



# The overview of the Corridor Transport Observatory

**Adv. OKANDJU OKONGE Flory, Executive Secretary**

**Central Corridor Secretariat**

**Virtually**

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# The CCTTFA



The CCTTFA is a **multilateral agency** established in 2006 through an Agreement by the governments of Burundi, the DRC, Rwanda, Tanzania and Uganda. Further, Malawi joined CCTTFA on 1st Dec 2023 and Republic of Zambia is in the final process of joining the Corridor.

CCTTFA is **charged with the mandate of promoting the optimal utilization of the Central Corridor**, encouraging the maintenance, upgrading, improvement and development of infrastructure and supporting service facilities at ports, rail, lakes, roads, land border posts and along the arteries of the corridor to meet the needs and requirements of all stakeholders, ensuring open competition and reduce the cost of transit transport for land-locked member states.

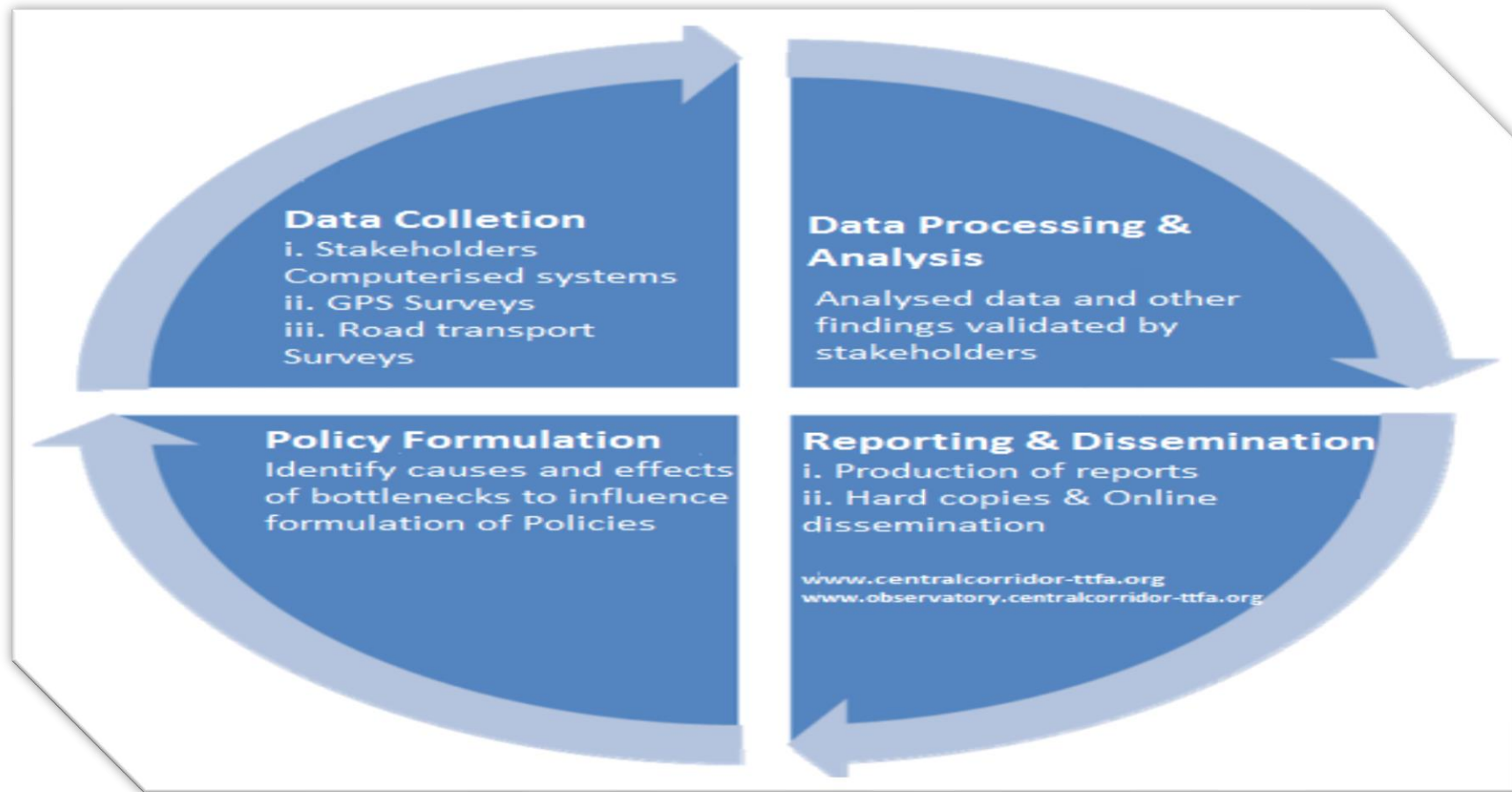
# The CCTO Overview

- The CCTO is implemented since 2012 under the technical and financial support from TMA. The CCTO was officially launched on 9th July 2013 by the ICM of Ministers, the highest organ of the CCTTFA.
- The CCTO is an online web based performance monitoring tool which features about 40 performance indicators on regular basis, the dashboard which displays selected KPIs among the main indicators and the GIS component which visualizes various nodes of the CC routes. Those indicators notably on the volume of cargo, transit time, transport rates and costs, productivity and efficiency and safety and GHG