



A Quarterly Magazine of Tanzania Ports Authority

# Quayside

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## Working System for **DAR PORT EFFICIENCY**



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## OUR MISSION

To develop and manage ports that provide world class Maritime Services and promote excelling total logistics services in Eastern Central and Southern Africa.

## OUR VISION

To lead the regional maritime trade and logistics services to excellence.

## VALUE STATEMENT

A Stable Systematic Caring Organization.

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# Editor's Message



**Mrs. Janeth B. Ruzangi**  
Corporate Communications Manager

**O**n behalf of the Editorial Board Members, it is with great pleasure and honour to welcome you to this revamped issue of Quayside Quarterly Magazine published by the Tanzania Ports Authority (TPA).

The Quayside Editorial Board welcomes all our readers to this informative publication which focuses on a mixture of news and feature articles on the ports in Tanzania that have a meaning and relevance to all of you.

Our goal is to create a forum for exchange of information on all aspects of port activities.

We believe this is another platform that makes you remain abreast of what we are doing on behalf and for the good of our nation.

We are going, therefore, to keep you informed on events and development issues which are of interest to our

stakeholders, customers and you our readers.

Inside this magazine you will find a variety of articles recounting the various projects and activities in which TPA has undertaken relating to infrastructure and superstructure development and also articles articulating on the importance the port attaches to its land-linked neighbors, development partners, port users and its loyal customers.

It is my pleasure to inform you also that we have a revamped website which has a new look and is much more user friendly, now Readers can access the electronic version of this magazine in a timelier manner.

A huge thank you to my fellow colleagues who contributed writing the wonderful articles, without which there wouldn't have been this magazine.

I hope you enjoy this edition and do let us know if there are any topics you'd like to see covered in the future as we look forward to publish your manuscripts. We have provided several links as well as contact information for all your inquiries.

Please feel free to send us your comments, suggestions, news stories, issues, for a vibrant discussion. All these valuable contributions can be sent directly to me or to the Editorial Board via email: [ccu@ports.go.tz](mailto:ccu@ports.go.tz)

***Please, continue reading!***

## EDITORIAL TEAM

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# MESSAGE FROM THE DIRECTOR GENERAL



## Dear Esteemed Readers

Today, the Tanzania Ports Authority (TPA) is once again unveiling the version of Quayside Magazine with a renewed spirit after a brief hibernation. The magazine will continue to spearhead on exchanging of information on TPA among the Board Directors, the Management, Employees and all our esteemed Business Partners and Stakeholders.

First and foremost, I wish to express a sincere gratitude to a Top Leadership of the Government of the United Republic of Tanzania, the Parent Ministry and the TPA Board of Directors for a well-focused guidance and close support since the current Management was appointed in June, 2016. A further appreciation is directed to our numerous customers and stakeholders for the value they bring daily to our esteemed authority, which have seen TPA embarking to an overwhelming performance and growth ever experienced before.

Further thanks are also to TPA employees for their tireless dedication, rekindled enthusiasm and a high level of commitment. TPA staff continues to be the number one capital of the organization, and I am privileged to work with them as we endeavor to serve our country and the regions as a main Gateway to the International Trade.

TPA remains “the heart of National Economy”, a “Key Player” in the Transport sector and the “Regional Hub” for maritime trade for East, Central and South Africa. We have a commitment carried on our shoulders to provide quality services to customers, guarantee safety and efficiency, offer state-of-the-art port equipment, port infrastructure and user friendly ICT systems.

As you read this renewed Magazine, remember TPA as a partner in value addition to the Global Society at large. Therefore don't hesitate to share your views with our Editorial Team on the number of issues including capital projects and business networking efforts.

Our esteemed readers may note that, TPA is currently implementing flagship projects in port expansion and development, the scale of which has not been seen before. The upgrading and modernization of Dar es Salaam Port through the Dar es Salaam Maritime Gateway Project (DMGP) will allow us to double our performance by year 2025. A further investment is being made to construct a new cargo berth at the port of Mtwara in the Southern part of the country to allow more capacity to more than twice the current throughput of 400,000 tons. These investments are targeted to increase the Ports' capacity to handle large vessels and more cargo by end of 2020 and further to 2025.

It is in this situation that TPA is determined to lead in the significant contribution to the industrial growth in implementing the 5th Phase Government vision under the able leadership of H.E. Dr. John Pombe Joseph Magufuli, the President of the United Republic of Tanzania. Our long-term plan is to see growth of vehicles handling, container business, general and grain cargoes as well as oil and gas business including an emphasis on Hoima-Tanga Port pipeline crude oil business. TPA will strive to stand out unstoppable as the lead institution in contributing to the Government's basket, similarly to the recent dividends made to a tune of TZs. 254 billion for the financial year 2017/2018.

In terms of overall performance during this period, a record breaking level was attained for the last five years (2013/14 – 2017/18) when TPA achieved a revenue collection of TZs. 838 billion, marking a monumental increase of 10.7 percent. This is attributed to improvement in management and supervision carried out by TPA from the bottom most employee cadre to the Board of Directors level under proper guidance of the Government and a watchful eye of the public.

With an escalated development of ICT

systems through special programs, the performance will continue to rise upon achieving other systems developments aimed at promoting the port to become secure, reliable and with integrated technology solutions aligned with maritime and logistics goal, while ensuring delivering excellence in customer service. These are already acting as traps to the confidence and loyalty of customers who have contributed significantly to the noted cargo and financial increase.

In order to achieve this goal, TPA has leveraged different solutions, such as Terminal Operating System (TOS) - which is a main port system to facilitate port operations such as; vessel calls, movements, billing and movements of cargo in the port. Not only that, but TPA is also using the Government electronic Payment Gateway (GePG) for processing all its ports payments, which has enabled smooth and on-time payments for customers at the port.

Furthermore, TPA is using the Integrated Security Systems (ISS) for enhancement of security of the port, cargoes, customers and the business environment at large. Currently, the ISS is only installed at Dar Port, but plans are underway to extend the same systems to all Sea, Lake and Dry ports.

It is therefore worthwhile to note that, the dynamic business environment and customer demands compels the TPA to continue upgrading its services ahead of demand by investing in the Information Communication Technology (ICT).

As we move forward as a nation, the TPA is more determined than ever before to keep our ports systems at the forefront of the global trade through increased efficiency, effectiveness and diligence, all making our customer comfortable as a King.

I wish you all a great reading and look forward to a stronger relationship. I would love to hear how TPA can serve you better through your dedicated and constructive comments.

**Eng. Deuseddit C.V. Kakoko**  
**DIRECTOR GENERAL**

# TPA BOARD SPELLS OUT CORPORATE PRIORITIES

By Levina Msia

**T**his year 2018 marks an important milestone in the development of the Tanzania Ports Authority (TPA), which has attained 13 years since its establishment on April 15, 2006. Behind these achievements, the Authority's Board of Directors played a cardinal role in improving operations for the country's Ports. TPA Board of Directors Chairman Prof. Ignas Rubaratuka (pictured) sheds light on the Board's activities. Excerpts:-

## 1 When did the Board of Directors begin its work?

Appointment of members of the current board took place in April 2016, and it officially began work in June.

