

JOINT PERFORMANCE REPORT 2020-2021

NORTHERN AND CENTRAL CORRIDORS TRANSPORT OBSERVATORIES



*Theme: "Corridor resilience
with COVID-19."*

2022





**NORTHERN CORRIDOR
TRANSPORT
OBSERVATORY**
RELIABLE PERFORMANCE DATA



Partner



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Note

This report can also be found on the Internet, in all two official languages of the Northern and Central Corridors, at:

<http://ttcanc.org/reports.php> and <http://top.ttcanc.org/downloads.php> (Northern Corridor)

<https://centralcorridor-ttfa.org/reports/> and <https://observatory.centralcorridor-ttfa.org/documents/> (Central Corridor)

Main text

The term “dollars” (USD) refers to United States dollars.

The term “billion” signifies 1,000 million.

Annual rates of growth and changes refer to compound rates.

Use of a dash (–) between dates representing years or months, e.g. 2020–2021 or Jan-Dec, signifies the full period involved, including the initial and final years/months. A slash (/) between two years, e.g. 2020/21 or 2020/2021, signifies a fiscal year.

The terms “country” and “economy”, as appropriate, also refer to territories or areas.

Tables

A dash (–) indicates that the amount is nil or negligible.

An asterik (*) indicates some data is missing

Details and percentages do not necessarily add up to totals, because of rounding.

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Acronyms and Abbreviations

AfCFTA	African Continental Free Trade Area
CC	Central Corridor
CCTO	Central Corridor Transport Observatory
CCTTFA	Central Corridor Transit Transport Facilitation Agency
CFS's	Container Freight Stations
COMESA	Common Market for Eastern and Southern Africa
DPC	Document Processing Centre
DRC	Democratic Republic of Congo
DWT	Dead weight Tons
EAC	The East African Community
ECTS	Electronic Cargo Tracking System
GDP	Gross Domestic Product
GPS	Geographic Positioning System
HSWIM	High Speed Weigh-in-Motion
KPA	Kenya Ports Authority
KRA	Kenya Revenue Authority
MT	Metric Tons
NC	Northern Corridor
NCTO	Northern Corridor Transport Observatory
NCTTA	Northern Corridor Transit and Transport Agreement
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
OSBP	One Stop Border Post
SCT	Single Custom Territory
TEU's	Twenty Equivalent Units
TICTS	Tanzania International Container Services
TMEA	TradeMark East Africa
TO	Transport Observatory
TPA	Tanzania Port Authority
TRA	Tanzania Revenue Authority

Joint Foreword



Mr. Omae NYARANDI



Adv. OKANDJU OKONGE Flory

The Northern Corridor Transit and Transport Coordination Authority and the Central Corridor Transit Transport Facilitation Agency have the pleasure of presenting the Second Edition of the Northern and Central Corridors Joint Performance 2020-2021. The report compares the performance of the ports of Mombasa and Dar es Salaam on specific performance indicators for transit cargo. The Member Countries covered in this report are Burundi, the Democratic Republic of Congo, Kenya, Rwanda, South Sudan, Tanzania, and Uganda. The report was prepared by the Transport Observatory technical team from both corridors through comprehensive data collection and analysis.

The Transport Observatory is a performance monitoring tool for the ports of Mombasa and Dar es Salaam and the Northern and Central Corridors developed and operated through financial and technical assistance from TradeMark East Africa.

Member countries have implemented various initiatives that have significantly improved trade facilitation in the region. Notable achievements include improving infrastructure and expanding container terminals in the ports of Mombasa and Dar es Salaam, which have led to increased cargo throughput and enhanced efficiency and reduced transport and trade barriers.

The data presented in the report was provided and validated by key regional stakeholders in transit transport and trade from all member countries and provides reliable key information to governments to facilitate the formulation of policies to improve logistical infrastructure and promote regional trade.

We wish to reiterate the commitment of the Central and Northern Corridor Secretariats to coordinate and support our stakeholders from all member countries towards an enabling environment for continued smooth transport and trade facilitation contributing to sustainable development in the region.



Mr. Omae NYARANDI
Executive Secretary
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Adv. OKANDJU OKONGE Flory
Executive Secretary
CCTFA

Acknowledgement

The Northern Corridor Transit and Transport Coordination Authority and the Central Corridor Transit Transport Facilitation Agency are deeply indebted to the Council of Ministers of both Corridor's Member States, together with the Executive Board of Directors, specialized Technical Committees and Stakeholders Forums, for their continued support to the Transport Observatory Project.

Our profound appreciation goes to all Central and Northern Corridor stakeholders who provided information and important data for the preparation of the 2nd edition of the Joint Northern and Central Corridors Joint Performance Report (2020 – 2021). We extend our gratitude to all stakeholders from all Member States for their support in providing data and insights towards the development of this report, valuable contributions, insights, and comments made during the validation and adoption of this report

We are grateful to TradeMark East Africa (TMEA) for their continued financial and technical support in developing and improving the Transport Observatory Project on both the Northern and Central Corridors.

The 2nd Edition of the Northern and Central Corridors Joint Performance Report (2020 – 2021) was prepared by the Transport Observatory technical teams from both Secretariats, whom we sincerely appreciate for their contribution to the development of this report. We acknowledge Emmanuel Imaniranzi, Gideon Chikamai, Melap Sitati, Noah Kipyegon and James Mwangi from the Northern Corridor Secretariat. For the Central Corridor Secretariat, we acknowledge Melchior Barantandikiye, Abdallah Mhagama, Faraji Kondo, Ally Kakomile and Sharon Mariwa.

Executive Summary

a) Introduction

The Northern and Central Corridors jointly serve seven Member States: Burundi, DRC, Kenya, Rwanda, South Sudan, Tanzania, and Uganda. This report is the second Edition of the transport corridor performance and monitoring framework for the Northern and Central Corridors. The report was conceived from the East Africa Community (EAC) and Corridors Joint Economic forum held in 2018 in Dar es Salaam that ratified the harmonization of transport corridor performance and monitoring framework. Indicators are informed by the respective corridor Charters aimed at realizing increased efficiency in trade logistics and place the East Africa region on a globally competitive frontier. The report covers two years, 2020 and 2021.

The joint monitoring framework agreed to monitor the status of ten indicators, namely, Port Throughput, Transit traffic, Ship turnaround time, Ship waiting time, Cargo dwell time, Transit Time; Rates and cost; Customs Release/Clearance Times, Axle load proxied by Weighbridge traffic and Weighbridge compliance.

b) Special Feature on Regional Economic Blocs

Partner States of the Northern and Central Corridors have made efforts to assent to various economic blocs for a smooth trade in Africa, including AfCFTA, COMESA, SADC, IGAD, and EAC, among others. For instance, all members of the two corridors are the East African Community (EAC), with an average population of around 293 million in 2021 and a 3.0% annual population growth rate in 2021. This large population presents a huge market for trade and is expected to grow in the future. Furthermore, the EAC region's surface area of 4.78 million Km² calls for a complex trade and logistics network.

Furthermore, the interconnection of various modes of transport exposes the region to wider markets. The two corridors are linked by multimodal transport networks consisting of road, rail, pipeline, and inland waterways transport that connect the landlocked countries to the seaports of Mombasa and Dar es Salaam (See annex **Table 1**). The Arusha Namanga-Athi River Road, for example, is part of the Trans-African highway that connects Cairo in Egypt to Cape Town in South Africa. Voi- Taveta Route connects to Zambia and the wider Southern African Development Community (SADC). Similarly, Lake Victoria is an important inland waterway transport mode connecting Kenya, Tanzania, and Uganda and is linked with railway structures from Dar-es-Salaam Port and Uganda Railways. Notably, investment in modern infrastructure in all modes of transport, with a focus on missing links, will help open trade between countries and facilitate the implementation of the AfCFTA. The Lagos-Mombasa Trans-African Highway that extends from the Northern Corridor at the port of Mombasa in Kenya through Uganda to DRC, for example, provides even greater potential, especially in light of EAC members adopting the Africa Continental Free Trade Area (AfCFTA). This calls for investing in the missing link, the Mbarara-Kisangani Road, which connects the cities of Mbarara and Mpondwe in Uganda to Kasindi, Beni, Komanda, and Kisangani in DRC. This missing connection is impeding the free flow of trade, increasing the cost of goods and services in the Northern Corridor.

Furthermore, DRC's accession to the EAC necessitates the harmonization of the objectives, policies, and regulations for both the EAC and CEMAC regions, providing Member States with access to a broad and dynamic market. It is recommended that Member States increase investments aimed at facilitating trade throughout Africa, particularly in transport modes including road, inland waterways, pipelines, and rail, in order to bridge the trade divide among Member States

c) Port Throughput

The Mombasa Port and Northern Corridor Community Charter targets to attain port throughput of 41.37 million tons by December 2022, whereas Dar es Salaam port aims to attain throughput of 28 million tons by 2025, as stipulated in the Dar-es-Salaam Maritime Gateway Project (DMGP). The combined throughput of the two Corridors was 51.6 million tons in the year 2021, representing an annual growth of 3% compared to 2020. Out of the total throughput of the two Corridors, the port of Mombasa handled 67% while Dar es Salaam port handled 33%, given that both corridors serve similar markets in 2021. Kenya and Uganda lead in total intra-regional trade share among EAC members accounting for 29% and 27%, respectively, followed by Tanzania at 13% of the total trade for EAC. The total combined imports and exports through the ports of Mombasa and Dar es Salaam stood at 48,342 thousand metric tonnes in 2021, increasing marginally by 2% from 47.32 million metric tonnes in 2020. With imports accounting for 85% of total port cargo throughput, it is clear that the EAC region continues to import far more goods than it exports, indicating an unfavorable trade balance. The Northern and Central Corridor Member States' economies are agriculture dominated and dependent on manufactured goods which are currently being met through imports from the rest of the world. The trade indicators demonstrate that the majority of the Member States largely depend on Asia and Africa for their market.

d) Efficiency and Productivity

The average ship turnaround time for the port of Dar Es Salaam was 3.9 days in 2021, whereas the ship turnaround time at the port of Mombasa was 3.6 days during the same period. This performance shows a marginal difference in ship turnaround time, with the port of Mombasa having a slight edge. The Port of Mombasa recorded improved performance of under one day for vessel waiting time which is attributed to an increase in the number of container handling terminals, implementation of fixed Berthing Window to allow shipping lines to plan their time, and as investment in equipment. Dar-es-Salaam Port's ship waiting time was negligible in 2021, an improvement from 2.6 days observed in 2020. The improvements witnessed in the two years (2020-2021) were partly a result of adjustments on Port operations due to the COVID-19 pandemic.

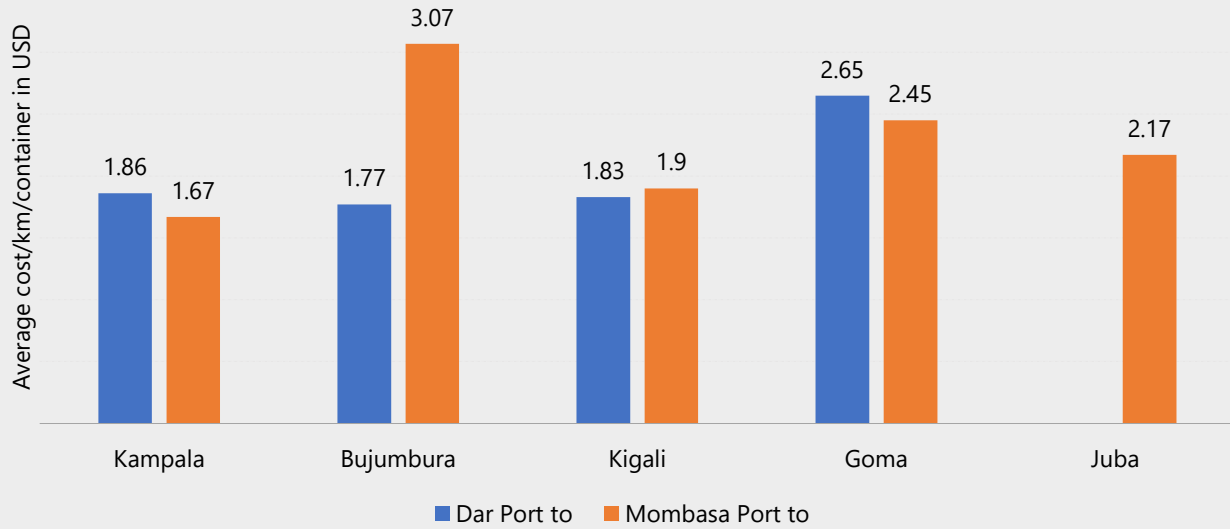
e) Transit times to destination

All the destinations for the Northern and Central Corridors recorded improved average transit times. For instance, transit time from Dar to Kigali improved from 8.7 to 5.5 days in 2020-2021. Similarly, transit time from Mombasa to Kigali improved from 9.8 to 7.6 days during the same period. These improvements are attributed to various factors, including easing COVID-19 travel restrictions, Electronic Cargo Tracking System (ECTs) implementation, OSBPs, and High-Speed Weigh in Motion (HSWIM) that minimized road delays. Other improvements included the One-Stop Stop Inspection Station (OSIS), designated truck stops, which will allow transit trucks to stop and be inspected while also having access to social amenities in a single location, and the implementation of the Single Customs Territory (SCT), which improved cross-border clearance. Transit time is affected by the condition of the roads on the trade routes and other factors that slow cargo movement.

f) Transport costs and rates

Analysis of the trends transport rates reveals that freight cost has decreased slightly for the period under review. However, they are still a concern for transporters in the region, notably, the cost for long distances remains high. Some of the factors that have been identified to cause cost escalations include road tolls, multiple border charges, and road conditions.

