

THE MINISTRY OF COMMUNICATIONS AND TRANSPORT
STATEMENT BY THE MINISTER HON. PROF. M.J. MWANDOSYA
OCCASION OF THE NATIONAL TRANSPORT WEEK 3RD - 7TH OCTOBER 2005

1. Rationale

This is the third consecutive year we are dedicating one week, the National Transport Week, for the review of the transport sector performance. Such a week was celebrated for the first time in October 2003. During the National Transport Week, stakeholders are availed an opportunity to reflect on various aspects of transport policy, strategies and programmes related to transport development. The 2005 Transport Week's celebrations, which will run from 3rd to 7th October 2005, will bring together all stakeholders and people of all walks of life in order to reflect, deliberate on and chart out the future, of the transport sector in Tanzania.

This year's Week has come at a time when the third phase of the government leadership is coming to an end. It is therefore an opportune time for transport sector stakeholders to assess the achievements and challenges in the transport sector development. This week is also ideal for reviewing the implementation status of year 1995 and 2000 CCM Election Manifestos.

Furthermore, the National Transport Week is dedicated to enlightening stakeholders and the general public on policies, roles, functions, strategies, services as well as on performance targets, and challenges facing the transport sector. It also avails the government an opportunity to listen to and learn from the stakeholders. The theme for this year's Transport Week is Improvement of Transport safety and environment for socio economic development.

2. Review of year 2004 National Transport Week

As we celebrate this year's Week, it is imperative that we review what we have or have not been able to achieve over the last year.

Last year's Transport Week focused on the following issues:

- i) Launching of various projects and programmes following investments that were made in the sector to enhance its growth and increase contribution to the national economy;
- ii) Promoting the sectoral potentials and opportunities for increased investments to enhance the growth of the sector for socio-economic development;
- iii) Promoting the use of transport infrastructure and services for increased contribution of the sector to the national economy;
- iv) Widening public education and creating awareness un a range of sector's services through exhibitions, business displays and media coverage of the events;
- v) Increasing the understanding on the rights of stakeholders and the general public to access transport services and their obligation to contribute to the development of transport infrastructure and services; and
- vi) Recognizing and honoring stakeholders for their outstanding contribution to the sector's growth.

3. The National Transport Week for year 2005

While the theme for last year's celebrations was on investment promotion in the transport sector, this year's focus will be on transport safety and environment. Activities during this year's celebrations will center around the following:-

- i) Review of the performance of the sector,
- ii) Promotion of safe and environmentally friendly transport,
- iii) Evolution of concrete strategies for minimizing accidents in transport sector,
- iv) Promoting rational and safe use of transport infrastructure and services,
- v) Creation of public awareness on range of services available and limitations associated with their use,
- vi) Engaging the stakeholders and the general public on such issues as rights of access to transport services, and their obligations to contribute to the growth of the sector,
- vii) Promotion of investments and related services that have a bearing on the improvement of transport safety and environment, and
- viii) Recognizing those who have made outstanding contributions to the sector's growth.

4. Perspective of the Transport sector In Tanzania

Transport is a critical input to the development of other sectors of the economy. All national development programs hinge around efficient and effective transport infrastructure and services. Therefore the challenge before us is to ensure that the transport sector grows at a faster rate than that of the economy so that it does not slow down the growth of other sectors and the national economy at large. According to the National Strategy for Growth and Reduction of Poverty (NSGRP), the economy is expected to grow at a rate of 8% by year 2009/10. That means the transport sector should grow by 10% or more from the current growth rate of 6.4%.

The development of the transport sector in Tanzania has to be seen in the wider context of the social and economic development of the country. Over the last two decades, Tanzania's growth has been underpinned by bold policies based on structural reforms of the economy. Those reforms have included, among others, macro-economic reforms, institutional reforms, policy reforms, legal and regulatory reforms.

The goal of these reforms has been to:

- i) Improve the management and enhance efficient provision of services,
- ii) Effect institutional rationalization/streamlining,
- iii) Enhance the efficiency and effectiveness in the utilization of public resources, and
- iii) Improve the overall development of the economy and hence raise the standard of living of Tanzanians with a view to alleviating poverty.

