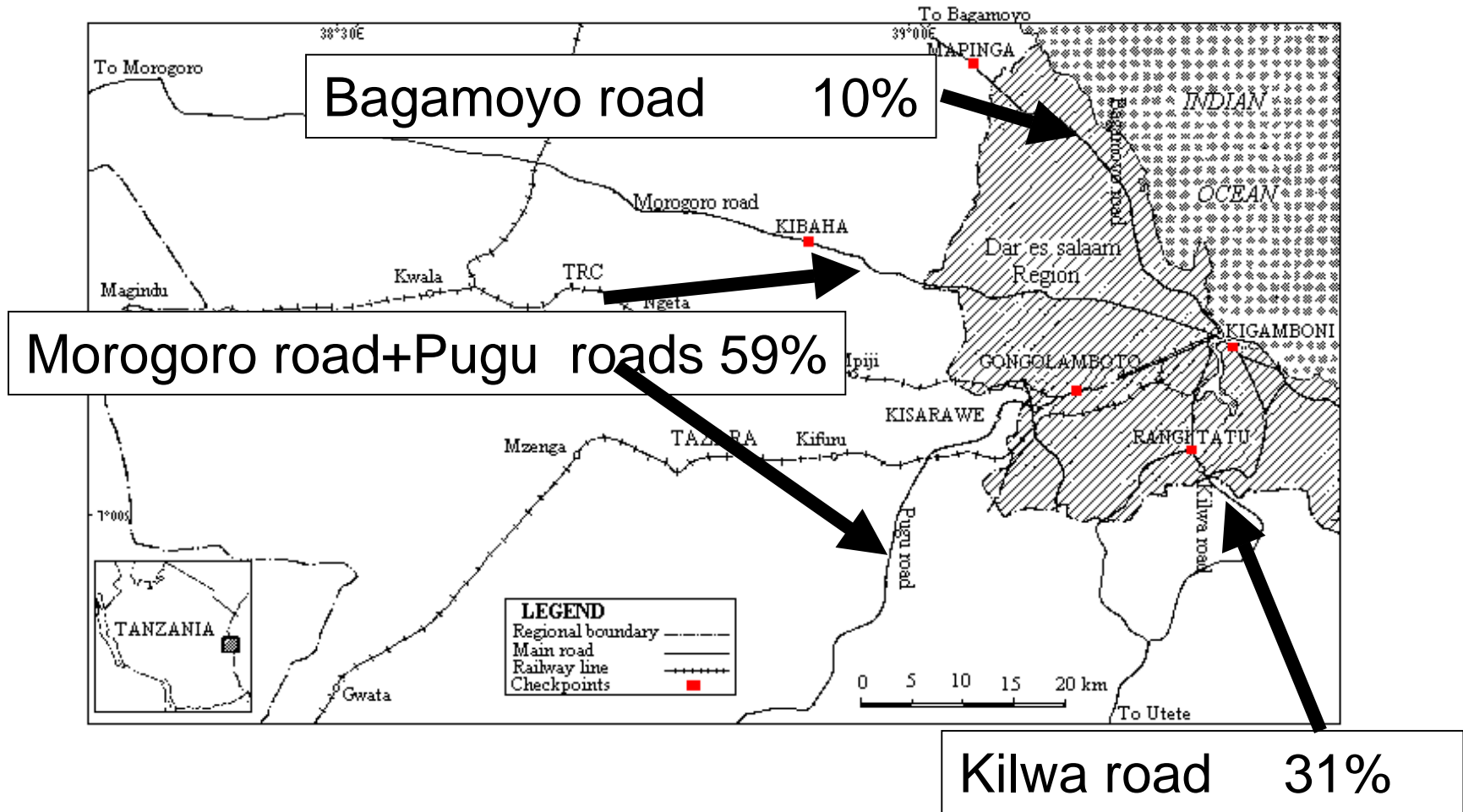


# Charcoal Transportation and marketing

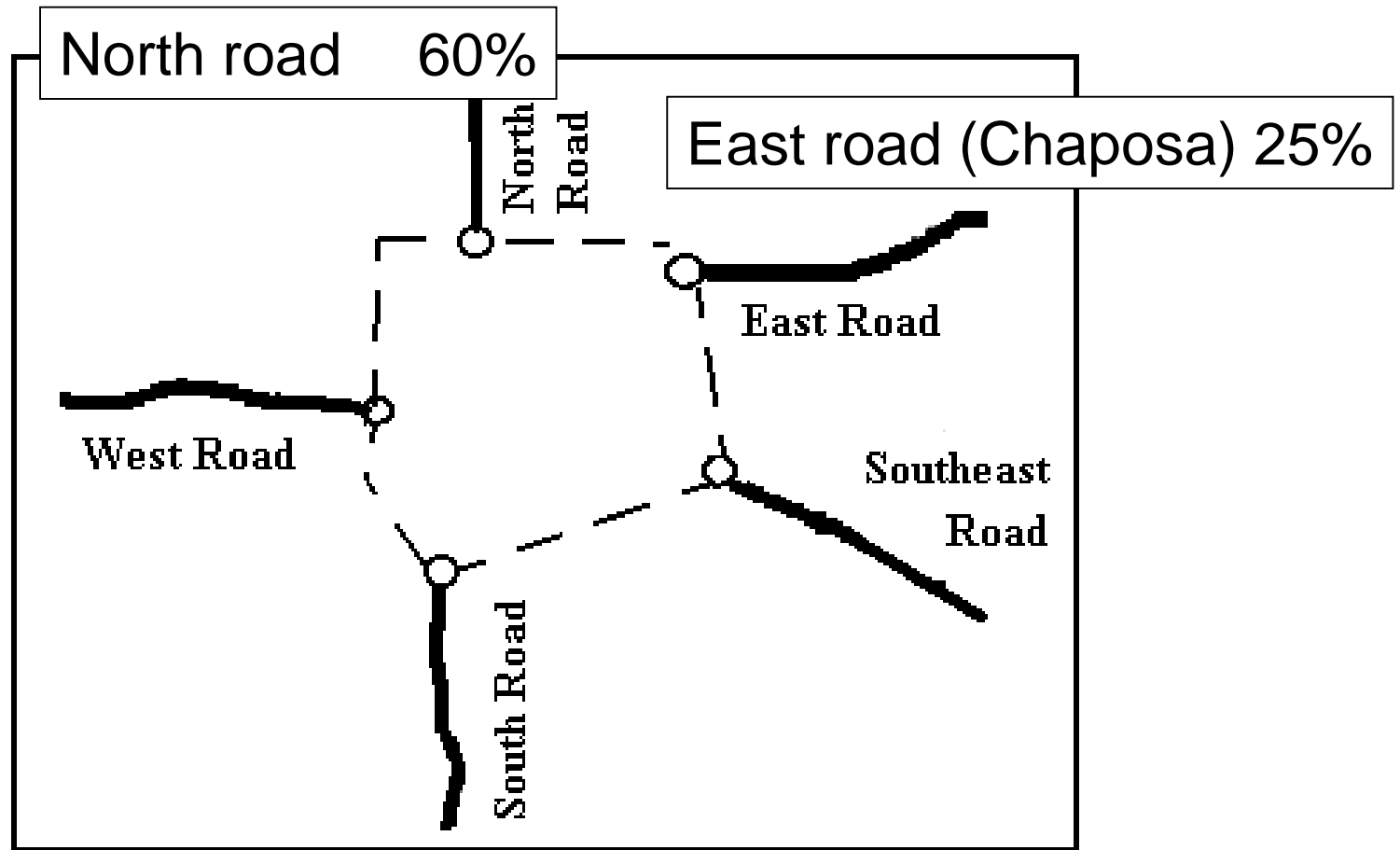


# Charcoal routes into Dar