## 2 The TPA marks 13 years of establishment this year amid significant increase in revenue collection and competitive business environment, where do you want to be in the next five years?

To achieve our targets, we have put in place five priorities, formulated based on the previous poor performance. When the Board became operational it came up with five priorities to address the challenges.

### Human Resources Development

First, we considered the issue of the TPA workforce. We thought that there was a dire need of increasing the capacity and efficiency among workers because this is one of the areas of building the image of the Authority.

If I take you back, there was erosion of the integrity among the workers and negative attitude towards work. It was, therefore, necessary to correct this situation to restore the efficiency of the workforce.

### ICT Intensification

Secondly, we had to exploit the Information and Communications Technologies (ICTs) in the provision of services by the TPA as required in a modern Port. We have the technology infrastructure, but we need good infrastructure in order to avoid loss of revenue collection.

### Infrastructure Development

Thirdly, we have Sea and Lake Ports but when we look at their infrastructure you would realize that they were in a pathetic state. And because of several reasons, they remain undeveloped.

Now we want to rehabilitate the infrastructure -- build modern ones and procure new equipment. To start with, currently there are projects to improve the infrastructure -- such as the Dar es Salaam Maritime Gateway Project (DMGP). We want to improve the infrastructure and acquire new equipment.

### Security Issues

Fourthly, security at the Ports became a serious matter if we are to learn from



the past experience whereby customers were complaining of theft and loss of their properties. This situation threatened customers from using our Ports. We have started with Dar es Salaam Port by installing security systems to intensify security at the Port and it is our hope that we will extend the same to other Ports.

### Marketing Strategies

The fifth priority is the marketing of Ports to attract the clientele. We have already started this undertaking as a deliberate measure to increase revenues collection. We think that there are avenues for us to raise the revenue if we work on these priorities. So far, for the past two years since we started working on these priority areas we have seen some changes, for instance, in terms of revenue collection, there has been a remarkable increase.

## 3 What are your plans to increase cargo passing through Dar es Salaam Port?

Increase of cargo would depend on the implementation of the five priorities which I have just mentioned. The immediate measures now are to reinstate the trust among the importers from neighbouring countries for them to continue using our Ports.

Another area is to ensure that the cost of doing business is reduced to the clientele.

## 4 Companies and Institutions working in the Ports are major stakeholders; what is your advice to them on how to operate so that they can dance to your tune?

We will continue to educate them and also be keen to hear the challenges they face in order to find out the solutions to their problems. At this juncture, I want to assure our customers in Tanzania and across borders using our Ports that they should expect better services.

## 5 What is your comment on the performance of the current TPA management?

The management has started to grasp what the Board wants the Authority to do. We have begun to see achievements on the part of the management. But, as I mentioned earlier, we are still making more efforts since changes do not come overnight. The new management requires time to understand what the Board and government want. We are still conducting training to make the management understand the vision of the new Board.

## 6 How will the Board ensure that the newly-opened TPA offices in neighbouring countries perform their duties effectively?

The purpose of opening these offices is to make our customers get services in their respective countries instead of coming to Dar es Salaam. This reduces costs. We will ensure all necessary services are provided at TPA liaison offices and proper coordination of activities between the offices outside the country and the TPA.

## 7 Can you say anything on how President Magufuli is marketing the country's Ports?

We are very thankful to the President because he has ensured that the Port of Dar es Salaam succeeds. The President has been a good marketer of the Port; this is evident when looking at his efforts of inviting other leaders of neighbouring countries to come and see the operations of our country's gateway.

## 8 What is your message to TPA workers?

I congratulate them for a job well done. Apart from congratulating them, also the Board reminds them of their responsibility in revenue collection and revitalising the national economy.



# TPA RECORDS IMPRESSIVE PERFORMANCE

By Janeth Ruzangi

**D**uring the period 2013/14-2017/18, Tanzania Ports Authority (TPA) has recorded a surge in revenue as a result of measures taken by the Government, TPA Board of Directors and the Management to address key challenges that previously contributed to inefficiency and loss of revenue at the Ports.

## Overall Performance

In the past five years, TPA has handled cargo increasing at an average rate of 1.5 percent per year.

Ports under the Authority handled 16,197,818 tons of cargo compared to 14,762,495 tons handled in 2016/17; an increase of 1,435,323 tons which equals to 9.7 percent.

## Vessels

While there has been a decrease of vessels handled at main deep sea Ports at an average of 3.2 percent per year, the capacity of vessels calling to these Ports, that is the Gross Registered Tonnages (GRT), is increasing at an average of 1.3 percent per year.

A total of 1,962 vessels of GRT 33.330 million were handled by Ports along the country's Indian Ocean Coastline in 2017/2018 compared to 1,649 vessels

of GRT 30.342 million handled in 2016/17 which is an increase of 19.0 and 9.8 percent respectively.

## Bulk Liquid cargo

Bulk Liquid cargo handled at the Dar Port has been increasing at an average of 4.6 percent per year for the past five years (2013/14 to 2017/18). In 2017/18, the Port handled 5.754 Million tones which is an increase of 684,240 Tones or 13.5 percent increase compared to 5.070 Million tones handled in 2016/17.

## Containers

Also, the volume of containers handled by Dar es Salaam Port through TICTS and the Authority in the past five years (2013/14 to 2017/18) has been increasing at the average of 1.8 percent per year. The volume of containers handled by TICTS alone have been increasing at an average of 7.3 during that period.

During 2017/18 period, TICTS handled 535,525 TEUs compared to 448,632 containers handled in 2016/17. This is an increase of 86,893 TEUs or equivalent to 19.4 percent increase.

## Transit Cargo

Similarly, the volume of transit cargo at Dar es Salaam Port has been on increase for

the past five years (2013/14 to 2017/18) at an average of 4.2 percent from 4.451 Million Tones in 2013/14 to 5.245 Million Tones in 2017/18.

## Transit Cargo

There is an increase of 393,090 tones that is equivalent to 8.1 per cent increase of transit cargo handled at the Port in 2017/18 (5.245 Million Tones) up from 4.852 Million Tones handled in 2016/17.

## Revenue

The Authority's revenue and surplus have been on the increase at an average of 10.7 percent and 42.1 percent respectively per annum. In 2017/18 the Authority had a surplus of TZS 528,813.40 Million accrued from a revenue of TZS 838,288.88 and expenditure totaling TZS 299,475.48 Million.

The vision of TPA is to make Dar Port a Regional Hub for neighbouring countries instead of continuing to be a 'Feeder Port'. For this to happen, there is a need to rehabilitate and expand the existing infrastructure and put up new ones. It is by doing so that we will be able to reduce our freight and handling charges and therefore attracting more customers to use our Ports.



MAMLAKA YA USIMAMIZI WA BANDARI TANZANIA (TPA)



# PONGEZI

MIAKA MITATU YA MAFANIKIO YA SERIKALI YA  
AWAMU YA TANO NOV, 2015 - NOV, 2018

Bodi ya Wakurugenzi, Menejimenti na Wafanyakazi wa Mamlaka ya Usimamizi wa Bandari Tanzania (TPA), tunaungana na Watanzania wote kumpongeza Mhe. Dkt. John Pombe Magufuli, Rais wa Jamhuri ya Muungano wa Tanzania kwa kutimiza Miaka Mitatu ya Mafanikio ya Serikali ya Awamu ya Tano kwa uthubutu wa uongozi wake uliotukuka.

