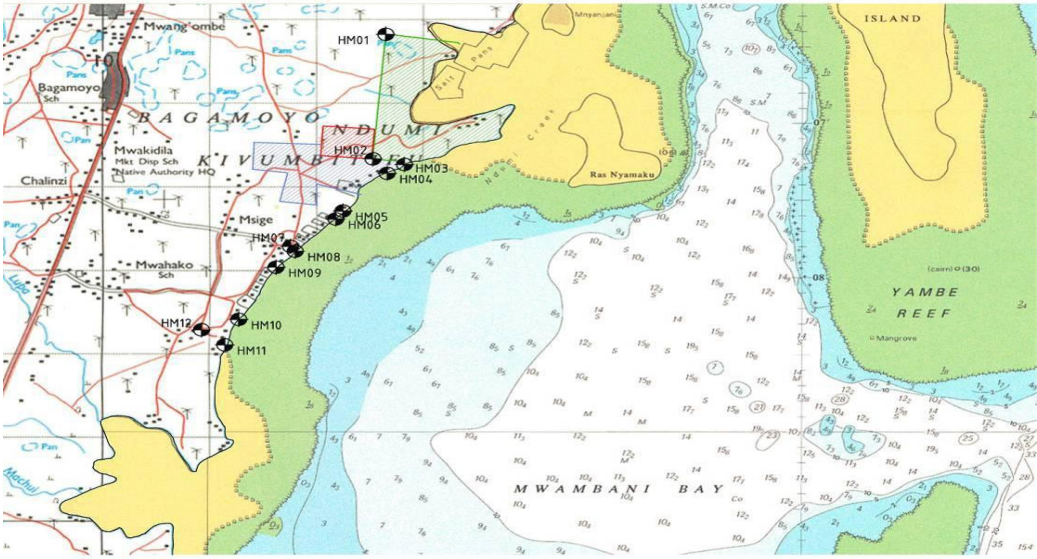



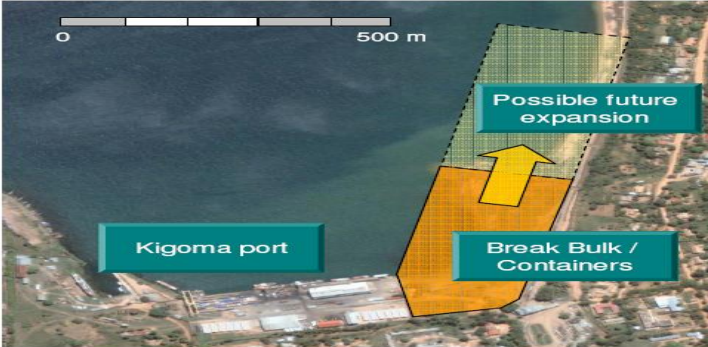
Tanzania Ports Authority

TPA PORT PROJECTS TO BE SUPPORTED BY DEVELOPMENT PARTNERS AND PPPs

1	Project Name	Development of a New Port at Mwambani Bay-Tanga
	Implementation Authority	Tanzania Ports Authority
	Location	<p>The project is located in the Southern part of Tanga region.</p>  <p style="text-align: center;">Figure 1: Mwambani Site-Tanga</p>
	Short Description	<p>In February 2009, a national Ports Master Plan (PMP) study for Tanzania was undertaken by Royal Haskoning for Tanzania Port Authority. The plan came out with recommendations on the long term strategy for Tanzanian ports so that the capacity of the ports is sufficient for the expected demand.</p> <p>The PMP investigated the current Port of Tanga and found that the same requires significant expansion in order to provide sufficient capacity and capability to meet forecast future demand. The required expansion is not considered to be practical at the existing location. Reasons for this include substantial deepening requirements, the high bedrock level in the area and the large quantity of neighboring settlements due to its city centre location.</p> <p>Due to the constraints around Tanga, the PMP therefore recommended that a new port should be constructed in Mwambani bay to the south of Tanga. The report envisaged that the new port would</p>

