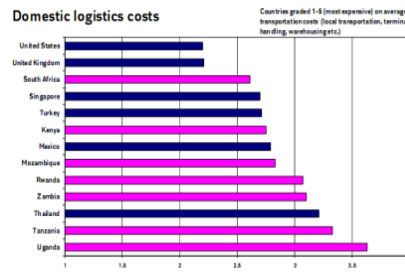


# Road blocks on main truck transit routes

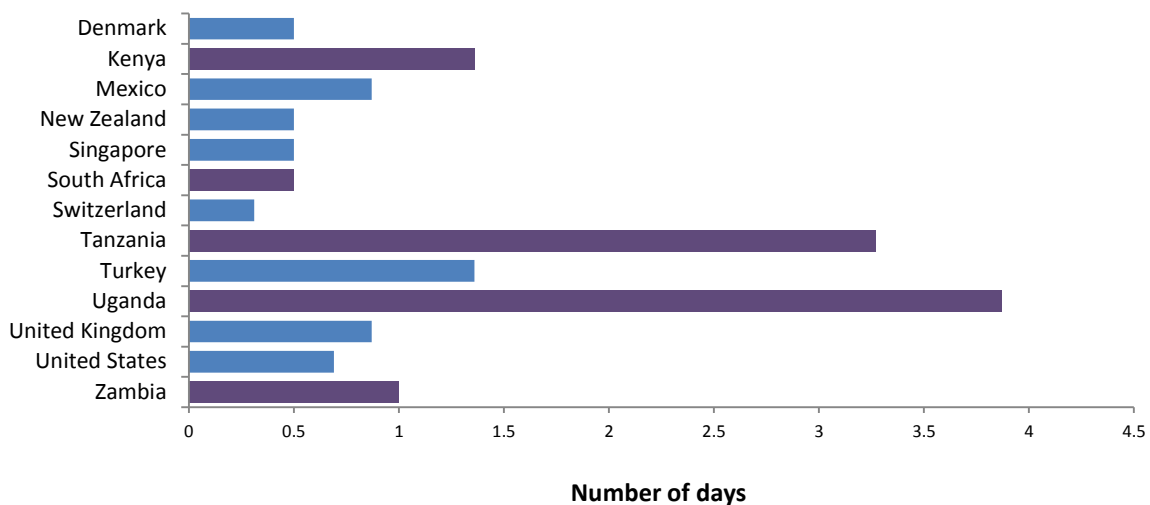
## Are all check points in Tanzania necessary?



### 1. Introduction

The time spent on transport and logistics in Tanzania is relatively longer compared to other countries in the region, making Tanzania uncompetitive in the global market. World Bank (2010) logistics performance index shows that, clearance time with the custom (at port/airport and land) without physical inspection (Figure 1) is much longer in Tanzania compared to most of other economies globally and in the region. For example, clearance without inspection takes more than 3 days in Tanzania, while in South Africa it takes about half a day. Where transit is involved, road impediments such as police stops, weighing bridges, police and TRA checkpoints, add more to the time spent on road.

**Figure 1: Clearance time (at port/airport and land) without physical inspection (days)**



Source: 2010 World Bank Logistics Performance index

One of our focus areas at the Centre for Economic Prosperity (CEP) is to contribute towards improving the business environment in Tanzania. Recently, CEP started monitoring roadblocks on main transit routes. The first round of road blocks monitoring was carried out between 23<sup>rd</sup> July and 24<sup>th</sup> August 2011. This brief explores what happens during various stops made by trucks along the main transit routes. It raises questions whether all the check stops on transit routes as currently enforced are necessary.



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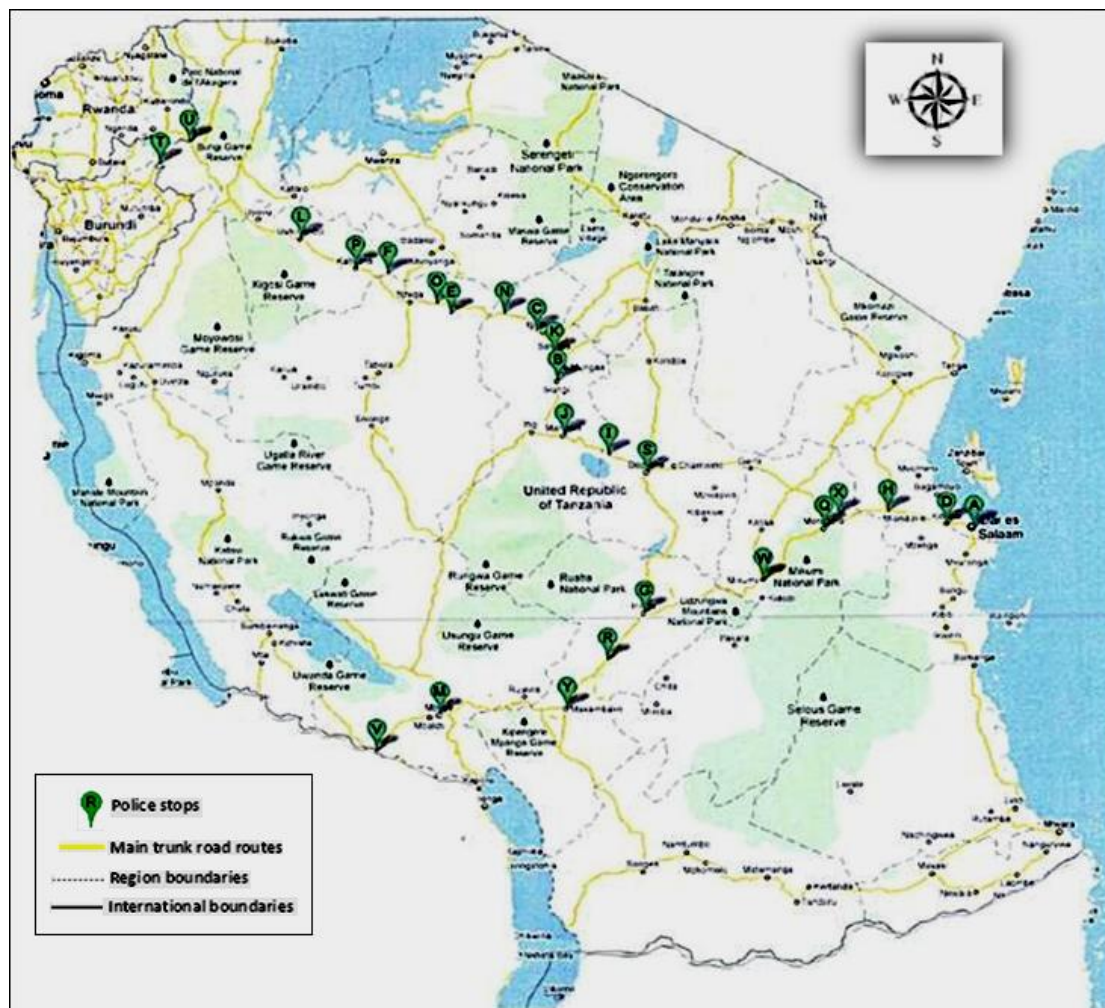
## 2. Methodology

