



A Quarterly Magazine of Tanzania Ports Authority

Quayside

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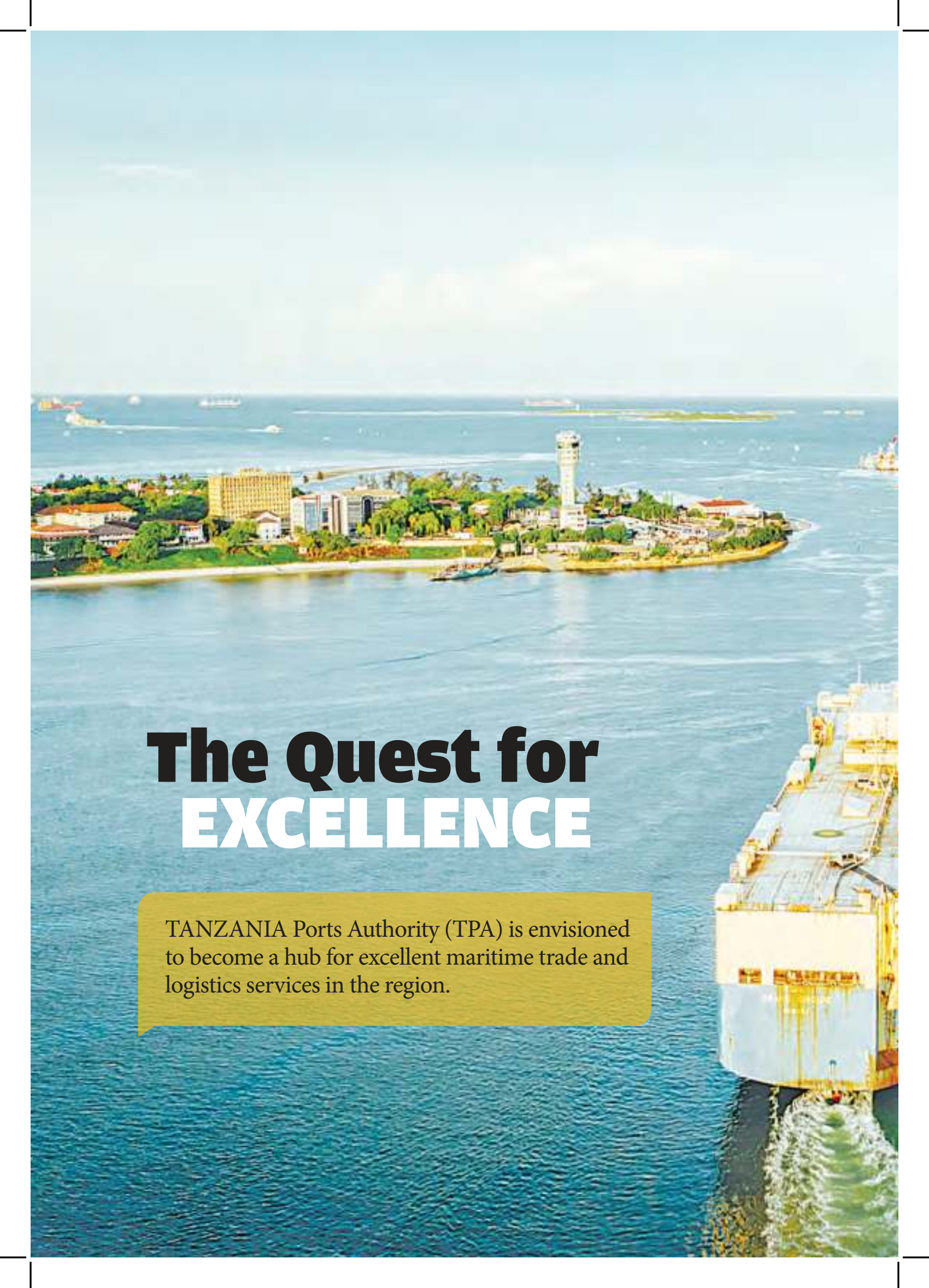


TREMENDOUS STRIDES IN MARINE, PORT SERVICES

SAMIA BRIGHTENS
TPA'S FUTURE

TPA ON THE CREST
OF A WAVE

DAR PORT HITS NEW
MILESTONE

An aerial photograph of a coastal city and port area. In the foreground, the stern of a large white and yellow cargo ship is visible, moving through the blue water. The middle ground shows a coastal town with various buildings, including a prominent yellow multi-story building and a tall, white, cylindrical tower. The background features a wide expanse of the ocean with several other ships and a small island in the distance under a clear blue sky.

The Quest for EXCELLENCE

TANZANIA Ports Authority (TPA) is envisioned to become a hub for excellent maritime trade and logistics services in the region.

An aerial photograph of a coastal town, likely Dar es Salaam, Tanzania. The town is built on a peninsula with lush green vegetation and numerous buildings. The water is a deep blue, and a large yellow and white ship is visible in the lower-left corner. The sky is clear and blue.

OCEAN & INLAND GATEWAYS

WE administer a diverse system of Tanzania Mainland's sea and inland ports.

The major seaports are Dar es Salaam, Tanga and Mtwara while smaller sea ports are Kilwa, Lindi, Mafia, Pangani and Bagamoyo.

We run a host of lake ports on Lake Victoria such as Mwanza North and South Ports, Nansio, Kemono Bay, Bukoba and Musoma: Ports of Kigoma, Kasanga, Kibirizi, Kagunga, Ujiji, Karema on Lake Tanganyika: and Ports of Itungi, Kiwira, Kyela, Manda Liuli and Mbamba Bay on Lake Nyasa.

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Tanga Port set to light the path



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Oceans of cargo bolster earnings



COVER PHOTO

Frontier Ace ship calling at the Port of Dar es Salaam.

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EDITOR'S NOTE



IT is quite a thrill to get yet another valuable opportunity to engage with our readers and stakeholders in the Marine industry through our favourite Quayside Magazine.

In this latest edition we explore major development projects undertaken by the Tanzania Ports Authority (TPA), which is determined to maintain excellent customer service.

From the scratch, find out how TPA continues to invest in the most modern technology, more storage areas and state-of-the-art equipment, ensuring timely and efficient loading and offloading of cargo across our terminals.

We delve on a considerable gesture by President Samia Suluhu Hassan's Sixth Phase Government to support the improvement of our ports with strong financial back-up.

We give an account on how the government's financial support and directives have played a key role not only in improving efficiency in our ports but also strengthened our position as a water transport hub in East Africa.

From the country's major water gateway, Dar es Salaam Port to the southern port of Mtwara Port, from Tanga Port to the inland ports on Lake Tanganyika, Lake Victoria and Lake Nyasa, the Tanzania Ports Authority is undertaking major facelift projects.

Find out the stages reached in each and every project.

Significantly, get an update on Karema Port construction project on Lake Tanganyika,

whose commissioning is due at the end of May, 2022 and set to be operational by June, 2022.

The Karema Port will be a game changer in the inland water transportation sub-sector in the Great Lakes region.

All these efforts are geared towards ensuring excellent services to our customers through increased efficiency, less time and less cost.

Before I sign off, I would like to remind our readers that TPA, is a transformed business-oriented institution that focuses on strategic marketing for new markets from all over Africa.

Our vibrant PR and Communication platforms leave no one uninformed with the status of our projects and daily operations of the Authority.

We guarantee our clients top-notch customer care and timely feedback to clients.

In addition to this Quayside Magazine, we are intensively using our TPA website and social media platforms, updated on a daily basis with news and information about business and the social welfare of our stakeholders.

Read the Quayside Magazine

Get connected to the Port Matters

Nicodemus Mushi

Acting Director of Marketing & PR

TPA HQ

MESSAGE FROM THE DIRECTOR GENERAL



Mr. Eric B. Hamissi
Director General

The rapidly-transforming shipping industry means ports infrastructure and services are no longer an option but a necessity for the global economy.

Maritime transport accounts for over 90% of cross-border trade and is the backbone of the world economy.

Cognisant with that, the Tanzania Ports Authority (TPA) has continuously taken deliberate measures to build a robust ports industry and ensure our operations remain greener, more efficient and one that offers Competitive Port Charges.

I would like to express sincere gratitude to Her Excellency President Samia Suluhu Hassan, who soon after assuming the presidency approved 500bn/- to enable the TPA to purchase modern equipment for our port terminals countrywide. The money has significantly enhanced our port operations and increased efficiency.

I can proudly assure you that, with massive financial backing from the government, we are also doing extremely well in terms of infrastructure development and investment in technology and workforce.

With a wide variety of strengths and opportunities, we have strengthened our role as a key port service provider in East Africa, particularly to the land-linked countries like the Democratic Republic of Congo, Zambia, Uganda, Rwanda and Burundi.

TPA's major ports of Dar es Salaam, Tanga and Mtwara are the most preferable seaports in the East African region due to our strategic positioning.

Shipping through these three ports to and from aforementioned regional markets is more convenient, secure, quick and easy to all our customers.

The Port of Dar es Salaam, which is the largest and most sophisticated terminal, ensures our customers with a reliable gateway to other countries worldwide.

Crucially, we have the capacity and ability to transport any

cargo (general cargo, container cargo and oil cargo).

Our seaports and inland ports on Lake Victoria, Lake Tanganyika, Lake Rukwa and Lake Nyasa are renowned for maximum security, efficiency, reliability and we use the most modern technology whilst boasting the right experience and knowledge in port operations.

Our flexibility and efficiency are very important for transporters and a huge advantage to our customers as we are accessible 24/7, even on public holidays.

The TPA assures you the best services you can dream of from our team of dedicated staff and you can always get support from modern Call Centre 24 hours.

We boast fully automated equipment and our major terminals have unmanned cranes that load and discharge containers effectively. Thus, we are capable of offloading and loading cargo regardless of weather conditions through our readily available terminals and sheds across the country.

We have excellent hinterland connections, whereby all types of cargo can be safely and quickly transported to and from anywhere in the East African region. This is mainly due to the quality road transport and mostly secured oil pipeline which enabled all cargos to get to their final destination smoothly and on time.

I would like to assure you that, TPA together with other key stakeholders in the maritime industry will continue to invest in the most modern technology, more storage areas and state-of-the-art equipment to load and offload goods as quickly and efficiently as possible.

I can guarantee you that your cargo/goods will get quickly and safely from our ports to the next destination within the East African region or any other parts of the World.

We appreciate and value our strong, mutual relationship with our key stakeholders in the maritime sector.



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Board Secretary

New TPA board gets to work



WORKS and Transport Minister Prof Makame Mbarawa in a souvenir photo with the new TPA Board of Directors.

ON March 11, this year, President Samia Suluhu Hassan appointed former Inspector General of Police (IGP) Ambassador Ernest Mangu as new chairman of the Board of Directors of the Tanzania Ports Authority (TPA).

Inaugurating the new board of directors, Works and Transport Minister Prof Makame Mbarawa tasked its members to improve cargo handling efficiency at the country's main water gateway, Dar es Salaam Port.

"We have made appointments of the new members of the board with huge trust that you are going to raise the revenues.

The number of ships at the port has increased but they wait for so long at the Outer Anchorage before docking at the TICTS's berths for offloading cargo," Prof Mbarawa stated.

He said TICTS handles about 80 per cent of container ships coming to Dar es Salaam Port, and while berths at the Tanzania International Container Terminal Services (TICTS), are overwhelmed, those operated by the TPA remain idle.

"People out there unknowingly cast blame on TPA, they don't know that it is TICTS's fault," Prof Mbarawa stated.

He said the board has to effectively supervise the TICTS, revisit the contract between the TPA and TICTS and see

the way forward.

Prof Mbarawa said one of the reasons given by the TICTS over long delays was that several Shipping Lines opt for the TICTS.

However, he encountered such an argument, saying there was no Shipping Line that would prefer waiting for such a long period.

The concerns were earlier raised by Dar es Salaam Port stakeholders, particularly clearing and forwarding agents and transporters who expressed their sentiment over TICTS underperformance.

Prof Mbarawa further challenged the board to ensure the TPA's revenues increased from the current 800bn/- monthly to 1.1 tri/- by June, 2022.

Commenting, chairman of the board, Ambassador Ernest Mangu, thanked the President for appointing him and assured the minister that his board will deliver up to the government's expectations.

Amb Mangu appealed for enough cooperation from the TPA to the board to achieve the goals.

On his side, TPA's Director General Eric Hamissi, also thanked President Samia for appointing board chairman, saying the authority stayed for three months without the board, hence hindering most activities.



H.E President Samia Suluhu Hassan receives briefings from the Tanzania Ports Authority (TPA) General Director, Eric Hamissi at Dar es Salaam Port.