Road Transport rates from Dar and Mombasa port to various destinations, 2021



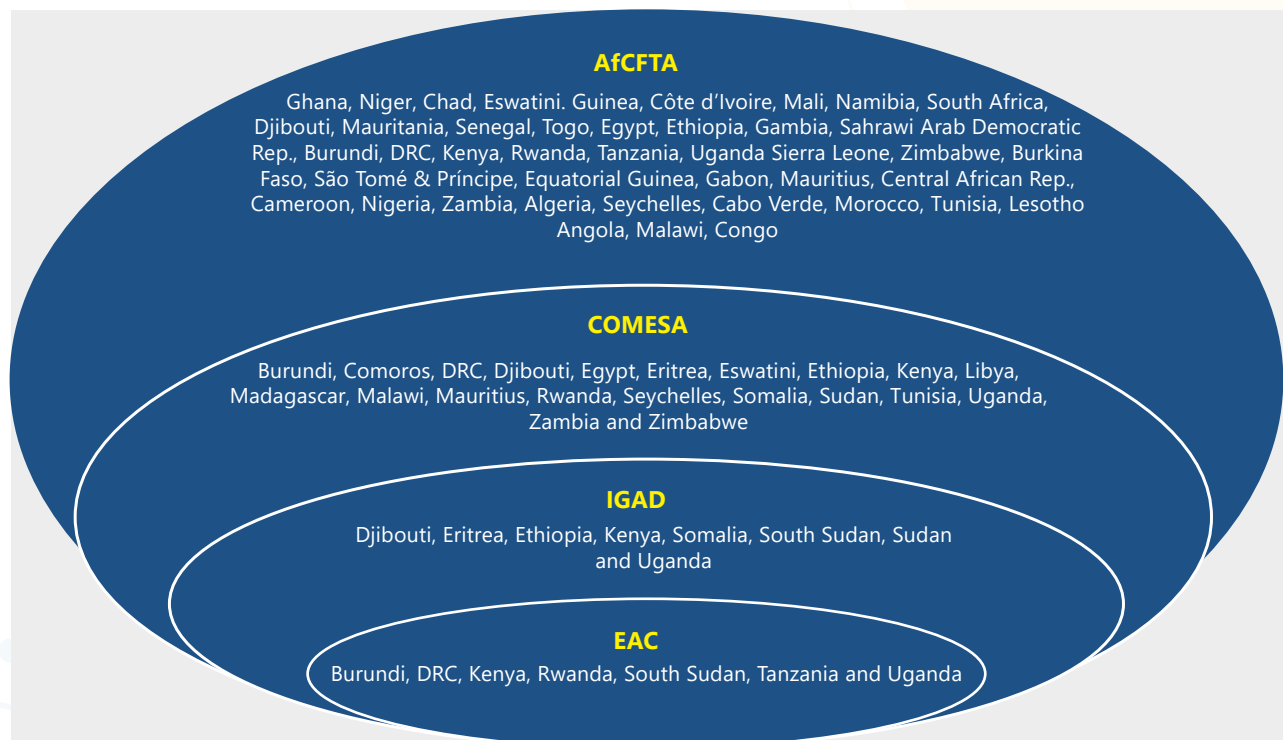
As depicted in the figure above, importing through Dar es Salaam port was slightly cheaper for the Member Countries of Burundi and Rwanda. This is attributed to the shorter distance for Rwanda and Burundi to access the Dar es Salaam port; turnaround time and road users' charges are lower in Central Corridor because of fewer border points. On the other hand, it was cheaper for Member Countries of Uganda, DRC, and South Sudan to import through the port of Mombasa in 2021 partly due to shorter distances, and road condition, among others.

1. Leveraging on Expanded Regional Economic Blocs to Accelerate Sustainable Trade

1.1 Introduction

Evidence has shown that regional integration is an essential plank of development strategy and an important ingredient in stimulating increased trade and investment. Africa has an array of regional economic blocs that partner states can rely on for trade facilitation namely: Arab Maghreb Union, the Community of Sahel–Saharan States, Common Market for Eastern and Southern Africa, East Africa Community (EAC), Economic Community of Central African States, Economic Community of West African States, and Intergovernmental Authority on Development and Southern African Development Community, among others, recognized as the building blocks of the African Union. Further, Northern and Central Corridor Member States are members of more than one regional economic bloc in the region. The scope of this study will focus on partner states, namely Burundi, the Democratic Republic of Congo (DRC), Kenya, Rwanda, South Sudan, the United Republic of Tanzania, and Uganda. As presented in figure 1, Burundi, DRC, Kenya, Rwanda, Tanzania, and Uganda are members of the Africa Continental Free Trade Area as well as EAC.

Figure 1: Regional Economic Blocs



Source: Author Compilation

In addition, Tanzania is a member of SADC and DRC is a member of SADC and CEMAC. The Economic blocs are established with respective Treaties as underpinning legislation for economic prosperity through regional integration. For example, the African Continental Free Trade Area (AfCFTA) agreement will create the largest free trade area in the world, measured by the number of countries participating. The pact connects 1.3 billion people across 55 countries with a combined gross domestic product (GDP) valued at USD3.4 trillion. Similarly, the Common Market for Eastern and Southern Africa (COMESA) was formed in December 1994. With its 21 Member States, a population of over 586 million, Gross Domestic Product of over USD 805 billion, and a global export/import trade in goods worth USD 324 billion, COMESA forms a major market place for both internal and external trading. Geographically, COMESA is almost two-thirds of the African Continent, with an area of 12 million (sq km).

There is need to see how the regional economic blocs interact with others, such as AfCFTA, COMESA, IGAD, EAC, SADC, CEMAC, among others. The various combinations of overlapping memberships to the regional economic communities in the continent could result in some countries being inactive in some of the activities under other trade blocs. For example, Tanzania withdrew membership from COMESA in 2000 because it was a member of several regional economic integrations. The emphasis on inclusive growth is reflected in regional development commitments: the Sustainable Development Goals (SDGs), the Africa Union Agenda 2063, and the East African Community Vision 2050.

The East African Countries comprising Kenya, Uganda, Tanzania, Rwanda, Burundi, and Southern Sudan have committed themselves “to develop policies and programmes aimed at widening and deepening cooperation amongst partner states in political, economic, social and cultural fields, research and technology, defence, security, legal and judicial affairs (Article (5)(i) of the East Africa Community (EAC) Treaty).

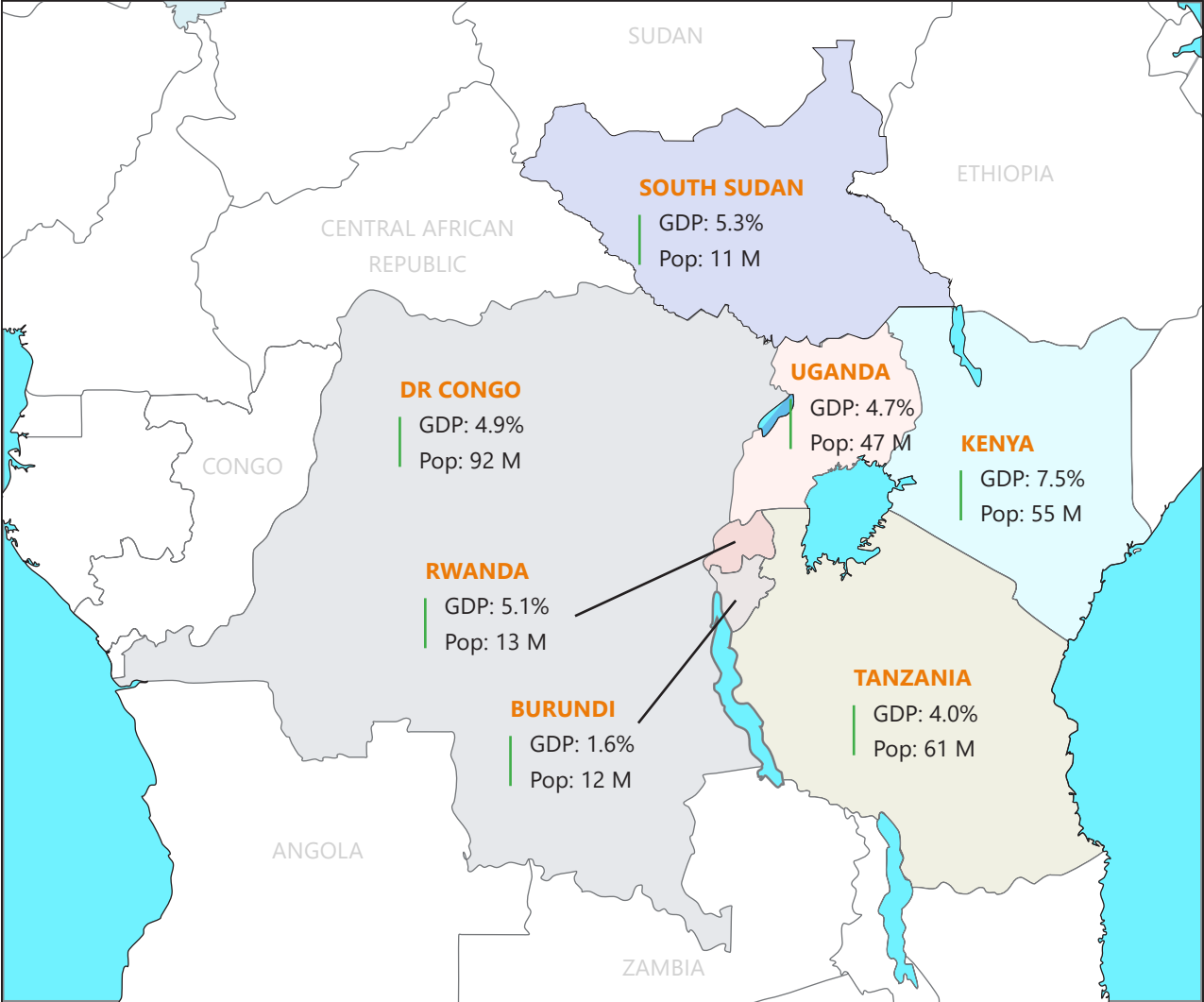
1.2 DRC inclusion as a Member of EAC

The EAC integration is anchored on the following pillars: custom union, common market, monetary union, and political federation. These pillars aim at eliminating barriers that hamper trade between partner states. In February of 2018, with the intention of increasing trade with the EAC and political ties with its East African neighbours, DRC tendered its formal application to join the EAC bloc, hoping to improve trade. The EAC treaty directs east Africa Community bloc operations and admission to the community. For instance, admission of a new state into the bloc is guided by Article 3 of the EAC Treaty, which articulates matters to be considered before admitting a foreign state to the community. Accordingly, DRC has joined EAC regional bloc doubling the land area and population within the East Africa Community (EAC), becoming its 7th Partner State. The other six Member States are; Kenya, Uganda, the United Republic of Tanzania, Rwanda, Burundi, and South Sudan.

Joining the bloc gives DR Congo better access to facilities such as the Indian Ocean ports of Dar es Salaam and Mombasa. It will allow citizens of the Democratic Republic of the Congo to freely travel to other countries, and trade will become much faster, simpler, and cheaper, benefiting businesses and consumers in all countries. Import taxes for goods accepted as being made in DRC will be removed or significantly reduced when entering other countries. DRC has serious hydroelectric potential, vast natural resources, and minerals such as copper, cobalt, ores, mineral fuels, and gems. In addition, DRC is a member of CEMAC and SADC, thus giving access to the Atlantic Ocean and greatly increasing access to the wider African countries.

The region’s surface area of over 4.0 million Km² calls for complex trade and logistic interventions to facilitate smooth trade. The combined population of Central and Northern Corridor members of 293 million in 2021 provides a vast market and act as a catalyst to intra-regional trade and sustainable economic growth.

Figure 2: Map showing EAC Member States



Source: Transport Observatory

The population has been increasing at an annual growth rate of 3%. The high population growth could be attributed to high fertility, increase in life expectancy and a reduction in mortality rate due to the improvements in health facilities. Furthermore, these countries are members of a number of trading blocs, including the African Continental Free Trade Area (AfCFTA), the Common Market for Eastern and Southern Africa (COMESA), the East African Community, and the Southern Africa Development Community, among others, all of which have increased trade and market opportunities in the region.

1.3 EAC Economic and Trade Outlook

The seven EAC Member States had a combined GDP and population of USD 279 billion and 293 million, respectively, in 2021, as shown in table 1. The performance is an improvement compared to USD 269 recorded in 2020 and is attributed to strong recovery in demand due to implementation of various economic stimulus packages by countries, subsiding pandemic restrictions and increases in commodity prices. However, there is still uncertainty on this outlook due to the path evolution of new pandemic variants. Globally the economy contracted by 3.5% in 2020.

Kenya had the largest share of the seven EAC economies, with 37% of total EAC GDP in 2021. The share of other Member States as a share of EAC GDP was as follows; Tanzania (24%), DRC (19%), Uganda (15%), Rwanda (4%), Burundi (1%) and South Sudan (1%). All these economies share a number of similarities, resulting from their common geographical location, climate, and history. Notably, both highly rely on seaports in Kenya (Mombasa) and Tanzania (Dar-es-Salaam). They are members of the World Trade Organization (WTO) and belong to other regional trading blocs. The Corridors have the potential to link the world with the Eastern, Central and Southern African regions. The countries also have geographical proximity, and compatible social and economic policies, among others.

Table 1: Gross Domestic Product, and Population

Country	2020 in Billions USD	2021 in Billions USD	Population 2021 ('000')	Real GDP growth (%) 2021
Burundi	3.04	3.19	12,255	1.6
DRC	48.71	54.83	92,378	4.9
Kenya	102.43	109.49	54,986	7.5
Rwanda	10.33	10.4	13,277	5.1
S Sudan	4.44	3.26	11,381	5.3
Tanzania	64.40	69.24	61,498	4.0
Uganda	38.14	43.24	47,124	4.7
Total	271.49	293.65	292,899	5.68¹

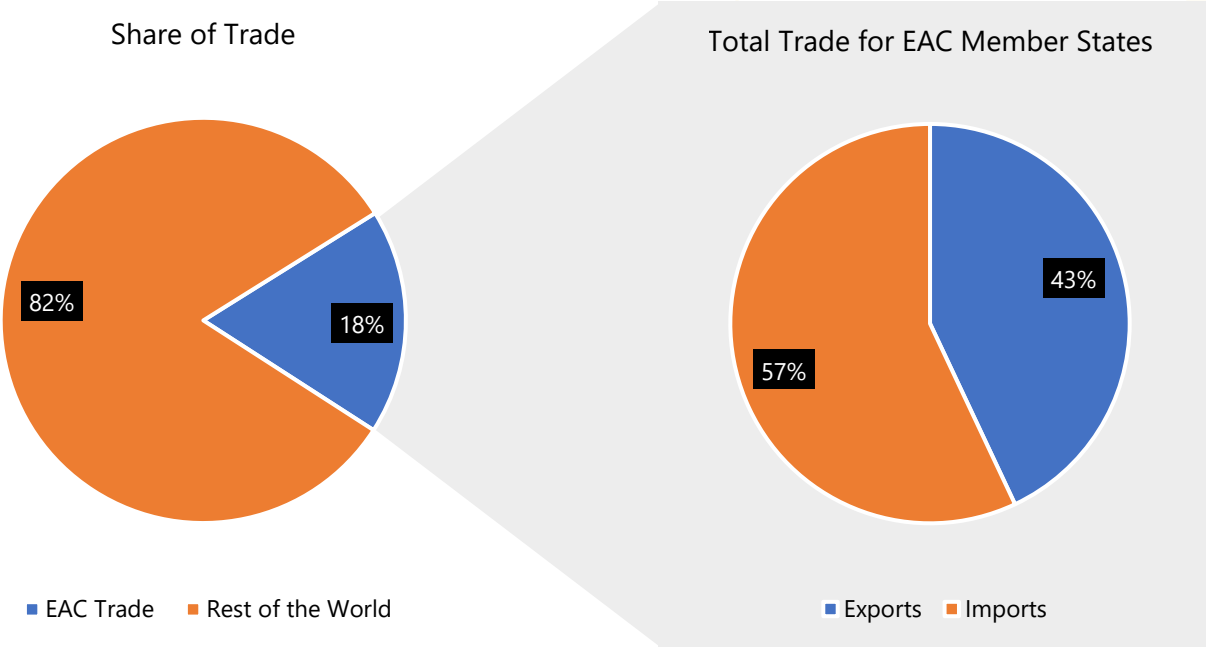
Source: UNCTAD and IMF World Economic Outlook 2020 and 2021

Regional trade integration is a cornerstone of EAC Partner States' trade policies. This involves strengthening public institutions and private sector organizations involved in export promotion. Overall, the trade data indicate that the direction and pattern of trade of the seven EAC partner States are consistent with the level of development of the Member States. They export primary products, mainly to Asia and, to some extent, to African countries. Analysis reveals that on average, these countries had trade deficits indicating that the region is a net importer and is faced with an unfavorable trade balance.