CEP monitored road blocks on three main routes: Dar es Salaam –Rusumo, Dar es Salaam–Kabanga and Dar es Salaam–Tunduma. Information was collected from 25 truck drivers as follows:

- Dar es Salaam–Rusumo route (5 truck drivers),
- Dar es Salaam–Kabanga route (8 truck drivers) and
- Dar es Salaam–Tunduma route (12 truck drivers).

Selected truck drivers received a phone call daily after every three hours, from 23rd July to 24th August 2011 asking them to report on road blocks. Information was collected from 231 stops; checkpoints—traffic and TRA, police and weigh bridges made by 25 transit trucks drivers (See Annex). Information from the three countries where these trucks were headed to were also collected using the same method for the last stretch of the roads after Tanzania’s border (Rusumo-Kigali; Kabanga-Ngozi and Kabanga-Bujumbura).

**Figure 2: Location of police stops on main transit truck routes (July 23rd –August 24th 2011)**



Note: This map shows only few police stops for Dar – Kabanga, Dar – Rusumo and Dar – Tunduma route only. Complete list of stops is annexed.

**Source:** Centre for Economic Prosperity

The following questions were asked when drivers received a phone call:

1. Were you stopped?
2. What type of stop was it?
3. Where is the stop location? If no exact location is established, always the nearest village or town should be indicated
4. How long did you stop?
5. Did you pay anything (money)?
6. If yes, how much did you pay?
7. If yes, did they issue you a receipt?

### 3. Six facts on stops along the main transit routes

#### Fact 1: Most checkpoints along the main transit routes are enforced by the traffic police

There are two types of checkpoints at which truck drivers are stopped: traffic police and TRA checkpoints. 15 traffic police checkpoint locations and 5 TRA checkpoint stops were found along the Dar es Salaam–Kabanga and Dar es Salaam –Rusumo transit routes (Figure 3i) whereas in Dar es Salaam-Tunduma route, 4 TRA checkpoints were encountered (Figure 3ii).

Stops at TRA checkpoints are consistent, while police checkpoints are unpredictable – one must stop only when ordered to by police. On average this occurred once in a single trip along the Dar es Salaam—Kabanga and Dar es Salaam –Rusumo routes in the period when this monitoring was conducted.

Figure 3: Checkpoints along Tanzania main transit truck routes

#### i. Dar –Kabanga and Dar –Rusumo route

Check point name	Check point type		Required travel time slot
	Police	TRA	
Bandari	V	V	8 HRS
Uhasibu	V		
Kibaha	V		
Misugusugu	V	V	8 HRS
Mikese	V		
Dumila	V	V	
Pandambili	V		47 HRS
Nyara	V		
Singida	V		
Misigiri	V		
Igunga	V		
Nzega	V		
Isaka		V	
Mwendakulima	V		47 HRS
Kahama	V		
Nyakanazi	V		
Nyakaula	V		
Kabanga		V	
Rusumo		V	

#### ii. Dar –Tunduma route

Check point name	Check point type		Required travel time slot
	Police	TRA	
Bandari	V	V	6 HRS
Uhasibu	V		
Kibaha	V		
Misugusugu	V	V	30 HRS
Makambako		V	
Tunduma		V	30 HRS

Source: Centre for Economic Prosperity

At each traffic checkpoint, police normally do an overall vehicle inspection. At TRA checkpoints three things are normally checked, whether:

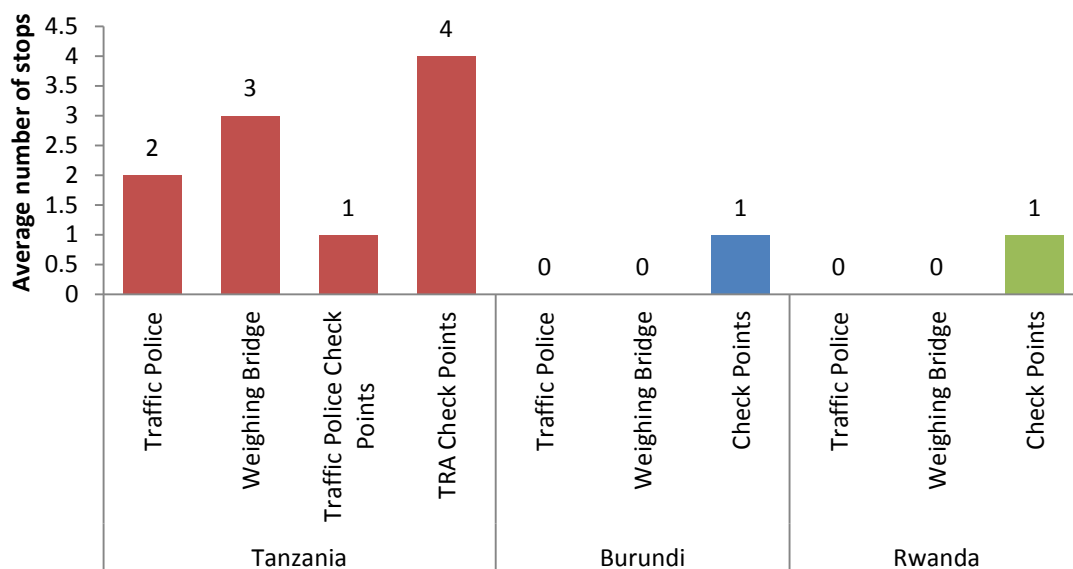
1. Consignment seal is intact
2. Allowed travel time slot between checkpoints has been observed.
3. Consignment’s documents are in order