According to the latest official information from TPA, the Authority recorded revenue collections amounting to 610bn/- during the first seven months of the 2021/2022 financial year, about

93.1

per cent against the target of collecting 655bn/-.

Samia brightens TPA's future

■ **By Quayside Magazine Reporter**

THE Tanzania Ports Authority (TPA) has in the first year of President Samia Suluhu Hassan in office registered an impressive story in relation to ports' performance, amount of cargo handled and revenue collection.

The success story of the Authority is attributed to the resolve by President Samia to open up Tanzania to the outside world by marketing the country's investment opportunities and its marine terminals.

Leading the country with her slogan 'Kazi Iendelee' which literally means "Let the work continue," President Samia, the first female President, hit the ground running

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by making several reforms including throwing weight behind improving bilateral cooperation and cementing diplomatic relations with neighbouring countries.

Her determination to steer the country into the right direction of economic growth saw her visiting a number of trading partners such as Rwanda, Kenya, Uganda, United Arab Emirates (UAE), France, Belgium and the US, just to name a few, including attending and addressing high profile international conferences.

In all her occasions outside the country, President Samia has explicitly been marketing Tanzania's investment opportunities with ports as gateways to the outside world taking the centre stage of the marketing strategy.

According to TPA Public Relations and Communications Manager Thomas Mushi, since President Samia assumed the country's leadership she has been, in her personal capacity, serving as TPA ambassador wherever she goes, resulting in an impressive flow of cargo ships into the country.

"We have seen President Samia marketing our ports whenever she goes, and in some instances, she has been travelling with some other government and TPA officials who have also been performing such a role," he says.

Mr Mushi says apart from using other strategies to market Tanzania ports, liaison officers stationed in Tanzania's embassies and High Commission offices in Malawi, DR Congo, Uganda and Zambia, "have also been doing a great job in promoting our ports."

Mr Mushi says efforts by President Samia's government to market the country's ports have seen some traders, who had previously opted to use some other ports in the neighbouring countries, re-engaging Tanzania's terminals.

Tanzania has been receiving members of the business communities, government officials and presidents from the neighbouring land-linked nations that use the country's ports for, among other things, familiarising themselves with the operations of the harbours.

In the quest to improve TPA performance and ensure financial discipline, President Samia suspended the then TPA boss Engineer Deusdedit Kakoko following the release of 2019/2020 Controller and Auditor (CAG)'s report.

The suspension of Engineer Kakoko paved the way for the appointment of the then Marine Services Company Limited (MSCL) Director General Erick Hamissi as new TPA boss.



Immediately after being appointed, the new TPA boss, Mr Hamissi, started advocating for cooperation and harmony among the Authority's staff when discharging their responsibilities, while stressing on the need to improve revenue collections.

"In this financial year, TPA works on its target of collecting 1tr/-, and so far, the trend is good. This achievement results from the good cooperation among TPA staff," he says.

According to the latest official information from TPA, the Authority recorded revenue collections amounting to 610bn/- during the first seven months of the 2021/2022 financial year, about 93.1 per cent against the target of collecting 655bn/-.

Likewise, the authority had a target of receiving 10.781 million tonnes of general cargo but it recorded 11.712 million tonnes during the period, meaning that it met the target by 109 per cent.

On the other hand, the Authority handled 456,494 twenty-foot equivalent units (Teu's) during the period under review, equivalent to 93 per cent of the projected 459,600 Teu's.

In her first year in office, President Samia also gave the TPA a 500bn/- war chest for the purchase of equipment, including cargo handling tools, to improve service delivery.

"This support is enormous and we, at TPA, will work day and night to ensure we reach the target we have been assigned," he said.

Part of the money was used to upgrade Lake Victoria ports.

Mwanza Acting Port Manager, Fransisco Mwanga says



H.E President Samia Suluhu Hassan apparently seeking clarification from TPA Director General during a tour of the Port of Dar es Salaam.

they benefited from the money by purchasing various equipment, including a heavy cargo loading machine for loading and unloading cargo, capable of carrying between 50 and 100 tonnes of cargo at Mwanza Port with five other small ones allocated to different ports in the lake.

Mr Mwanga says improvements made to the ports have increased productivity and efficiency, noting in the first half of 2021/2022 financial year, from July to December, they handled 175,400 tonnes of cargo equivalent to 110 per cent against the target of 91,434 tonnes, let alone the number 801, 600 passengers served exceeding the goal of 374, 950 by 114 per cent.

According to Lake Victoria Port Engineer, Khamisi Mohamed the sixth phase government has invested 11.24bn/- for the upgrading of ports in Lake Victoria, including the construction of piers, construction and upgrading of port buildings, expansion of passenger buildings in the ports of Mwanza and Bukoba.

Also, the Authority has constructed railways to accommodate train carriages within the shipyard, where more than 22 carriages are loaded into wagon ferry ships in a short period of time.

At least six major ports and seven small ports on Lake Victoria have benefited from President Samia's financial support.

Under President Samia, TPA has also made some deliberate efforts to attract traders to use the country's terminals. Recently, Mtwara Acting Port Manager Abdillah Salim said TPA management reduced some port charges to lure importers and exporters into using the gateway in the southern region.

According to Salim, the Authority reduced the wharfage by 0.1 per cent payable to TPA while the rest of the ports in the country charge 1 per cent.

TPA also reduced stevedoring and handling charges by 30 per cent, making Mtwara the least expensive port to use in the country.

Cashew nut traders, especially exporters are also now smiling after TPA waived storage charges for empty containers.

"During cashew nut trading season traders are allowed to keep empty containers at the port's storage facilities for free, making Mtwara port the least expensive port in than the rest," Salim said.

During the Dubai Expo, President Samia witnessed the TPA register another milestone by striking a deal with DP World, an Emirati multinational Logistics Company, based in Dubai, United Arab Emirates, worth USD 500 million.

The funds from the agreement will be spent on developing Tanzania's ports, targeting key areas of Information and Communication Technologies (ICTs) systems, training for capacity building among TPA staff and improvements in port infrastructures.

The funds are also expected to enable the country's ports to increase their competitiveness at the regional and global level and improve services.

Tanzania ports serve the Comoros, Uganda, Rwanda, Burundi, Malawi, DR Congo, Zambia and some parts of Mozambique.



FRONTIER Ace ship calling at the Port of Dar es Salaam.

Dar Port hits new milestone

By **QUAYSIDE MAGAZINE** Reporter

IT was pomp and fanfare at the Dar es Salaam Port when a large ship with a consignment of 4,041 vehicles, straight from Japan, docked at the port on April 8th, setting a new record in the harbour's history.

On hand to receive the Frontier Ace ship with the cargo was the Minister for Works and Transport, Professor Makame Mbarawa, and the Tanzania Ports Authority Director General, Mr Eric Hamissi.

“What we are witnessing today is a result of massive investment by the government, which is slowly bearing fruits, and with the kind of investment that is still in the pipeline, Tanzanians will continue to see more than this,” said Minister Mbarawa.

He said that the government realised that the Port of Dar es Salaam, which supports not just Tanzania but also several land-linked neighbours, was facing pressures from infrastructural constraints and increasing volumes of trade handled each year.

The construction of a new roll-on, roll-off terminal at the port has boosted its capacity to handle much larger vessels with efficiency, and to improve on the

turnaround time for ships coming through. Prof Mbarawa said the government will continue to improve the port's efficiency in order to attract more local and foreign customers in East Africa.

He says that the efforts by the government to improve the country's largest port are bearing fruits, saying that more is yet to come.

“Previously, the port used to receive vessels with a capacity of transporting 500 to 700 vehicles, but today we have received a huge vessel with 4,041 vehicles on board ... These are huge achievements, we express our gratitude to President Samia Suluhu Hassan for promoting the Dar Port during her visits abroad,” Prof Mbarawa said during the event.

To ensure that the port attracts more clients, the minister directed Tanzania Ports Authority (TPA) to ensure that the port operations are efficient by offloading cargo in one day in order to attract more business from neighboring countries.

On his part, the TPA Director General Hamissi said that the improvements made at the port has enabled

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them to break their own record of receiving the largest consignment of vehicles.

Of the 4,041 vehicles, 2,936 are on transit (74 per cent) and 1,105 vehicles are local, where the transit vehicles are for Burundi, DR Congo, Malawi, Mozambique, Sudan, Uganda, Zambia and Zimbabwe. Mr Hamissi told reporters that from March last year to February this year, the port received a total consignment of 181,524 vehicles, which is an increase of 38 per cent from the corresponding period in the year 2020/2021.

According to Mr Hamissi, from March last year to February this year, the port managed to collect 1,018bn/-, which is 95.5 per cent of the targeted collection of 1,067.41bn/-, which is an increase of 18.8 per cent from the corresponding period of March 2020 to February 2021.

Meanwhile, the government has reiterated its stand on vehicle inspection at the port of Dar es Salaam, saying this creates unnecessary congestion and delays.

To boost the efficiency of the port, Prof Makame Mbarawa reiterated the earlier directive of president Samia, saying that considering that the port is currently handling huge consignment of vehicles, it is important for the vehicles to be inspected at the ports of origin so that it can reduce the time they spend at the port while waiting for inspection.

“When we increase efficiency in offloading and clearing of vehicles at the port, it will help to increase the number of customers because long clearance time



INCHCAPE Shipping Services Operations Manager John Massawe (third right) and Mitsui OSK Tanzania Representative Benance Sebastian pose for a group photo with other leaders after receiving an award, appreciating their contribution that led to the arrival of a large cargo ship (RoRo Ship) at Dar es Salaam Port with 4,041 cars onboard on April 8, 2022.



TANZANIA Ports Authority (TPA) Chief Captain, Abdallah Mwingamno (right) speaks to the Minister for Works and Transport Prof Makame Mbarawa after he successfully brought to the anchorage site the largest cargo ship (RoRo ship) carrying 4,041 cars at Dar es Salaam Port on April 8, 2022. Left is TPA Board Chairperson Ambassador Ernest Mangu.

discourages port users,” he said.

On March 30 this year, President Samia Suluhu Hassan questioned the rationale behind vehicles that are imported being inspected on arrival at the port. This, according to her, causes unnecessary delays for ships that would like to offload because the same area that is supposed to be for offloading is where the vehicles are being inspected.

The TPA Director General said that apart from receiving the largest consignment of vehicles in the history of the port, the improvements at the port have increased the efficiency, where in November last year the Authority broke another record by handling 77 cargo ships and 7,000 containers, which surpassed their monthly target of receiving 10,000 containers per month.

“This achievement has been possible because with the help of the government we have been able to increase the number of modern handling equipment,” the DG said.

He said that the arrival of Frontier Ace, apart from increasing government revenue, also created job opportunities through cargo transportation, customs, drivers and food vendors.

“As we all know, the Port of Dar es Salaam is vital for the economies of Tanzania and neighbouring countries, therefore enhancing its operation potential continues to boost trade and job creation across the region, and reduce the cost for each additional day of delay for a single consignment,” adds DG Hamissi.

Tanzania

steadily growing as shipping hub

■ By **QUAYSIDE MAGAZINE** Reporter

TANZANIA'S ports infrastructure development is set to hit a new milestone with the commissioning of the newly-constructed Karema Port on Lake Tanganyika in Katavi Region this month.

The landmark project, implemented by the Tanzania Ports Authority (TPA), is almost complete and the port is set to commence operations in June, 2022.

“The project started in October, 2019 and I am delighted to say that we have reached a very good stage, we’re very optimistic that this scheme will be completed as scheduled, May 20, 2022,” says Inter Consult Ltd Assistant Resident Engineer Elisante Urassa.

The project is executed by China’s Xiamen Ongoing Construction Group at the cost of 47.9bn/-.

The port has a multipurpose 150m berth to accommodate vessels of up to 75 metres in length and 15m widths and a 4.5meter depth. Other facilities include an office building, passenger lounge and a general cargo warehouse.

“We’re also finalising the installation of an ICT network and security system, water supply, storage and wastewater treatment system,” Eng Elisante says.

Once operational, the Karema Port will be a node in a new trade corridor connecting southern parts of the Democratic Republic of Congo (DRC) and Burundi to the Dar es Salaam Port.

Lake Tanganyika Ports Manager, Mr Manga Gassaya, says the new terminal holds the key to Tanzania’s maritime strategy.

He is grateful to President Samia Suluhu Hassan for realising the importance of this strategic sector to the country’s economic development and position as a key trade hub in Africa.

