

Road blocks along Central and Dar Corridor

BRN Transport benchmarks achieved?



1. Introduction

Tanzania recently adopted Malaysian Performance Management & Delivery Unit model (PEMANDU) yielding the ambitious Big Result Now (BRN) Program managed by the President's Delivery Bureau (PDB). One amongst the key priority areas identified under the program was a transport sector. In the transport laboratory, National Key Results Areas (NKRA) were identified, analyzed and implementation timelines were set. CEP 2012 road blocks data set was used in the transport laboratory to set some of the benchmarks in the NKRA Transport Master Report – to eliminate infrastructure and operation road blocks aiming at attaining the ideal business environment along the Central and Dar corridor

The three recommendations, initiatives and implementation timelines put forward in the NKRA Transport Master Report to eliminate infrastructure and operation roadblocks include; reducing non-tariff barriers – by linking police online query system with TRA ECTS (implementation period July 2013 - June 2014), Introduction of smart weighing inspection system and operations (implementation period July 2013 - February 2015) and continuous road maintenance – by clearing backlog maintenance for current roads (implementation period July 2013 - June 2015). To achieve the above recommendations, a number of TRA and Police checkpoints will be removed. TRA checkpoints to be removed include; Misugusugu, Dumila and Isaka and on the other hand the Police checkpoints to be removed include; Kibaha, Misugusugu, Mikese, Dumila, Pandambili, Nala, Njuki, Misigiri, Igunga, Nzega, Mwendakulima, Bukombe, Nyakanazi, and Nyakahura. As a result, the first recommendation will allow trucks to pass through TRA checkpoints without the need to stop and integrated with the police online query system where the waiting time will be reduced from 2 to 0 hours. Likewise, the second recommendation will reduce police checkpoints from 14 to 3 which will be located at Vigwaza, Manyoni and Nyakanazi. The waiting time will also be reduced from 3 to 1 hour. In general, the road sector aspires to reduce travel time along the central corridor from 3.5 days to 2.5 days in 2015.

What is the status of the infrastructure and operation roadblocks along the Central and Dar Corridor? This 2013-2014 Policy brief explores what happened during various stops made by trucks along Central and Dar corridor and give a contrast analysis between 2012 and 2013-2014 findings. The findings in this report reflect the data collected between November 2013 and May 2014, and as such, there might possibly be a significant development from June – December 2014 to achieve the set BRN transport benchmarks that this report may have not contained. It should also be noted that, this report only take stock of the above first two recommendations and initiatives to eliminate infrastructure and operational roadblocks in both Central and Dar corridor unless stated otherwise.

2. Methodology

The same methodology used in 2012 was employed in this survey. The sample size of 381 truck drivers using the three¹ transit routes (Dar-Rusumo, Dar-Kabanga and Dar-Tunduma) was devised from the estimated 11,000 trucks with transit license in Tanzania using Creative Research Systems sample calculator based on 95% Confidence level, 5% Confidence interval.

The total number of 603 truck drivers' contacts was collected by convenience sampling from November 2013 to May 2014 at the Dar es Salaam Port area when trucks were either on queue to load consignment or ready loaded trucks on queue to exit the port. The collected contacts according to the routes were as follows; Dar-Tunduma route 187 truck drivers, Dar-Rusumo route 176 truck drivers and Dar-Kabanga route 19 truck drivers.

A special card with numbers to dial was distributed to all 603 truck drivers. The number of truck drivers fully participated and the number of attrition due to non-respondent in this survey were 381 and 222 respectively. The call centre based at CEP offices in Dar es Salaam was used to reach out all 603 truck drivers to report on road blocks in their respective routes. The truck drivers were advised to flash the telephone of the call centre as soon as they get stopped on the way. The truck drivers also received a phone call daily after every three hours to report on road blocks.

Information on road blocks was collected from various stops. These include; checkpoints—traffic and TRA, Weigh Bridges, Police², vehicle breakdown, rest stops and point of arrival. The total number of 6,390 observations was made on stops by the truck drivers along the Central and Dar corridor in the period of 6 months. Of this number, 4,948 stops were associated to checkpoints—traffic and TRA, police and weigh bridges while 1,435 stops were related to vehicle break down, rest stop and point of arrival. It should be noted that, in this policy brief, only stops associated to checkpoints—traffic and TRA, police and weigh bridges are used in the analysis unless stated otherwise.