5. Transport Sector Recovery Programme

The country witnessed the inception of the Transport Sector Recovery Programme (TSRP) in 1987. Since then various sectoral and sub-sectoral programmes have been initiated and implemented. These include:

- i) Road Maintenance Initiative (RMI) of 1980s
- ii) Integrated Roads Project (IRF) in 1990-2000,
- iii) Railway Restructuring Project (1991),
- iv) TAZARA Ten Year Development Plan, 1985-1995,
- v) Port Modernization Project 1989-1999,

- vi) Airports Study of 2001
- vii) A study on the improvement of the Dar es Salaam Commuter Services,
- viii) Formulation and publication of the National Transport Policy (NTP)
- ix) Development of the National Transport Sector Infrastructure Master Plan,
- x) Legal and regulatory reforms, and
- xi) Spatial Development Initiatives based on development corridors

The above programmes and projects were instituted, leading to:-

- i) Rehabilitation and improvement of the condition of the transport sector infrastructure,
- ii) Strengthening of the maintenance capacity,
- iii) Giving autonomy to sector institutions,
- iv) Providing conducive environment to enable participation of the private sector in operations, and investment through the public/private sector partnership (PPPs)

There has been a marked improvement in infrastructure development and service provision in the transport sector, resulting from the macro economic reforms as well as sector reforms and the subsequent programmes that have been implemented. This improvement is manifested in the following indicators:-

- i) The generation of specified rates of return on capital employed through better-coordinated use of capital. This has been effected through mechanisms such as Memorandum of Understanding (MOU) and the performance Contracts between the key institutions under the Ministry (e.g. Tanzania Railways Corporation (TRC Tanzania Ports Authority, Tanzania Posts Corporation) and the Government.
- ii) Addressing the institutional, operational and technical challenge facing TAZARA. This has been done through the enactment of the TAZARA Act of 1995, and preparing TAZARA for eventual concessioning. The government is determined to address the problem of landslide along TAZARA line. The 2005/06 plan is to rehabilitate Kitete - Mpanga rail section. Many of TAZARA's problems and challenges today result from undercapitalisation. Tanzania and Zambia, with the assistance of the People's Republic of China are determined to address this issue in the restructuring process.

- iii) Improving maritime transport infrastructure through the implementation of the Port modernization project. This has included the improvement of the Dar es Salaam harbour entrance channel; rehabilitation and expansion of the Kurasini oil jetty; and a study for the improvement of the lighter quay area. As part of the reform programme, the Container Terminal was concessioned. In terms of performance, the Dar es Salaam container terminal is now rated the most efficient in terms of container handling speed in the Eastern and Southern Africa, followed by Durban. It handles 23 containers per hour while Durban handles 16 containers per hour.
- iv) Improvement of safety by introducing Search and Rescue operation and regular (i.e. yearly) vehicle inspection. Search and rescue exercise was conducted in 2004. Efforts will be made to ensure that the exercise is conducted regularly. The East Africa Community (EAC) member states have formed Search and Rescue Coordination Services, Mechanisms for ensuring safety will be worked out.
- v) Study on Environmental Management and Design for Implementation of Transport Projects. The study provides guidance for environmental protection in the course of implementing transport projects.
- vi) Reforming of the regulatory regime especially in areas of transport management, regulation and safety. Independent regulatory bodies have been established. These include the Tanzania Civil Aviation Authority (TCAA), Tanzania Airports Authority (TAA), and the Surface and Maritime Transport Regulatory Authority (SUMATRA).
- vii) Review of sectoral regulation and legal regime has included the enactment of the Surface and Maritime Transport Regulatory Authority (SUMATRA) Act of 2001, the Tanzania Zambia Rail ways Act of 1995, Railways Act of 2002, the Tanzania Civil Aviation Act of 2003, and the Tanzania Ports Authority Act of 2004.
- viii) Preparation of Draft Ten year Transport Sector investment Pro gram (TSIP), The Draft program has been submitted to various transport sector stakeholders for comments. Upon its completion, TSIP will be used as a tool for guiding development of integrated transport.
- ix) Ratification of international conventions and protocols, which have significant bearing on the operations and development of transport sector. These include:
- The SADC Protocol on Transport, Communications and Meteorology,
 - EAC Tripartite Agreement on Road Transport,