es Salaam

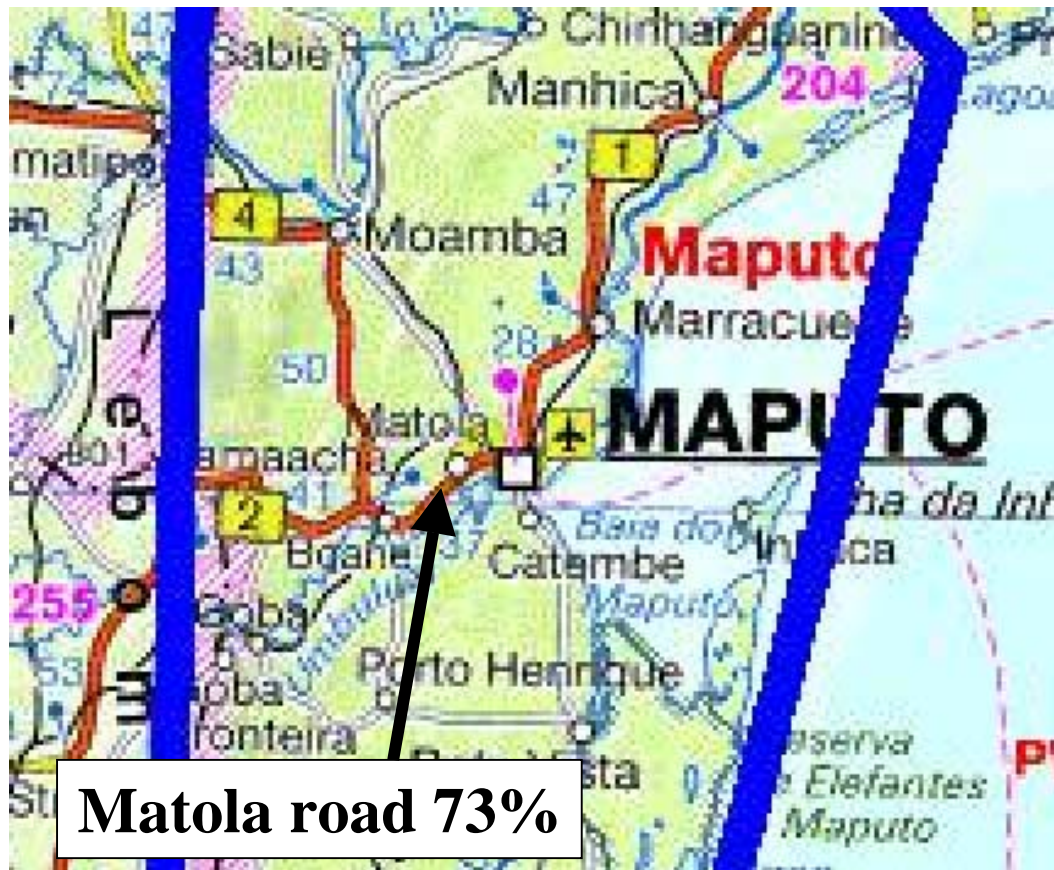
Avg load (bags/day) dry season



# Main charcoal routes into Lusaka



# Main charcoal route into