3. Key findings on stops along Central and Dar corridor³

Finding 1: Weigh Bridges account for most stops along Central and Dar corridor

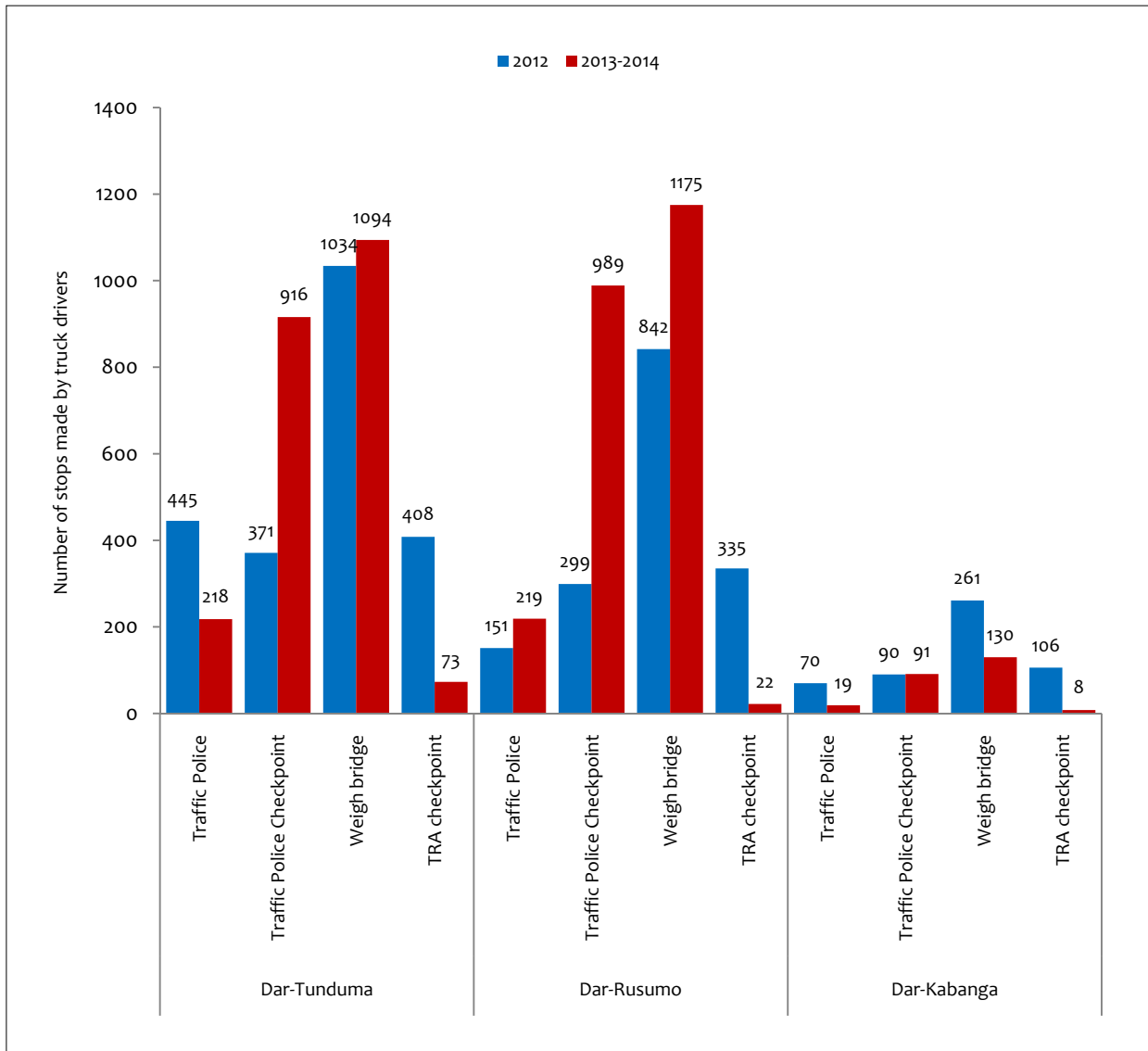
Weigh Bridges continue to account for the most stops along the central corridor. A contrast between 2012 and 2013-2014 shows considerable increase on stops at weigh bridges where the mostly affected truck drivers were those destined to Rusumo border – 1175 stops and Tunduma border – 1094 stops. On the other hand, the truck drivers destined to Kabanga border experienced less stops, – 130 stops in 2013-2014 compared to – 261 stops in 2012. Drastic decrease in stops at TRA checkpoints in 2013-2014 is also recorded (Figure 1). This development may be due to fitting of ECTS gadgets on transit trucks. It should be noted that, the stops at Weigh Bridges, TRA checkpoints are normally consistent, while those enforced by traffic police are unpredictable – one must stop only when ordered to by police.

¹ The word “route” used in this policy brief refers to roads passing through both Central and Dar Corridors. These routes connect the Dar es Salaam Port with Tanzania’s landlocked neighboring countries. The central corridor entails Dar es Salaam – Rusumo, Dar es Salaam – Kabanga routes while Dar corridor entails Dar es Salaam – Ruvuma route.

² Where “police” is mentioned in this policy brief, it refers to “traffic police”.

³ While finding 1-7 are on both Central and Dar corridor, finding 8 only consider central corridor

