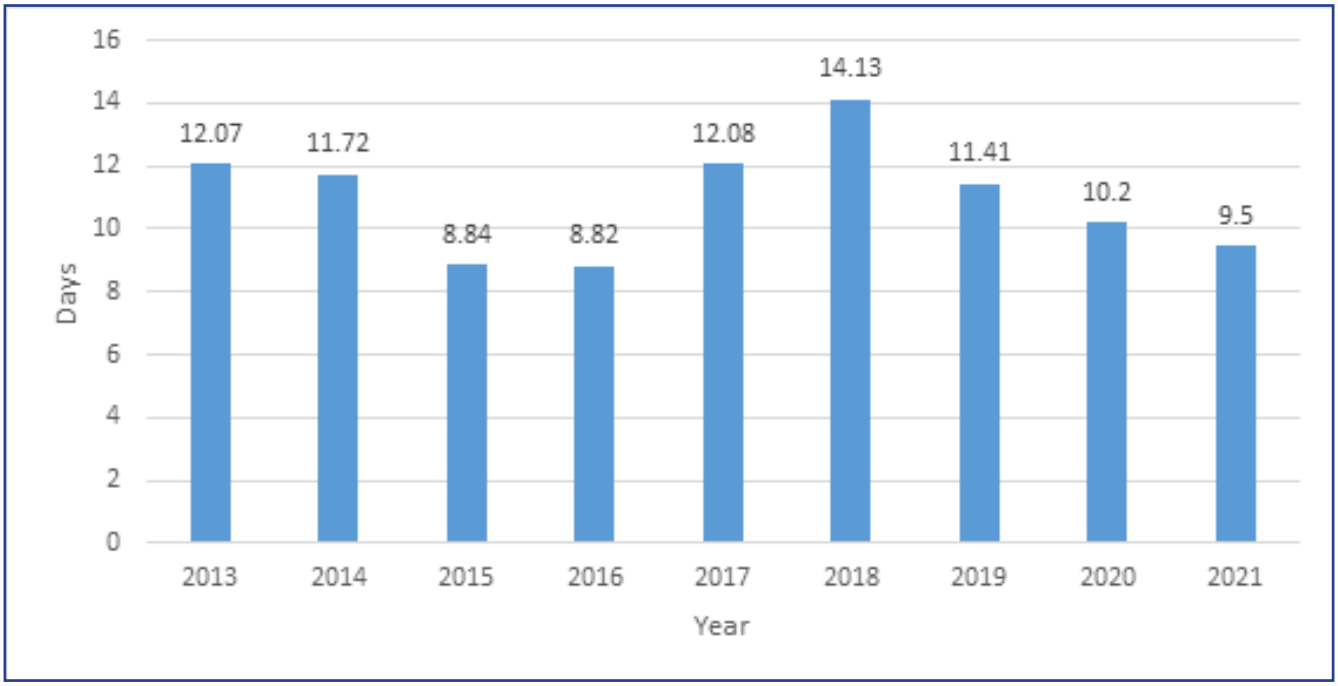
Monthly fluctuations in transit container dwell times were observed to be small and without a defined pattern. The monthly averages fluctuated by 25% around annual average dwell time for each of the years of 2014-2021. It was also observed that there was no clear pattern of dwell time that associates certain months of the years 2014-2021; implying that the fluctuations are regular inefficiencies that will lower dwell time regardless of period or time of operations.

**Table 9: TPA Monthly Average dwell time for transit container, 2014-2021 (Days)**

| YEAR | JAN | FEB | MAR | APR | MAY | JUN | JULY | AUG | SEPT | OCT | NOV | DEC | ANNUAL AVERAGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 14.8 | 14.2 | 17.3 | 11.0 | 15.0 | 9.5 | 7.8 | 12.6 | 10.1 | 11.3 | 9.5 | 7.6 | **11.72** |
| 2015 | 9.4 | 11.4 | 7.2 | 6.0 | 7.0 | 9.7 | 8.7 | 10.2 | 7.2 | 10.7 | 10.1 | 8.5 | **8.84** |
| 2016 | 12.8 | 10.6 | 4.1 | 3.8 | 8.9 | 7.6 | 9.2 | 10.3 | 10.6 | 8.4 | 11.0 | 8.5 | **8.82** |
| 2017 | 9.6 | 10.7 | 11.5 | 9.7 | 9.4 | 11.5 | 9.1 | 11.3 | 15.1 | 15.5 | 17.4 | 14.1 | **12.08** |
| 2018 | 15.8 | 16.9 | 13.6 | 13.6 | 13.8 | 10.4 | 14.4 | 15.3 | 13.3 | 14.6 | 15.0 | 12.9 | **14.13** |
| 2019 | 13 | 10.4 | 13.2 | 9.7 | 17.8 | 12.2 | 12.1 | 13 | 9.5 | 9.8 | 9.1 | 7.1 | **11.41** |
| 2020 | 9.9 | 10.8 | 13.7 | 11.1 | 11.6 | 9.4 | 9.5 | 8.7 | 9.8 | 8.6 | 9.2 | 10.1 | **10.2** |
| 2021 | 8.0 | 8.8 | 7.7 | 8.6 | 9.1 | 7.7 | 8.2 | 10.9 | 7.4 | 10.2 | 12.0 | 14.9 | 9.5 |

*Source: TPA, 2014 – 2021*

**Figure 28: Transit Container Annual Average Dwell time at TPA, January-December 2021**

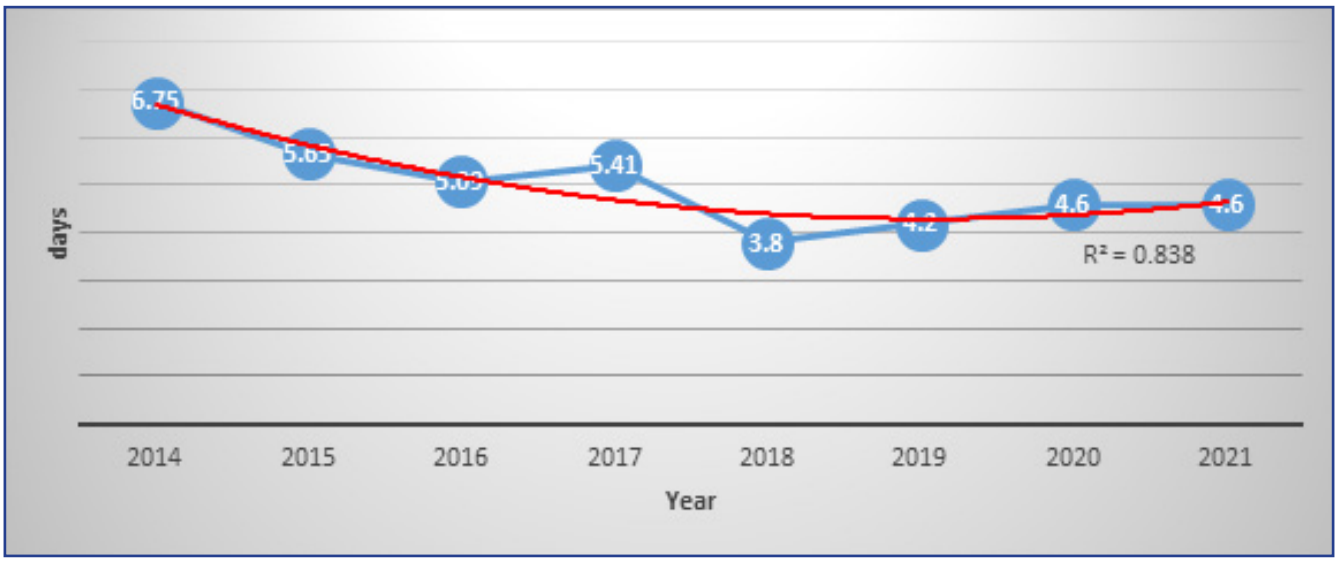



*Source: TPA, 2013-2021*

## 4.2.2 TICTS LOCAL CONTAINERS DWELL TIME

TICTS local Container dwell time for the period of January-December 2021 was observed to be 4.6 days; the same level as it was in 2020. This level of efficiency in container clearance at TICTS is well within the set target of 5 days. The level of efficiency in clearance of local containers within target has been achieved by TICTS since 2018. However, for the recent two years (2020-2021); a rising trend has been observed. The rising trend in the period of 2020-2021 was attributed to the transfer of ICD' bound containers due to congestions at ICD's following increase of boxes transferred.

**Figure 29: Annual Average Dwell Times of Local Containers at TICTS, 2014 - 2021**




*Source: TICTS 2014-2021*

The fluctuations in monthly average dwell times for local containers were small, varying at 22% around their annual averages for each year of the period 2014-2021. However, it was also observed that the dwell time for recent months of November and December 2021 were on the rise, indicating that closer observation is required.

**Figure 30: Local Container Monthly Average Dwell time at TICTS, January-December 2021**

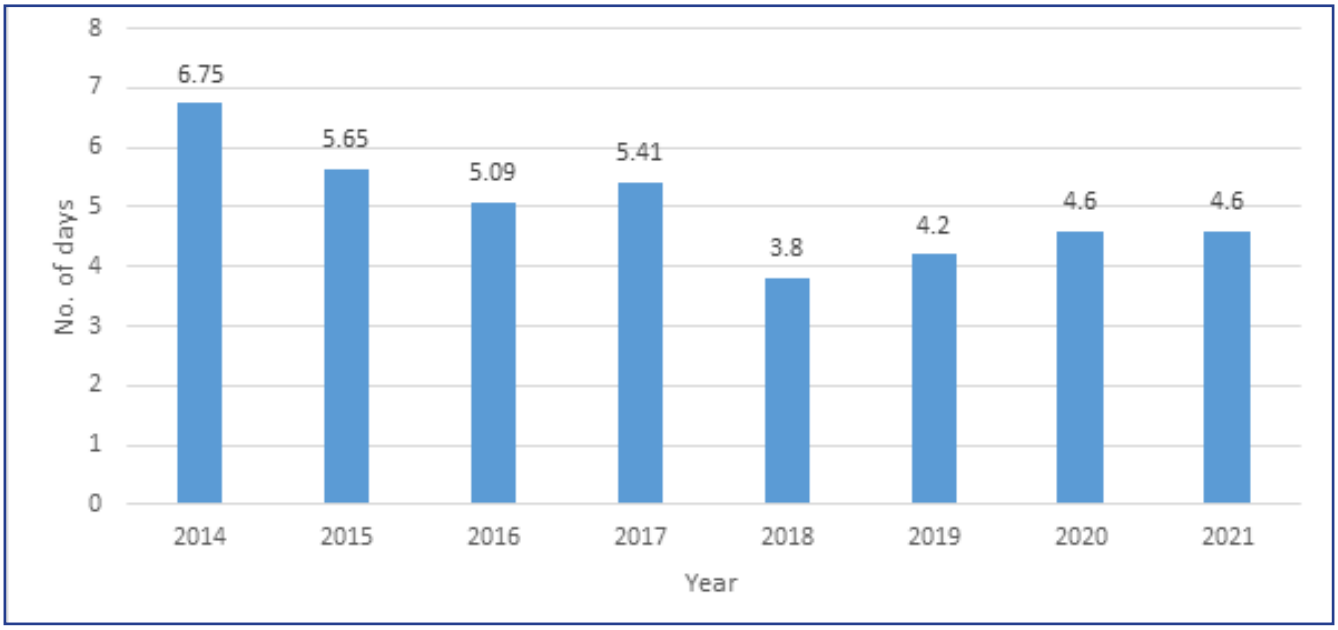

*Source: TICTS 2020-2021*

**Table 10: Monthly Average Local Container Dwell Time at TICTS (days), 2014-2021**

| YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | ANNUAL AVERAGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2014 | 7 | 6 | 6 | 6 | 6 | 6 | 5 | 7 | 6 | 6 | 9 | 11 | **6.75** |
| 2015 | 8 | 6 | 6 | 6 | 7 | 6 | 4.7 | 4.5 | 4.6 | 5.5 | 4.2 | 5.3 | **5.65** |
| 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 | **5.09** |
| 2017 | 5.1 | 5 | 5 | 13 | 6 | 5 | 5 | 5 | 4 | 4 | 4 | 3.8 | **5.41** |
| 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** |

*Source: TICTS 2014-2021*

**Figure 31: TICTS Local Container Annual Average Dwell time, 2014-2021**

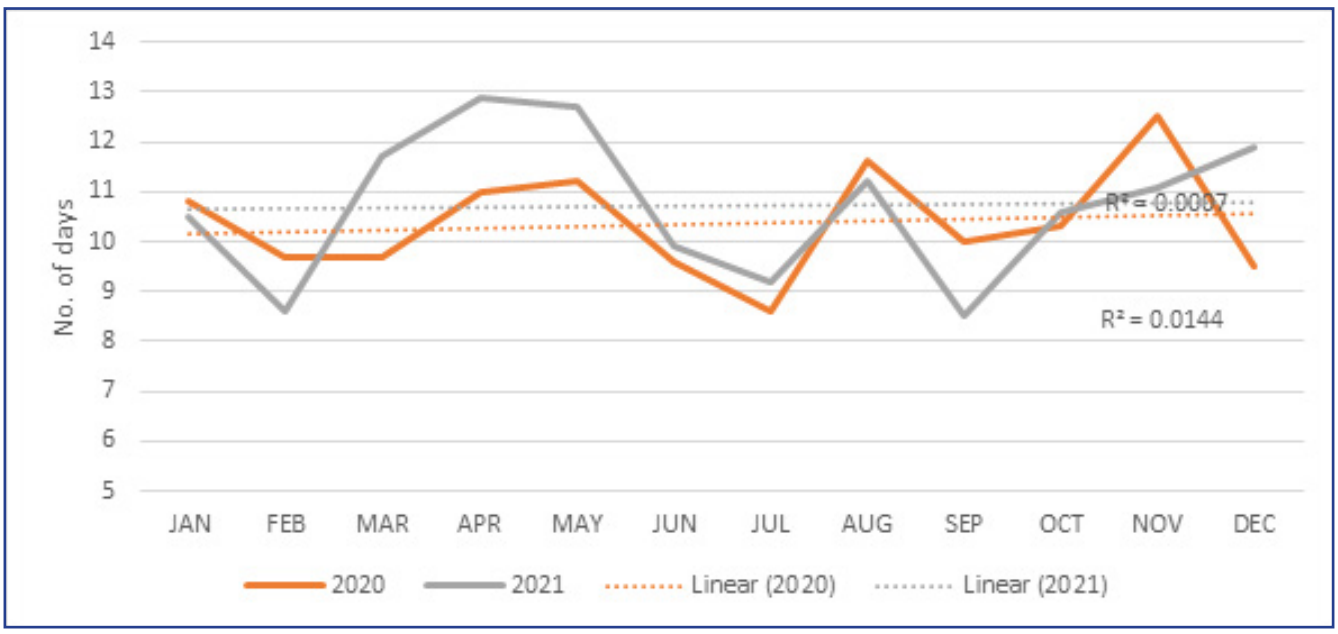



*Source: TICTS, 2014-2021*

### 4.2.3 TICTS TRANSIT CONTAINERS DWELL TIME

The average dwell time for transit import containers at TICTS for the period of January to December 2021 was 10.7 days. The current level of performance of dwell time in TICTS has scaled back by 0.4 day (8 hours) compared to similar period in 2020. Furthermore, the average dwell time for transit containers in TICTS were still out of target in 2021 and 2020 by more than 100% compared to the Government of Tanzania target of five days. The graph below illustrates trends in monthly average dwell time for transit containers at TICTS, for the period of January-December 2021 and comparative year of 2020.

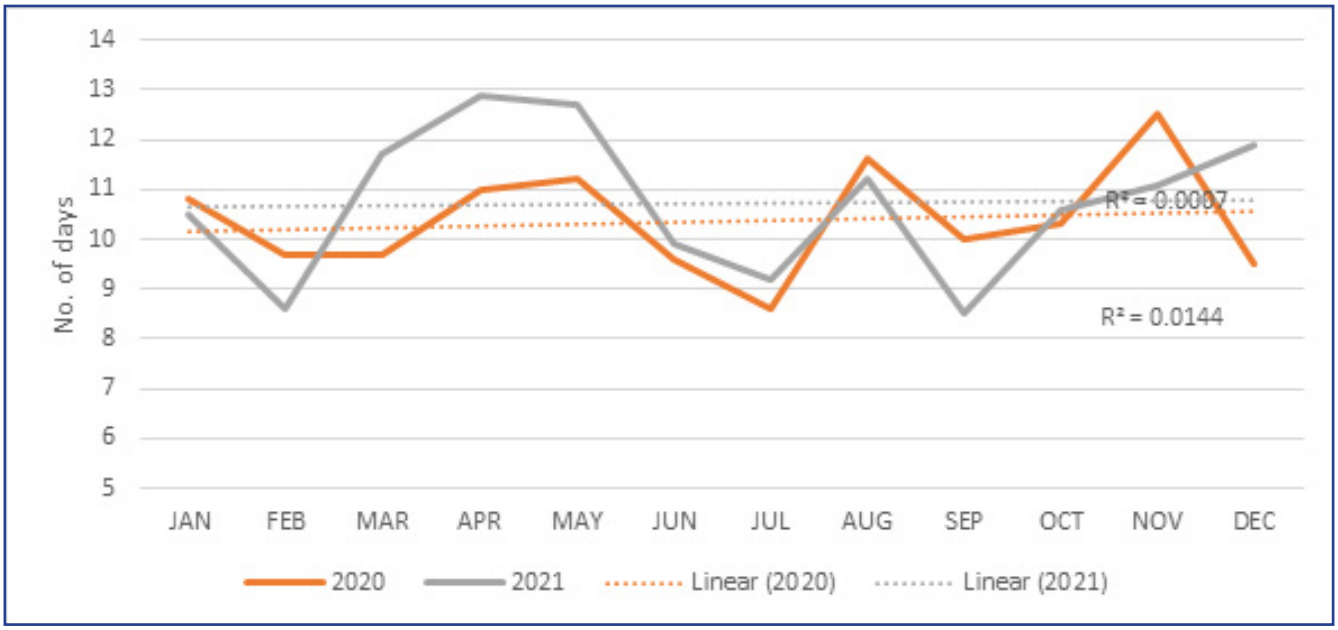
**Figure 32: Monthly Average TICTS Transit Container Dwell time in days, 2021**




*Source: TICTS 2020-2021*

From the graph it is clear that monthly average dwell times at TICTS for transit containers had irregular and unpredictable patterns that it is not possible to isolate months of underperformance. Analysis could not find association between monthly volume of cargo (as measure of workload) with monthly dwell time as the correlation coefficient was 3.7% and a linear estimate was weak. The pattern was the same for 2020 and 2021. As such, dynamics in dwell times can be compared across years than between months of a single year or even of different years. Despite slight increase in 2021, the direction is promising for future years to attain the target of five days. Graph below shows direction of dwell time for transit containers at TICTS between 2014-2021:

**Figure 33: TICTS Annual Average Dwell Time for Transit Containers, 2014-2021 (days)**




*Source: TICTS 2014-2021*

## 4.3 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.

### 4.3.1 TANZANIA CUSTOMS RELEASE TIME (HOURS)/DOCUMENT PROCESSING CENTRE (DPC)

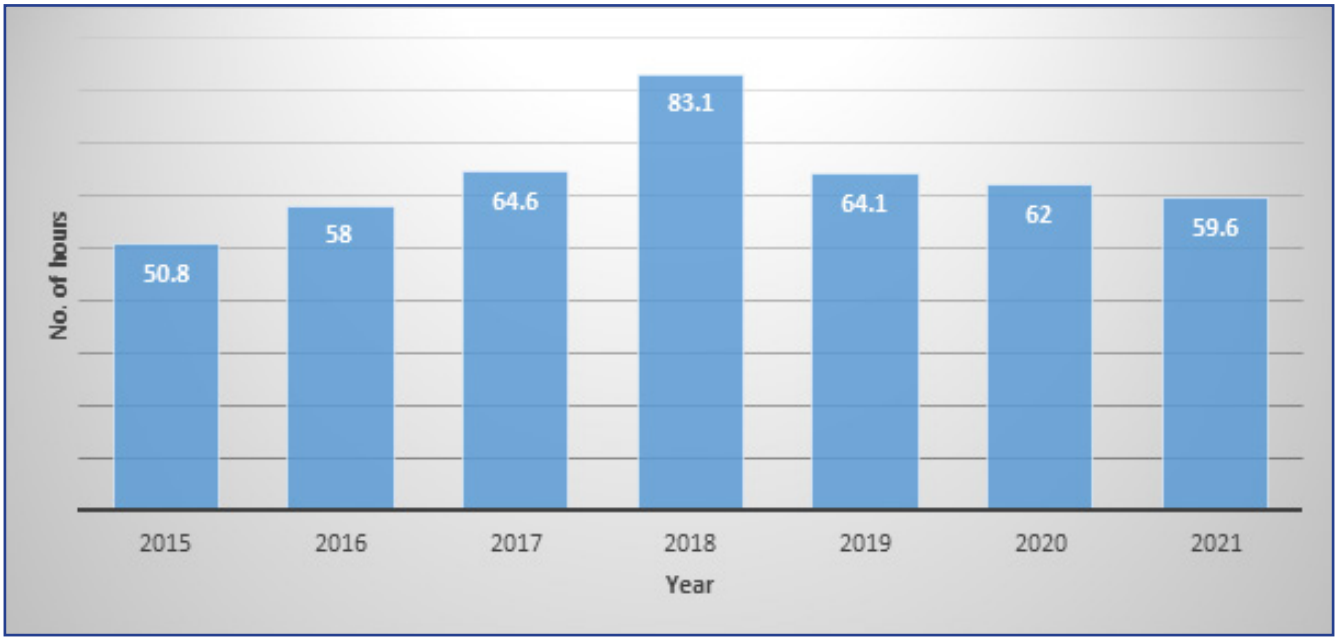
As depicted on the table and graph below, it shows that the average time in hours for the year 2021 was 60 hours compared to 62.0 hours in 2020, equivalent to improvement of 4%. Although there was a 4% improvement in 2021, the gain was much fluctuating without an expected continual decline between 2015 and 2021. The gains observed in 2021 are similar to those observed in 2020 (3.3%) indicating that in 2020-2021; not much change has been recorded in operational improvements at Document Processing Centre (DPC). Transporters are still concerned with high DPC time and have been emphasizing on timely release of cargo.

**Table 11: Monthly Average Customs Release Time in Tanzania, 2015-2021 (Hours)**

| YEAR/ MONTH | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | ANNUAL AVERAGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **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** |

*Source: TRA, Jan – Dec 2015-2021*

**Figure 34: Annual Average Customs Release Time in Tanzania, 2015-2021 (Hours)**




## 4.4 TRUCK TURNAROUND TIME

Truck turnaround time refers to the number of hours that a truck uses at Tanzania International Container Terminal Services (TICTS) 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 efficiency of container handling and loading services at TICTS. Operationally, it is collected as time for Truck Gate Out date and Truck Gate In date.

The graph below shows that truck turnaround time between January – December 2021 was 1.82 hours or 1 hour and 50 minutes. This level in January –December 2021 has remained as it was in similar period in 2020. Also, month to month fluctuations in in truck turnaround time had range of 21 minutes with minimum of 1.65 hours in July 2021 and maximum of 2 hours in October 2021. The small range of monthly performances and relative variation of 5% about the annual average in 2021 give highlights that operational challenges of loading and release of trucks at TICTS are systemic than periodic.