TPA, inatambua juhudi za Mhe. Rais juu ya maboresho yanayoendelea ya upatikanaji wa huduma bora za bandari hatua inayopelekea ukuaji wa uchumi wa Tanzania.

**"Bandari ni Lango la Biashara Kitaifa na Kimataifa."**

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The Oil Tanker, MV. STI BROOKLYN prepares to berth at Mtwara Port.

# MTWARA TO HANDLE BULK LIQUID CARGO

*"Since the demand for receiving liquid bulk cargo is growing in the Southern regions of Tanzania, TPA will construct a dedicated terminal for handling bulk liquid products."*

By Fassie Obadia

**M**twara port has been earmarked to handle oil tankers in order to improve fuel distribution in the southern regions and allow oil trucks to move a shorter distance from oil supply depots to consumers.

This move is expected to reduce oil tanker congestion at Dar es Salaam port. It should be remembered that it is already 4 years since the port lastly handled bulk oil during which about 2,500 metric tons were handled.

Some of the infrastructure for handling oil products from the ship to storage tanks was built as early as 1950s by the then colonial masters and later on transferred to private hands.

Since then the infrastructure has not been utilized optimally mainly due to low demand to justify a whole ship call at the port.

Fuel for Southern regions was being discharged at Dar es Salaam port and later transported by road tankers to these regions.

In a bid to improve fuel distribution in the country and bring the prices down, the Government directed immediate use of Mtwara port as an alternative port to Dar es Salaam and Tanga for handling oil products.

This came as a timely move at a time when Mtwara and Lindi regions expect massive investment(s) particularly in

the mining, agriculture and industries sectors.

The visit of both, stakeholders and high ranking Government officials including the Hon. Prime Minister of the United Republic of Tanzania, Kassim Majaliwa (MP) to Mtwara port acted as a catalyst to speed up the commencement of oil handling operations in the port.

On 3rd July, 2018 a first vessel named 'STI Brooklyn' called at the port to discharge Mogas and gasoil. A total of 8,267.643 metric tons were discharged out of which, 5,220.963 tons were gasoil and 3,046.68 tons were Mogas.

Since the demand for receiving liquid bulk cargo is growing in the Southern regions of Tanzania, TPA will construct a dedicated terminal for handling bulk liquid products.

All infrastructures in the proposed project including storage tanks will be owned and managed by the Authority. This way, TPA will benefit from the payment of wharfage and storage charges as a result of this investment.

Mtwara, a Port which for many years been regarded as a seasonal port, popularly handling cashewnuts during the harvest season will soon be transformed to operate throughout the year with the advent of bulk oil handling.



# TPA UPBEAT WITH SCANNER OPERATION EFFICIENCY

By Levina Msia

*"Not even a single matchbox will be stolen from any angle within and outside the Port".*

This statement by Tanzania Ports Authority (TPA) Director General Eng. Deusdedit Kakoko ascertains the level of efforts made to contain acts of theft from the Port of Dar es Salaam, which now has become a history.

According to Eng. Kakoko, theft has been tremendously eradicated due to tightening of security and the installation of the state-of-the-art security facilities and systems.

For almost three years since the 5th Phase Government under the committed leadership of President Magufuli came to power, TPA has embarked on ICT system-driven projects including the installation of scanners across all strategic points of Port operations.

## The President's directives

The initial projects were implemented immediately after the President's directive back on 26 September 2016 when he made a maiden official visit to the Port of Dar es Salaam.

President Magufuli explicitly expressed concern over the loopholes which then allowed for tax evasion, penetration of smuggled goods into the country, illicit drugs and ivory trade.

The installation of scanners among other ICT projects will have tremendous impact on Port operations.

Some of these scanners are fully operational while others are on the final stages of installations and commissioning, as plans for acquisition of more new scanners are underway.

The Authority has been working closely with other state institutions to ensure the facilities are in place across all Ports system to curb tax evasion and combat illicit trade and security issues are fully addressed.

The installation of six (6) scanners and on-going procurement of six (6) more scanners valued billions of shillings follows President Magufuli directive to TPA and other key Port players earlier in September 2016 to ensure the

systems are in place to curb tax evasion, smuggling of illicit drugs, ivory and other illegal trade.

The installation of two Z Portal scanners at TPA and TICTS containers Terminals has been finalized for delivery and commissioning. This is in addition to other Ports of Tanga and Mtwara.

Besides the general objective of improving operations efficiency at Tanzania Ports, the acquisition of different modes of brand new scanners seeks to suit operational requirements and modes of transportation.

The investments in scanner system took into consideration scanning issues such as radiation intensity, container throughput, and modes of transportation within and outside the Ports.



The availability of different modes of scanners at various entry and exit points within the Ports including Z Sentry Portal scanners, Mobile scanners, Railways scanners, Pallet scanners, Body scanners, Baggage scanners and car view scanners will address every scanning requirement.

For the Dar es Salaam Port which is linked to two rail lines of Tanzania Central Line under Tanzania Railways Corporation (TRC) and TAZARA, the railway scanners is ideal in inspecting cargo which comes and goes with rail wagons.

## Capacity building

The installation of scanning system goes hand in hand with capacity building of scanner manning staff by imparting them with necessary skills to become image analysts, supervisors, operators, assistant technicians (maintenance).

The Authority continues to identify and provide training as needs arises, with immediate awareness training on radiation, health and safety management targeting all TPA employees working on Port operations.

The commissioning of all scanner projects will enhance the Ports capacity in scanning all imports and transit cargo, combat illicit trade, illegal armaments from penetrating the country's borders, curb tax evasion and collection of Government revenue.

## Centralized Scanner System

The experience gained from scanner efficiency guarantee the Ports Authority to spearhead yet another grand project called a Centralized Scanner System (CSS) to integrate more key Stakeholders on Scanning Systems.

The implementation of the CSS will ease image reading by achieving real time image analysis. The procurement of the Contractor is on-going.

TPA will extend its scanning systems to cover Isaka and Ruvu dry Ports in future based on strategic corporate plans.

It is imperative that all Port stakeholders will support the Authority's efforts in ensuring that the Government collects its rightful revenue from Ports and eradicate illicit trade.

The President's directives were first implemented in March 2017 when two scanners with the capacity of scanning 480 containers in 24 hours were installed at Dar es Salaam Port and one at Tanga Port.

Tanzania Ports Authority (TPA) operates a system of Ports, including sea Ports of Dar es Salaam, Tanga and Mtwara, Lake Ports of Mwanza South, Mwanza North, Bukoba, Kemono Bay, Nansio, Musoma, Kigoma, Kasanga, Itungi/Kiwira and Mbamba Bay.

Also, there are eight (8) minor coastal sea-Ports of Mikindani, Mafia (Kilindoni), Kilwa Kivinje, Kilwa Masoko, Lindi, Rushungi and Pangani.

With these Ports, TPA is serving the Tanzania Hinterland and the landlinked countries of Malawi, Zambia, DR Congo, Burundi, Rwanda and Uganda.