Figure 1: Total number of stops made by truck drivers

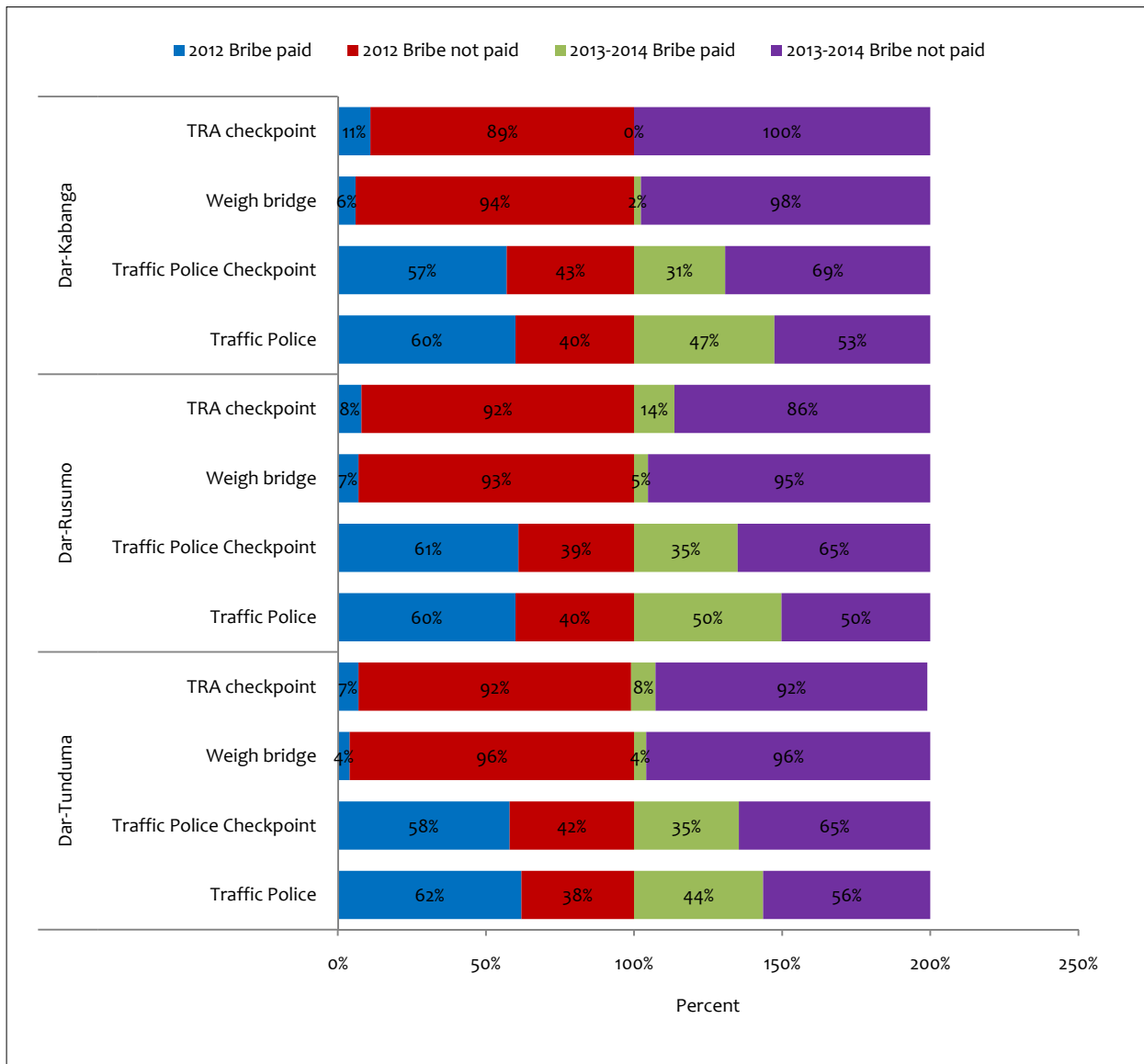


Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

Finding 2: Bribe payment incidences by truck drivers during traffic police stops is relatively lower in 2013-2014 compared to 2012

The incidence of truck drivers paying a bribe during a traffic police stop is relatively lower in 2013-2014 compared to 2012 records. However, such incidences where bribe is paid to traffic police or at traffic police checkpoint remain higher compared to those at Weigh Bridge and TRA checkpoints (Figure 2).

Figure 2: Incidents where bribe is given at Police stops, Weigh bridges and TRA checkpoints