**Table 12: Monthly Average Truck Turnaround Time at TICTS, 2017-2021 (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 | 2.0 | 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 | 2.0 | 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% |

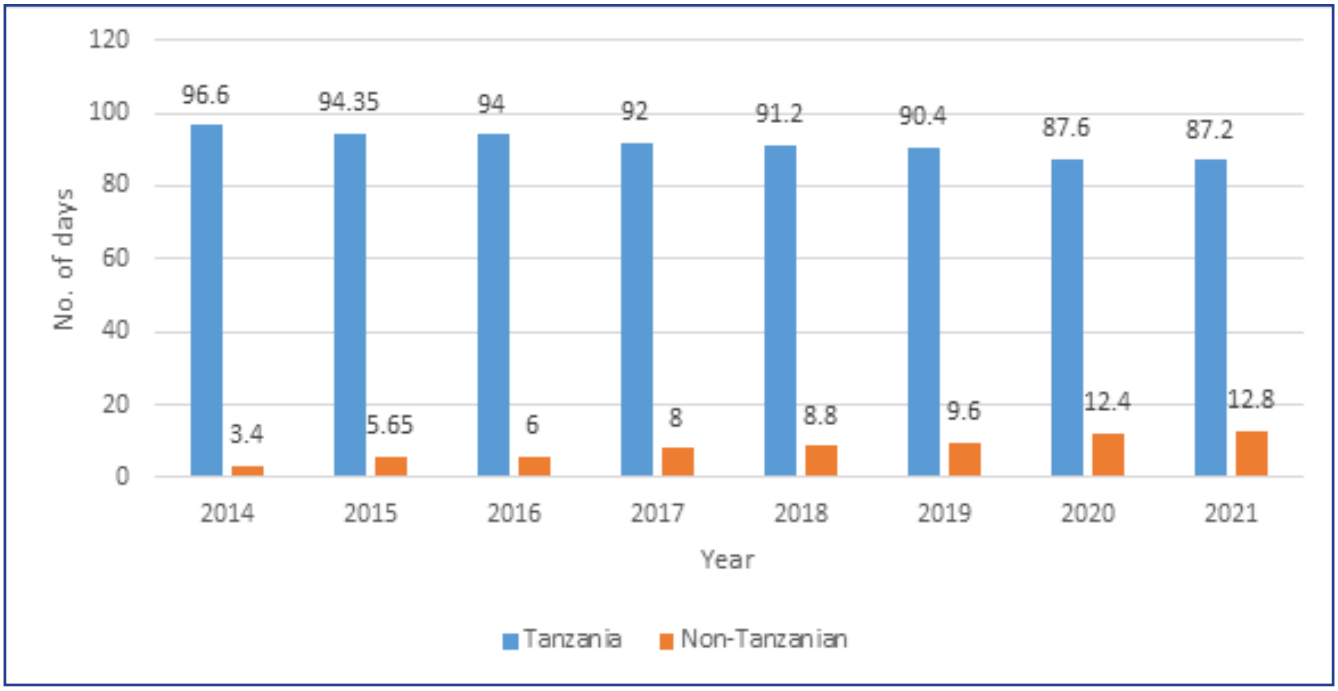
*Source: TICTS 2017 – 2021*

The trend in truck turnaround time at TICTS is indicative of targets well achieved, stabilized and sustained over the period of 2017-2021.

## 4.5 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 90%. However, other member states are sprouting up from 3.4% recorded in 2014 to 13% in 2021.

**Figure 35: Distribution of Operating Trucks by Country of Registration, 2014-2021**




*Source TPA, 2014 - 2021*

The increase in trucking vehicles of non-Tanzanian registration signifies improvements in terms of cargo handling through encouraging Central Corridor member countries to operate. This is attributed to the harmonization of road user charges to some of the member states of the corridor.

## 4.6 LOAD CONTROL OF VEHICLES

Load control data is obtained from 10 weighbridges scattered across the corridor roads. The indicator assesses safety of vehicles and road conditions. Central Corridor Transit nodes in Tanzania have the following weighbridge stations:

Five are operating as Weigh-In Motion (WIM)

(i) Vigwaza,
(ii) Mikese,
(iii) Dakawa,
(iv) Nala, and
(v) Njuki.

Five are operating as static bridges:

(i) Kurasini,
(ii) Mwendakulima,
(iii) Nyakahura,
(iv) Kyamyorwa, and
(v) Mutukula.

Transit vehicles through the central corridor are weighed and inspected at only three stops of Vigwaza, Njuki and Nyakahura. The below statistics indicate the summary of weighed vehicles at the respective weighing per quarters in Tanzania since 2017 to June 2021. It should be noted that Dakawa weighbridge started operations in April 2019 replacing Kihonda weighbridge. As such, data before this period reflects data measured at Kihonda weighbridge.

### 4.6.1 WEIGHBRIDGE TRAFFIC IN TANZANIA

This indicator measures the average number of vehicles weighed in a quarter at various weighbridges on Tanzania's roads along the Central Corridor. This indicator reflects the flow of vehicles along the road to member states of the corridor. Weighbridge traffic also reflects the level and dynamics of utilization of roads in a period. Annually, in 2021 the weighbridge traffic stood at 4.1 million, increasing by 2.6% from 4.0 million observed in 2020. The quarterly and annual trends in weighbridge traffic for the period of 2017-2021 is presented below:

**Table 13: Quarterly and Annual Weighbridge Traffic on Tanzania Roads, 2017-2021**

| YEAR | WEIGHBRIDGE TRAFFIC | | |
|---|---|---|---|
| | QUARTER AVERAGE | ANNUAL TOTAL | RELATIVE VARIATION OF QUARTERLY AVERAGE |
| 2017 | 340,517 | 1,362,068 | 25% |
| 2018 | 451,630 | 1,806,520 | 30% |
| 2019 | 611,152 | 2,444,607 | 26% |
| 2020 | 991,395 | 3,965,580 | 5% |
| 2021 | 1,017,607 | 4,070,428 | 18% |

*Source: TANROADS, 2017- 2021*

Quarterly distribution of weighbridge traffic in 2021 had increased slowly from first quarter to fourth quarter of their respective annual traffic at 21%, 23%, 25% and 31% respectively. The pattern was not the same in previous years of 2017-2020, indicating varying annual business patterns.

In 2021, the growth was marginal, indicating saturation of traffic population recorded in weighbridge systems compared to larger increase in 2020 that was attributed to the conversion of most of the weighbridges into Weigh-in-Motion and improvement of recording systems at the respective weighbridge stations. These improvements resulted into improved data capturing for all vehicles passing the stations.

Vigwaza is the first weighbridge whereby all trucks from Dar-es-Salaam Port pass through, including those towards Central Corridor states, Dar-es-Salaam corridor and local vehicles requiring axle control. In the past five years (2017-2021), Njuki weighbridge had gained relative importance compared to other bridges, whereby traffic share passing through it had increased from 7% in 2017 to 22% in 2021. Furthermore, a stable 3% of total annual traffic in the period of 2017-2021 had passed through last weighbridge of Nyakahura. On another leg, Kyamyorwa weighbridge served about 1% of 4.1 million weighbridge traffic volume in 2021. The five-year trends in traffic at each weighbridge station are shown below:

**Table 14: Annual Weighbridge Traffic Flow along Tanzania Roads, 2017-2021**

| WEIGH STATION | YEAR | | | | | |
|---|---|---|---|---|---|---|
| | 2017 | 2018 | 2019 | 2020 | 2021 | TOTAL |
| Vigwaza | 487,993 | 769,604 | 801,262 | 960,525 | 891,969 | 3,911,353 |
| Mikese | 304,913 | 288,811 | 441,772 | 843,036 | 859,988 | 2,738,520 |
| Njuki | 92,554 | 163,275 | 417,615 | 996,507 | 873,420 | 2,543,371 |
| Kihonda/Dakawa | 84,473 | 116,097 | 272,735 | 689,270 | 891,180 | 2,053,755 |
| Nala | 186,794 | 219,463 | 266,005 | 202,479 | 265,033 | 1,139,774 |
| Mwendakulima | 86,870 | 129,105 | 90,389 | 118,280 | 111,668 | 536,312 |
| Nyakahura | 70,559 | 71,985 | 68,774 | 73,373 | 91,494 | 376,185 |
| Kyamyorwa | 39,214 | 38,505 | 66,916 | 36,966 | 45,006 | 226,607 |
| Mutukula | 8,698 | 9,675 | 19,139 | 45,144 | 40,670 | 123,326 |
| **GRAND TOTAL** | **1,362,068** | **1,806,520** | **2,444,607** | **3,965,580** | **4,070,428** | **13,649,203** |

***Source: TANROADS, 2021***

### 4.6.2 WEIGHBRIDGE COMPLIANCE IN TANZANIA

This measures the percentage of trucks that comply with the gross vehicle weight and the axle load limits before or after re-distribution of cargo.

The East African Community Vehicle Load Control Act 2016, is an Act of the Community to make provision for the control of vehicle loads, harmonized enforcement, institutional arrangements for the Regional Trunk Road Network within the Community and to provide for other related matters including management of the weighbridges. In Tanzania, weighbridges are managed by TANROADS

The compliance level of trucks at various weighbridges in Tanzania, taken for all measured vehicles at the static and mobile scales which are complying vehicles at allowable 5% tolerance weight was recorded at 98.6-99.99% in all quarters and weigh stations, implying that non-compliance of trucks to the set weight limit is less than 1% (TANROADS, 2021). Table below provides a range comparison of weigh station observations on compliance of trucks for the year 2021. From the trace back on stations recording lowest and highest compliance, it was observed that minimum compliance during the year was observed at Mutukula station (98.6%) in Quarter III while maximum level during the year was observed at Nyakahura (99.99%) in Quarter IV.

**Table 15: Weighbridge compliance per station by quarter, 2021**

| COMPLIANCE ACHIEMENT | QI | QII | QIII | QIV | ANNUAL |
|---|---|---|---|---|---|
| Minimum compliance | 98.9 | 98.6 | 98.6 | 99.0 | 98.6 |
| Maximum compliance | 99.9 | 99.9 | 99.9 | 100.0 | 100.0 |
| Average | 99.4 | 99.6 | 99.5 | 99.7 | 99.7 |

*QI= January-March, QII= April-June, QIII= July-September, QIV=Oct-Dec*

# 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 Transporters owned tracking systems. In the near future, the newly upgraded Transport Observatory toolkit will produce transit times and delays along the corridor using a digitized mobile application that will be installed to drivers' mobile phones. . 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 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 TATOA and TAT in Tanzania. Indicators are analysed as monthly averages for 2021 while annual performance of 2021 is compared with annual figures between 2019 and 2021.

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, 2021 (days)**

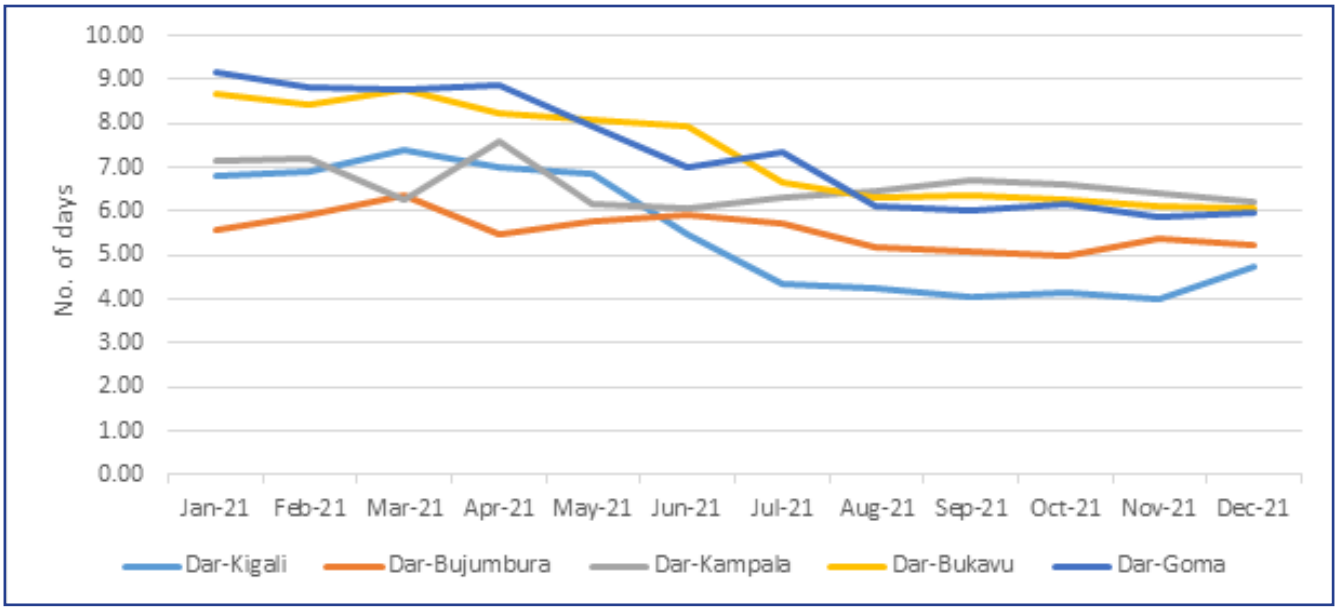
| DESTINATION | ANNUAL AVG (DAYS) | STD DEVIATION (DAYS) | RELATIVE VARIATION |
|---|---|---|---|
| Dar-Kigali | 5.50 | 1.4 | 25% |
| Dar-Bujumbura | 5.56 | 0.4 | 7% |
| Dar-Kampala | 6.60 | 0.5 | 7% |
| Dar-Bukavu | 7.33 | 1.1 | 15% |
| Dar-Goma | 7.34 | 1.3 | 18% |

The table shows transit time to Kigali in 2021 was on average of 5.5 days or equivalent to 132 hours. Monthly observations on transit times to Kigali had large variations of ± 1.4 days or 33.6 hours, equivalent to 25% around annual average. For Bujumbura, transit time was 5.56 days, equivalent to 133 hours plus a margin of 0.4 days or nine hours, equivalent to expected delays of 7%. For Kampala, this was 6.6 hours or 158.4 hours (± 11 hours).

Transit times of trucks to Bukavu and Goma were 7.3 days each, equivalent to 175 hours. Fluctuation of monthly transit times to Bukavu and Goma were within 15% and 18% of their respective annual averages, equivalent to an expectation of early arrivals or delays of 26 hours to Bukavu and 31 hours to Goma.

Transit times have been observed to decrease with time in 2021 for all destinations of Central Corridor. This indicates that stakeholders of member states are continuing to adjust to COVID-19. Graph below shows improvements of transit times from month to month within year 2021 that gives promising results in year 2022.

**Figure 36: Monthly Average Road Transit Times to Destinations, 2021 (Days)**

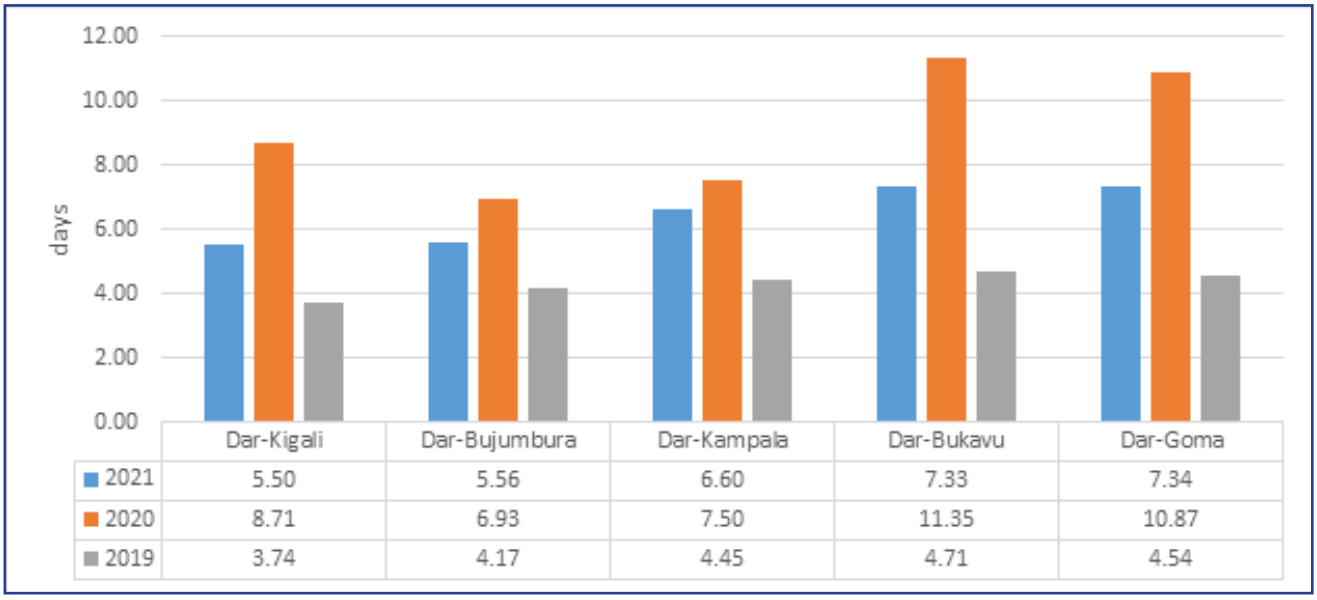



*Source: TATOA/TAT*

During the year 2020, transit times to destinations had climbed up significantly due to logistical restrictions associated with COVID-19 shocks. In 2021, the situation begun changing for the better whereby transit times to all destinations had reduced significantly, at the level of 3.2 days reduction for Dar-Kigali, 1.37 days reduction for Dar-Bujumbura, 1 day for Dar-Kampala, 4 days reduction for Dar-Bukavu and 3.5 days for Goma. However, the level of transit times that was attained in 2019 as potential, was not achieved in 2021 due to COVID-19 lengthy testing protocols[4] in some countries.

[4] *In 2020 and early 2021; Governments of Central Corridor member states responded to COVID-19 pandemic by instituting travel restrictions and social bans to minimize the spread at local and across national borders of Central Corridor states and beyond. Also in place, included curfews, lockdowns of major cities, closure of borders, closure of businesses and schools, introduction of testing and screening services, face-masking, regular hand-washing and encouraging social distancing in public places including transport.*

**Figure 37: Annual Average Road Transit times to destinations (days) 2019 – 2021**




| | Dar-Kigali | Dar-Bujumbura | Dar-Kampala | Dar-Bukavu | Dar-Goma |
|---|---|---|---|---|---|
| 2021 | 5.50 | 5.56 | 6.60 | 7.33 | 7.34 |
| 2020 | 8.71 | 6.93 | 7.50 | 11.35 | 10.87 |
| 2019 | 3.74 | 4.17 | 4.45 | 4.71 | 4.54 |

*Source: TATOA/TAT data 2019-2021*

# SECTION SIX: ESTIMATION OF GREENHOUSE GAS (GHG) INVENTORY FOR CENTRAL CORRIDOR

## 6.1 INTRODUCTION

This section covers the development and future application of a tool for the estimation of greenhouse gas (GHG) emissions from the freight subsector of the Central Transit and Transport. The development of the tool was commissioned by TradeMark East Africa (TMEA) on behalf of the corridor and regional governments who are members of the corridor.

TMEA seeks to increase trade in these target countries and region by unlocking economic potential through reduced barriers to trade and improved business competitiveness. One of the focus areas of TMEA is the freight transport sector in the region, and TMEA works with the regional freight transit corridors and has been supporting the corridor management to set up corridor transport observatory systems (Corridor Performance Monitoring Tool). The observatory systems track the indicators using raw data collected from the stakeholders in all the member states. The indicators provide clear information, enabling the identification of the bottlenecks that need to be resolved to improve on the efficiency and, eventually, the trade and operations along the corridor.

Support Programme to understand the climate change impacts of the corridors, among other related issues was set to:

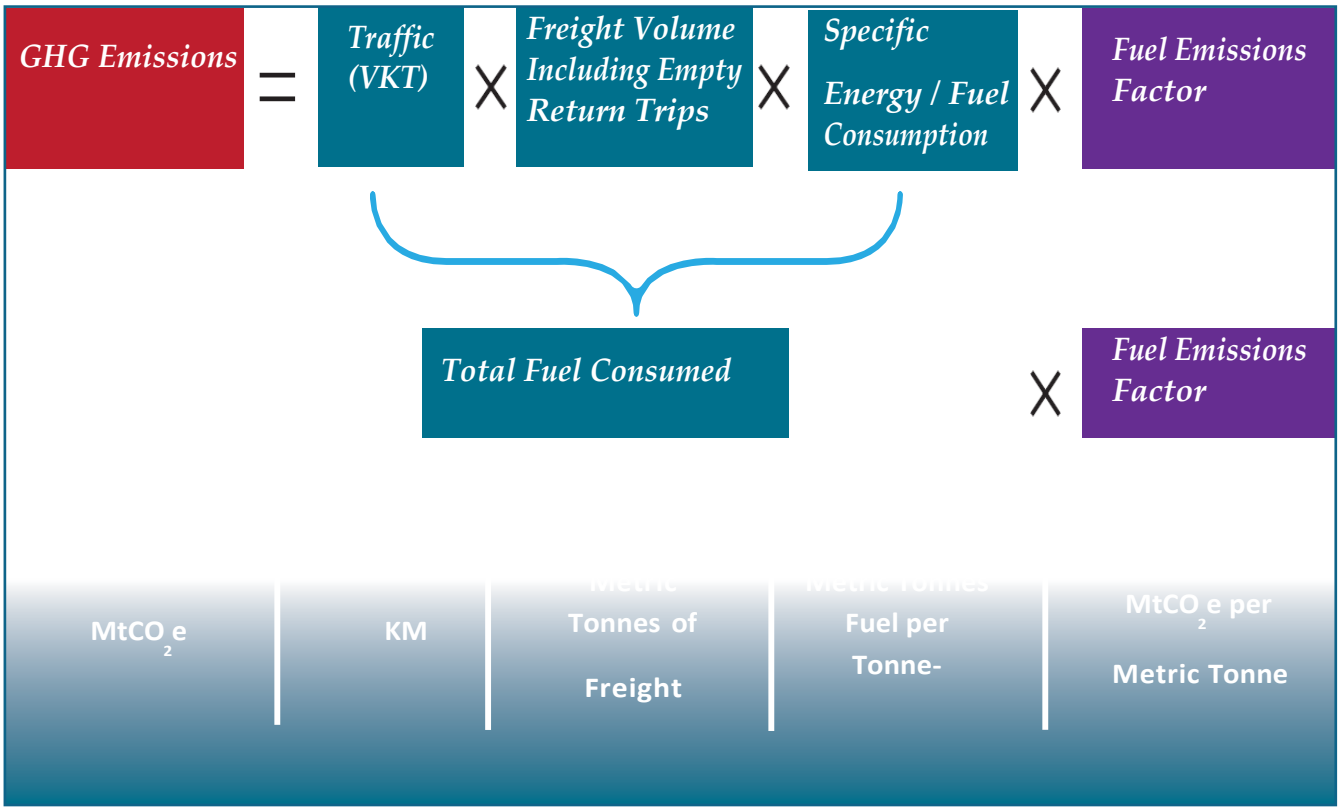
i. Develop a tool for estimating the greenhouse gas (GHG) emissions associated with the corridor

ii. Support the corridor transport observatory systems to establish a system of collecting and apply the relevant data using the tool to regularly report on the performance of the corridors with respect to GHG emissions.

iii. Identify GHG emission reduction potential in possible climate change mitigation projects of the corridors

Ultimately, this work will help identify projects along the regional transit corridors which reduce the carbon intensity of freight transport operations leading to lower grams of CO2 emitted per tonne-kilometre. This is particularly important considering that in the freight transport sub- sector, the total tonne-kilometres delivered is expected to increase three-fold between 2010 and 2050 in emerging economies and developing countries like those in the East African region (ITF 2019).

## 6.2 GHG EMISSION MODEL




The GHG Emission Model is based on the following internationally proclaimed framework of IPCC Guidelines for the National Greenhouse Gas inventories, 2006 for GHG emission estimations. The modal very robust and comprehensive and also, considers categorization of the vehicle (like LCV, MCV, HGV), freight volume and empty return trips of a goods vehicle, the model does not use local fuel efficiency data and uses the global fuel efficiency data sourced from HBEFA 3.3 which has been customized to local conditions by considering factors like pavement condition of the road, the average speed of the vehicles, and the number of lanes.

The data like pavement condition of roads, the average speed of vehicles, and the number of lanes would not be used for GHG emission calculations. However, these data would be used for identifying climate mitigation projects like improving pavement conditions, increasing number of lanes, training or capacity building programs for drivers on optimal vehicle speed which can help in reducing GHG emissions of the corridors.

The routes which are currently considered for calculating GHG emissions of the central corridor are given below and the routes considered were based on availability of data, more routes/sections can be considered for GHG emission calculations in future.

The GHG emissions are calculated based upon the vehicle kilometre travelled, freight volume and fuel efficiency. The framework broadly used to calculate GHG emissions across various vehicle categories in the corridor is as depicted in the figure above:

**Table 17: Routes of Central Corridor considered for GHG emission calculations**

| SN | ROUTES/SECTIONS | | ORIGIN COUNTRY | DESTINATION COUNTRY |
|---|---|---|---|---|
| 1 | Dar-es- Salaam | Morogoro | Tanzania | Tanzania |
| 2 | Morogoro | Isaka | Tanzania | Tanzania |
| 3 | Isaka | Rusumo/ Rusumo | Tanzania | Rwanda |

| | | | | |
|---|---|---|---|---|
| 4 | Isaka | Kabanga/ Kobero | Tanzania | Burundi |
| 5 | Isaka | Mwanza | Tanzania | Tanzania |
| 6 | Lusahunga | Mutukula | Tanzania | Uganda |
| 7 | Mutukula | Kampala | Uganda | Tanzania |
| 8 | Kabanga | Bujumbura | Tanzania | Burundi |
| 9 | Rusumo | Kigali | Rwanda | Rwanda |
| 10 | Kigali | Goma | Rwanda | DR Congo |
| 11 | Kigali | Bukavu | Rwanda | DR Congo |

## 6.3 GREENHOUSE GAS EMISSIONS RESULTS

Based on the GHG emission calculation modal provided above, the summary of results from GHG emission calculation for 2021 has been provided in this section.

