

## DAR PORT CORRIDORS

The Central Corridor and Dar Corridor both originate from Dar Port in Tanzania to 7 land locked countries neighbouring Tanzania.

The Central Corridor managed by The Central Corridor Transit Transport Facilitation Agency (TTFA), it is a legal framework formed in 2008 by 5 countries; Bu, DR, Rw, Tz and Ug. A TTFA Agreement underlines the modality of this cooperation and of facilitating the transit traffic.

Similarly the Dar Corridor has been formed by 4 countries namely, Malawi, Zambia, Tz and DRC.

The contributions made by the CMI's since formation include:

1. Corridor diagnostic Studies:

The first step was to conduct diagnostic studies of the corridors to determine the status of Transit Facilitation within the region and to set baselines for the various indicators of service as well as positioning the Secretariats.

2. Monitoring:

The Corridors are developing Transport Observatories for monitoring transport and logistics services along the corridor and the Port. The Central Corridor Transport Observatory (CCTO) has just been launched, 9th July 2013. The CCTO will enable measuring of the performance for policy decisions and specifically improvement of service.

Additionally, the CMI's are involved in practical activities to perform our roles of coordination by coordinating stakeholders in various activities of service improvement. For example through dialogue a Port Improvement has been set up, involving all representatives involved in handling of goods which conducts periodical reviews of port activities and implementation of agreed activities. It is headed by the PS Ministry of Transport. Further to that, the Corridor Secretariats jointly lead the Port Dwell Time Committee for close monitoring of cargo dwell time. Since it started, the Committee has managed to encourage reorganisation of cargo clearance and delivery with a view to reduce port congestion and ensuring that the transit traffic does not suffer extra costs when new measures are introduced. Such contributions by the CMI's have resulted in reduction of dwell time from 23 days to the current 11days.

Electronic lodgement of cargo clearance declaration introduced by Tanzania Revenue Authority, has contributed reduction of cargo clearance time at the Port from average of 5days in 2008 to approximately 1.7 days currently.

3. Reduction of NTBs:

The CMI's have also contributed to measures to reduce NTBs along the corridors especially at transit check points through use of ICT to improve transit monitoring.

Through use of Blackberry ICT services, the Tz Police has reduced Police road blocks along the Central Corridor from over 50 to the current 15 and targetted at 3 by 2015. The Dar Corridor project is ongoing. The project enables roadside police to track details of approaching trucks on-line thus removing the need for frequent stoppages of the trucks.

Electronic cargo tracking by TRA

Development of OSIS along the corridors

The above measures have enabled reduction of transit time from 9 days to the current ave. of 4 days. The target is set for 2.5 after completion of the OSIS project.

4. Infrastructure:

Development of one stop border posts at all borders with the neighbouring countries, now at various stages. The ops of the OSBPs will be supported by Integrated Border Management System and Joint Border Committees, which also entail progressive increase of border operating hrs.

Roads: All roads btn Dar Port and the neighbouring countries have been paved.

Port: include Single window system.

Rail services remain a challenge. After the failed concession, a number of measures are being taken to revive the railways including new rail development.

Energy is another area posing challenges to efficient operations. The Govt of Tanzania have put in place measures to fast track power generation and distribution including private sector participation in those activities.

ICT connections by fibre optic to the borders to connect the neighbouring countries is at various stages.

5. Harmonisation of Vehicle Standards and axle loads
6. Capacity Building  
Studies in Safety
7. Corridor Sustainability – acknowledge role and assistance of ICPs.