Introduction

TMEA is continually collecting data related to its work at ports, along corridors and at various border posts. The main goal is to provide timely insights on the current and potential future impacts of COVID-19 on trade in the region. Also, we have monitored and reviewed recently released reports, articles and analyses on COVID-19 related to trade and economic effects, globally and regionally, and provide the following summary.

Overview in Africa

- A recent World Bank's blog argues that Sub-Saharan Africa is likely to experience its first recession in 25 years with economic growth projections suggesting a drop from 2.4% in 2019 to -5.1% in 2020. Projections in agricultural production indicate a contraction between 2.6% and 7%. The expected contraction also signals a potential decline in food imports from 25% to 13% likely to lead to food shortages, hunger, malnutrition, and high poverty levels. Overall, the pandemic could cost the region between US$ 37 billion and US$ 79 billion in terms of output losses for 2020 with a dramatic impact on households' welfare projected at 7% in welfare losses in 2020 compared to a non-pandemic scenario.

- A report by UNECA estimates that a month-long lockdown would cost Africa about 2.5% of its annual GDP, roughly US$ 65.7 billion per month. A complete lockdown entails the continuation of only essential services (such as food services and grocery shops, and health and security services), with the significant curtailment of other economic activities. Private consumption, investment and labour supply and demand will drop significantly. In contrast, the report argues that government consumption and trade operate at a relatively healthy level.

- Another assessment of the Economic Impact of the COVID-19 pandemic on EAC economies done by Deloitte Consulting highlights the following gloomy implications:
    - Aviation and related industries projected to lose up to US$ 6 billion in passenger revenue with 3.1 million jobs lost by the end of 2020
    - Tourism and travel sector to be impacted by at least US$ 50 billion in revenue losses and more than 2 million in job losses
    - Total exports projected to drop by 35% (about US$ 270 billion) with export revenue from fuel estimated to fall at around US$ 101 billion
    - Foreign Direct Investment estimated to drop at between 5% to 15%
    - Africa could lose up to 20%-30% of its fiscal revenue, estimated at US$ 500 billion in 2019
    - Spending on infrastructural development estimated to drop by at least 25%
    - Approximately 20 million jobs to be lost both in the formal and informal sectors

- The World Economic Forum reports that lockdown measures and movement restrictions have disrupted internal supply chains halting food production. The locust menace compounds the problem as crops have been devastated in Eastern Africa, making the continent more dependent on food imports. With countries reducing exports, there could be a shortfall of at least 50,000-60,000 tons in East Africa.

- The IMF, through its Emergency Financing and Debt Relief Programme, has provided emergency financial assistance and debt relief to the following TMEA's countries operations: Kenya, Uganda, Rwanda, DRC and Malawi. The debt relief aims to help these countries minimise the economic impact of the COVID-19 crisis.

East African Data

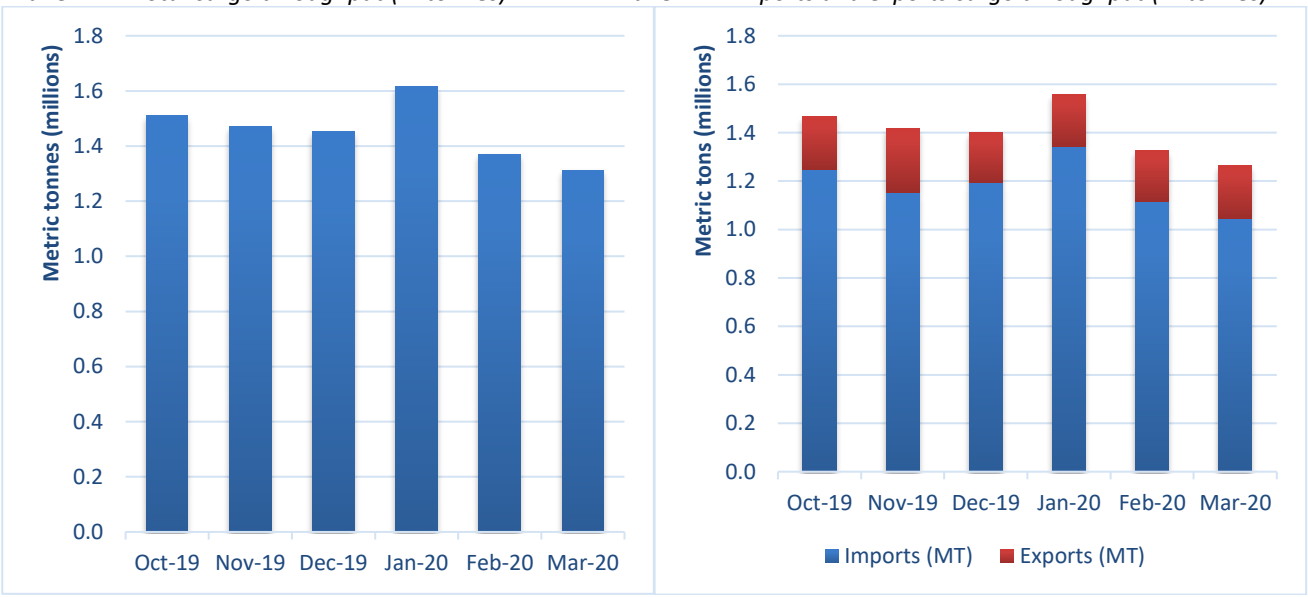
CENTRAL CORRIDOR: DAR ES SALAAM PORT

Cargo throughput

Figure 1 shows the patterns of total volumes of cargo throughput (Panel 1.1.), also disaggregated by imports and exports cargo volumes (Panel 1.2.) between October 2019 and March 2020. Panel 1.1. indicates an **18.8% decline in cargo throughput** from 1.6m tonnes in January to roughly 1.3m tonnes in March. Panel 1.2. shows that whilst **imports declined by 22.2%** (from circa 1.3m tonnes in January 2020 to 1.04m tonnes in March), exports increased marginally by 1.7% (from 0.217m tonnes in January to 0.221m tonnes in March 2020).

Figure 1: Cargo Throughput

Panel 1.1. Total cargo throughput (m tonnes) *Panel 1.2. Imports and exports cargo throughput (m tonnes)*



Source: Constructed using data from the Central Corridor Authority

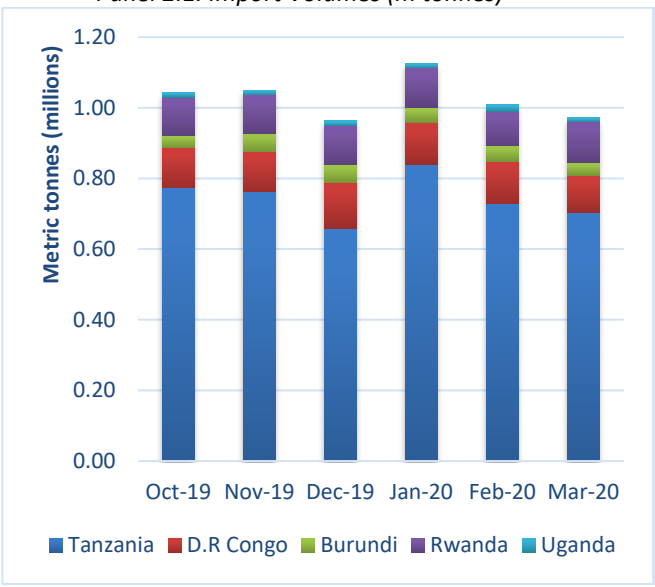
Figure 2 overleaf shows actual country imports (Panel 2.1.), and exports (Panel 2.2.) processed through the Port of Dar es Salaam between October 2019 and March 2020. Except for Rwanda, which experienced an increase of 2.4% in its imports, the graphs in Figure 2 show that **overall imports declined consistently from January to March 2020.** The largest components in terms of import declines (Panel 2.1.) were 16.3% in Tanzania (from 839,000 to 703,000 tonnes); 11.4% in Congo DR (from 120,000 to 106,000 tonnes); and 12.6% in Burundi (from 40,000 to 35,000 tonnes). Rwanda experienced an increase of 2.4% in imports (from 114,000 to 116,000 tonnes) during the period due potentially to established orders made prior to the crisis. **An analysis of the exports (Panel 2.2.) shows a more mixed picture**. On the one hand the largest export volumes from Tanzania declined by 15.4% (from about 148,000 to 125,000 tonnes)[1], and in contrast export volumes from Rwanda increased by 77.4% (from about 2,275 to 4,036 tonnes) over the same period.[2]

[1] Imports, albeit much smaller, also fell in Burundi by 35.8% (from 1,591 to 1,021 tonnes).

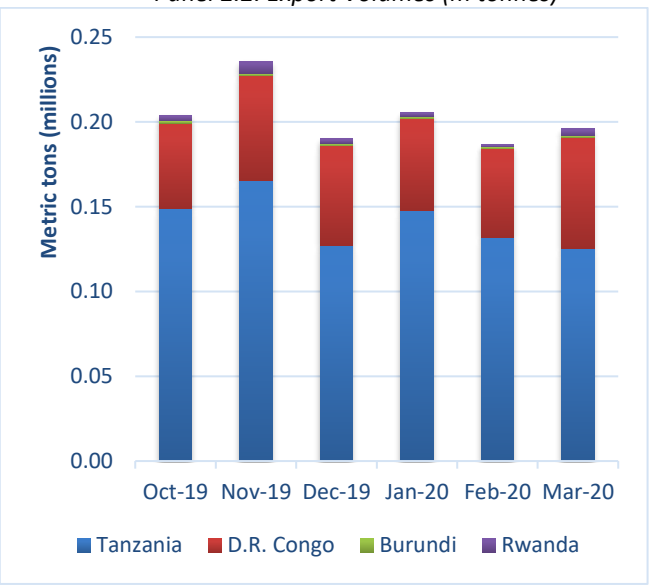
[2] In line with Rwanda, though much lower by volume, DRC's exports rose by 22% (from 54,000 to 66,000 tonnes).