The estimated total GHG emission of the Central Corridor in 2021 is 2.629MMt$CO_2$e. The GHG emission intensity of the Central Corridor is 91 g$CO_2$/tonne-km as detailed below;

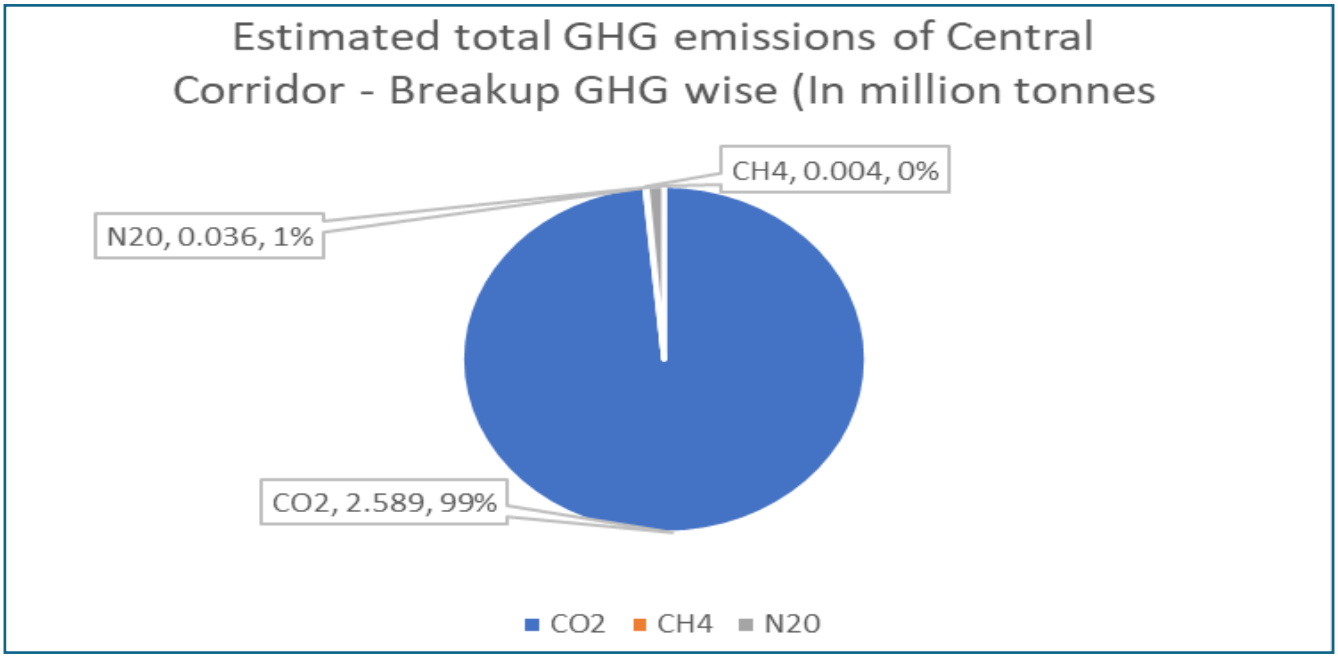
### 6.3.1 ESTIMATED TOTAL GHG EMISSIONS OF THE CENTRAL CORRIDORS - BREAKUP GHG WISE (CO2, CH4, AND N2O)

The estimated total GHG emission comprises of three major GHGs, namely Carbon Dioxide ($CO_2$), Methane ($CH_4$) and Nitrous Oxide ($N_2O$). Among the GHGs, $CO_2$ contributes the major emissions followed by $N_2O$ and $CH_4$

In Central Corridor, CO2 emissions accounted for about 98.48% (2.589 MMt$CO_2$e) followed by $N_2O$ which is 1.37% (0.036 MMt$CO_2$e), and $CH_4$ emissions are comparatively minimal. The GHG wise break up of total estimated GHG emission of the Central Corridor is provided in below figure.

$CO_2$ emissions accounted for significant emissions compared to other GHGs; hence the climate change mitigation measures which need to be planned for the corridor need to focus mainly on reducing $CO_2$ emissions.

**Figure 38: Estimated total GHG emissions of Central Corridor - Breakup GHG-wise (million tons)**

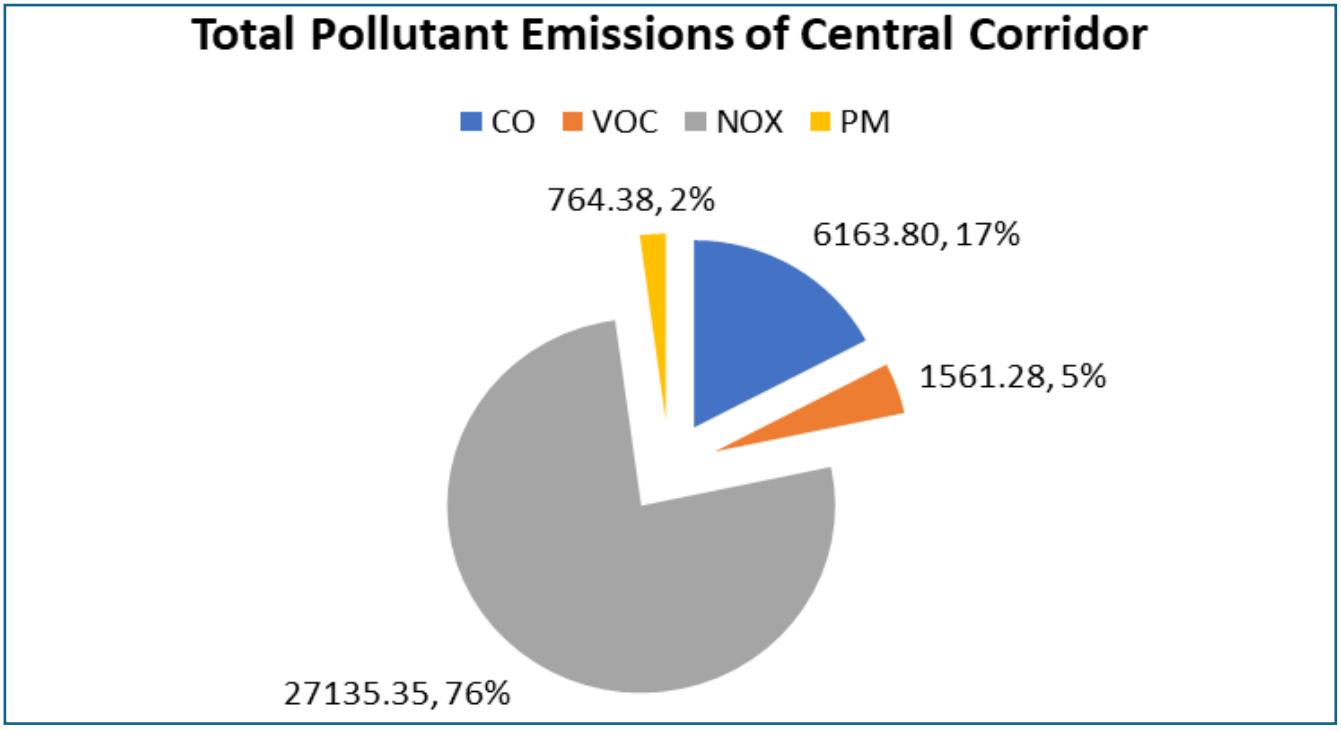


### 6.3.2 TOTAL POLLUTANT EMISSIONS OF THE CENTRAL CORRIDOR- BREAKUP POLLUTANT WISE (CO, NOX, AND VOC).

The major pollutants of the corridors are Nitrogen Oxides (NOX), Particulate Matter (PM), Carbon Monoxide (CO) and Volatile Organic Compounds (VOC).

The estimated total quantity of pollutants in the Central Corridor is 35,624.81 tonnes, out of which quantity of Nitrogen Oxides constitutes around 76.17% (27,135.35 tonnes) of total quantity followed by CO-17.30% (6,163.80 tonnes), VOC- 4.38 % (1,561.28 tonnes) and PM- 2.15% (764.38 tonnes) as given in the figure below.

**Figure 39: Estimated total pollutant emissions of Central Corridor - Pollutant wise**




### 6.3.3 ESTIMATED TOTAL GHG EMISSIONS OF THE CORRIDOR - BREAKUP SECTION-WISE

Apart from calculating the GHG emissions for the entire corridor, route wise/ section wise GHG emissions were calculated to determine GHG intensive routes/ sections of the corridors. After identifying, the top 5 or top 10 GHG intensive routes/ sections, corridors can prioritise the identification and implementation of climate change mitigation actions in these GHG intensive routes/sections.

In Central Corridor, the top 5 routes having maximum GHG emissions in 2021 continued to be Morogoro – Isaka, Dar es Salaam – Morogoro, Isaka - Rusumo, Isaka – Mwanza, Isaka – Kabanga. Out of 11 routes in Central Corridor, these 5 routes constituted 94 % of estimated total GHG emissions of the corridor. Hence these routes are priority routes where climate change mitigation actions can be identified and implemented for reducing GHG emissions in Central Corridor.

The routes and sections have been divided country-wise for better comprehension and analysis, and details are figuratively represented below.

**Figure 40: Estimated Total GHG emissions, Tanzania section**

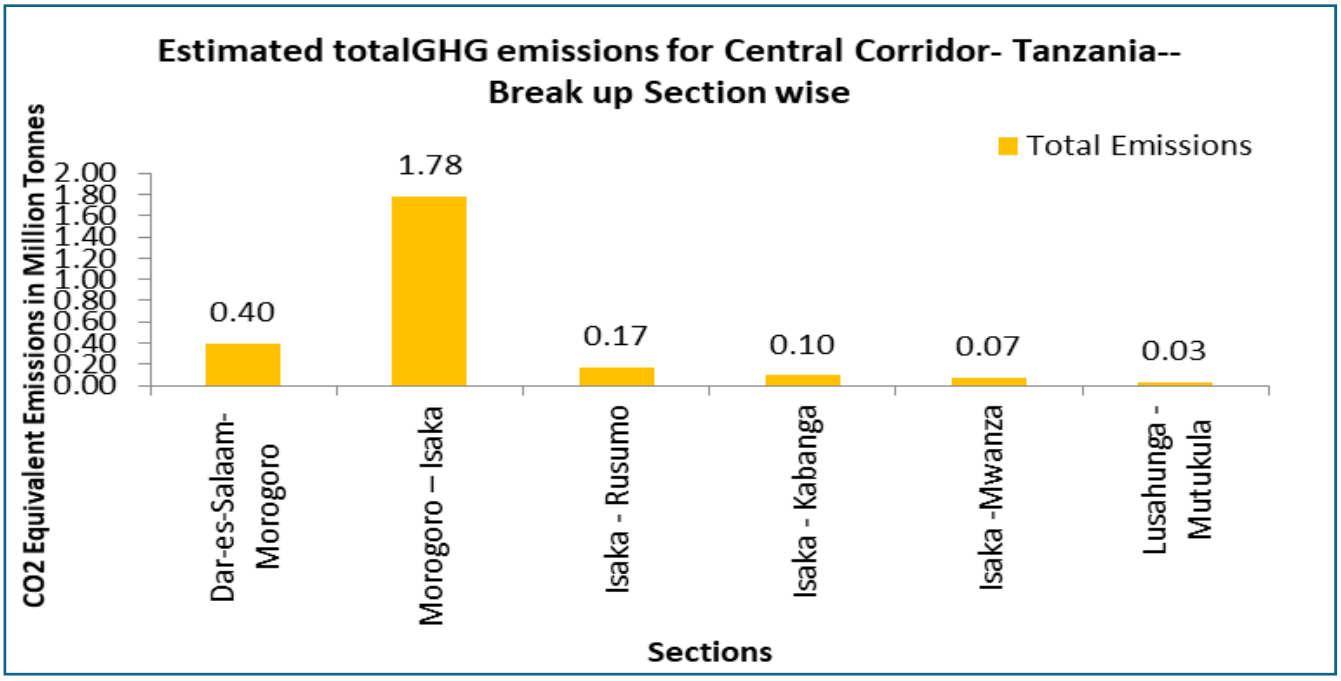
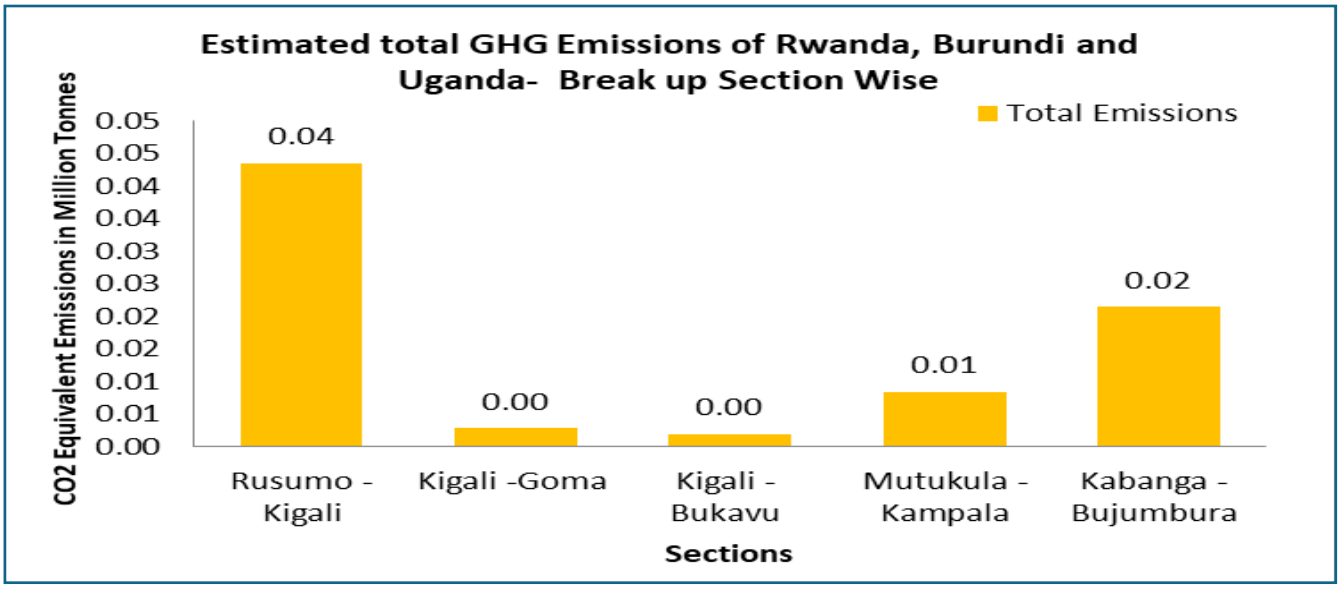



**Figure 41: Estimated Total GHG emissions, Rwanda, Burundi and Uganda section**



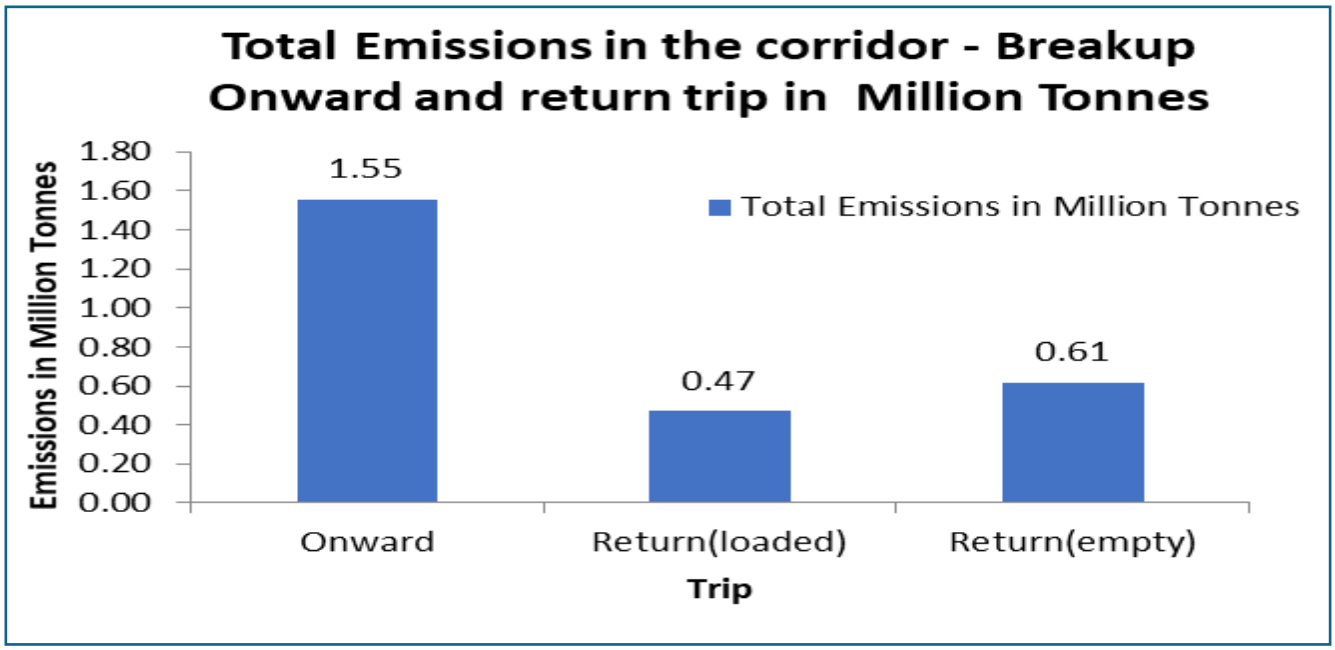

### 6.3.4 ESTIMATED TOTAL GHG EMISSIONS - BREAKUP- ONWARD & RETURN (LOADED & EMPTY) JOURNEY

The GHG emissions for onward journey (port city to capital or major city) and return trip (capital or major city to port city) was analysed. It has to be noted that in the Central Corridor, the export is only 14% of the total trade; hence a higher proportion of empty return trips is anticipated.

It was observed that the onward journey constituted 59% (1.55 $MMtCO_2e$) of estimated total GHG emissions and return journey constituted 41% (1.08 MMtCO2e) of the total GHG emissions. In the return journey, the empty trips contributed 56.4% (0.61) $MMtCO_2e$)

It was further observed that empty trips constituted a significant portion of the estimated total GHG emissions of the return journey. It has to be noted that in empty trips as well as in the loaded trips, GHG is emitted however in the empty trips, fuel is consumed, and subsequently, GHG is emitted without carrying out any useful work (no goods are transported). Hence empty trips not only cause climate issues but also affect or increase the logistics cost substantially. Therefore, corridors, along with truck operators, need to take initiatives like route optimisation, reverse logistics, truck aggregator model (similar to cab aggregator model of Uber) etc., to reduce empty return trips.

**Figure 42: Estimated total GHG emissions – Breakup - Onward & return (loaded & empty) journey- Central Corridor**



# PART TWO ANNUAL ROUTE SURVEY

JANUARY - DECEMBER 2021

CENTRAL CORRIDOR
TRANSIT TRANSPORT FACILITATION AGENCY

# ANNUAL ROUTE SURVEY

# ANNUAL JOINT SURVEY OF THE CENTRAL CORRIDOR ROUTES


# 1 INTRODUCTION

## 1.1 CONTEXT

This part of the report documents the results of the Central Corridor Transport Observatory Annual Joint Survey 2021 conducted along the Central Corridor routes from 7th to 16th March 2022 to assess road infrastructures, inland waterways and other trade elements in relation to the Key Performance Indicators of the corridor's Transport Observatory.

Field surveys form part of the CCTO data collection methodologies and are conducted jointly by both public and private stakeholders from all Central Corridor member countries.

Of recent, the CCTO toolkit has been upgraded and digitized to improve on the whole monitoring processes. The improved digital toolkit will contain 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.

Data being collected through various sources and frameworks including computerized stakeholders' system are to be substantiated by undertaking regular field visits and surveys on the ground mainly on the routes used by the Central Corridor traders and transporters across the member countries. The Field surveys are conducted on Annual basis as one of the inputs to the CCTO reports to provide additional qualitative information of the reported indicators.

To this end, CCTTFA in collaboration with other government and private key stakeholders, list attached as ***Annex 1*** undertook the **2021 Annual Field Surveys on the Central Corridor routes** with focus on Roads, its exit borders between Central corridor member countries, railways and inland waterways in the lake Tanganyika, Kivu and Victoria ports, among others, to obtain performance monitoring data, additional understanding of the current status on cargo flows; cross border trade impediments and other trade facilitation concerns.

The CCTO team also utilized the survey opportunity to provide awareness on the CCTO toolkit to the stakeholders at country level during stakeholders' consultations.

The survey was jointly conducted by both private and public institutions from all five member states at various sections of the Corridor who jointly surveyed the Central Corridor routes which were categorized into four groups of survey team which are Dar-Rusumo-Kabanga-Mutukula-Dar, Kigali-Goma -Bukavu, Bujumbura-Gatumba-Uvira, and Dar-Mwanza-Kigoma- Kampala routes.

## 1.2 SURVEY OBJECTIVES

The purpose of the survey was to assess the Central Corridor roads, inland waterways routes in relation to the Performance indicators of the corridor's Transport Observatory and specifically undertake the following:

i. Survey various transport nodes on roads and railways across the Central Corridor routes and update its status.
ii. Assess various trade facilitation elements on the route and come up with quick interventions to address the issues.
iii. Conduct consultations with stakeholders and agree the available data at various nodes to be sourced and monitored frequently by the CCTO (format, frequency and sharing modalities)

iv. Collect updates on the implementation status of some of the recommendations provided in the previous CCTO reports
v. Strengthen relationship with stakeholders along the routes on data provision for the Transport Observatory activities.
vi. To pilot the CCTO mobile app for surveys data collection
vii. To assess gender considerations on the logistic operations along the Central Corridor
viii. To provide awareness on the upgraded CCTO toolkit at country level.

## 1.3 THE SURVEY TEAM'S APPROACH TO CONDUCTING THE 2021 ANNUAL SURVEY

The CCTO team through the field surveys supervisor played a key role in providing the survey team with guidance throughout by developing of the survey approach, the survey tools and instruments, the survey implementation procedures and finally formation of the joint stakeholder's team from both public and private institutions playing key roles in transport and logistics along the corridor from all five central corridor member states. This collaborative approach made the survey smooth and efficient. The survey team adopted the following approach in developing the survey plan that guided its implementation:

- The development of instruments and tools including interview guides.
- Review of previous commitments from 2019 STACON's Matters-Arising and Annual survey 2019.
- Development of list of stakeholders to be contacted
- The development of data format templates used previously in sourcing of the computerized field data collection. e.g., Road sections and status.

## 1.4 REPORT ORGANIZATION

The report is organized in a way that, the results obtained from each of the four surveyed routes are listed on its own chapter by providing all observations noted and responses from interviews, discussions, data provided and stakeholders consultations that were done. Each chapter provide recommendations as suggested by the survey team or stakeholders met during the survey. Chapters made based on the routes surveyed as follows;

- Chapter 1: Dar-Rusumo-Kabanga Mutukula routes
- Chapter 2: Kigali-Rubavu-Rusizi-Bukavu-Kigali routes
- Chapter 3: Bujumbura-Gatumba-Uvira-Rumonge routes
- Chapter 4: Dar-Mwanza-Kigoma-Kampala routes

Various quantitative Data obtained during the survey have been analysed and summarized in this report as ***Annex II***. General surveys recommendations are provided in a matrix on the conclusion section of the survey report.

## 1.5 SURVEY METHODOLOGY

The survey adopted a joint collaborative approach between CCTO team and stakeholders at various nodes of the routes. This was done as a means of ensuring that the field visits and data collection were successful and that stakeholders owned the process. The survey team visited various transit nodes in Tanzania, Rwanda, Burundi, Uganda and DRC and undertook observations to the infrastructure status, held discussions with operators, service providers and users on the ground. A number of interviews were held during the infrastructures visits as well during stakeholders' workshops. At each node discussions were undertaken with consultation with a focal person who set up the meeting environments earlier.

# CHAPTER 1: DAR-RUSUMO-KABANGA MUTUKULA ROUTES

The survey team on this route visited the Tanzania Central Corridor Road transit nodes running from the port of Dar es salaam to Rusumo, Dar es Salaam to Kabanga and Dar es salaam to Mutukula. The team visited all weighbridge stations along the corridor, all customs check points along the way, parking areas for truckers, and border posts of Rusumo/Rusumo a border between Tanzania and Rwanda, Kabanga/Kobero a border between Tanzania and Burundi and Mutukula/Mutukula a border between Tanzania and Uganda.

