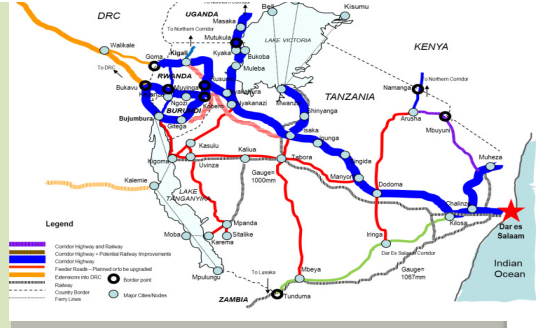




EFFORTS TO REDUCE NTB'S IN TANZANIA

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Introduction

Tanzania began the process of reforming its trade and investment regimes around the mid-1980s to 1990's moving from centrally controlled economy to market economy, and ranks among the leading stars of the African growth miracle as its trade GDP growth has averaged 5-7% annually since 2009.

President John Magufuli who came to power in October 2015 is a staunch believer of implementation of National Goals with a vision that propels Tanzania to become a Semi Industrialized Economy by 2025. Within one year in office, he has transformed the working culture among government workers by instilling discipline in all sectors of the public sector, (actually sacked more than 300 public officials who could not cope with his speed of transformation)

In order to ensure a competitive trade regime in Domestic, Regional and international markets, the country's trade policies have been structured to ensure broad opportunities for private sector participation. This led to improved trade statistics for the country.

Results

- Reduction of roadblocks from 13 in 2009 to 3 in 2017

- In the elimination of NTB's, by the year 2009, there were reported 181 NTB's . These have been reduced to 30

Reduction of weighbridges from 13 to 3 in 2017

- Abolition of at least 30 police checkpoints along the central corridor according to a study in 2009

- Modernization of Dar port facilities has resulted in the reduction in the dwell time for imports from 11.3 days to 7 days in 2017. This translates to US \$ 641 m. savings per annum

- Ship turnaround time has been reduced from 4 days in 2012 to 2 days in 2017

- Container dwell time has declined from 10 days to 2 days in 2017

Single Window and One Stop Border Post developments: This has improved trade facilitation across borders by harmonizing border control regulations and procedures and thus enabling expeditious and more effective border control mechanisms. This has seen great improvement in trade facilitation in East Africa. Holili OSBP along the Kenya / Tanzania border is operational. Achieved 24% reduction in border transit time

TANCIS has greatly improved cargo/goods clearance by providing one platform where all stakeholders involved in the import and export trade can exchange necessary information. As a result the time from lodging of documents to issuance of customs release orders at Dar port has been reduced from 4 days to 1 day and from 9 days to 3 days for import goods

Improved trade along the Central Corridor resulted in the overall reduction of turnaround time for trucks from 18 to 13 days (excluding dwell time at the port)

Improved efficiency of trade along the Central Corridor that resulted in 15 % reduction in time to import/export a container from Dar port to Rwanda or Burundi.

Materials and methods

1. Tanzania is a member of WTO EAC,SADC and aspiring to be part of TFTA. The country has signed several bilateral trade agreements with various countries and enjoys preferential treatments such as AGOA and EBA.
2. EAC-EPA Treaty
3. Liberalize trade in services and facilitate cross-border investment and movement of businesspersons in EAC
4. Harmonize customs procedures and trade facilitation measures in EAC
5. Establish and promote cooperation in all trade-related areas among Tripartite Member States;
6. Eliminate all tariffs and non-tariff barriers to trade in goods; notable NTB's such as;
 - Police road blocks and Weigh bridges,
 - Complex regulatory requirements for importers and exporters for document clearance,
 - Modernization and overhaul of entire Management of Dar port and Railways,
 - One Border Stop Post (OBSP),Tanzania Customs Integrated System (TANCIS)

Conclusions

The private sector in general and the business community in particular have benefited from the above improvements

- Trade among partner states of EAC has increased
- Reduction in cumbersome movements from one office to another has drastically reduced time wastage
- Trade costs have been reduced
- Weigh bridges were a source of corruption that has been reduced because numerous stations recorded different weights thus prompting people managing these spots asking for bribes
- Import and export procedures that are now being undertaken under one roof have made it easier for the business community in saving time.

- The electronic cargo tacking system has combated pilferages and dumping of transit goods/cargo
- The OSBP has drastically reduced verification process at border points to the advantage of the business community
- The Dar es Salaam and Central Corridor Transport Observatory Project has increased efficiency in the corridor performance in monitoring of transit cargo.
- Tanzania has recorded an impressive improvement in the area of logistics (World Bank Logistics Performance Index) and ranked number 61 out 156
- Reduced congestion within the Port and on roads

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I acknowledge support given to me by TRALAC. I have been a beneficiary of the Postgraduate Diploma in Trade Law and Policy Management (accredited by the University of Cape Town). I was in the first intake and graduated in July 2007. Since then I have been utilizing the knowledge gained in giving lectures and other business support training on various private and public sector workshops on ways to improve trade facilitation.