Figure 2: Import and Export Volumes by country (m tonnes)

Panel 2.1. Import Volumes (m tonnes)



Panel 2.2. Export Volumes (m tonnes)

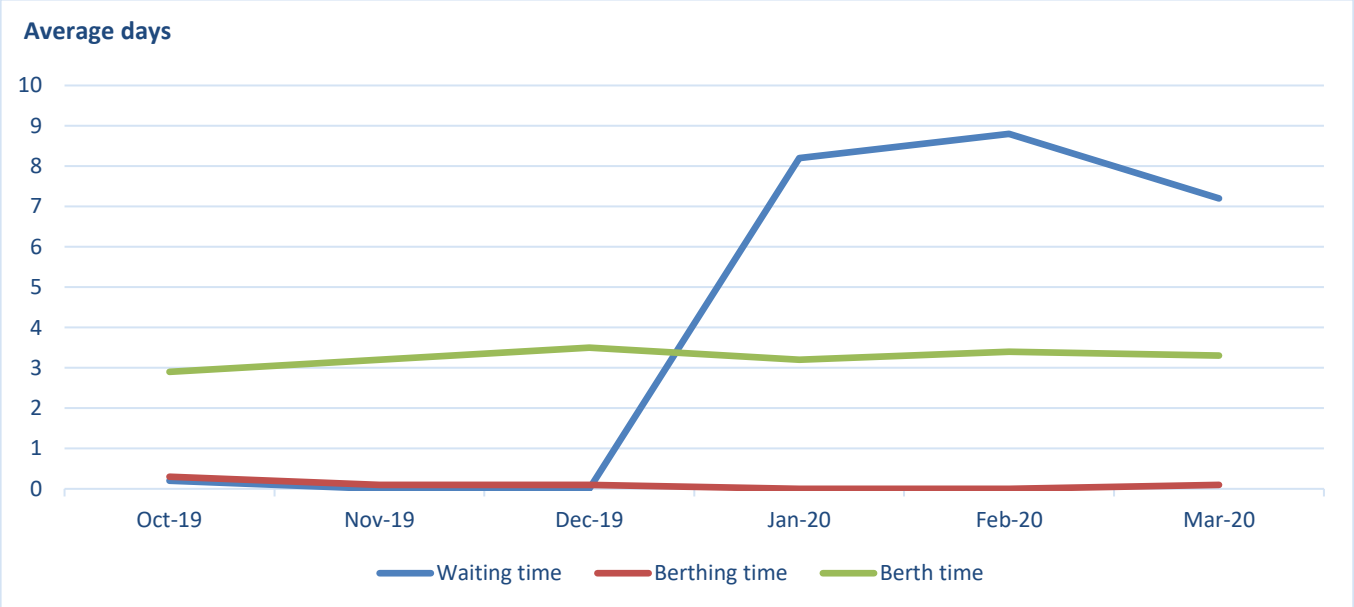


Source: Constructed using data from the Central Corridor Authority

Dar es Salaam Port performance indicators

Figure 3 below shows the average days for ship turnaround time at the Port of Dar es Salaam over the period October 2019-March 2020. While berthing time has remained constant and under a day, the time at birth has also remained consistent averaging roughly three days between October 2019 to March 2020. However, **ships' average waiting time increased sharply** from less than a day in December 2019 to about nine days in February 2020, before experiencing a slight decline to about seven days in March 2020**.**

Figure 3 Ship turnaround time at Dar es Salaam Port

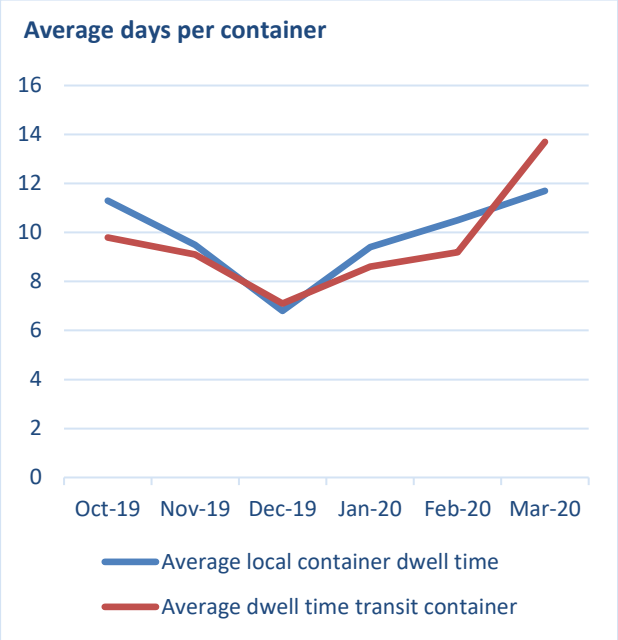


Source: Constructed using data from the Central Corridor Authority

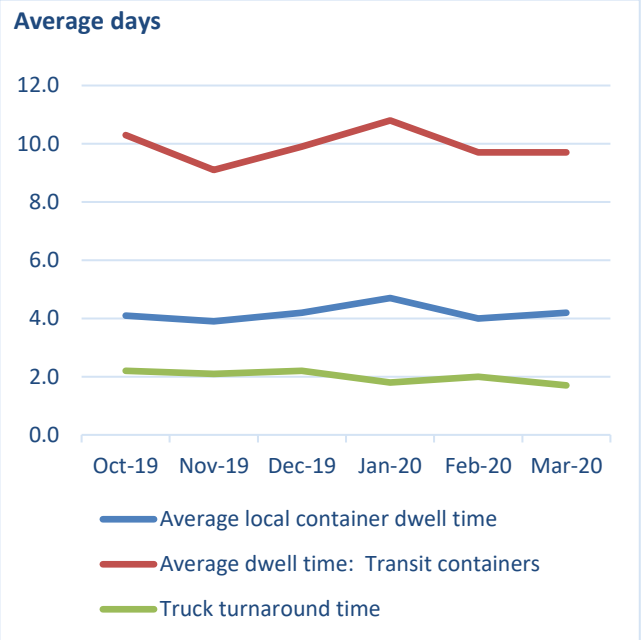
Figure 4 below show the average local containers dwell and transit times for both the Port of Dar es Salaam and the concessionaire - Tanzania International Container Terminal Services (TICTS)[3] - respectively. **Panel 4.1. shows that the average number for days for local containers dwell and transit times almost doubled** from circa 6.7 and 7 days to 12 and 14 days, respectively. Panel 4.2. shows similar patterns but for TICTS **(which handles 34% of the total throughput at the Dar es Salaam Port out of which 75%-80% are containerised cargo).** Between October 2019 and March 2020, the average container transit time oscillated between 9 and 11 days, while the local container dwells time and trucks turnaround time averaged 4 and 2 days, respectively.

Figure 4: Dar es Salaam Port Performance Statistics

Panel 4.1. Dwell Time and Transit Statistics (days)



Panel 4.2. TICTS Concession Statistics (days)



Source: Constructed using data from the Central Corridor Authority

Summary: The Central Corridor

The data presented above on the Central Corridor broadly shows declining trade trends that directly correlate with the onset of COVID-19 crisis. The analysis of Figures 3a-3b suggests mixed effects. The average ship turnaround, local container dwell and transit times rose sharply between December 2019 and March 2020. The sharp rise correlates with the slowdown in Port activities following the introduction of social distancing measures. The same corollary neither holds for ships berthing time and their duration at berth nor for the average local container dwell, container transit and truck turnaround times. The latter remained unchanged before and after the onset of COVID-19.

NORTHERN CORRIDOR: MOMBASA PORT

Cargo throughput

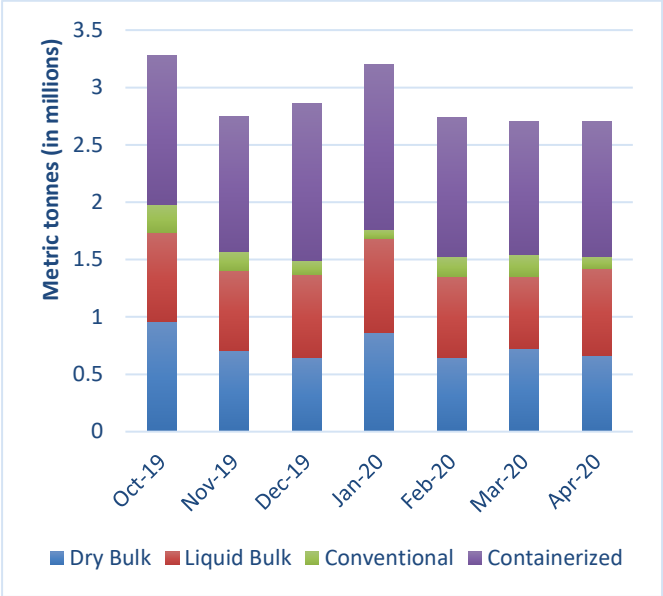
Figure 5 below shows cargo throughput at Mombasa Port between October 2019 and April 2020. Overall, the trend is clearly down. By category (Panel 5.1.), **containerised cargo volumes fell by 18.2%** (from 1.44m to 1.17m tones); **dry bulk volumes declined 23.5%** (from 0.87m to 0.66m tonnes) and **liquid bulk fell by 7.3%** (from 0.82m to 0.76m tonnes). In contrast conventional cargo, a small component, increased by 32.5% from 0.083m tonnes in January to 0.11 m tonnes in April 2020. When the analysis is disaggregated (Panel 5.2.), **import volumes fell by 14.4%** (from

[3] TICTS is a concessionaire run by Hutchison Ports Tanzania located in Dar es Salaam offering such services as Stripping import containers into the warehouse, direct stripping into the trucks, stripping import containers onto rail wagons, and stuffing of export containers.

