

2010



Road blocks on Tanzania's main truck routes



Center for Economic Prosperity
P.O. Box 110024 Dar es Salaam

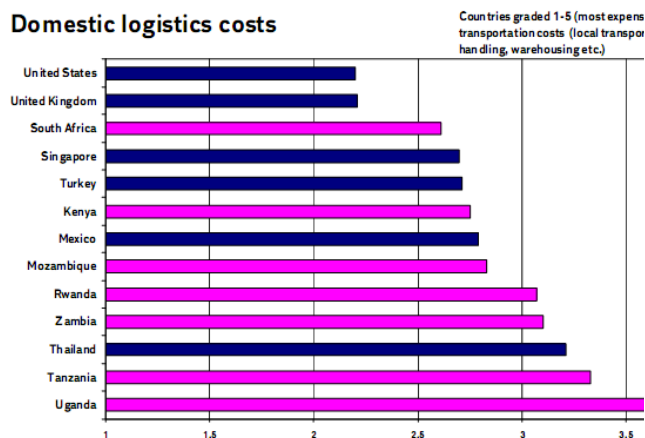
Email: info@ceptz.org Website: www.ceptz.org

Road blocks on Tanzania's main truck routes

1. Introduction

The cost of transport and logistics in Tanzania are high, making Tanzania uncompetitive in the global market and providing an obstacle for (agricultural) development, growth and poverty reduction (Figure 1).

Figure 1



Source ESA-BMO Network 2008 using World Bank Logistics Performance index

One reason why transport costs may be high is because trucks get stopped frequently by the police (See Figure 2 for the location of police stops along Tanzania's main highways). In addition trucks spend considerable time at weight bridges.

This report brought out by the Center for Economic Prosperity presents information collected by participants in Uwazi-Twaweza's: "What's going on", an initiative that encourages citizens to monitor aspects of their lives and to report it to the world. ¹

¹ What's Going on program encourages citizens to come up with proposals for monitoring. Once accepted Uwazi provides financial support, technical assistance and facilitates publication. Findings are responsibility of the

In this instance, truck drivers on three main routes were asked to record when they stopped, where they stopped and for what reason. They also recorded whether they had to make any official or unofficial payments.

This report presents various facts on stops made by trucks along Tanzania's main routes. A comparable report will be released every quarter, thus tracking changes in the intensity and duration of stops.

2. Methodology

To assess how often, where and for what reason trucks stop, three main trucking routes were identified: Dar es Salaam – Mbeya, Dar es Salaam – Singida and Dar es Salaam – Arusha. On each route two trucks volunteered to record where they stopped, for what reason, how long a stop took, and whether a fine or a bribe was paid.

Between December 2009 and February 2010 information was collected for 10 trips on the Dar es Salaam – Singida route, 6 trips on the Dar es Salaam – Mbeya route and 2 trips on the Dar es Salaam – Arusha route. In total, 216 stops were recorded, of which 104 were due to the police and 57 because of weight bridges. Other stops were because of vehicle breakdowns, rest stops etc.

authors and should not be attributed to Uwazi, Twaweza or its representatives. More information about What's Going can be found at the Uwazi website: www.uwazi.org

Figure 2: Location of police stops on main truck routes (Jan-March 2010)



3. Four findings on stops on Tanzania's main trucking routes

Finding 1: Trucks get stopped often by the police

Trucks get stopped very often. On the road to Singida a truck is stopped an average of 6 times. On the road to Mbeya stops are slightly less frequent – an average of 6 times. On the road to Arusha trucks get stopped 5 times on average.

Table 1: Average number of police stops on main truck routes

Route	Average number of police stops
Dar -Singida	6.0
Dar - Mbeya	5.7
Dar -Arusha	5.0

Source: Center for Economic Prosperity

Finding 2: Truck drivers pay between TShs 6,000 and 8,000 per trip in bribes to the police

In almost 90% of the cases that a truck is stopped by the police a bribe is paid. In about 80% of the cases where a bribe is paid, TShs 1,000 is given. In slightly less than 20% of the cases, TShs 2,000 is given. Rarely give truck drivers more (or less) as a bribe. The average bribe is TShs 1,272.

Table 2: Amount paid in bribes, when bribe is paid

Bribe paid (TShs)	Frequency
500	1%
1000	78%
2000	18%
3000	1%
4000	1%
5000	1%

Source: Center for Economic Prosperity

Finding 3: Truck drivers spent 20-30 minutes dealing with the police on a single trip

Being stopped by the police does not take long. On average it takes slightly less than 4 minutes. Most drivers (59%) take one to three minutes to complete their business with the police. At an average of 4 minutes per police stop and 5 to 6

stops per trip, it implies that a truck spends about 20-30 minutes dealing with the police on a single trip.

Table 3: Duration of police stops

Duration of stops	Percent
1 minute	7%
2 minutes	34%
3 minutes	18%
4 minutes	12%
5 minutes	18%
More than 5 minutes	12%

Source: Center for Economic Prosperity

Finding 4: Truck drivers spent about 30 minutes per trip on weight bridges per single trip

On average truck drivers on the main routes go to a weight bridge 3 times per trip and spend a little less than 10 minutes at the weight bridge, or about 30 minutes per trip. In about 5% of the cases a truck spends more than 20 minutes waiting at the weight bridge.

Table 4: Duration waiting time at Weight Bridge

Duration of stops	Percent
1-5 minutes	35%
6 - 10 minutes	39%
10 - 15 minutes	12%
16 - 20 minutes	9%
more than 20 minutes	5%

Source: Center for Economic Prosperity

4. Conclusion

The findings presented here show that trucks experience considerable delays due to police stops and weight bridges. This undoubtedly increases the cost of logistics in Tanzania.

The total amount paid per trip in bribes is relatively small: the equivalent of 4 – 6 litre of diesel. This suggests that factors other than bribery are likely to be the cause of high transportation costs in Tanzania.