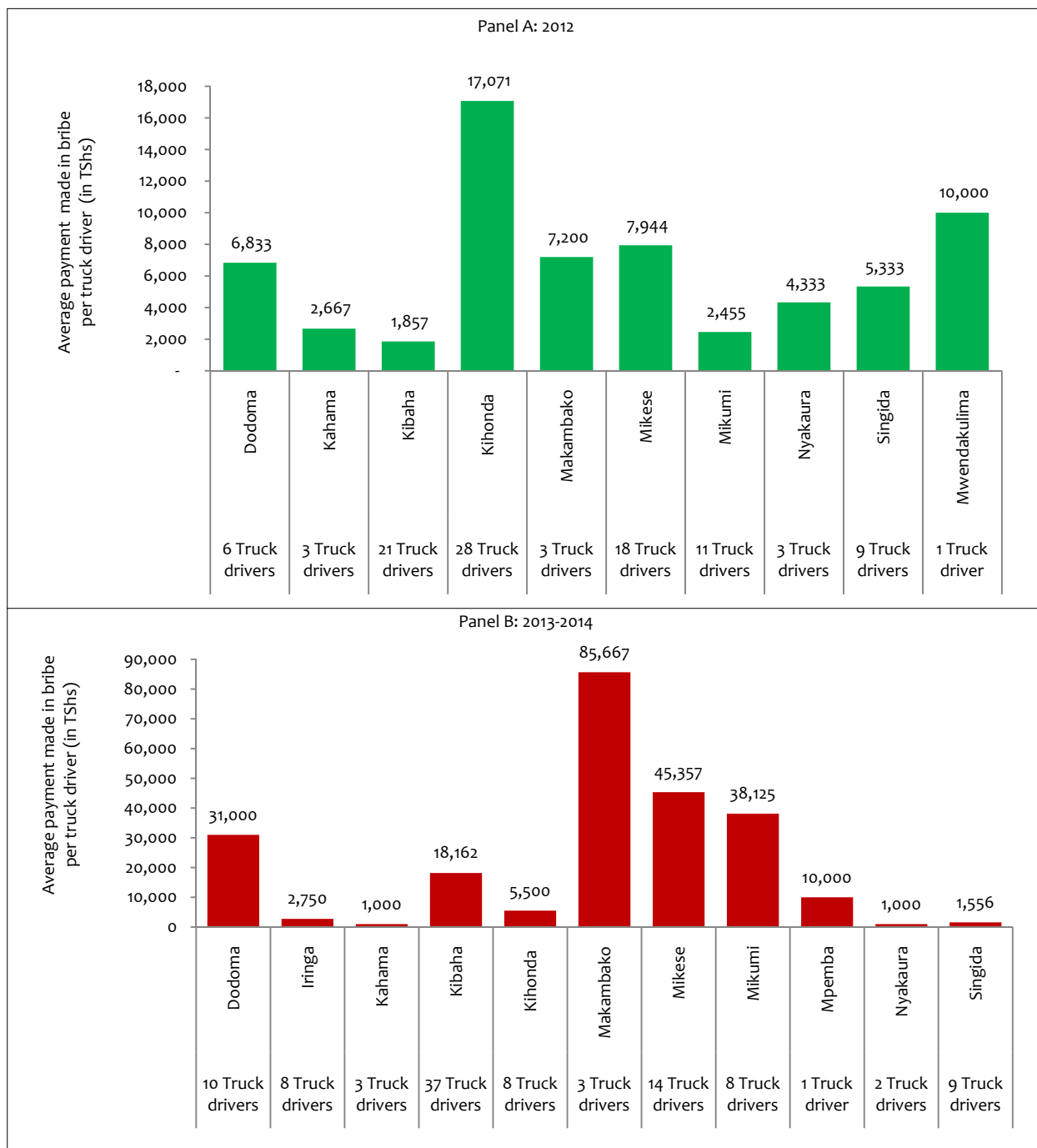


Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

Finding 3: Makambako Weigh Bridge reported to have the highest incidences of bribe payment per truck driver when bribe is paid

As shown in Figure 3: Panel B: 2013-2014, Makambako Weigh bridge is reported to have highest incidences of payment per truck driver on average when bribe is paid.

Figure 3: Amount (TShs) paid in bribes at Weigh Bridges, when bribe is paid



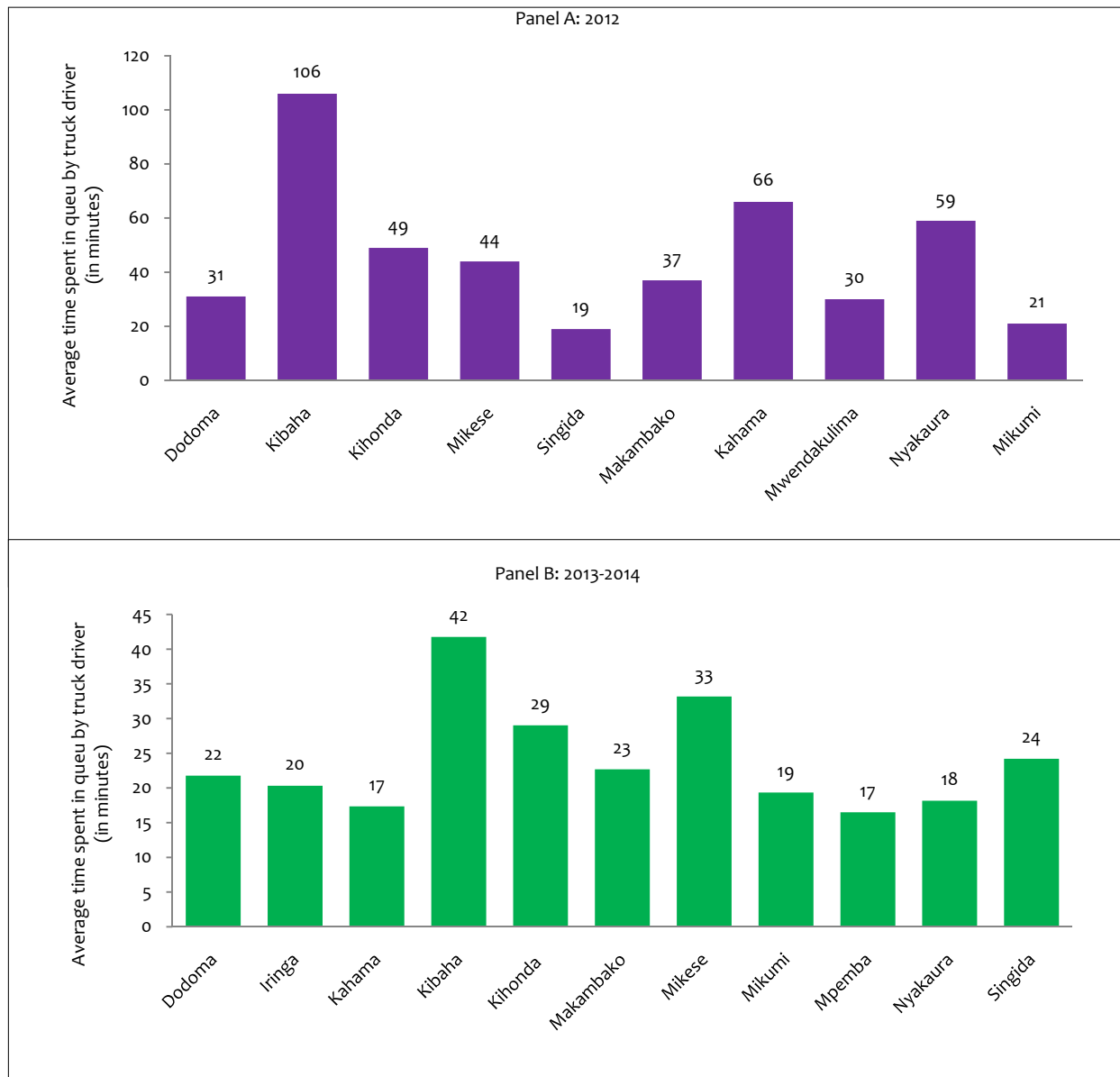
Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