1 Weighted average of individual Member States' growth rates, with relative share of GDP of 2021 used as weighting factor

The region's agriculture-dominated economies depend on manufactured goods, which are currently being met through imports from the rest of the world manufactured products, machinery, and oil. Analysis of the Member States export composition shows that all the agricultural, fish and animal products form a substantial share of exports in all of Member Stat of the corridors. However, it is notable that most of these products are either unprocessed or semi-processed and fetch lower prices in the world market.

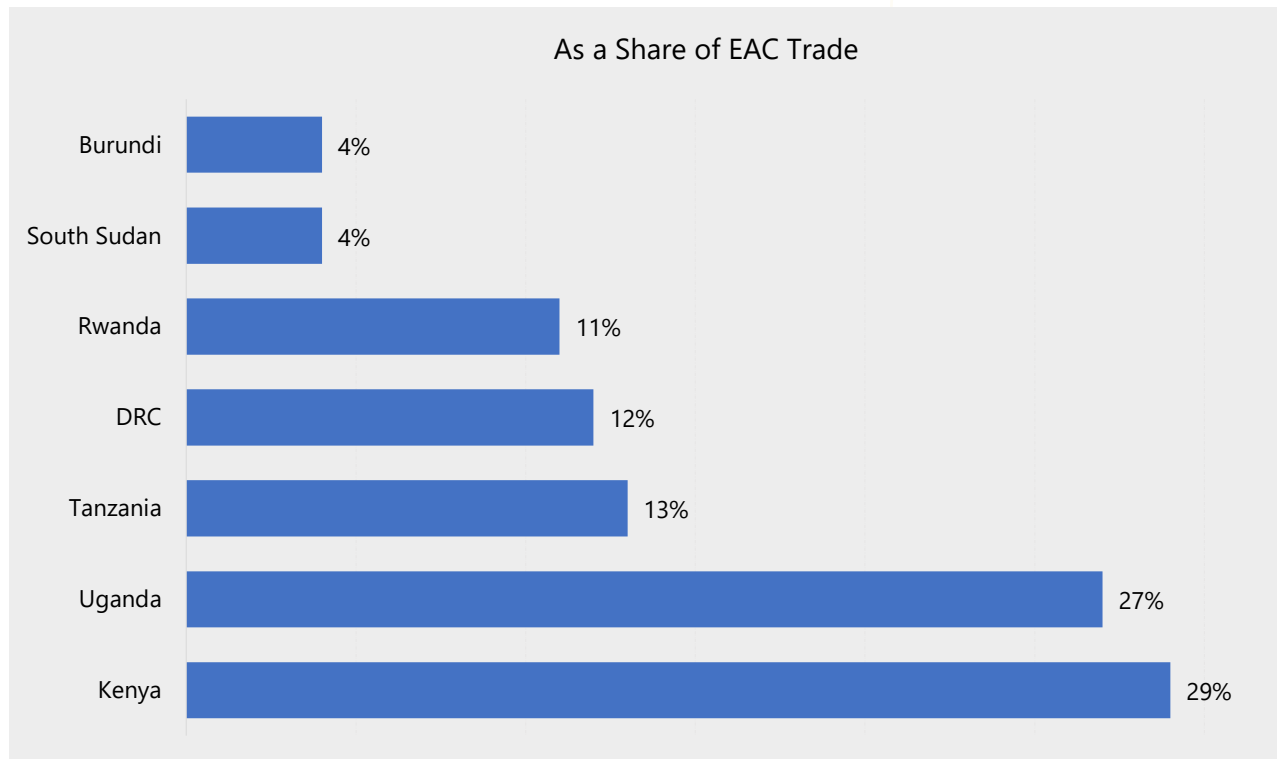
Figure 3: Share of Trade for EAC Member States



Source: Transport Observatories

Kenya and Uganda lead trade among EAC members accounting for 29% and 27% respectively followed by Tanzania at 13% of the EAC regional trade. The main market destinations were the Asia market, EAC bloc and COMESA trading block during the years 2020 and 2021. In addition, products from EAC countries can access various markets in the developed world through the Generalized System of Preferences (GSP), which offers preferential treatment to a wide range of products from developing countries.

Figure 4: Share of Member States' EAC Regional Trade (%)



1.4 Ongoing Initiatives

There are various initiatives to facilitate regional integration, particularly in the EAC trading bloc. They include;

- Memorandum of Understanding in natural gas transportation between Kenya and Tanzania as well as construction of a gas pipeline from Dar es Salaam to Mombasa;
- Connecting infrastructure such as completion of a multinational road project of East African Coastal corridor from Malindi through Lunga Lunga-Horohoro to Bagamoyo.
- Inland waterways infrastructure development and upgrade for Lake Victoria, Lake Tanganyika, and Lake Kivu, including regional-wise navigation controls, maritime institutes, rehabilitation of vessels and modernization of ports.
- Ongoing developments of Standard Gauge Railway (SGR) between Dar-es-Salaam, Burundi, DRC, and Rwanda.
- Initial stages of development of 1,443 km East African Crude Oil Pipeline (EACOP) from Kabaale-Hoima in Uganda to Chongoleani peninsula near Tanga Port, Tanzania.
- Multinational road project of 305 kilometres connecting Burundi and Tanzania via Rumonge-Gitaza to Manyovu-Kasulu-Nyakanazi.

- The Customs Union Protocol which was ratified by the then-three EAC member (Kenya, Uganda, and Tanzania) countries and became effective in 2005.
- The Common Market Protocol, which was signed in 2009, and it came into force in 2010.
- Trade and Investment Framework Agreements- The EAC in 2011 signed framework agreements with the USA and China with the aim of boosting / promoting commodity trade, exchange visits by business people and cooperation in investment among others.
- Under Article 13 of the Customs Union Protocol, the EAC Partner States have agreed to remove all existing non-tariff barriers to trade and not to impose any new ones.
- Policies to support private and foreign investors, including: Single Customs Territory; Facilitation of One-Stop Border Post Operations and faster clearance of goods; and Initiation of One Network Area (ONA) with emphasis on infrastructure improvement and communication links such as roads, railways network and quality airport services in each Partner State.

1.5 Conclusions

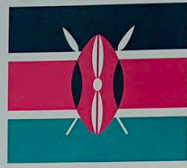
Despite COVID-19 shocks, the region continued to expand its mission by implementing its regional initiatives. The latest significant move was acceding DRC into the community, thereby expanding regional trade and EAC connectivity. There are several ongoing regional projects geared towards improving trade and connectivity.

Some of the challenges observed include competing priorities of other regional trade blocs in which some EAC members have multiple memberships; and capacity limitations with regard to human and financial resources to implement regional initiatives, among others. Harmonization of the continent's overlapping trade zone memberships to bolster intra-Africa trade is critical to the region's economic prosperity. The coming into effect of the AfCFTA heralds the need to re-evaluate and harmonize African trading blocs.



WELCOME TO TANZANIA

NAMANGA ONE STOP BORDER POST



2. Interconnectivity between Central and Northern Corridor

2.1 Background

Trade and Transport Corridor Agreements are intended to improve the flow of goods for the landlocked countries thereby lowering transport costs and improving trade in the landlocked economies. The corridors use multimodal networks, encompassing maritime, road, pipeline, rail, and air for the transportation of goods. Transport corridors encompass physical infrastructure (i.e., roads, railways, border posts, seaports, and intermodal facilities, among others) and soft infrastructure such as institutional frameworks built on agreements between governments. In East Africa, there are two key transport corridors, namely the Northern Corridor and the Central Corridor.

This report provides a detailed analysis of select performance indicators covering maritime, port and Corridor, and border crossing facilities as well as non-physical bottlenecks for freight transport operations between the two corridors. The report is in line with the East Africa Community (EAC) and Corridors Joint Economic forum (2018) that ratified the harmonization of corridor performance and monitoring.

Based on the observations, the report identifies issues and challenges for the development and operation of the two corridors, and proposes strategies, and recommendations to minimize non-tariff barriers to enhance efficiency of the multimodal transport corridors. This is the second annual joint report forming a series of joint corridor reports covering the period 2020 and 2021.

2.2 Interconnectivity between Central and Northern Corridors

The Northern and Central Corridors comprise of multimodal transport networks consisting of road, rail, pipeline, and inland waterways transport connecting the landlocked countries to the seaports of Mombasa and Dar es Salaam, respectively, as shown in **Figure 5**. Both ports serve similar countries in the East Africa region: Burundi, Democratic Republic of Congo (DRC), Kenya, Rwanda, South Sudan, Tanzania, and Uganda. The two corridors have existed since establishment of the Northern Corridor Agreement in 1985 and Central Corridor Agreement in 2006, aimed at facilitating interstate and transit trade among Member States. The agreements are anchored on economic, social, and environmental pillars of sustainable transport coupled with protocols for regional cooperation. These agreements establish protocols and policies to facilitate trade, reduce transit and border delays and integrate regional road, inland waterways, and rail networks.

Furthermore, there are currently more pronounced cross-border investments between the two transport Corridors in terms of roads, OSBPs, inland waterways, railways, and pipeline, as discussed below.

2.2.1 Roads

The Central and Northern Corridors are linked through various road arteries that run through Member Countries. Kenya and Tanzania are connected by Arusha-Namanga route, and Horohoro-Voi-Taveta Route linking Mombasa with Tanga Port (Tanzania) which is used by truckers from Mombasa to Burundi. The promotion of these routes will benefit countries plying these corridor routes with improved road infrastructure conditions, resulting to increased traffic on both directions and more fluid trade. Presently, the road condition on these routes is in good state, and they link the two corridors to the Trans-African highway. For instance, the Arusha- Namanga- Athi River Road is a part of the African highway from Cairo in Egypt to Cape Town in South Africa. It is already producing expected results in increased traffic, travel time savings, reduced vehicle operating costs, and increased cross-border trade.

Since the enactment of the East African Community One-Stop Border Post Act, 2016, East African countries have since developed and operationalized 13 one-stop border points. This is a key milestone in regional integration and trade in the East African Community. Out of these, nine (9) OSBPs serve Northern Corridor Member States. This report presents a special feature on the progress in the implementation of the OSBPs. Preliminary evaluation shows that OSBPs have significantly reduced time taken to cross border points. This has potential positive domino effect on cost for logistics, border security and revenue collection. In addition, improved experience by traders and travellers at border is expected to bring a large portion of informal cross-border trade into formal systems, encourage participation of women in trade and boost tourism. A detailed outcome evaluation is recommended to assess the impact of OSBPs on trade in the region.

The common borders of the members of Central and Northern Corridors are as presented in table 2 below:

Table 2: List of Border Posts in EAC

Border Names	Countries	Status
Mutukula/Mutukula	Tanzania/Uganda	Operational OSBP
Rusumo/Rusumo	Tanzania/Rwanda	Operational OSBP
Kabanga/Kobero	Tanzania and Burundi	Operational OSBP
Namanga/Namanga	Kenya/ Tanzania	Operational OSBP
Taveta/Holili	Kenya/ Tanzania	Operational OSBP
Isebania/Sirari	Kenya/ Tanzania	Operational OSBP
Lunga Lunga/ Horohoro	Kenya/ Tanzania	OSBP not Operational
Busia/Busia	Kenya/Uganda	Operational OSBP
Malaba/Malaba	Kenya/Uganda	Operational OSBP
Elegu/Nimule	Uganda/South Sudan	Operational OSBP
Mirama Hills/Kagitumba	Uganda/Rwanda	Operational OSBP
Katuna/Gatuna	Uganda/Rwanda	Operational OSBP
Nemba/Gasenyi	Rwanda/Burundi	Operational OSBP
Akanyaru Haut/Kanyaru Haut	Rwanda/Burundi	Operational OSBP
Ruhwa/Ruhwa	Rwanda/Burundi	OSBP not Operational
Mpondwe/Kasindi	Uganda/DRC	Operational OSBP
Goli/Mahagi	Uganda/DRC	Operational OSBP

Border Names	Countries	Status
Rubavu/Goma	Rwanda/DRC	
Rusizi I/Ruzizi I	Rwanda/DRC	
Rusizi II/Ruzizi II	Rwanda/DRC	
Gatumba/Kavimvira	Burundi/DRC	
Nadapal/Lokichogio	Kenya/South Sudan	

Source: Transport Observatories



Mwatate Taveta road Linking Kenya to Arusha Tanzania

2.2.2 Inland Waterways

With regard to inland waterways, Lake Victoria, Lake Kivu, and Lake Tanganyika serve as vital links between the Member States of the two corridors under consideration. Lake Victoria converges the Central and Northern Corridors and could play an important role in the development of the regional trade. Lake Victoria is the largest freshwater lake in Africa and links Kenya, Tanzania, and Uganda. Similarly, Lake Tanganyika provides an opportunity to connect four countries Burundi, Democratic Republic Congo, Tanzania, and Zambia and could make inland waterways competitive with road considering the transport distances. Lake Tanganyika is the longest lake in the world (676 km) and ranks as one of the deepest (1.5 km deep) and the lake is more directly linked to the Central and Northern Corridors. It is the second-largest lake in Africa, after Lake Victoria. Lake Kivu is situated between DRC to the west and Rwanda to the east. Lake Kivu empties into the Ruzizi River, which flows southwards into Lake Tanganyika.

The main lake ports on the Lake Victoria are: Kisumu (Kenya), Port Bell and Jinja (Uganda); Mwanza, Musoma and Bukoba (Tanzania); within Lake Tanganyika, the main ports are Bujumbura (Burundi); Kalemie (DRC); Kigoma and Ujiji (Tanzania) and Mpulungu (Zambia).