Maputo



# **Distance to charcoal areas**

**Lusaka 50-150 km**

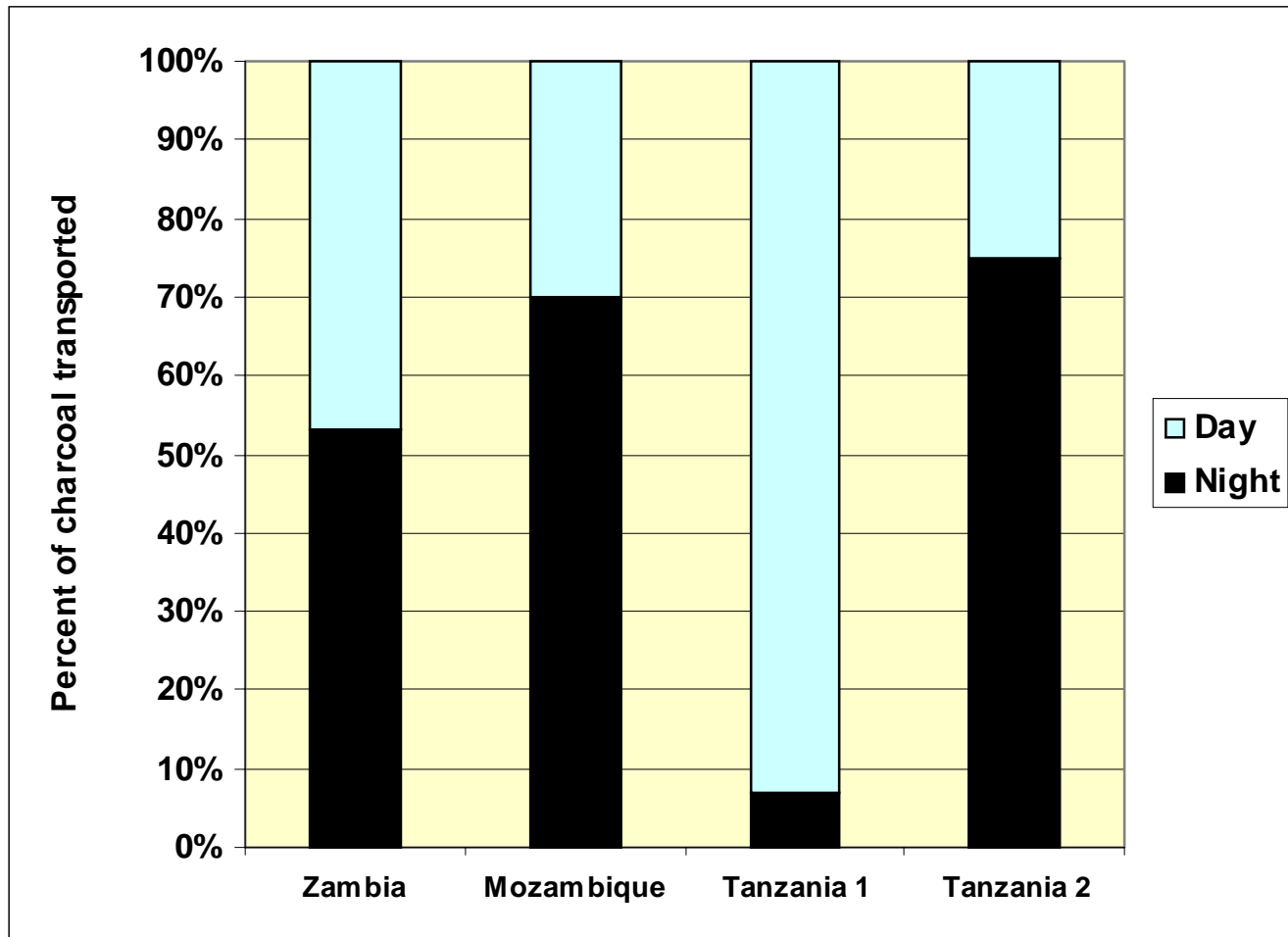
**Dar es Salaam 50-200 km**

**Maputo 50-600 km**

# **Charcoal seasons**

- **There is seasonality in charcoal transportation in all three countries**
- **More charcoal is transported in the dry season**