According to the truck drivers, the allocated travel time regulated by authorities between the Dar es Salaam Port and Misugusugu and between Misugusugu and Dumila checkpoints is 8 hours each. The allocated travel time between Dumila and Isaka, and both between Isaka and Kabanga and Isaka and Rusumo is 47 hours each (Figure 3i&ii). The travel time is checked and enforced at each TRA checkpoint to make sure that consignments are delivered to respective destinations timely. If they fail to observe the required time slot, truck drivers are normally penalized up to TShs 40,000. Truck drivers have raised concerns over delays caused by the traffic police checkpoints which often result into penalties at TRA checkpoints.

**Fact 2: Tanzania has more road blocks than Rwanda and Burundi**

Within Tanzania, truck drivers experienced various stops (Weigh bridges, Traffic police stops, TRA and Police checkpoints). On average a truck driver was stopped twice by traffic police along the way, three times at Weigh bridges, once at a Traffic police checkpoint and four times at TRA checkpoints in a single trip. Having crossed the border into Burundi the same truck driver was stopped once on average at checkpoint during the period of this study<sup>1</sup>. In Rwanda, transit truck drivers reported that they were not stopped at any other point after the border checkpoint. All transit trucks are checked at the Rusumo border checkpoint and once that is done there are normally no further stops until they arrive in Kigali (Figure 4)

**Figure 4: Road blocks in Tanzania, Burundi and Rwanda main transit routes**



Source: Centre for Economic Prosperity

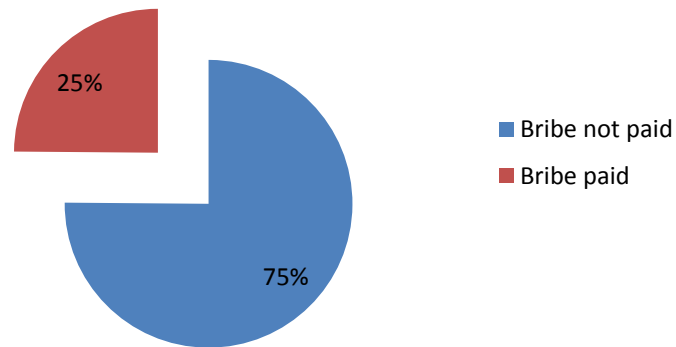
The stretch covered by truck drivers is obviously much longer in Tanzania than in Rwanda and Burundi which means slightly more stops is to be expected. However, the fact that truck drivers are stopped 10 times in a single trip along the Dar es Salaam–Kabanga and Dar es Salaam –Rusumo transit routes and only stopped once in Rwanda adds considerably to amount of time spent on the road.

<sup>1</sup> In comparing Rwanda, Burundi and Tanzania, only two routes; Dar-Kabanga and Dar-Rusumo were used.

**Fact 3: Bribe is paid at 25% of the officially enforced stops in Tanzania**

Bribes were paid at 25% of the officially enforced stops along the main transit routes within Tanzania. Either official payment or no payment at all was made at the rest of the stops in the period when this survey was conducted (figure 5).

**Figure 5: Number of stops when bribes is paid**

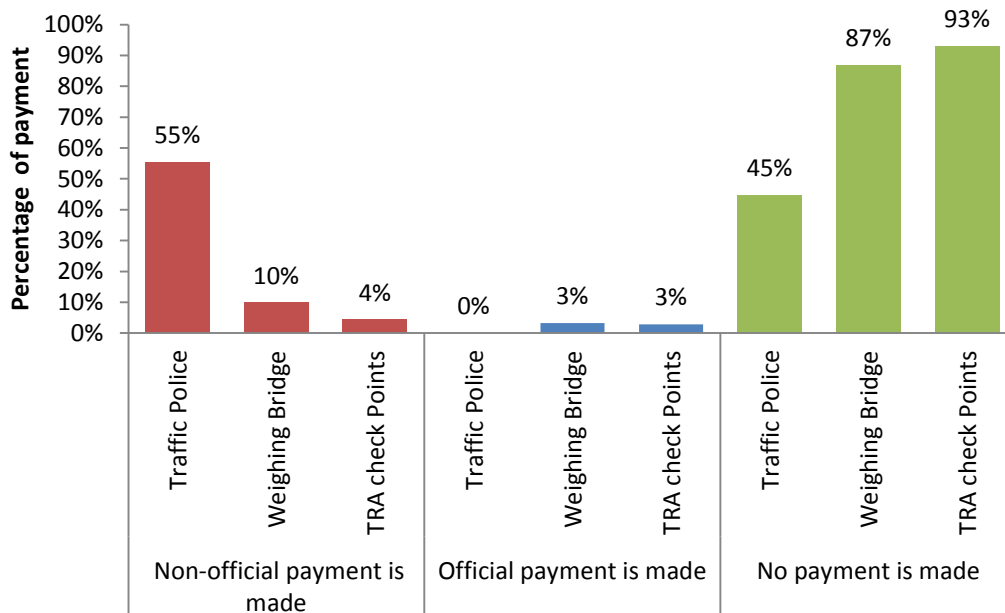


Source: Centre for Economic Prosperity

**Fact 4: Truck’s drivers are much more likely to pay a bribe during traffic police stops**

In 55% of the cases where truck drivers were stopped by the traffic police a non-official payment (without receipt) was made. At the Weigh bridges and TRA checkpoints, incidences of non-official payments were much lower, at 10% and 4% respectively (Figure 6).