# TPA REMITS 254.2M/- AS GOVERNMENT DIVIDEND

*The president directed all state institutions and companies to pay their dividends to the government in order to enable it fulfill its obligations to the citizens.*

By Peter Millanzi

President Dr. John Pombe Magufuli has received 254,243,000,000 as dividend from the Tanzania Ports Authority (TPA) during an official occasion organized by the Treasury Registrar.

TPA submitted its dividend for the financial year 2017/2018 as an increase of 16.2% compared to the financial year 2016/2017 where its dividend was 106,243,000/-.

The president directed all state institutions and companies to pay their dividends to the government in order to enable it fulfill its obligations to the citizens.

Treasury Registrar Athuman Selemani

Mbuttuka said revenue in dividends has been increasing over time whereby TPA featured the list of large dividend payers.

TPA Board Chairman Prof. Ignas Rubaratuka and TPA Director General Eng. Deusdedit C.V. Kakoko handed over a dummy cheque to President Magufuli and promised to increase the amount.

*"Treasury Registrar Athuman Selemani Mbuttuka said revenue in dividends has been increasing over time whereby TPA featured the list of large dividend payers."*



# TPA FOR ISO QUALITY MANAGEMENT CERTIFICATION

By Janeth Ruzangi

Reading the headline, one might question whether the Tanzania Ports Authority had no quality management systems in place to manage its businesses.

The answer to this critical question is a big 'No' implying that TPA has the systems to execute its responsibilities and serve its different customers' interests.

Then, perhaps with the answer given, one would further ask why then the authority invests resources to adopt a quality management system?

It is worthwhile to note, that, TPA has allocated resources to rejuvenate a customer-focused service culture among its employees and other aligned service providers.

The TPA has good systems which needs some elements of quality management to attain internationally accepted standards.

Quality management system (QMS) can be defined as a formalized system that documents processes, procedures, and responsibilities

for achieving quality policies and objectives. A QMS helps coordinate and direct an organization's activities to meet customer and regulatory requirements and improve its effectiveness and efficiency on a continuous basis. ISO 9001:2015, the international standard specifying requirements for quality management systems, is the most prominent approach to quality management systems.

Hence, in its concerted efforts to improve its quality of services and overall organization efficiency, the authority is devising its management systems taking into consideration key issues as follows;

First, to instil the sense of customer-focused approach in order to align to TPA Mission which is to develop and manage ports that provide world class Maritime services and promote excelling total logistics services in Eastern Central and Southern Africa.

To achieve this objective, the Authority has trained its staff in Quality Management systems (QMS) concept so as to acquaint them with the necessary skills.

Ultimately, it is expected that customers and other interested parties will enjoy the new level of quality services in TPA.

On this front, a new quality management

the instituting of performance measures which will be continuously monitored to detect unexpected variations.

For TPA, the attainment of ISO 9001:2015 Standard requires not only financial and non- financial resources but also bold commitment to spearhead the process, given the different functional specialities, multiple processes and involvement of various stakeholders with different interests.

These factors will be addressed along other key elements of QMS like integrated systems, strategic and systematic approach, and continual improvement to become more competitive and effective communication internally and externally.

*The most recent ISO 9001:2015 standard is constructed around eight quality management principles:*

*customer focus;  
leadership;  
engagement of people;  
process approach;  
improvement;  
evidence-based decision making;  
communication;  
relationship management.*

In order to know how well TPA is performing, data on performance measures are necessary hence the TPA will use ICT systems to collect analyse and improve decision making process.

As the Authority's management continues to address key challenges and devising its business mechanisms, it is no doubt the TPA Vision of leading the regional maritime trade and logistics services to excellence will be realized.

Policy will be formulated involving employees from top management to shop floor to provide guidance on this new organizational approach.

The experience from organizations where QMS is best practiced shows that employees' participation results in achievement of common goals based on commitment driven from the workplace, employee empowerment and conducive environment.

The transformation to Quality management system within TPA shall entail to defining the processes, steps required to carry different duties, and

These achievements tie up with the Value statement that TPA is a Stable Systematic Caring Organization.

It is expected that all TPA employees will participate in improving processes, products, services, and adapt to the culture of Quality Management.

# COURTESY TO CHINESE NAVAL VESSEL REAPS REWARDS



es Salaam port. The Chinese state vessel, named “The Peace Ark”, had all medical facilities, 115 doctors, 266 nurses and 300 beds. The team was accompanied with local health practitioners and Dar es Salaam port workers to ensure that smooth services were offered throughout the exercise.

Over 600 patients received free medical care, whereas the port authority provided security during the vessel’s eight-day voyage in the country.

“China has helped Tanzania in different sectors. One of the notable areas is the construction of the giant Tanzania-Zambia Railway (TAZARA), which connects Tanzania and neighbouring Zambia through the Dar es Salaam Corridor.

The arrival of the Peace Ark last year was the second in seven years. The ship with visiting crew provided free medical services, humanitarian assistance, and conducted medical training to consolidate and promote friendly relations and deepen professional exchanges between the two countries.

By Levina Msia

**C**HINA has offered support to the country’s health sector after approving 20 scholarships for Tanzanians to pursue Masters and PhD programmes in bone marrow, liver transplant and treatment at the country’s tertiary institutions.

The offer comes in addition to 30 scholarships for medical practitioners to attend short training in hospital management.

The offer is in response to President John Magufuli’s request during the expedition aboard a-state-of-the art Naval Hospital ship which docked at Dar es Salaam port in November last year to offer free medical care to Tanzanians.

President Magufuli commended TPA for hosting the vessel and facilitating the exercise which attracted hundreds of Tanzanians from all walks of life.

“You have demonstrated a patriotic spirit for hosting this vessel, the people who gathered here for six days were handled nicely, so the exercise moved smoothly,” noted the President while bidding farewell to the Chinese Naval Medical team aboard the vessel at Dar

## 600+

NUMBER OF PATIENTS RECEIVED FREE MEDICAL CARE DURING THE VESSEL’S EIGHT-DAY VOYAGE IN THE COUNTRY.

The medical vessel voyage provided yet another opportunity for port users and operators of handling floating medical vessels.

“You have demonstrated a patriotic spirit for hosting this vessel, the people who gathered here for six days were handled nicely, so the exercise moved smoothly.”





stakeholders do operate round the clock for seven days a week as such they are advised to use that opportunity so that it can add value on its implementation.

However, before the new working system came into operation, TPA has been operating 24/7 in loading and offloading cargoes to or from the ship but other stakeholders were only working during the day time which caused delays of cargo clearance from the port.

Due to such delays, the government decided that every stakeholder was required to work like TPA so as to make the port more efficient and bring up the required productivity. The aim is to make sure that customers get more opportunity of exporting or clearing their cargoes at any time.

Geographically Tanzania is surrounded with more water bodies than any other country in Africa. By using water transport through the Indian Ocean and lakes, transporters of big consignments do get a great opportunity of transporting their cargoes at a relatively cheaper cost. As such the opportunity of having Dar es Salaam port which is strategically located to serve the land-linked countries is very important for the stakeholders to work 24/7 so as to facilitate customers to clear their cargo faster to avoid unnecessary costs.