Mr Gassaya says the government has continuously



KAREMA Port, a new container terminal, on the verge of completion.

demonstrated huge commitment towards improving the maritime sector in the country by releasing funds for upgrading of existing ports or building new terminals.

The completion of the terminal will see Tanzania cement her place as a key maritime link in the Great Lakes region and enhance the country’s position in the regional supply chain.

The port, whose construction goes hand in hand with the construction of Kalemie Port in the Democratic Republic of Congo, will specifically help Tanzania expand her wings in the lucrative DRC market.

Mr Gassaya says the government decided to construct the new Karema Port to exploit the untapped great potential of a cross-border trade with DR Congo, a new entrant in the East African Community (EAC) bloc.

“We want to serve the Democratic Republic of Congo through a single border; it is our expectation that this new, modern port will meet the demands of our customers in DR Congo,” says Mr Gassaya.

“We’re following up with great interest the expansion of Kalemie Port, and in fact, we have plans to build a dry port on the DR Congo side for smooth facilitation of freight shipment,” he added.

He believes that the upgrading and enhancement of the

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WATERMASTER amphibious dredger increases the depth of the newly-constructed Karema Port on Lake Tanganyika in Katavi Region.

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Central Corridor will help Tanzania increase its market share in the mine belt and other cargoes from DRC and Republic of Burundi.

According to the United Nations COMTRADE database on international trade, Tanzania exports to Congo stood at 207.23 million US dollars during 2021.

Karema Port’s initial capacity is 1million tonnes of cargo annually and according to Mr Gassaya there is a room for expanding the capacity up to 3 million tonnes, since the TPA has acquired the area measuring 66 acres.

Located on the eastern shore of the Lake Tanganyika in Katavi Region, 120km from Mpanda and 230km from Kigoma Port, the new Karema Port, will be linked with a standard gauge railway to be constructed from Mpanda District, with the government finalising plans to construct a road to the port.

“Thanks to H.E Samia Suluhu Hassan, for her decision and directives that, a new SGR line would have to be constructed which would branch off at Kaliua and head to Karema in order to target markets in south eastern DRC and Burundi,” remarks the manager.

He adds that the completion of the heavy-duty road will make the terminal a proper gateway for the DR Congo and Burundi to the Asian markets through the Dar es Salaam port.



KAREMA Port

Mr Gassaya is adamant Karema Port will be a game changer for the economies of Katavi Region, neighbouring Kigoma and Rukwa regions and the country at large.

According to Mr Gassaya, three shipping agencies have already inquired about the possibility of shipping cargoes through Karema Port.

“We’re optimistic this port will attract more exporters and importers, and we are warmly inviting them to this modern port on Lake Tanganyika,” says the manager.

He says it is important for customers to make route analysis in order to cut transportation costs.

“All over the world waterborne transport is much easier compared to other models of transportation.”

“I can assure our potential customers, who would like to use our Karema Port and other terminals on Lake Tanganyika, that they will get the best services at reduced time and cost,” says Gassaya.

A considerable size of Tanzania’s exports that end up in DRC, Zambia and Burundi is transported by road but Gassaya believes that the construction of Karema Port will make the export and import businesses grow on Lake Tanganyika.

Gassaya says the completion of the Karema Port project will attract more investments in Mpanda, open up job and trade opportunities in Katavi Region.

Residents in neighbouring villages are already seizing trade opportunities brought by the Karema Port project, where fishermen and farmers sell their produce to the construction workers.

The much-awaited commissioning of Karema Port will certainly turn Katavi and Rukwa regions a production hub for agricultural produce for the DRC, Zambia and Burundi markets.



Brighter future awaits Kilwa, Lindi, Nyamisati ports

■ **By QUAYSIDE MAGAZINE Reporter**

THEY appear to be small ports in size but their potential in terms of business and economic significance to the nation cannot be underrated at all, thanks to improvements carried out by Tanzania Ports Authority (TPA).

Lindi and Kilwa ports located in Lindi region and Nyamisati terminal located in Kibiti District, Coast region, have proved to be potential, playing an integral role in handling cargo destined for the Comoros, Zanzibar, Mafia and some Islets in the Indian Ocean.

Due to their economic significance, the government through the Tanzania Ports Authority (TPA) injected billions of shillings to upgrade them, a decision that has now attracted more traders to use the ports in transporting commodities to various destinations in the Indian Ocean.

However, ports' officers say business opportunities that have been brought about by the three upgraded terminals are yet to be fully exploited partly due to failure by traders and even local government authorities to come up with plans to grab the opportunities.

It should be known that apart from serving Mafia, Zanzibar and the Comoros, the three terminals also serve some Islets located in the Indian Ocean such as Simbaulanga, Sarali, Bwejuu, Kiasi, Mchinga, Songosongo and Mfisini.

Lindi Port Officer, Erick Nyagali says traders in the region have been using the terminal to ferry items such as timber charcoal, seaweed, salt, cooking oil, refrigerators, bicycles and other merchandise to various destinations in the Indian Ocean.

According to Nyagali, there is an enormous business



NYAMISATI Port

opportunity involving meat between Lindi Port and the Comoros, which is still yet to be fully exploited by Tanzanian traders, urging members of the business community to grab the opportunity.

Historically, Lindi Port started its operations during colonial times when it was being used as a landing site before it underwent major rehabilitation in the 1980s. Between 2016 and 2018 TPA injected over 3bn/- for the construction of a new berth (jetty). A jetty is a landing stage or a small pier at which boats or Dhows can dock or be moored.

Before the improvement of the port's infrastructure the terminal was handling not more than 1,000 tonnes per annum but to-date it can handle up to 5,700 tonnes.

Currently, motor-powered Dhows are vessels that frequent the port due to the fact the berth requires dredging to remove bottom sediments, including sand brought to the port site by Lukuledi River as it flows to the sea.

“There is a need to extend the jetty towards the sea by 100 metres if we want to get rid of dredging. If we do it the berth will be able to accommodate big vessels as opposed to today when the facility accommodates vessels of 60-70 metres in length,” Mr Nyagali says. During low tide the depth of the berth is four metres while during high tide the depth increases to seven metres.

He adds: “There are a lot of business opportunities that Lindi traders can exploit in the Comoros. We can ferry a lot of items such as meat, juicy, mattresses and other home merchandise to the Island. Concerted efforts by TPA, regional and local government

authorities must be made to market this port.”

According to Nyagali, a five-tonne mobile crane is needed to facilitate cargo handling at the terminal.

Kilwa Port

Apart from handling cargo, Kilwa Port boasts its pride of being a terminal that ferries tourists visiting tourist attractions at Kilwa Kisiwani and Songo Mnara.

It is at Kilwa Kisiwani where the Portuguese established a Fort on 16th century. Kilwa Kisiwani and Songo Mnara are widely known for harboring ruins of the colonial trading cities.

According to history, the prosperity of the colonial trading cities was based on the control of Indian Ocean trade with Arabia, India and China, particularly between 13th and 16th centuries when gold and ivory from hinterland was traded for silver, carnelians, perfumes, Persian faience and Chinese porcelain.

According to Acting Port Officer Theophil Kaiza, in 2020, Kilwa Port received and served three cruise ships with tourists who were visiting tourist attractions in the area. Due to effects brought by Covid 19, the number of cruise ships that docked at the terminal last year dropped to one.

The terminal handles cargo destined for the Comoros, Zanzibar, Mafia, including the neighboring areas of Kilwa Kisiwani, Songo Mnara and Pande. The terminal also operates some landing sites of Kilwa Somanga, Kivinje and Songosongo.

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Items ferried to various destinations through Kilwa Port include cement, cooking oil, fish, timber flour, sugar, beans and charcoal.

The terminal and its landing sites, according to Kaiza, handles a minimum of 500 tonnes of cargo per month but in peak season the amount of cargo handled rises up to 1,300 tonnes.

Kaiza says Kilwa Port is geographically located near the Comoros (Comoro), giving it a competitive advantage over other terminals in handling cargo destined for the Island.

He said in the 2020/2021 financial year, Kilwa Port surpassed the target by handling 14,000 tonnes of cargo from 9,000 tonnes targeted, adding that this financial year, the port is likely to handle 20,000 tonnes.

The unique feature that also gives Kilwa Port a unique character is the depth of its berth. According to Kaiza, the berth's depth ranges between 7 and 9 metres during low tide and between 13 and 15 metres during high tide.

Understandably, the geographical location of the port supported by the depth of water at the site prompted the government to come up with the plan to construct the fishing port for deep sea fishing activities and a fish processing industry. Already, the government has set aside 50bn/- for the project.

Nyamisati Port, case study of formalized ports

The terminal, which is located in Kibiti district, Coast region was previously operating as an unofficial port before TPA formalized it.

Port Operation Officer Julius Killua says having formalized it, the Authority injected billions of cash for the construction project that started in 2018 to 2019 before operations kicked off in 2020.

As opposed to Lindi and Kilwa ports, Nyamisati handles passenger vessels plying between Nyamisati and Mafia Island. Vessels operating between the two destinations are MV Kilindoni (Government-owned vessel), MV Songosongo (Government-owned vessel) and MV Captain (Private vessel).

Killua says the terminal, by and large, handles cargo destined for Mafia Island and some Islets around the district. Commodities ferried through the port include construction materials, agricultural, food, forest and petroleum products and other home merchandise. The terminal handles 4,000 tonnes of cargo per month.



LINDI Port

Apart from Mafia Island, which is the major destination, the terminal also serves Islets in the Indian Ocean such as Simbaulanga, Bwejuu, Mchinga, Kiasi, Sarali, and Mfisini.

Killua called upon the government to construct the road that leads up to the terminal from Dar es Salaam- Mtwara highway to the tarmac level.

He also called upon manufactures of various commodities in Dar es Salaam to consider building godowns at Nyamisati area from where traders from Mafia Island can collect commodities before ferrying them to the Island through the terminal.

“There is plenty of space here at Nyamisati area. Wholesale traders and manufactures of commodities should consider building godowns for their goods so that traders from Mafia can pick goods from here instead of forcing them to go to Dar es Salaam. This increases consumer prices to residents in Mafia,” he said.

All ports’ officers called upon the government, through TPA, to consider availing cargo handling equipment of medium scale to their terminals to facilitate loading and offloading of cargo.

TPA Public Relations and Communication Manager Thomas Mushi says the Authority has been injecting billions of cash into port expansion projects to attract mega vessels to dock in Tanzanian ports and quicken cargo handling procedures.

He says traders in and outside Tanzanian have now all the reasons to use Tanzania’s ports since services offered are of international standard.

He says President Samia Suluhu Hassan has dished out a total of 500bn/- for the procurement of cargo handling equipment to be availed to all major ports before doing the same to small ports in the country.

Magarini Port spurs sardine business

■ **By Quayside Magazine Reporter**

IMPROVEMENTS made by the Tanzania Ports Authority (TPA) in Magarini Port, Muleba district and opening of an international sardine market in the harbor have attracted many traders, including those from neighbouring countries to fully bank on it for flourishing business.

Making the revelation at the port recently, the Magarini Port Assistant Implementation Officer, Ramadhani Msuya said the improvements made by TPA at the port, including the provision of equipment such as weighing scales and addition of buildings of warehouses have attracted many people, especially traders from various parts of the country and Rwanda, Uganda, Burundi and Malawi prefer using it.

Historically, the port on Lake Victoria was established in December 1991 with the aim of assisting people living in nearby islands, many of whom engage in fishing activities on Africa's largest lake by area, and the world's second-largest freshwater lake by surface area after Lake Superior in North America.

He said a large percentage of traders follow sardine (dagaa) fish in the market opened for business to further transport to various parts of the country and others to their countries by trucks.

Mr Msuya further said prior to the improvements, the port was capable of handling 18 to 23 tonnes of cargo per day, but now has the capacity to process 45 tonnes per day especially after the opening of the market, adding that passengers have also increased from the initial 400-600 to 500-800 per day.

On money collected as revenue at the port, the Port Officer said it has increased from 10m/- to 16m/- per month. Noting again, that the revenue has been reduced due to the government lowering the levy from 600/- to 400/- to create a breathing space for the traders.

Mr Msuya said despite the success, TPA plans to continue upgrading the port and by next year the pier will be upgraded to the required standards, because equipment has been procured, adding that: "The pier would be lifted one meter high and 10 meters above land at a cost of 120m/-".

"We are very grateful that TPA has a plan to build us staff houses and build fences. We have also brought modern scales to weigh 100 tonnes of cargo at a time, initially we had



PORTERS offload bags of sardines from a boat at Bukoba Port.

500 tonnes weighing scales, we have also improved toilet and water services to our clients," he pointed out.