During the visits, the team conducted interviews, observations and review of reports on infrastructures status, developments and challenges. The team also sought to understand the logistical processes and procedures that truckers and traders undergo in moving their cargo along the corridor. Discussions and meetings were held with TANROADS regional managers offices along the corridor, customs checkpoints along the corridor, weighbridge operators, users which include drivers, traders etc.

Detailed survey findings and observations on this route are as highlighted below;

## 1.6 WEIGHBRIDGES

The East African Community Vehicle Load Control Act 2016, is an Act of the Community to make provision for the control of vehicle loads, harmonized enforcement, institutional arrangements for the Regional Trunk Road Network within the Community and to provide for other related matters including management of the weighbridges. In Tanzania, weighbridges are managed by TANROADS.

Central Corridor Transit nodes in Tanzania have a total of 10 weighbridges, five of them Vigwaza, Mikese, Dakawa, Nala and Njuki are Weighing in Motion (WIM) for the purpose of reducing time spent during weighing process whereas Kurasini, Mwendakulima, Nyakahura, Kyamyorwa and Mutukula are static bridges.

From 1st March 2022, the directives were issued by the Ministry of Works and Transport Tanzania (***Annex III***) for all transit trucks to weigh and be inspected only at three designated weighbridge stations along the Central Corridor which are Vigwaza, Njuki and Nyakahura for all vehicles destined to Rwanda, Burundi and Eastern DRC via Kabanga/Kobero and Rusumo while for those destined to Uganda via Mutukula border pass through weighbridges of Vigwaza, Njuki and Kyamyorwa. These measures are aimed at reducing congestion and delays along the corridor and facilitate increased truck turnaround time by reducing the transit time.

All weighbridges provide a printout receipt for all weighed vehicles/truck to the driver with important details captured including details of the vehicle, driver and the cargo. Associated fees at the weighbridges include; 50$ parking fee after the free of charge first three days grace period for all overload cases. But also, for all trucks with 3.5 tons and above bypassing the weighbridge are fined 2000$.

The survey team surveyed the ten (10) weighbridges along the central corridor, met with the TANROADS regional managers' officers and undertook discussions with weighbridge operators at all weighbridges and the following were observations at the weighbridges designated for transit trucks only which are Vigwaza, Njuki and Nyakahura. The Kurasini weighbridge being one of the important weighbridges for transit trucks however not among the designated three has also been highlighted in this report.

## A. KURASINI WEIGHBRIDGE AT THE PORT OF DAR SALAAM.

a) This is the first weighbridge for all trucks leaving the port of Dar es Salaam, it is located immediately after the port exit. The station begun its operations in early 2019. The main purpose of the station is to facilitate transporters and cargo-owners to assess axle load compliance of their cargo before starting their trips.

b) In 2020, it was made mandatory for all vehicles exceeding 3.5tonnes exiting/entering the port to weigh at Kurasini weighbridge, which in-turn resulted into prolonged ques at the weighbridge as well as affecting port entry/exit operations.

c) To reduce congestion and enhance efficiency of port operations, the following decision were undertaken from time to time to smoothen operations at Kurasini;

i. From 15th Dec 2021: all tankers (local and transit) were exempted from compulsory weighing at Kurasini weighbridge to reduce congestion.

ii. Jan 2022: ICD bound vehicles were exempted from mandatory weighing at the weighbridge but were required to pass-by the weighbridge for verification. The verification is done through system developed by TPA through scanning the QR code on placard carried by all ICD bound trucks.

iii. 1st March 2022; all transit trucks with ECTS seals were exempted from weighing at all other weighbridges in Tanzania including the Kurasini weighbridge but weigh only at the three designated weighbridges along the corridor. Only loose local and transit cargo as well as bulk local and transit cargo were mandated to pass through the weighbridge. However, this brought some challenges as they could no longer verify the weigh conformity of their cargo at the first weighbridge before starting their journeys.

iv. 8th March 2022: Transporters were allowed to use the Kurasini weighbridge at will as a service to verify the allowed loading capacity as results of increased overload cases at Vigwaza where there is penalty of overload adding transport costs and delays.

d) At Kurasini weighbridge, there are no weighbridge charges for cargo overload but they will only be subjected for re-arrangements or reducing the weight to the allowable limits. Parking facility is provided free of charge for 72hours grace period for all overloaded trucks while mitigating their challenges. A fee of $50 was introduced since 15th Dec 2021 as parking charges per day for vehicles overstayed for more than 72hours to discourage the facility being used as a parking area. The charges have helped to reduce overstaying of impounded trucks at the facility.

e) Firefighting equipment were observed at the weighbridge facility which includes the fire extinguishers equipped at all entrances and fire alarm control panel. A risk assessment has already been conducted for all weighbridges in Tanzania where the report detailing requirements to install firefighting equipment including water hydrants pipes and tanks was developed. There is a need for TANROADS to undertake funds mobilization for implementation of the report's recommendation.

## B. VIGWAZA WEIGHBRIDGE

a) It is the weighbridge in Pwani Region which started operation in the year 2015 as a replacement of Kibaha Weighbridge.

b) The Vigwaza WB Station is being expanded into a One Stop Inspection Station (OSIS) where phase I of the project under World Bank financing has been completed and included improvement and extension of the weighbridge data centers on both sides of the road, expansion of the parking yard on both sides of the weighbridge, construction of TRA office facilities on either side of the road and storage facilities. This is expected to reduce travel time, delays and associated costs.

c) Despite 100% completion of the OSIS facilities for phase 1, they're not yet in use due to the lack of furniture, access roads leading to the TRA storage facilities and electrification of the buildings. Hence a need to mobilize furniture and connect the missing road sections.

d) Vigwaza station has two WIM installed on either direction of the road where weighing process lasts for maximum of 30 seconds given the improvements on the auto recall capabilities of the system for last transaction of the user's details.

e) There are two multideck static weighing scales on either side where uncompliant vehicles at the WIM are redirected to. Recorded statistics shows that about 60% of the vehicles screened at the WIM are compliant and allowed to proceed while the 40% are redirected for re-weighing.

f) Optic fibre cables, CCTV cameras and modern IT Systems with recent improved data centre are installed to facilitate communications and efficiency on weighing and control procedures.

g) Introduction of Kurasini weighbridge at the Port of Dar es salaam had significantly reduced overload cases at Vigwaza weighbridge from 97.2% compliance level for the period Jan – Dec 2018 to 99.01% compliance for the same period 2021. However, statistics shows that, two weeks after government directives to stop weighing at Kurasini weighbridge, overload cases went up for about 30% resulting into increased queues at Vigwaza station, as well increased overload fines to transporters.

h) As a backup to TANESCO main power supply, and overcome electricity instability and fluctuations, the bridge has been installed with high-capacity standby generator to ensure seamless weighing operations.

i) Despite various development being undertaken at Vigwaza as one of the OSIS along the corridor, the OSISs initiatives are lacking a champion authority to fully manage and operationalize it and hence bringing difficulties in fast-racking and addressing some of the challenges facing it.

j) A number of sensitizations and awareness programmes are regularly provided to the weighbridge users mainly drivers to improve understanding of the weighbridge operations and hence increase compliance and useability of the facility.

k) Absence of other service provider at the facility such as TRA, ECTS vendors etc still impose operational challenges as transporters need to spend sometimes and costs to have them come at the stations and handle their concerns. It is expected that upon completion of the OSIS all necessary service providers will be allocated at the station to facilitate smooth operations.

## C. NJUKI WEIGHBRIDGES OBSERVATIONS

a) This is a weighbridge located in Singida region and is one of the three designated weighbridges for operationalization of OSIS for Transit trucks in Tanzania while waiting for completion of OSIS at Manyoni.

b) It has been improved to install WIM on either side of the road and a static weighbridge installed in one side of the outbound cargo, these developments have addressed delay challenges experienced previously as currently there are no any congestions experienced there.

c) A daily average traffic of stood at 1,400 vehicles in 2021, with compliance level of 99.94%

## D. NYAKAHURA WEIGHBRIDGE OBSERVATIONS

a) The weighbridge of Nyakahura is the last weighbridge for trucks exiting Tanzania and the first weighbridge for all trucks entering Tanzania through Rusumo and Kabanga border, located in Kagera region and it is one the three designated weighbridge to weigh transit trucks.

b) Weighbridge facilities and infrastructures at Nyakahura have been improved where the new operations office has been constructed, the weighbridge deck has been replaced and it now measures group of axles instead of single axle measurement which was before and modern ICT equipment have been installed.

c) Due to the current rehabilitation of the road section Lusahunga – Rusumo/Kabanga, trucks are now moving smoothly despite the hilly nature of the section, and thus compliance level has increased to the most of trucks weighed at this weighbridge as cargo shift cases have reduced tremendously. About 209 vehicles are weighedper day at Nyakahura weighbridge.

d) Most of the trucks passing at Nyakahura weighbridge come in convoys and hence most of the congestion cases scenarios are due to a number of trucks arriving at the weighbridge station at once.

e) Most of the inbound trucks from Rwanda, Burundi and DRC passing at Nyakahura weighbridge experiences overload cases due to the fact that there are no weighbridge stations in these Central Corridor member countries. It was encouraged for all truckers to install weighbridges at their facilities and be able to check and verify the weight conformity of the trucks as their causing road damages from the entrance border to the weighbridge at Nyakahura and are subjected to fines.

f) TRA has no officers stationed at Nyakahura weighbridge, and the nearest TRA offices are either at Kabanga or Rusumo borders approximately 150km away causing further delays incoming to supervise rearrangement/offloading process for trucks with overload cases.

g) Police have dedicated a special vehicle inspector located at the weighbridge to inspect and ensure vehicles passing through are in good condition and are able to go through the hilly sections

### GENERAL REMARKS/RECOMMENDATIONS - WEIGHBRIDGES

a) Address the need to have a champion authority to manage OSIS facilities.

b) Mobilize fund to implement recommendations of the risk assessment report at the weighbridges conducted by TANROADS which include installation of modern firefighting equipment at the weighbridges.

c) Continuous emphasis and sensitization to small scale traders to observe and obey rules and regulations governing operations at weighbridge stations.

d) A need for continuous awareness programs to the truck drivers on various changes and developments being made at the weighbridge stations in order to improve service provision.

## 1.7 CUSTOMS CHECK POINTS

These are designated customs control checkpoints along the Central corridor where mainly vehicles/ trucks which are not under electronic cargo tracking system are required to report at these stops within a given time interval for partial validation process.

Along the Central Corridor, there are four customs checkpoints which are Dumila, Misugusugu, Isaka and kyaka. These checkpoints are controlled by the Tanzania Revenue Authority (TRA) and there is a time interval to move between check-points as provided below.

Below are Transit routes by Road in Tanzania as provided in the East African Community Gazette of 10th May 2018.

| |
|---|
| Dar es Salaam__ 65km__ Misugusugu__ 44km__ Chalinze__ 85km__ Morogoro__68km __ Dumila __706km_____ Isaka ___200km___ Mwanza Lake Port (TOTAL 1168 km) 4 days |
| Dar es Salaam ___65km ___ Misugusugu ___44km___ Chalinze __85km_____ Morogoro__68km_____ Dumila __706km_____ Isaka ___ 362km___ Kabanga (TOTAL 1330 km) 4 days |
| Dar es Salaam___65km___Misugusugu___44km___Chalinze __85km__ Morogoro__68km__Dumila __706km__Isaka__555km__Kigoma Lake Port (TOTAL 1523 km) 5 days |
| Dar es Salaam_65km__Misugusugu__44km__Chalinze__85km__Morogoro__ 68km__Dumila __706km__Isaka__419km__Rusumo (TOTAL 1387 km) 4 Days |
| Dar es Salaam__65km__Misugusugu__44km__Chalinze__85km__Morogoro__ 68km__ Dumila __706km__Isaka__489km__Manyovu (TOTAL 1457 km) 5 Days |
| Dar es Salaam__65km__Misugusugu__44km__Chalinze__85km__Morogoro __68km__ Dumila __706km__Isaka __509km__Mutukula (TOTAL 1477 km) 5 days |
| Dar es Salaam__65km__Misugusugu__44km__Chalinze__85km__Morogoro __68km__ Dumila __196km__Dodoma __ 125km_Manyoni __260km__Tabora__311km_ Uvinza __107km__Kigoma Lake Port (TOTAL 1261 km) 4 days |

Also, the following are the designated transit route by railway in Tanzania

| SN | ROUTE |
|---|---|
| 1 | Dar es Salaam__Morogoro__ Dodoma__Tabora__ Mwanza (TRL) 14 days |
| 2 | Dar es Salaam __ Morogoro __ Dodoma _Tabora _ Kigoma (TRL) 14 days |
| 3 | Tanga__Ruvu __ Morogoro__Dodoma__ Tabora__ Mwanza (TRL) 14 days |
| 4 | Tanga__Ruvu___Morogoro__Dodoma __Tabora__ Kigoma (TRL) 14 days |

A list of designated land customs checkpoints, the distances between each other and designated travel time between one checkpoint and the other is herewith attached Annex III. During the survey, the team visited three customs checkpoints along the Central Corridor namely Misugusugu, Dumila and Isaka and below are the findings.

## A. MISUGUSUGU, DUMILA AND ISAKA TRA CHECKPOINTS OBSERVATIONS:

a) Misugusugu is the first customs checkpoint for outbound cargo from Dar es Salaam and the last one for inbound cargo to Dare salaam, it is located in Pwani region a distance of 65km from Dar es salaam where allowable travel time is 7 hours

b) Dumila is the second checkpoint located in Morogoro region.

c) Isaka is the third checkpoint located in Shinyanga region at a distance of 706km from Dumila and allowable travel time from Dumila to Isaka is 2 days 6 hours. At Isaka, most of the service provided include clearance of exports mainly from Bulyanhulu mines for both local, medium and big miners. They also facilitate and witness packaging, and cargo sealing. Multimodal confirmations for cargo from DSM by rail are undertaken at Isaka where now even partial releases which wre the main challenges have been resolved.

d) Given that, most of the cargo to/from the Central Corridor member countries are now being tracked by the Electronic Cargo tracking system (ECTS) and thus not required to go through Customs checkpoints, all customs checkpoints handle and provide services to few cargos type which all import cargo and Transit units (IT units) where ECTS seals are not yet applicable, Export cargo as well as customs exempted consignments. Also export cargo from within the country where a movement sheet is created. Breakdown vehicles which contain seals and might delay are also required to report at these customs check point.

e) Few drivers were reported to skip going through the checkpoints and are subjected to a penalty fee of Tshs 200,000/=.

f) Access road towards the checkpoint and parking area at Misugusugu has now been improved and are in a fair condition however regular rehabilitations and maintenance are needed. Given that land ownership at Misugusugu belong to TANROADS, TRA were asked to officially engage TANROADS to include access roads to the checkpoint and parking into regular maintenance schedules.

g) Local administration is charging 2000Tshs per vehicle entering Misugusugu checkpoint.

h) TANROADS has constructed an extra lane at Dumila Checkpoint to serve truck drivers during waiting time; this has addressed challenge of parking shortage which was previously of big concern at Dumila Check point. However, it was recommended that TRA uses its four (4) acres space available at Dumila to be developed and used as parking space for truckers to avoid congestion on the main road and reduce road destruction as most of the trucks are parking on the road shoulders as they're waiting for service at Dumila checkpoint.

i) All visited TRA Customs checkpoints are equipped with standby generator to provide power back up from main TANESCO supply.

### GENERAL REMARK/RECOMMENDATION – CUSTOMS CHECKPOINT

a) Emphasis on the 24 hours operations by all involved players to ensure seamless operations along the corridor.

b) TRA to continue working on digitizing cargo tracking along the corridor to ensure all inbound and outbound cargo are tracked by electronic seals such that there is no need to go through customs checkpoints unless for few selected cases.

## 1.8 ROAD SECTIONS

The survey team, went through all road routes for the gazette transit routes in Tanzania which form part of the road network in Tanzania which currently comprises 91,049km of roads of which 12,786km are categorized as trunk roads, 20,226km as regional roads and the remaining 58,037km as district, urban and feeder roads

The central Corridor Road networks in Tanzania goes through various regions including Dar e salaam, Pwani, Morogoro, Dodoma, Singida, Tabora, Shinyanga and Kagera. TANROADS is a government agency in-charge of development, maintenance and management of trunk and regional road networks in Tanzania and are using the Road Management System (RMS) to monitor the road condition of all trunk and regional roads by conducting specific surveys every year to assess the road conditions and create its inventories. International benchmarking such as International Roughness Index are used to assess the road conditions.

During the survey, the team inspected status of Road infrastructures along the central corridor road networks and held discussions with TANROADS Regional managers in all surveyed regions and below were the findings for Tanzania road sections.

## A. DAR ES SALAAM AND PWANI REGIONS ROAD SECTIONS

a) Trunk road in Dar es Salaam region runs from the Dar es Salaam port – Mandela Road –Morogoro road to Kiluvya.

b) The region has three main Central Corridor route sections of Kibaha – Mlandizi (5.9 km), Mlandizi – Chalinze (3.5km) and Chalinze – Ngerengere.

c) A number of projects are being implemented to reduce congestion in Dar es salaam and hence allow for smooth traffic flows. These projects include 8lanes road Ubungo to Kimara, Kijazi flyover at Ubungo which has been completed, Uhasibu interchange which is under development will also reduce congestion on Mandela Road. SGR construction and development of Kwala ICD are among other projects being under development which are expected to reduce congestion.

Below are recent infrastructure projects completed along the Central Corridor in Dar es salaam region aimed at reducing congestion.

**Table 18: Completed infrastructure projects in Dar es salaam region**

| INFRASTRUCTURE | ROADS SECTION(S) | | STATUS |
|---|---|---|---|
| Paved Road | Kimara | Kiluvya Dsm/ Coast Boarder | 18.18 km Paved 6 To Lane Completed |
| Stop Over Box Culvert | Kimara | Temboni | Completed |
| Korongo Box Culvert | Temboni | Mbezi Mwisho | Completed |
| Mbezi Solid Slab | Mbezi Malamba Mawili Jct | Mbezi Victoria | Completed |
| Mbezi Inn Box Culvert | Mbezi Victoria | Makondeko | Completed |
| Mbezi Luis Box Culvert | Mbezi Victoria | Makondeko | Completed |
| Kibamba Bridge | Makondeko | Kibamba | Completed |
| Kibamba Solid Slab | Makondeko | Kibamba | Completed |
| Bimtumwa Box Culvert | Kibamba Shule | Kiluvya Gogoni | Completed |
| Kiluvya Bridge | Kiluvya (Jct To Kawawa) | Kiluvya (Dsm Coast Boader) | Completed |

*Source: TANROADS DSM.*

The Dar es salaam central corridor road network status is as provided in the table below;

**Table 19: Road Status, Kurasini to Kiluvya in Dar-es-Salaam**

| ROAD NO. | ROAD SECTION | | ROAD LENGTH (KM) | ROAD CONDITION |
|---|---|---|---|---|
| T001 | Ubungo | Kiluvya Dsm/Coast Boader | 22.97 | Paved |
| T025 | Kurasini Uda Depot | Ubungo | 15.52 | Paved |

d) The Dar es salaam region has one main parking designated for truckers as a holding area. There is a need to do more efforts to identify and designate parking area is Dar es salaam as is the most concentrated region interms of number of trucks. The following were observed at Kibanda Cha mkaa Truck holding area.

i. The area is used as truck holding area for trucks heading to Dar es salaam during peak hours

ii. Provisions for lights and toilets are provided and are currently under constructions

iii. Security of the parking area is available provided by the local communities

iv. The parking is free of charge from 5am to 11:30am and charged 5,000/= per truck from 11:30am to 6pm and extra 5,000/= from 6pm to 5am in the morning.

v. It was recommended for TANROADS who are managing the truck holding area to include communication sign easily visible to all truckers approaching the place.

## B. MOROGORO REGION ROAD SECTIONS

a) The Central Corridor Road sections in Morogoro regions are from Bwawani area to Morogoro town/Msamvu (48km) Msamvu to Gairo (133km). A total of 105km of these sections are in good condition, 25km in fair condition and about 2.5km in poor condition. The poor conditions are mainly on the hilly sections and climbing lanes where plans are underway to undertake its maintenance within the current financial year 2021/22.

b) The Kibaha-Morogoro expressway is being constructed. Currently, the contractors are onsite to continue with route identification where funds have been allocated for the current financial year. The initial scope of the project which was Dar-Chalinze-Morogoro expressway (197km) has changed. It will now start from Kibaha – Chalinze- Morogoro. The project will connect to the 4lanes from Kibaha to Dar.

c) To facilitate road safety, truck holding and parking facilities/ laybays are being developed in Morogoro region, some of these include Dumila, Dakawa, Kingoluwira, Nanenane and Gairo.Most of these parking facilities are free of charge and security of truck/cargo are responsibilities of the driver/truck owner.

d) The overall road network condition of the Central Corridor roads sections in Morogoro region between Ngerengere (Coast/ Morogoro border) to Morogoro town to Gairo(Morogoro/ Dodoma border) is good and minor rehabilitation are being undertaken on regular basis and the status is as follows:

**Table 20: Central Corridor Road Network by status, Morogoro section**

| NETWORK LENGTH (MOROGORO REGION | | | GOOD | | FAIR | | POOR | |
|---|---|---|---|---|---|---|---|---|
| PAVED | UNPAVED | TOTAL | KM | % | KM | % | KM | % |
| 181 | 0.0 | 181 | 161.19 | 91.7 | 4.6 | 2.6 | 10 | 5.7 |

## C. DODOMA, SINGIDA AND TABORA REGIONS ROAD SECTIONS

a) Central Corridor Road sections in Dodoma, Singida and Tabora region are good. A number of regular maintenances are conducted to ensure the status is maintained and new projects are being developed to reduce congestion. Such developments included the upgrading of the Dodoma City Outer Ring Road (110.2 km). The project is being implemented by Tanzania Roads Agency (TANROADS) with the assistance from African Development Bank (AfDB) and will involve a construction of new road. The rehabilitation and/or replacement of existing drainage structures and the construction of new, additional drainage structures. When the Ring Road is completed, it shall allow traffic not destined for Dodoma City including the Central Corridor trucks to bypass the City along a number of high-speed freeways in a quick and easy fashion. It is a three years project expected to be completed by 31 Dec 2024

b) Road condition surveys are conducted every year to update the IRI factors. The road section condition for Dodoma, Singida and Tabora regions are as provided in the statistics below.

c) Dodoma municipal has constructed trucks parking areas at Kizota and Nala to facilitate truck drivers once they need to park for short stays.

d) The construction site for Manyoni One Stop Inspection Station in Singida were observed to be left idle with no activities going on.

e) On some road sections, contractors were seen onsite undertaking periodic maintainance of the roads mainly in Singida and Tabora regions.

f) The overall road network condition of the Central Corridor roads sections in Dodoma region between Gairo (Morogoro/ Dodoma border) to Kintinku (Dodoma / Singida border), is provided as follows:

**Table 21: Central Corridor Road Network by status, Dodoma section**

| NETWORK LENGTH (DODOMA REGION) | | | GOOD | | FAIR | | POOR | |
|---|---|---|---|---|---|---|---|---|
| PAVED | UNPAVED | TOTAL | KM | % | KM | % | KM | % |
| 192.2 | 0.0 | 192.2 | 134.3 | 69.9 | 23.0 | 11.9 | 34.9 | 18.2 |

g) The overall road network condition of the Central Corridor roads sections in Singida region between Kintinku (Dodoma / Singida border) to Malendi (Singida/Tabora border) is provided below:

**Table 22: Central Corridor Road Network by status, Singida region**

| NETWORK LENGTH (SINGIDA REGION) | | | GOOD | | FAIR | | POOR | |
|---|---|---|---|---|---|---|---|---|
| PAVED | UNPAVED | TOTAL | KM | % | KM | % | KM | % |
| 284.9 | 0.0 | 284.9 | 206.7 | 73.7 | 49.6 | 17.7 | 24.0 | 8.6 |

h) The overall road network condition of the Central Corridor roads sections in Tabora region between Malendi (Singida/Tabora border) to Nzega to Manonga (Shinyanga/Tabora border) is provided below.

**Table 23: Central Corridor Road Network by status, Tabora section**

| NETWORK LENGTH (TABORA REGION) | | | GOOD | | FAIR | | POOR | |
|---|---|---|---|---|---|---|---|---|
| PAVED | UNPAVED | TOTAL | KM | % | KM | % | KM | % |
| 136 | 0.0 | 136 | 88.99 | 65.8 | 33.9 | 25.1 | 12 | 9.1 |

## D. SHINYANGA AND KAGERA REGIONS ROAD SECTION

a) Transit road section in Shinyanga and Kagera regions are in good condition status, and the road section Ushirombo-Lusahunga (110km) which were under construction by the Contractor STRABAG is now completed and passable.

b) The road section Nyakanazi – Lusahunga – Rusumo have been well rehabilitated all pot holes fixed. The contactors are still onsite to complete the remaining poor sections of the road, hence currently trucks are passing smoothly and very short time is used compared to before where a number of accidents were happening due to bad condition of the road.

c) The overall road network condition of the Central Corridor roads sections in Shinyanga region between Manonga (Shinyanga/Tabora border) to Tinde to Wendele (Shinyanga/Geita border) is provided below.