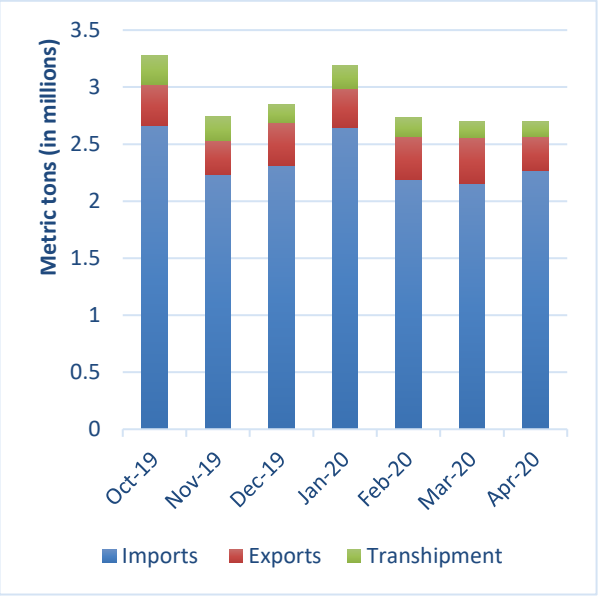
2.65m to 2.27m tonnes), **export volumes declined by 13.1%** (from 0.34m to 0.30m tonnes) and **transhipment volumes fell by 35.5%** (from 0.2m to 0.13m tonnes).

Figure 5: Cargo throughput

Panel 5.1. Total cargo throughput (m tonnes



Panel 5.2. Imports and exports cargo throughput (m tonnes)



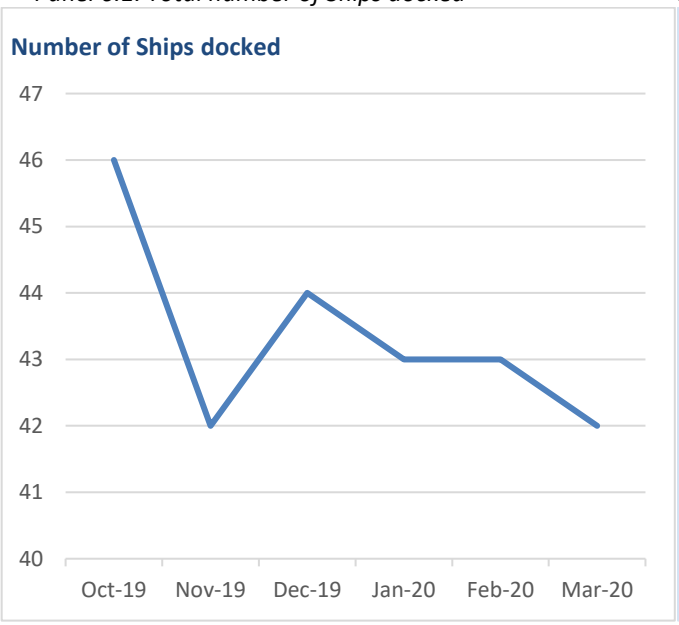
Source: Constructed using data from Northern Corridor Authority

Mombasa Port performance indicators

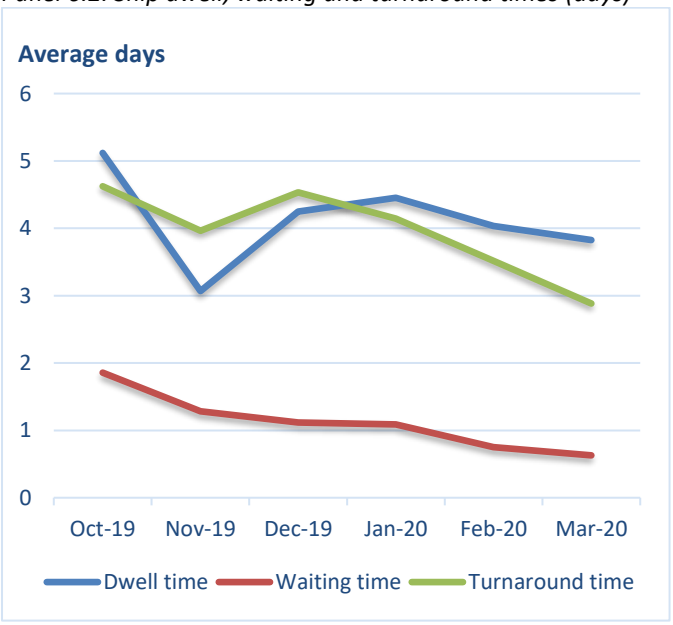
Figure 6 below shows performance indicators for the Port of Mombasa between October 2019 and March 2020. Panel 6.1. shows the **modest downward trend of ships that docked** at the Port of Mombasa primarily because of the on-going COVID-19 crisis. The reductions in docking ships, also reflect modest declines in vessels dwell, waiting and turnaround times, as shown in Panel 6.2. below.

Figure 6: Mombasa Port Performance Statistics

Panel 6.1. Total number of Ships docked



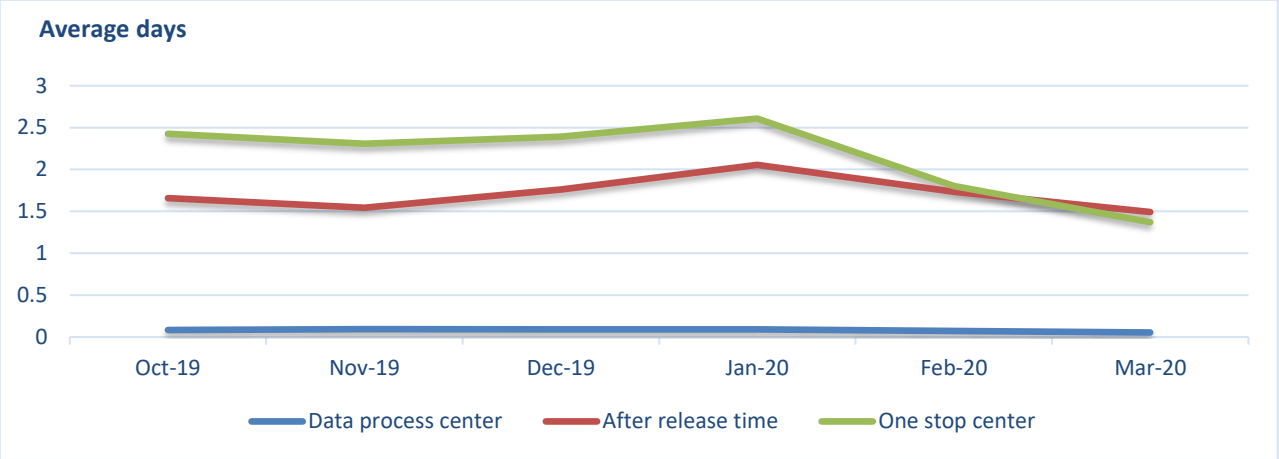
Panel 6.2. Ship dwell, waiting and turnaround times (days)



Source: Constructed using data from Northern Corridor Authority and Kenya Ports Authority

Figure 7 below lays out customs document process times by Kenya Revenue Authority at the Port. While processing time remained unchanged and below a quarter of a day, the average time for processing documents after they are released from customs and at the one-stop centre declined significantly. The declines ranged from 2 and 2.6 to 1.5 and 1.3 days, respectively, between January and March 2020. This is positive news.

Figure 7. Mombasa Port KRA document processing times (days)

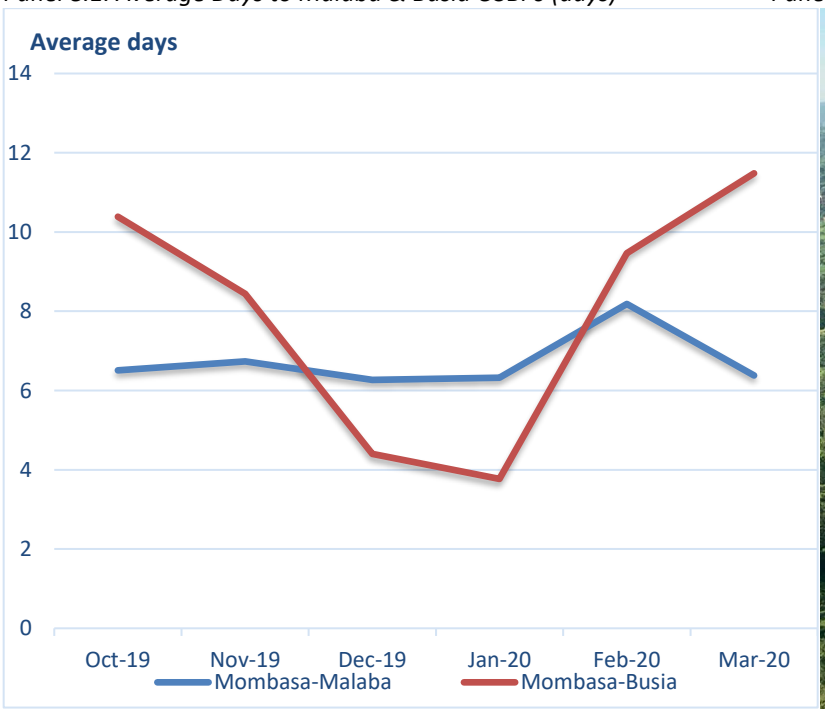


Source: Constructed using data from Northern Corridor Authority and Kenya Ports Authority