In addition, he said the presence of the port has improved the living conditions of the people living in the area and the surrounding islands, who have found themselves securing employment as loading and unloading laborers as well as food vendors selling foodstuffs to earn an income and support their families.

"This port has touched the lives of the people, there are 56 young people working on unloading and loading cargo, bodaboda getting more passengers, lodges have increased and various services such as banking have started being here," he said.

One of the owners of the boats operating at the port, Selemani Omar said it has all the services and provides excellent service, noting: "We are very grateful to President Samia Suluhu Hassan for the money he has provided for port improvements, now things are going better than before."

A Rwandan businessman, Bahati Gilbert said they are getting enough load due to the port being close to the many fishing islands and thanked the government for the good cooperation they are getting.

Elias Maina, an employee of the fish exporting company, said the improvements made with the establishment of an international fish market have benefited both small and medium-sized traders.

Another citizen, Jesca Edson, said they were initially having a hard time delivering goods to islands and on land, but upgrading the port has made everything easier.



CONTAINER activity is brisk at the Port of Dar es Salaam.



TPA

on the crest of a wave

By **QUAYSIDE MAGAZINE** Reporter

THE Parliamentary Standing Committee on Public Accounts (PAC) and Public Investment Committee (PIC) visited the Tanzania Ports Authority (TPA) headquarters premises in Dar es Salaam in April, this year.

The parliamentary committees aimed at inspecting the progress of the improvement project for the country's largest water gateway, Dar es Salaam Port.

The government has pumped in over 1 trillion shillings for the massive renovation of the Dar Port under the project called Dar es Salaam Maritime

Gateway Project (DMGP).

“Currently, the government has already provided us with money for dredging the entrance channel which seeks to make it 15.5 meters deep from the current depth of 9 meters. Also, the project of dredging to allow larger ships at the port and the process of getting a contractor is in final touches,” says TPA Director General, Mr. Eric Hamissi

Enthralled by the development at the port, the lawmakers advised that it was now the right time for TPA to put more efforts in advertising its activities

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internationally to attract large freight companies to use local ports to transport their cargo.

This came after the committees toured the already busy renovated berths zero, one to seven at the Dar es Salaam Port which can now dock larger ships of up to 305 meters long. The ships can carry up to seven thousand cars or containers in one shipment, with efficiency of offloading cargo within a maximum of three days only.

The Vice-Chairman of the PAC Committee, Japhet Hasunga after concluding a meeting with TPA leadership, said the visit was part of reviewing the activities of public institutions.

He advised that due to the huge investment made by the government, the country's ports are now capable of servicing large ships, therefore if TPA takes the initiative of advertising services offered by those ports, it will capture the East and Central African market, considering no country has such effective ports except Tanzania.

The PAC vice-chairman insisted that if the TPA advertises the port, it will gain more customers from neighboring countries such as Malawi, Uganda, Rwanda, Burundi, the Democratic Republic of the Congo and many others. At the same time, Mr Hasunga commended TPA for good port management, especially for reducing freight handling days from nine to less than three days.

The committee also witnessed improved TPA staff performance, where he congratulated the Director General and his management team for dealing with incompetent and lazy staff within TPA who violate their work ethics as required by the principles of their profession.

“This gives us confidence that TPA is keen to eliminate all fraudulent employees and increase work efficiency which is a milestone in increasing government revenue,” he said.

The Chairman of PIC who is also the Ukonga constituency representative, Mr Jerry Slaa also called for speedy connection of the Standard Gauge Railway (SGR) infrastructure so that when it starts functioning, it will be easy to ferry cargo to and from the port.

Considering that the government through TPA



has already ordered modern machines for offloading and loading cargoes, Mr Silaa advised the authority to initiate talks with Tanzania Electricity Corporation, (TANESCO) to set up an electric cooling substation at the port of Dar es Salaam to ensure effective service delivery, especially when infrastructure improvements are completed and implemented.

“I commend TPA for developing efficiency and especially being firm in reviewing various contracts to ensure the legitimacy of such agreements, TPA



THE Port of Dar es Salaam is a popular cruise ship destination.



should also take right measures to ensure that various complaints from customers are addressed. This will ensure that the port offers best services, which will attract more customers and hence increase government revenue collection from port services,” said Hasunga.

For his part, TPA Director General, Eric Hamissi assured the committee that in collaboration with all TPA staff, he will continue to strengthen port operations in the country while stressing that TPA will continue to address all challenges that may hamper operations.

Hamissi has said that the authority will ensure value for money and timely completion in ongoing port expansion projects per agreements.

“Dar es Salaam and other seaports are very busy as many customers have been attracted by the expansion projects and improved customer services. TPA is committed to doing everything possible to meet the government’s intention of increasing efficiency in cargo handling to attract more customers,” he said.

Touring the Dar es Salaam port recently, the Minister for Works and Transport, Prof Makame Mbarawa

directed TPA to take stiff measures against contracted service providers to ensure that there are no more delays in container and other cargo handling at the Dar es Salaam port.

Prof Mbarawa said that the government has invested heavily on taxpayer’s monies to renovate the port, therefore Tanzanians wanted to see nothing apart from value for money, which means the port should work competitively to lure more customers and catalyze the economy.

The minister also directed that TPA must introduce stiff fines to any service provider who fails to meet the required speed to meet their contractual obligations, and where such a situation persists, they should be replaced by competent service providers who meet the required standards.

With a 1,430 m long coastline at the Indian Ocean, Tanzania has three major ports, namely Tanga, Mtwara and Dar es Salaam ports. Safety of cargoes, cars and drivers is another competitive advantage the country has towards winning hearts of local and foreign freight movers, concluded Hamissi.

Tanga Port set to light the path

By QUAYSIDE MAGAZINE Reporter

FOR most people, when you talk about Tanga Region, the thoughts of Usambara Mountains, Amboni Caves and Maziwe Islands come to mind.

But for traders and the business community, they know that Tanga has a lot more to offer than tourist attractions, and most know that you cannot mention Tanga without mentioning the Tanga Port.

Touted as the longest-serving port in East Africa, it is strategically located to serve the northern Regions of Kilimanjaro, Arusha, Manyara, the lake zone and neighboring countries of Rwanda, Burundi, Northern part of Uganda, situated on the northern coast of Tanzania close to the Kenyan border.

According to residents in the area, most of the development found in Tanga can be attributed to the presence of the port, which is a gateway to other parts of the country.

To make the port more vibrant and effective to attract more clients, the Tanzania Ports Authority (TPA) has put in place various strategies towards this, which includes dredging to increase the depth of the entrance channel and improve the berths to accommodate more ships. It is for this reason that the government pumped in 438bn/- towards improving services at the port, which also involve increasing the depth of the port from three meters to 13 meters and purchase of modern operation equipment.

The first phase of the project, worth 172bn/-, kicked off in 2020, and according to port officials, the project has reached 93 per cent and is supposed to start operations by March, this year.

“Dredging of the port to increase the depth of the port is now complete, which means that ships which used to



dock 1.7 kilometers away can now dock at 200 meters at the quay,” says Engineer Freddy Mahenge, the Tanga Port Assistant Engineer.

Eng Mahenge says this means when the second phase is complete, ships will be able to dock directly at the quay, which will get rid of the old stream operation system, which is too costly to operate.

To improve efficiency and attract more customers, Eng Mahenge says the second phase of the project involves improving two berths at the port with a total of 450 meters and a design period of 60 years.

“The port has already received 11 modern equipment from the initial 16 which are set to be purchased, which will smoothen operation soon after completion of the two projects,” he says.

He says that the second phase of the project started in December, last year, and currently it stands at 25 per cent, and upon completion, it will allow 50,000 tonnes ships with a length of 222 meters to dock easily at the port.

The second phase project being implemented by a Chinese company is worth 256bn/- and has a time frame of 22 months, and is supposed to be complete by October this year.

After completion of the projects, Tanga Port will be able to handle 2 million tons from the current 730,000 tons per year, which will put the port in a good position to



compete with neighboring ports.

Currently, the Dar es Salaam Port is the one which handles roll-on/roll-off ships, but when implementation of the two major projects is complete, Tanga port will be offering the services.

Roll-on/roll-off ships are designed to carry wheeled cargo, such as cars, trucks, semi-trailer trucks, buses, trailers, and railroad cars, that are driven on and off the ship on their own wheels or using a platform vehicle, such as a self-propelled modular transporter.

“Some of the customers are forced to use other ports because of this, but when we are complete, we will be able to compete with other ports, and we have already started informing our clients of the extra services that will be found at the port upon completion,” says Joseph Mwambipile, the Acting Senior Planning Officer at the Tanga port.

He says that to access the Democratic Republic of Congo and Rwanda, two neighboring landlocked countries,



TPA Board of Directors Chairperson, Ambassador Ernest Mangu (left) and TPA Director General made a tour of Tanga Port to inspect ongoing expansion project.

it will be easier for them to receive their goods through the Tanga port.

One of the major users of Tanga Port, Rashid Ahmed Hamoud, who is the Director of Neelkanth Group, says that he is looking forward towards implementation of the projects which will also save them transportation costs.

He says that because they handle large consignments of cargo every year, shortage of equipment at the port is hindering their operations, saying that availability of modern equipment will greatly boost their activities. Neelkanth Group is one of the fastest growing business conglomerates in the country, with a strong presence in businesses like salt manufacturing, civil construction, water supply, transportation and coke manufacturing among others.

Mr Hamoud adds that currently his company is forced to use the service of other ports to ease the burden on the Tanga port, but when the two projects are complete, they will be happy to use the port at 100 per cent.

“To be honest, I think the workers and employees at the Tanga port are the best in their area of business, but they are being held back by shortage of equipment, because every time a ship with our goods dock at the port, you can see how hard they are trying to cope with the situation,” he says.

Mr Hamoud says that they usually import petcoke, which is a product produced from all types of oil (light/heavy crudes) during the oil refining process. Another port user, Tanga Pharmaceutical and Plastics Limited (TPPL), says that by using the Tanga port by 100 per cent, they will be able to minimize costs drastically.

Ramesh Rajappaw, the TPPL Head of Planning, is optimistic that with the completion of the projects and installation of modern equipment, Tanga port will be able to compete on the same footing with other major ports in and outside the country.



Lake Tanganyika Ports facelift reaping huge dividends

By **QUAYSIDE MAGAZINE Reporter**

TANZANIA is not only strategically positioned, bordering the Indian Ocean to the east but is also blessed with plenty of inland water bodies.

Such makes this second largest East African nation a hub for land and water transportation to a host of its landlocked neighbours.

One of the major hinterland water bodies is Lake Tanganyika, the world's longest freshwater lake and the second-deepest after Lake Baikal in Siberia.

Lake Tanganyika sprawls across three regions of Kigoma, Katavi and Rukwa regions.

But significantly, the lake connects Tanzania, with the Democratic Republic of the Congo (DRC), Burundi, and Zambia. Tanzania (46per cent) and DRC (40per cent) possess the majority of the lake.

Looking to tap into the huge economic potential presented by Lake Tanganyika, the Tanzania Ports

Authority (TPA) has been investing substantially in the improvement of its terminals along Lake Tanganyika, formalising long-existing unofficial ports, while a bold move was also taken to construct the new Port of Karema.

The 6th Phase Government under President Samia Suluhu Hassan has demonstrated huge commitment to continue supporting TPA's efforts to improve the maritime sector, which plays a key role in the country's economic growth.

Shortly after assuming the presidency, President Samia dished out 500bn/- for the procurement of equipment in a deliberate measure to improve efficiency in the country's ports and boost revenue collection.

Through the funds, the Tanzania Ports Authority (TPA) purchased a modern 45-tonne capacity reach stacker at the cost of 1.8bn/- and a new forklift for Kigoma Port, the largest port on Lake Tanganyika.

The Port of Kigoma is the busiest terminal. It has a cargo terminal, passenger terminal and oil jetty.



KIGOMA Port Manager Manga Gassaya underlines the appeal of Lake Tanganyika port terminals for institutional and private investors as a source of steady economic growth.

The government equally dished out 32.5bn/- for the renovation of the Kigoma, Kibirizi and Ujiji ports in Kigoma region. Through the funds, a new office building for Kigoma Port has been completed and will be officially inaugurated soon while the upgrading of Kibirizi and Ujiji ports had reached 70 per cent and 35 per cent respectively as of April, 2022.

TPA says the massive investments, coupled with other measures taken by President Samia's government have lifted port operations and boosted revenues.

Lake Tanganyika Ports Manager, Mr Manga Gassaya says with the support from government, they have enhanced cargo handling efficiency at Kigoma and its sister ports, thus, more importers and exporters are seeking their services.