Tanzania under the leadership of His Excellency Dr. John Pombe Magufuli is determined to make Tanzania an industrialized country. As such the port with its stakeholders has an important role to play to attain that goal. The goal can only be achieved if port stakeholders will play their part by working hard in their respective areas.

The efficiency of the port will enable manufactured goods and raw materials to be transported without delays. The industrial economy will enable Tanzania to achieve higher development with the improved welfare of its citizens.

# 24/7 WORKING SYSTEM FOR DAR PORT EFFICIENCY

By Peter Millanzi

Tanzania Ports Authority (TPA) in collaboration with its stakeholders has continued improving service delivery at Dar es Salaam Port. This was done because the port is a gateway to global trade for the neighbouring land-linked countries of Uganda, Rwanda, Burundi, Democratic Republic of Congo, Zambia, Malawi, Zimbabwe, Comoro Islands and South Sudan.

Among the areas which were improved by port stakeholders was to make the port of Dar es Salaam operate for 24 hours a day and seven days a week (24/7). The improvement came as a result of implementing the directive of His Excellency, the President of United Republic of Tanzania, Dr. John Pombe Magufuli who wanted all port stakeholders to operate 24/7 so as to fasten cargo clearance.

The directive was given because the efficiency of the port can facilitate the economic growth of Tanzania and for all countries which use Dar es Salaam port. Also 24/7 working system aims at solving challenges which customers were facing in importing or exporting their goods.

Customers are urged to use the

opportunity of the 24/7 to clear their cargo as soon as their goods are discharged from the ship to avoid accruing storage charges. When cargo clearance is done within 7 and 15 days for local and transit cargo respectively, customers are not charged any storage.

There are two branches of TIB and NMB banks within the port which are opened 24/7 so as to enable customers pay their port charges at any time. As such customers are assured of best service all time whenever they want to collect their cargoes at the port.

On the other hand port stakeholders are urged to continue serving customers as per government directives. Every stakeholder is required to inform customers that, the port with its



# HIGH OPTIMISM AS TPA MEETS LOCAL, TRANSIT CLIENTELE

By Levina Msia



**T**anzania Ports Authority organized a stakeholder's consultative forum and an exclusive port tour of about 200 port users to craft strategies for addressing and promoting Dar es Salaam port efficiency, among other issues.

The meeting attracted participants from local and transit economies that use the port as the gateway for international trade.

The maiden event in the history of TPA brought together Governors, Ministers permanent secretaries, high-level Government officials, private sector, business community, industrialists, traders, port service providers and stakeholders, and the media fraternity.

## DELEGATES IN ATTENDANCE

Delegates from Uganda, Rwanda, Burundi, Democratic Republic of Congo (DRC), Zambia, Malawi and the Comoros Island had the opportunity to bear witness and appreciate the competitiveness of the Dar es Salaam port in terms of turn around human capital capacities, massive investments in infrastructure, state of the art ICT development, unprecedented security improvements and rocket skying marketing efforts.

Deputy Minister for Works, Transport and Communication Eng. Atashasta Ndtiye presided over the event expressing government commitment to drive the

Southern Sahara economies.

## DRIVING REGIONAL ECONOMIES

"Tanzania's leadership is in the driver's seat in steering the economies of Sub Saharan Africa. The 5th Phase Government under the able leadership of His Excellency Dr. John Pombe Joseph Magufuli is committed to continue pursuing economic and social development in the country's performance, particularly by improving transport infrastructure, which sets the necessary platform," the minister noted. The Consultative Forum exchanged experiences on TPA performance and devised working solutions on how better to exploit the geographical advantage of the Tanzania ports in the Eastern and

Southern Africa region for the benefit of all countries.

## TPA SPECIAL VALUES

The obvious short physical distance to and from the Eastern World markets as well as the modernized technology and simplified processes coupled with capable workforce to enhance an economic distance are special values that TPA ports offer to the market.

However, deliberations were not just confined to the state of affairs today but were further extended to focus on renewed vision targeting a higher horizon as a compass for the next 50 years.

In cognizance of the increase in traffic volume in future, already there are massive modernization investments in ports infrastructure and superstructure in response to the regional trade demands, and notably lower costs of transportation, which will be earned through greater economies of scale by handling bigger ships at operational excellence.

## THE STANDARD GAUGE RAIL

The construction and completion of a 7-billion US Dollars Dar es Salaam-Mwanza Standard Gauge Rail (SGR) covering 1,219 kilometres which will ease the flow of goods and people between Tanzania and the neighbouring land-linked countries of Uganda, the DRC, Burundi and Rwanda.

## DAR ES SALAAM MARITIME GATEWAY PROJECT

Currently, TPA is implementing a mega project that involves strengthening and



cont'd pg 16>>

deepening of Berths No 1- 11, dredging and widening entrance channel and turning basin, construction of a RO-RO vessels berth, procurement of major capital equipment, installations of conveyer belts for bulk cargo and expansion of silos capacity.

TPA had registered a 6.3 percent growth in traffic from 7.92 million tons in 2006 to 16.2 million ton in 2017.

The SGR will be complemented by the resumption of Mv. Umoja and Mv. Kaawa which for almost a decade had halted their operations. Their operations signals increased cargo transportation from Dar es Salaam Port to Port Bell in Kampala Uganda.

**THE CENTRAL CORRIDOR TRADE ROUTE**

The efforts to revamp the Central Corridor Trade route with the availability of cargo transportations in the Lake, traders in both countries have viable alternative route to other Ports which link to land-linked countries of Uganda, Rwanda and Southern Sudan.

It was noted during the Conference that plans are on drawing board to revive the Dar es Salaam –Kapiri Mposhi in Zambia Railway Line (TAZARA) in order to serve the Southern Corridor.

In a determination for TPA to remain vigilant in offering value for money services, TPA has opened liaison offices and engaged marketing agencies in all its transit markets, with the Malawi Agent being the latest ready to commence any time.

The traders using the Port of Dar es Salaam and their respective Government could not hide their excitement m o n u m e n t a l milestones achieved by the Authority.

With the few challenges put forth for both the Government of Tanzania and Port Authorities to address, the delegates including Public and Private sector in transportation and logistics sector expressed satisfaction

over the improvement with some, committing their support to ensure a win-win situation.

**THE ELECTRONIC PAYMENT**

The development mostly applauded, are payment of charges from TPA home countries without necessarily having to be physically present at the Port or Customs Office in Dar es Salaam due to presence of banking facilities, TPA liaison offices with designated officers as well as improved communication systems.

The extraordinary TPA development according to the Authority's management is attributable to Board of Directors commitment to address five key priorities including the improved marketing activities, which is why a first-ever cohesive meeting of market segments was convened in Tanzania.

TPA Director General Eng. Deusdedit Kakoko views the forum as one of rare opportunities whereby a cohesional approach has been adopted to address critical issues affecting customers with a common agenda of promoting business, trade and economies of respective countries hinged on shipping and port operations.

The delegates on the other hand seized the opportunity of the event to share experience about port services and made cases on varied issues to be resolved in order to achieve a win-win situation.