**Table 24: Central Corridor Road Network by status, Shinyanga section**

| NETWORK LENGTH (SHINYANGA REGION) | | | GOOD | | FAIR | | POOR | |
|---|---|---|---|---|---|---|---|---|
| PAVED | UNPAVED | TOTAL | KM | % | KM | % | KM | % |
| 112 | 0.0 | 112 | 109.16 | 97.8 | 2.0 | 1.8 | 0 | 0.4 |

d) The overall road network condition of the Central Corridor roads sections in Kagera region between Mlele (Geita/Kagera border) to Rusumo (Tz/ Rwanda border) is provided below.

**Table 25: Central Corridor Road Network by status, Kagera section**

| NETWORK LENGTH (SHINYANGA REGION) | | | GOOD | | FAIR | | POOR | |
|---|---|---|---|---|---|---|---|---|
| PAVED | UNPAVED | TOTAL | KM | % | KM | % | KM | % |
| 149 | 0.0 | 149 | 60.68 | 33.4 | 43.0 | 16.1 | 45 | 50.5 |

e) There is a well-constructed truck parking facility at Benaco, however it needs resurfacing with concrete as when it rains the parking is slippery and inaccessible. Challenges facing Benaco parking area include lack of supporting facilities such as lights during the night, and proper toilets. Also, trucks are charged Tsh 3,000/= per entry despite how short it is whereas on other parking facilities, they're charged per the night spent.

### GENERAL REMARK/RECOMMENDATION – ROAD SECTIONS

a) Regular rehabilitation of key road sections such as Lusahunga-Rusumo should be maintained.

b) There is a need for continuous resource mobilization for more implementation of the project to address blackspots along the route which have now started through TANROADS and Tanzania Police force.

## 1.9 TANZANIA EXIT BORDER POSTS

During the survey, the team physically surveyed the three exit border posts of Central Corridor in Tanzania which are Rusumo/Rusumo, Kabanga/Kobero and Mutukula/Mutukula. Discussions with the service providers at the border were held and a visit to various border section were undertaken to realize the processes and procedures followed during cargo clearances at the border; the following were the observations at each border post.

### 1.9.1 RUSUMO OSBP (TANZANIA/RWANDA)

a) OSBP operations at Rusumo are still the same and run smoothly despite Covid-19 pandemic which was thought to have disrupted a number of border crossing procedures.

b) Most of the queues and delays at the border mainly Rwandan side are caused drivers' personal reasons, delayed payment of road user fees while awaiting money to be received from their superiors. Hence a need to develop Guidance's to the road users which could be fixed to areas visible to all at the border post.

c) Tanzania and Rwanda customs officers work together as a team to inspect and clear the trucks as a way of reducing delays. Also, they have harmonized by about 90% legal and customs procedures and data and information sharing.

d) Cross-Border market and various private warehouses are being constructed at Rusumo – Rwanda to facilitate cross-border trade.

### 1.9.2 KOBERO-KABANGA OBSERVATIONS;

a) The Kabanga-Kobero Border posts between Tanzania and Burundi are operating under OSBP operations but not operational under 24/7 modalities. The borders operate between 6 AM to 6 PM Burundi time for both people and cargo movement.

b) The Kobero border post is busiest border post in Burundi with an average of 150 trucks per day. It's equipped with a scanner and a weighbridge is operational for screening of cargo.

c) Bureau of Standard (BBN) and the phytosanitary services which were not available at Kobero are now located at the border to facilitate cargo clearance and hence reduce costs and delays incurred before.

d) There is shortage of parking facility in Burundi side to accommodate all incoming trucks whereas segregation of cargo at the parking facility is also becoming difficult and hence imposing high safety risk since all type of cargo are mixed on the same space which is not enough.

e) Long ques of trucks extending from Kobero border to Kabanga have been observed and are mostly attributed by the Weighbridge weighing activities at the border facility at Kobero as well as Covid-19 screening procedures which are done along the way of the entrance gate.

f) CFAs are not accommodated within Kabanga, they're renting private offices near the border which in turn contribute to difficulties on border operations as they fail to have sufficient access of internet and electricity to continue with operations once there is power cut which is more regular at Kabanga.

g) Firefighting brigade have now been stationed at Kabanga and they're undertaking regular safety checks to truckers and provide awareness. However, there is no fire brigade facilities on either side of the border despite the very high risk of fire incidents at the borders, requirement assessment on the same have been conducted and submitted to TRA for considerations.

h) Lack of staff housing on Kabanga side where the available housing is being used to accommodate TRA staffs, the rest of the 14 government agencies are operating at the border are housed under private arrangements.

i) There are telecommunication network challenges at the border and hence make it difficult to communicate through Tanzania network providers.

j) There are challenges on the internet connectivity at the border where the bandwidth provided by TTCL is very slow and hence slowing down service provisions.

k) There are frequent power cuts at the border on both sides and hence the facilities are using the generators as source of power most of the time. However, fuel and regular maintenance high costs as generators are running for long time are making it difficult to have generators on all the time when there are power cuts.

l) Poor road condition at the road section to the border of Kobero where truckers are parking on the road shoulders leaving out one side of the road to be used by all other road users.

m) Complains by Tanzania service providers housed in Burundi for not been given conducive offices to work from and others lacking offices at all. Some of the available offices do not have privacy and hence need to re-divide the offices

n) Most of the Tanzanian staffs are not housed in the building at Kobero except immigration and TRA who are housed at the entrance of the facility.

o) Given that, Tanzanian officers do not have offices in Burundi, they have to move with all their working documents all the time and hence sometimes they're distracted mainly during rainy seasons.

p) Plans are underway to ensure exchange programs between Burundi and Tanzania service providers at the border to learn best practices and exchange experiences from each other's. The program will start with immigration departments.

q) Truckers heading on either side are subject to Covid-19 screening procedures whereas truckers heading to Burundi are tested/screened at Kobero free of charge while non-truckers crossing to Burundi are to pay for PCR test costing $15 regardless of having -ve Covid certificate from country of origin. For those entering TZ, they need to possess -ve Covid certificate from their origin countries and those without are returned back.

r) TRA undertakes patrols to counter illegal passage of cargo however they have shortage of staffs and other working tools such as vehicles to effectively patrols all possible outlets which are more than 30 and criminals mostly use motorcycles to pass areas where vehicles cannot go through.

s) Some areas used for illegal crossing such as Mwibambo area need to be developed and formalized as they are having substantive volumes of trade to open-up official border crossing. The Burundi part of these crossings have been developed with buildings and hence same administrative buildings needed in Tanzania.

t) The bridge connecting the Kabanga and Kobero border isn't in good condition, efforts are being made to ensure trucks crosses it only and not parking over it mainly during long queues of trucks extending from Kobero.

u) There are long queues of trucks on Burundi side mainly caused by shortage of enough parking space at Kobero but also the placement of Covid-19 screening and testing offices close to the entry point of Kobero and thus long queues at the border as well as destruction of road as the awaiting trucks are parked on the road shoulders.

v) Regular maintenance of the road between Zero zero to Kabanga are being conducted to fill in the potholes. However same spots have been experiencing same challenges several times, it was advised that rehabilitation strategies should be in such that provide long lasting solutions to the potholes.

w) It was informed that, the road section Lusahunga – Rusumo is in the final processes to start rehabilitation under WB funding.

x) There are water supply challenges at Kabanga OSBP, currently water is being supplied by the vendors from areas near the border and distributed by vehicles. TRA were advised use internal funding that could be used to drill a spring or alternatively leverage on the

y) Due to the shortage of parking facility at Kobero, it is being proposed to construct a well-equipped parking centre between Kabanga and Kobero specifically to accommodate transit cargo where they will be allowed to stay until clearance processes are done at Kobero thereafter they will be allowed to proceed direct to border exits.

z) Due to the increased transactions at the border resulting into long queues, it is proposed to extend working hours at the border up to 2200hrs from current 1800hrs. This will fastrack clearance of more cargo and reduce congestions.

aa) OBR requested facilitation to operate and verify cargo clearance nearby the entry ate at Kabanga rather than operating frm the offices located in the OSBP building. This will assist to physically see what is being transacted.

## RECOMMENDATIONS

a) Utilize the available space at Kabanga to accommodate CFAs at the border

b) Need to fast-rack ONA arrangements between Tanzania and Burundi and strengthen reliability of telecommunications network providers at the borders.

c) TRA to engage TTCL to increase bandwidth of their internet at the border.

d) Fast-racking of Rusumo hydro power project which is at 85% completion. Border authorities to look on the best ways to have enough budget allocations for fuels and regular maintenance services for the generators.

e) Extending of working hours at the border while working on Implementation of the OSBP operation of 24/24 and 7/7

f) A need to emphasize on the separation of parking for tanker trucks and other vehicles at the border

d) Install high-speed internet connection

e) Construction of staff housing and other social facilities at Kabanga border.

### 1.9.3 MUTUKULA OBSERVATIONS;

a) The Mutukula-Mutukula Border posts between Tanzania and Uganda are operating under OSBP operations under 24/7 modalities for both people and cargo movement.

b) Mutukula is one of the best OSBPs with all 17Government Departments housed and well facilitated in the OSBP building.

c) It is the only OSBP with a dedicated technician to handle all other operational challenges of the building including electricity, power, internet, water supply, IT issues, and following up the condition of the building from day to day and thus being able to address quickly matters arising. This is the best practice that could be duplicated to all other OSBPs.

d) Every Tuesday of the week, all OGDs meet to discuss and iron-out issues related to the OSBP operations.

e) Some sections of the road leading to the border which are between Kyaka – Mutukula are being rehabilitated to put them in a good condition

f) Truckers are being provided with a number of parking areas near to the border post of Mutukula which some are privately owned and others are under TRA management. These parking are mostly used by truckers waiting to have their clearance procedures in Ugandan side finalized.

g) The Weighbridge at the border post of Mutukula in Tanzania side is one of the centralized 13 weighbridge stations in Tanzania as pilot where all processes are integrated to the centralized weighbridge Station Data management system at TANROADS HQ. Upon successfulness, all other weighbridges will be integrated.

h) Most of the overload cases at Mutukula WB Stations are for truckers from Uganda despite that most of them are as well weighed at Lukaya weighbridge in Uganda where EAC axle load control act is being harmonized.

i) Transport and Metrology council of EAC is one of the platforms used by the responsible authorities for weighbridges to share best practice and experience on the ground and hence such trends observed at the border are also shared. It is recommended to convene a platform to evaluate the implementation of the EAC axle load control act which is implemented in all EAC member countries.

j) Banks and other service providers are now operating 24/7 hours at the border

k) There is still scarcity of staff housing at Mutukula border Tanzania sides, the available housing is only accommodating TRA staffs and only 10 families can be accommodated. A land space dedicated for house building is available, hence a call for financiers to support housing of staffs at Mutukula.

l) Fuel cargo being handled at Mutukula has increased, hence a need to fastrack best ways to undertake its quick clearance and give it green channel to cross the borders.

m) It was advised to continue addressing issues such as freight charges, marketing strategies, increased out anchorage time and others which in-turn will provide an increase of Ugandan market share of cargo going through the Port of Dar es salaam.

n) Road user fees charged to Ugandan truckers entering Tanzania is now 375USD compared to 500usd before, where it is charged per kilometer for more than three axles and above vehicles the charge is 16USD per 100km whereas for vehicles with less than 3axles it is 6usd per kilometer. Currently, the horse and the trailer are charged separately and hence reducing the total charges paid.

o) Uganda side is experiencing shortage of parking space and hence long queues of trucks inside and outside the OSBPs which are also causing road damages.

p) All cargo entering Uganda are scanned through a scanner placed just at the entrance gate of the OSBP, the scanning takes about 5-10minutes and hence resulting into congesting the entrance gate of the OSBP.

q) Public toilets for truckers and other passengers have been built at the border hence reducing previous complains from the border users.

r) Exit lane of cargo/trucks to Uganda is not well marked and fenced to avoid any diversion of vehicles before entering Uganda.

s) CFA's do not have office space on the OSBP to undertake some of their activities from there mainly when there's power cut or poor network connectivity. Which is also an easy One stop centre for truckers to find their agents. Or any other individual who might wish to declare his/her own cargo.

t) There is dedicated standby generator at the border post to provide power backup anytime there's power cut.

u) Hygiene and hand washing facilities to combat Covid-19 have been placed at the border

v) For all individuals crossing the border, Covid-19 screening is undertaken and a need to have -ve Covid certificate is mandatory whereas rapid test is done at a cost of $15. Truckers are among the most compliant border users coming with all the requirements at the border.

w) OSBP has reduced individuals' clearance time to a maximum of 5minutes compared to more than 30minutes before.

## RECOMMENDATIONS

a) CFA's may be dedicated a room in the OSBP building to easy their operations despite their external offices.

b) A need to have dedicated technician to handle all OSBP technical related concerns to all other OSBPs on the day-to-day basis as it seems to be working perfectly compared to other OSBPs where the day-to-day technical operations issues are handled by the OSBP manager/in-charge.

c) OSBPs should be though to have bigger parking space to the importing countries as that's where there are longer ques of trucks

# CHAPTER 2: KIGALI - RUBAVU/GOMA - RUSIZI - BUKAVU ROUTES

The survey team on this route started the survey by undertaking stakeholders' visits in Kigali where they later on travelled by road to inspect road and other infrastructure status along the route to Goma and Bukavu in DRC via Ruzizi and Rubavu borders respectively.

Findings of the Surveys are as listed below:

## 3.3.1 KIGALI STAKEHOLDERS VISITS

## A. RWANDA REVENUE AUTHORITY (RRA)

### OBSERVATIONS:

a) Total transit time from Dar es salaam Port to Kigali 3-4 days

b) The cost of doing business has been reduced due to improvements on truck turnaround time comparing to past years after the introduction of the EAC Single Customs Territory whereby goods are cleared at the port of Dar salaam and goods offloaded at the owner's premises if duties were paid or to bonded warehouses in Kigali

c) For trucks parking at Magerwa are charged 11 USD per night.

d) RRA have introduced their own tracking system for trucks. TMEA was supporting the regional tracking system on paying the Telecom charges, but ideally the plan was for the partner states to take over and continue paying telecom charges but failed and each partner is supporting its national tracking system – currently discussions on going on how to make it sustainable for the future regarding the regional electronic cargo tracking system (RECTS).

e) Reported that from Rusumo border, for duty paid trucks no need of e-Seal while for the ones where duties are not paid and all heading to DRC are sealed for tracking, the charges are free.

f) From Rusumo border to Kigali no Customs checkpoints along the route

g) Border movements of people officially re-opened on 7th March 2022 on all borders

### GENERAL REMARKS/RECOMMENDATIONS

a) A need to expedite the sustainability plan for the RECTS with EAC member states

b) A need also to include onboard Tanzania on the RECTS

c) A need to expedite for a new Time Release study within the Corridor as currently available study is very outdated done in 2015 and a lot of things have changed within the region – Currently RRA is planning for border-to-border time release study before expediting for cross-border one.

## B. RWANDA TRUCK OWNERS ASSOCIATION (RTOA)

### OBSERVATIONS

a) RTOA has raised concerns on the Road Tolls fees of 16 USD per 100 Kms for Rwandan Trucks entering Tanzania but crossing to other countries like Kenya and Zambia as opposed to the normal $152 charged to Rwandan registered trucks terminating at the port of Dar es salaam. The charges started to be implemented since 14th March 2022.

b) Appreciated the removal of major NTBs along the Central Corridor route (mainly operationalization of 3 selected weighbridges) and major operational improvements at the port of Dar es Salaam.

### GENERAL REMARKS/RECOMMENDATIONS

a) A need for timely maintenance of disturbing roads especially during rainy season to avoid unnecessary breakdowns and accidents along the route.

## C. RWANDA TRANSPORT DEVELOPMENT AGENCY (RTDA)

### OBSERVATIONS

a) The road section Rusumo to Kayonza is now rehabilitated to 7m wide from previous 6m wide since the year 2020 which is now very safe and reduced number of accidents along that section.

b) The section Kayonza to Kigali, the Feasibility study is already done to make it 7m wide, currently is still at 6m wide but plans underway to widen it awaiting funds for that section

c) Regarding road safety, a lot has been implemented including installation of speed cameras and currently allowable speed is minimum 60KPH and maximum 80KPH for some sections, this is part of road safety enforcement and also periodic sensitization to society is jointly done by police force.

d) Currently no weighbridge along Rwanda Roads, however there is an initiative to have Weighbridge installed at Gatore about 15 kms from Rusumo.

e) RTDA, is planning for benchmarking in Tanzania on the best practices and operationalization of weighbridges.

f) Regarding parking spaces, there is no specific parking space allocated for trucks in Rwanda, small parking areas can be seen with very small parking area like one at Rugende most of trucks prefer to park at petrol stations which is not safe.

g) Regarding IRI, RTDA is periodically updating it and will be shared accordingly

h) A need to seek funds for the widening of Kayonza to Kigali Road section which is about 65Kms.

i) Had a meeting with RTDA procurement unit to find out how to fast track procurement of a consultant for the development of the Road Side Stations in Rwanda

### GENERAL REMARKS/RECOMMENDATIONS

a) RTDA, requesting CCTTFA to facilitate and coordinate a meeting with TANROADS in Tanzania to learn how Weighbridges are operationalized.

b) CCTTFA to assist RTDA, in mobilizing funds for Kayonza – Kigali Road section of about 65Kms.

## D. DUBAI PORT (DPW)

### OBSERVATIONS

a) The recorded traffic is about 45 to 50 trucks per day and mainly containerized cargo.

b) There is adequate parking space however trackers are charged 11 USD per night per truck and no grace period is provided to truck drivers

c) The operations are now 24 hours, officially started 21st February 2022.

d) No recorded delays in terms of cargo clearance, enough customs staff operating on shifts.

e) There are enough handling and modern equipment and facilities available

f) Recorded satisfactory measures for Covid 19 pandemic for drivers and staff

g) Available firefighting equipment including Fire Hydrant, Fire Fighting Pump Room and Water Pump Station

## 1.9.4 GOMA, DRC MEETING AND BORDER VISIT

## A. DEMOCRATIC REPUBLIC OF CONGO – GRANDE BARRIERE OSBP

This is the border post on the DRC side with Rwanda entering Goma in North/Nord Kivu province.

### OBSERVATIONS

a) Central Corridor Team, had a meeting with key stakeholders including DGDA, OGEFREM, OdR, ACCAD/Clearing and TMK.

b) Border starts operations at 6:00AM and closes at 8:00PM

c) No customs duties and taxes paid at the border crossing, payments are made at the warehouses (Entrepôt), which are privately owned and all customs related operations are conducted there.

d) The only payments made at the border is for road tolls USD 230 for foreign registered trucks above 3 axles and visa fees USD 50 single entry while entering DRC.

e) The distance from the border to entrepôt is about 1km

f) The parking area is inadequate and to avoid long queues at the border, trucks are released and escorted to the Entrepôt, while customs officials keep the documents until payment is done. Also USD 30 per day is paid as parking fee.

g) Most of imports are clothes, food stuffs, flour, construction materials, humanitarian goods and fuel while the exports are coffees, food stuffs and minerals.

h) There is sufficient security at the border, equipped with water hoses and fire extinguishers, and safety measures and sensitization on Covid – 19 pandemic, Ebola and HIV/AIDS.

i) The average border crossing time is 10hrs.

j) Also, some of the cargo clearance delays are caused by CFA's and drivers who lack proper trainings to understand the clearance processes and documentary requirements

k) CFA's complaining on Government institutions to work together, apart from the 4 official services (Customs, Immigrations, Food, Drugs and Health and Standards (OCC) there are other additional 25 services that cause delays/stopping the truck in between until final destination.

l) CFAs from Goma, advising facilitation from Central Corridor to visit port of Dar es Salaam, to discuss more on opportunities and ways to improve usage of Dar es Salaam port. But also get time for further collaboration with their counterpart in Dar es Salaam.

m) Border parking fee for the trucks at the border is USD 30/day with the aim of discouraging drivers to park at the border.

n) OGEFREM is requesting TPA, if possible, to allocate a dedicated area within the port for DRC cargo to easy operations and identification.

o) OGEFREM is also requesting TPA to create a mechanism for tracking cargo from ships, this has been implemented in the neighboring ports and observed to be attractive to most of the importers/ exporters

p) ODR, reported that out of 49Kms from Goma to Minova, 23Kms are tarmacked, 26Kms gravel, 4Kms within 26Kms are very poor and unpassable during rainy season. The very poor section is at Mubambilo.

q) For Goma to Walekale road about 219Kms, the work is ongoing and reached 20 percent as of March 2022.

r) DGDA Installed an advanced and modern mobile scanner at the border that easy verification of cargo against documentations

## B. DGDA – ENTREPÔT

### OBSERVATIONS

a) These are extensions of the Customs Bonded Warehouses, and are privately owned but have signed contracts with DGDA.

b) Improved in terms of equipment, including forklifts which easy the offloading and loading operations

c) The operations at the warehouses include customs and standards (OCC) while for fuel depots they have laboratory for testing.

d) The main task of customs officials based here is to receive documents, physical verification of documents, cargo and observing if seals are intact and thereafter release the trucks to offload. Clearance at the warehouse takes a maximum of 2-3 days depending on documentations

e) Most of the warehouses handle goods passing through the two border entry points of Grande Barriere, which brings most of the cargo, and Petit Barriere.

f) Facilities observed at the warehouses include:

- Social amenities (toilets, resting areas, kitchen)
- Security, most are guarded by police force
- Standby generators
- Water hoses and fire extinguishers
- Ample parking space

### GENERAL REMARKS/RECOMMENDATIONS

a) Parking space at Grande Barriere is the main huddle and recommend a need for DRC government to intervene and extend the parking area.

b) Road Tolls of $230 are charged within DRC entry points and recommended government to reduce the rate to at least $152 which is the harmonized rate for Tanzania, Rwanda and Burundi.

c) Sensitization and capacity building for both truck drivers and CFAs on cargo clearance processes so as to avoid unnecessary delays

d) A need to re-visit border parking fee of USD 30 at Grande Barrier in DRC side.

## 1.9.5 KIGALI – RUSIZI/BUKAVU TRANSIT NODES

The road from Goma to Bukavu is about 200km via Rwanda along Kivu Belt, well tarmacked. Installed with Speed Cameras along the road to control over speeding which has tremendously reduced policemen along the roads. The allowable maximum speed is 60KPH. The road has sharp corners and steep slopes that in case of absence of speed cameras will result into more accidents and road safety insecurity.

## A. REPUBLIC OF RWANDA – RUSIZI II BORDER POST

This is the border post on the Rwanda side with Democratic Republic of Congo entering Bukavu in South/SUD Kivu province. The border post is located in Rusizi district .

### OBSERVATIONS

a) Border operations start at 6:00AM and closes at 06:00PM every day.
b) They used to serve about 120 transit entries before outbreak of Covid-19 pandemic but now they serve around 60 – 80 transit entries per day
c) No OSBP Concept is implemented, they operate as a normal border post because buildings for OSBP are not yet complete
d) There is no challenge of electricity or network issues on Rwandan side and once it happens, trucks are released manually to avoid unnecessary delays
e) On the Road tolls, Foreign registered truck entering Rwanda with more than 3 axles are paying USD 152 while below 3 axles are charged USD 76. For Congolese registered transit trucks are also paying the same plus Entry card which is charged per number plate and it is USD 15/plate number.
f) Customs average release time is about 5 mins on Rwandan side where officers only verify the documents and release
g) Parking fee at the border is free of charge and it is adequate no any complaint recorded.
h) Covid—19 testing certificate is no longer mandatory (waived) after official opening of borders from Rwanda Government, previously the Covid test certificate was lasting for 15 days. Rwandese are not allowed to cross the border without being vaccinated and the vaccination services are available at the border.
i) There is good facility for washing hands and sanitizing when entering the border to Rwanda, installed with temperature detection cameras with a dedicated nurses to release personnel who have normal temperatures.
j) Foreigners are not required to provide/show Covid-19 vaccination certificate.

### GENERAL REMARK/RECOMMENDATIONS

a) A need to expedite the operationalization of OSBP concept to facilitate smooth movement of goods and services
b) Advising DRC side to operate within recommended working hours, as reported that they open border very late around 8:00AM and which make drivers to park waiting for operations
c) More sensitization to truck drivers on border operations and its processes
d) Kigali-Goma route has many boda-boda and bicycle riders who are a safety threat on the roads because of not observing speed limits especially when going down the hills, clinging on the back of the trucks as they climb the hills. Recommending more sensitization, road safety awareness initiatives to the societies along the road.