emissions provide a set of tools for the diagnosis of problems relating to high transport costs along the Central Corridor; **thus they contribute to the identification of areas requiring improvement with regard to the reduction of those costs and to the evaluation of the effectiveness of programmes designed to improve competitiveness of the corridor.**

## **N.B:**

- **Data sources: Computerized Data & GPS/Field/Route Surveys**
- **For Computerized Data : Identify Stakeholders & Sign MoUs after Agreeing datasets and timeframes of sharing data**

# The CCTO process-methodology



# OVERVIEW OF KEY PERFORMANCE INDICATORS

- ❑ **Volume and Capacity Indicators**
- ❑ **Transport rates and costs**
- ❑ **Productivity and Efficiency**
- ❑ **Transit Time and Delays**
- ❑ **GHG Emissions**

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

# CCTO Success Stories



## Securing and maintaining continuous stakeholders relationship/ Engagement:

- In the view of data collection and dissemination, CCTO has managed to build strong relationship with various stakeholders within and beyond the region, these include data providers:
  - Revenue Authorities (All)
  - Ports Authorities, Railway Authorities & Roads Authorities, Transporters and Drivers Associations,
  - Freight forwarders & shippers, data users (Governments, public and private institutions, development partners, researchers and scholars).
- This has played a vital role in becoming source of information to other departments



# CCTO Success Stories

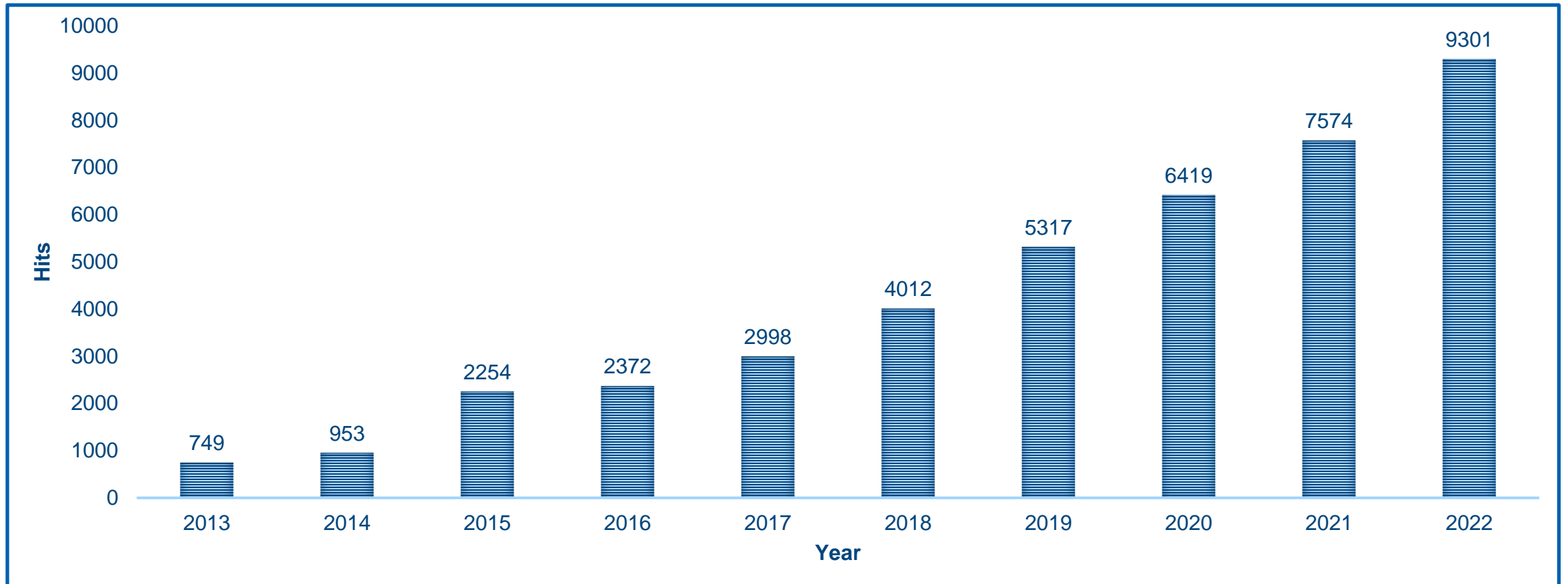
## Impacting in the reduction of transport and trade barriers