**Figure 6: Incidents of official and non-official payments at Police stops, Weigh bridges and TRA checkpoints**

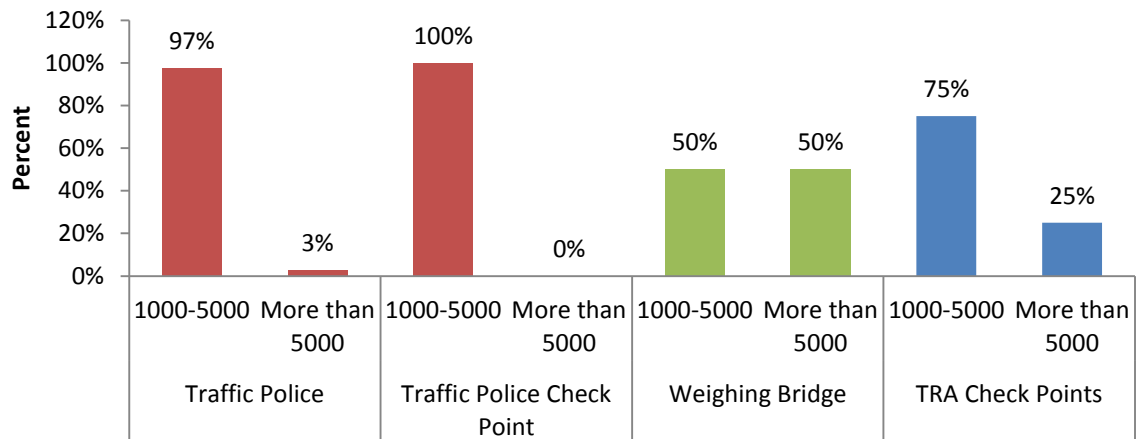


Source: Centre for Economic Prosperity

**Fact 5: Truck drivers pay an average of TShs 2,219 as bribes to the traffic police per stop**

Between TShs 1,000 and Tshs 5,000 was paid to Traffic police in 97% of the incidents, while in 3% of the incidents more than TShs 5,000 was paid to Traffic police (Figure 7). On average TShs 2,219 was paid as bribe to the Traffic police by the truck drivers during each stop. Though truck drivers pay a bribe less often at Weigh bridges, when they do, a lot more is paid. On average, drivers who made unofficial payments at Weigh bridges paid TShs 9,750 per stop. It is possible truck drivers pay bribes at Weigh bridges when they are overloaded. In this case the truck is really at fault as well. Likewise, at TRA checkpoints truck drivers pay an average of TShs 1,667 in bribe.

**Figure 7: Amount (TShs) paid in bribes, when bribe is paid**

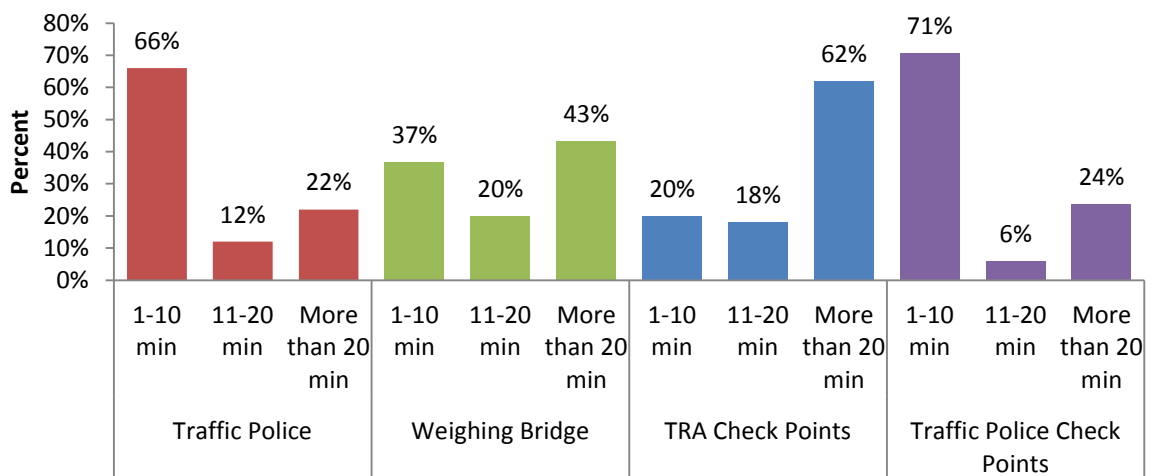


Source: Centre for Economic Prosperity

**Fact 6: Truck drivers spend more time at TRA checkpoints than at Weigh bridges, Traffic Police Checkpoints or Police stops**

Normally, police stops do not take very long. 66% of the police stops range between 1 and 10 minutes. At Weigh bridges 37% of the stops ranged between 1 and 10 minutes while 20% of the stops took between 11 and 20 minutes. On the other hand truck drivers spent more time at TRA checkpoints where 62% of the drivers reported to spend more than 20 minutes (Figure 8).