	<p>be developed for general cargo, dry bulks and containers, mainly to serve Northern Tanzania, Uganda through a railway link to Lake Victoria (possibly Musoma and mwanza) via Arusha and Southern Kenya.</p> <p>To start with, TPA is planning to construct three berths (815 meters), which will also entail acquisition of modern handling equipment to handle the aforementioned cargo.</p>
The Project Benefits	<p>Apart from increasing the Tanga port traffic and throughput, the Mwambani Port will have the following benefits to TPA and the nation at large:</p> <ul style="list-style-type: none"> • Alleviation of congestion at the existing Tanga Port and sharpen the port's competitive edge towards efficient saving of neighboring countries, • Lower shipping freight rates as a result of reduced waiting time for ships in the port and increased shipload; • Reducing transit time and permitting movement of vessels at most states of the tide and at night; • Greater throughput capacity for the port arising from efficient use of berths with more freedom of movement of ships direct to new berths contrary to the current double handling of cargo experienced at Tanga Port; • High rating of the port in terms of safety considerations; • It will attract bigger ships and transshipment cargo; • Fast clearance of vessels and cargo; • Attain high port performance efficiency and productivity; and • Creation of employment opportunities.
Project Cost Estimates	<p>This project is estimated to cost about 500 million USD (340 million USD for construction of three berths, 60 million USD for dredging works, and 100 million USD for equipment).</p>
Project Status	<p>After having undertaken the Feasibility Study in 2012, TPA is in the process of undertaking Detailed Engineering Designs for the project.</p>
Financing Status	<p>To be decided upon completion of Detailed Engineering Designs Study.</p>
Contribution to income generation/ or poverty eradication	<p>A new Port at Mwambani area in Tanga is expected to complement the current Tanga Port to an estimated capacity of handling 7 million tons per annum by 2028. This massive capacity will entail:</p> <ul style="list-style-type: none"> • Increased revenues • Increased direct and indirect employment opportunities • The port will also boost agricultural outputs and industrialization, which in their totality will alleviate poverty.

	<p>Description of the regional character of the project and benefiting countries:</p> <p>The Mwambani Port is strategically planned to serve the Northern Tanzania, Uganda through a railway link to Lake Victoria (possibly Musoma and mwanza) via Arusha and Southern Kenya.</p>
2	<p>Project Name</p> <p>Modernization of Mwanza South Port</p>
	<p>Implementing Authority</p> <p>Tanzania Ports Authority</p>
	<p>Location</p> <p>Mwanza</p>  <p>Marshaling Yard at Mwanza South Port</p>
	<p>Short description</p> <ul style="list-style-type: none"> • Mwanza is the second largest city in Tanzania. The city is located on the South coast of Lake Victoria. It has two major ports, the North and South ports. Both South and North ports are among the largest inland/lake ports in Tanzania. • The Mwanza South port is located just south of the city and is used for cargo only and has a rail-link span in addition to general cargo berths and warehouses. The port is mainly used for rail wagon ferries to Kemono Bay, Port Bell in Uganda and to Kisumu in Kenya. • Presently most cargo handled in Mwanza South port is transported as general cargo in rail wagons. Plans to initiate container traffic on Lake Victoria have been launched in the past (refer above) but have not been successful so far. However, container operations could improve efficiency and flexibility of cargo transport on the lake. It is therefore assumed that in 2028 part of the cargo will be containerized. Rail wagon transport is expected to continue to main destinations. Also general cargo handling is assumed to remain, especially for local cargo.
	<p>Project Benefits</p> <ul style="list-style-type: none"> • Enable TPA to provide sufficient port capacity and make it available ahead of demand;

	<ul style="list-style-type: none"> • Increase speedy and safe handling of cargo at the port; • Ensure TPA to offer world class maritime services to its customers; and • Spur economic growth, rejuvenate people's live hood and catalyze socio-economic development.
Project Cost Estimates	Estimated to be 400 million USD
Project Implementation Status	The Consultant (M/s Royal Haskoning from Netherlands) submitted a Draft Final Report of the Feasibility Study and Engineering Design in September 2015. TPA called a stakeholders' meeting in Mwanza from 4 th to 7 th October, 2015 to review the Draft Final Report. Comments were submitted to the Consultants on 8 th October, 2015 for incorporation in the expected Final Report.
Financing Status	To be decided upon completion of studies.
Contribution to income generation/or poverty eradication	<ul style="list-style-type: none"> • Creation of direct and indirect employment; • Contribution to the national GDP; • Promotion of small and medium scale enterprises; • Increase in exports and imports traffic to TPA, thus increase in revenue.
Description of the regional character of the project and benefiting countries	<ul style="list-style-type: none"> • The Mwanza South Port serves a vast lake zone region in Tanzania, Kenya through Kisumu Port, Uganda through Port Bell Port as well as Rwanda and Burundi through a network of roads and in some areas railways.
3 Project Name	Expansion and Modernization of Kigoma and Kasanga Ports
Implementing Authority	Tanzania Ports Authority
Location	<p>Kigoma and Rukwa</p>  <p>The image is an aerial photograph of the Kigoma port area. A scale bar at the top left shows a distance of 500 meters. A teal box labeled 'Kigoma port' is located on the left side of the image. A yellow arrow points to a teal box labeled 'Break Bulk / Containers' in the center. A dashed green line outlines a larger area labeled 'Possible future expansion' on the right side of the image.</p>
Short description	<ul style="list-style-type: none"> • The objective of this project is to increase the capacity of the ports of Kigoma and Kasanga to cater for the expected increase in traffic as stipulated in the twenty years Ports Master