In President Samia's first year in office, the ports registered a 19 per cent rise in cargo volume and Mr Gassaya is grateful to President Samia's deliberate measures to lift the maritime sector since assuming the



KIBIRIZI Port is undergoing major upgrading

presidency.

Cargo volume across Lake Tanganyika ports increased from 237,806 tonnes in the year ending March 2021, to 282,221 tonnes in the year ending February 2022. General cargo registered the highest growth during the period, surpassing the target in eleven months, while the number of passengers also showed an upward trajectory.

Mr Gassaya attributes the surge in cargo volume to the continued improvement of ports infrastructure, availability of modern cargo handling equipment and good services to customers.

"We're very grateful to President Samia for regularly giving directives on ports' improvement and issuing us with the needed funds to carry out the projects," says Mr Gassaya.

"Our key responsibility is to translate her directives into action and always ensure we improve our performance and meet the expectations of our President, and those of our customers," added Mr Gassaya.

"We have increased efficiency and cut the time for cargo clearance, we assure our customers of best services, they should use our ports," Thanks to the initiatives by the sixth-phase government, and the TPA management, the Lake Tanganyika terminals have seen customers queuing up.

More and more customers are using our ports, even some customers who at some point opted against shipping through our ports have made U-turns and they are now coming back," says Mr Gassaya, saying the ports' capacity is to handle 600,000 tonnes a year.

The TPA applauds President Samia for successfully opening up the country, saying the impact has been tremendous.

"President Samia has been a good ambassador of our ports abroad and this has hugely helped us win the trust of customers," TPA's Public Relations and Corporate Communication Manager said, acknowledging the president's unwavering support towards the improvement of the country's ports.

According to Mr Gassaya, 76 per cent of the cargo shipped through Lake Tanganyika ports of Kigoma, Kasanga, Kabwe, Kipili, Kibirizi and Kagunga, is destined for the Democratic Republic of Congo (DRC), 15 per cent is shipped to Burundi and about 9 per cent to other destinations within Tanzania while less than 1 per cent, mostly food stuff, go to Zambia.



Unlocking Kigoma Port's economic potential

By **QUAYSIDE MAGAZINE** Reporter

TANZANIA'S Third Five Year Development Plan (FYDP III), 2021-2026, lists the blue economy as one of the priority areas, underlining the country's determination to fully utilise its strategic geographical position to attain economic prosperity.

The FYDP III envisages robust investment and trade promotion by tapping into regional and international marketing and business opportunities.

Similarly, the plan seeks to stimulate a competitive and participatory economy by, among other key interventions, developing infrastructure for water transport and ports.

Boasting an inland water surface area of 62,000 square kilometers, comprising the four main water basins of Lake

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Victoria, Nyasa, Tanganyika and Rukwa, Tanzania has enormous potential in the blue economy. And the government, cognisant of the sector's economic prospects, has strengthened exploitation of the blue economy by putting in place institutional systems, policies, laws, procedures and guidelines.

The country has made considerable investment in water infrastructure, particularly port expansions and acquisition of ships in the great lakes. Under the FYDP III, the government looks to further encourage and increase investment in the blue economy.

As part of this drive, the government, through the Tanzania Ports Authority (TPA) with the support of Japanese International Cooperation Agency (JICA) will from July, 2022, commence the implementation of the Project for the Rehabilitation of Kigoma Port on Lake Tanganyika.

On February 4, 2022, the Tanzanian government signed a grant agreement with JICA in Dar es Salaam to provide grant aid of up to 36,000 US dollars for the much-needed project.

Kigoma Port is currently the largest terminal in eastern Tanzania, serving as a hub for the Central Corridor connecting Tanzania, Rwanda, Burundi, DRC and Zambia.

The port, which was constructed in 1922 and commissioned five years later, is the main gateway for traffic flow originating from Tanzania and/or the Port of Dar es Salaam. Cargo may be road-hauled or railed from Dar es Salaam to Kigoma, then transshipped onto lake vessels to the port of Mpulung (Zambia), various destinations in the Democratic Republic of Congo (Uvira, Kalemie, Baraka, Moba), and the Port of Bujumbura in Burundi.

A NEW reach stacker set to improve cargo handling at Kigoma Port.



The Project for Rehabilitation of Kigoma Port

Mr Manga Gassaya, the Port Manager for Lake Tanganyika ports in Tanzania, hails the impending rehabilitation of Kigoma Port as a significant move by the Tanzanian government, saying the project will unlock economic potentials of western regions and the country at large.

He says the project will enhance the capacity of this second longest-serving port on Lake Tanganyika through construction of the passenger

terminal building, rehabilitation of the passenger wharf, and improved access roads.

“Upon completion, the project will massively enhance our port's capacity, and will provide reliable and stable people and commodities transportation along the coastal areas of Lake Tanganyika in Tanzania and neighbouring nations, the Democratic Republic of Congo, Burundi, and Zambia.



Gassaya says the improvement in transportation of people and distribution of cargoes in the coastal area of Lake Tanganyika and its hinterland, will further promote trade between Tanzania and its landlinked neighbours and boost other economic activities.

“Traffic performance of cargo will be enhanced by the construction of the pavement access road which will reduce operation cost of vehicles,” says Mr Gassaya, adding that the project is expected to reduce cargo handling duration to less than three days.

“The project will improve the operability of cargo trucks and will mitigate congestion due to the expansion of a wharf area. This will massively shorten cargo handling time,” he notes.

The rehabilitation of Kigoma Port will significantly contribute to peace and stability in the Great Lakes region with the vitalisation of trade and economic activities as well as the timely and stable distribution of humanitarian aid commodities

around Lake Tanganyika.

JICA sees the project as a viable intervention towards realisation of Sustainable Development Goals (SDGs) 8 and 9 which underline decent work, economic growth, industry, innovation and infrastructure development.

The Kigoma Port project will go hand in hand with the upgrading of Bujumbura port in Burundi. Burundian Ambassador to Tanzania, Dr Tilly Maleko, speaking during a tour of Kigoma Region recently, said the two port projects will increase economic ties and boost the economies of the two East African nations.

Dr Maleko argued that transporting goods through the lake would be easier than using surface transport, insisting that the renovation of the Kigoma Port and Bujumbura Port will make freight charges affordable to ordinary citizens from the two countries. Kigoma Port is the only port in Tanzania that has a functioning railway connection which is a direct link to the seaport at Dar es Salaam.

The ongoing construction of the Standard Gauge Railways (SGR), will only guarantee a solid link between Dar es Salaam Port and Kigoma Port to the neighbouring nations bordering Lake Tanganyika. Last year, the sixth-phase government under President Samia Suluhu Hassan unveiled a plan to build a new larger ship capable of carrying 600 passengers comfortably in addition to 400 tonnes of Cargo to help improve freight and passenger transportation on Lake Tanganyika.

According to the Government Spokesperson, Gerson Msigwa, the government would invest 105 billion/- (USD 45 Million) for the project, and that another cargo vessel will be constructed at a cost of 100 billion/- at Kigoma with the capacity to ferry 2,700 tonnes of goods. The contracts to build the new vessels were inked back in June 2021.

The completion of ships construction projects and the impending rehabilitation of the Port of Kigoma will be key to unlocking huge economic potentials in Tanzania and neighbouring countries along Lake Tanganyika.

TPA signs USD 500 million agreement



TPA's Director General Eric Hamissi (right) and Group Chairman and Chief Executive Officer of DP World, Sultan Ahmed Bin Sulayem sign the agreement at the Expo Dubai 2020.

By **QUAYSIDE MAGAZINE**
Reporter

THE DP World, an Emirati multinational Logistics Company based in Dubai, United Arab Emirates, has signed a Memorandum of Understanding (MoU), worth USD 500 million, with the Tanzania Ports Authority (TPA) to finance various projects aimed at improving efficiency of the country's ports.

The company specialises in cargo logistics, port terminal operations, maritime services and free trade zones.

The agreement for the grant was signed over the weekend at the ongoing Dubai Expo 2020 between TPA Director General Eric Hamissi and DP World Chief Executive Officer Sultan Ahmed Bin Sulayem.

The signing of the agreement that was witnessed by President Samia Suluhu Hassan on February 27, was part of the events held by Tanzania at the Expo.

A day before the signing ceremony of the MoUs in Dubai, President Samia Suluhu Hassan officiated at the Expo, a day that was dedicated for Tanzania.

The funds from the agreement will be spent on developing Tanzania's ports, targeting key areas of Information and Communication, Technologies (ICTs) systems, training for capacity building among TPA staff and improvements in port infrastructures.

The funds are also expected to enable the country's ports to increase their competitiveness at the regional and global level and improve services.



Oceans of cargo bolster earnings

■ By **QUAYSIDE MAGAZINE Reporter**

EXPANSION and improvement of Tanzania's sea ports of Dar es Salaam, Tanga and Mtwara has evidently started attracting more customers, especially those from neighbouring countries to park and ship their consignment.

This has seen more revenues which is a form of cargo handling and that affects the entire value chain in road and railway infrastructures. However, one improvement and other competitive advantage for transporters using Tanzania ports is not being said.

This is safety, security of trucks, cargo itself and that of its transporters. Yes, it is to be recalled that Tanzania, which shares her borders with eight other countries, has no recent record of highway hijacking and robbery.

This means, a track transporting consignment from a given sea port, towards a certain border post, is assured of reaching without any threat to the vehicle itself or driver and other operators. This includes even in case of breakdown incidents.

The Deputy Acting Director General of Tanzania Ports Authority (TPA), Mr Karim Mataka, revealed before members of the parliament that currently, South Sudan is eyeing to start using Tanzania's ports for its consignment.

Mr Mataka who was speaking to the Parliamentary Standing Committee on Infrastructure that visited Dar es Salaam Port this week, said that transporters from various countries were using Tanzania for their importing and exports not only due to improved efficiency, but the issues of safety and security were at the priority.

Other countries relying on Dar es Salaam and other ports, include the giant Democratic Republic of Congo (DRC), Uganda, Zambia, Malawi, some parts of Mozambique, the Comoros and East Africa's small sized countries of Rwanda and Burundi.



PATROL boats achored at Dar es Salaam Port.

“TPA has an initiative that is not only assuring the safety of transporters, but also is ensuring that illegal cargoes are not finding their way into Tanzania and crossing to other countries. This includes forbidden cargoes, smuggled goods and illicit abused drugs. We believe this is one of the reasons even Southern Sudan is contemplating turning to this way,” Mr Mataka Explained.

In collaboration with the Tanzania Police force, explains Mr Mataka, there are a good number of sniffing dogs which are used to detect any cocaine or presence of government trophies which might be secretly hidden in containers being shipped.

Also, TPA operates and runs modern scanners which are capacitated to detect every item enclosed in containers if they are the ones declared or not.

“The government's heavy investment to improve performance of Dar es Salaam, Tanga and Mtwara ports. This has been attracting more foreign customers and of recent, traders from South Sudan have greatly shown their interest, of Which TPA is very ready and capacitated,” says Mr Mataka.

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TPA has an initiative that is not only assuring the safety of transporters, but also is ensuring that illegal cargoes are not finding their way into Tanzania and crossing to other countries. This includes forbidden cargoes, smuggled goods and illicit abused drugs. We believe this is one of the reasons even Southern Sudan is contemplating turning to this way.”

Mr Mataka

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Already the government has formed a committee involving actors from the transportation sectors, which is jointly addressing all hurdles faced by transport to and from different sea ports, and the committee would advise the government better on how the ports would smoothen local and foreign cargo handling including that of South Sudan.

committee looks to address hurdles faced by transporters to smoothen their activities. Improvement has been evidenced which includes eliminating repetitive weighbridge measurement among truck transporters, where now all foreign trucks do measure only twice, at the start of the journey and near exit border points.



“If we have a smooth moving railway system and cargo ferry/ship within Lake Victoria, we will handle more cargo to South Sudan through Uganda. In fact, by smoothening water transportation in different lakes, it means more countries will choose Tanzania’s ports and increase revenues from shipping goods,” Mr Mataka insisted.

He elaborated that the formed committee is involving members from Tanzania Railway Corporation, Tanzania National Roads Agency, Tanzania Revenue Authority, Tanzania Bureau of Standards and those from security organs.

Apart from ensuring safety and security to port users and transporters, the

Mr Seleman Kakoso on behalf of his fellow parliamentary standing committee members hailed TPA and the government for continuing efforts, and advised for continued creativity for the country’s ports to remain number one choice for eastern and southern African countries.

“TPA has to improve its marketing department and have staff training which is being done elsewhere to lure more customers and retain the current ones,” he said.