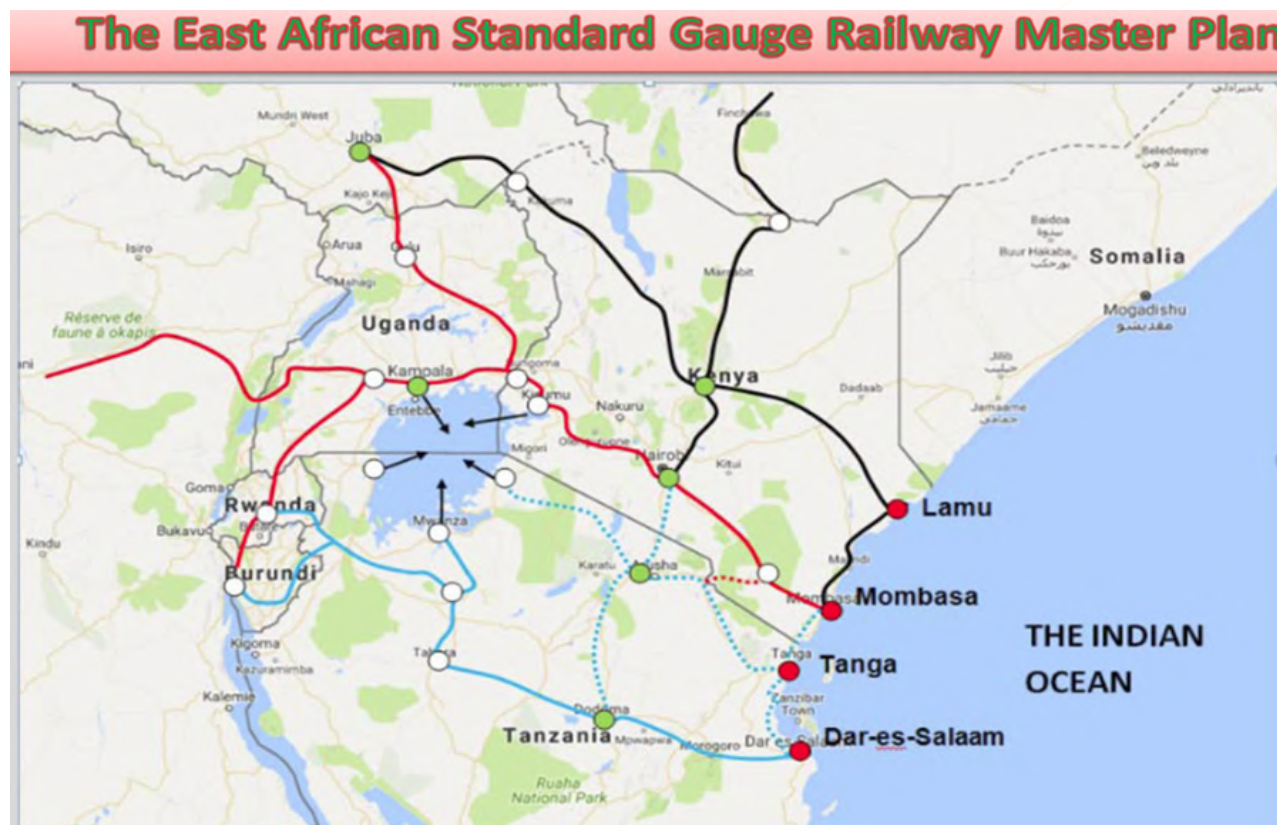


Port of Goma on Lake Kivu

2.2.3 Railways

East African Regional cooperation initiatives have mainly focused on joint efforts to modernize railway networks and development of an African railway network with the ultimate objective of Member States having a common railway policy. The East African Railway Master Plan (**Figure 6**) came into effect to guide the region's future development of railway services. The Master Plan is a proposal to rejuvenate existing railways serving Tanzania, Kenya, and Uganda and extend them initially to Rwanda and Burundi and eventually to South Sudan, Ethiopia and beyond. The Northern Corridor Transit and Transport Agreement provides a sound basis for structuring legal cooperation in the railway sector among the Northern Corridor Member States. Northern Corridor Infrastructure Master Plan (2011) also provides a framework for railway development in the Partner States. These regional frameworks, among others, are expected to drive multi-lateral initiatives in railway development in the region.

Figure 6: Map of East African Standard Gauge Railway Masterplan



Source: EAC website

Kenya has made the first step in the grand plan to build an East Africa railway by constructing a Standard Gauge Rail (SGR) line from the port of Mombasa through Nairobi ICD to Naivasha ICD. The 485-Kilometre SGR connecting Mombasa to Nairobi ICD is complete and operational since 2018. Further, the extension of the SGR line from Nairobi to Naivasha of 120 kilometres is complete and in full use. The SGR line from Mombasa to Nairobi is designed with a capacity to carry 22 million tonnes a year of Cargo. The Standard Gauge Railway (SGR) project is planned to largely mirror the mainline of the Metre Gauge system with possible extensions to Juba, South Sudan and Kigali, Uganda. The protocol between Northern Corridor Member States agreed to development of the (SGR) with the same design standards from Mombasa to Nairobi, Kampala, Kigali, and Juba. In addition, Kenya Railways constructed, upgraded, and rehabilitated the Metre Gauge Railway (MGR) network to Kisumu and renovated and reopened the Nairobi Central Station.

Tanzania is constructing SGR line of 1,219 Kms from Dar es Salaam to Mwanza. The train will have a capacity of 35 tons per axle; it will be electrified with a maximum speed of 160 kph for passenger trains and 120 kph for freight trains. The construction status by for Lot 1, Dar es Salaam – Morogoro (205km-long mainline and 95km of sidings) was at 95% by December 2021, while Lot 2, Morogoro – Makutupora (336km-long mainline and 86 km of sidings) was at 82% by December 2021. Other remaining lots include Makutupora –Tabora (294 km-long mainline, 74 km sidings); Tabora – Isaka (130 km-long mainline and 35 km sidings) and Isaka –Mwanza (249 km-long mainline and 92 km of sidings).

Table 3 provides a summary of railway network for the Member States of Central and Northern Corridors.

Table 2: List of Border Posts in EAC

Country	Distance (Km)	Notes
Burundi	N/A	No railway network presently
DRC	5,033	Railway network has not been operational for a very long time. The infrastructure is also outdated
Kenya	1,787	SGR line from Mombasa – Nairobi- Naivasha and the line is in full use since 2018. There is a set of additional branch lines, 618 km long in total, to Magadi, Taveta (Tanzania border)
Rwanda	N/A	No railway network presently. However, the plan to extend a branch line from Isaka to Kigali is well advanced.
South Sudan	165	Railway network has not been operational for a very long time. The infrastructure is also outdated
Tanzania	1,837	Metre Gauge line built in 1907 and still operational from Dar-es-Salaam to Kigoma (1,251 km), Mwanza (1,216 km) and Mpanda (1,173km) connecting with Burundi, DRC, Uganda, and Zambia
Uganda	1,250	Metre Gauge Railway serving NC Member States. Uganda Railways (URC) operates in partnership with Kenya Railways (KRC) and other stakeholders. Northern Corridor Railway Route Freight railway services in Kenya are provided via the Standard Gauge Railway (SGR) and the Metre Gauge Railway (MGR). Uganda Wholly runs railway services on the MGR.

Source: Transport Observatories



A Railway Station on the SGR in Kenya

2.2.4 Pipeline

The installed pipeline system in Kenya is 1,342 kilometres with an annual capacity of 6.9 billion litres of petroleum products serving Burundi, DRC, Rwanda, South Sudan, and Uganda. There are eight depots on the network: Moi International Airport, Nairobi Terminal Station, Jomo Kenyatta International Airport, Kipevu Oil Storage Terminal, Nakuru Terminal Station, Eldoret Terminal Station, and the Kisumu Terminal Station. The Sine dent – Kisumu line is the latest addition to this network. The pipeline network serves Member States of; Burundi, Central Africa Republic, Eastern DRC, Rwanda, South Sudan, Tanzania, and Uganda

Uganda signed a Production Sharing Agreement with Tullow Uganda Limited for petroleum exploration licenses for two blocks around Lake Albert. At the same time, Total SA of France and China National Offshore Oil Corporation are also engaged in petroleum exploration.

Uganda–Tanzania 1,443 kilometre–Crude –Oil Pipeline is on initial stages of development and is intended to transport crude oil from Kabaale–Hoima in Uganda’s oil fields to Chongoleani at the Port of Tanga, Tanzania , on the Indian Ocean.



2.3 Total trade merchandise

As presented in **Table 3**, trade volume in the EAC has been increasing for both imports and exports over the years with an annual growth rate of 20% save for the year 2020 which was attributed to the global pandemic that disrupted the flow of goods and services. International trade in an interconnected global economy was adversely affected following a fall in commodity prices, reduced manufacturing output and disrupted operations in global value chains. The annual total trade merchandise decelerated between 2018 and 2019 (**Table 4**) and dropped sharply by 4% in 2020. However, in 2021, the value of world imports and exports of goods show a positive performance of 23%, which is a result of implementation of various economic recovery strategies during the COVID-19 pandemic.

Table 4: Total trade Merchandise (in Million USD)

ECONOMY	2016	2017	2018	2019	2020	2021
Burundi	740.39	927.14	973.72	1,067.40	1,071.54	1,177.54
DRC	12,684.63	18,098.82	27,934.68	22,207.10	20,785.25	29,500.00
Kenya	19,802.12	22,433.97	23,429.58	23,493.30	21,468.00	26,298.00
Rwanda	2,985.26	3,248.90	3,586.21	3,899.94	3,949.19	4,144.86
South Sudan	1,776.50	1,949.13	2,233.55	2,172.52	2,015.08	2,541.51
Tanzania	13,800.16	12,411.33	13,161.75	14,456.66	13,949.29	16,322.44
Uganda	7,311.77	8,497.37	9,816.80	11,259.81	12,399.47	12,945.24
Total	59,100.83	67,566.65	81,136.29	78,556.72	75,637.82	92,929.59

Source: UNCTAD Statistics
<https://unctadstat.unctad.org>



3. Volume and Capacity

3.1 Introduction

This section presents the annual performance of the Dar es Salaam and Mombasa ports in terms of cargo flow both for imports and exports for the years 2020 and 2021. It also looks at transit traffic by country destination. An analysis comparing the performance of the two corridors is also highlighted. The main seaports in the two corridors are the port of Mombasa and Dar es Salaam port. These two ports serve similar landlocked countries, namely; Burundi, DRC, Rwanda, South Sudan, and Uganda.

It is noted that the size capacity of the two ports is different, with the port of Mombasa having a higher handling capacity compared to Dar es Salaam port. Generally, the capacity of the port of Dar es salaam with the ongoing expansion is expected to handle 28 million tons by 2025. For the port of Mombasa, the charter targets to attain annual throughput of 41.37 million tons by December 2022. Both ports are implementing a number of upgrade projects as outlined in their respective National Ports Master Plans that will enhance efficiency.

Table 5:Key features on the seaports

Name of seaport	Capacity (TEUs)	Partner state served	Trans-shipment	Target
Mombasa Port	2.65 million TEUs	Burundi, DRC, Rwanda, South Sudan, and Uganda	Tanzania, Comoros, Singapore, Djibouti, Somalia, and Mauritius	41.37 million tons by December 2022; and 47.60 million tons by December 2024
Dar es Salaam Port	4.1 million (dwt) dry cargo and 6.0 million (dwt) bulk liquid Cargo	Burundi, DRC, Malawi, Rwanda, South Sudan, Uganda, Zambia, and Zimbabwe	Kenya, Mozambique, Comoros	28 million tons by 2025

3.2 Combined Cargo Throughput

Cargo throughput refers to the total volume of Cargo discharged and loaded at the port. It includes break-bulk, liquid bulk, dry bulk, containerized Cargo, transit cargo, and transshipment.

Table 6 below presents the combined trends in cargo throughput for the Central and Northern Corridors. The combined total cargo throughput for both Corridors increased by 3% from 50.0 million tonnes in 2020 to 51.6 million tonnes in 2021. Statistics in table 6 illustrate that, on average, the port of Mombasa handles over half (68%) of the total combined throughput volume, while the port of Dar es Salaam handles the remaining 32% of the total corridors' throughput.

Table 6: Total cargo throughput (000) Metric Tonnes

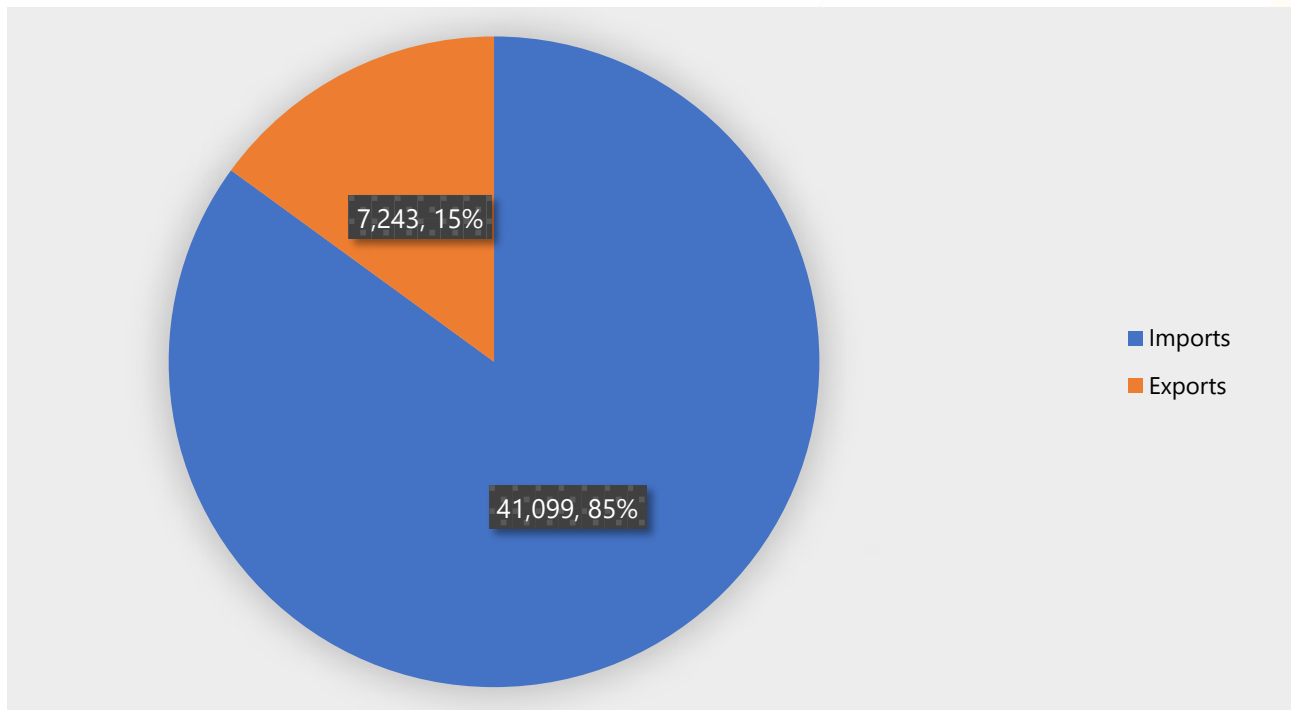
Port	2016	2017	2018	2019	2020	2021
Mombasa	27,364	30,345	30,923	34,440	34,130	34,551
Dar es Salaam	13,786	14,044	15,694	16,023	15,858	17,025
Total	41,150	44,389	46,617	50,463	49,988	51,576
Annual % change		8%	5%	8%	-1%	3%
Mombasa port share	66%	68%	66%	68%	68%	67%
Dar-es-Salaam Port share	34%	32%	34%	32%	32%	33%

Source: KPA and TPA Data 2016-2021



Figure 6 shows that countries using the Dar-es-Salaam and Mombasa ports are net importers, with imports accounting for 85% of overall port cargo throughput, indicating a trade deficit. It is evident that the region continues to import substantially more goods than it exports, signifying an unfavorable trade balance with the rest of world. However, trade including imports and exports between members of the corridors is substantial and will be included in subsequent performance reports.