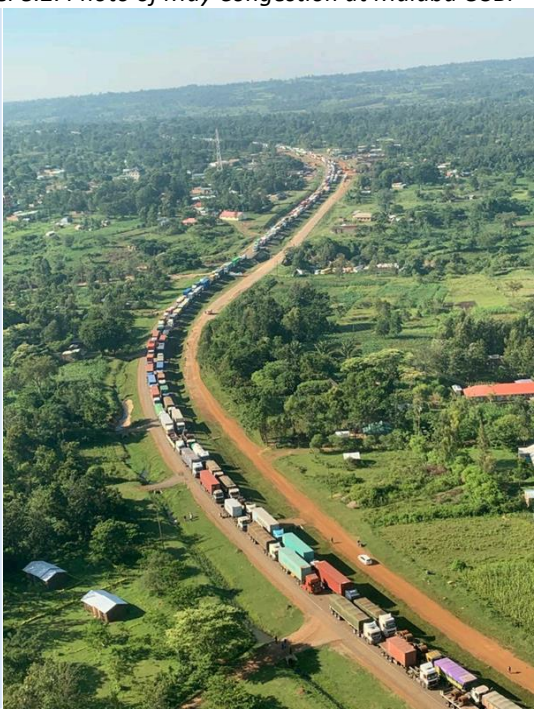
Figure 8 below shows average cargo transit times from Mombasa Port to Malaba and Busia OSBPs. Panel 8.1 shows transit times for Mombasa-Malaba route rose from 6 to 8 days between January and February before sharply declining to 6 days in March. Transit times for **Mombasa-Busia link sharply rose** from circa 4 days in January to about 12 days in March. In the case of Malaba, evidence shows a sharp increase in transit times and delays due to a driver strike and driver testing at the borders by both Governments during the last week of May 2020 (Panel 8.2)

Figure 8: Northern Corridor Cargo Transit Times to Malaba & Busia OSBPs

Panel 8.1. Average Days to Malaba & Busia OSBPs (days)



Panel 8.2. Photo of May Congestion at Malaba OSBP[4]



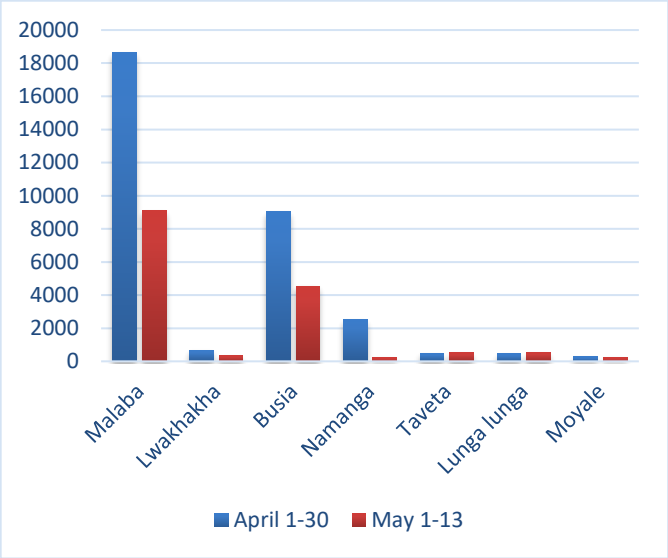
Source: Constructed using data from Northern Corridor Authority

[4] 26 May 2020 - https://www.standardmedia.co.ke/article/2001372738/truckers-defy-malaba-border-deal

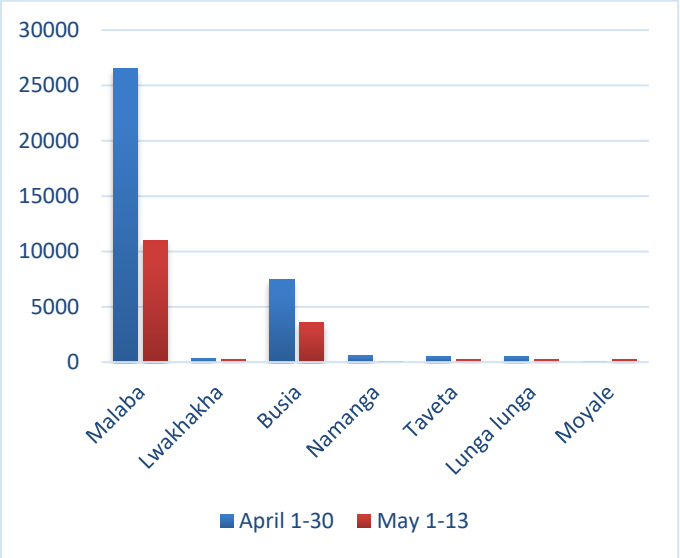
Figure 9 shows the released cargo at different Northern Corridor cross borders between April 1st and May 13th, 2020. Both graphs show a **heavy decline in the number of released tracks crossing the region's borders** due to Covid-19 related delays: **import trucks declined by 51.1% and 49.7% while export trucks declined by 58.8% and 52.1% for both Malaba and Busia, respectively**. Panel 9.1. shows the number of imports trucks entering different border points. Malaba and Busia have had a high number of imports trucks released by customs to enter both Kenya and Uganda. Panel 9.2. shows exports trucks over the same period again suggesting a considerable decline of export trucks passing through Malaba and Busia OSBPs.

Figure 9: Cross Border Trade – Number of Trucks released

Panel 9.1. Number of Import trucks



Panel 9.2. Number of Export trucks

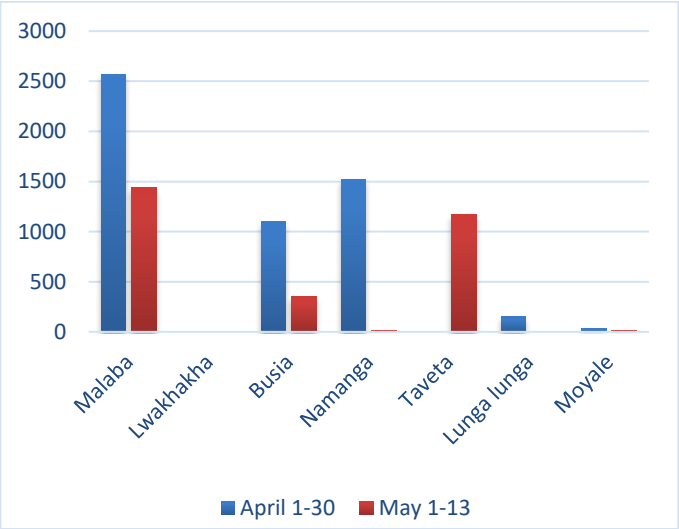


Source: Constructed using data from Kenya Revenue Authority

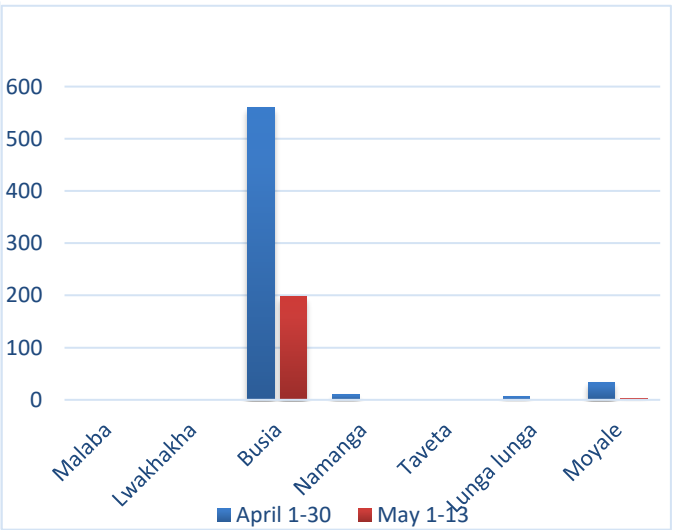
Figure 10 shows the cargo trucks pending customs clearance at different Northern Corridor cross borders between April 1st and May 13th, 2020. Panel 10.1. shows the number of imports trucks entering different border points**. Malaba, Busia, Namanga and Taveta have had a high number of imports trucks pending customs clearance signalling potential long queues and delays at the borders.** Panel 10.2. shows exports trucks over the same period suggesting many exports trucks are pending for customs clearance at Busia. This also occurred at Malaba after the period of measurement, in line with the photo in Panel 8.2. above.