# Time of transportation

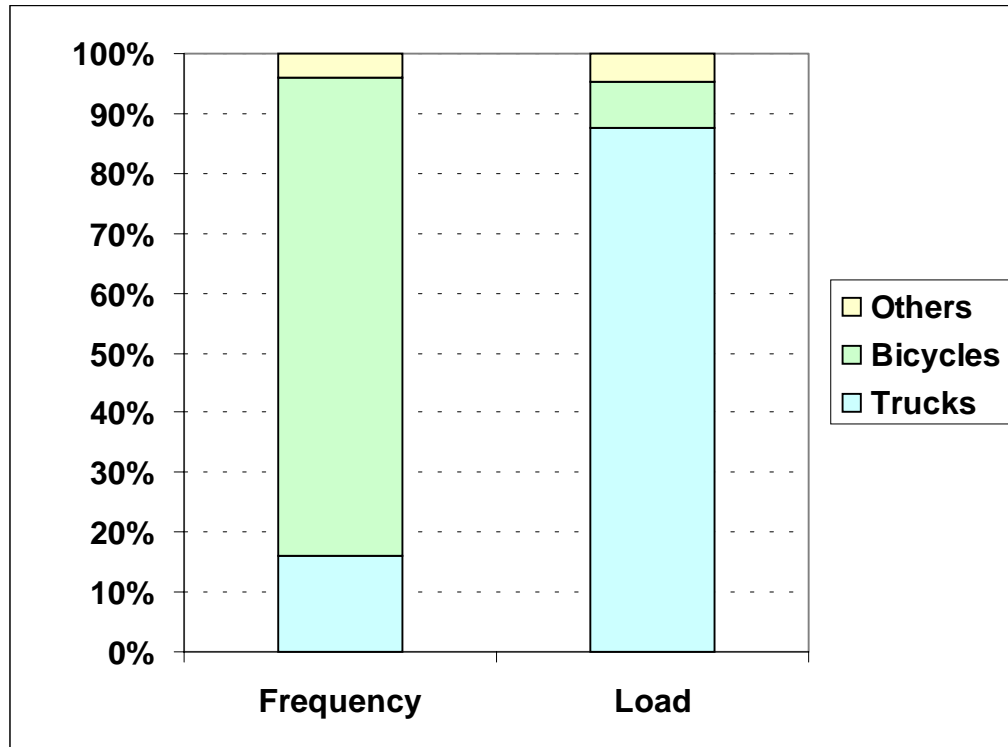


# **Mode of transport**

- **Most of the charcoal is transported by trucks, but also by train and bicycles are used.**
- **Mostly old vehicles involved in charcoal transportation because of bad roads with multiple collection points.**



# Bicycle transport is frequent but does not carry much load



**In Dar es Salaam bicycles are used where;**

- **Charcoal is produced in the neighbourhood 7-15km**
- **Available in scattered small quantities, not convenient to use vehicles**