Figure 7: Combined Corridor Imports and Exports in 2021, (Thousands tonnes)



Source: KPA and TPA Data 2021

As presented in table 7, the total combined imports and exports through the ports of Mombasa and Dar es Salaam stood at 41.1 metric tonnes in 2021, increasing marginally from 40.7 million metric tonnes in 2020. Imports through Mombasa port are two-fold compared to Dar es Salaam port. The most important items of merchandise trade are agriculture and food, minerals and chemicals, articles made of basic material, and textiles and apparel. Major import partners include Asia and the European Union. From the export front, the agricultural sector, raw materials, ores, and metals were the top export sectors. Exports have adversely affected earnings due to weak demand in these markets. Thus, there is a need to boost value addition for exports by providing a supportive legislative regulatory framework that will spur the production of competitive goods for exports in the region. Similar to the imports, total exports through the Mombasa port are double compared to exports through Dar es Salaam port.

Table 7: Combined Total Imports and Exports in Metric Tonnes

	Imports in '000' tons			Exports in '000' tons		
	2019	2020	2021	2019	2020	2021
Dar Es Salaam	12,988	12,848	13,767	2,373	2,483	2,631
Mombasa	27,558	27,803	27,332	4,277	4,187	4,612
Total	40,546	40,651	41,099	6,650	6,670	7,243

Source: KPA and TPA Data 2019-2021

3.3 Transit Traffic

Transit volume is the quantity of Cargo that is discharged and destined to countries outside the port of loading or discharge. The methodology applied in determining the transit volume is by summation of all Cargo’s weight in metric tons handled at the Port of Mombasa per Country of destination. This methodology applies to Dar Es Salaam port,

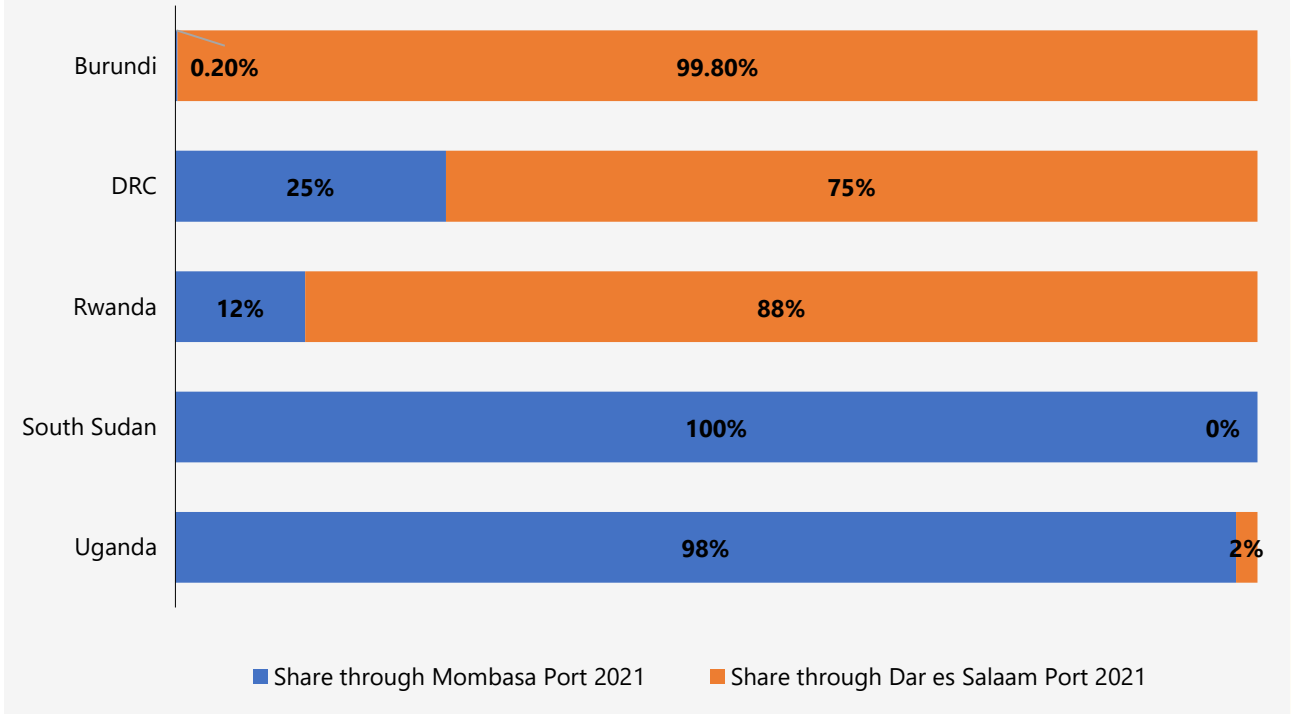
Combined transit cargo was 15.9 million metric tonnes, which represented 31% of total throughput during the year. For the Northern Corridor, the transit cargo traffic was 9.5 million metric tonnes in 2021 representing 28% of total cargo throughput for the year 2021, while for Central Corridor, transit cargo was 6.4 million metric tonnes, representing 37% of total cargo throughput for the year 2021. Transit cargo traffic was observed to have increased in both Corridors during the year 2021; having grown by 3% compared to 2020.

The distribution of transit cargo traffic by destination shows different patterns that are attributed to the economics of distance, number of borders and availability of return cargo. As such, majority of Uganda’s (98%) and South Sudan’s (100%) transit traffic used Northern Corridor in 2021; while majority of transit traffic for Burundi (100%), Rwanda (88%) and DRC (75%) used the Central Corridor. Distribution of the utilization of the two corridors by the Member States is shown in **Figure 8** below while detailed data on each country’s cargo traffic through the corridors are shown in Annex table 2:



Trucks hauling cargo along the Central Corridor

Figure 8: Member States Transit volume distribution between the port of Mombasa and Dar es Salaam in MT



Source: KPA and TPA Data 2021

4. Efficiency and Productivity

4.1 Introduction

Key indicators include vessel waiting times at outer anchorage, ship turnaround time, and cargo dwell time. These targets are also compared against industry standards or benchmarks based on the United Nations Conference on Trade and Development (UNCTAD) developed indicators for assessing port performance.

Efficiency and productivity indicators give a basic guideline on how well the Corridor performs operationally. The objective of productivity measurement is to give the current performance in the transport logistics chain against desirable productivity measures as provided by the best practice, ensuring that its outcomes live up to the expected values. Being efficient entails reducing the number of wasted inputs, thus, it is imperative to make investments in developing trading capacities such as ports and road improvements, improved efficiency in customs administration and adoption of e-services. Efficiency gains in the transportation sector are also discussed, given that it is a key driver of the competitiveness and growth of any economy. In addition, the efficiency and productivity indicators help the two Secretariats to gauge the corridor's performance at large.

This section highlights the performance of key efficiency and productivity indicators, identifies the factors responsible for the efficiency improvements, and provides insights into policy approaches that could trigger enhanced performance going forward.

4.2 Ship turnaround time

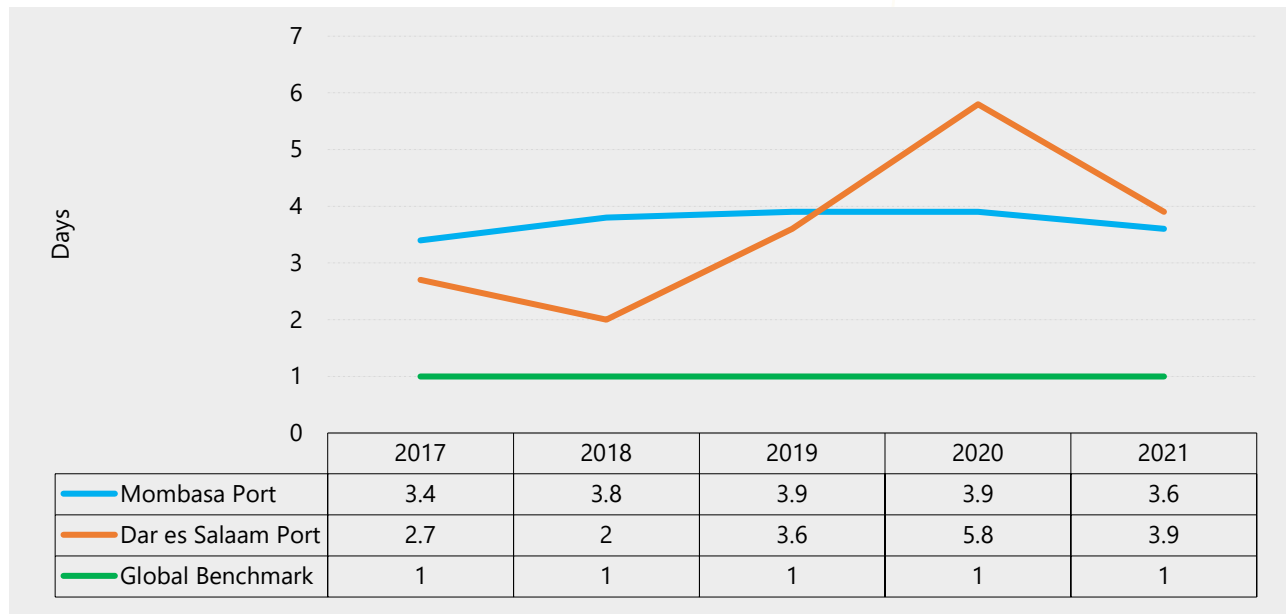
This indicator is measured from the time the vessel arrives at the Port area (Fairway Buoy) to the time it leaves the port area demarcated by the fairway buoy.

Ship turnaround time is a critical indicator of port efficiency as an increase in ship turnaround time indicates inefficiencies on the part of multiple stakeholders involved in servicing the vessels and clearing the Cargo from the port. Globally, the ultimate goal is to attain the 24 hours (1 day) ship turnaround global benchmark time. The port of Mombasa recorded better turnaround time when compared to the port of Dar-es-Salaam for the year 2021.

However, both ports of the two Corridors recorded improvements in ship turnaround times in 2021 compared to 2020. For Mombasa Port, ship turnaround time between 2020 and 2021 improved from 3.9 days to 3.6 days respectively, while the corresponding figures for Dar-es-Salaam Port were 5.8 and 3.9 days. The improvements imply recovery from the effects of COVID-19. However, the cooperation among agents involved in cargo handling, encouraging large ship sizes and tide restrictions can go a long way in improving ship turnaround time to attain the global benchmark time of 24 hours.

As depicted in **Figure 9** below, the containerized vessel turnaround time for Dar es Salaam port was highly attributed by the Ship's berth time (service time). Reducing berth time 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.

Figure 9: Ship turnaround time 2017-2021 in days



Source: KPA and TPA data



RoRo ship being offloaded at Mombasa port

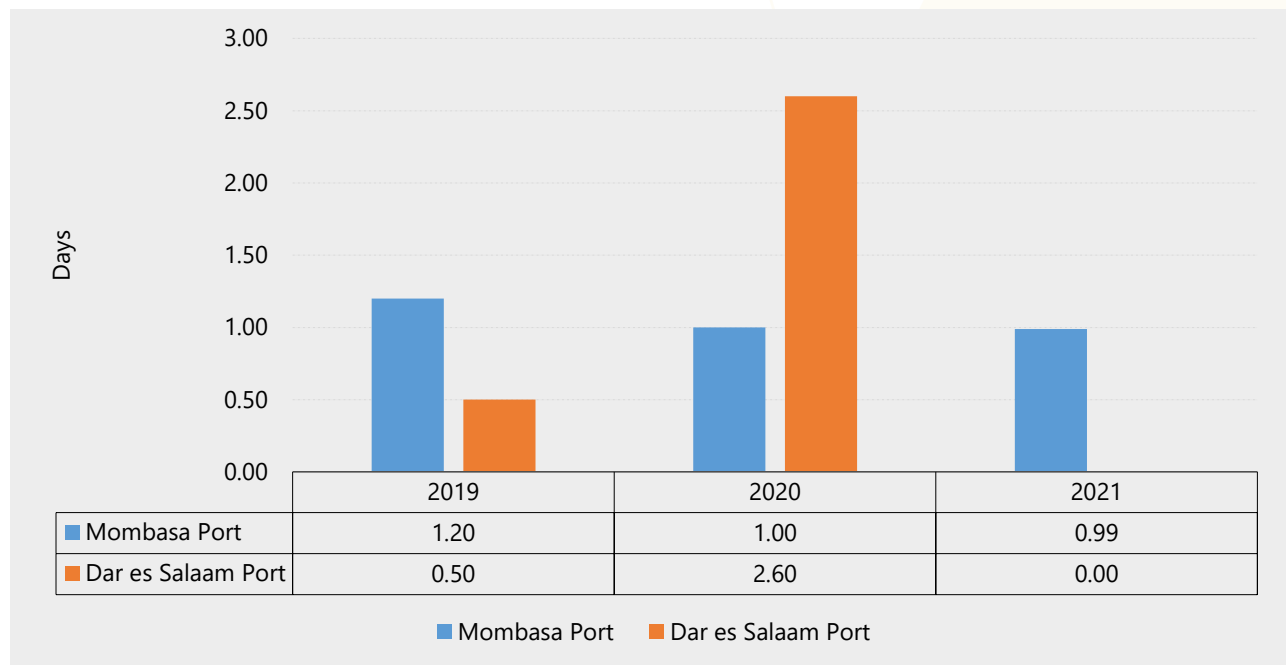
4.3 Vessel waiting time

This time is measured from the time the vessel arrives at the port area, demarcated by the fairway buoy to the time of its first berth.