- Standards of Training, Certifications and Watch Keeping for Seafarers (as amended -1995),
- Open Skies Agreement with USA in 2000 and Britain in 2004,
- The 1999 Convention for the Unification of Certain Rules for International Carriage by Air.
- The 1991 Convention on the Marking of Plastic Explosives for the Purpose of Detection.
- The 1988 Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation,
- The 1993 African Maritime Charter,
- The 1980 protocol relating to amendment to the convention on International Civil Aviation Article 83 bis,
- The 1984 protocol relating to amendment to the convention on International Civil Aviation Article 3 bis
- The 1992 International Convention on the Civil Liability for Oil Pollution Damage,
- The 1992 Convention for International Fund for Compensation for Oil Pollution Damage, and
- Addressing the special needs of landlocked developing countries for transit transport

6. Implementation of year 2000 CCM Election Manifesto

During the past five years, the government has endeavored to implement various transport development programmes which address issues highlighted in the year 2000 CCM Election Manifesto. These issues include:-

i) Improvement of railways services and infrastructure

On the TRC system, more than 62.5 km of rail was rehabilitated and about 119 km of rail was reinforced by using quarry. Rehabilitation of 92 locomotives, 469 wagons and 48 passenger coaches was carried. Implementation of TRC telecoms project between Morogoro and Dodoma (year 2001) and Dodoma and Tabora was done. Replacing rail slippers a distance of 20 km and rehabilitation of turn-outs at Singida railway station was carried out. On the of TAZARA, several improvements were made including rehabilitation of 2736 wagons and 142 coaches, rail welding between Dar es Salaam and Igurusi (657 km), acquisition of 40 tankers, 4 shunting locomotives, spare parts, steam boilers, and railway crane from China.

Both TRC and TAZARA operations will be concessioned in future to further improve the railway services in Tanzania.

ii) Improvement of air transport services and regulation

Precision Air and Air Tanzania Company Limited (ATCL) provide air transport services both locally and internationally. There was notable improvement in the provision of services following the privatization of Air Tanzania and merging of Precision Air with Kenya Airways. ATCL increased a number of flights trips from 28 in 2002 to 97 flights in 2003 (i.e. a year after its privatization). Precision Air connects almost all regional centres in Tanzania. It has a scheduled flight to Kenya and Uganda,

Tanzania Civil Aviation (TCAA) which regulates air transport had managed to acquire flight control tables and radio calls for Mwanza, Zanzibar and Arusha airports, install solar power at Kigoma, Mtwara, Songea and Zanzibar airports, acquire navigational aids for Mtwara and Mbeya airports. In 2003 a radar was acquired and installed at the Dar es Salaam International airport.

Other achievements were; the formation of Tanzania Government Flight Agency, acquisition of the Presidential Jet with the range of 6750km non stop: surveying 63 airports and providing title deeds to 8 airports including DIA, K1A, Arusha, Moshi, Tanga, Musoma, Kigoma na Bukoba; maintenance and rehabilitation of both domestic and international airports (Dar es Salaam, Kilimanjaro and Zanzibar); five air-bridges at DIA were rehabilitated; commencement of construction of Songwe airport; provide 61 pilots with licenses; and establishment of the Aviation Security Fund in 2002/03 with the aim of strengthening safety and security in air transport. Through this fund, about 300 staff have been trained and security equipment (bomb detectors and x-rays) was acquired. In fiscal year 2004, search and rescue exercise was conducted for the first time with the assistance of USAID.

iii) Improvement of infrastructure and navigational aids for Dar es Salaam, Tanga unit Mtwara ports.

Several projects were implemented at the Dar es Salaam Ports aiming to improve port services. These include dredging of the entrance channel, installation of navigational aids, rehabilitation of Kurasini Oil Jetty (KOJ), installation of flow meters, acquisition of cargo handling equipment and rehabilitation of pavements at the Container terminal.

With regards to Tanga port, achievements include acquisition of cargo handling equipment and providing facilities for small sea vessels to load and off-load cargo.