- In its objective of advocating for reduction of barriers to trade, CCTO provided information and advocated for reduction of checkpoints, influence increase of dipping facilities for fuel trucks at Mutukula Border, slashing of visa fees between Tanzania, DRC and Uganda, influence reduction of container port dwell time, marketing the port of Dar es salaam, influence the improvement of services including electricity and connectivity, housing, financial services and safety and security at the borders which triggered effective and efficient operationalization of OSBPs. E.g.
- ❖ Initially there were 55 checkpoints (police, customs and weighbridges) in Tanzania which now reduced to 3 checkpoints under One Stop Inspection Stations (OSIS) at Vigwaza, Manyoni and Nyakanazi which are dedicated to be the only official stops for all Transit trucks inspections.
- ❖ While awaiting completion of OSIS constructions, the three weighbridges of Vigwaza, Njuki and Nyakahura had been adopted by Government of Tanzania as pilot for OSIS operations.

## Increased stakeholders interest on the T.O activities

- Due to regular and wide media engagements (Media Houses); the number of subscribers and beneficiaries of the CCTO activities has increased with high demands in the CCTO reports and updates.

# Online Traffic Hits to CCTO



# CCTO Success Stories



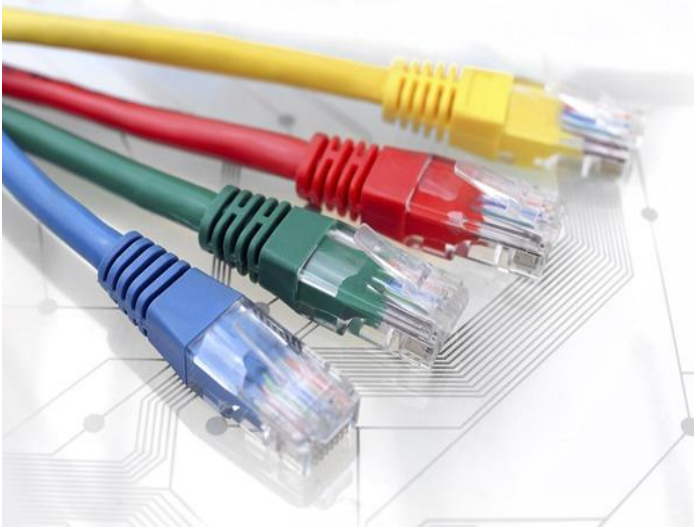
## d) Data collection through system interfacing

- Signing of Data Exchange Agreements between CCTO and data providers, was learnt to be the most successfully way for sustainable data sharing.
- In the beginning, computerized data were collected physically on-site, then through email exchanges which later advanced into system automation with data providers. Paper based and Static GPS kits were improved for road surveys data collection through piloting Mobile application and Live GPS kits data collection.
- The frequency of data collection from stakeholders were reduced from quarterly data collection to weekly basis which resulted substantially into reduction of time and cost.
- Trademark East Africa has commended the CCTO for the well-structured and cost effective Transport Observatory in the region.

## e) Conducting Routes surveys and border audits

- The annual route surveys is among the vibrant activity conducted on annual basis as evidence based of the status of infrastructures, NTBs and bottlenecks which are among the vital activity for CCTO for improvement

# CCTO Success Stories



## f) In-house hosting of CCTO systems

- Through the support of TMA, a fully in-house Transport Observatory data center - successfully stationed at CCTTFA office, making the CCTO portal live to stakeholders.
- This contributed to improving project sustainability as the alternative would be to outsource hosting at a fee.

# Challenges



- Delays on timely sharing of Data
- Consistence of the data shared from Data providers
- Tiresome work for data extract
- Difficulties in aligning with the data Exchange Agreement (sharing data on weekly basis)

## Priorities and Plans to Improve CCTO – Way Forward



**Enhanced Digitization:** Prioritize investments in digital technologies to automate and optimize effective Data Collection for CCTO – Internet Based Technologies

**Capacity Building:** Invest in training and capacity-building initiatives to Stakeholders for the use of the Observatories.

**Sustainability:** Incorporate sustainability principles to sustain the T.O

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# Thank you for your attention!



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[www.centralcorridor-ttfa.org](http://www.centralcorridor-ttfa.org)