## B. RUZIZI II BORDER POST VISIT AND STAKEHOLDERS MEETING IN BUKAVU

The team visited the border at Ruzizi II in DRC side and met all stakeholders including FEC, DGDA, SNCC, OGEFREM, RVF, ODR, ACCAD.

### OBSERVATIONS

a) At Ruzizi II Border OSBP construction has not begum
b) There is no electricity at Ruzizi II in DRC side, all operations are depending on Generators where running cost is very high and sometimes delays happen due to lack of fuel
c) Border operations starts from 8:00AM to 6:00PM
d) The road from the border about 500M is tarmacked, 1.5Km rehabilitated and is passable even during rainy season. The fund for this section is available and construction ongoing for the 1.5Km road to make it more passable including construction of road boundaries. The remaining section about 1Km which include the roundabout, the road is passable but no allocated fund to make it tarmacked, the mobilization of resource is ongoing
e) Lack of warehouses in Bukavu, resulting into trucks spending more time before offloading and hence increasing costs of trade.
f) None of the government owned Entrepôt, those available are privately owned and have high handling charges.
g) The charge for entering the Entrepôt is USD 150 for 3 days and for the additional days thereafter is charged USD 7 per day.
h) The warehouse owned by SNCC is not operational and importers are embarking on making it operational that will reduce charges from privately owned warehouses
i) So many operators at the border (more than 20 and all charges fees). High tariffs in DRC and hence traders decide to offload at neighboring countries warehouses and import in small quantities
j) Non-conducive environment to import through Kigoma which is cheap and cost effective. No enough equipment in DRC side (Kalundu Port).
k) Poor infrastructures at Bukavu port, sedimentation on the Lake Kivu Bukavu –Goma ports.
l) Most institutions lack proper and documented statistics which can be periodically shared both Goma and Bukavu.
m) Foreigners entering DRC are charged USD 50 for VISA which last for one month. Transporters are supposed to pay for both a driver and turnboy or otherwise a turnboy is waiting to reduce the cost allowing only the driver to cross.

n) Yellow fever card is mandatory when crossing and once found unavailable from drivers, are charged USD 40.
o) Clearing and forwarding Agents (ACCAD) are complaining on the charges to disinfect the truck of USD 50 is unfriendly and nothing is done by authorities to disinfect the truck. They have escalated these charges to higher authorities with no positive results.
p) Ministry of transport charges, USD 10 per plate number, where a truck and a trailer is charged USD 20.
q) Offloading processes at warehouse takes about 2-3 days due to documentation
r) Warehouses in Kamanyola are charging USD 100 for 3 days and any additional day thereafter is charged at USD 7/day.
s) SNCC reported that Kalundu port is mostly affected by sedimentation, which needs periodical dredging, a machine for that work need to be permanently placed for that work.
t) At Kalundu port, only one crane is available and there is a need to mobilize more equipment to avoid loading and offloading delays.
u) Kalundu port, serve about 3 ships per month and receive about 2000 tons
v) RVF, still insisting on the lack of navigation equipment as most of people prefer traveling at night where they reach their destinations early morning it's a high time to install that safety navigation equipment to allow easy travel at night.
w) RVF Identified 39 points along Lake Kivu that need installation of Safety Navigation Equipment
x) Lack of speed boats and other equipment for RVF which hinder their effective operations on Lake Kivu
y) A need to mobilize resource for RVF on studies to identify ports along lake Kivu that need to be rehabilitated
z) RVF identified 9 ports including SNCC ports both Bukavu and Goma, also Bugalula, Momvu, Ruhundu, Kalehe, Kinyezire, Minova and Kintama, all these ports need to be inspected periodically by RVF but due to lack of equipment and speed boats its not possible

## GENERAL REMARKS/RECOMMENDATIONS

a) Harmonization of Road user charges to all CC member countries.
b) FEC is requesting CC to facilitate operationalization of NGOMO road to Bukavu
c) ACCAD requesting CC to facilitate the removal of USD 50 to disinfect the truck at Rusizi 11 as it is among the big NTBs.
d) RVF, requesting CC to facilitate mobilizing resources for installation of navigation equipment both GOMA and Bukavu ports along Lake Kivu, where there 39 identified points that need navigation safety equipment
e) RVF, requesting CC to also facilitate on mobilizing resource for speed boats for RVF and other equipment
f) CC to help mobilizing resources for RVF on the study to identify ports that need to be rehabilitated for easy and smooth movement of goods and services along Lake Kivu
g) Advocate for construction of government-controlled warehouses in Bukavu
h) Reduce tariffs at the DRC borders to attract traders to import directly to DRC
i) Institutions should be capacitated to keep track and record of their statistics in formalized manner. A need for advocacy, capacity building and facilitation.

# CHAPTER 3: BUJUMBURA-GATUMBA-UVIRA ROUTES

## 1.9.6 BURUNDI SURVEY

The survey team on this route visited various nodes of Central Corridor routes including roads, Ports, Railways, border posts and hold discussions with various stakeholders as provided below;

## A. ROADS

The Dar es Salaam Port is connected to Bujumbura through a number of roads as mentioned below. The distance from Dar es Salaam port to Bujumbura is approximatively 1,620 Km and it takes 80 hours for a truck as a transit time. The transportation cost is 114$ per ton, Light Container 20ft- 2,600$ and heavy container 20ft-3000$ while the 40ft container the cost is 3,000$.

The status of Burundi roads connected to the Central Corridor is as per the following table.

**Table 26: Central Corridor Road Network by status, Burundi**

| N | ROAD SECTION | LENGTH | STATUS 2020 - 2021 | PLANS 2022 OR ESTIMATES |
|---|---|---|---|---|
| 1 | RN1 : Bujumbura - Kayanza<br><br>RN6: Kayanza - Ngozi - Muyinga-Kobero | 94.889 km<br><br>133.44km | Tarmacked Stat = M<br><br>Tarmacked Status= M | Work to improve drainage works, treat critical points and plug pot-holes is in progress;<br><br>Routine manual and periodic maintenance work is in progress;<br><br>Projection/Rehabilitation Plan: Technical studies for rehabilitation and expansion according to EAC standards are available for the Bujumbura – Bugarama section. |
| 2 | RN2: Bugarama - Gitega<br><br>RN8: Gitega-Make buko<br><br>RN13: Makebuko - Ruyigi- Rusengo<br><br>RN20: Rusengo - Gisuru-Tz Border<br><br>RN21 : Gisagara - Tz Border | 65,440km<br><br>24,000km<br><br>61,230 km<br><br>36.677km<br><br>34,530 km | Tarmacked: Status = Mv<br><br>Tarmacked Status = Mv<br><br>Tarmacked Status = M<br><br>Rough road Status = Mv<br><br>Rough road Status = Mv | Routine manual and periodic maintenance work in progress;<br><br>Projection/Rehabilitation Plan: Technical studies for rehabilitation and expansion according to EAC standards for the Bugarama - Gitega section. |

| | | | | |
|---|---|---|---|---|
| 3 | RN3: Bujumbura - Rumonge - Nyanza Lac-Mabanda - Mugina | 167,380 km | Tarmacked: Bujumbura-Rumonge: Status = Mv;<br><br>Rumonge-Nyanza Lake: Status = Mv;<br><br>Nyanza Lac-Mabanda-Mugina: Status= Excellent; | – Rehabilitation works according to EAC standards are underway for the Gitaza-Rumonge and Rumonge-Nyanza Lac<br>– For Nyanza-Lac-Mabanda - Mugina sections;<br>– Routine manual and periodic maintenance work is in progress. |
| 4 | RN5: Bujumbura - Cibitoke - Ruhwa | 80.812km | Tarmacked: Bujumbura-Nyamitanga-Ruhwa: Status = Excellent; | Routine manual and periodic maintenance work in progress; |
| 5 | RN4: Bujumbura - Gatumba Border Post | 18.922km | Tarmacked:<br><br>Bujumbura - Gatumba Border Post: Status = Excellent | Bujumbura-Gatumba section: Routine manual and periodic maintenance work in progress; |

### RECOMMENDATIONS

i. All the roads in bad conditions require rehabilitation/improvements to be in line with EAC standards
ii. Coordinate mobilization for funds for the studies, designs and construction.

## B. ROAD SIDE STATIONS/STOP AND REST AREAS

One stop and rest area were identified in Bugarama, however the land disputes are delaying its development. It was recommended for the Burundi Road Agency to settle the land dispute and finalize the acquisition of the required land.

## C. INLAND PORTS

### BUJUMBURA PORT

| BUJUMBURA PORT: ON-GOING CONSTRUCTION OF A SHIPYARD | PROPOSED IMPROVEMENTS |
|---|---|
|  |  |

**i.** Improvements are underway, where expansion is being made for container terminal, dredging, channel for draining of stormwater and construction of the shipyard. The works are funded by JICA at a cost of 31 million USD

ii. More improvements are expected from AfDB and EU funding including expansion of oil and passenger terminals, access roads and offloading and loading equipment and a high-speed patrol boat. The cost for these works and equipment is estimated at 56Million USD.

### RECOMMENDATION FOR BUJUMBURA PORT

i. Fasttrack the signing of funding agreement with AfDB and EU for implementation to commence

## RUMONGE PORT

| RUMONGE PORT AS OF MARCH 2022 | RUMONGE PORT AS PROPOSED |
|---|---|
|  |  |

The port handles smaller boats and on average the port handles 8 boats per week whereas in January 2022, the port handled 33 boats incoming and 40 boats outgoing

ii. The corresponding ports in DRC include; Baraka, Mboko, Karamba, Kasimia, Wimpipolo while the corresponding Port in Tanzania is Kibirizi.

iii. The main products handled by the port includes exports of beverages and importation from DRC and Tanzania of cement, fish, salt, cassava and palm oil.

iv. There is no designated terminal (quay) resulting into boats loaded and offloaded while deep in the water which is time consuming and unsafe

v. The cost of loading and offloading is 4.5$per ton of salt, 6$ per ton of cement, 11.3$ per ton of beer, soda and water.

vi. There are 3 private associations, with 2 operating with offloading loading in the water while other operates on land.

vii. The main challenges highlighted by the operators included; difficulty to load and offload from bigger boats while in deep water and limitations of the working hours of the port which closes at 6.00 pm

viii. The feasibility study and designs were completed however the funding is under a bigger component called Trade Facilitation Project. Requests have been made to separate this project so that its implementation can commence. The estimated cost is 18million USD.

ix. The Administration is in the process to acquire the required land that shall accommodate the proposed project components.

## RECOMMENDATIONS FOR RUMONGE PORT

i. Fast track the signing of the amendment to the funding agreement with World Bank for immediate construction of the port.

## KABONGA PORT

i. There is no port but rather a landing site

ii. The feasibility study and preliminary design completed for development of a port

iii. The estimated cost for development is $ 40million

iv. The required land for development was acquired

v. It was recommended to fastrack resource mobilization for construction and operationalization of Kabonga port due to its potential.

# D. INLAND WATER WAYS

### BUJUMBURA- KIGOMA (176KM).

i. Transit time 8 - 12 hours

ii. The main products transported is Sugar and Wheat

iii. The cost of transportation is 22.5$ per ton of Sugar and 19.4$ per ton of wheat

iv. The cost for transportation of containers; 20ft-609$ while the 40Ft- 1217$

v. The main challenge experienced on this route is lack of adequate ware houses in Kigoma

### BUJUMBURA-KASANGA

i. Transit time is 72 hours

ii. The main products transported is cement and maize

iii. The cost for transportation of cement is 40$ per ton while the cost for maize is 47$ per ton of maize

### BUJUMBURA-MPULUNGU

i. Transit time is 72 hours

ii. The main product transported is cement, sugar, clinker and iron

iii. The cost of transportation for the above; cement- 37.5$ per ton, sugar-42.8$ per ton, Clinker, 37.5$ per ton and Iron=37.5$ per ton

iv. The cost for transportation of containers; 20ft-1825.2$ and 40ft- 3650$

v. The main challenge experienced on this route is the lack of forklifts at Mpulungu Port, handling is by manual which is time consuming and costly.

### RECOMMENDATIONS FOR INLAND WATERWAYS TRANSPORT ON LAKE TANGANYIKA

i. Construction of more warehouses in Kigoma

ii. Rehabilitation of Mpulungu Port

## E. RAILWAYS

### UVINZA-MUSONGATI-GITEGA

i. Feasibility and preliminary design studies validated in March 2021

ii. Signature of the Bilateral Agreement for the construction in February 2022

iii. Recruitment process for the consultant for the supervision of the works and the Contractor for construction will start in March 2022

iv. Training of Burundi Staff on railway construction modules in progress with funding from the CCTTFA

### RECOMMENDATION:

i. Mobilization of additional funding for construction

### GITEGA-BUJUMBURA/UVIRA-KINDU

i. The signature of the MoU between Burundi and the DRC was done in Kinshasa July 2021

ii. Signature of the Tripartite MoU for the implementation of the project done in Dar es Salaam, 7th March, 2022,

iii. Funding for feasibility and preliminary design studies available,

iv. Launch of the Consultant selection process will start in March 2022

## RECOMMENDATION

i. Fast Track and expedite the feasibility studies and detailed design

ii. Mobilise funds for construction

## F: BORDER POSTS

| BORDER POST | OBSERVATIONS | RECOMMENDATIONS |
|---|---|---|
| **KOBERO BORDER POST** | i. This is one stop border post (OSBP) connected to Tanzania through Kabanga OSBP<br>ii. There are issues of delay in the clearing of cargo process<br>iii. Insufficiency of space for parking and other border activities/congestion<br>iv. The clearing process is not harmonized | i. Implement One Single Window clearing system<br>ii. Acquiring land and expansion of the border post area |
| **MUGINA BORDER POST** | i. This border post in the process of being turned into an OSBP<br>ii. The MoU between Burundi and Tanzania signed and ready for implementation<br>iii. The feasibility Studies and Detailed Design were completed in December 2021;<br>iv. The Financing for the constructions (24Mio USD) was acquired from the AfDB | i. Fast tracking the commencement of construction |
| **GATUMBA BORDER POST** | i. There is plan for feasibility studies and detailed design of the improvement of the border post<br>ii. Funding is available from World Bank | i. Fast track the procurement of the Consultant to undertake the studies and designs. |

### 1.9.7 DEMOCRATIC REPUBLIC OF CONGO SURVEY

### A. CENTRAL CORRIDOR ROADS TRANSIT SECTIONS IN DRC

### RN30 KAVIMVIRA-BURUNDI BORDER POST (7KM)

i. The road is 7 Km length and travel time is approximately 45minutes

ii. The road is a murram road and in rough condition

iii. There is availability of funds (7.0 million Euro) from European Union for improvement of this road. The contract for the road construction should be signed before November 2022.

### RN 5 UVIRA-KAMANYOLA-BUKAVU (131KM)

### LOT 1: KALUNDU-LUBERIZI

i. The section is 50km long

ii. It is a tarmacked road in poor condition

iii. The Feasibility Study and detailed design was completed and available

iv. The mobilization for funding of the works is ongoing and a roundtable discussion is expected in April 2022

### LOT 2: LUBERIZI - BUKAVU

i. The Lot 2 road section is 89 Km length

ii. The procurement for the consultant to undertake the feasibility study and detailed design was completed and contract signing done at Uvira, DRC on 17th March 2022.

Other roads' condition is as summarized in the following table.

**Table 27: Central Corridor Road Network in Democratic Republic of Congo**

| ROAD NAME | CONDITION | RECOMMENDATION |
|---|---|---|
| RN 31, RN 2 and RP1/503 Kindu-Kalima-Shabunda-Bukavu (666Km) | Severely degraded gravel road | Advocacy of the Central Corridor for Feasibility Studies, Designs and Improvements |
| RN 5, RP 1128, RN 2 and RN 31 Uvira-Kindu (877Km) | | |
| Kindu-Kabambare-Lulimba-Kalemie (948km) | | |
| RN 31 and RN 3 Kindu-Kisangani-Lubutu-Wailkale-Bukavu (829km) | | |
| Kindu-Kibombo-Samba-Kasongo-Kabambare-Kongo-lo-Kalemie (995Km) | | |
| Ubundu-Kisangani (125km) | | |
| Kalemie-Manono (500 Km)-Kamina (843Km) | | |
| RN5-Kalemie-Uvira (388Km) | | |

## B. CENTRAL CORRIDOR TRANSIT PORTS IN DRC

### KALUNDU PORT

i. The corresponding ports for Kalundu ports are Kalemie, Kigoma and Mpulungu

ii. The port does not handle containers due to lack of offloading equipment

iii. The improvements at the port are ongoing, including construction of new buildings for office and passenger gate, rehabilitation of warehouses and fencing of the port. The works are funded by Trade mark East Africa, at a cost of 20 million USD

iv. The remaining component of port modernization including the construction of the quay of 200m length and handling equipment will be funded by World bank.

v. The main challenge observed is the inadequacy in the offloading and loading equipment, the off-loading and loading is manually done

vi. There is a problem of siltation at the port due to the terrain of the surroundings and the port does not have a dredging equipment and this component was not taken into account by TMEA.

vii. The drainage works were not taken into account by TMEA

The statistics of cargo handled at Kalundu port in the past 5 years is as follows;

**Table 28: Volume of Cargo handled at Kalundu Port in DRC, 2017-2021**

| YEAR | IMPORTS (TONES) | EXPORTS (TONES) |
|---|---|---|
| 2017 | 50,200 Tons | 7,645 Tons |
| 2018 | 48,185 Tons | 5,282 Tons |
| 2019 | 36,650 Tons | 8,036 Tons |
| 2020 | 42,139 Tons | 4,000 Tons |
| 2021 | 39,917 Tons | 8,082 Tons |
| **TOTAL** | **217,091** | **23,045** |

## KALUNDU PORT: ONGOING CONSTRUCTIONS


## KALEMIE PORT

i. The corresponding ports for Kalemie include, Kalundu, Kigoma and Mpulungu

ii. The challenges experienced at Kalemie include the following;

- Insufficient capacity for the reception of boats
- Insufficient handling equipment (2 out of 5 operational cranes);
- Absence of container cranes;
- Silting up;
- Wrecks cast in port;
- Dilapidated port infrastructure;
- Uncoated and cramped storage airs;
- 2 port stores in poor condition,
- Flooded area.

iii. It has been recommended for Advocacy of the Central Corridor for resource mobilization for dredging, rehabilitation and modernization of the Port. CCTTFA to conduct a mission to assess the needs for a feasibility study while integrating the Lukuga (outlet)

### MOBA PORT

i. The port lacks Equipment and infrastructure for port operations
ii. The Port has sunken wrecks that do not allow docking and the
iii. The pier is in poor condition
iv. It has been recommended for CCTTFA to coordinate/mobilize funding for FS and Construction/ modernization of the port

### MUSHIMBAKYE PORT

i. The Port is connected to an area with high mining potential,
ii. The infrastructure at the port is obsolete
iii. The port has no storage areas
iv. Insufficient docking
v. It is recommended for CCTTFA to coordinate/mobilize funding for dredging and construction of this port

### KINDU, UBUNDU AND KISANGANI PORTS

i. The state of inaccessibility to these ports is very pronounced,
ii. Low water level drop caused by the deposition of sediments, other filth, sand and deposits
iii. It has been recommended for CCTTFA to coordinate/mobilize funding for dredging and construction of these ports, install automatic aluminography and tide gauges in order to have water level variation diagrams in each port

## C. CENTRAL CORRIDOR INLAND WATERWAYS IN DRC

### KALUNDU-KIGOMA

i. Transit time is 12 hours
ii. The cost for transportation is 20$ per ton
iii. Challenges experienced is lack of cranes and forklifts at Kalundu and the berth is shallow (not dredged)

### KALUNDU-KALEMIE

i. Transit time is 16 hours

## D. CENTRAL CORRIDOR RAILWAYS IN DRC

### KALEMIE-KINDU (711KM)

i. The railway is dilapidated. It is in an advanced state of disrepair and requires total rehabilitation
ii. There is some routine reinforcement work in progress
iii. It was advised for the advocacy of the Central Corridor for coordinating and mobilization of funds to undertake rehabilitation and modernization of the railway and the acquisition of rolling stock in order to make profitable trade via the ports located on Lake Tanganyika and that of Dar es Salaam

### KABALO-KAMINA (447KM)

i. The railway is obsolete and dilapidated. It is in an advanced state of disrepair and requires total rehabilitation
ii. There is some routine reinforcement work in progress
iii. It was recommended for the advocacy of the Central Corridor for coordinating and mobilization of funds to undertake rehabilitation and modernization of the railway and the acquisition of rolling stock.

### UBUNDU-KISANGANI (125 KM)

i. The railway is obsolete and dilapidated. It is in an advanced state of disrepair and requires total rehabilitation

ii. There is some routine reinforcement work in progress

iii. Advocacy of the Central Corridor for coordinating and mobilization of funds to undertake rehabilitation and modernization of the railway and the acquisition of rolling stock

## E. CENTRAL CORRIDOR BORDER POSTS IN DRC

### KAVIMVIRA BORDER POST

i. The border post has the challenge of flooding, some of the buildings were submerged at the time of the survey,

ii. There is no parking, the vehicles have to stop on the road while the occupants are cleared

iii. Due to the floods submerging the existing building, the border administration is undertaken in the temporary facilities.

iv. Feasibility studies and designs for border infrastructure modernization

### RUBENGA/LUVUNGI, KIGAZURA/LUBERIZI, NYAMOMA/SANGE, KABERAGULE/SANGE AND KILIBA

i. The border posts lack of car parks,

ii. Temporary buildings,

iii. Lack of bridges to facilitate the crossing of goods.

iv. Modernization of the infrastructure

## F. TRADE

### GENERAL OBSERVATIONS

i. Insecurity in certain routes of the Central Corridor inside the DRC;

ii. Overlapping of services at entry points making it a long process and time consuming yet Law no. 036/2002 relating to the respect of the operational order at the entry points in the DRC provides for only four institutions namely: DGDA, DGM, OCC and HYGIENE

iii. It is recommended for strengthening the capacities of stakeholders with a view to securing people and their property through the application of law n°036/2002 relating to the respect of the operational order in the entry points of the DRC.

### TRADE AT THE PORTS OF KALEMIE AND MOBA

i. There is overlapping of Government Services,

ii. Non-compliance with the operational order

iii. It is recommended for capacity building of stakeholders to materialization and implementation of a single window system at the ports; the application of law n°036⁄2002 on respect of operational order; the construction of a type B public warehouse under Customs and construction of a port fence.

## TARIFF AND NON-TARIFF BARRIERS

i. There is multiplicity of illegal barriers

ii. It is recommended for a need for capacity building of stakeholders to remove these barriers.

iii. Also support FEC Tanganyika and Maniema in their advocacy aimed at elimination of interprovincial taxes on goods in transit and establishment of the laboratories of the Congolese Control Office in their respective provinces.

## TRADE AT RUBENGA/LUVUNGI, KIGAZURA/LUBERIZI, NYAMOMA/SANGE, KABERAGULE/SANGE AND KILIBA

i. There is overlapping of Government border services

ii. It is recommended for capacity building of stakeholders to understand and implement the application of law n°036/2002 on the respect of operational order at the border posts

# CHAPTER 4: DAR-MWANZA-KIGOMA-KAMPALA ROUTES

## 1.9.8 TRANSIT WATERWAYS AND RAILWAYS TRANSPORT

The survey team on this route visited officials of Ports, Railways and Operators to update state of developments in the Lakes and Railways connecting Dar Port with Central Corridor member states. The purpose of this segment of the survey was to assess the developments of logistics that provide multimodal links between Railways, Roads and Inland Waterways; particularly through Lake Victoria and Lake Tanganyika. These modes of cargo transportation are of economic importance to the transit trade between Dar Port, Uganda and Democratic Republic of Congo (DRC).

During the visits; the team conducted interviews, observations and review of reports on developments of inland marine and railway transport services. As such, the team visited Mwanza Port, Kigoma Port, Uganda Railways Corporation (URC). Furthermore, the team visited the Ministry of Transport in Uganda, the Uganda Revenue Authority (URA), Uganda National Roads Agency (UNRA) and Private Sector – transporters and freight forwarders.

The survey information included development updates during the period of 2020-2021, challenges and recommendations on programs, infrastructures, systems and human capacity on the Central Corridor transit cargo logistics.

### A. RAILWAYS

The Dar es Salaam Port is connected to Kigoma Port and Mwanza Port by central railway line of Tanzania Railways Corporation (TRC). 20% of cargo to Kigoma is reported to be transported to Kigoma via central railway line and connected by inland waters of Lake Tanganyika while there is virtually no cargo to Uganda is shipped through railway line. The distance from Dar es Salaam port to Kigoma by railway is about 1,251 kilometers while to Mwanza is 1,216kilometres.

