

15. Transport Services – Truck Fleet

As can be seen from **Table 15.1**:

- Most cross-border trucks, about 60 per cent, are rated as having a carrying capacity of 38 tons or more. This is an interesting statistic in itself as the maximum axle loads for a truck under the COMESA-EAC-SADC Tripartite Transport and Transit Facilitation Agreement (TTTFP), which Ethiopia has signed up to, is about 8 tons an axle, depending on the axle combinations. Most cross-border trucks registered in Ethiopia are 6-axle truck/trailer combinations which have a tare weight of about 18 to 20 tons. If a 6-axle truck with a tare weight of 18 tons carries a load of 40 tons (which is the allowed cargo weight in Ethiopia) the total weight (or gross vehicle mass) will be 58 tons, which is above the maximum gross vehicle mass of 56 tons allowed under the TTTFP. The axle loading will be almost 10 tons per axle, which is about a 20-25 per cent overloading. As Ethiopia's roads are designed for axle loads of about 8 tons per axle, and as the damage caused to pavements from overloading is a log (or exponential) function, an overloading of 20 per cent will half the life expectancy of the road pavement. Given that it costs about USD1m to USD2m to build a pavement of a single lane going in both directions, overloading is a massive economic cost to any economy.
- Most cross-border trucks, or about 75 per cent, are owned by the truckers' associations.
- About 50 per cent of the trucks owned by the truckers' associations are in good condition (level 1), about 30 per cent are in fair condition and about 20 per cent are in poor condition.
- Of the trucks owned by the private sector, about 70 per cent are in good condition.

Table 15.1: Ethiopia's Cross-Border trucking Fleet – Carrying Capacity

	Carrying Capacity in Quintals				
	200-299	300-349	350-379	>380	Total
Number of Cross-Border trucks	2,871	710	1,734	7,800	13,115
Ownership - Private Total	154	91	221	2,782	3,248
Level 1	17	24	105	2151	2,297
Level 4	137	67	116	631	951
Ownership - Associations Total	2717	619	1513	5018	9,867
Level 1 (Good condition)	165	118	1041	3735	5,059
Level 2 (Fair Condition)	1299	256	352	1102	3,009
Level 3 Poor Condition)	1253	245	120	181	1,799

Although not shown in **Table 15.1** about 16 per cent of the total cross-border fleet is either not operational or is being maintained which means that the number of trucks providing a cross-border service is about 11,000. Of these 11,000 trucks, about 2,700 belong to private sector operators and about 8,300 belong to the truckers' associations.

Table 15.2 shows the cross-border trucking fleet by its age. Of the 13,115 cross-border trucks, about 46 per cent are new trucks, so less than 10 years old, 21 per cent are between 10 and 15 years old, about 14 per cent are between 15 and 20 years old and about 18 per cent are older than 20 years old.

Of the cross-border truck fleet owned by the private sector about one third are less than 10 years old, most in good condition, compared to about 45 per cent of the fleet owned by the truckers' associations being less than 10 years old, also most being in good condition.

15. Transport Services – Truck Fleet

As can be seen from **Table 15.1**:

- Most cross-border trucks, about 60 per cent, are rated as having a carrying capacity of 38 tons or more. This is an interesting statistic in itself as the maximum axle loads for a truck under the COMESA-EAC-SADC Tripartite Transport and Transit Facilitation Agreement (TTTFP), which Ethiopia has signed up to, is about 8 tons an axle, depending on the axle combinations. Most cross-border trucks registered in Ethiopia are 6-axle truck/trailer combinations which have a tare weight of about 18 to 20 tons. If a 6-axle truck with a tare weight of 18 tons carries a load of 40 tons (which is the allowed cargo weight in Ethiopia) the total weight (or gross vehicle mass) will be 58 tons, which is above the maximum gross vehicle mass of 56 tons allowed under the TTTFP. The axle loading will be almost 10 tons per axle, which is about a 20-25 per cent overloading. As Ethiopia's roads are designed for axle loads of about 8 tons per axle, and as the damage caused to pavements from overloading is a log (or exponential) function, an overloading of 20 per cent will half the life expectancy of the road pavement. Given that it costs about USD1m to USD2m to build a pavement of a single lane going in both directions, overloading is a massive economic cost to any economy.
- Most cross-border trucks, or about 75 per cent, are owned by the truckers' associations.
- About 50 per cent of the trucks owned by the truckers' associations are in good condition (level 1), about 30 per cent are in fair condition and about 20 per cent are in poor condition.
- Of the trucks owned by the private sector, about 70 per cent are in good condition.