**Figure 8: Duration at traffic police, weighing bridge, TRA and traffic police checkpoint stops**

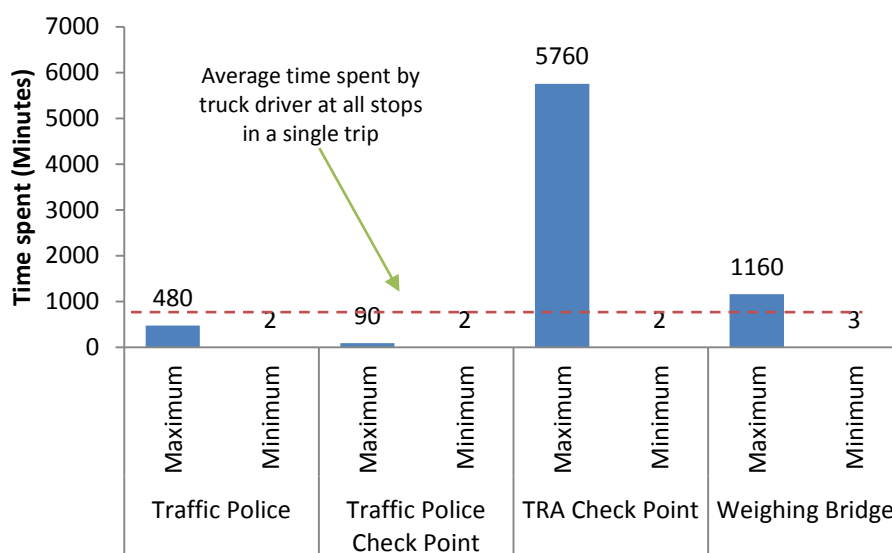


Source: Centre for Economic Prosperity



The average time spent by a truck driver at all stops in a single trip while in Tanzania’s transit route segment is 960 minutes (16hrs). The minimum time spent at traffic police stop, traffic police and TRA checkpoint were 2 minutes respectively. The maximum time spent at TRA checkpoint is 96hrs (Figure 9)

**Figure 9: Maximum and minimum time spent at stops by truck drivers**



**Source:** Centre for Economic Prosperity

## 4. Conclusion

The facts presented in this brief shows that trucks experience considerable delays, due to several stops they make along the transit routes. On average each driver spends 960 minutes (16hrs) per trip. This contributes to the increase in the cost of logistics. In comparison to Rwanda and Burundi, Tanzania has more road impediments. In Rwanda, all impediments have been removed– trucks are only checked once at the border.

It is not clear at the moment why there are so many checks and stops in Tanzania and what are their significance to the economy, as all checks go over the same process and repeat the same procedures done in the previous locations. There is compelling evidence in terms of logistical costs that these impediments do more harm than good to the economy. When goods are timely delivered to their respective destinations, the efficiency of the economy is improved and so is the country’s revenues. Tanzania should therefore consider reducing these road impediments to foster timely delivery of transit goods and improve its competitiveness in the region.

*This monitoring was made possible with kind support from Twaweza. All findings in this study are attributable to Centre for Economic Prosperity (CEP) and do not in any way represent the official position of Twaweza*

## Annex: List of stops (22nd July to 24th August 2011)

sn	driverid	vehicleid	date	routeid	departure time	location	type of stop	hr	min	duration of stop (Min)	was anything paid	amount paid (TSHs)	economy
1	d1	t1	22/07/2011	DKB	20:00	MISUGUSUGU	5				3		T
2	d1	t1	22/07/2012	DKB		DUMILA	5	6		360	3		T
3	d1	t1	24 /7/2011	DKB		MKIWA	1	0	3	3	3		T
4	d1	t1		DKB		IKUNGI	1	0	3	3	3		T
5	d1	t1		DKB		TUMULI	1	0	10	10	3		T
6	d1	t1		DKB		MISIGIRI	8	0	5	5	3		T
7	d1	t1		DKB		IGUNGA	8	0	4	4	3		T
8	d1	t1		DKB		IGUNGA	8	0	2	2	3		T
9	d1	t1		DKB		ISAKA	5	0	3	3	3		T
10	d1	t1		DKB		MWENDAKULIMA	2	0	45	45	3		T
11	d1	t1		DKB		KAHAMA	2	0	10	10	3		T
12	d1	t1	25 /7 / 2011	DKB		LUNZEWE	1	0	7	7	3		T
13	d1	t1		DKB		NYAKAULA	2	0	45	45	3		T
14	d1	t1		DKB		NGARA	2	0	30	30	3		T
15	d1	t1		DKB		KABANGA	5	1		60	3		T
16	d1	t1		KBJM		KOBELO	5	12	45	765	3		B
17	d2	t2	26 /7 / 2011	DKB	1930	MISUGUSUGU	5	0	25	25	3		T
18	d2	t2	26 /7 / 2011	DKB		DUMILA	5				3		T
19	d2	t2	27 /7 / 2011	DKB		CHALINZE NYAMA	1	0	5	5	2	1,000	T
20	d2	t2	28 /7 / 2011	DKB		DODOMA	2	0	15	15	3		T
21	d2	t2		DKB		BAHI	1	0	5	5	2	1,000	T
22	d2	t2		DKB		MANYONI	1	0	4	4	2	1,000	T
23	d2	t2		DKB		MAKABURINI SINGIDA	1	0	5	5	2	1,000	T
24	d2	t2		DKB		SINGIDA	1	0	10	10	2	1,000	T
25	d2	t2		DKB		MISIGIRI	8	0	5	5	2	1,000	T
26	d2	t2		DKB		IGUNGA	8	0	10	10	2	1,000	T
27	d2	t2		DKB		ISAKA	5	0	10	10	3		T
28	d2	t2	29 / 7 / 2011	DKB		MWENDAKULIMA	2	0	5	5	3		T
29	d2	t2		DKB		USHIROMBO	1	0	15	15	2	1,000	T
30	d2	t2		DKB		NYAKAULA	2	0	30	30	3		T
31	d2	t2		DKB		KABANGA	5	3	30	210	3		T
32	d2	t2	30 /7 / 2011	KBJM		KOBELO	5	30	30	1830	3		B
33	d2	t2		KBJM		KAMENGE	5	0	5	5	3		B
34	d3	t3		DKB		MISUGUSUGU	5						T