Expressing his happiness of the security and safety promoted by TPA, Mr Kakoso insisted that in nowhere customers’ goods must be safer all the time from the ship to trucks and to



According to TPA Director General Mr Eric Hamissi the Authority was on track to hitting the target of handling 18 million tonnes of cargo and earning 1tr/- for the 2021/2022 financial year.

He expressed gratitude to President Samia Suluhu Hassan for approving up to 500bn/- for purchasing tools.

“This has improved efficiency where cargo handling



THE Port of Dar es Salaam handles about 95 per cent of Tanzania's international trade.

final destination and that it was for TPA to ensure that illicit drugs and illegal cargoes are not entering Tanzania's borders.

Deputy Minister for Transport and Works, Mr Atupelle Mwakibete hailed TPA for improving efficiency which has led to increase of cargo handled and almost meeting set targets of cargo and revenues for the current financial year. The deputy minister also challenged TPA to increase creativity and ensure they lure more customers to opt for Tanzania's ports in their import and export cargoes.

“It is a good thing that you are working on a daily basis to increase efficiency by having one working online computer system software, it is a high time TPA be creative and come up with best ways of speeding up its cargo handling processes.”

capacity has tremendously increased,” he said.

Apart from purchasing modern tools for loading and unloading cargoes, the director general also said that currently, TPA was in the final touch of introducing a new online system, which will be accessed by all of the 32 government authorities with different roles in importing and exporting cargoes.

“This will minimise time for our customers and will make all ports activities be overseen concurrently and hence, reduce tediousness,” he said.

Mr Hamissi also said that next steps being undertaken by TPA, are improving business strategy to lure more foreign customers to use the country's ports which are safe, speedy and secure compared to those of foreign land.



Tremendous strides in marine, port services

MAJOR achievements recorded in the country's marine and port services continue to take shape, attracting more clients from the neighboring countries.

The feats can be witnessed through an increase in cargo handling by ports operated under the Tanzania Ports Authority (TPA) from 1,185,000 tonnes in 1961 to 117,716,429 tonnes in 2020/2021.

Works and Transport Minister, Prof Makame Mbarawa, underscored this while highlighting the achievements, challenges and direction of the ministry within 60 years of Tanzania Independence.

Prof Mbarawa noted that over the 60 years of Independence the country has undergone major policy and institutional reforms, which have contributed to major achievements in the transport and transportation services within the country.

According to the minister, the government has been executing various projects in facilitating and strengthening the port infrastructures of the country.

"TPA manages a total of 89 official ports, of which

12 are located on the shores of the Indian Ocean, 24 are located on Lake Victoria, 19 ports are in Lake Tanganyika and 11 ports in Lake Nyasa, while there are 23 other ports under the TPA but have not been specified in the Ports Act of 2004, as procedure for their recognition is underway," said Prof Mbarawa.

For the case of the Dar es Salaam Port, he said in 1961, the port's docking site could accommodate ships with a length of 145 - 175 metres and a water depth of seven metres, currently the depth stands at 14.5 meters and the docking area can receive ships with a size not exceeding 234 meters.

As for the Tanga Port, he said due to a shallow depth at the port, ships were forced to load and offload cargo and use boats, noting that the second upgrade work is underway to increase the port's depth in the wake of reducing costs of handling large ships.

He noted that the government has continued with the upgrade of the Mtwara Port, whose operations began in 1954, whereby the new berth with a length of 300 metres and 13.5-metre depth (draft) to enable the terminal to accommodate mega cargo ships weighing 65,000 tonnes was completed in October, 2020.



“After attaining independence, the ports which were functional included Mwanza in Lake Victoria, Bukoba, Nansio in Mara, Kigoma in Lake Tanganyika and Kyela in Lake Nyasa.

Due to demand for improving existing port infrastructure as well as constructing new ones to manage the increase in cargo capacity, currently the number of ports has increased in the Great Lakes of Victoria, Tanganyika and Nyasa.

By June, 2021, the number of newly constructed berths at Lake Victoria included Lushamba, Ntama, majahazi Mwigobero, Nyamirembe, Magarini and the improvement of Mwanza, Kemondo and Bukoba ports,” he said.

Minister Mbarawa revealed that those in Lake Tanganyika include Kagunga, Kalya (Sibwesa) and Kabwe (Nkasi) berths, while Lake Nyasa involves Kiwira.

For the case of marine services, Prof Mbarawa said after Independence, the government continued to provide maritime transport services in Lake Victoria, Tanganyika and Nyasa using three ships, which were MV Victoria, MV Clarias in Lake Victoria and MV Liemba in Lake Tanganyika.

Besides, the government had procured seven new ships, including MV Butiama, MV Ukerewe and MV Serengeti in Lake Victoria; MV Sangara and MV Mwongozo on Lake Tanganyika and MV Songea and MV Iringa in Lake Nyasa.

“These and other pre-independence ships have been transporting passengers and cargo in the three lakes, thus helping to boost trade and improve community life. As of 2015, the company owned 14 ships, of which nine were on Lake Victoria, three ships and one boat on Lake Tanganyika and two ships on Lake Nyasa.

“Many of these ships have been in existence since Independence and thus have become obsolete and others have been suspended from providing services due to safety for the lives of people and their property. As of January, 2017, MSCL had three (3) ships, MV Umoja, MV Liemba and MV Songea providing services,” he said.

He pointed out that due to the company’s decline in service delivery for the people living in the Great Lakes Region and the economy of the country as a whole, the government decided to revive marine transport services for passengers and cargo in those lakes.

Thus, in 2018, the government began allocating funds for the commencement of the implementation of four major projects in Lake Victoria, as the first phase of the plan to revive transport services in the Great Lakes via MSCL.

This involved the construction of the new MV Mwanza “Hapa Kazi Tu” with a capacity of 1,200 passengers and 400 tonnes of cargo on Lake Victoria with the contract signed in September, 2018 and is expected to be completed in November, 2022.

Construction of this ship has been completed at 81 per cent. The second project is the construction of a slipway in Lake Victoria completed in March 2020 and it’s currently under monitoring. On the other hand, the second phase of the improvement involves Victoria, Tanganyika and Nyasa lakes involving six projects.



TPA Board of Directors Chairperson, Amb Ernest Mangu (centre right) chats with TPA's Director General Eric Hamissi and other staff of the Authority when the board made an inspection tour of Tanga Port in April, 2022.

Tanga Port Upgrade: Optimism rides high

By QUAYSIDE MAGAZINE Reporter

THINGS are going smoothly as planned in the construction and upgrading of Tanga Port, despite minor delays caused by Covid-19.

Next month, the port will soon start receiving ships carrying vehicles which will be kept at Mwambani area in Tanga region.

The first phase of the construction has reached 98 percent, and upon completion it will open up new economic opportunities for the region, northern regions and neighboring countries.

Acting Tanga Port Manager, Mrisha Masoud said the port will be opened in May, 2022 after completion of the pier and the increase in water depth which will allow larger ships to dock directly and unload cargo.

This is the result of the ongoing improvements of Tanga Port, which

includes the first phase which aims to increase the depth from the current 3 meters to 13 meters at the sea entrance, including areas for turning ships around and port equipment which all costs of 172.3bn / -.

The 150 meters of the pier which is expected to be handed over next month and allow ships to enter is part of the upgrading of 450 meters of quay at a cost of 256.8bn / -.

Traders who had the opportunity to visit the port and witness the ongoing progress of rehabilitation after their meeting with various TPA officials said they have seen positive changes and foresee a positive future for the port after completion of the improvements.

Referring to the prospect of receiving large ships carrying vehicles, Mrisha said Mwambani area has met all the required criteria of storing the vehicles because it is a large area covering 176 hectares.

He also said with these improvements,

they expect to effectively handle cargo ranging from 750,000 tons up to 3 million tons, saying apart from storing vehicles, Mwambani area will also be utilized in loading and storing of cargo containers and other port activities to decongest the Tanga port.

Acting Director of Marketing and Liaison at the Tanzania Ports Authority, Nicodemus Mushi said apart from port users, the TPA board of directors also visited the port which is being rehabilitated by the Chinese, where they expressed satisfaction at the pace of construction.

Speaking to stakeholders at the Port of Tanga, which serves the Northern Region as well as neighboring Rwanda, he said the upgrading of the port will open a new chapter and bring reforms which will help in tackling existing challenges and bring expected results.

Tanga Port is among several ports in the country under the control of Tanzania Ports Authority (TPA) along the Indian Ocean Coast, and



its upgrade will provide a great opportunity for individual, regional and national economic growth.

Due to its geographical location and infrastructure of the port, it will be able to serve the Northern regions and neighboring Uganda, South Sudan, the Democratic Republic of Congo (DRC), Burundi and Rwanda through the dry ports of Isaka and Kigoma Port using railway and road infrastructure. It can also serve Zambia and Malawi through the Kasumulu and Tunduma borders.

A few years to come the Port of Tanga which was constructed by German colonists in 1888, will boast of natural coast that suppresses Northern winds which allows it to operate around the year, which in earlier years' boats were used to offload cargo from ships docking at high seas, a task that took a long time fulfil.

History reveals that in the beginning the port had the ability of handling ships weighing more than 1,200 tons, and that loading and unloading of cargo was carried out in deep waters at a distance of 1.7 kilometers from the port.

The first pier had a length of 381 meters and operated in 2 to 3.5 meters in depth during low rainfall, while originally the pier was built with a water depth of five meters.

“We have put ourselves in competition

with neighboring ports because increasing the depth will enable ships to dock directly at the port, and the new and more advanced equipment, it will increase the port capacity, because at present we are in a better position to take advantage of the proximity of our customers to increase GDP,” said Mushi.

It is obvious according to TPA Engineer Fred Mahenge that these two port improvement projects worth 468bn /- will put the port in a good position of competing with neighboring ports.

In addition to increasing the depth and construction of two 450 meter piers, the port has also received 16 new operating machines which now makes it possible to load and offload cargo in a very short time span.

The Tanga Port Planning and Statistics Officer, Joseph Mwambipile said the port which has a large capacity of handling cargo, fuel and passengers aims to handle 20,000 consignments and 99,000 passengers when the project is completed in October this year.

The Chairman of the TPA Board of Directors, Ambassador Ernest Mangu while leading board members to visit various projects at the Tanga Port said

they were satisfied with the progress of the ongoing construction and called for timely completion in order to fulfill the government’s commitment of bringing greater port efficiency and open up the northern economy.

With increasing support from the sixth phase government, TPA has been able to install a new oil meter known professionally as the Corlious Mass Flow.

According to the port officials, the meters have increased the number of oil tankers docking at the port and the speed of loading and unloading of oil has increased, and at the same time eliminating fraudulent practices.

The Chief Mechanical Engineer at the Tanga port, Hashim Kasege says the three meters are capable of loading and unloading fuel at high speeds, while providing accurate data on the cargo.

“In the past we had the task of going all the way to the ship and measure the amount of oil with a special dip stick,” said Hashim.

He says the new meters with a capacity of 1,200 and 1,800 metric tons per hour are installed to replace the old ones that were capable of passing 450 metric tons.



LABOURERS on duty at the Port of Tanga.



TPA stamps authority on **Lake Nyasa**

By **QUAYSIDE MAGAZINE Reporter**

TANZANIA is a country blessed with a lot of resources, including rivers, lakes and oceans.

With the population of the country growing at a steady pace, having a reliable transport network becomes important for movement of people and goods.

Blessed with the presence of four great lakes, Lake Tanganyika, Lake Victoria, Lake Nyasa, and Lake Rukwa, water transport on the Tanzanian side becomes necessary, bringing Tanzania Ports Authority (TPA) into the picture.

One of the lakes that TPA is involved in transportation is Lake Nyasa, one of the African Great Lakes, which is the 9th largest lake in Africa by surface area, and the second deepest lake in Africa, after Lake Tanganyika.

Lake Nyasa, or Lake Malawi when you are in Malawi and Lago Niassa in Mozambique, is shared by three countries of Malawi, and Tanzania and Mozambique.

The government of Mozambique declared its

section of the lake a reserve on June 10th, 2011. On the Malawi shores, a section of the lake is also included in the Lake Malawi National Park.

Lake Malawi has a maximum length of 580 kilometers (360 miles), and a maximum width of 75 kilometers (47 miles). It has a surface area of 29,600 square kilometers, or 11,400 square miles. Its maximum depth of 706 meters (2,316 feet) makes it the second deepest lake in Africa. The lake holds an impressive 8,400 cubic kilometers (2,015 cubic miles) of water.