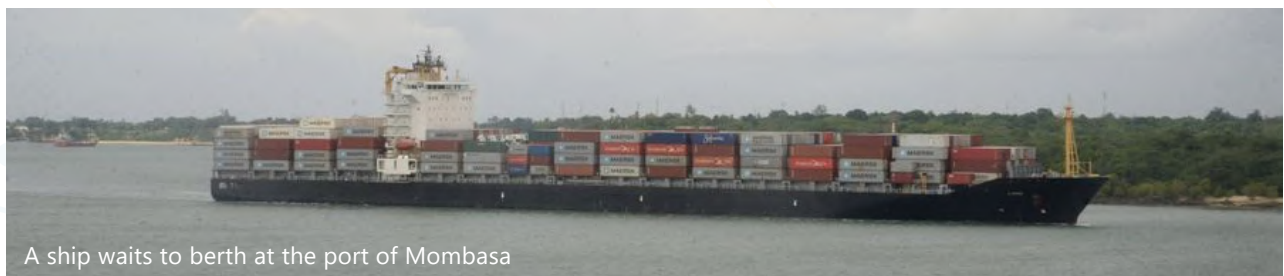
Vessel waiting time is a subset of the vessel turnaround time and a key determinant of competitiveness of port terminals. The ship pre-planning serves as a buffer that hedges against delayed arrival times of ships at the port. The daily operations of the port consist of pre-planning safe ship schedules for ships traversing the port before their expected arrival time.

Figure 10 illustrates that the average vessel waiting time for the port of Mombasa improved significantly between 2020 and 2021. This improvement can be attributed to the implementation of a fixed Berthing Window, which allows shipping lines to plan their schedules, increased crane productivity, sufficient terminal capacity, and the acquisition of modern tugboats and pilot boats, all of which have helped to improve berthing operations. In 2021, the Ship waiting time at Dar-es-Salaam Port was insignificant, compared to 2.6 days in 2020. The improvements during the two-year period (2020-2021) were attributable to changes in port operations that were affected by COVID-19 shocks.

Figure 10: Vessel Waiting Time before Berth in days



Source: KPA and TPA data



4.4 Containerized Import Cargo Dwell Time

Dwell time refers to the total time spent by Cargo at the port from when the Cargo was discharged from the vessel until port exit after all permits and clearances have been obtained (average number of days the container stays in a yard). The shorter the dwell time, the more efficient the port is.

Data is obtained from KPA and TPA, respectively. The methodology applied for the case of Mombasa Port is as follows:

The Dwell time discussed is for import containers. The methodology applied in the containerized cargo dwell time analysis considers only Cargo that arrives and exits the Port during a calendar month (i.e., based on entry inward date). For the analysis, outlier cases of consignments held from clearance for more than 21 days due to non-compliance issues, court matters, among others, are excluded. The report uses the 'out date' to group the data on a monthly basis, with the last day of the month being the cut-off day (at midnight); 21 days' grace period be applied to filter out outliers. A similar methodology is applied for Central Corridor: a three-week interval (21 days) is applied to filter out outliers. However, a different methodology is applied for Central Corridor on determining dwell time for import containers at the port of Dar es Salaam. There is a clear separation between transit and local containerized dwell time; both are monitored differently.

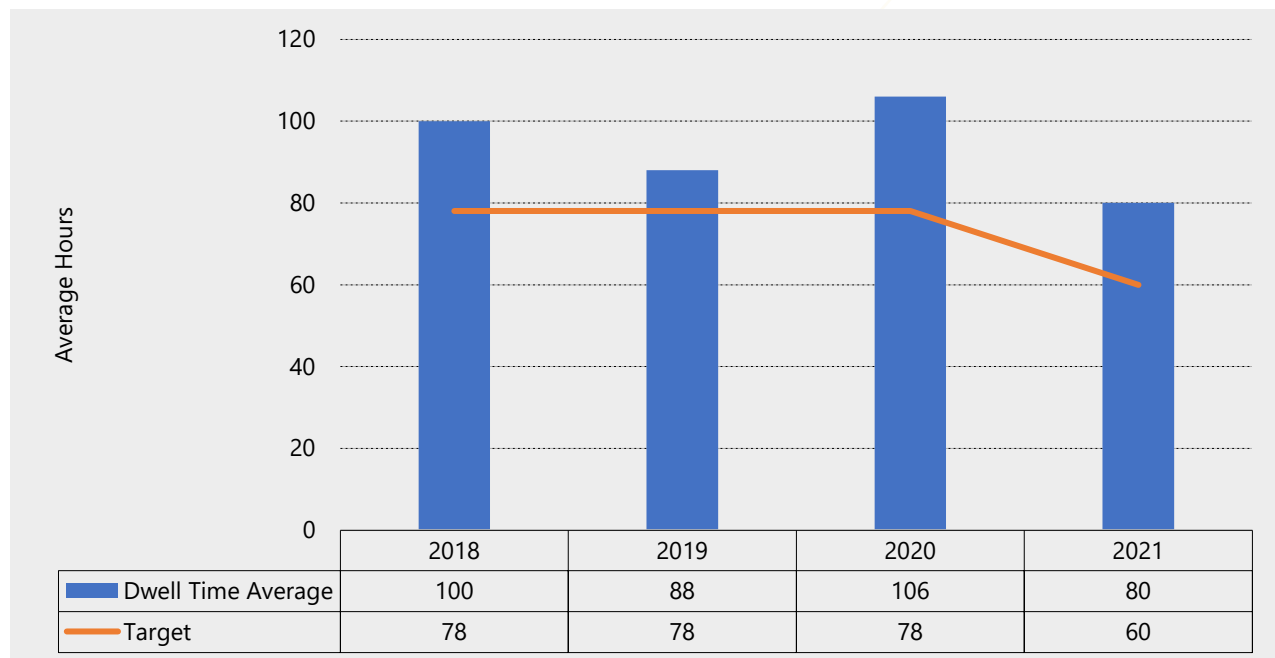


4.4.1 Containerized import Cargo Dwell Time at the Port of Mombasa

The Mombasa Port and Northern Corridor Community Charter stipulates average cargo dwell time at the port to be attained as 78 hours by December 2020, 60 hours by December 2022 and 48 hours by December 2024. Based on the statistics, dwell time for containerized import cargo at the seaport of Mombasa has shown significant improvement from an average of 106 hours in 2020 to 80 hours (3.3 days) in 2021, as presented in figure 11. Although there was a great improvement in 2021, the target of 60 hours was not met. This was attributed to the longer time to complete cargo clearance formalities and a temporary increase in storage time from 9 days to 14 days for transit import. It is important to note that various initiatives have been implemented to improve cargo port dwell time.

Among them; implementation of the Standard Gauge Railway and road infrastructure construction along the port area, expansion and construction of additional terminals, acquisition of modern equipment, improvements in documentation and clearance processes and automation of container handling processes.

Figure 11: Annual average containerized import cargo dwell time in hours



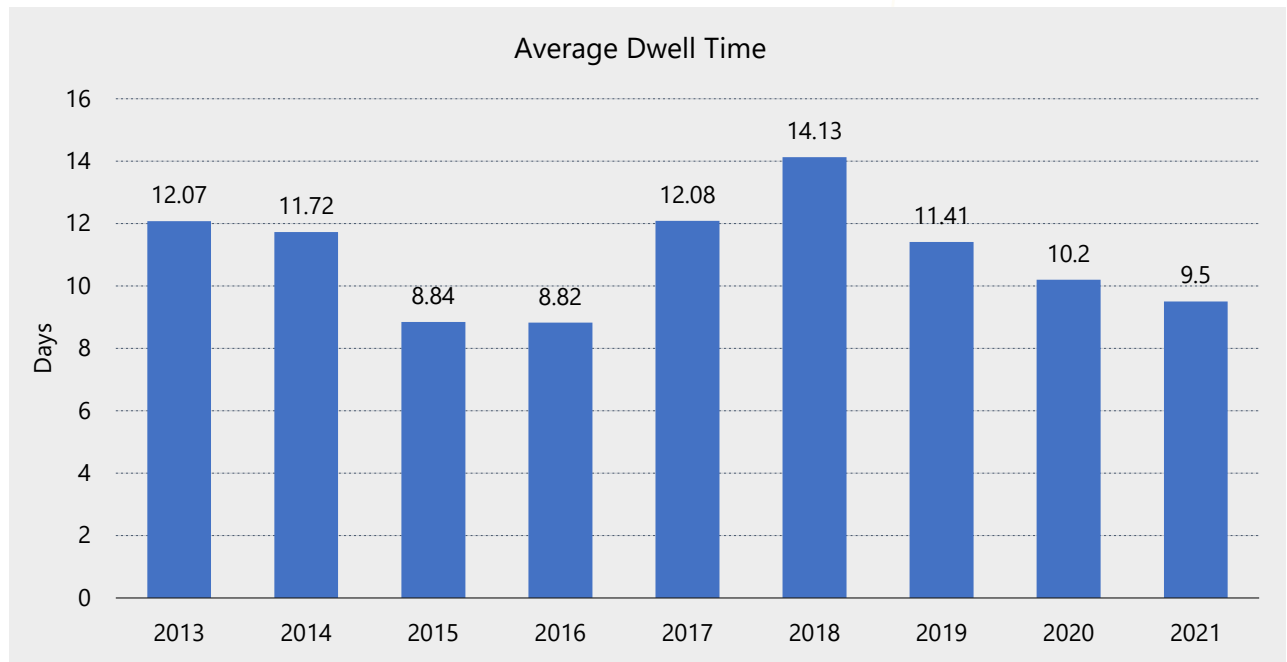
Source: KPA data various years

4.4.2 Dwell time at the port of Dar es Salaam for Import cargo

The dwell time for transit import containers at the Dar-es-Salaam Port 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%. This marginal reduction of 0.7 days in dwell time indicates continuous improvements following stabilization of COVID-19 shock at Dar-es-Salaam Port. However, the current efficiency level in dwell time is still out of target by an average of 4.5 days or 89%. This rise was attributed to, among other reasons, the customer clearing delays in taking advantage of the allowable grace period of 15 – 30 days. Another reason is the ongoing construction activities at the port.

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 has lowered, implying improved efficiency in 2021 compared to 2019 and 2020. As a result, the gap toward 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. Efforts towards reducing dwell time have continued to be implemented. They include the regular exchange of information and training between the respective Revenue Authorities, which has contributed to resolving the system compatibility issue. Other steps include the ongoing infrastructural Dar-es-Salaam Port improvements and increased stakeholder engagement in improving Port efficiency.

Figure 12: Transit Container Annual Average Dwell time at Dar es Salaam Port



Source: TPA, 2013-2021

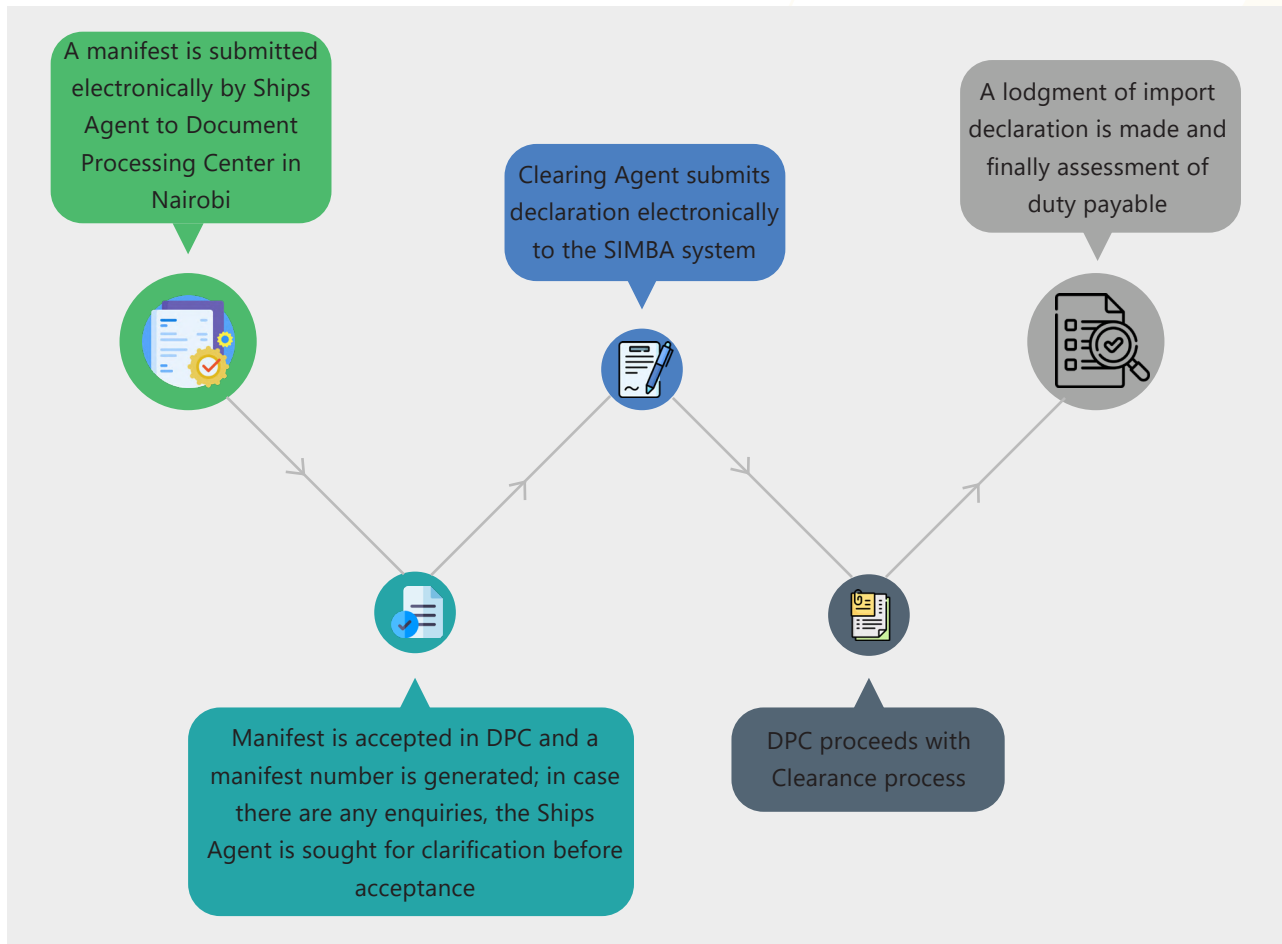


A ship beths at Dar es Salaam Port

4.5 Time for customs clearance at the Document Processing Centre (DPC) at the port of Mombasa

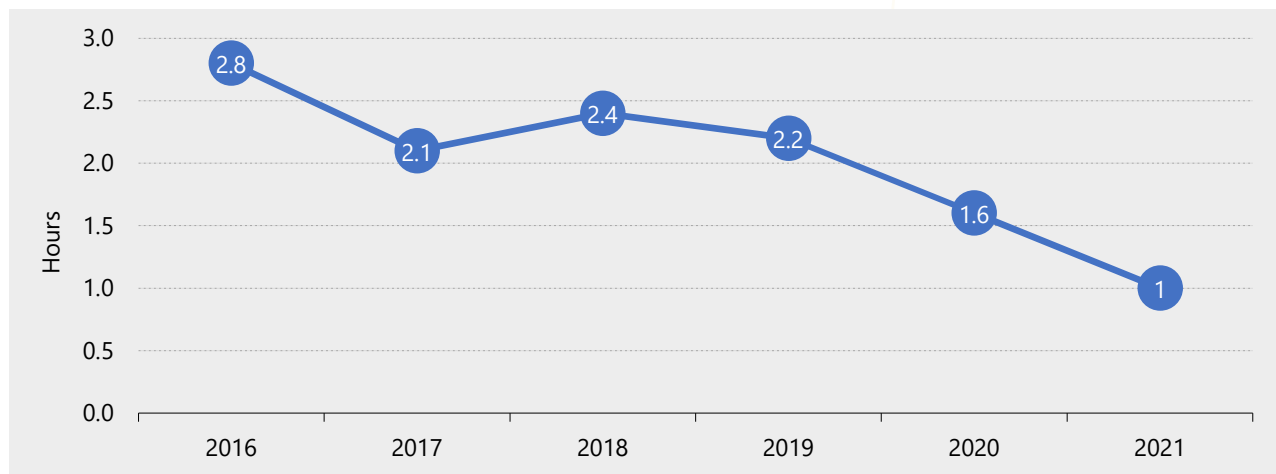
This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

The time taken at the document processing center involves the following processes:



The Mombasa Port and Northern Corridor Community Charter aims to be real-time/instant for this target. The performance of this target from 2015 to 2021, is illustrated in **Figure 13**. Indicators show positive performance in DPC from an average of 1.6 hours in 2020 to 1 hour in 2021. Presently, this target heavily relies on the stability of the SIMBA system, integrity of clearing agents, quality of declaration by the relevant agents and Document volumes awaiting processing.

