

Multi-year Expert Meeting  
on Transport, Trade Logistics and Trade  
Facilitation:

**Transport and logistics innovation  
towards the review of the Almaty  
Programme of Action in 2014**

22-24 October 2013

**CENTRAL CORRIDOR TRANSIT TRANSPORT  
FACILITATION AGENCY (TTFA)**

by

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## CENTRAL CORRIDOR TRANSIT TRANSPORT FACILITATION AGENCY (TTFA)

**Multi-Year Expert Meeting on Transport, Trade Logistics  
and Trade Facilitation - 1st Session**

**Palais des Nations - Room XXVI - Geneva  
Geneva, 22-24 October 2013**

**CCTTFA – Emmanuel Rutagengwa**  
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4/4/2013

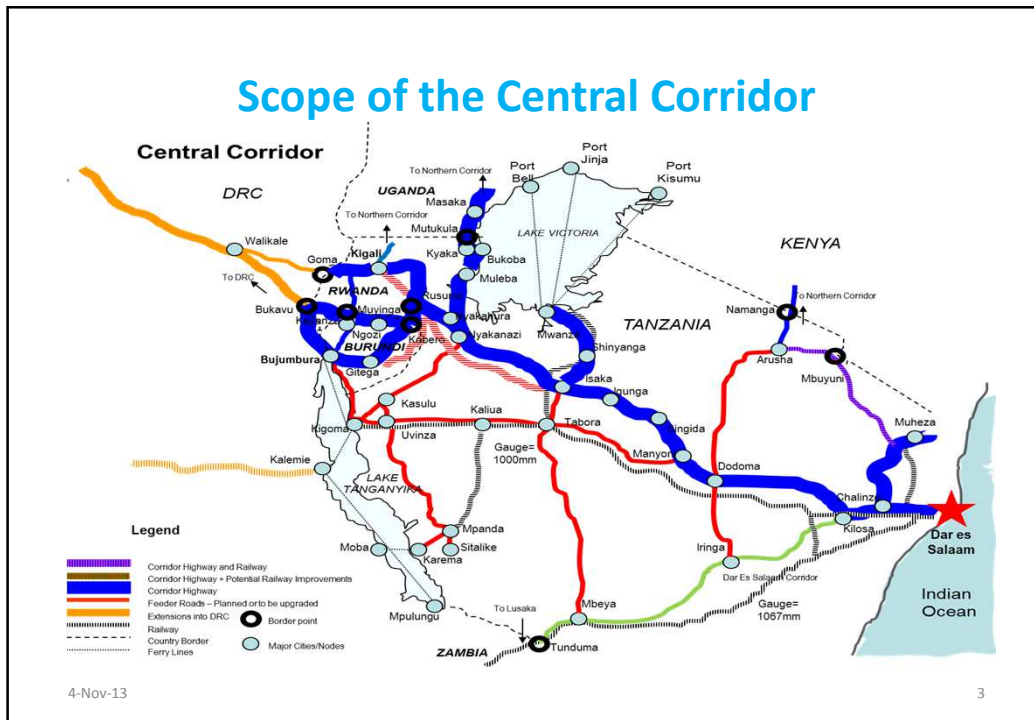
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## Introduction

- **About the TTFA & Scope of the Central Corridor**
- **The Port of Dar es Salaam & the Central Corridor**
- **Major Challenges at the Central Corridor**
- **Trade Facilitation Initiatives along the Central Corridor**

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### The port of Dar es Salaam and the Central Corridor

- *The port of Dar es Salaam is United Republic of Tanzania's main port, handling 95% of Tanzania's cargo. Other Ports are Tanga, and Lake Ports of Mwanza and Kigoma*
- *Dar es Salaam is also the main transit port for Burundi, Rwanda, Eastern DRC, as well as a viable alternative for landlocked Uganda.*
- *The port container terminal is operated under concession by the Tanzania International Container Services (TICTS) Company, in which global terminal operator Hutchison Port Holdings holds a majority of share. TICTS handles over 80% of Dar es Salaam Port's containerized cargo*

**Overall Average Dwell Time at Dar Port – From Central Corridor  
Observatory Report Jan-June, 2013  
TICTS Terminal**

COUNTRY	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
TANZANIA	8	7	6	10	12	10
DRC	20	16	17	16	14	12
RWANDA	16	14	12	12	11	9
BURUNDI	16	15	14	15	12	10
UGANDA	12	14	13	13	13	10

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**Dwell Time at TPA Terminal**

COUNTRY	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
TANZANIA	8	7	6	6	7	7
DRC	20	16	17	17	18	14
RWANDA	16	14	12	13	11	10
BURUNDI	16	15	14	14	13	10
UGANDA	19	14	13	17	34	13

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### **Challenges at the Central Corridor:**