There has been a considerable drop of incidences per truck driver for Kihonda Weigh bridge in 2013-2014 (TShs 5,500) compared to 2012 (TShs 17,071) which was the highest during the period compared to other Weigh Bridges.

Finding 4: Kibaha Weigh Bridge account for the longest waiting time in queue to weigh a truck

Kibaha Weigh Bridge still continues to account for the longest waiting time in queue to weigh a truck as reported in 2012 compared to other Weigh Bridges. However, despite the lead, considerable decrease in time spent by truck drivers in queue is recorded at Kibaha Weigh bridge in 2013-2014 (42 minutes) – see figure 4: panel B, compared to 2012 data (106 minutes) – see figure 4: panel A.

Figure 4: Time spent in queue at Weigh Bridges

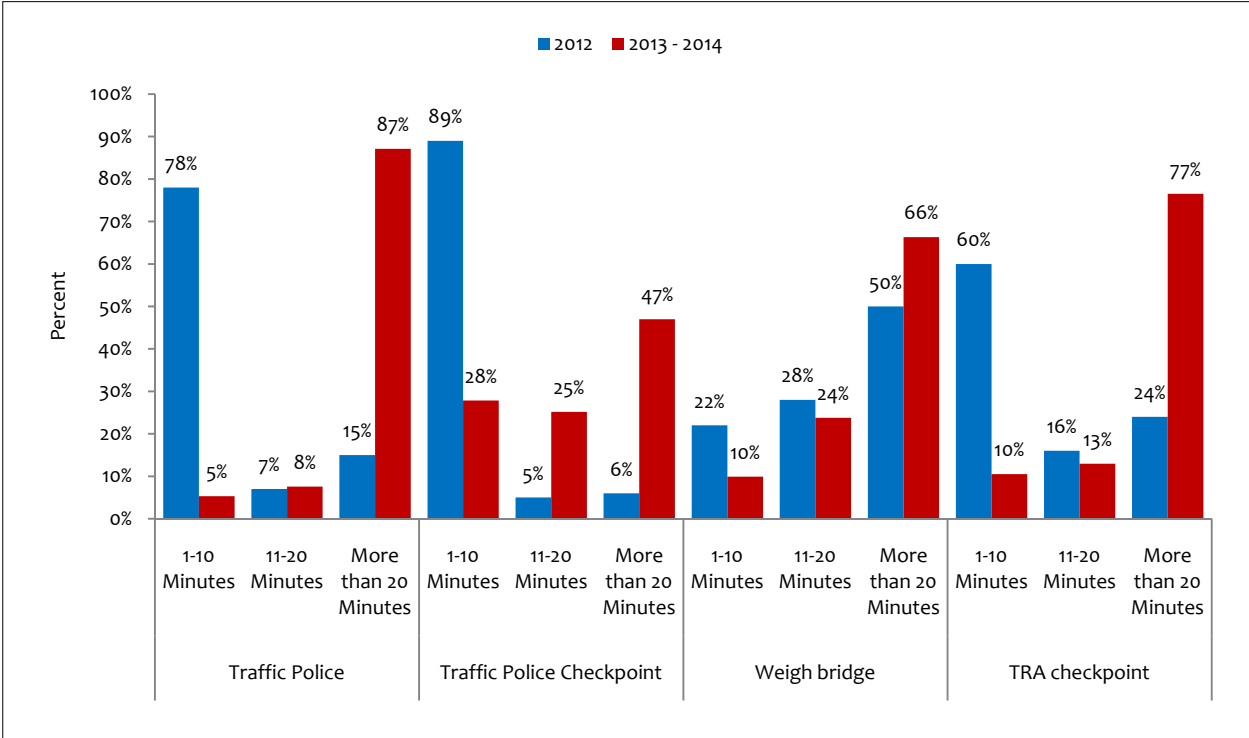


Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

Finding 5: Truck drivers spent more time at TRA Checkpoints than at Weigh Bridges and Traffic Police or Traffic Police checkpoints

As shown in figure 5 below, a contrast between 2012 and 2013-2014 shows a drastic shift on time spent at all stops. In 2012, the data shows all stops enforced by traffic police or at traffic police checkpoint normally do not take very long as 78% and 89% of these stops took between 1 and 10 minutes respectively. The 2013-2014 data present a different picture unlike 2012 where 87% and 47% of the stops at traffic police or at traffic police took more than 20 minutes.