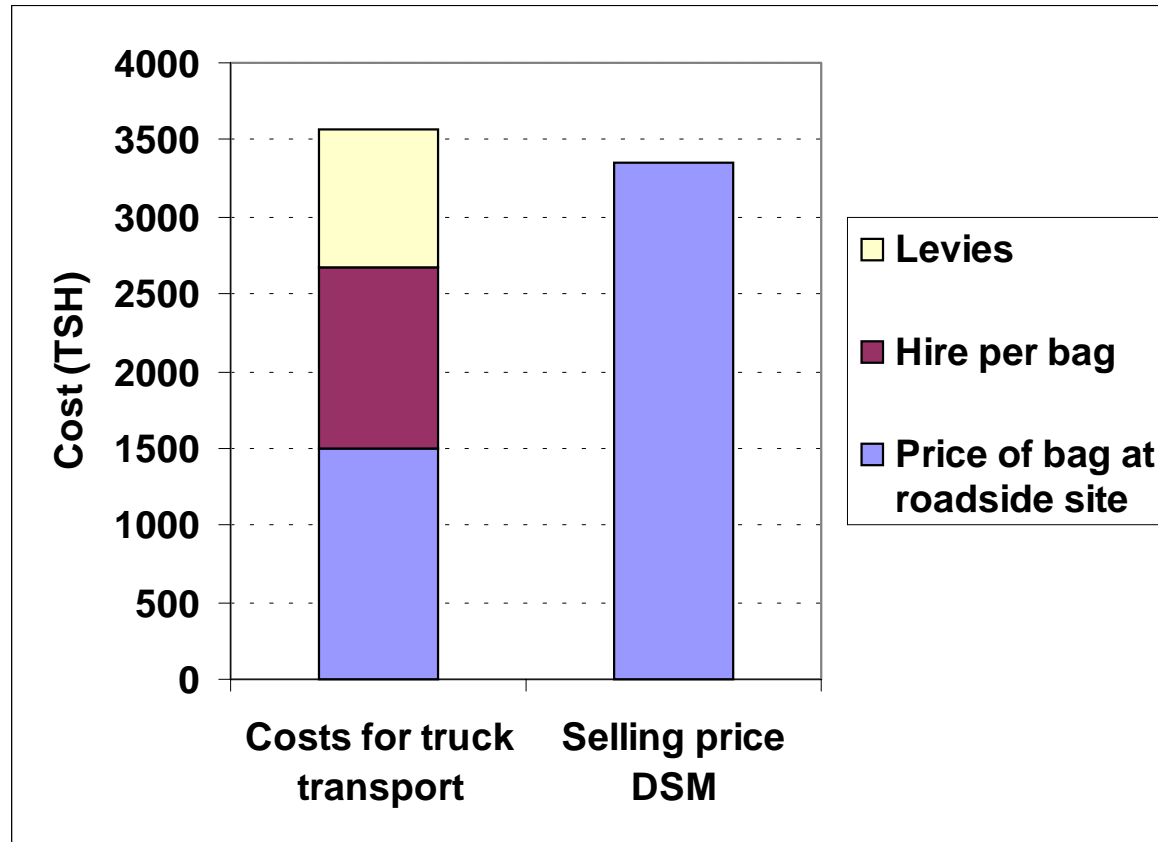
**In Zambia bicycles are used for a distances of up to 40 km by town dwellers seeking livelihood from charcoal**



# Profit?

- The producer and the retailer remain with most of the profit (counted per bag) (Tanzania, Mozambique)
- Producer profit is less than minimum agricultural worker's pay (Zambia)
- Transport profit can be large, due to many bags being handled
- Payment of fees and taxes strongly reduces profit

# Charcoal price structure - incentive to avoid levies (TZ)



# **Revenues from charcoal transportation**

Little of potential government revenue is  
collected

<b>Dar es Salaam</b>	<b>25%</b>
<b>Lusaka</b>	<b>&lt;10%</b>
<b>Maputo</b>	<b>1%</b>

# Units to buy charcoal

- **In Dar es Salaam (68%) of households buy by the 4-litre tin (*kopo*)**
- **In Zambia 90% buy by the bag and 10% use the tin. There is a credit system to pay sometime later for the bag.**
- **Poorer households, who buy almost on a daily basis buy most expensive**

# **Weight of a charcoal bag**

**Prices and measures differ between countries and even from one location to another in the city.**

- **Tanzania; at production site = 53kg, at charcoal store, 30 kg. One bag has an average of 31 kopos (tins, latas).  
1 kopo = 4 litres**
- **Zambia: Chongwe charcoal bag 40 kg, Kabwe charcoal 50 kg**
- **Mozambique: one bag, 32 kg**

# **Types of stoves used**

**Tanzania: the conventional charcoal stove: used by most charcoal using households (51%) and the improved stove: 41% of the households**

**Zambia 10 % improved stove, traditional mbaula 90%**

**Mozambique 100% traditional stoves**

**Some people simply do not know the benefits of improved stoves . Conventional stoves are preferred because they are cheaper, lighter and more durable**