- Poor railway system
- Harmonization of weighbridge tolerances
- Delay in submission of accurate documents by importers
- Need for improved Customer focus
- Poor peri-port infrastructure
- Integrated approach to setting of rules and regulations
- Incidences of overloading by truckers
- Multiple truck stoppages along the corridor

### **Trade Facilitation Initiatives along the Central Corridor**

- 1. Capacity Building Project for Control Authorities and Transit Transport Operators Along the Central Corridor**
  - **Being piloted in Tanzania, Rwanda and Burundi**
  - **Project financed by UNECA with technical support from UNCTAD and UNESCAP**

## Corridor Performance Management and Monitoring:

- ❖ Application of UNCTAD/UNESCAP **Cross-border and Transit Transport Process Management Toolkit (CT-TPM)** along the Central Corridor
- ❖ UNCTAD has developed a **cluster methodology to use a collaborative structure called cluster to bring stakeholders involved in cross-border and transit transport** in landlocked and transit developing countries together to discuss the issues of transit transport and coordinate their facilitation measures.
- ❖ UNESCAP has developed the **Time /Cost- Distance methodology to find time and costs spent for each segment of transport process, through which to help identify, quantify and isolate bottlenecks to be addressed in transport process.**
- ❖ The Time/Cost- Distance methodology has also been used by other organizations/institutions to monitor the performance of some transport corridors and identify barriers in transport. **It is now being piloted on the Central Corridor**

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## CT-TPM Toolkit

- The toolkit integrates the cluster concept, **Time/Cost – Distance** methodology and experience applying the methodologies with practical guidelines for identifying barriers impeding cross-border and transit transport and solutions with the application of the UNCTAD/UNESCAP facilitation methodologies.
- Then it will provide an opportunity for the participating countries to follow the toolkit guidelines to seek collaborative solutions and monitoring of impact of the facilitation measures.

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## Main components of the project (1)

- Creating awareness of the CT-TPM Toolkit through national training workshops for each participating country (**To be organized beginning of January 2014**);
- Forming clusters in each of the participating countries with the involvement of the main stakeholders (**Done**);

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## Main components of the project (2)

- Application of the Toolkit by national clusters with the assistance of supporting institutions/CDAs for identification of the bottlenecks along the selected transport corridors (**Done, analysis & report writing ongoing**);
- National cluster meetings and formulation of cluster action plans at national level (**to follow the CDAs report**);

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### Main components of the project (3)

- Cluster meetings at corridor level and formulation of cluster action plans at national level (**to be organized in January, 2014**);
- Preparation for the implementation of cluster action plans at national and corridor levels (**to be organized**).

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### Expected Project Outputs

- A diagnostic analysis based on the time cost model
- A One-Year action-plan including the **strategy** and **list of activities that will need to be implemented by the Cluster members** in its first year of development
- **Cluster meetings** at corridor level and formulation of cluster action plans at national level

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## 2. Central Corridor Transport Observatory Project Launched

### Definition

- The Transport Observatory is a performance-monitoring tool for assessing the efficiency of the entire logistics chain of the Trade and Transport Corridor.
- The Central Corridor Transport Observatory is Web-based and will be automated
- A Transport Observatory software shall process the data and generate online reports.

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### Objectives of the Observatory system

- The objective of the transport observatory along the Central Corridor is to **monitor electronically the performance of the corridor and generate relevant performance indicators and reports** on the central corridor.
- These indicators shall enable the:
  - Identification of areas for improvement in relation to targets (or benchmarks);
  - Providing key reliable information to policy makers in the region and facilitate formulation of policies that lead to better transit and trade facilitation and cooperation between TTFA member states;
  - Measuring the effectiveness of programs designed to address problems/bottlenecks identified.

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### 3. Building One Stop Inspection Stations (OSIS) along the Central Corridor

#### ACHIEVING THE OSIS CONCEPT OBJECTIVES

##### Reduce time & costs

Introduce an optimal number of OSIS at agreed locations to allow for simultaneous checks in a safe and controlled environment.

##### Increase road safety

- i. Requiring trucks to stop and park at secure sites located 12 hours apart
- ii. Reducing congestion arising from trucks parked along the roadside
- iii. Reducing the probability of accidents arising from tired drivers.