Each of the marketing segments shared experiences, challenges and proposed measures for tackling them. Port Authorities appraised the clientele about the actual capacity and capabilities of the Port of Dar es Salaam which is fully equipped to handle exports and imports.

“We have improved in many areas including safety and security. We believe transit markets can perform better if we jointly strategize to resolve issues that face the Ports, customers, other port players and the logistics chain at large,” the TPA CEO noted.

The TPA believes the forum is important in addressing urgent issues, hence proposed future conventions.

**FURTHER HIGHLIGHTS**

With satisfaction over what has been achieved so far, the delegates pledged to team up with TPA and come up with solutions related to harmonisation of truck charges, availability of truck services at dry ports, integration of customs systems, extension of grace period for some countries, harmonisation of documentation process among port service providers and regulators, and review of work permit requirements.

Other highlights on transit customers' issues are call for reduction of transit time, border post time, and introduction of border post in some countries, introduction of reefer services to perishable cargo and marketing of TPA services to other parts.





# MWANZA - PORT BELL ROUTE REVAMPED



Wagon Ferry

By Janeth Ruzangi

**S**omething positive is happening in the business cycle in the East African region. The Lake Victoria transport operations have now fully resumed.

And this is after more than ten years of its dormancy. Thanks to the ongoing efforts by the Governments of Tanzania and Uganda to improve the Central Corridor route.

The Tanzanian Registered Vessel MV UMOJA operating between the Port of Mwanza and Port Bell in Uganda, has recorded six voyages to Port Bell since its resumption on Lake Victoria early June this year whereas the MV KAAWA has made 13 voyages.

The two vessels have been carrying cargo between the two ports of Mwanza and Port Bell amounting to 22,000 tons of various goods including edible oil, aluminium alloys, maize, corn meal and iron sheets. On its fourth trip to Port Bell this July, MV Umoja carried 18 ferry wagons of edible oil and aluminum alloys.

The consignment comprised of ten (10) wagons for the World Food Programme (WFP) and eight (8) wagons for Uganda Roofings Ltd all weighing 600 tons.

Tanzania Ports Authority (TPA) Director General, Eng. Deusdedit Kakoko says

the joining of MW KAAWA is a step towards improving the services on the Lake as this will assure customers reliable transport operations since the voyages will now be frequent.

Traders believe the trips will increase with the resumption of MV KAAWA on board.

"I urge customers on the central corridor to make use of the services in order to reduce the cost of doing business in the region," says Eng. Kakoko.

The Central corridor links Tanzania's Dar es Salaam port to Uganda, Rwanda, Burundi and the DRC through rail, road and inland waterways.

It is therefore evident that the on-going reforms at the TPA have started to bear fruits.

Meanwhile, the efforts which are also part of strengthening the Central Corridor now stimulate business to the extent of engaging multinational organizations and boosting farmers' lives.

Someone can ask his/her self how can a farmer in rural Tanzania benefit from the TPA's service improvement?

A farmer can benefit from improved infrastructure along the central corridor by selling produce to those in need.

Business community and multinational communities can easily be attracted to do business where transport infrastructures are cheap and reliable.

And this is a chain of positive inter-related activities that is happening now and which needs to be strengthened.

Executive Director for the World Food Program (WFP), David Beasley who visited Tanzania recently, noted that the UN organization were closely working with the Dar es Salaam port and the Tanzania Railways Corporation (TRC) in shipment of food consignment.

"Improved efficiency at the Dar es Salaam port and Tanzania Railway Corporation led to lowering of transportation costs," he conceded.

WFP is using Dar Port and TRC facilities to transport consignments of food to East and Central African countries.

Its shipment was the main cargo consignment in the recently re-opened Mwanza to Port Bell port in Uganda.

## Reduction of Transit time and cost

Experts say that the route reduces transit time by over 50 percent and costs by 40 percent.

This means that WFP can get food more quickly to those in need in neighboring countries in the region.

This also means more market to Tanzanian farmers and direct support to Dar port and TRCS.

According to Max Wohlgemuth, a Communication Consultant at WFP Tanzania office, the organization has injected 23 USD Million into Tanzanian economy for transporting 200,000 Metric Tons of food assistance using Tanzania's supply chain services.

WFP plans to buy between 75,000 and 100,000 MT of maize from Tanzania in the next six months up from 30,000 MT it has bought so far.

According to Uganda's Ministry of Works and Transport, Eng. Monica Ntege, the country makes efforts to encourage its business community to use the Central Corridor after completion of the Kampala-Port Bell rail line.

The strategic railway, part of the Central Corridor, intends to improve movement of cargo to and from the port of Dar es Salaam through Mwanza port in Tanzania.



New Passenger ship under construction

# TPA spends Tsh. 9bil for NEW PASSENGER'S SHIP

By Leonard Magomba

**A** newly passenger's ship named MV Mbeya II owned by Tanzania Ports Authority (TPA) will be operational early next year.

According to the Acting Manager of Lake Nyasa Ports, Mr. Abed Gallus said that the ongoing construction is set to be completed on December this year.

"So far, the construction of this passenger's vessel has reached 80 percent, I think by early next year, it will be operational," said Mr. Gallus.

Mr. Gallus said the 20% include the fitting of engine vessel, generator as well as partitioning of some rooms and some other small parts.

He also said that the vessel which worth Tsh. 9mil has the handling capacity of 200 passengers and 200 tons of cargo at a go. Besides the passenger vessel, TPA also owns other two vessels.

The other two cargo vessels namely, MV Ruvuma and MV Njombe have already started operation. Their first long trips were to Nkhata and Monkey Bays in Malawi.

MV Njombe carried 750 tons of cement to Malawi's Nkhata bay while MV Ruvuma carried over 800 tons of clinker and cement to Monkey bay in Malawi as well.

The three vessels will be calling the Ports in Ruvuma and Songea. Beside the local routes, the vessels will be serving Malawi and Mozambique.

The presence of the two cargo vessels and one passenger's ship along the Lake Nyasa will be a driving pillar to increase capacity, improve service and accommodate future growth among the three regions.

The three vessels are also expected to crackdown transport turmoil that has been hindering the growth of business among Lake Nyasa societies.



Cargo Vessel MV Njombe

# OVER 500M/- SPENT ON SOCIAL SCHEMES



"We have decided to support education and health sectors because they are the 'key pillars' to national development," he said.

These areas, Eng. Kakoko says, align with the Fifth Phase Government commitment to improve primary health care.

Tanzania will realize its industrialization objectives just like China, Vietnam and Malaysia. These nations have been developed in a short period because they decided to focus on investing in education and health."

Beneficiaries of TPA support applaud the authority's commitment to fulfill its social responsibility.

By Beatrice Jairo and Leonard Magomba

**T**anzania Ports Authority's (TPA) intervention into social development programmes has spent over 500m/- in Corporate Social Responsibility (CSR) during the 2016/2017 fiscal year.

TPA is one of the largest state-entities contributing significantly to government revenue.

It strives to ensure that the impact of its business goes beyond simply contributing to the government's basket but also benefits communities in surrounding areas.

TPA CSR policy is based on four priority areas; namely health, education, social development and disasters. These has spurred several intervention during which communities in Dar as Salaam, Coast, Tanga, Mtwara, Mwanza and Kigoma regions and Mbeya region's Kyela district, have benefited from support in hospital equipment, sanitation, construction materials for schools and health centres, and the provision of school desks.