Furthermore, cargo disembarked at Port Bell in Entebbe through Lake Victoria is carried by Uganda Railways.

The status of railways connecting the Central Corridor is as provided below;

### DAR-ES-SALAAM- KIGOMA RAILWAY:

Cargo performance during the period of 2020-2021 by TRC linking Kigoma port is provided below:

**Table 29: Volume of Cargo handled at Kigoma Port, Tanzania, 2020-2021**

| TYPE (TONS) | 2020 | 2021 | CHANGE |
|---|---|---|---|
| Regional Cargo | 32,146 | 28,978 | -10% |
| Export Cargo | 11,386 | 16,954 | 49% |
| Transit Cargo | 12,731 | 8,075 | -37% |
| Throughput | 56,263 | 54,007 | -4% |

Visit at the Kigoma Railway station informed the survey team that currently there are ongoing feasibility studies by China government and Turkey government to renovate Meter Gauge Railway (MGR) network and new construction of Standard Gauge Railways (SGR) towards Kigoma.

# CHAPTER 5: CENTRAL CORRIDOR LOGISTICS TO KAMPALA

i. **PORT BELL - KAMPALA RAILWAY LINE:** Not much of cargo from Dar-es-salaam port was carried due to lack of linkage with TRC and a longtime unresolved issue between URC and TRC. It was recommended for CCTTFA intervention will be sought to resume TRC/URC pending issues regarding URC wagons.

ii. **MASAKA TO KAMPALA ROAD SECTION:** UNRA currently working with EAC to mobilize resources for rehabilitation of the road section of Masaka to Kampala, which is narrow and in bad state. The Toll-road expressway at Busega to Mpigi currently at 10% construction to reduce congestion across Kampala. UNRA have not invested in truck parking spaces at Mutukula but private spaces are available.

iii. **MINISTRY OF WORKS AND TRANSPORT, UGANDA:** The team was briefed on various projects for Ports and Railway currently under developments which include:

- Ongoing construction of new port at Bukasa
- Rehabilitation of MV Pamba and Kaawa which are now operational between Mwanza and Port-Bell after renovations
- The agreed partnership between GoU and private firms to operate MV Pamba after rehabilitation
- Construction of two new vessels, MV Kabaka which is 100% and another tanker at 90% construction stage
- Construction of jet facilities of 275m long at Kaukuu
- Construction of truck loading bay at Bukasa Port has reached final stages
- 17 marine officials were trained in Mwanza by facilitation of CCTTFA
- Lake Victoria - Uganda established Search and Rescue (SAR) Centre at Entebbe through support by AfDB
- Ongoing steps towards establishment of Uganda Maritime School, including construction of school facilities
- 9 SAR centers are planned for construction whereas 9 rescue boats on procurement stage and recruitment of staff for SAR ongoing

iv. **MARINE SERVICES COMPANY LIMITED**

- Only MV. Wimbi vessel is being operated by MSCL between Mwanza and Port Bell which carried 1402 tons of Cargo in 2021.
- The major MSCL vessel for Mwanza-PortBell that is MV Umoja of Tanzania undergoing major rehabilitation until June 2023.
- The construction of new vessel MV Mwanza is ongoing at Mwanza port
- MSCL has eight (8) vessels grounded at Mwanza and Kigoma Ports
- At Kigoma port in Lake Tanganyika, there are plans to rehabilitate 2 vessels which are fuel tanker and cargo vessel.

## v. TPA KIGOMA PORT

- Currently Kigoma Port contains a coastline of key length to handle general cargo of 210m long, container cargo length of 100m long. The port has also capacity to handle 110m jet at Kibirizi. Passengers can be handled at a length of 122 m.
- The port can handle up to 1.5million tones a year, equivalent to about 10% of TPA throughput in a year.
- Actual performance in recent years is only 30% of the installed capacity where 70% of cargo through Kigoma port is served to DRC.
- There are ongoing constructions at Kibirizi to handle more liquid cargo and improve infrastructures at the port currently used by vessels plying mostly regional trade of food and construction materials.
- JICA will in year 2022 begun rehabilitation and modernization of Port infrastructures and facilities on a 70billion TZS grant from Japanese government.

## vi. TPA MWANZA PORT

- Feasibility study on Mwanza Port improvement was completed in 2021 where currently, TPA is preparing detailed design for Mwanza port improvements.
- Transit operations at Mwanza have slowed down due to challenges with TRC moving cargo from Port of Dar to Mwanza
- The Port will be improved to work in harmony with ongoing developments at Port Bell, Uganda and Standard Gauge Railway network in Tanzania. Expected improvements include port paving to accommodate trucks, dredging from the current 3.5M to 4.5M, berth extension from the current 92 ft to 150 ft, improvement of warehouse and container yard at the South Port, levelling of key and upgrading of port railway network to dual system of meter gauge and standard gauge line to link with wagon vessels

**Table 30: Challenges and Recommendations**

| SECTION / AREA | CHALLENGES | RECOMMENDATIONS |
|---|---|---|
| **KIGOMA PORT** | i) Human capacity requires upgrading on several aspects<br>ii) Dilapidated vessels<br>iii) Offloading/onloading cargo costs incurred between DRC Ports and Kigoma due to lack of Ritch stalker<br>iv) Railway and Inland waterways linkage is weak, at only about 20% of throughput cargo | i) CCTTFA is requested to facilitate investment on containerized cargo handling on both sides of ports along LT<br>ii) Management best practices could be documented and replicated<br>iii) Human capacity improvement plan is needed<br>iv) Advocate for improvement of revenue operations at Kibirizi port; including use of EFD to tax according to revenues than lumpsum<br>v) CCTTFA to facilitate with DRC to harmonize tax regimes and Port charges at Kalemie, Uvira, Baraka<br>vi) Investments to improve and extend berthing spaces at Kalemie are needed. The port is congested and risking accidents |
| **TRC-KIGOMA** | i) Manual recording of cargo data was visibly a challenge that affect efficiency in delivering intelligent logistics management;<br>ii) Split of TRC and TPA has weakened TRC;<br>iii) currently that there are no operations linking Dar-Port with Kigoma Port due to a wash away at Kilosa in Morogoro region in Feb 2022. | |
| **UGANDA RAILWAY AND MARITIME** | i) Regional Search and Rescue Centre is planned to be built in Mwanza but developments are slow<br>ii) Use of seamen books instead of passports by seamen from Uganda crossing to Tanzania is challenge<br>iii) Female participation in seamen work is low; however, there are sporadic efforts to organize women working in maritime sector<br>iv) Lack of joint regional oil-spill contingency plan and pollution control along LV; currently Uganda has no equipment for controlling oil-spillage on that side<br>v) Navigation charts along LV are outdated, more than 60 years old<br>vi) Human capacity is weak at URC<br>vii) Lack of shunting locomotives at URC and assets issue in general<br>viii) Business operating environment of URC and TRC is challenging and hampers trade facilitation between the nodes | i) To advocate for a joint maritime authority to serve for harmonized capacity building and regulation of LV maritime transport<br>ii) Engage with women associations of maritime professionals eg Women in Maritime Africa (WIMA) to build portfolio of female participation and advocacy: areas where women have economic advantage in the sector<br>iii) CCTTFA requested to facilitate TRC-URC meetings to resolve pending businesses issues<br>iv) To facilitate mapping and updating of LV navigation maps as a joint LV project<br>v) Advocate for speed-up of Dar-Isaka railway line that will reduce distance and stimulate use of Central Corridor by Uganda<br>vi) Advocate for uniform traffic and road safety framework in EAC common market in order to push down compliance costs<br>vii) To advocate for a wider accountability of TPA, TRC and URC to its stakeholders will benefit transit trade- including putting in place Service Level Charters<br>viii) CCTTFA requested to support capacity building to truckers and owners on modern trucks technology uptake and safety |

## ANNEX I: DIRECTIVES FOR ALL TRANSIT TRUCKS TO WEIGH ONLY AT DESIGNATED THREE WEIGHBRIDGES.

JAMHURI YA MUUNGANO WA TANZANIA

**WIZARA YA UJENZI NA UCHUKUZI**

# TAARIFA KWA UMMA

**Wizara ya Ujenzi na Uchukuzi (Sekta ya Ujenzi), inawataarifu Wasafirishaji na Umma kwa ujumla kuwa kuanzia tarehe 01 Machi, 2022, magari yote yanayosafirisha Kontena za transit kwenda nje ya nchi yatalazimika kupima uzito katika vituo vitatu (3) tu vya mizani ili kupunguza msongamano katika vituo vya mizani Nchini.**

**Zoezi hilo ambalo litafanyika kwa majaribio ya miezi miwili ili kutathmini utekelezaji wake litahusisha Vituo vifuatavyo: -**

(i) Barabara Kuu ya Tanga- Rusumo/Kabanga/Mutukula

Kwa magari yanayoanzia Tanga kwenda Burundi na Rwanda yatapima kwenye vituo vya; -

- Pongwe – Njuki – Nyakahura

Kwa magari yanayoanzia Tanga kwenda Uganda yatapima vituo vya; -

- Pongwe – Njuki – Mutukula

(ii) Barabara Kuu ya Holili- Rusumo/Kabanga/Mutukula

Kwa magari yanayoanzia Holili kwenda Burundi na Rwanda yatapima kwenye vituo vya; -

- Himo I – Njuki – Nyakahura

Kwa magari yanayoanzia Holili kwenda Uganda yatapima vituo vya; -

- Himo I – Njuki – Mutukula

(iii) Ushoroba wa TANZAM

Kwa magari yanayoenda Malawi kupitia barabara ya Dar es Salaam, Uyole-Kasumulu yatapima katika vituo vya; -

- Vigwaza – Wenda – Uyole

Kwa magari yanayokwenda Zambia na Jamhuri ya Kidemokrasia ya Kongo kupitia barabara ya Dar es Salaam – Tunduma yatapima vituo vya; -

- Vigwaza – Wenda – Mpemba

(iv) Ushoroba wa Kati

Kwa magari yanayokwenda Burundi na Rwanda yatapima mizani za; -

- Vigwaza – Njuki – Nyakahura

Kwa magari yanayokwenda Uganda yatapima kwenye mizani za;

- Vigwaza – Njuki – Mutukula

Vituo ambavyo havikutajwa katika ushoroba wowote, havitahusika katika kupima uzito wa magari hayo yanayosafirisha kontena. Aidha, magari yatakayobainika kuzidi uzito katika mizani inayopima magari yakiwa kwenye mwendo (Weigh in Motion) yatalazimika kuingia kwenye kituo husika cha mizani ili kuhakiki uzito.

Hivyo, wasafirishaji wote wanaosafirisha mafuta wanapaswa kuzingatia taratibu za upimaji uzito kila wanapofika katika kituo stahiki cha upimaji uzito kama ilivyoelekezwa hapo juu.

**Imetolewa na Wizara ya Ujenzi na Uchukuzi (Sekta ya Ujenzi)**
**28/02/2022.**

@WIZARAYAUJENZINAUCHUKUZI @WIZARAYAUJENZINAUCHUKUZI @WIZARAUJNAUC

ANNEX II: MATRIX OF IDENTIFIED ISS

## UES AND RECOMMENDATIONS FROM ANNUAL REPORT 2021
## RWANDA STAKEHOLDERS' SUBMISSION

| ID | SUB-SECTOR | EMERGING CHALLENGES / ISSUES | PREVIOUS DECISIONS/ RECOMMENDATIONS | ACTIONS UNDERTAKEN | RESPONSIBLE INSTITUTIONS | RECOMMENDATIONS FORMULATED |
|---|---|---|---|---|---|---|
| CCTO - 2021- 01 | 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. |
| CCTO - 2021- 02 | 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. |
| CCTO - 2021- 03 | 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 fastrack the long outstanding discussions concerning the development of the highlighted railway. |
| CCTO- 2021- 04 | Port & Maritime | • Lack of skilled personnel to administer port operations and navigate vessels.<br>• Lack of maritime operations' laws, regulations, and standards. | • CCTTFA to coordinate Member States and mobilize resources to train more cadets in the maritime transport.<br>• 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 June 2022.<br>• Resource mobilization by different players to train more cadets is ongoing.<br>• 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.<br>• CCTTFA to facilitate the second Joint Technical Steering Committee meeting to review developed MoU among others. |

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| CCTO-2021- 05 | 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.<br><br>RRA has already a mechanism to determine time release and data can be availed on request. |
| CCTO - 2021- 06 | Single Customs Territory | • High container deposit fees.<br>• Lack of full access for clearing agencies at the Port of Dar es Salaam.<br>• 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.<br>• EAC Summit 2012<br>• 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.<br>• Full access of clearing agents was discussed under EAC/SCT Monitoring Committee but no outcome.<br>• RRA wrote to TRA requesting for access right to TANCIS for the trained Rwandan clearing agents. | • MINICOM, RWAFFA, and CCTTFA<br>• GoR and Government of Tanzania, EAC Secretariat.<br>• RRA and RWAFFA | • CCTTFA to facilitate Rwanda Freight Forwarders Association (RWAFFA) to have dialogues with Shipping Lines to lower container deposit fees.<br>• Government of Rwanda (GoR) to engage Tanzania Government to facilitate Rwandan-clearing agents to have full access at the Port of Dar es Salaam. |

# TANZANIA STAKEHOLDERS' SUBMISSION

| ID | SUB - SECTOR | PREVIOUS DECISIONS / RECOMMENDATIONS | ACTIONS UNDERTAKEN | RESPONSIBLE INSTITUTIONS | RECOMMENDATIONS | STATUS -2022 |
|---|---|---|---|---|---|---|
| CCTO-2021-07 | Port & Maritime | The importers to continue engaging with the shipping lines on the issue of the container deposit fees; | TAFFA has engaged SWISS financial institution to pilot a tailor-made product with some of the shipping lines (MSC, CMA-CGM) to cover for container deposit fee.<br><br>The optimal amount is 70 USD non-refundable | TAFFA | A need to Fastrack the initiative and for TAFFA to provide regular updates on the progress. | The Container Guarantee solution is now fully deployed and covers both local and transit containers through the Central Corridor alleviating the problem of container deposit. The service is being provided by Viaservice Limited and TAFFA is the main collaborating partner. Three major shipping lines (MSC, Messina and Hapag Llyod) have already deployed the guarantee, others are in the process of joining while a few continue to decline use of the service. ISCOS, TASAC, TRA, FEAFFA among others are supporting the guarantee service.<br><br>**RECOMMENDATION**<br><br>Central Corridor and the Corridor stakeholders support efforts to promote full uptake of the guarantee service as a business-friendly alternative to container deposit.<br><br>MoT to engage responsible on stakeholders on issues of premium insurance.<br><br>- TAFFA to lead role on sensitization and training to the members. |
| CCTO-2021-08 | Port & Maritime | Lake Tanganyika Ports managements to meet (by end of June 2019) and establish a framework for further discussions of challenges facing them on their day-to-day operations | CCTTFA has managed to get the coordination of the Programme of Harmonization of regulations and operations of Lake Tanganyika ports and the Ports Management will met within the framework | CCTTFA | CCTTFA to coordinate and involve the Lake Tanganyika ports Management in the study on harmonization of regulation and ports operations on Lake Tanganyika | CCTTFA update<br><br>CCTTFA Secretariat developed a Concept Note for the recruitment of consultancy services to develop the ToRs for the recruitment of the consultant. The CN was submitted to AfDB Burundi Office for no objection.<br><br>Govt is planning to build two ships to ply within Lake Tanganyika |
| CCTO-2021-09 | Port & Maritime | CCTTFA to expedite the Kalemie port needs assessment in collaboration with DRC and potential donors CCTTFA to coordinate with Member | CCTTFA and TMEA planned a joint mission to Kalemie but there was a challenge of logistics to reach Kalemie port | CCTTFA, TMEA | CCTTFA and TMEA to consider the activity | The CCTTFA Secretariat organized a stakeholders routes survey including participants from the port of Kalemie where the status of the report was reported. It was agreed that the CCTTFA to conduct the needs assessment to the ports of Kalemie and Moba in May 2022 and to share the findings to the DPs |

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| CCTO-2021-10 | Rail | The participants recommended TRC to establish a mechanism of sharing with their customers the availability of the train services, and so manage efficiently the expectations. | TRC met with DRC, Burundi and Uganda based customers especially importers of salt and cement and provided them with information on the best ways to access wagons,<br><br>TRC has introduced zonal managers who are responsible in attending customers in Kigoma to avoid coming all the way to Dar to book for wagons, also shared with DRC transporters official communication channels i.e website (www.trc.co.tz) and contact personnel for wagon allocation and booking from all zonal offices,<br><br>Rehabilitation of track between Dar and Isaka (970 Kms) has improved speed of a train and hence improve transit times (Dar – Kgm 3days Maximum and Dar-Isaka 2days maximum) | TRC, MoWTC | TRC to continue with rehabilitation of wagons<br><br>TRC To finalize cargo tracking system which will be accessed by customers to track their cargo, book for wagons and make direct payments to TRC<br><br>TRC to advise on train services timetable on its networks after track rehabilitation between Dar and Isaka (meter-gauge)<br><br>TRC to implement rehabilitation of 690 freight wagons and remanufacture 9 locos (two 88xx class mainline and seven 64xx class shunting turns), (by June 2021)<br><br>Procurement of 22 deluxe passenger coaches and rehabilitation of 37 passenger coaches (By June 2021)<br><br>Rehabilitate Tabora-Kigoma track (411 Kms) and improve its axle load (By June 2021) | TRC to continue with rehabilitation of rolling stock and acquisition of rolling stock (Procurement of 100wagons, rehabilitation of 690wagons, rehabilitation of 9locomotives)<br><br>Train working timetable has been developed to show the train Programme and will be availed by Aug 2022 after receiving three locomotives 91Classs (3000Hp)<br><br>Most of DRC and Burundi product come to Dsm for cement and salt and hence they book wagons from Dsm.<br><br>No challenges on the flat wagons for container, the challenge is on the wagons to carry loose cargo.<br><br>Multimodal clearance system is now accommodated by TRA. Also splitting modal is also applicable to WFP cargo.<br><br>Container consolidators for rail are there for outbound cargo with cargo coming to Isaka and carried by rail to Dar at the same rate.<br><br>Cargo tracking system development has been done and is now used internally, wagon and cargo tracking system and it is being worked on to include customer tracking by Sept 2022.<br><br>Tabora-Kigoma-Kaliua Mpanda, tender has been advertised |
| CCTO - 2021-11 | Trade | CCTTFA in collaboration with relevant stakeholders to consider joint surveys of the Lake Tanganyika ports to assess various trade facilitation elements; | Not yet done due to logistics challenge | CCTTFA, | CCTTFA to undertake the survey in the current financial year | CCTTFA Secretariat has already conducted visits to the ports of Kigoma, Bujumbura and Kalundu. A stakeholders meeting shall be organized after the assessment of the port of Kalemie and Moba in May 2022 |

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| CCTO-2021-12 | Trade | CCTTFA to engage with Central Corridor Member States' National Trade Facilitation Committees for effective implementation of bilateral and multilateral Trade Facilitation Agreements in relation with Central Corridor Sustainable Improvement | CCTTFA has not yet conducted the engagements with member states in regards to implementation of the bilateral and multilateral agreements.<br><br>CCTTFA facilitated TANTRADE to conduct a mission to exit borders on awareness and sensitization of the simplified Trade Regime concept and performance of joint border committees, and Non-Tariff Barriers. | TANTRADE, TPSF, CCTTFA, MIT | CCTTFA to organize with Central Corridor Member States' National Trade Facilitation Committees for effective implementation of bilateral and multilateral Trade Facilitation Agreements.<br><br>TPSF & CCTTFA to jointly collaborate on such initiatives to reduce duplication of efforts. | NOT DONE |
| CCTO - 2021-13 | Road Safety | Mobilize resources to implement the road safety project and extend the same to DRC; | Work on Uvira - Bukavu ongoing | CCTTFA, NEPAD, AfDB | CCTTFA to expedite resource mobilization | Road Safety Study was conducted in 2018 for Burundi, Rwanda, Tanzania and Uganda under World bank support. There's a need of implementation of the key recommendations. For DRC the road safety component is taken into consideration during the Uvira-Bukavu road project under Feasibility and detailed design |
| CCTO - 2021-14 | Road Safety | Assist Member States for the establishment of Road Safety Institutional Framework in charge of leadership and management | Tanzania has the National Road Safety Council. | NRSC, CCTTFA | CCTTFA to liaise with NRSC on road safety to discuss how to enhance a Road Safety Institutional Framework | A study on road safety was conducted and validated in 2018. The study proposed interventions to improve the road safety including the institutional arrangement which can work with CCTTFA coordination |
| CCTO - 2021-15 | OSIS management | | | | A need to appoint lead agency at the OSIS and allocate a budget for operationalization<br><br>To Fastrack completion of the remained OSIS at Njuki and Nyakanazi. | |
| CCTO-2021-16 | CUSTOMS CHECKPOINTS IN TANZANIA | . | | TRA is also planning to implement smart gate system to ensure smooth movement of cargo. | TRA to continue working on digitizing cargo tracking along the corridor to ensure all inbound and outbound cargo are tracked by electronic seals such that there is no need to go through customs checkpoints unless for few selected cases | |

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| CCTO-2021-17 | Inland waterways | | | | Survey of lake and lake ports and Mapping as the last ones was done long time ago | |
| CCTO-2021-18 | OSBP managements | | Governments have appointed leading agency at the OSBPs but lacking budget to manage the facility. | | A need to have dedicated technician to handle all OSBP technical related concerns to all other OSBPs on the day-to-day basis as it seems to be working perfectly compared to other OSBPs where the day-to-day technical operations issues are handled by the OSBP manager/in-charge.<br><br>A need to have allocated budget for OSBP facilities management<br><br>All OSBPs to operate 24hrs to fast-track cross-border movements | |
| CCTO-2021-19 | Cross-Cutting | | | | A forum for key players dealing with transit transportation to meet regularly to fastrack issues on the whole logistic chain. | |
| CCTO-2021-20 | National clusters resumption | . | | | A need to revamp National clusters on Transport and logistics to sit quarterly, discuss and iron out and follow up issues. These could be meeting before STACON meetings under CCTTFA facilitation. | |

# UGANDA STAKEHOLDERS' SUBMISSION

| ID | SUB - SECTOR | EMERGING CHALLENGES / ISSUES | PREVIOUS DECISIONS / RECOMMENDATIONS | ACTIONS UNDERTAKEN | RESPONSIBLE INSTITUTIONS | RECOMMENDATIONS TO BE FORMULATED | UPDATE AS AT 31/03/2022 |
|---|---|---|---|---|---|---|---|
| CCTO-2021-21 | Road | Discriminatory Road user charges of US$500 imposed on Ugandan trucks plying Tanzanian route | URT had promised to review the road user charges for Ugandan trucks by December 2019. | None | Ministries responsible for Finance & Transport | The meeting recommends that Uganda places a reciprocal charge on United Republic of Tanzania Trucks.<br><br>This was the case with Rwanda and Burundi trucks who had to place reciprocal charges on Tanzania trucks, and it was reduced to US$ 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%.<br><br>From this background its recommended that, this surcharge should be harmonized. |
| CCTO-2021-22 | | Unfair Provincial Road user charges in DRC:<br><br>Entry border of US$600 per truck, Beni US$30, LUNA US$700, KOMANDA US$150, 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. |
| CCTO-2021-23 | | 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 |
| CCTO-2021-24 | | 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.<br><br>CCTTFA should expedite the process with partner states |

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| CCTO-2021-25 | | 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<br><br>CCTTFA should fast track the harmonization of the Axle load control |
| CCTO-2021-26 | | 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<br><br>CCTTFA should fast track the harmonization of the Axle load control over charges |
| CCTO-2021-27 | | 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. | CCTFFA 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. |
| CCTO-2021-28 | | 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 | • The construction of the Roads in DRC has been launched.<br>• CCTTFA to engage concerned partner states to develop the Ntoroko port to evacuate Traffic along Dar – Mutukula – Ntoroko route |
| CCTO-2021-29 | | Absence of guideline for management of black spots | NA | NA | NA | The CCTTFA is requested<br><br>collaborate with NCTTFA in the drafting process the management guidelines for the black spots | The CCTTFA is requested<br><br>collaborate with NCTTFA in the drafting process of the management guidelines for the black spots |
| CCTO-2021-30 | | 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 ensured 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 |
| CCTO-2021-31 | 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. |
| CCTO-2021-32 | | Outdated Railway tripartite agreement | NA | NA | NA | The CCTTFA Facilitate the review and update of the tripartite agreement among the partner states | Review ongoing |