For Mtwara port, the extension of the port area, removal of sand at the port and acquisition of cargo handling equipment were carried out.

7. Challenges

Despite these wide ranging initiatives, a number of challenges that impede the transport infrastructure and services to meet the present requirements and future demands lay ahead. These challenges include:

- i) Further improvement of transport safety and environment,
- ii) Concessioning of TRC for improved railways services,
- iii) Enhancement of modal complementarity and interoperability to better serve the domestic and international transport demands,
- iv) Promote and implement corridor development initiatives,
- v) Capacity building and strengthening the transport sector, management and training institutions,
- vi) Reductions in operational losses in the railways sub-sector resulting from weak infrastructure; old and lightweight of rails in case of TRC; and poor locomotive reliability. Still the railway mode of transport continues to be the most efficient and cost-effective mode when it comes to bulk and long distance haul age,
- vii) The increasing of security measures in the civil aviation sub-sector and maritime transport, as a result of events of the September 11th 2002 in the United States of America. Other challenges in the sub-sector result from: stiff competition in air transportation; inadequate infrastructure; deterioration of facilities; high operational costs; and an open market in air transport in conformity with the Yamoussoukro Agreement,
- viii) Providing a mutually profitable service to transit traffic especially to and from Malawi, Zambia, Democratic Republic of Congo, Burundi, Rwanda and Uganda. Utilising the comparative advantage Tanzania is having in terms of its location over the neighbouring landlocked states. Geography has favoured Tanzania with over 700 kilometers of coastline; three deep-sea ports, abundant inland water resources (i.e. Lakes and rivers) and the sharing of borders with a number of landlocked countries, and

- ix) The implementation of an adaptive, responsive, comprehensive and non-ambiguous institutional, legal and regulatory framework that will guide the implementation of sectoral development programmes and the provision of efficient transport services.

8. Short and Medium Term Thrust

In the short and medium term horizon, our efforts will be geared towards the following:

Road Transport

- Streamlining road transport regulations through SUMATRA,
- Further streamlining of institutional arrangements to enable the sector to receive deserving focus,
- Reviewing relevant legislations to create conducive atmosphere for fast sector growth,
- Revisiting and enforcing safety and security measures,
- Involving associations of transport operators and relevant government institutions to overcome the vehicle over loading problems,
- Continuing with efforts to service a growing transport market within SADC and EAC,
- Further liberalization of the sector,
- Private sector involvement and enhancement of competition in the provision of services,
- Enhancement of public service obligation especially in infrastructure development, and
- Liase with all responsible transport stakeholders so as to address the problem of congestion in major cities especially Dar es Salaam.

Rail transport

- Rehabilitation of railways infrastructure and provision of locomotives, coaches and wagons,
- Concessioning of TRC to one of the prospective bidders,
- Concessioning of TAZARA in collaboration with the Government of the Republic of Zambia,
- Development of the Arusha - Musoma railway in cooperation with Uganda and Kenya in the context of the East African Community,

- Ensuring effective use by Rwanda of the Isaka dry port and eventual development of the Isaka - Kigali railway. The African Development Bank has agreed to provide to Tanzania and Rwanda a grant for the implementation of a feasibility study for the Isaka - Kigali Railway. Belgium has also shown interest to co-finance the study,
- Development of mote dry ports including Makambako and Shinyanga ports,
- Undertake a study to evaluate the possibility of railway development in the Mtwara Development Corridor, and
- Extending the TRC fibre optic-telecommunications system from Dodoma to Tabora and eventually to Mwanza and Kigoma.

Marine Transport

- Concessioning of the remaining Tanzania Ports Authority (TPA) operations that are commercially viable,
- Development of ports/jetties in inland water Lakes in eluding such ports as Kasanga, Mbamba Bay, Nansio, Manda and others on Lake Victoria, Lake Tanganyika and Lake Nyasa,
- Development of the Dares Salaam Maritime Institute into a Regional Centre of Excellence,
- Promotion of transport sector related investment around Lake Victoria, Lake Tanganyika and Lake Nyasa and privatization of Marine Services Company Ltd,
- Rehabilitation of the Kigoma Port,
- Procurement of ferry wagons for Lake Tanganyika,
- Development of port infrastructure for the Mtwara Development Corridor, and
- Development of small coastal ports e.g. Mafia

Civil Aviation.