Figure 5: Duration at traffic police, weighing bridge, TRA and traffic police checkpoint stops

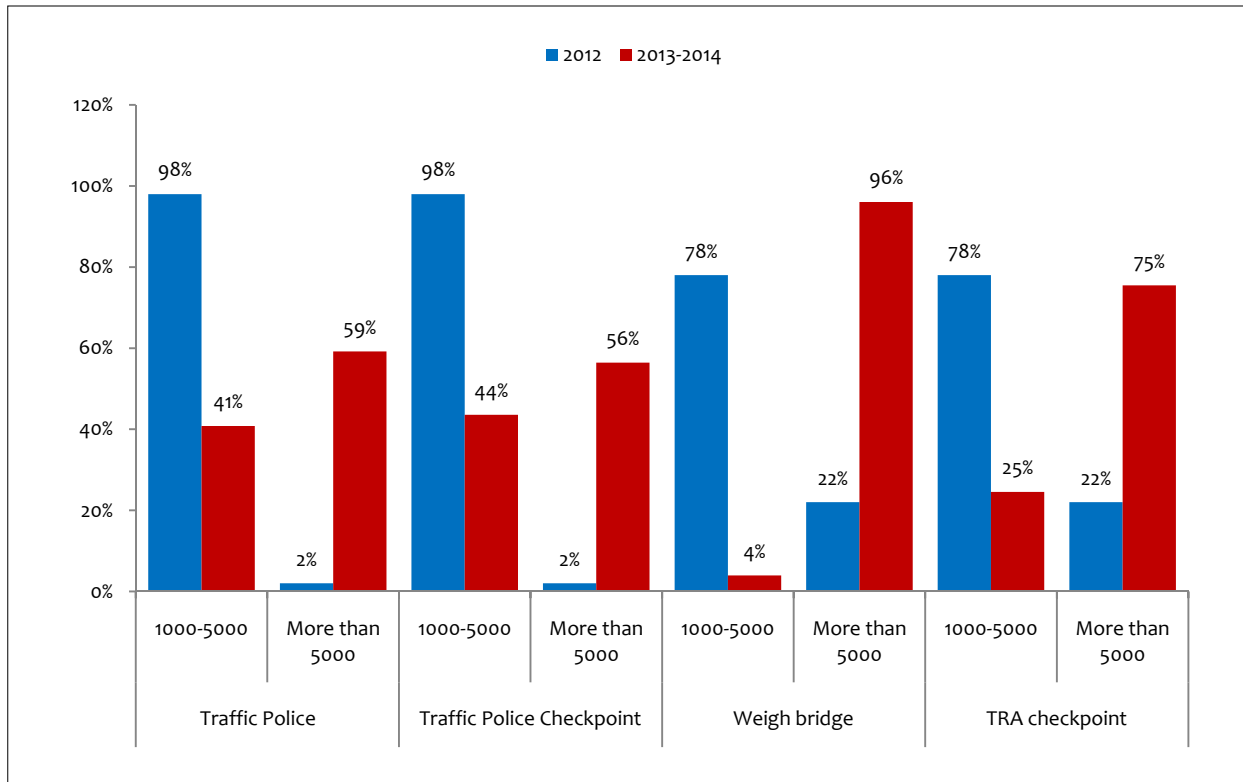


Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

Finding 6: Truck driver pay an average of TShs 1,354 in bribe to traffic police per stop

The total amount of TShs 3,320,970 was paid in bribe to either at traffic police checkpoints or to traffic police officers by 334 truck drivers in 2,452 stops in all three routes (Dar-Rusumo, Dar-Kabanga, Dar-Tunduma) along central and Dar corridor between November 2013 and May 2014. Although, the average amount paid in bribe to traffic police by truck drivers in 2013-2014 (TShs 1,354) has dropped compared to (TShs 2,008) paid in bribe to traffic police in 2012, there has been an increase in both – the number of stops enforced by traffic police, 2,452 stops in 2013-2014 compared to 854 stops in 2012, and – and total amount of money paid in bribe, TShs 3,320,970 in 2013-2014 compared to TShs 1,715,000 paid in bribe in 2012. As shown in Figure 9 below, more than 50% of the payments made in bribe to traffic police were more than TShs 5,000