Table 15.1: Ethiopia's Cross-Border trucking Fleet – Carrying Capacity

	Carrying Capacity in Quintals				
	200-299	300-349	350-379	>380	Total
Number of Cross-Border trucks	2,871	710	1,734	7,800	13,115
Ownership - Private Total	154	91	221	2,782	3,248
Level 1	17	24	105	2151	2,297
Level 4	137	67	116	631	951
Ownership - Associations Total	2717	619	1513	5018	9,867
Level 1 (Good condition)	165	118	1041	3735	5,059
Level 2 (Fair Condition)	1299	256	352	1102	3,009
Level 3 Poor Condition)	1253	245	120	181	1,799

Although not shown in **Table 15.1** about 16 per cent of the total cross-border fleet is either not operational or is being maintained which means that the number of trucks providing a cross-border service is about 11,000. Of these 11,000 trucks, about 2,700 belong to private sector operators and about 8,300 belong to the truckers' associations.

Table 15.2 shows the cross-border trucking fleet by its age. Of the 13,115 cross-border trucks, about 46 per cent are new trucks, so less than 10 years old, 21 per cent are between 10 and 15 years old, about 14 per cent are between 15 and 20 years old and about 18 per cent are older than 20 years old.

Of the cross-border truck fleet owned by the private sector about one third are less than 10 years old, most in good condition, compared to about 45 per cent of the fleet owned by the truckers' associations being less than 10 years old, also most being in good condition.

Table 15.2: Ethiopia’s Cross-Border Trucking Fleet – Age of Vehicles

	Age			
	0-10 years	10-15 years	15-20 years	>20 years
Number of Cross-Border trucks	6,061	2,802	1,860	2,392
Ownership - Private Total	1,640	1,184	255	169
Level 1	1,153	913	176	55
Level 4	487	271	79	114
Ownership - Associations Total	4421	1618	1605	2223
Level 1 (Good condition)	4375	639	39	6
Level 2 (Fair Condition)	38	961	1513	497
Level 3 Poor Condition)	8	18	53	1720

At present, fuel from the ports, which now exclusively from Horizon Oil Terminal in Djibouti, is transported to domestic stations and depots by road tankers, meaning that there is no fuel transported by rail. Although there is no exact data on the number and location of the fuel transporting trucks in operation to meet the growing demand for fuel, it is estimated that the number is between 3,500 and 5,000. Companies that run their own fuel stations also tend to transport fuel. So, for example, National Oil Company of Ethiopia (NOC) have an operational tanker fleet of about 1,035 vehicles and about 45 fuel stations; Total have about 406 operational tankers and about 19 fuel stations; Libya Oil Ethiopia has about 660 operational tankers and about 15 fuel stations; Taf Oil has about 190 operational tankers and about 15 fuel stations; and United National Petroleum has about 233 operational tankers and about 38 fuel stations. There are many more companies which have their own fuel transport fleets and also own or manage fuel stations. These companies also partner with each other in terms of transporting fuel. For example, TotalEnergies Marketing Ethiopia partners with more than 10 fuel transport companies and has about 600 fuel trucks traveling across Ethiopia every day.

Work on the Djibouti side requires attention; By completing these works, the capacity to transport fuel by rail should be created and work should be done to make domestic fuel distribution from local depots.

Table 15.2: Ethiopia’s Cross-Border Trucking Fleet – Age of Vehicles

	Age			
	0-10 years	10-15 years	15-20 years	>20 years
Number of Cross-Border trucks	6,061	2,802	1,860	2,392
Ownership - Private Total	1,640	1,184	255	169
Level 1	1,153	913	176	55
Level 4	487	271	79	114
Ownership - Associations Total	4421	1618	1605	2223
Level 1 (Good condition)	4375	639	39	6
Level 2 (Fair Condition)	38	961	1513	497
Level 3 Poor Condition)	8	18	53	1720

At present, fuel from the ports, which now exclusively from Horizon Oil Terminal in Djibouti, is transported to domestic stations and depots by road tankers, meaning that there is no fuel transported by rail. Although there is no exact data on the number and location of the fuel transporting trucks in operation to meet the growing demand for fuel, it is estimated that the number is between 3,500 and 5,000. Companies that run their own fuel stations also tend to transport fuel. So, for example, National Oil Company of Ethiopia (NOC) have an operational tanker fleet of about 1,035 vehicles and about 45 fuel stations; Total have about 406 operational tankers and about 19 fuel stations; Libya Oil Ethiopia has about 660 operational tankers and about 15 fuel stations; Taf Oil has about 190 operational tankers and about 15 fuel stations; and United National Petroleum has about 233 operational tankers and about 38 fuel stations. There are many more companies which have their own fuel transport fleets and also own or manage fuel stations. These companies also partner with each other in terms of transporting fuel. For example, TotalEnergies Marketing Ethiopia partners with more than 10 fuel transport companies and has about 600 fuel trucks traveling across Ethiopia every day.

Work on the Djibouti side requires attention; By completing these works, the capacity to transport fuel by rail should be created and work should be done to make domestic fuel distribution from local depots.