- Improvement of the provision of air navigation services in older to ensure safety and reduce air traffic accidents,
- Reviewing the status of the current equipment, determining requirement for new systems and updating the five-years equipment replacement plan,
- Purchasing, installation and commissioning very high omni direction radio range/distance measuring equipment (VOR/ DME) (or instrument Landing System - ILS) at Zanzibar, Mwanza, Dodoma and Mbeya,
- Relocation of air traffic control equipment/navigation aid from Mbeya to the new airport at Songwe,

- Implementing the ICAO safety oversight audit recommendations and be constantly in conformity and compliance with ICAO standards and recommended practices,
- Development and review aviation security and air navigation regulations, procedures and requirements in conformity with ICAO Standards and Recommended Practices (SARPS),
- Ensuring that air transport agreements and licensing of air services are in conformity with liberalized air transport regime,
- Encouraging and supporting efforts for marketing Tanzanian destination,
- Transforming Civil Aviation training center into an executive agency and strengthening the center in order to offer quality and competitive training.

Airports

- Construction and development of Songwe Airport in Mbeya as a hub of aviation and development activities for the Southern Highlands of Tanzania and neighbouring countries,
- Promotion of the private investment and encourage private airports operations to enhance airports sub-sector growth and efficient service delivery,
- Rehabilitation of infrastructural facilities and installations of new facilities at the Dar es Salaam International Airport (DIA). These facilities include supply and installation of passenger service counters, baggage handling system and management information systems, and rehabilitation of airport pavements,
- Establishment of export processing zones at DIA and other strategic airports,
- Construction of a new terminal building, cargo terminal, aircraft hanger and improvement of pavements at Mwanza airport,
- Construction of airport hotels, fuel farms, state reception buildings at strategic airports,
- Preparations of master plans for all major airports,
- Rehabilitation of Airfield Ground Lighting at DIA being the second phase of the project on Rehabilitation of Power Supply.

Meteorology

- Improvement of Meteorological services in the country through acquisition of equipment, strengthening of the infrastructure and capacity building,
- Expansion of the Meteorological station network raising from the current 25 to at least 56 stations,
- Ensuring that Tanzania's participation in regional and international meteorology is maintained and enhanced. This will also entail enhancing cooperation with neighbouring and other countries.

9. Concluding Remarks

Transport sector in Tanzania and hi all other economies is a vehicle for socio-economic development.

Strategies that have been employed to successfully implement those roles have been outlined above. These strategies some of which are outlined in a form of short term and medium term challenges, call for concerted effort from stakeholders and the general public to realize them. In this context, the national transport week provides a forum for various stakeholders to identify those challenges and hence device means to address them.

It is important to emphasize that as we celebrate the third national transport Week, planning and implementation of programmes in the transport sector will continue to be guided by the vision of the National Transport Policy; which is "To have efficient and cost effective domestic and international transport services to all segments of the population and sectors of the national economy with maximum safety and minimum environmental degradation".

Based on the vision, the mission of the sector is: "To develop safe, reliable, effective, efficient and fully integrated transport infrastructure and operators which will best meet the needs of travel and transport and improving levels of service at lower costs in a manner which supports government strategies for socio-economic development, whilst being economically and environmentally sustainable".

Transport sector development has to evolve in a holistic and integrated manner. An excellent port system coupled to a poor railway system will surely bog down the transport sector. Concentration on the road sector development at the expense of the

railway will surely shorten the lifespan of the roads. Likewise roads lead to airports and ports that are gateways to tourist attractions, trade and investment venues. Together with the World Bank, we are preparing a Transport Sector Investment Program (TSIP).

This is an historic Week for the sector. As aforementioned, it is the third time in the history of our country that a week has been set aside for reflection, promotion and postulation of the way forward in transport sector. The public is invited to participate in the various events that are planned to take place. For instance, an open and wide-ranging discussions and dialogue on the improvement of transport safety and environment for socio-economic development has been planned. The general public is invited to participate fully. The challenges ahead of us are surely formidable but not insurmountable.

I wish you all a happy National Transport Week.