Malawi, a transit segment of Dar es Salaam Port was one of the transit market segments in the region, but Tanzania had yet to fully utilise the market as it only handled 311,138 metric tonnes of cargo out of 1 million metric tonnes handled by other ports.

Hamisi Omari, the Lake Nyasa Acting Port Manager says that to ensure that water transport in the lake runs smoothly, TPA is in the process of upgrading most of their ports in the area.

He says that apart from handling activities in three major ports around Lake Nyasa (Mbamba Bay Port, Itumbi Port and Itungi Port), TPA



VESSELS docked at Kyela Port.

also oversees the operations of 15 small ports in three regions of Mbeya, Njombe and Ruvuma along the lake.

“Njombe region has six small ports of Lumbila, Ifungu, Makonde, Nsisi, Lupingu and Manda, while Ruvuma region also has six ports, which include Ndumbi, Lundu, Nkili, Liuli and Mbamba Bay,” he says.

Omari says that before TPA entered the water transport scene, residents used to rely heavily on small boats to ferry passengers and goods to neighbouring regions and countries, which endangered their lives, considering that Lake Nyasa records some of the heaviest waves that can be found in any lake.

“The operators of the boats were required to be extremely experienced on the weather pattern of the lake, because relying on weather forecasts alone can be disastrous, because the waves can hit at any time,” says one of the residents of Kyela District who used to conduct his activities around the lake.

Omari says that before TPA taking over the running of the ports in June 2006, Marine Service Company Limited (MSCL) was charged with overseeing operations in the ports

Currently, he says they have two major rehabilitation projects, where at Ndumbi Port major rehabilitation work is going on to improve infrastructure, including an office, staff house, a godown, fence and canteen, and “we are also conducting analysis study on eight ports of Itungi, Kiwira, Matema, Lupungu, Manda, Ndumbi, Liuli and Mbamba Bay”.

He says that at the Ndumbi project, progress stands at

75 per cent, saying the 22 months’ project which will cost TPA more than 12bn/,-, started last year and is expected to be completed this year in October.

“The main cargo being handled at the ports in Lake Nyasa is coal, which is transported from Mbamba Bay and Ndumbi ports, and in this financial year 2021 we have so far transported 8,219 tonnes from the two ports to Mbeya Cement Company through the Kiwira Port,” he says.

The port boss says that apart from handling cargo through local vessels, the ports have also handled ships from Malawi, which he mentioned as MV Kalonga with a capacity of 350 tonnes, MV Vipya with a capacity of 650, and MV Katundu also with a capacity of 650, and that in the 2016/2017, the three foreign ships managed to transport 41,280 tonnes of clinker cargo from Kiwira to Monkey Bay in Malawi.

To facilitate transportation of the cargo from the ports, Omari says that in 2017 the government through TPA constructed two cargo ships, MV Njombe and MV Ruvuma, both with a capacity of 1000 tonnes each, which were constructed at a total cost of 11 bn/-.

With transportation of cargo secured, the government once again through TPA last year launched a new ship, MV Mbeya 11 at a cost of 9.1 bn/-, which has a capacity of carrying 200 passengers and 200 tonnes of cargo.

“The presence of the three ships has greatly reduced transport costs on passengers and increased consignment handled by the ports along the lake, and at the same time addressing risks posed by using unsafe water transportation,” says Omari.

TPA tackles truck congestion at Dar Port access roads



By QUAYSIDE MAGAZINE Reporter

THE Dar es Salaam Port currently processes more than 90 per cent of Tanzania's import and export trade volume, and acts as a maritime gateway to Tanzania, Malawi, Zambia, the Democratic Republic of Congo, Burundi, Rwanda and Uganda.

Current forecasts predict that by 2028, bulk cargo deliveries to the port will have quadrupled. In order to meet future cargo requirements, the Tanzania Ports Authority (TPA) is undertaking a modernisation process of the Port.

Project works include infrastructure upgrades, spatial improvements and the rehabilitation of existing access roads to facilitate increased freight transport.

In May last year, Prime Minister Kassim Majaliwa intervened following



information making the rounds in various social media platforms showing that congestion of lorries at the port was so intense.

The reports had it that lorries queued before they reached cargo loading and discharging points.

The government intervened in finding a solution to the congestion of lorries at the port, with Prime Minister Majaliwa directing TPA and Tanzania Revenue Authority (TRA) to work on the challenges once and for all.

Mr Majaliwa arrived at the port and started interviewing TRA and TPA officials. In his remarks, Mr Majaliwa told the two [TRA and TPA] to work

in cooperation on the challenges.

“You need to find an immediate solution to the challenges.”

The Dar es Salaam Port is surrounded by tarmac roads connecting the Port to different areas of the country. Road capacity on the key access and egress roads into and out of the port was inadequate to cope with the growing number of vehicles, a shortage that was exacerbated by poor gate and traffic management. As a first step, TradeMark East Africa (TMEA) was supporting the repaving and widening of the immediate access roads, installation of new gates, and improved traffic flow within the port.

On the main arteries, which are 2+2 carriageway roads, the heterogeneous traffic mix, the volume of port traffic, in conjunction with growing urban traffic, and limited traffic management was overwhelming the road network.

In addition, there was lack of parking, leading to trucks stopping on the roadside, and there was no effective gate management system operated by TPA, which further exacerbated congestion.

The main bottlenecks were the Nyerere Road, Mandela Road, Bandari Road, and Kilwa Road, and the delay in the development of the Southern Bypass.

The upgrading of these links in parallel is an important complement to the development of the port, and is part of the government’s development plans. During last year’s Prime Minister’s visit, the TPA Director General, Mr Eric Hamissi said despite the congestion, vehicles were being cleared within 24 hours.

He said the challenge was caused by a rise in goods arriving at the port, coupled with the ongoing expansion work at the port.

“About 40 per cent of the port area is currently being used for the ongoing port expansion work plus renovation of the access roads linking the port to the mainland,” he said.

As an immediate measure to address the truck congestion while the project to rehabilitate the access roads was ongoing, the authority in collaboration with partners have resolved to introduce a huge parking lot and new procedure for trucks to enter the port.

The parking lot is located at the Export Processing Zones Authority (EPZA) area commonly known as ‘Kurasini Shimo la Udongo’.

According to the TPA’s Director General, Mr Hamissi, the new arrangement was effective from January 5, 2022.

The DG said trucks entering the port would be allowed under optimal numbers to be decided by responsible officials at the transit shed as per their capacity of handling a particular number of vehicles.

Under the new arrangement, a customer would be allowed to bring trucks into the port after completing all procedures for clearing the cargo.

The TPA assured that there would be effective communication between the port’s security department and clearing agents in order to know the number of trucks needed to get into the port during that particular time.

Therefore, the trucks will no longer be allowed to park by the roadside heading to the port, instead they are supposed to park at the designated parking lot at the EPZA, located at Shimo la Udongo area.

“We call upon stakeholders to observe the new arrangements in order to improve performance and increase efficiency of our port,” the statement said.



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The authority will continue investing in the college by purchasing new teaching equipment to enable it offer quality education. He said that through investment made so far, the college has made big transformation within three years. TPA Director General, Mr Eric Hamissi

Bandari College

eyes becoming hub of solutions for port challenges

■ **By QUAYSIDE MAGAZINE Reporter**

THE historic Bandari College of the Tanzania Ports Authority (TPA) is currently undergoing academic reforms in line with the government’s efforts to improve the capacity of the country’s ports.

The college, which is historically posed as a back-up to the ports’ performance by building capacity of human resource, revealed yesterday that it was embracing key reforms that would see it improve its academic performance to produce more competent graduates to serve the ports and transport sector at large.

The College Principal, Dr Lufunyo Hussein made the revelations during the 20th graduation ceremony of the

college in Dar es Salaam.

A total of 709 graduates were conferred diploma and certificates, an event that was graced by the Deputy Minister for Works and Transport, Mr Atupele Mwakibete.

Dr Hussein informed the deputy minister that in the reforms, the college has managed to improve and harmonise its curriculum to cope with current demands in the market.

The reforms in curriculum were due to the fact that previously the college was operating with outdated curriculum that did not meet required academic standards.

This made it nearly be closed by the National Council for Technical



DEPUTY Minister for Works and Transport Atupele Mwakibete (right) briefed by Bandari College Principal Dr Lufunyo Hussein on how one of the two simulators work when he visited the institution to inspect two practical training modern simulators for teaching students on how to handle cargo during their course work.

Education (NACTE), according to Dr Hussein.

He noted that in the past two years the college crafted a new curriculum that started being applied this year.

Apart from it, the college has been equipped with two modern simulators for practical training for its students on how to handle cargo. Each simulator costs 1.2bn/-.

One simulator, which consists of Reach Stacker Machine, Forklift and terminal tractor, meant to practically train students how to handle cargo on shore.

The other one, which is called ship to shore simulator, consists of a ship to shore gantry crane for training students how to offload cargo from vessels.

On other hand, Dr Hussein added that they have now engaged in situation analysis, whose result would put the college at a better position to introduce degree courses. Currently, it offers

certificate and diploma courses.

There is also a plan to set up a modern ICT laboratory in which staff of the ports as well as government and private agencies working at the ports could be trained how Information Communication Technology (ICT) systems of the TPA's ports work.

“All these steps are intended to find solutions for challenges facing the Dar es Salaam Port,” he said.

Chairman of the Board of Directors



A CROSS-SECTION of Bandari College graduands attend the college's 20th graduation ceremony.

of the college, Engineer Tony Swai assured the deputy minister that the board will continue to effectively supervise the college so that it contributes more to the improvement of the transport sector.

“This college is very important in the development of the Dar es Salaam Port,” said Eng Swai.

Speaking at the event, Mr Mwakibete commended the college for offering courses meant to address port challenges and the transport sector in general.

He directed the TPA to give priority to graduates from the college when seeking to recruit new employees.

“It doesn't make sense that we train youths at this college then we don't use their skills at our port,” he said.

For his side, the TPA Director General, Mr Eric Hamissi, gave assurance that the authority will continue investing in the college by purchasing new teaching equipment to enable it offer quality education. He said that through investment made so far, the college has made big transformation within three years.

He assured continued support from the TPA to the college.

From Dar to Lusaka, TPA spreads its wings

■ By QUAYSIDE MAGAZINE
Reporter

FOR some years now, the Tanzania Ports Authority has been engaged in several efforts towards improving its services within the country, and now those efforts are crossing the country's borders.

This year, the Authority sent a powerful delegation in Zambia in strategic efforts of promoting services offered in all their ports in the country.

Apart from the fact that TPA offers its services to several land-linked countries, the delegation which consisted of top port officials, had the aim of taking the Zambian market.

The delegation was joined by Tanzanian Ambassador to Zambia, Ambassador Hassan Simba Yahaya who represented the Permanent Secretary in the Ministry of Works and Transport, at a special conference which was officially opened by the Zambia Minister for Transport and Logistics, Frank Tayali, which also brought together a number of transport stakeholders who transport cargo from Zambia to other parts of the globe.

During the conference, on behalf of the Tanzanian government Amb Yahaya assured participants that the TPA has made major strides in improving services offered at all their ports, which includes major investment in purchase of modern equipment and machinery which has increased the quality of service.

Amb Yahaya says that improvement in services at all major ports in the country is meant to benefit Tanzania and land linked countries which depend on the country's ports, including Zambia.

Zambia is one of the transit markets served by the Port of Dar es Salaam. The market is served by the Dar es Salaam corridor which is a multi-model corridor with road and TAZARA railway, the corridor stretches out from the Port of Dar es Salaam to Tunduma/Nakonde Border.

On her part, TPA Marketing Manager, Ms Lydia Mallya says that the port of Dar es Salaam is the main cargo gateway not only to Tanzanian hinterland and great lakes region, but also for land linked neighbours in east and central Africa such as Burundi, The Democratic of Congo (DRC), Malawi, Rwanda, Uganda and Zambia, and which has registered a performance of 17.8 million tonnes in 2021.

She told delegates at the conference that with the capacity of handling 600,000 vehicles annually, the new 320-meter-long berth at the Dar es Salaam port recently broke both its own capacity handling record and that of all other Eastern and Southern African ports (excluding South Africa) by welcoming cargo ship MOL Tranquil Ace to discharge 3743 cars on the new roll on roll off berth.

"Given the rise in maritime trade and the ever-increasing market demands, TPA is set to cope with this fast-growing trend through creation of capacity ahead of demand through projects geared towards improving capacity and efficiency at the port," she says.

She adds that one of the projects, the Dar es Salaam Marine Gateway Project (DMGP) is valued at TZS 336.4 billion and represents the first large -scale modernisation of the port in its history.