Figure 6: Amount (TShs) paid in bribes, when bribe is paid

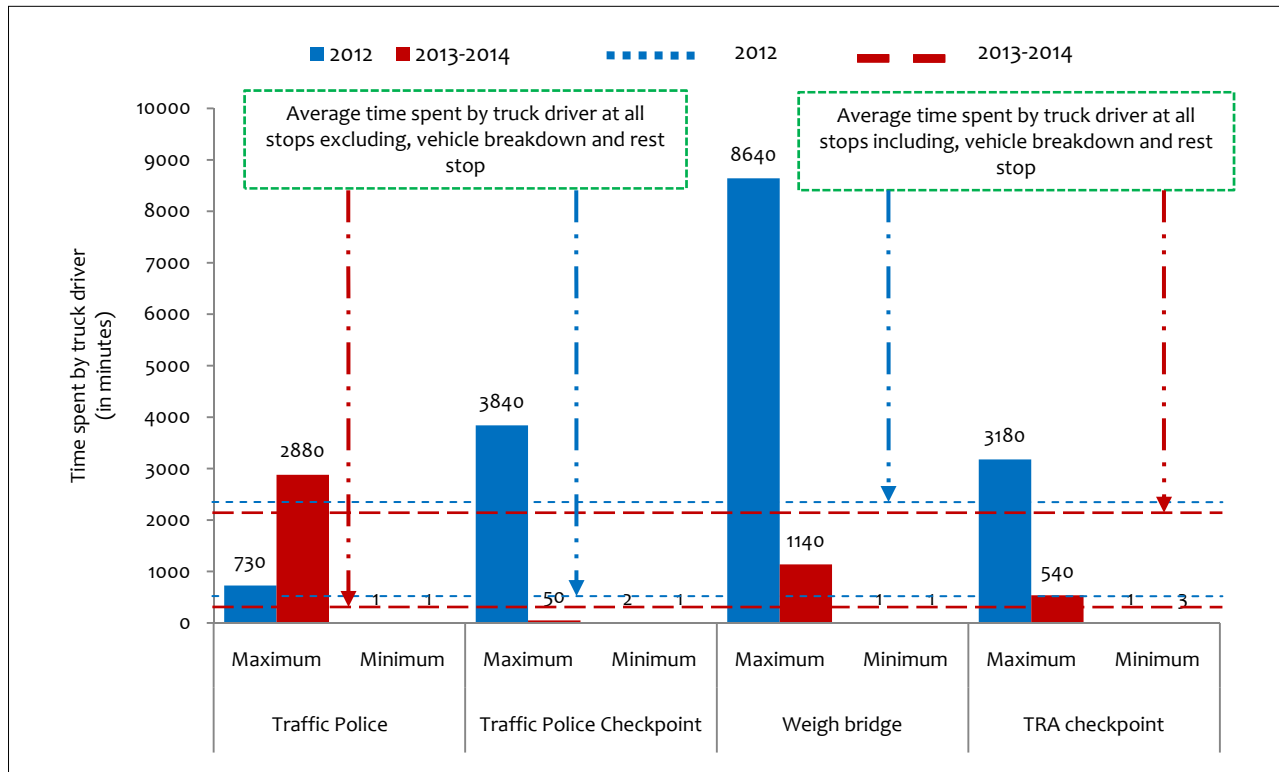


Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

Finding 7: Truck driver spends an average of 5hrs at all enforced stops in a single trip

The average time spent by truck driver at all enforced stops in a single trip along central and Dar corridor is down by 2hrs, from 443 minutes (about 7hrs) in 2012 to 308 minutes (about 5hrs) in 2013-2014. It should be noted that enforced stops are those associated with checkpoints—traffic and TRA, police and weigh bridges. A contrast is also made between 2012 and 2013-2014 for the average time spent by a truck driver when other stops such as vehicle breakdown and rest stop are included together with the enforced stops. When this is the case, the average time spent in a single trip significantly changes, and on average a truck driver spends 2,064 minutes (about 34hrs) in 2013-2014 compared to 2,143 minutes (about 36hrs) in 2012 (Figure 7).

Figure 7: Average time spent by truck driver at all stops in a single trip



Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

Finding 8: Police online query not linked with TRA ECTS as of May 2014

The 2012 and 2013-2014 CEP surveys on road blocks have consistently shown the number of reported traffic police checkpoints by truck drivers to be above 14 (see figure 8) contrary to earlier official data and as later cited in 2013 NKRA Transport Master Report. Similar case is seen with the number of official TRA checkpoints to be 3 as cited in 2013 NKRA Transport Master Report while the 2012 and 2013-2014 surveys shows number of reported TRA checkpoints by truck drivers to be 5 and 4 respectively.

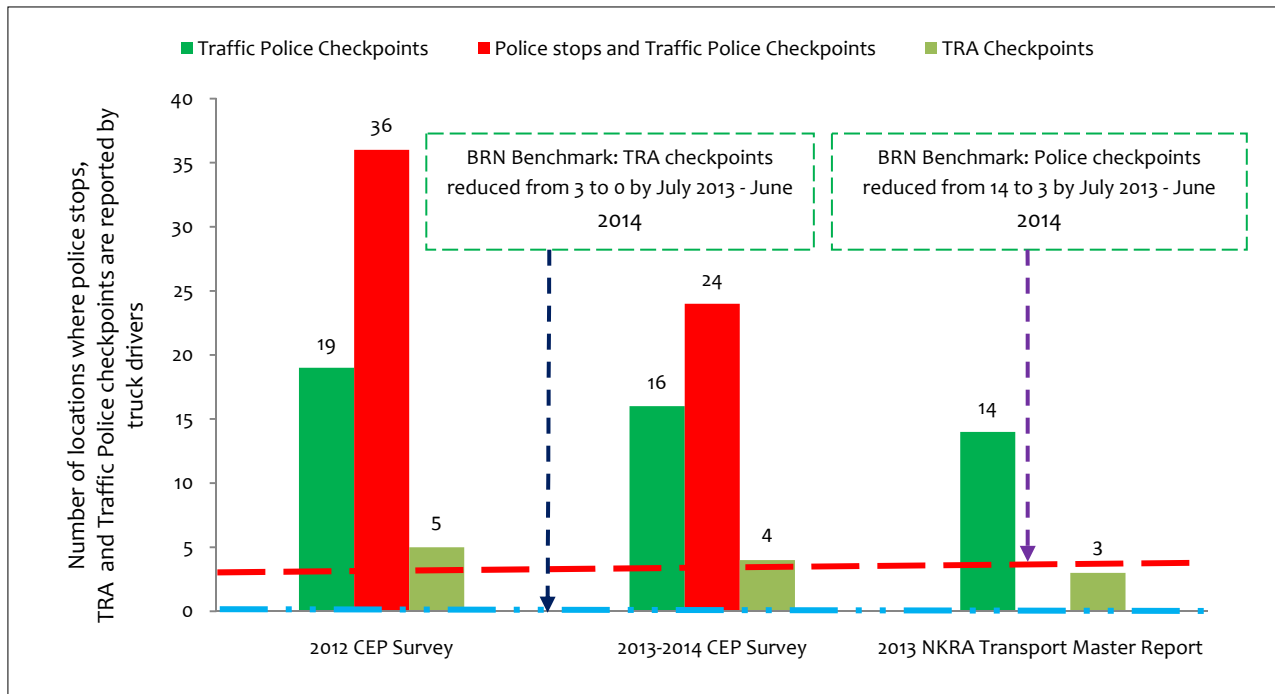
The implementation period to reduce police checkpoints from 14 (Kibaha, Misugusugu, Mikese, Dumila, Pandambili, Nala, Njuki, Misigiri, Igunga, Nzega, Mwendakulima, Bukombe, Nyakanazi, and Nyakahura.) to 3 (Vigwaza, Manyoni and Nyakanazi) was July 2013 - June 2014. The data used in this survey covered the period between November 2013 and May 2014, only one month to go to implementation deadline. Apparently figure 1 below shows drastic decrease in stops at TRA checkpoints along the central corridor where Dar –Rusumo route alone recorded 22 stops in 2013-2014 compared to 335 in 2012.