TPA Director General, Eng. Deusdedit Kakoko believes his organisation has an obligation to support the government initiatives in promoting the identified areas of support in order reach out to a broader section of the society.

Investing in education, health, social

development and disaster as stipulated in the TPA CSR Policy, ensure effective, maximum outreach and a sustainable social development.

TPA continues to support the government in its national drive to ensure that every school child has a desk to sit on and that government schools are fully provided with desks. To support this initiative, TPA donated desks to primary and secondary schools across Tanzania.

Eng. Kakoko says the TPA management has decided to focus on boosting education, health and social development sectors because they are the key drivers to national development.

Incumbent Nkasi Rural Member of Parliament, Ally Kessy, commends TPA and urges other public and private institutions to emulate it by coming forward in supporting the Government to improve the welfare of its people.

Eng. Kakoko says TPA will continue implementing its CSR policy to support the disadvantaged communities and complement the government's efforts to bring economic development and improved social welfare to the people.

It strives to ensure that the impact of its business goes beyond simply contributing to the government's **basket but also benefits communities in surrounding areas.**





02



06



07

**01** TPA Director General Eng. Deuseddit Kakoko briefs the Minister of Works, Transport and Communication Eng. Isack Kamwelwe on operations activities during his familiarization tour at Dar es Salaam Port recently

**02** TPA Director General Eng. Deuseddit Kakoko receives HRH Prince William at Dar es Salaam Port recently

**06** Tanga Port Netball Team celebrate their victory during the just ended interports games in Morogoro.

**03** Deputy Minister of Transport and Communication Eng. Atashasta Nditiye inspects soil sample at DGMP Labs at Dar es Salaam Port recently. He is flanked by Acting Deputy Director General Eng. Karim Mattaka and Director of Engineering Eng. Charles Ogare



**01**



**05**



**03**

**05** Acting Deputy Director General Eng. Karim Mattaka hands over desks to Nyamisati Primary school, Rufiji District, Coast Region recently.

**04** TPA Director General Eng. Deuseddit Kakoko speaks to Members of TPA Board at Kasanga Port, Sumbawanga during their official visit at the Port recently

**07** Football match was among the games for competition during the interports games held in Morogoro Municipality recently



**04**

# DAR, MTWARA PORTS KEY TO

By Focus Mauki

**T**he ongoing transformation of Tanzania Seaports of Dar es Salaam and Mtwara signals the possibilities of driving the Eastern, Southern, and Central regions' economies as mega logistics hubs.

Port users have high confidence in the current government efforts to develop world-class ports, with quality management, competitive and cost-effective services.

## Optimism over ongoing efforts

With ongoing development under the guidance of the government, Dar es Salaam and Mtwara ports will unlock and facilitate regional trade, particularly to the land-linked countries of Rwanda, Uganda, Burundi, Zambia, DRC and Malawi.

TPA Board of Directors Chairman Prof. Ignas Rubaratuka says "The board will continue to focus on improvement of ports infrastructure and acquisition of cargo handling equipment at Sea and Lake ports to enhance port efficiency and increase port capacities."

Notably, the infrastructure development alone cannot facilitate smooth flow of trade, a reason why Prof. Rubaratuka believes stakeholders' involvement is crucial in achieving a common direction.

The ports sector by its essence, encompasses different stakeholders including the Government, ports operators, regulators, shipping lines, and traders. Each of these sections is an interested party who plays crucial role in port efficiency.

Bearing this in mind, TPA has committed resources to continue expanding and improving ports in terms of infrastructure, cargo handling equipment, technology and trained personnel so as to meet stakeholders' expectations.

## Strategic location

These improvements are a plus to its geographical advantage as one of few ports in the region located strategically as a hub to its customers located across



the region.

It is no doubt that the development of the Port under Dar es Salaam port Maritime Gateway Project (DMGP) worth over US Dollars 345 million and the Standard Gauge Railway (SGR) now under construction will make Tanzania a regional transport hub.

The co-financing project seeks to improve physical infrastructure by deepening and strengthening of existing berths 1 to 7 to 14.5 m, construction of

a new multipurpose berth at Gerezani Creek; deepening and widening of the entrance channel and turning basin to 15.5 m.

The project will also involve the improvement of rail linkages and platform in the port and deepening and strengthening of existing Berths 8-11, to 14.5 m.

## Institutional strengthening

The scope of the project has been

# REGIONAL HUB STATUS

resilience, procurement of management information systems, Terminal Operating Systems, and Port Community System have been given consideration.

The Project's investments will help towards the achievement of development objectives and doubling the throughput capacity, halving vessel waiting time while also reducing berth occupancy and increasing operational productivity. Dar es Salaam port is so far a preferred port due to its efficiency based on available facilities and cost-effective services.

## Mtwara Port upgrading

For Mtwara Port, President Magufuli laid the foundation stone for the expansion works at the Mtwara port located in southern Tanzania.

The project will greatly enhance the port's capacity to accommodate large vessels to dock at the port in Mtwara which is one of the three major ports of Tanzania, as well as increase the port's overall cargo capacity.

The port which handled total of 0.727 million metric tons by June 2016 is destined to be an alternative cargo gateway for cargo bound for southern Tanzania, Malawi, Eastern Zambia and Northern Mozambique.

Mtwara port has witnessed an increased in activity since the beginning of offshore oil and gas exploration activities in Southern Tanzania.



extended to address institutional strengthening to support the restructuring of TPA to reflect core objectives of corporatization of functional business units under TPA for those berths where TPA will remain the operator, whilst enhancing TPA's capacity to act as a landlord, manager and developer of the ports in Tanzania; and assess future private sector participation;

## Human Resources Development

This goes hand in hand with capacity building and training for TPA staff to take on the new responsibilities, as a result of the restructuring, including inter alia necessary support to implement the Environmental and Social Strengthening Plan (ESSP) and obtain the ISO 14001 Certificate.

In respect of the above factor, capacity building and awareness of climate

***Notably, the infrastructure development alone cannot facilitate smooth flow of trade, a reason why Prof. Rubaratuka believes stakeholders' involvement is crucial in achieving a common direction.***



# BRIGHTER FUTURE AWAITS TANGA PORT AHEAD OF UGANDA OIL

By Moni Jarufu

**T**anga port looks forward to handling over five times the current cargo, following the implementation of various projects, including the ambitious Hoima-Tanga crude oil pipeline, the East African Crude Oil Pipeline (EACOP).

Currently, the port handles an average of 700,000 tonnes of consignment annually. The figure will go up to 3.5 million tonnes, Port Master Percival Salama says.

He stated during a business forum organised by the Tanzania Standards Newspaper that although the size of the consignment of materials for Hoima-Tanga crude oil pipeline construction was yet to be announced, it may need about 25,000 trucks to transport the offloaded cargo from the port to the inland destinations.

By end of the year, the contractors of the Hoima-Tanga crude oil pipeline project will be certain over the size of cargo for construction materials that they will be importing through the Tanga Port," Salama said.

He said that the envisaged major cement industry to be built by the Hengya Company has assured the port authorities to import over 1,000 containers during the construction

period.