Figure 10: Cross Border Trade – Number of Trucks pending clearance

Panel 10.1. Number of Pending Import trucks



Panel 10.2. Number of Pending Export trucks



Source: Constructed using data from Kenya Revenue Authority

Summary: The Northern Corridor

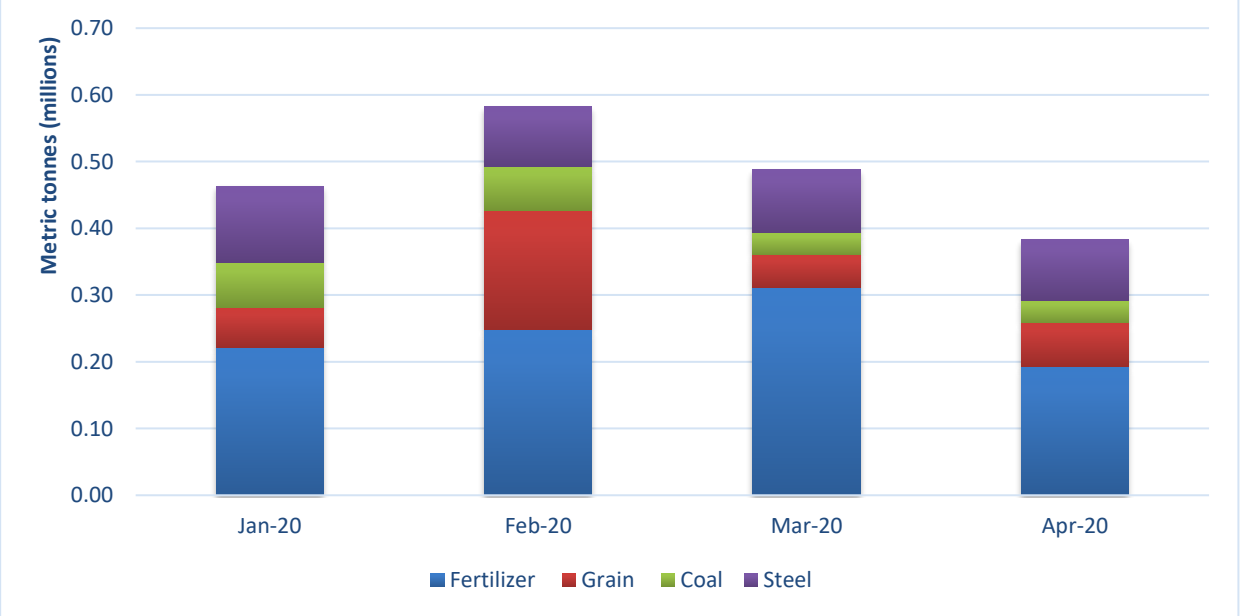
The descriptive analysis in Figure 5 shows **significant declines in import trade** directly correlating with the onset and unfolding of COVID-19 crisis for countries along the Northern Corridor. Figure 6 suggests an **improvement in Mombasa Port performance** mainly because fewer ships docking at the Port. An analysis of cargo transit times (Figure 7), suggests, on average, **worsening cargo transit times performance due to increased border delays** (Figures 8 and 9). Long queues and delays at the borders due to **forced driver testing and driver strikes** during the last week of May into early June worsened the situation further. TMEA has been active in supporting solutions to these problems.

THE HORN OF AFRICA

Ethiopia: Djibouti Port

Figure 11 shows the volume of selected imports items to Ethiopia through the Port of Djibouti. **Overall import volumes fell by 17.1% between January and April 2020**. According to the data, fertiliser imports recorded a decline of 13.1% between January and April (imports increased from 222,008 tonnes in January to 310,846 tonnes in March before drastically dropping to 192,977 tonnes in April). Overall, grain imports increased by 10.1% between January and April (from 59,647 in January to 179,319 tonnes in February, then to 65,672 tonnes in April.) Coal imports declined persistently from 67,089 tonnes in January to 33,149 tonnes in April, a 51% decline. Steel imports also declined by 19.6% from 114,576 tonnes in January to 92,094 tonnes in April.

Figure 11: Djibouti Corridor - Volume of imports

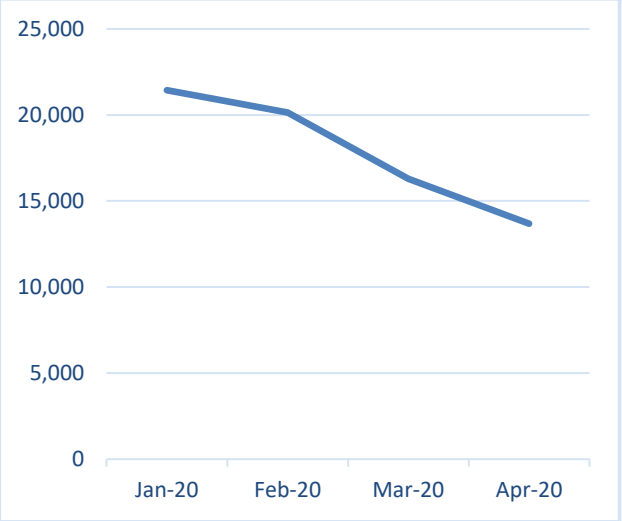


Source: Constructed using data from the Ethiopian Maritime Affairs Authority 2020 report

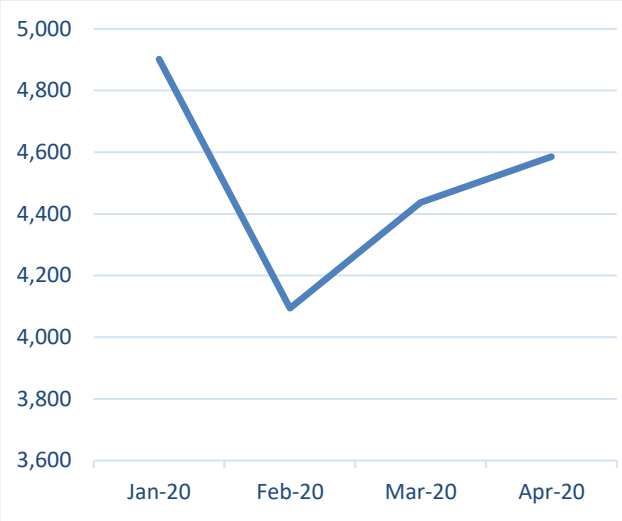
Figure 12 shows the number of Ethiopian imports and export containers (Twenty Foot Equivalent Units or TEUs). **Panel 12.1. shows steady declines (almost by 50%) in container imports between January and April. Panel 12.2. reveals a V-shaped pattern in the export containers: declined between January and February and increased sharply between February and April. The overall decline in export containers between January and April was 6.5%.**

Figure 12: Ethiopian imports and exports containers

Panel 12.1. Number of import containers (TEUs)



Panel 12.2 Number of export containers (TEUs)

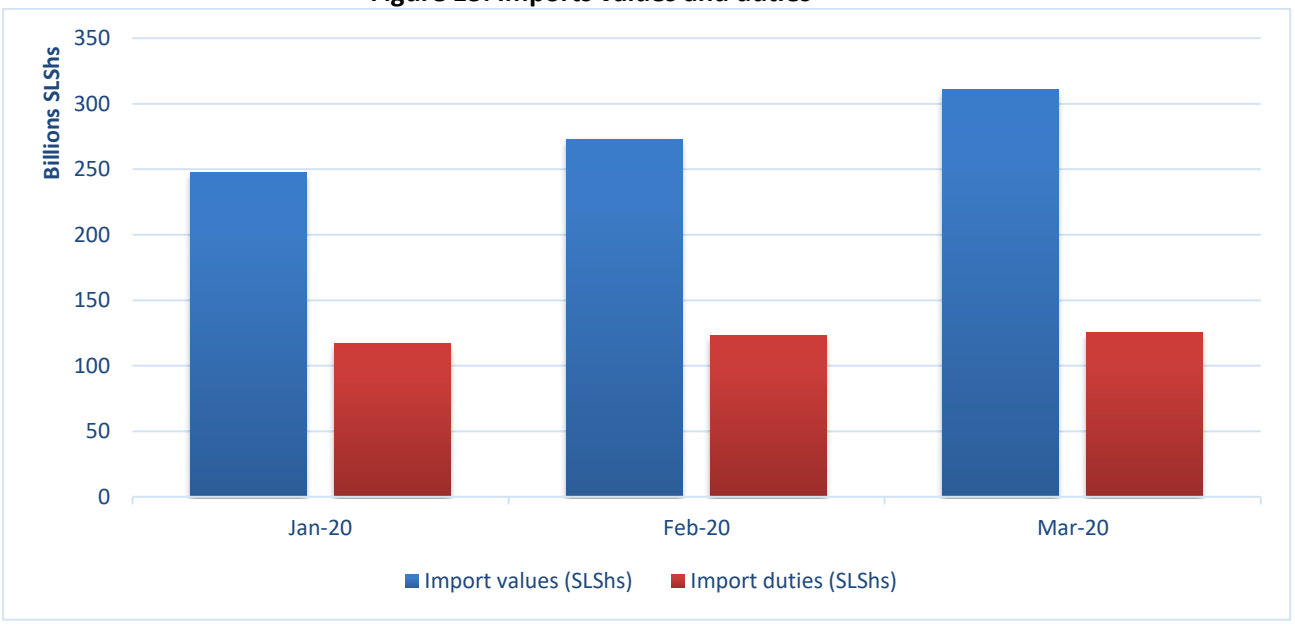


Source: Constructed using data from the Ethiopian Maritime Affairs Authority 2020 report

Somaliland: Berbera Port

Figure 13 below shows imports values and duties paid and collected at the Berbera Port. While **import values increased by 25.9%** from 247 to 311 billion Somaliland Shillings, collected import duties increased by a at a lower rate of 7.3% from 117 to 125 billion shillings.