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| CCTO-2021-33 | | 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 | • CCTTFA obtained a no objection from MoWT to sign the MOU with URC for funding the rehabilitation of 22 Wagons.<br>• The signing of MoU is expected by Mid-April 2022 and procurement to commence immediately.<br>• URC has started procurement of wagons and have also procured four main line locomotives |
| CCTO-2021-34 | 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. |
| CCTO-2021-35 | | High cargo dwell time at the Port of Dar es Salaam | NA | NA | NA | • The Secretariat in conjunction with relevant stakeholders at the port need to continue to reduce the dwell time to the targeted cargo dwell time.<br>• 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. | Engagement with TPA and TICTS are ongoing in order to reduce the dwelling time and continuous monitoring is ongoing through CCTFFA Transport Observatory<br><br>The Port Improvement Committees (PIC) meetings are done monthly under the chairmanship of PS MoWT-Tanzania where CCTTFA is represented and dissemination of information is done for the concerned stakeholders. |
| CCTO-2021-36 | | Shortage of skilled Maritime manpower in Uganda | NA | NA | NA | • Next Maritime training should consider taking both Deck and Engine Cadets to promote a balanced labour force for the country.<br>• The CCTTFA to consider continuity of full sponsorship of the prospective Maritime trainees, if this project is to be sustained.<br>• Uganda Transport sector to write to CCTTFA a detailed proposal for capacity building for seafarers. | CCTTFA has sponsored two Marine Cadet officers who are about to complete the training<br><br>Other 3 cadets have been nominated for training starting FY 2022/2023<br><br>CCTFA 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 CCTTFA include; |

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| | | | | | | | - Re-tooling of the staff in terms of capacity building to be ready run the Institute<br>- Curriculum reviews and development<br>- Facilities for Training especially the use of IT based training (The required is to procure a TA to undertake needs assessment).<br>The concept paper for the above was developed and estimated costs determined for consideration by the Board |
| CCTO-2021-37 | | 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 |
| CCTO-2021-38 | | 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 centers which is ongoing. |
| CCTO-2021-39 | Border posts | The immigration of URT Charges US$200 for Business VISA to all business people entering URT.<br><br>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<br><br>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 |
| CCTO-2021-40 | | 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 |
| CCTO-2021-41 | | 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. |

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| CCTO-2021-42 | 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 |
| CCTO-2021-43 | | 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 |
| CCTO-2021-44 | | 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 |
| CCTO-2021-45 | | 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. |
| CCTO-2021-46 | 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 | • It's proposed that member states subsidize in the tests of COVID-19 to truck drivers and crew.<br>• Expeditious online release of test results should be made to the test recipients.<br>• Rapid tests should be used for truck drivers and crew. | • Resolved. PCR Test certificates in use for 72 hours.<br>• Fully vaccinated, PCR tests not required |

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| | | Infrastructure inadequacies | | | | • 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.<br>• Need to rehabilitate and increase the capacity of the Kampala Goodsshed. & the Silver Springs - Kireka roads.<br>• Need to rehabilitate the PortBell - Kampala Road<br>• Rail mounted gantry cranes at both port bell and Kampala Goodsshed<br>• Upgrade &Dredge PortBell and Jinja Port | 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 Goodsshed 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)<br><br>The following key interventions have been identified for consideration by CCTTFA<br>- Fencing of the Kampala Goodshed to allow acquisition of bonding licence and cargo handling from URA. Technical Report with cost implications availed<br>- Construction of hardstand floor at Goodshed to increase container handling capacity. Initial estimate and area identification done<br>- Rehabilitation of 6 ware housings structures at Goodshed to increase handling and storage capacity. Report with estimated cost availed<br>- Rehabilitation of the Drydock at PortBell to increase vessels maintenance/rehabilitation capacity. |

## ANNEX III: STAKEHOLDERS PARTICIPATED DURING THE CENTRAL CORRIDOR ANNUAL SURVEY 2021

| NO. | NAME | TITLE | ORGANIZATION |
|---|---|---|---|
| 1 | Abdalah S. Rashid | TPHPA Officer – Kabanga OSBP | Ministry o Agriculture |
| 2 | Abdallah A. Mhagama | Statistician | CCTTFA |
| 3 | Abdullahi B. Shemzigwa | Protocol Officer – Kabanga OSBP | President's Office |
| 4 | ACP. Tabitha Makaranga | Assistant Commissioner of Police | Tanzania Police HQ Dodoma |
| 5 | Adam Mwanyika | Officer – TRA – Mutukula OSBP | TRA |
| 6 | Akilimali Romain | | ODR Bukavu |
| 7 | Alex Shaka | | RRA |
| 8 | Allan S. Kimweri | PortHealth Officer – Kabanga OSBP | Ministry of Health |
| 9 | Ally H. Kakomile | Field Survey Supervisor | CCTTFA |
| 10 | Ally Shamte | Station Master | TRC -Kigoma |
| 11 | Anthony Stephen | Senior Marketing Officer | MSCL |
| 12 | ASP Machumu Jeremiah | ACP Rusumo OSBP | Police Tanzania |
| 13 | Athina Kambaya | Officer | TANROADS – Nyakahura |
| 14 | Aziza Rajab | Officer – Rusumo OSBP | NMB Bank Rusumo |
| 15 | Bahal'okwibale Nathan | | ACCAD Sud Kivu |
| 16 | Beatrice Byalugaba | Officer | TANROADS – Nyakahura |
| 17 | Benedictor Kornel John | Media Coordinator | CCTTFA |
| 18 | Bernard J. Masakia | Officer -OCD – Mutukula OSBP | President's Office |
| 19 | Blain Lutomo | | OdR GOMA |
| 20 | Brown Mwakyambo | Mutukula Weighbridge | TANROADS – Kagera |
| 21 | Charles King'eti | Customs Officer – Misugusugu | TRA |
| 22 | David Musiime | Lawyer | URC |
| 23 | Dennis Bosco | Mutukula Weighbridge | TANROADS – Kagera |
| 24 | Emmanuel G. Monyo | Weighbridge Engineer | TANROADS – Kagera |
| 25 | Emmanuel L. Magandi | Shift In charge – Nala Weighbridge | TANROADS – Dodoma |
| 26 | Emmanuel Ndakole | | FEC/SUD KIVU |
| 27 | Eng Abil Ngwanafi | Chief Engineer | MSCL |
| 28 | Eng **Edward Byaruhanga** | Manager Transport Planning | UNRA |
| 29 | Eng. Colman C. Ramadhani | Engineer | TANROADS – Dodoma |
| 30 | Eng. Filbert Biseko | M&E | TANROADS – Dodoma |
| 31 | Eng. Japhet Kivuyo | Engineer – Weighbridges | TANROADS HQ |
| 32 | Eng. Leonard Chimagu | Regional Manager | TANROADS – Dodoma |
| 33 | Eng. Leonard Sikambale | Weighbridge In Charge | TANROADS – Morogoro |
| 34 | Eng. Mpeli British | Engineer | TANROADS – Morogoro |
| 35 | Eng. Salehe Juma | Engineer – IPLU | TANROADS – Dodoma |
| 36 | Evarest J. Rechachwa | Officer | TANROADS – Nyakahura |
| 37 | Fadhili Zayumba | Inspector – Mutukula OSBP | Immigration Tanzania |
| 38 | Faraji Kondo | Database Specialist | CCTTFA |
| 39 | Farse M. Mathias | Officer | TANROADS – Nyakahura |
| 40 | Faustine Kayawaya | Weighbridge In charge | TANROADS – Dar es Salaam |

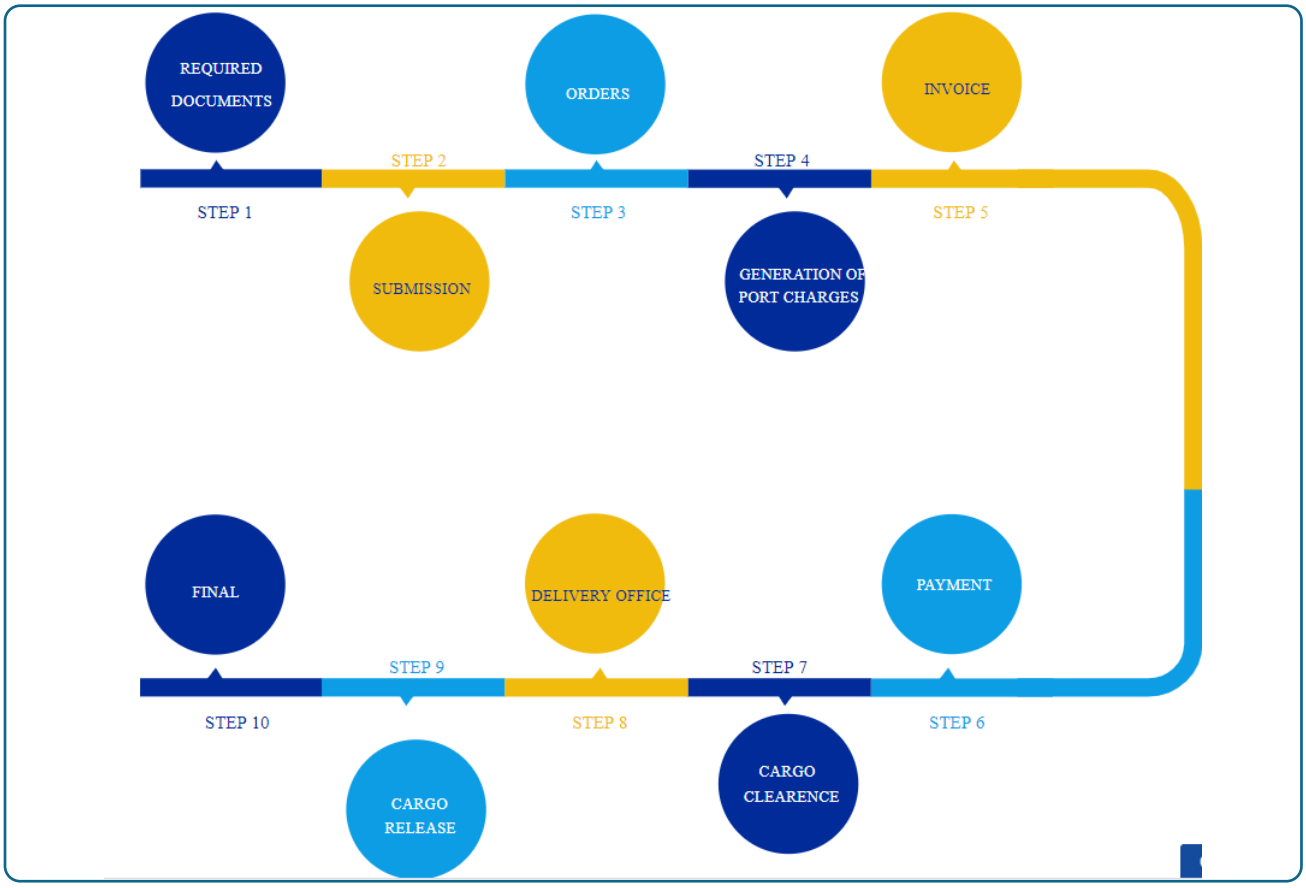
| | | | |
|---|---|---|---|
| 41 | Francis Misana | Customs Officer | TRA HQ |
| 42 | Francois Mivugo | | RTDA |
| 43 | Frank Davidson | PR Officer – Rusumo OSBP | President's Office |
| 44 | Frank Godfrey Damson | PR Officer – Kabanga OSBP | President's Office |
| 45 | Frank Ngoga | Head of Customs | CCTTFA |
| 46 | Geofrey Mbevi | Officer – Kabanga OSBP | TBS |
| 47 | George Ngoso | Customs In charge – Misugusugu | TRA |
| 48 | Gerasims Chuma | Officer- Kabanga OSBP | DVC |
| 49 | Gibson Kigereke | Livestock & Fisheries Officer – Rusumo OSBP | Ministry of Agriculture |
| 50 | Godson M. Mushi | Officer | TANROADS – Nyakahura |
| 51 | Grace Yoran Mutabuzi | Weighbridge In charge – Mutukula | TANROADS – Kagera |
| 52 | Guy Kasyenene Michel | | TMK Goma |
| 53 | Haizuru H. Haruna | Officer WMA | WMA |
| 54 | Halfan J. Mlanzi | Ass. Incharge – Kabanga OSBP | Immigration Tanzania |
| 55 | Haruna Mussa Igosa | Officer – Kabanga OSBP | TFS |
| 56 | Hubert Meena | Incharge – Kabanga OSBP | TRA |
| 57 | Hussein Kidede | Chairperson, | Uganda Freight Forwarders Association |
| 58 | Imani Nyamuhara Adrien | | TMK Goma |
| 59 | Iressa Mwita | Clearing & Forwarding Official – Rusumo OSBP | CFA |
| 60 | Isack Sanga | Fire & Rescue Officer – Mutukula OSBP | Fire |
| 61 | Issa Musa Beji | Accountant | UWAMAKI |
| 62 | Jackson Emmanuel | Officer – Kabanga OSBP | TAEC |
| 63 | James Mawa | Maritime Officer | URC |
| 64 | Kakesa Ntamukombo | | OdR bukavu |
| 65 | Kanida Mukuna | | OGEFREM GOMA |
| 66 | Karinganire Steven | | DUBAI Port |
| 67 | Kashinde Adam | Vice Chairperson | [5]UWAMAKI |
| 68 | Katembo Kabuyaya | | ACCAD |
| 69 | Kent Murhabazi Chikwanine | | DGDA GOMA |
| 70 | Kimoga James | Manager Incharge – Mutukula OSBP | TRA |
| 71 | Laeah Anno | Mutukula Weighbridge | TANROADS – Kagera |
| 72 | Leonard Emmanuel Ndodi | Customs Officer – Isaka | TRA |
| 73 | Loshi Kamandji | | |
| 74 | Maheshe Feza Lissa | | ACCAD Goma |
| 75 | Makarius Makarius Mtomey | Officer In charge – Vigwaza | TANROADS – Pwani |
| 76 | Manga Gamaya | Port Manager | Kigoma Port, TPA |
| 77 | Marcedes M. Kaigarula | Officer – Fisheries – Mutukula OSBP | Ministry of Fisheries |
| 78 | Mashaka Philipo Tambalu | Mutukula Weighbridge | TANROADS – Kagera |
| 79 | Matembera Eustache | | RVF Bukavu |
| 80 | Mathias Mahumbi | Officer – TMDA – Mutukula OSBP | Ministry of Trade |

[5] *Umoja wa Wamiliki wa Majahazi Kigoma*

| | | | |
|---|---|---|---|
| 81 | Mohamed A. Kisamfu | ICT Manager | CCTTFA |
| 82 | Mohamed Mnonda | Officer In Charge – Rusumo OSBP | TRA |
| 83 | Mohammed Hamis | PHS Agriculture – Rusumo OSBP | Ministry of Agriculture |
| 84 | Moses Kadera | CFA – Mutukula OSBP | CFA |
| 85 | Ms Cissy Nakayiwa | Supervisor Software Engineering | Uganda Revenue Authority (URA) |
| 86 | Mugire Alex | | RRA |
| 87 | Mugisha D. Rujubah | Police Officer -Kabanga OSBP | Police Tanzania |
| 88 | Mukambilwa Haise | | OGEFREM |
| 89 | Numbi Kayumba | | SNCC Bukavu |
| 90 | Omary Kitabu | Officer – Rusumo OSBP | QCLA |
| 91 | Osward Kimasi | Health Officer – Rusumo OSBP | Ministry of Health |
| 92 | Pius Marwa Matiku | Officer TBS – Mutukula OSBP | TBS |
| 93 | Richard Massawe | Officer – Rusumo OSBP | President's Office |
| 94 | Richard T. Mlenga | Customs Officer – Dumila | TRA |
| 95 | Riziki Lupatu | Media – Cameraman | CCTTFA |
| 96 | Robert Matogo | Officer – Mutukula OSBP | President's Office |
| 97 | Rusudi B. Bashir | Officer | TANROADS – Nyakahura |
| 98 | Ruziga Emmanuel Masantura | | CCTTFA Media Coordinator/RW |
| 99 | Salum M. Mandai | Statistician | Ministry of Transport |
| 100 | Shakanyi R. Wagora | Transporter | TATOA |
| 101 | Sharon Mariwa | Communication Specialist | CCTTFA |
| 102 | SI Dvid Mwakabango | Assistant in charge Rusumo OSBP | Immigration Tanzania |
| 103 | Simon Machumi | Mutukula Weighbridge | TANROADS – Kagera |
| 104 | Solange Kwindja | | CCTTFA Media Coordinator / BUKAVU |
| 105 | Solange Mizero | | RTDA |
| 106 | Stanslaus Basheka | Commission of Minerals – Rusumo OSBP | Ministry of Mining |
| 107 | Stephen Mwita | Weighbridge Shift In charge | TANROADS – Nyakahura |
| 108 | Stephen Wakasenza | Chief Commercial Officer | URC |
| 109 | Syliacus Edward | Freight Officer | TRC-Kigoma |
| 110 | Tsongo Matata | | ACCAD Goma |
| 111 | | Port Manager- | Mwanza Port, TPA |

# ANNEXES: SELECTED BUSINESS PROCESS

## ANNEX IV: IMPORT PROCESSES AT DAR ES SALAAM PORT.




*Source: TPA official Website*

Step 1: BILL OF LADING (BL), FIND CLEARING & FOWARD AGENT (CFA)

Step 2: Hand over the bl to the CFA, **BE SURE TO KEEP A COPY**

Step 3: CFA gets customer release order from TRA, CFA gets delivery order from shiping agent

Step 4: Generation of port charges, scan and upload the 3 documents into TPA systems to generate invoice for port charges

Step 5: TPA'S bill sys will generate an invoice with a PRN for payment, you can check how much you need to pay here

Step 6: Payment of port charges as per invoice through Banks/Mobile money with reference

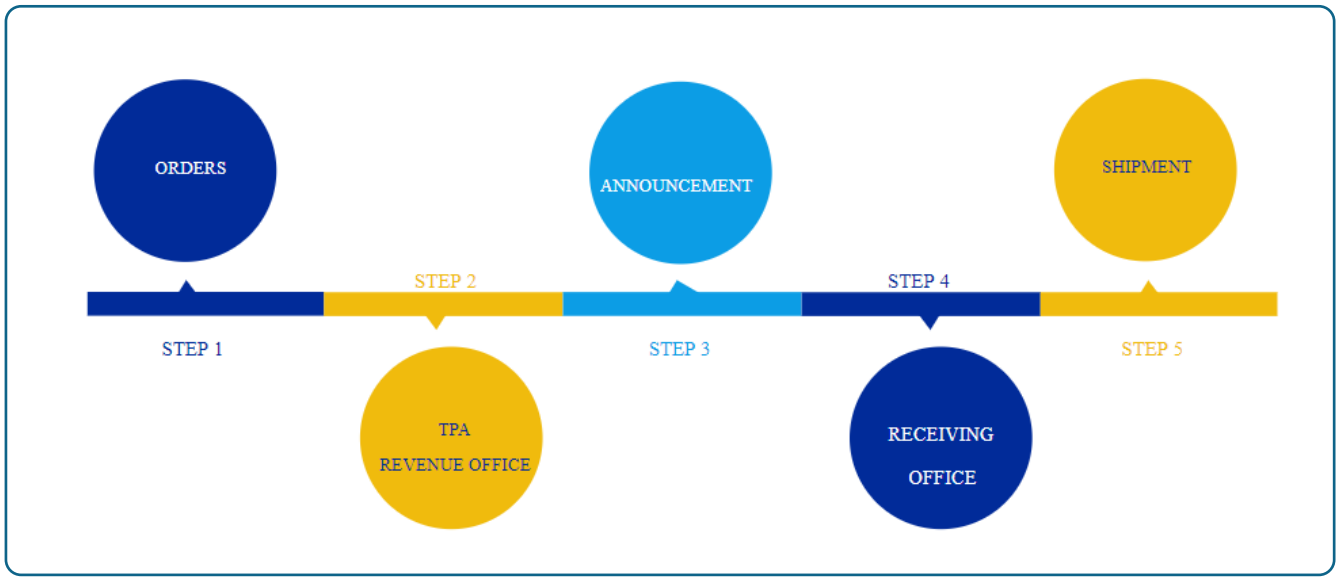
Step 7: CFA will begin cargo clearence process using TPA systems

Step 8: The cargo is cleared from the yard and loaded on the truck that was announced by CRF

Step 9: Cargo is cleared and released to the CFA

Step 10: Collect your cargo from the CFA

## ANNEX V: EXPORT PROCESSES AT DAR ES SALAAM PORT




*Source: TPA official Website*

**Step 1:** Appoint a licensed CFA hand over documents to CFA, CFA uploads documents to TANCIS.

**Step 2:** CFA submits shipping order with TRA approved loading list, invoice issued for payment, TPA verifies payment and issues reciept.

**Step 3:** CFA uploads truck announcement document to the cargo system. Driver gets gate-in ticket from the system.

**Step 4:** Cargo arrives at the port, TPA accepts cargo for shipment.

**Step 5:** Cargo is loaded in the ship and shipped to its destination.

CENTRAL CORRIDOR
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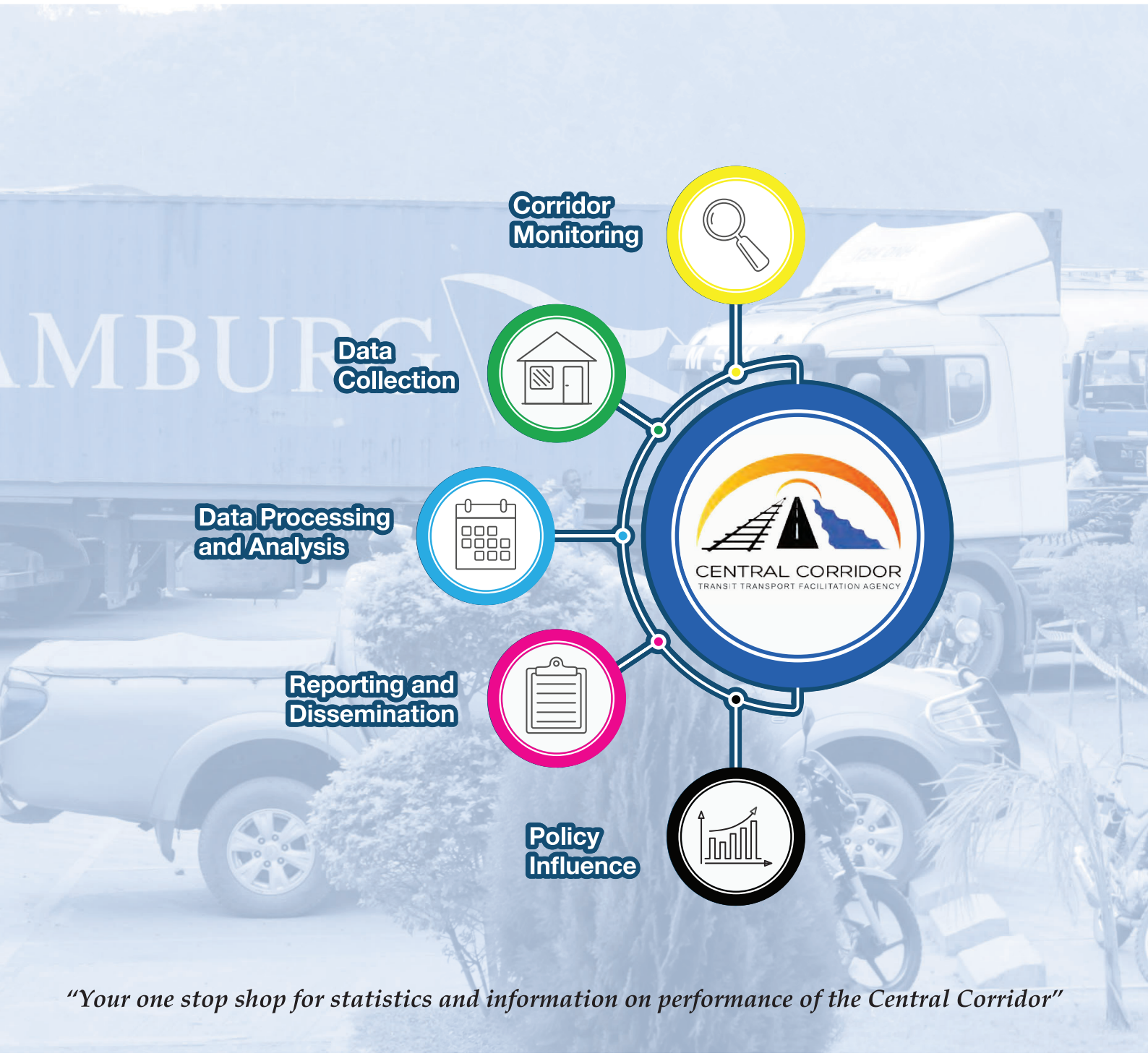
# TRANSPORT OBSERVATORY

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