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### One Stop Inspection Stations

**3 OSIS to be constructed at Vigwaza, Manyoni and Nyakanazi.**

#### Each OSIS to have:

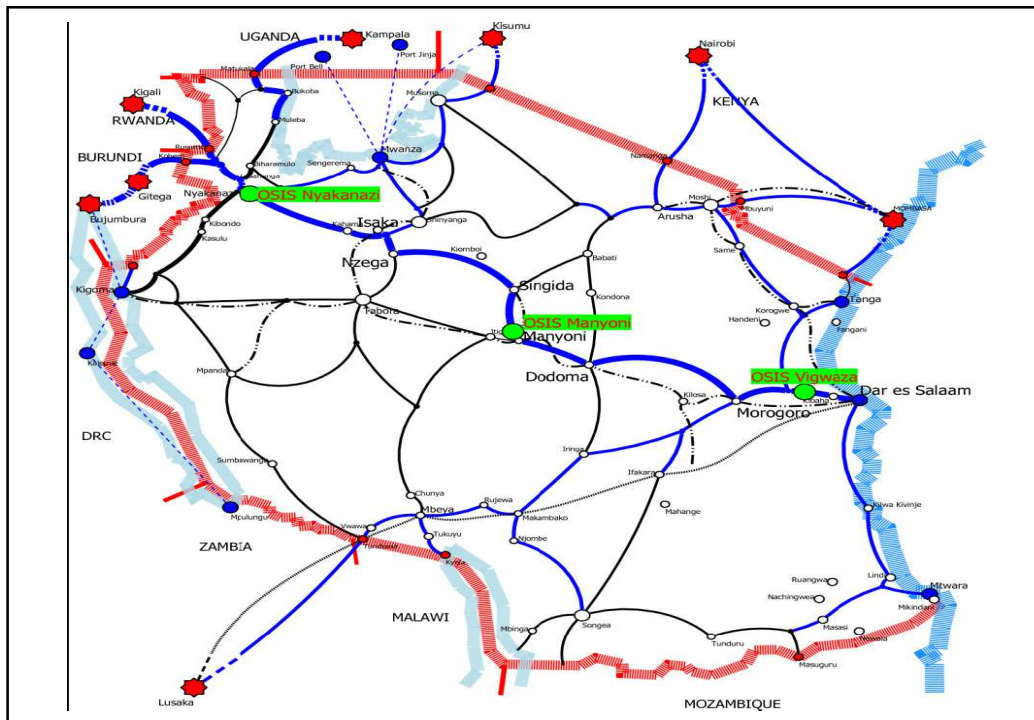
- Administration block
- Weighbridge
- Lorry parking
- Wellness Centre
- Business centre (hotels, restaurants, banks/insurances, shops, garages, fuelling)
- Segregated layout for safe traffic flows.

#### Staged implementation process:

- 1<sup>st</sup> stage Feasibility Study – Finalised in April, 2013 with the support of TMEA
- 2<sup>nd</sup> Stage Design & Construction (Designs to begin in November 2013 and Construction to begin in 2014). With support from TMEA, World Bank & EU

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#### 4. CENTRAL ROAD SAFETY STUDY FOR COMMERCIAL FREIGHT

##### Overall Study Aim

- The overall aim of the project is to increase road safety for commercial freight along the Central Corridor (for the portion Tanzania, Rwanda and Burundi – for now) through promoting cooperation between the road transport operators and the public authorities.
- This is in line with the UN Decade of action on road safety

## CENTRAL ROAD SAFETY STUDY FOR COMMERCIAL FREIGHT CONT.

### Specific Programme Objectives

- **Objective 1:** Improve the professional qualifications of the truck drivers
- **Objective 2:** Promote dissemination of good practices among road transporters
- **Objective 3:** Minimise road hazards at the borders between Tanzania, Rwanda and Burundi

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## TANZANIA INTERMODAL & RAIL PROJECT

- The Tanzania Intermodal and Rail Project financed with a WB loan to Tanzania if successfully implemented;
  - *will lead to a more rational allocation of freight between road and rail modes,*
  - *an increase in port off-take capacity, as well as*
  - *reducing the congestion of the port-city interface*
  - *Some landlocked countries can pick up their cargo at Isaka dry port*
- The Project, aims at improving the performance of Tanzania Railways Limited (TRL) management and operations in carrying out intermodal transport services along the Central Corridor

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### Tanzania Intermodal & Rail Project Cont..

- The strategy will focus on;
  - **increasing the reliability of the current infrastructure and rolling stock to meet the existing and emerging intermodal transport requirements**
  - **In doing so, it will target the capacity issues of the line and the equipment** (axle weight allowance, train length, procurement of rolling stock) and
  - **The predictability of the service through strong regulation, effectual contractual terms and conditions, and a binding Service Level Agreements mechanism (SLA) between the actors involved.**

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### Way Forward

- Tanzania Government through its development blue print **Big Results Now (BRN)** developed recommendations across the supply chain of the central corridor and aspires to increase the capacity of the Port of Dar es Salaam to **5 million tons by 2015.**
- Specifically; it recommends;
  - **increasing the Dar Port throughput from 12.1 million tons to 18 million tons by 2015;**
  - **increasing rail freight from 0.2 in 2012 million tons to 3 million tons by 2015 and**
  - **reducing transit time between Dar es Salaam Port and Rusumo border post from 3 days to 2.5 days by 2015.**

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**Thank You**

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