Figure 13: Imports values and duties

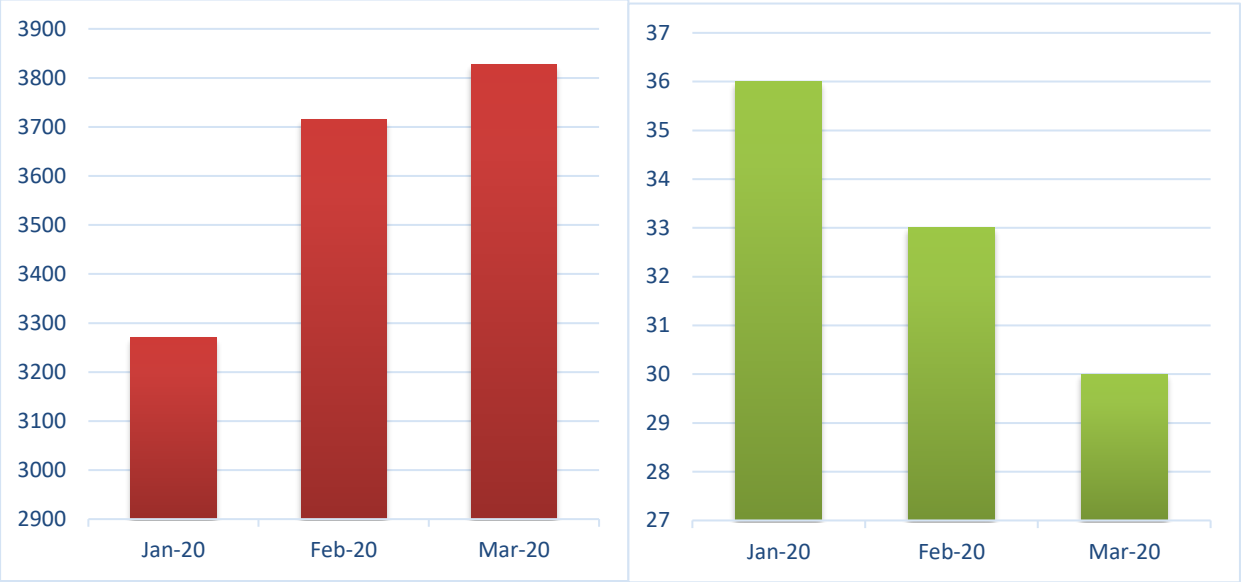


Source: Constructed using data from Somaliland Economic Performance Bulletin, Issue #1 2020

Figure 14 summarises the number of containers and ships/vessels that arrived at Berbera Port between January and March. Panel 14.1. shows the **number of containers rose steadily over the period**. In contrast, Panel 14.2. shows a steady decline in ships/vessels that docked at Berbera Port, suggesting larger ships have been docking at the port.

Figure 14: Number of containers and ships/vessels arriving at Berbera Port

Panel 14.1. Numbers of Containers *Panel 14.2. Number of Ships/vessels*



Source: Constructed using data from Somaliland Economic Performance Bulletin, Issue #1 2020

Summary: The Horn of Africa

Figures 11 and 12 signal **negative impacts of COVID-19 on the Ethiopian imports** through the Port of Djibouti. With Djibouti recording high numbers of COVID-19 infections since early March, these trends are not surprising. However, despite the onset of the crisis, overall Ethiopian exports through Djibouti Port seem more resilient through the Port. An analysis of Figures 13 and 14 indicates that, except for the number of ships/vessels that docked at Berbera Port, COVID-19 has had no discernible effect on imports values and the number of containers. Somaliland experienced COVID-19 infections later than other countries and has relatively very few reported cases and deaths, somewhat explaining the muted impact on trade.

Airport/Air Cargo

Easing of restrictions in Europe is boosting food exports from Kenya and reviving Air Cargo business -

- As most economies in Europe, including Italy, Germany, and the UK, are slowly opening, there has been a surge in demand for food, especially fruits and vegetables;
- Foreign-based airlines have resumed flying to Jomo Kenyatta International Airport (JKIA) to supply fresh produce to those markets; and
- Freighters are now charging between $2.8 and $3.5 per kilogram of cargo, which is three times the cost under normal circumstance.

Private Sector Perspectives

The East Africa Business Council (EABC) in their EABC snapshot survey on the impact of COVID-19 on business and investment in the East African community made the following major findings:

- The firms surveyed reported reductions in cashflows by sector as follows: Construction (40%) Consultancy (24%) ICT & Events Management (40%) Financial (50%) Manufacturing (36%), Real Estate (60%) Retail (63%) Tourism & Hospitality (92%), Logistics (75%). Only pharmaceuticals did not experience any cash flow reductions due to the surge in demand for medical supplies. The decline in cash flows are expected to continue and may affect business continuity, investment projects, as well as increase the rate of unemployment.

- Other aspects of business affected include rise in cross border restrictions (55.9%), a decline of the Export market (17.6%), a decrease in sales (55.9%), laying off staff (17.6%), delay of contracts and reduction of spending by customers (14.5%).

- Under conditions of economic stagnation, enterprises' uncertainty continues as businesses face significant challenges that place a substantial impact on employment. Most firms (45.5%) are still in a dilemma and have not decided whether to maintain or lay off staff. While 36.4% have decided to lay off staff and 18.2% will not lay off their staff. Laying off staff will have multiple effects on EAC economies: high levels of unemployment and reduced private consumption spending.

- The spread of COVID-19 has also generated substantial uncertainty for EAC businesses, which may result in the closure of companies and investments. 41.2% of the respondents said their business maybe not be sustainable for more than six months. While 29.4% said, their business may sustain between 6 months and one year.

Sector-Specific Impacts

- ***Transport and Logistics***: According to IATA's Director-General and CEO, Airlines have been vital in boosting Africa's travel and tourism value chain, creation of 24.6 million jobs and contributing about 2.6 % of the continent' s GDP. COVID-19 crisis has halted air travel hence the need for Governments' to provide financial relief/bailout to the sector to save jobs and mitigate other economic devastations. Erratic border closures have affected intra-EAC trade greatly. Also, uncoordinated COVID-19 containment measures among member countries have led to long queues and delays at the border. These delays contribute significantly to high operation costs for logistic firms and delivery in supplies of goods and services to markets.

- ***Tourism:*** Tourism sector has suffered significantly after the onset of COVID-19 crisis. Below is a summary of the trend analysis across a selected Eastern African countries.

  - ***Kenya***: Hotel occupancy plummeted due to deteriorating international and domestic travels. The Government of Kenya has set aside KES 500 million to help the sector recover post-pandemic.

  - **Ethiopia:** Hotel occupancy went down from 60% to 2% because of bookings cancellations for the next 3-6 months. Estimates indicate that most of the 2.2 million individuals employed in the sector are at risk of unemployment.

  - **Tanzania:** The hotel occupancy rate stood at 23.5% as of April 2020. Zanzibar enacted measures that have seen 95% of its hotels and lodgings closed.

  - **Uganda**: Hotel occupancy rates deteriorated from an average of 80% in 2019 to 20% after the onset of COVID-19 crisis with losses amounting to US$ 15 million. Seven hundred thousand individuals employed in the sector are at risk of job loss.

- ***Horticulture*****:** Export beans from Kenya will face new strict rules when entering the EU market. The new measures, valid from May 6th, require at least a 10% mandatory sample for testing excessive levels of aflatoxin and pesticide residues. As a result, testing costs have risen to KES 20,000 per test, making Kenya's beans exports to the EU slightly expensive and an uncompetitive.

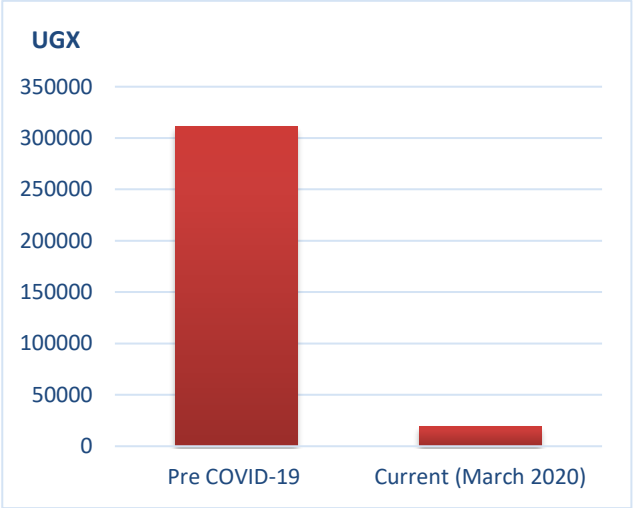
Women in cross border trade

Starting March 2020, TMEA and EASSI are jointly conducting regular rapid surveys across the EAC borders. The goal of such survey is to assess the impact of COVID-19 on cross border women traders. **A recent survey of 71 (50 in Uganda and 21 in Kenya) cross border women traders at Busia border suggest a very significant reduction in**

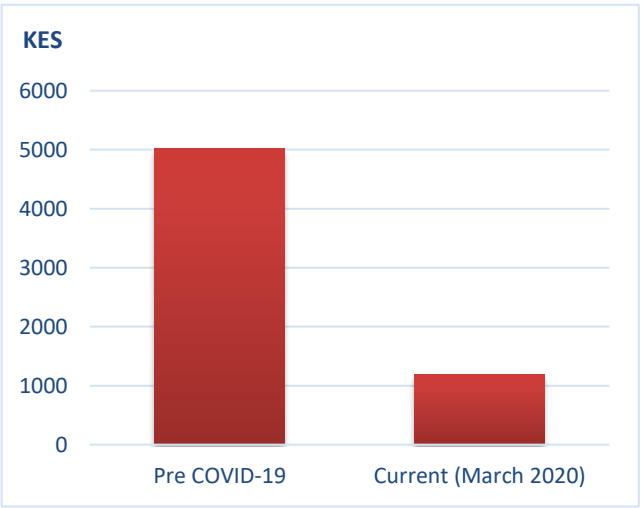
women traders' profits since the onset of COVID-19 crisis. This is shown in Figure 15 below. Surveyed women traders in Uganda experienced a deep cut, of 93.8%, in their average profit earnings. In comparison, those on the Kenyan side experienced average profit earnings drop by 76.2%.