Figure 13: Average Hours taken at the Document Processing Centre (DPC), KRA 2021

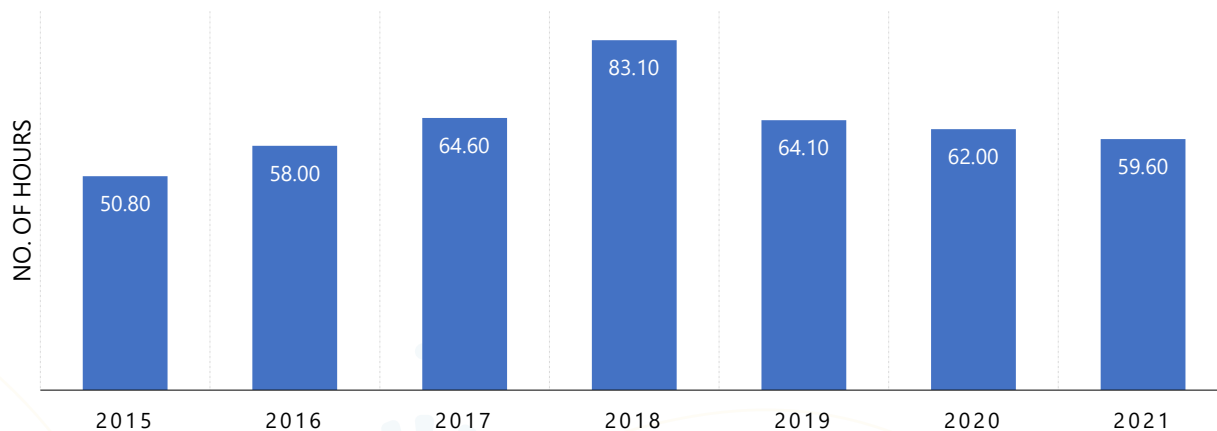


Source: KRA data various years

4.6 Port of Dar-es-Salaam Customs Release Time/ Document Processing Time (DPC) Time

It provides the average time taken in Hours that elapse from when declaration is made by Clearing & Forwarding Agent till when the Customs issue the Release order for Transit Cargo declarations. It has been calculated from the average time difference between Release time and declaration time, measured in Hours by Tanzania Revenue Authority. As depicted in figure 14 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 an improvement of 4%. Although there was a 4% improvement in 2021, there were fluctuations between 2015 and 2021. The gains observed in 2021 are similar to those observed in 2020 (3.3%), implying that more efforts are needed to reduce the time further.

Figure 14: Tanzania Customs Release Time (Hours)/Document Processing Centre (DPC)



Source: Tanzania Revenue Authority, 2015-2021



Dar es Salaam port



LEGEND

KCK-605R

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abbastrucks

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Bahari

5. Transit Time

The section highlights the transit time by road for Cargo to move from the Port of Dar es salaam and Port of Mombasa to various destinations in the Central and Northern Corridor Member States respectively. This transit time is greatly affected by non-tariff barriers (NTBs) and other reasons for delays along the Corridors: including police checks, weighbridges, company checks, road conditions, customs checks, and drivers' personal reasons, among others.

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

5.1 Transit time to destinations from Dar es Salaam port

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

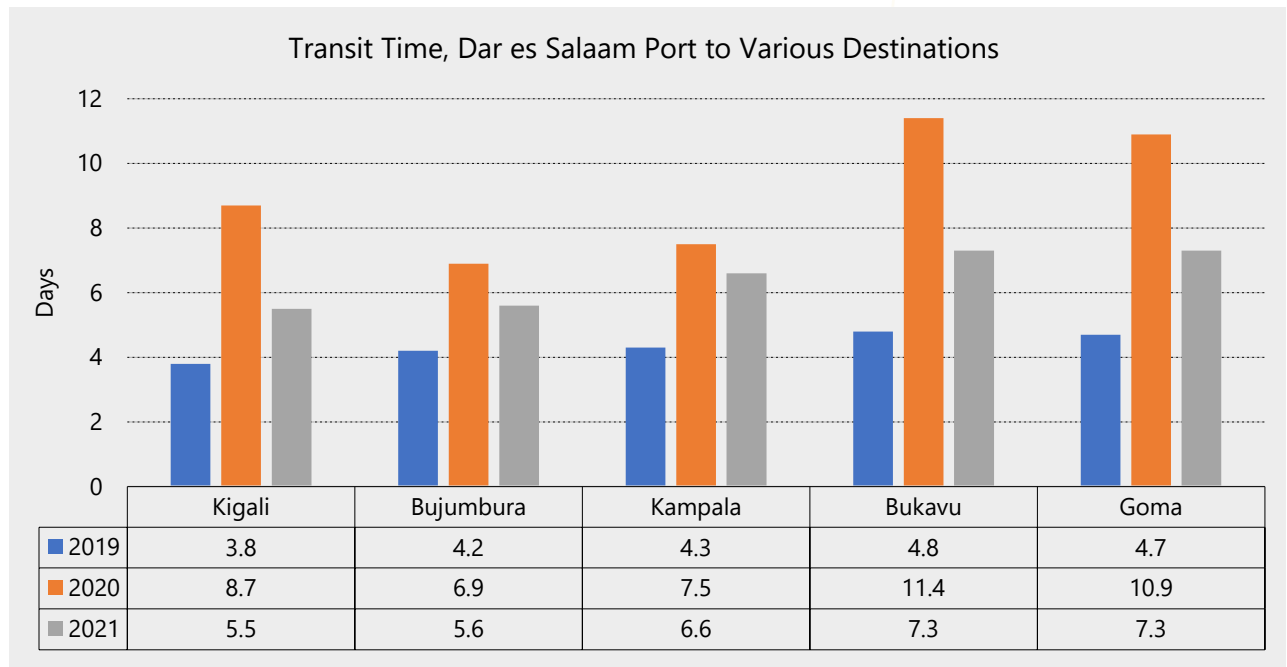
The Transit time to destination is measured from the time cargo starts its journey from Dar es salaam to the time it arrives at the various destinations in the Central Corridor member countries. The data used in the analysis of this indicator is from the Transporters tracking systems through Transporters associations of TATO and TAT in Tanzania. Indicators are analyzed as monthly averages for 2021, while the annual performance of 2021 is compared with annual figures between 2019 and 2021.

Figure 15 below highlights an average transit time for imports i.e., from Dar es salaam port to various destinations in the Central Corridor Member States. Annual comparison between 2019 and 2021 has also been provided. Transit time to Kigali in 2021 averaged 5.5 days or equivalent to 132 hours. For Bujumbura, transit time was 5.56 days, equivalent to 133 hours; for Kampala, this was 6.6 days. Transit times was observed to decrease gradually in 2021 for all destinations of Central Corridor. This indicates that stakeholders of Member States are continuing to adjust to COVID-19. The graph below shows improvements of transit times from month to month within 2021, giving promising results in 2022.

During 2020, transit times on both corridors deteriorated significantly due to logistical restrictions associated with COVID-19 containment measures. In 2021, the situation is changing for the better. 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, one day for Dar-Kampala, four 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's lengthy testing protocols² in some countries.

² 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 handwashing and encouraging social distancing in public places including transport.

Figure 15: Transit Time, Dar es Salaam Port to Various Destinations

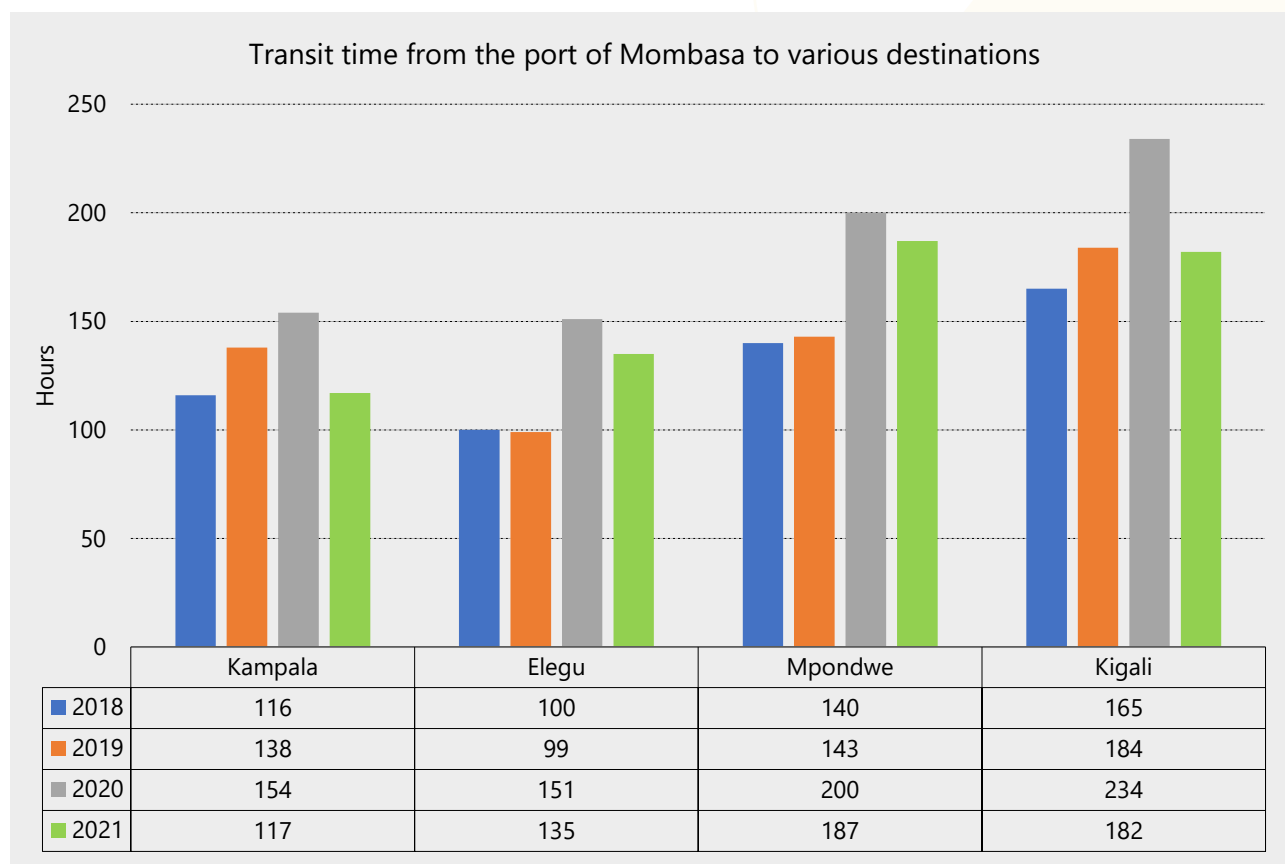


Trucks hauling cargo along the Northern Corridor in Kenya

5.2 Transit Time from Mombasa Port to Various Destinations

Figure 16 provides transit time from the port of Mombasa to Kampala/Uganda, Kigali/Rwanda, Elegu-Nimule border/South Sudan and Mpondwe/DRC from 2018 to 2021. The route from the port of Mombasa to Kampala/Uganda covers a distance of 1,169 Km, to Kigali/Rwanda 1,682 Km, to Elegu/South Sudan 1,430 Km, and to Mpondwe/Kasindi in DRC covers 1,611 Km. Transit time varied on different routes depending on distance to destination, status of the road, and other non-tariff barriers encountered. It's also worth noting that the Mombasa to Kigali route was the slowest, averaging 8.6 kilometres per hour in 2021, compared to the Mombasa to Elegu route, which averaged 10.6 kilometres per hour, implying that there are obstacles impeding freight flow on this route. When a truck arrives, it can take longer for the RECTS gadgets to be disarmed, which can lead to an increase in travel time. Further, 2021 witnessed a slight improvement in transit time attributable to the ease of disruptions caused by the restrictions introduced in response to COVID -19 pandemic containment measures.

Figure 16: Transit time from the port of Mombasa to various destinations



Source: RECTs and ASYCUDA data various years



Trucks queue to leave ICD Nairobi after picking cargo



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6. East Africa Community Vehicle Load Limits Compliance

The East Africa Community Vehicle Load Control Act, 2016, (EAC VLC Act 2016) was gazetted in 2016, limits weights on the roads with tough penalties prescribed against those found guilty of contravening the laid down regulations. Vehicles with a gross weight of 3.5 tonnes (3,500 kg) and over have to be weighed at weighbridges they pass through. Any transporter who bypasses, absconds, or evades a weighing station is liable for prosecution. The weight in the axle of super single tyres has been lowered to 8.5 tonnes, from 10 tonnes. The law puts the maximum GVM load at 56 tonnes. Those transporting unusual Cargo are required to acquire a special license from respective national road authorities from the EAC countries after meeting set conditions. Burundi and South Sudan are now the only EAC countries that have yet to implement and enforce the law (EACVLC Act)

6.1 Weighbridge Traffic along the Northern Corridor

The indicator measures the average number of trucks weighed per day at the various weighbridges in respective countries of the Northern Corridor.

Kenya currently uses static scale weighbridges to help rid roads of overloaded vehicles. There are nine static weighbridges located at Athi-River, Mariakani, Webuye, Gilgil, Busia, Mtwapa, Rongo, Isinya and Bondo out of which the former five are along the Northern Corridor. As presented in table 8 below, Athi-River weighbridge recorded the highest monthly average traffic while Busia weighbridge recorded the least traffic which majorly comprises of transit cargo heading to the border points of Malaba and Busia, respectively. Traffic at Athi River weighbridge includes traffic from the port of Mombasa, both local and transit cargo, and from Namanga Border Point. This traffic reduces by around 50% at Gilgil weighbridge given that some of it were destined for Nairobi and its environs.