Likewise the Dar –Kabanga route recorded 8 stops in 2013-2014 compared to 106 stops in 2012. This implies most trucks have been installed TRA ECTS gadgets while some trucks which were not installed the TRA ECTS still required to pass at TRA checkpoints (Figure 8). While considerable development has been recorded in reduction of number of stops at TRA checkpoints, the 2013-2014 findings suggest that police online query is not linked with TRA ECTS as of May 2014 as there is no

correlation between the drop in the number of incidences where truck drivers get stopped at TRA and Traffic police checkpoints.

The 2013 NKRA Transport Master Report has not differentiated normal police stops⁴ and traffic police checkpoints – all were treated as traffic police checkpoints. For the purpose of stock taking, whether the set BRN transport benchmarks have been achieved in eliminating non tariff barriers along the central corridor, traffic police checkpoints were treated differently and the contrast is also made when both stops at police and traffic police checkpoints were put in one category (Figure 8).

Figure 8: Number of locations for Police stops, Traffic Police and TRA checkpoints along central corridor



Source: CEP 2012 and 2013-2014 Central and Dar Corridor road blocks monitoring survey

⁴ Police stops are highly unpredictable in nature –Traffic police can stop the truck anywhere anytime compared to traffic police checkpoints which are somewhat formal – either a physical structure or permanent station without physical structure exist.

4. Conclusion

This brief highlights key findings on officially enforced road blocks reported by transit truck drivers along both Central and Dar corridor from November 2013 to May 2014. The brief gives a contrast analysis 2012 and 2013-2014 on the state of road blocks and incidences encountered by truck drivers while enroute to their final destinations. It also shades light on whether some of the BRN Transport sector benchmarks, specifically recommendations and initiatives relating to elimination of the infrastructure and operation roadblock were achieved against the set implementation timelines.

As observed in the previous years, the incidences relating to bribes payment at all enforced stops are still rampant. When the frequency of bribe payment is considered, more than 50% of the incidences when bribe is paid at all stops in both corridors is more than TShs 5,000 in 2013-2014 compared to 12% in 2012. This suggests the lack of adequate responsiveness from the relevant authorities dealing with corruption incidences.

On the other hand, the average time spent by a truck driver at all enforced stops in a single trip along central and Dar corridor is down by 2hrs, from 443 minutes (about 7hrs) in 2012 to 308 minutes (about 5hrs) in 2013-2014. Despite this considerable drop in waiting time by truck drivers at all enforced stops, the frequency of waiting time in queue at all enforced stops is largely more than 20 minutes. Likewise, when central corridor is considered, a drastic drop in the number of stops at TRA checkpoints is recorded. This development indicates that most trucks have been installed TRA ECTS gadgets. The trucks which are not yet installed with the TRA ECTS gadgets are still required to pass at TRA checkpoints. Apparently, there is no correlation between the drop in the number of incidences where truck drivers get stopped at TRA and Traffic police checkpoints. This suggests that the police online query was possibly not linked with TRA ECTS as of May 2014 – implementation timeline being July 2013 - June 2014. It further explains why there are still rampant police stops along the central corridor while at the same time the stops at TRA checkpoints are dropping significantly.

To put it mildly, the BRN transport benchmarks to reduce the traffic police checkpoints from 14 to 3 were not achieved as of May 2014. This is the case for the TRA checkpoints reducing checkpoints from 3 to 0 as some transit trucks are still required to pass at Misugusugu, Dumila and Isaka TRA checkpoints. However, it might be possible – significant development to have been made between June – December 2014 to achieve the said benchmarks – which if any can be tracked in the next round of monitoring in early February 2015

It is undisputed that these infrastructure and operation roadblock increases the cost of logistics unnecessarily. To attain an ideal business environment along both central and Dar corridor; the BRN transport benchmarks to eliminate these impediments must be achieved, short of that, cost of logistics in Tanzania will remain higher making Dar port less competitive compared to other regional ports. It is of paramount importance that the owners of the key specific performance indicators in the BRN program – transport sector – relating to reduction non tariff barriers namely - CEO of TANROADS, Commissioner General of TRA, and Traffic Police Commander are held to account to echo the spirit of the BRN program. This is in tandem with the other government commitments to open government partnership (OGP) - encouraging more openness and accountability in both ends – the citizens and the leaders.