Figure 15: Reported average profits for cross border women traders at Busia border point

Panel 15.1. Busia-Ugandan Traders Profits (UGX)



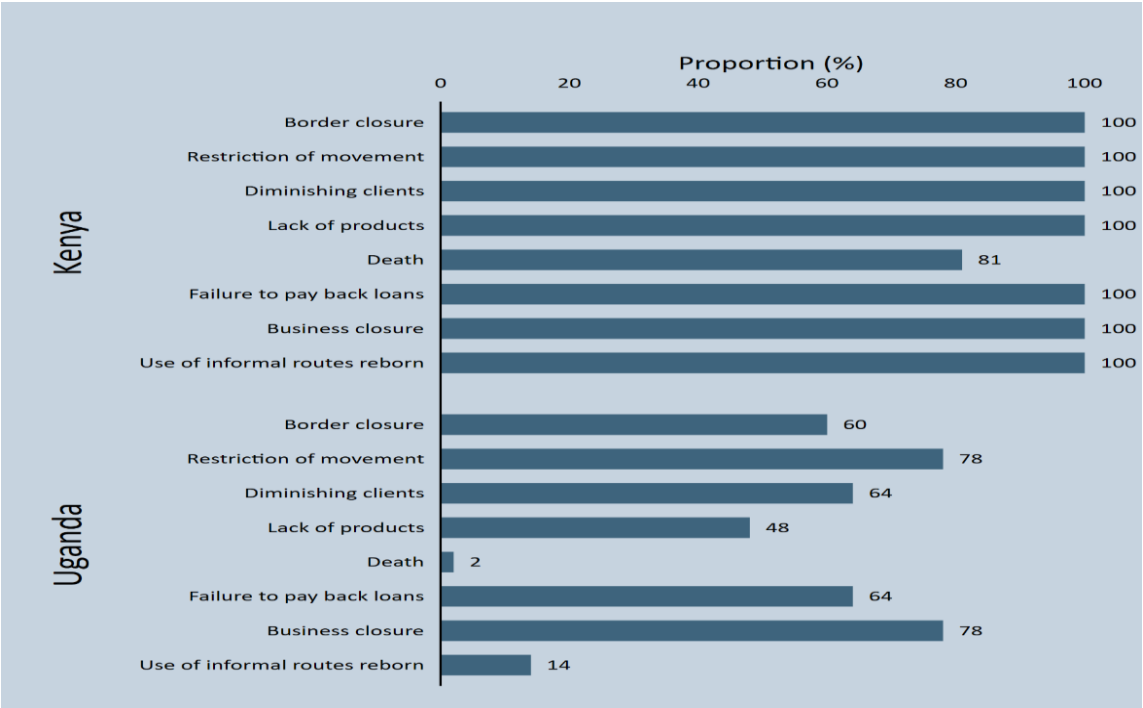
Panel 15.2. Busia-Kenyan Traders Profits (KES)



Source: Calculated using data from 2020 TMEA-EASSI mini rapid survey on Women traders at Busia border

Figure 16 below shows the summary of responses on COVID-19 challenges that cross border women traders face. The Figure reveals that bottlenecks that are COVID-19 related were more severe on the Kenyan than on the Ugandan side. All Kenyan women traders surveyed indicated facing all challenges from border closure to the reborn of informal routes. On the Ugandan side, surveyed women traders reported five main bottlenecks affecting their business the most: restriction of movement (78%), business closure (78%), diminishing clients (64%), failure to pay back loans (64%) and border closure (60%).

Figure 16: COVID-19 challenges at Busia border



Source: Calculated using data from 2020 TMEA-EASSI mini rapid survey on Women traders at Busia border

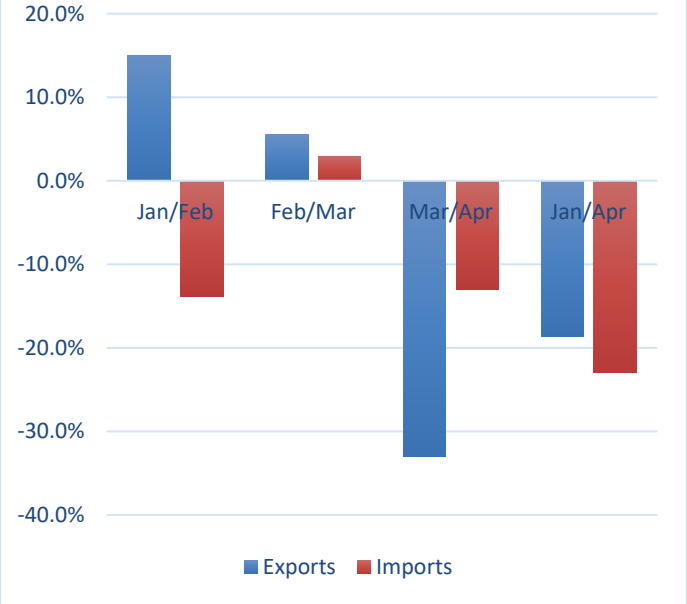
Appendix A: Country Snapshots

Kenya

Figure 17 shows Kenya's monthly trends in imports and exports trade. Panel 17.1. shows changes in trade trends, revealing a drastic drop of approximately 14% in imports between January and February with **an overall decline of 23% in the value of imports between January and April**. Panel 17.2. shows the actual value of imports, exports, and the trade balance. Despite diminishing patterns, imports (ranging from around KES 155bn to 120bn) far exceeded stagnant exports (which averaged circa KES 55bn) over the period January-April. Given these trends, **the country experienced a persistent and worsening trade deficit over the period**.

Figure 17: Monthly trends of imports and exports trade value in Kenya

Panel 17.1. Percentage changes in Value



Panel 17.2. Monthly trade trends in Value (KES bn)

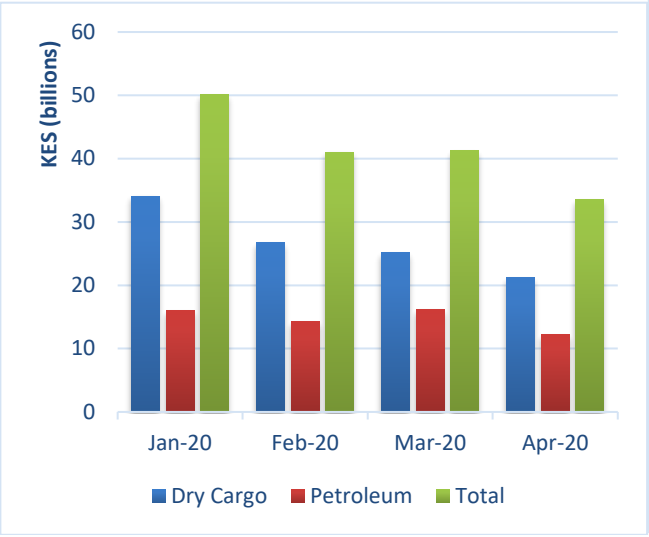
Source: Constructed using data from the Kenya National Bureau of Statistics (KNBS)

Further analysis of the data from KNBS suggest that Kenya's trade with her regional partners, Uganda, Tanzania, and Rwanda, is on the decline. **Between March and April Kenya's exports to Uganda, Tanzania and Rwanda declined by 57%, 31.5%, and 61.8%, respectively.** These declines were also recorded for Kenya's export trade with Netherlands (30.5%), Egypt (14.4%), and the United States of America (20.1%). However, over the same period Kenya's trade with the United Kingdom, Pakistan, Germany, the United Arab Emirates, and France increased by 3.5%, 19.4%, 11.8%, 13.5%, and 39.5%, respectively. **Overall, for the month of March and April, these figures provide signals that extra-regional trade was somewhat buoyant while intra-EAC trade was steeply declining.**

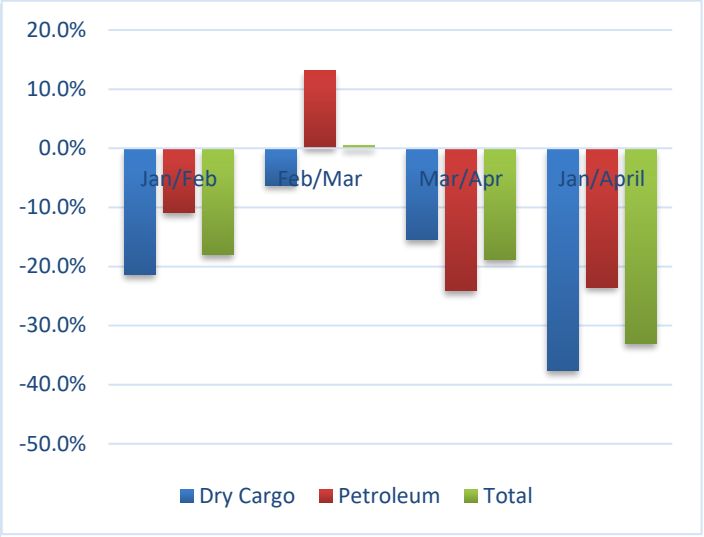
Figure 18 shows the trends of tariff revenues between January and April 2020. Panel 18.1. reveals that tariff revenues from petroleum products did not change significantly. In contrast, tariff revenues from dry cargo declined significantly from KES 34.1 billion in January to KES 21.3 billion in April. **Driven mainly by declining dry-cargo tariff revenues, the overall decline in total tariff revenues was from KES 50bn in January to KES 33.5bn in April.** KRA projections of the total tariff revenues for May 2020 stands at KES 31bn proposing further declines in tariff revenues collections. The persistent declines in revenues directly correlate with the onset of COVID-19 crisis which has significantly affected Kenya's trade position (Figure 17 above). Panel 18.2. shows the magnitude of changes in tariff revenues. Except for February/March in which revenues from petroleum products increased by 13%, declines in revenues collection was dominant in all the remaining months. **Between January and April, revenue collections went down by 37.6% for dry cargo, 23.5% for petroleum products, and an overall total decline of 33.1%.**

Figure 18: Trends of Tariff Revenue Collection

Panel 18.1. Total Tariff Revenue Collection (KES bn)



Panel 18.2. Changes in Tariff Revenue Collection (KES bn)