35	d3	t3		DKB		MIKESE	2	1		60	3		T
36	d3	t3		DKB		DUMILA	5	0	10	10	3		T
37	d3	t3		DKB		MANYONI	1	0	5	5	2	1,000	T
38	d3	t3		DKB		SINGIDA	1	0	4	4	2	1,000	T
39	d3	t3		DKB		OLEMO	1	0	5	5	2	1,000	T
40	d3	t3		DKB		MISIGIRI	8	0	5	5	2	1,000	T
41	d3	t3		DKB		SHELUI	1	0	5	5	2	1,000	T
42	d3	t3		DKB		IGUNGA	8	0	4	4	3		T
43	d3	t3		DKB		ISAKA	5						T
44	d3	t3		DKB		IBOLOGELO	1	0	5	5	2	10,000	T
45	d3	t3	26 /7 / 2011	DKB		NYAKAULA	2	0	20	20	3		T
46	d3	t3		DKB		KABANGA	5	12		720	3		T
47	d3	t3	27 /7 / 2011	KNGZ		KOBELO	5	29		1740	3		B
48	d5	t5	22 /7 / 2011	DKB	2100	MISUGUSUGU	5	7	30	450	3		T
49	d5	t5		DKB		DUMILA	5				3		T
50	d5	t5		DKB		ISAKA	5	11	14	674	3		T
51	d5	t5		DKB		NYAKAULA	2	1	2	62	3		T
52	d5	t5		DKB		KABANGA	5	4		240	3		T
53	d5	t5	28 /7 / 2011	KNGZ		KOBELO	5	18		1080	3		B
54	d7	t7	23 /7 / 2011	DKB	2000	MISUGUSUGU	5	0	300	300	3		T
55	d7	t7		DKB		DUMILA	5						T
56	d7	t7		DKB		TANDAMBILI	1	0	2	2	3		T
57	d7	t7		DKB		NYARA	2	0	35	35	3		T
58	d7	t7	24 /7 / 2011	DKB		SINGIDA	2	0	8	8	2	20,000	T
59	d7	t7		DKB		ISAKA	2	0	40	40	2	1,000	T
60	d7	t7		DKB		KAHAMA	2	0	22	22	2	20,000	T
61	d7	t7		DKB		NYAKAULA	2	0	10	10	3		T
62	d7	t7		DKB		ISAKA	5						T
63	d7	t7		DKB		KABANGA	5	1	40	100	3		T
64	d7	t7		KNGZ		KOBELO	5	36		2160	3		B
65	d8	t8	22 /7 / 2011	DKB	2000	MISUGUSUGU	5	6		360	2	2,000	T
66	d8	t8		DKB		DUMILA	5	1	40	100	3		T
67	d8	t8	24 /7 / 2011	DKB		BAHI	1	0	3	3	3		T
68	d8	t8		DKB		KITINKU	1	0	7	7	3		T
69	d8	t8		DKB		MISIGIRI	8	0	11	11	3		T
70	d8	t8		DKB		ISAKA	5	0	580	580	3		T
71	d8	t8	25 /7 / 2011	DKB		KAHAMA	2	0	41	41	3		T
72	d8	t8		DKB		NYAKAULA	2	0	15	15	3		T
73	d8	t8		DKB		KABANGA	5	52	20	3140	3		T
74	d8	t8		KNGZ		KOBELO	5	41		2460	3		B
75	d11	t11		DRSM		MISUGUSUGU	5						T
76	d11	t11	28 /7 / 2011	DRSM		DUMILA	5	12	30	750	3		T
77	d11	t11		DRSM		DODOMA	2	18	80	1160	3		T

78	d11	t11		DRSM		ISAKA	5							T
79	d11	t11		DRSM		NYAKAULA	2	0	15	15	2	1,500		T
80	d11	t11		DRSM		RUSUMO	5							T
81	d11	t11	31 /7 /2011	RKGL		RUSUMO	5	0	10	10	3			R
82	d12	t12		DRSM		MISUGUSUGU	5							T
83	d12	t12		DRSM		DUMILA	5							T
84	d12	t12	27 /7 /2011	DRSM		DODOMA	2	0	5	5	3			T
85	d12	t12		DRSM		SINGIDA	2	0	10	10	3			T
86	d12	t12		DRSM		MISIGIRI	8	0	5	5	3			T
87	d12	t12	28 /7/2011	DRSM		ISAKA	5	0	5	5	3			T
88	d12	t12		DRSM		KAHAMA	1	0	2	2	3			T
89	d12	t12		DRSM		NYAKAULA	2	0	10	10	3			T
90	d12	t12		DRSM		RUSUMO	5							T
91	d12	t12		RKGL		RUSUMO	5	1	45	105	3			R
92	d13	t13	26 /7/ 2011	DRSM	1:10	MISUGUSUGU	5	10	20	620	3			T
93	d13	t13	27 /7/ 2011	DRSM		CHALINZE	2	0	5	5	3			T
94	d13	t13		DRSM		MIKESE	2	0	20	20	3			T
95	d13	t13		DRSM		DUMILA	5	0	17	17	3			T
96	d13	t13	28 /7 / 2011	DRSM		SINGIDA	2	0	30	30	3			T
97	d13	t13		DRSM		ISAKA	5	0	15	15	3			T
98	d13	t13		DRSM		KAHAMA	2	0	5	5	3			T
99	d13	t13		DRSM		NYAKAULA	2	10	30	630	3			T
100	d13	t13		DRSM		RUSUMO	5							T
101	d13	t13		RKGL		RUSUMO	5	3		180	3			R
102	d14	t14	3/8/2011	DRSM	1800	KIBAHA	2	0	30	30	3			T
103	d14	t14		DRSM		MISUGUSUGU	5	0	15	15	3			T
104	d14	t14		DRSM		MIKESE	2	0	30	30	3			T
105	d14	t14		DRSM		MOROGORO	1	0	45	45	3			T
106	d14	t14		DRSM		KIHONDA	2	0	20	20	3			T
107	d14	t14		DRSM		DUMILA	5	0	10	10	3			T
108	d14	t14		DRSM		DODOMA	2	1		60	3			T
109	d14	t14		DRSM		MANYONI	1	0	20	20	3			T
110	d14	t14		DRSM		MISIGIRI	8	0	5	5	3			T
111	d14	t14		DRSM		ISAKA	5	0	30	30	3			T
112	d14	t14		DRSM		NYAKAULA	2	1	10	70	3			T
113	d14	t14		RKGL		RUSUMO	5				3			R
114	d15	t15	26 /7 /2011	DTDM	1830	MISUGUSUGU	5	0	20	20	3			T
115	d15	t15		DTDM		MISUGUSUGU	1	8		480	2	10,000		T
116	d15	t15	27 /7 /2011	DTDM		MIKESE	2	0	5	5	3			T
117	d15	t15		DTDM		MIKUMI	1	0	14	14	2	2,000		T
118	d15	t15	28 /7 /2011	DTDM		MAKAMBAKO	5	0	20	20	3			T
119	d15	t15		DTDM		UGULUSI	1	0	10	10	2	1,500		T
120	d15	t15		DTDM		ILONGO	1	0	40	40	2	1,500		T