	<p>Plan (2008-2028);</p> <ul style="list-style-type: none"> • The Kigoma port is major a link point between Dar es Salaam port in which imports and exports for landlocked countries of the DRC and Burundi pass through; • Development of the Kigoma port is essential for the promotion of the increasing trade between Tanzania and neighboring countries of the DRC and Burundi; • Development of Kigoma is extremely important for the effective functioning of the TRL and port of Dar es Salaam; • To cater for the expected traffic in future, the project will involve expansion of the quay from the current available 300m to 1,130m, as per the identified requirements in the Ports Master Plan. • On the other side, Kasanga Port connects the western Tanzania and Eastern DRC.
Project Benefits	<ul style="list-style-type: none"> • Increasing capacity of Kigoma and Kasanga ports to handle bigger vessels; • Improving quality of services; • Attracting more traffic from the DRC and Burundi.
Project Cost Estimates	Estimated to be 600 million USD
Project Implementation Status	<ul style="list-style-type: none"> • Kigoma Port Feasibility Study and Engineering Design for modernization of the Port's infrastructure is at Interim Report Stage. • EoI for expansion of Kasanga Port has been advertised.
Financing Status	<ul style="list-style-type: none"> • PPP financing arrangement is recommended.
Contribution to income generation/or poverty eradication	<ul style="list-style-type: none"> • Creation of direct and indirect employment; • Contribution to the national GDP; • Promotion of small and medium scale enterprises; • Increase in exports and imports traffic to TPA, thus increase in revenue.
Description of the regional character of the project and benefiting countries	<ul style="list-style-type: none"> • The Kigoma Kasanga ports are along Lake Tanganyika, mainly serving DRC and Burundi traffic, development of the port will boost trade between Tanzania and the mentioned countries.

4	Project Name	Construction of a Dry Dock Facility at Dar es Salaam
	Implementing Authority	Tanzania Ports Authority
	Location	According to the Ports Master Plan (PMP) report, docking facility should be located close to its main customer TPA Marine Services. Currently the majority of the fleet is based in DSM and therefore the logical location would be within close proximity to the DSM port.
	Short description	<p>According to the PMP final report published in February 2009, “the existing docking facilities in Dar es Salaam port are outdated and not suited for maintenance of the Marine Services Fleet. Currently, practice is to use the docking facilities in Mombasa, Kenya. The situation is not optimal as high costs are involved and additional operational time is being lost. A new local dry docking facility is therefore advised to maintain the TPA Marine Services Fleet.”</p> <p>In view of the above, TPA has planned to construct a dry dock that can be along DSM coastline, which can be offering services to marine vessel fleet operating to several TPA sea ports, which include Tanga/Mwambani, Mbegani-Bagamoyo and Mtwara ports.</p>
	Project Benefits	<ul style="list-style-type: none"> • The largest vessel in the future TPA Marine Services Fleet is a tug with a length of 46m, beam of 11m and a draft of 5m. The docking facility should be able to accommodate at least two of these vessels simultaneously in view of required flexibility and capacity. • The regional coastal fleet is also a potential customer for the new docking facility as there is a shortage of maintenance facilities in Tanzania. These coastal vessels could well provide an additional turnover to make the dry dock more feasible. Therefore, the dry dock should have the ability to handle coasters. • TPA’s philosophy of increasing capacity ahead of demand will bring tremendous opportunity of accommodating increased clients and ultimately more revenue to Tanzanian ports. Having a well-functioning docking facility, is not going only to attract private vessels (i.e. orders from third parties vessel fleet), but will also increase the number of ship calls at TPA’s ports. • Moreover, in a perspective of long-term planning of ports expansion, TPA should opt on constructing the dry dock as suggested in the PMP, will reduce high dependency of getting similar services at the neighbouring and competing port of

		Mombasa and by suffering unreasonable high costs.
	Project Cost Estimates	10 million USD
	Project Implementation Status	TPA has advertised EoI for Consultancy Services to undertake a Feasibility Study.
	Financing Status	PPP/Development Partners financing is recommended.
	Contribution to income generation/or poverty eradication	<ul style="list-style-type: none"> • Reduction of maintenance costs to TPA vessels and increase in revenues, • Creation of direct and indirect employment from construction to operation; • Contribution to the national GDP; and • Promotion of small and medium scale enterprises through feeder manufacturing plants.
	Description of the regional character of the project and benefiting countries	The project will have direct and indirect benefits to Tanzania and the rest of the world through ships calling at DSM, Tanga and Mtwara Ports.