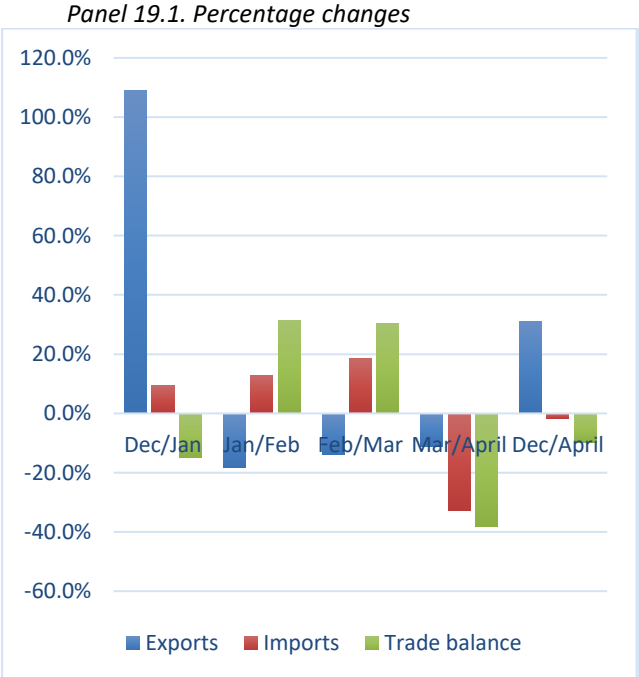
Source: Constructed using data from Kenya Revenue Authority

Rwanda

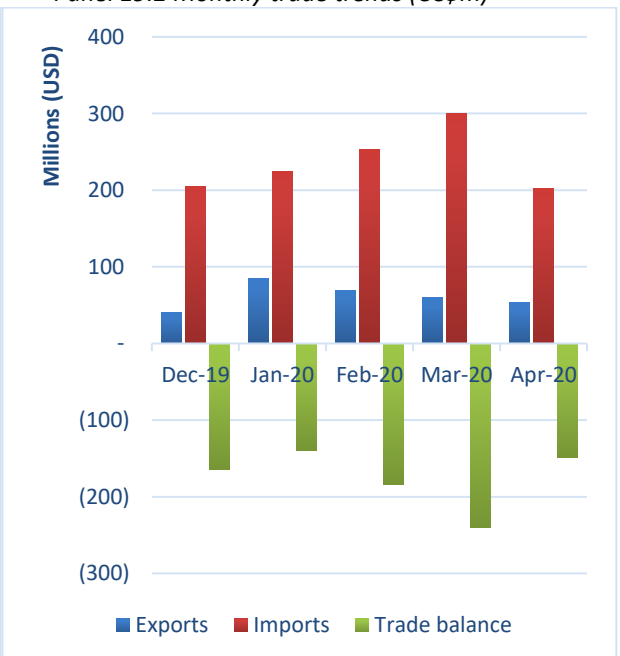
Figure 19 below shows Rwanda's patterns in the value of imports, exports and trade balance between December and April 2020. Panel 19.1. shows that December 2019 and January 2020, the country recorded the highest increase in exports. However, exports fell slightly in February and March while imports rose modestly. Panel 19.2. shows actual imports, exports, and trade balance from December 2019 to March 2020. While exports declined from about US$ 84m to US$ 52m between January and April, imports surged from US$ 200m in December 2019 to US$ 300m in March 2020 before declining to US$ 201m in April. **Overall, trade balance deficit declined from around US$ 164m in December 2019 to US$ 148m in April 2020.**

Figure 19: Monthly trends in imports and exports trade in Rwanda (US$m)

Panel 19.1. Percentage changes



Panel 19.2 Monthly trade trends (US$m)



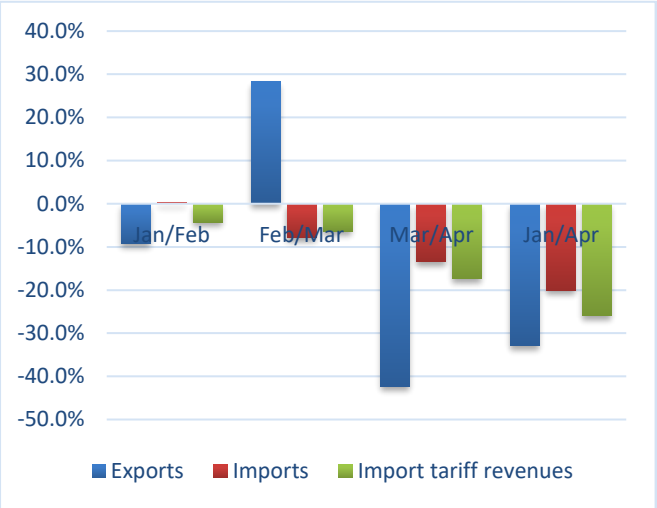
Source: Constructed using data from the National Institute of Statistics Rwanda

Uganda

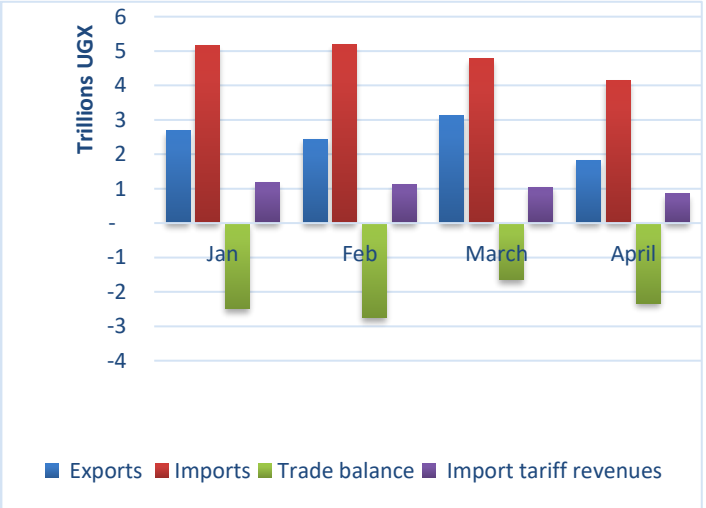
Figure 20 below shows monthly trends in imports, exports and imports tariff revenues in Uganda between January and April 2020. **Panel 20.1. shows the percentage changes indicating that except for a spike in exports between February and March, declining exports, imports, and imports tariff revenues throughout.** Panel 20.2 shows the actual values of imports, exports, and imports tariff revenues in trillions of Uganda Shillings (UGX). Exports decreased by 32.1% from UGX 2.8tn to UGX 1.9tn in April. The severe decline in trade in April partly relates to border delays (especially at Malaba and Busia) and fall in trade flows at Elegu and Mirama Hill borders (see Figure 21).

Figure 20: Monthly trends in value of imports, exports, and imports tariff revenues in Uganda (UGX trillion)

Panel 20.1. Trade and Tariff Values, percentage change



Panel 20.2 Monthly trade & tariff values (UGXtn)

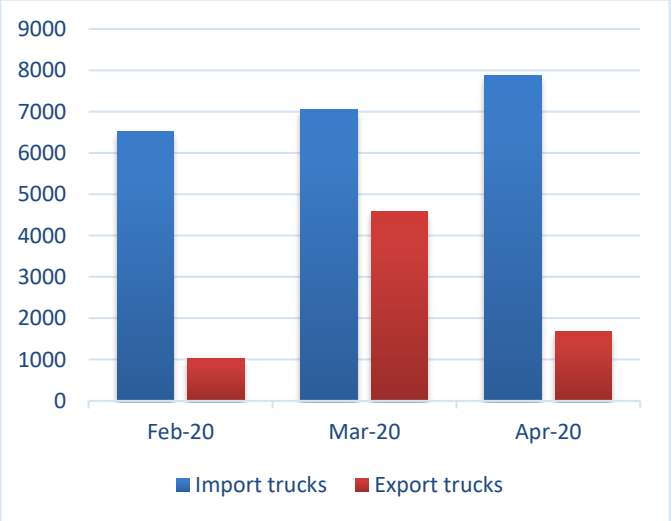


Source: Constructed using data from Uganda Revenue Authority

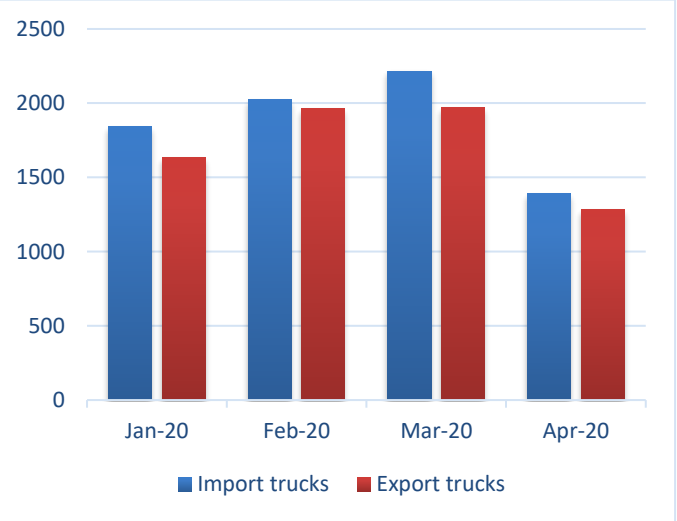
Figure 21 summarises cargo traffic flows at two border points: Elegu, (a border between Uganda and South Sudan - Panel 21.1) and Mirama Hills, (a border between Uganda and Rwanda - Panel 21.2.). Panel 21.1 shows an increase in imports trucks to Uganda between February and April. However, the statistics also show large declines in the number of export trucks leaving Uganda for South Sudan between March and April 2020. Panel 21.2. shows trends in imports and exports cargo trucks at Mirama Hills border between January and April. Imports and exports trucks entering Uganda from Rwanda increased between January and March before a drastic decline in April. These conclusions are in line with data included in Figures 8 and 9 in the Section above on the Northern Corridor.

Figure 21: Cross border trade: traffic flows (number of trucks)

Panel 21.1. Elegu OSBP (number of trucks)



Panel 21.2. Mirama Hills OSBP (number of trucks)



Source: Constructed using data from Uganda Revenue Authority