She further says that the project is well



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With the capacity of handling 600,000 vehicles annually, the new 320-meter-long berth at the Dar es Salaam port recently broke both its own capacity handling record and that of all other Eastern and Southern African ports (excluding South Africa) by welcoming cargo ship MOL Tranquil Ace to discharge 3743 cars on the new roll on roll off berth.
TPA Marketing Manager, Ms Lydia Mallya



TANZANIA'S High Commissioner in Zambia, Hon. Hassan Simba Yahya receives a gift as a gesture for leading TPA's delegation during a promotional tour in Lusaka, Zambia in February, 2022.

under way, with initial works now virtually complete under the supervision and management of the Tanzania Port Authority, which upon completion the Dar port will have a capacity of handling 28 million tonnes per annum.

She says that Tanzania's ports will continue to play an important role in linking the regional expansive hinterland to the international markets, with initiatives to improve cargo handling at the Dar Port and other TPA ports which will fast track Tanzania's quest for industrialisation and support the regional quest to attain fast social economic development.

The economy of Zambia is much reliant on copper production where copper is largely exported to countries like Switzerland, China, Singapore and Democratic Republic of Congo where at the same time imports mostly sulphur, oil and other goods from South Africa, China, United Arab Emirates and Kuwait.

The market share analysis for Dar port vs competing ports for 12 months starting from July, 2020 to June 2021 indicates that during the financial year 2020/2021, Dar port was able to attain 20.03 per cent market share for the Zambia seaborne traffic against that of the competing ports with 79.97 per cent.

Ms Mallya says that the advantage that the Dar port

has against the competing ports is a direct railway link from the Port of Dar es salaam to the copper belt in Zambia. TAZARA network is known as the southern corridor railway line network which has a track gauge of 1, 067mm (3 ft 6 in) and a total coverage of 1,860 km from Tanzania's largest city, Dar es Salaam, on the coast of the Indian Ocean to Kapiri Mposhi, near the Copper belt.

"TAZARA also serves as a key conduit for all kinds of bulk imports from all over the world including fuels, hardware, coke/coal, timber/wood, fertilisers and other critical inputs into the mines and agricultural farmlands of Malawi, Zambia, Tanzania and the DRC, as well as Rwanda and Burundi through the Port of Mpulungu on Lake Tanganyika," she says.

The network has the capacity to handle more than 1.6 million tonnes per annum.

She further says that copper, which is Zambia's main export, accounts for 70 per cent of Africa's production and more than 60 per cent of the country's total exports. Zambia main seaborne export partners in copper is Switzerland which account for more than 40 per cent of the total copper exported, followed by China for 20 per cent and Singapore 14 per cent. During the year 2019/2020 copper exported was about 884,465.9 metric tonnes.



Flourishing Business: Mtwara Port enthralls traders

By QUAYSIDE MAGAZINE Reporter

TRADERS in Mtwara are delighted with the government's decision to expand and improve services at Mtwara Port, saying cargo handling and other services have now eased the whole chain of doing business in the region.

Among the major traders using this southern port are Ruvuma Coal Limited (Mtwara Branch), Oilcom Tanzania Ltd (Mtwara Branch), Southern Shipping Services Ltd (Mtwara Branch) and Alghubra Marine Services from Zanzibar.

Oilcom Tanzania Ltd Representative, Jackson Tumwanga says the company was initially receiving its oil consignment through Dar es Salaam Port and incurred high operational costs since the firm was forced to offload fuel at Dar es Salaam Port from oil tankers before again loading to small ships destined for Mtwara Port.

"Offloading fuel from oil tankers at Dar es Salaam Port before reloading into small ships destined for Mtwara caused what we call 'double handling', a practice that caused transport and other operational charges to be high," he said.

According to Tumwanga, double handling not shot

operation costs but the practice also caused pump prices to go up, hurting consumers in Mtwara, Lindi and Ruvuma regions where the firm supplies fuel.

With the expansion of Mtwara Port and installation of all necessary infrastructures such as the flow meter, fuel cargo meant to be supplied to the southern regions is directly shipped to Mtwara terminal, a practice that now reduces cargo handling time and operational costs, resulting in affordable pump prices to consumers.

"Now, we ship fuel consignment direct from abroad to Mtwara Port. We are indeed satisfied with the services offered by the port management staff, including the testing procedures of the quality of fuel by the Tanzania Bureau of Standards," Tumwanga testified.

Tumwanga says each month Oilcom Tanzania Ltd receives 2.4 million litres of petrol and another 2.4 million litres of diesel through Mtwara Port, adding that the firm now plans to expand its fuel storage infrastructures by installing two tanks, each with the capacity to store 12.5 million litres of fuel.

Southern Shipping Services Ltd Operation Manager, Esthersia Mallya says after the construction of the new

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berth at Mtwara Port and the purchase of modern cargo handling equipment, services offered at the terminal have significantly improved.

She gives the recent example when they received a ship at Mtwara Port for the purpose of loading 5,000 tonnes of cement and ferrying it to the Comoros. According to her, it took them only a single day to load 5,000 tonnes of the building material as opposed to the past when the same size of cargo was loaded onto the vessel for between seven and ten days.

Sincerely speaking the improvements made by the governments through TPA are significant. We see modern cargo handling equipment, enough manpower, timely billing, all these facilitating quick operations. We thank President Samia's government for this milestone," Mallya said.

Said Gadafi, a representative from Ruvuma Coal Limited (Mtwara Branch) says the expansion of the terminal and improvement of other services have enabled the company to increase the size of cargo exported abroad.

According to Gadafi, Ruvuma Coal Limited exports the energy generating material through Mtwara Port to India and China, adding that talks are underway so that the firm can start exporting coal to the Middle East.

"Before the expansion of the port we were exporting 30,000 tonnes of coal every three months to overseas markets but after the improvement in service delivery by the port, including smooth cargo handling procedures, we now export 55, 000 tonnes every 45 days," he said.



CMA CGM Ariana is the biggest vessel which ever called Mtwara port (210 meters length).

Gadafi is grateful to the government, particularly President Samia for her support to the operations of ports, asking other members of the business community to fully exploit business opportunities in the southern regions since the gateway to oversee markets (Mtwara Port) is fully supportive.

Alghubra Marine Services Director, Abdulsamad Mohamed Suleiman, whose firm engages in cement business, said his company buys the building material from Mtwara (Dangote Cement) before ferrying it to Zanzibar and the Comoros.

He said before the upgrading of Mtwara Port the working environment was unfriendly for traders, a situation that has significantly changed after the expansion project which involved the purchasing of modern cargo handling equipment.

"Mtwara Port now offers first class services; it is now among the best ports in the country and perhaps along the coast of the Indian Ocean. It has state-of the art equipment to facilitate quick cargo handling with dedicated staff," he said.



CARGO vessels docked at Mtwara Port.

Improved services ensure cargo, passenger safety

■ By **QUAYSIDE MAGAZINE**
Reporter

FOR the umpteenth time, wise men will always educate that if you want your cow to ensure you a lot of milk, provide it with a lot of nutritious hay and related stuff to feed on. This school of thought exactly answers what the sixth phase government did in ensuring that Tanzania Ports Authority (TPA) serves well its customers.

In coming to power as the sixth phase government head last year in March, President Samia Suluhu Hassan put a lot of efforts in improving services at the TPA with a view to enhancing its operations and increasing productivity by releasing to them 500bn/-.

Among the ports that have benefited from the funding are those located in Lake Victoria, which in turn have used the funds to purchase modern equipment to improve performance.

For instance at Lake Victoria, there are six major ports and seven upcoming ones under its management, let alone the undeveloped sub-sites being served by three ships of MV Victoria, MV Sengerema and MV Butiama. There is also the MV Rafiki boat and several other transport vessels carrying cargo and people on the lake.

Fruits seen

The fruits of such government and TPA investments have begun to show prominence in the ports of Lake Victoria due to the excellent services provided as well as the small levies levied on customers.

For instance, the number of customers has increased as well as cargoes being handled and passengers preferring the



TPA runs a host of port terminals on Lake Victoria.

lake port, and this in turn has raised revenue collection unlike before.

Not only that, the improvement of these ports has also helped to increase employment opportunities especially for the youth, stimulate business and raise living standards of the people living near the port, or who use them to transport various goods to the market and local traders coming for to buy products like sardines and bananas for sale in their home countries.

Due to the increase in customers, when you arrive at the port areas you will see a large number of young people eking out a living as porters, bodaboda riders, and food vendors among others, implying that the trickle-effect of TPA improving services reach all classes of Tanzanians at the grassroots.

A large percentage of the cargoes transported through the ports are fish products including sardines and Nile Perch as well as agricultural produce of mainly bananas grown in the Lake

Zone regions and then ferried to other parts of the country and neighboring Uganda, Rwanda, Kenya, South Sudan, Burundi and Democratic Republic of Congo.

Improvements made

According to the Acting Manager of Lake Victoria Ports, Francisco Mwanga, the funds provided by President Samia have been used to upgrade and increase the efficiency of existing ports' services on the largest lake (with a surface area of approximately 59,947 km²) in Africa and the second-largest freshwater lake in the world managed by the Tanzania Ports Authority

He said the money had been used to purchase various weighing and scanning machines among others, including a heavy cargo loading machine for loading and unloading cargo at 50 tonnes of cargo, 100 tonnes of cargo weighing installed at Mwanza Port and five other small ports at the ports in Lake Victoria.

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Mr Mwanga said the improvements made to the ports have increased productivity and efficiency, with the financial year 2020/2021 catering for 172,422 tonnes equivalent to 88 per cent against the 195,200 tonnes target and the number of passengers was 425,151 passing the target with 169 per cent by serving 529,963 passengers using 2,092 vessels against the target of 1,091.

He said in the financial year 2021/2022 in the half-year period from July to December, 175,400 tonnes of cargo equivalent to 110 per cent was handled, while the target was 91,434 tonnes and the number of passengers served was 801,600 exceeding 374,950 that was the target.

For his part, Lake Victoria Port Engineer Khamisi Mohamed said the government had invested 11.24bn/- to upgrade the existing ports on the lake.

He mentioned the improvements made to the pier as the construction and upgrading of port buildings, the expansion of passenger buildings in the ports of Mwanza and Bukoba, where in Mwanza the building has been expanded to be able to accommodate 400 passengers at a time far from 100 before, while in Bukoba it currently handles 450 passengers instead of the original 150.

Mohamed mentioned other improvements as the construction of railways and bridges that are used to accommodate train carriages in a ship, where more than 22 carriages are integrated into one ship in a short period of time.

Safety

Regarding the safety of passengers and cargo in those ports, the Security Officer at Lake Victoria Ports, Malon Gumbo said it was great and called on Tanzanians and citizens of neighboring countries to use the ports



A VESSEL loaded with train wagons at Port of Mwanza.

on the lake for passenger and cargo transport, saying their safety and security are assured.

Stakeholders offer appreciations

Various stakeholders using Lake Victoria ports have commended the significant investment and improvements made by the Sixth Phase Government through TPA in those ports.

They commended the government and TPA for the improvements made, saying that in turn have advanced services and increased efficiency as well as simplifying freight forwarding operations.

The director of Vejsa Shipping Agency, Vedastus Pastor, commended President Samia for providing funds used to purchase various equipment to facilitate the transportation, loading and unloading of goods such as coal from ships in the ports.

“Mama Samia has done a very important thing, she has brought us some equipment capable of simplifying work, loading and unloading of ships in comparison to the past. We recently loaded a cargo of 600 tonnes for two days when in the past it used to take more than two weeks. Now we are arriving early in the market, congratulations... She has continued shipbuilding and the investment she has made has attracted

traders to use these ports,” he said.

Customs Agency Catherine Makalemo said shipping equipment from storage to ships has increased, making it easier for customers to transport their cargo easily, especially at Mwanza Port.

Vejsa company representative James Madaraka said before President Samia provided funding for improving port operations in Lake Victoria, they were taking longer to load and unload cargo on the ship, but now efficiency has increased dramatically.

“In fact, Mama Samia has worked a lot to create an automatic environment that brings suppliers to our ports, she has helped us a lot,” he said. For his part, Mwanza Customs Agency, Peter Zakayo commended President Samia for improving the port and commended TPA for eliminating bureaucracy that was hindering traders.

“Mama Samia has opened the doors for traders and investors even those who have left now have returned, we ask her to continue to improve our ports,” he said.

The manager of the MV Rafiki boat owned by Songoro Marine, Salehe Omar said improvements made at the Port of Mwanza have enabled ships to enter and park properly at the port unlike before.