Table 8: Monthly average daily weighed traffic for Kenyan Weighbridges

Weighbridge traffic	Mariakani		Athi River		Gilgil		Webuye		Busia	
	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021
Jan	2,321	6747	7,093	7,173	5,942	3715	1,721	2931	601	696
Feb	2,039	6452	9,563	8276	3,921	3921	941	2271	408	704
Mar	2,321	6641	7,754	8139	2,519	3400	422	2223		788
Apr	1,984	7107	5,937	6733	3,395	4298	1,033	3402	737	673
May	2,014	5110	8,084	9162	6,103	3841	1,643	2964	541	782
Jun	5,842	4920	10,562	8502	4,928	3793	1,875	3075	756	712
Jul	3,827	4901	9,531	7831	7,307	4403	1,881	3093	702	729
Aug	3,083	5587	8,041	8031	7,403	4173	1,643	3102	654	691
Sep	2,921	5707	7,039	7964	6,992	3994	1,503	2802	594	812

Weighbridge traffic	Mariakani		Athi River		Gilgil		Webuye		Busia	
	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021
Oct	6,092	3421	8,464	7732	3,063	4002	951	2613	593	1024
Nov	4,102	3875	8,754	6901	3,108	3732	1,002	2945	583	1201
Dec	5,987	3985	9,042	7310	2,901	3902	1,103	3394	677	988

Source: KENHA data 2020 and 2021



A truck is weighed at Mariakani weighbridge in Kenya

6.2 Weighbridge Traffic along the Central Corridor

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 3.9 million reported in 2020. The growth in 2021 was marginal, indicating saturation of traffic population recorded in weighbridge systems, as opposed to a larger increase in 2020, which was attributed to the conversion of most weighbridges to Weigh-in-Motion and the improvement of recording systems at the respective weighbridge stations. These improvements resulted in 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 2017-2021 had passed through the 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 as shown in table 9 below.

Table 9: Annual Weighbridge Traffic Flow along Tanzania’s Central Corridor Roads, 2017-2021

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

Source: TANROADS, 2021



A truck is weighed along the Central Corridor in Tanzania

6.3 Weighbridges Compliance in Kenya

The EAC Vehicle Load Act allows for redistribution of Cargo to within tolerance before being re-weighed for any vehicle established to be overloaded on the Axle or Axle Group. However, it is within the prescribed Gross Vehicle Weight as per the Axle configuration. Such vehicles will not be charged. However, a vehicle that is overloaded on the Axle and Axle Group and cannot redistribute its Cargo to allowable tolerance shall be charged. An allowance of 5% has been granted on the Legal Axle and Axle Group Weights Limits to take care of possible cargo movement based on the allowable legal weight.

Vehicle and Axle Load Configuration	Max. Gross Vehicle Weight (kg)
Vehicle with 2 axles	18,000
Vehicle with 3 axles	26,000
Vehicle and semi-trailer with total of 3 axles	28,000
Vehicle with 4 axles	30,000
Vehicle and semi-trailer with total of 4 axles	36,000
Vehicle and draw-bar-trailer with total of 4 axles	36,000
Vehicle and semi-trailer with total of 5 axles	44,000
Vehicle and draw-bar-trailer with total of 5 axles	44,000
Vehicle and semi-trailer with total of 6 axles	50,000
Vehicle and draw-bar-trailer with total of 6 axles	52,000

Source: KeNHA

In the analysis, weighbridges recorded a steady performance in compliance levels of over 93%, except for Busia weighbridge, whose compliance level was steady at an average of 84% in 2021. Low compliance at the Busia weighbridge could be attributed to the weighbridge not implementing the high-speed weigh-in-motion. In addition, there is a possibility that the Busia weighbridge handles Cargo that originates from the region and has not been weighed elsewhere. Therefore, the target of 100% compliance has not yet been attained.

Currently, vehicle load limits are being enforced on Gross Vehicle Weight, Axle Load and Group Axle Load limits. The Maximum GVW limit is 56 tons and Maximum Axle limit is 8 tons, but this depends on the axle configuration of a truck and the type of tyres used whether super single tyres or not. The interconnection of the weighbridges is critical to share compliance information and reduce delays at the weighbridges as a result of multiple weighing on the fixed scales.

Table 10: Weight Compliance Level (Percentage) at weighbridges in Kenya

Weighbridge traffic	Mariakani		Athi River		Gilgil		Webuye		Busia	
	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021
January	96	99.9	99	98.6	95	94.8	91	91.9	82	79.1
February	97	99.7	98	97.4	94	94.4	96	91.4	78	77
March	98	98.5	99	98.9	95	93.4	97	93.9	77	83.1
April	97	99	97	98.3	93	96.5	93	92.1	87	83.5
May	97	99.5	98	98	95	97.7	92	94.7	79	80.3
June	99	99	98	99.2	97	95.1	92	94	82	79.5

Weighbridge traffic	Mariakani		Athi River		Gilgil		Webuye		Busia	
	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021
July	99	98.7	99	97.8	95	94.4	96	94.9	84	87.3
August	99	99.1	98	98.5	98	95.1	97	95	90	84.9
September	96	98	98	98	98	96.7	95	95	89	80
October	97	97.4	98	95.8	96	91.2	96	90.3	88	87.9
November	99	97.1	98	97.3	96	93.1	91	89.4	90	89.3
December	99	96	98	96	94	94.3	97	91.4	81	91.8

Source: KeNHA data 2020 and 2021

6.4 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 the 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 11** 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 11: Weighbridge compliance per station (Percentage)

Station	2020	2021
Vigwaza	98.6	99.0
Dakawa	99.6	99.8
Mikese	99.7	99.8
Njuki	99.2	99.9
Nala	99.8	99.6
Nyakahura	99.3	99.9
Mwendakulima	99.8	99.4
Kyamiyorwa	99.3	99.7
Mutukula	98.7	99.1
Grand Total	96.6	99.6



7. Transport Rates and Costs

As far as gains from trade are concerned, reduced transport costs usually enhance export opportunities, strengthen competition, and widen productive factor markets. This section highlights 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 location, infrastructure, administrative barriers, energy, and how the freight is carried from one point to another. Generally, the 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.

7.1 Road Freight Transport Rates along Central and Northern Corridors

Table 12 below provides a comparison based on the average transport rate cost per kilometre per container from both Dar es Salaam (Tanzania) and Mombasa (Kenya) ports to various destinations measured in USD. The analysis shows that it is slightly cheaper to import through Dar es Salaam port for the Member countries of Rwanda and Burundi whereas it is also less expensive transporting Cargo from Mombasa port to Kampala, Goma and Juba compared to Dar es Salaam port. This is attributed to the distance proximity to access seaport. There is also another alternative route to Burundi through Taveta/ Holili. Burundi transporters preferred Voi/Holili route due to shorter distance, low costs, and fewer non-tariff barriers (i.e., one border) as opposed to the traditional corridor route which goes through Uganda and Rwanda.

Table 12: Transport Rates Along Northern and Central Corridors, USD per Km per TEU, 2020-2021

Destination	2020		2021	
	Central Corridor	Northern Corridor	Central Corridor	Northern Corridor
Kampala	1.87	1.88	1.86	1.67
Bujumbura	1.82	3.07	1.77	3.07
Kigali	1.86	2.08	1.83	1.90
Goma	2.64	3.53	2.65	2.45
Juba	-	2.29	-	2.17

7.1.1 Road Freight charges from the port of Mombasa

Table 13 gives the average transport tariff per container per km for moving a container from the port of Mombasa to main destinations in the Northern Corridor Member States from 2016 to 2021. Transport freight rates from Mombasa have been reduced during the period under review suggesting low cost of doing business. This could be attributed to improvement in the business environment, enhanced efficiency at the port, and improved road condition, which has a positive bearing on costs. The costs of imports to Nairobi were cheaper possibly because most of the counterpart competition from SGR freight cargo. Analysis presented also show that it was expensive to transport Cargo from Mombasa to Goma, and Bujumbura suggesting that cross border logistics bottlenecks have an impact on the cost of cargo transportation to different destination. In addition, the indirect costs identified include; COVID-19 test and road user charges among others

Table 13: Average Transport Rates (USD) to various destinations from Mombasa Port

From	To	Distance (KM)	Tariff Per Container/Km			
			2016	2018	2020	2021
Mombasa	Nairobi	481	1.78	1.62	1.77	0.95
Mombasa	Kampala	1,169	1.86	1.79	1.88	1.67
Mombasa	Kigali	1,682	2.16	2.23	2.08	1.9
Mombasa	Bujumbura	1,957	2.55	3.07	3.07	-
Mombasa	Goma	1,840	3.33	3.13	3.53	2.45
Mombasa	Juba	1,662	2.86	3.01	2.29	2.17

Source: Transporters Association

In Kenya, pipeline transportation rates are published by the Energy and Petroleum Regulatory Authority (EPRA) from time to time as per section 11 (b) of the Energy Act, 2019. The current fuel tariffs were effected on 15th February 2021 and are presented in table 16 below. The tariff is expected to be cheaper in the long run. As a result, the fuel transportation rates by pipeline levied by KPC has been on the decrease as shown in the table below. The KPC tariff below is a composite of transport, storage, and handling costs.

Table 14: Export Tariff (USD/M³, exclusive of VAT

Loading Depot	2019/2020	2020/2021
Nakuru	30.98	29.39
Eldoret	39.84	37
Kisumu	39.79	80
Moi International Airport	22.52	37.75
Jomo Kenyatta Airport	22.52	21.37
Shimanzi Oil Terminal	1	1

Source: KPC data

7.1.2 Road Transport Rates and Charges per Destinations –Dar Es Salaam

The road Transport charges can be categorized into three main groups namely; the costs paid to the Transporter (Truckers), normally referred to as Transport rates, the costs paid to the Freight Forwarders and the Costs paid to the Customs Freight Agents (CFA) at the inland borders.

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 show a decline for Kigali and Bujumbura, while for Bukavu, the annual averages have remained the same for the years 2020 to 2021. Similarly, the transport charges trends went slightly down from 2020 to 2021 for all destinations except Goma. Various reasons were provided by stakeholders, including the volume reduction to the transporters of Tanzania, as some of the 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. The largest decline among the currently five routes was observed for

the Dar-es-Salaam route to Bujumbura; 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 the years 2019-2021:

Table 15: Annual Average Road Freight Rates per Kilometre (USD), 2019-2021

Route (Dar Port to)	Year			Change (%)		
	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
Goma	2.65	2.64	2.57	0.6	2.4	1.6
Corridor average	2.18	2.19	2.2	-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	0.00

Source: CCTO, 2021

8. Summary and Recommendations

This is the second annual joint report forming a series of joint corridor reports covering the period 2020 and 2021. The Northern and Central Corridors should continually monitor corridor performance and benchmark with global standards. Based on the observations, the report identifies issues and challenges for the development and operation of intermodal transport corridors in Northern and Central. It proposes strategies, and recommendations to minimize non-tariff barriers to enhance the efficiency of the intermodal transport corridors.

The following recommendations are proposed;

- i. Harmonization of the continent's overlapping trade zone memberships and bolster intra-Africa trade which is critical to the region's economic prosperity. The coming into effect of the AfCFTA heralds the need to re-evaluate and harmonize African trading blocs.
- ii. It is important to increase and strengthen implementation and monitoring capacities and streamline and converge RECs integration initiatives.
- iii. Need to address the existing annual infrastructure deficit
- iv. Need for political will for the effective implementation of trade reforms, coordination of the macroeconomic policies of the partner states in each bloc, and more policies for enhancing political stability

Transport Rates and Costs

- i. It is recommended that countries should study the possibilities of adopting alternative routes to reduce cost and time taken.
- ii. The use of RECTS should be promoted in both corridors
- iii. A cost model to be developed for determining and predicting transport costs

Efficiency and Productive

- i. Member States to adopt High-speed weigh-in-motion (HSWIM) weighbridges
- ii. A need for a joint platform between corridors' member countries to share experiences on best initiatives with the purpose of improving the efficiency of the Corridors within the region
- iii. A need to expand the monitoring scope to include railway and inland waterways modes and intra-regional trade, to continue efforts to minimize non-tariff barriers to enhance the efficiency of the intermodal transport corridors.
- iv. To increase and strengthen implementation and monitoring capacities of the corridors

Annexes

Annex Table 1: Interconnectivity between Central and Northern Corridor

Modal	Connecting two corridors	Status	Link to Regional Blocs
Road	Namanga- Athi- River route	Road condition in good status	Arusha Namanga-Athi River Road is a part of the African highway from Cairo in Egypt to Cape Town in South Africa
	Voi- Taveta Route	Road condition in good status	Connects to Zambia and wider Southern African Development Community (SADC)
	Isebania- Ahero	Road condition in good status	connects the two corridors to LAPPSET through Nadapal
	Likoni – Lunga Lunga route	Kenya and Tanzania signed an Agreement to complete the highway between Malindi through Lunga Lunga to Bagamoyo	Connects the two corridors to LAPPSET through Mombasa- Lamu
IWT	Lake Victoria	Developed and in use. However, there are plans for upgrading and improvement of infrastructure and equipment	Lies in the Great Lakes Region, which is connected to the Congo River Basin, points to even greater potential, especially in the wake of NC members adopting the Africa Continental Free Trade Area (AfCFTA)
	Lake Tanganyika	Not well developed	provides an opportunity to connect four countries Burundi, Democratic Republic Congo, Tanzania, and Zambia
	The Congo Basin	Not well developed	Connects to CEMAC, SADC and AfCFTA
Pipeline	Tanzania and Kenya	Construction of a gas pipeline from Dar es Salaam to Mombasa	
Railway	TAZARA		TAZARA corridor linking Dar port to Zambia
	TRC	Serving	
	Mombasa- Naivasha SGR	Well-developed and in full use	
	Naivasha to Kisumu MGR	Upgraded in full use	

Modal	Connecting two corridors	Status	Link to Regional Blocs
Borders	Namanga/Namanga border	Fully functioning one stop border posts (OSBP)	
	Taveta/Holili border	Fully functioning one stop border posts (OSBP)	
	Isebania/Sirari border		
	Lunga Lunga/ Horohoro border.		

Annex Table 2: Transit Traffic in Tonnes

	2020		2021		Combined Total 2020	Combined Total 2021
	Mombasa port	Dar Port	Mombasa port	Dar Port		
Uganda	7,698,331	153,994	7,263,290	138,805	7,852,325	7,402,095
South Sudan	1,056,026	0	1,065,699	0	1,056,026	1,065,699
DRC	732,108	1,840,657	787,933	2,357,867	2,572,765	3,145,800
Rwanda	426,814	1,239,238	184,753	1,366,289	1,666,052	1,551,042
Burundi	725	476,808	1,027	507,018	477,533	508,045
Others	257,011	1,629,589	238,245	2,012,309	1,886,600	2,250,554
Total	10,171,015	5,340,286	9,540,947	6,382,288	15,511,301	15,923,235



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