121	d15	t15		DTDM		MPEMBA	2	0	10	10	3		T
122	d15	t15	29 /7 /2011	DTDM		TUNDUMA	5	10		600	3		T
123	d16	t16	26 /7 /2011	DTDM	1845	MISUGUSUGU	5	12		720	3		T
124	d16	t16	27 /7 /2011	DTDM		MIKESE	2	0	10	10	3		T
125	d16	t16		DTDM		MAKAMBAKO	5	0	25	25	3		T
126	d16	t16	28 /7 /2011	DTDM		IGAWA	1	0	85	85	3		T
127	d16	t16	29 /7 /2011	DTDM		MPEMBA	2	0	10	10	3		T
128	d16	t16		DTDM		TUNDUMA	5				3		T
129	d17	t17	26 /7 /2011	DTDM	1825	MISUGUSUGU	5				3		T
130	d17	t17	27 /7 /2011	DTDM		MIKESE	2	0	20	20	3		T
131	d17	t17		DTDM		SANGASANGA	1	0	10	10	2	5,000	T
132	d17	t17		DTDM		MAKAMBAKO	5	0	15	15	3		T
133	d17	t17		DTDM		MBEYA	1	1	45	105	3		T
134	d17	t17		DTDM		TUNDUMA	5				3		T
135	d18	t18	26 /7 /2011	DTDM	2140	MISUGUSUGU	5	8	30	510	3		T
136	d18	t18	27 /7 /2011	DTDM		MIKESE	2	0	15	15	1	144,000	T
137	d18	t18	28 /7 /2011	DTDM		MAKAMBAKO	5	0	20	20	3		T
138	d18	t18		DTDM		TUNDUMA	5				3		T
139	d21	t21	5/8/2011	DTDM	430	KIBAHA	2	0	10	10	3		T
140	d21	t21		DTDM		KIBAHA	1	0	15	15	2	2,000	T
141	d21	t21		DTDM		MISUGUSUGU	5	0	25	25	1	80,000	T
142	d21	t21		DTDM		MIKESE	2	0	10	10	3		T
143	d21	t21		DTDM		MAKAMBAKO	5						T
144	d21	t21		DTDM		IRINGA	1	0	5	5	3		T
145	d21	t21		DTDM		TUNDUMA	5				3		T
146	d23	t23	4/8/2011	DTDM	1045	MISUGUSUGU	5	0	2	2	3		T
147	d23	t23	5/8/2011	DTDM		MIKESE	2	0	5	5	3		T
148	d23	t23		DTDM		MAKAMBAKO	5	0	20	20	3		T
149	d23	t23		DTDM		MPEMBA	2	0	40	40	3		T
150	d23	t23		DTDM		TUNDUMA	5	96		5760	3		T
151	d24	t24	4/8/2011	DTDM	1320	KIBAHA	2	0	30	30	3		T
152	d24	t24		DTDM		MISUGUSUGU	5	0	45	45	3		T
153	d24	t24		DTDM		MAKAMBAKO	5	2		120	3		T
154	d24	t24	6/8/2011	DTDM		TUNDUMA	5				3		T
155	d27	t27	26 /7 /2011	DKB	2230	MISUGUSUGU	5	0	20	20	3		T
156	d27	t27		DKB		MIKESE	8	0	60	60	3		T
157	d27	t27		DKB		DUMILA	5						T
158	d27	t27	29 /7 /2011	DKB		GAIRO	1	0	45	45	3		T
159	d27	t27	30 /7 /2011	DKB		BAHI	1	0	10	10	2	1,000	T
160	d27	t27		DKB		SINGIDA	2	0	20	20	1	20,000	T
161	d27	t27		DKB		ISAKA	5	1	30	90	3		T
162	d27	t27	1/8/2011	DKB		KABANGA	5	3		180	3		T
163	d27	t27		KBIM		KOBELO	5	2	40	160	3		B

164	d27	t27		KBJM		NGOZI	5	0	30	30	3		B
165	d27	t27		KBJM		KAYANZA	1	0	10	10	3		B
166	d27	t27		KBJM		KAYANZA	1	0	30	30	3		B
167	d14	t14		DRSM		RUSUMO	5						T
168	d28	t28	26 /7 /2011	DRSM	1930	MISUGUSUGU	5	10	20	620	3		T
169	d28	t28	27 /7 /2011	DRSM		MIKESE	2	0	23	23	3		T
170	d28	t28		DRSM		DUMILA	5	0	5	5	2	1,000	T
171	d28	t28		DRSM		DODOMA	2	0	20	20	3		T
172	d28	t28	28 /7 /2011	DRSM		SINGIDA	1	0	20	20	3		T
173	d28	t28		DRSM		MISIGIRI	8	0	3	3	2	2,000	T
174	d28	t28		DRSM		IGUNGA	8	0	3	3	2	1,500	T
175	d28	t28		DRSM		ISAKA	5	0	5	5	3		T
176	d28	t28		DRSM		NYAKAULA	2	12		720	3		T
177	d28	t28		DRSM		RUSUMO	5						T
178	d28	t28	30 /7 /2011	RKGL		RUSUMO	5				3		R
179	d29	t29	22 /7 /2011	DKB	1930	MISUGUSUGU	5	0	20	20	2	2,000	T
180	d29	t29		DKB		MIKESE	8	1	30	90	3		T
181	d29	t29	24 /7 /2011	DKB		WAMI	1	0	3	3	2	1,000	T
182	d29	t29	25 /7 /2011	DKB		DUMILA	5	0	10	10	3		T
183	d29	t29		DKB		GAIRO	1	0	10	10	3		T
184	d29	t29		DKB		CHAMWINO	2	1		60	3		T
185	d29	t29		DKB		DODOMA	1	0	5	5	2	1,000	T
186	d29	t29	26 /7 /2011	DKB		MANYONI	1	0	5	5	2	2,000	T
187	d29	t29		DKB		SINGIDA	1	0	25	25	3		T
188	d29	t29		DKB		SINGIDA	2	0	3	3	3		T
189	d29	t29		DKB		TUMULI	1	0	5	5	3		T
190	d29	t29		DKB		MISIGIRI	8	0	5	5	2	1,000	T
191	d29	t29		DKB		SHELUI	1	0	30	30	2	1,000	T
192	d29	t29		DKB		IGUNGA	8	0	30	30	2	1,000	T
193	d29	t29		DKB		ISAKA	5						T
194	d29	t29		DKB		ZIBA	2	0	15	15	3		T
195	d29	t29		DKB		KABANGA	5				3		T
196	d31	t31	4/8/2011	DTDM	1830	MISUGUSUGU	5	0	45	45	3		T
197	d31	t31		DTDM		MIKESE	2	0	4	4	3		T
198	d31	t31		DTDM		MIKUMI	1	0	10	10	2	2,000	T
199	d31	t31		DTDM		MAKAMBAKO	5	0	10	10	3		T
200	d31	t31	8/8/2011	DTDM		SOYANGA	1	0	40	40	2	5,000	T
201	d31	t31		DTDM		TUNDUMA	5				3		T
202	d32	t32	3/8/2011	DTDM	1800	KIBAHA	2	0	30	30	3		T
203	d32	t32		DTDM		MISUGUSUGU	5	0	10	10	3		T
204	d32	t32		DTDM		MIKESE	2	0	10	10	3		T
205	d32	t32	4/8/2011	DTDM		MAKAMBAKO	5	0	90	90	3		T
206	d32	t32	5/8/2011	DTDM		TUNDUMA	5				3		T

207	d34	t34	3/8/2011	DTDM	1730	KIBAHA	2	0	30	30	2	1,000	T
208	d34	t34		DTDM		MISUGUSUGU	5	0	30	30	3		T
209	d34	t34		DTDM		MIKESE	8	0	30	30	2	1,000	T
210	d34	t34		DTDM		MIKUMI	2	0	5	5	3		T
211	d34	t34		DTDM		IRINGA	1	0	30	30	2	3,000	T
212	d34	t34		DTDM		MAFINGA	1	0	5	5	2	1,000	T
213	d34	t34		DTDM		MAKAMBAKO	5	0	30	30	3		T
214	d34	t34	5/8/2011	DTDM		IGURUSI	1	0	10	10	2	1,000	T
215	d34	t34	6/8/2011	DTDM		TUNDUMA	5				3		T
216	d39	t39	14/8/2011	DTDM	1040	KIBAHA	2	0	10	10	3		T
217	d39	t39		DTDM		MISUGUSUGU	5						T
218	d39	t39		DTDM		MIKESE	2	0	30	30	3		T
219	d39	t39		DTDM		MAKAMBAKO	5						T
220	d39	t39		DTDM		MIKUMI	1	0	15	15	2	3,000	T
221	d39	t39		DTDM		MBEYA Twn	1	0	10	10	2	2,000	T
222	d39	t39		DTDM		MPEMBA	2	0	10	10	3		T
223	d39	t39		DTDM		CHAKWA	1	0	30	30	2	3,000	T
224	d39	t39		DTDM		TUNDUMA	5				3		T
225	d41	d41	16/8/2011	DTDM	1330	KIBAHA	2	2	30	150	3		T
226	d41	d41		DTDM		MISUGUSUGU	5	0	750	750	1	10,000	T
227	d41	d41	17/8/2011	DTDM		MIKESE	2	0	15	15	2	15,000	T
228	d41	d41		DTDM		MIKUMI	1	0	10	10	2	2,000	T
229	d41	d41	18/8/2011	DTDM		MAKAMBAKO	5	0	180	180	3		T
230	d41	d41		DTDM		SONGWE	1	0	5	5	2	1,000	T
231	d41	d41		DTDM		TUNDUMA	5				3		T

## **KEY**

- 1...road block/police stop
- 2...weighing bridge
- 5...TRA check point
- 8...traffic police check point

DKBG – Dar - Kabanga  
DRSM – Dar - Rusumo  
KBJM – Kabanga - Bujumbura  
RKGL – Rusumo - Kigali  
DTDM – Dar - Tunduma  
KNGZ – Kabanga - Ngozi  
T – Tanzania  
R – Rwanda  
B - Burundi