President is set to lay a foundation stone for the construction of the industry in the near future, which will be the largest in East and Central Africa.

"But the question here is how our roads are capable of handling the envisaged cargo from the port. How are we prepared in investing in the logistics field so as to serve the consignment from the port?" he asked, pointing out the importance of improving roads and railways.

He went on: "How are Tanga residents prepared in exploiting such opportunities? These are questions to ask ourselves and work on them. As we speak over opportunities, these are the ones."

He suggested that Tanzanians need to embrace the individual's responsibility in contributing to the country's development. The port's plan also includes receiving large part of cargo from the neighbouring countries.

He advised the government to focus more on constructing hub ports as opposed to the feeder ports in order to make the ports contribute more to the national economy.

"We want to handle a large amount of cargo for the neighboring countries in the next few years," he said.

So far, he said the port has recorded a growth trend, with the statistics showing that the last financial year its current annual performance was 845,000 tonnes of cargo.

*"...it is imperative to plan for the capability of existing roads to handle the envisaged cargo from the Tanga port."*



# DAR PORT READIES FOR HANDLING PANAMAX VESSELS



By Leonard Magomba

**D**ar es Salaam port, the country's principal harbour since time immemorial, is set to be the regional gateway with the capacity to handle Panamax-size vessels once the ongoing port rehabilitation project is completed.

Involving dredging and deepening of berths 1-7, the project, would enable the port to increase container throughput to 21 million tons by 2021.

The seven-berths' depth will be increased from the current 8 meters to 15 meters, allowing the port to receive larger vessels able to carry up to 6,000 containers.

TPA has already signed a 36-month contract worth USD-154-million with state-owned China Harbour Engineering Company Limited (CHEC) for the expansion of the Dar es Salaam port.

Under the agreement, CHEC will build a roll-on, roll-off (ro-ro) terminal and deepen the port's berths 1 to 7.

President Dr. John Magufuli, speaking at the launch of the multi-million dollar project, says it was vital to modernize

Dar es Salaam port because it is a major economic asset for Tanzania and the East and Central African region as a whole.

The president says Dar es Salaam port currently handles approximately 90 per cent of Tanzania's sea-borne import and export volume.

He says the port is the gateway to global trade and serves as a transit port for Burundi, Democratic Republic of Congo, Rwanda, Uganda, Zambia, and Malawi.

"Since 90 percent of Tanzania's international transactions transit through

the port and 35 per cent of the total throughput of the port for the land-linked countries, improving the efficiency of the maritime gateway is a key element in the regional transport network," he says.

TPA Director General Eng. Deuseddit Kakoko says that over the last five years, the average port volumes have been growing by 9 per cent per year.

Kakoko says the increment means that by 2021, TPA will be able to increase the container through-put to 21 million tons a year from the current 16.2 million tons.

"This growth is already placing considerable strain on the port, yet projections for the long-term suggest that the volumes could in fact grow more than two-fold from the current 16 -million tons to 25 million tons by 2025, Kakoko says.

He says the investment in the port's expansion and improvement will bring down trade and intermediary costs for businesses, strengthening the competitiveness of the country and the entire region.

The project will help to unlock the enormous potential of the port and help generate robust revenues for the government.

The government on the other hand has decided to build a new railway modern Standard Gauge Railway (SGR) through which this modern railway will reduce travel time from the present 23 hours from the port of Dar es Salaam to Kigali in Rwanda, to 13 hours once the SGR project is completed.

Improving the regional transport network, of which Dar es Salaam port is the "heart", is important to meet the twin goals of being a national as well as a regional hub.



# TPA SOLDIERS ON...

By Janeth Ruzangi

It is undeniable fact that challenges, both internal and external have not stopped the Authority from performing several progressive projects in collaboration with the government and other stakeholders to make sure that TPA achieves its vision which is to lead the regional maritime trade and logistics services to excellence.

Some projects have been completed, some are on-going as per the Authority's grand strategic plan.

Chief among them are in areas of equipment procurement and infrastructure development, all aimed at strengthening the performance of the Ports under the TPA and make them competitive.

As we may remember, TPA and a consultant, M/s China Harbour Engineering company limited CHEC agreed to improve berth No. 1-7 and construction of a new RoRo berth at Gerezani Creek. The TZS 336,410,302,688.90 agreement was penned down on 10 June 2017. Site handover was done on 29 June, 2017 and work mobilisation started immediately.

The consultant, M/S Inros Lackners SEJV H.P GAUFF Ingenieure GmbH of Germany has completed the construction of the camping site that includes bringing of construction equipment and setting up a laboratory for materials test by 100 per cent.

The making of the pre-cast slabs for the RoRo Berth is at 91 percent, land reclamation for the new berth at 67 percent and dredging for a deeper sea level at 97 percent completion.

Work to strengthen and increasing the depth of berth number 1 is progressing well and is expected to be completed in November, 2018. Some of important equipment for the project, for example, concrete slabs made in China have started to arrive and are directly installed to fasten up the project.

Another milestone has been the completion of a One Stop Center building whose construction began in



August, 2012 and inaugurated by the DRC President, H.E Joseph Kabila on 4th October, 2016.

Offices of what used to be the TPA Headquarters in Kurasini have already relocated to a state of the art building.

The construction of Vigwaza dry Port in Ruvu area is moving on well. The leveling work is complete by 100 percent.

A contractor has been assigned another project to fence the area and the implementation is at 100 percent. The second phase for the dry Port project will involve construction of a railway line to connect with the existing one. The MoU for the project has already been signed between TPA and TRC in August, 2017. The work is expected to be completed in April, 2019.

Other projects which are on going at

# Creating Capacity ahead of Demand



with an area of 82 hectares for phase II of the project are ongoing. TPA has already paid TZS 2.59 Billion to Tanga Municipal Council as a compensation for the land demarcated for construction of Mwambani Port.

Preparations for the construction of Chongoleani berth in Tanga Port are ongoing. It is expected that vessels capable of up to 250,000 tons (Suezmax) will be able to dock at the Port upon completion of the berth.

Construction work of berth No. 2 at Tanga Port which involves putting on fenders and heavy duty paving among others, is expected to be completed at the end of December, 2018.

Also on the cards include expansion of Mtwara Port. The government wants to construct four berths and make it a modern one capable of serving gas and oil cargo, minerals, agricultural products

for the southern regions and neighboring Malawi and Zambia.

Phase One of the project is the construction of 300 meter berth that will be a Multi-Purpose Terminal. M/S China Railway Construction Ltd is undertaking the project expected to be completed within 21 months.

Work to refurbish Lindi berth is undertaken by M/s Comfix & Engineering Ltd which is now near completion.

The plan is to substantially improve all strategic Ports including Musoma, Mwanza and Bukoba in Lake Victoria and construct berths at Ujiji, Kibirizi, Karema, Lagosa, Kagunga, Kirando, Kalya and continue with the expansion of Kasanga Port in Lake Tanganyika.



various stages are construction of a new Mbegani-Bagamoyo Port which is expected to increase performance upon its completion for cargo entering Tanzania and greatly serve neighboring Burundi, DRC, Malawi, Rwanda, Uganda and Zambia.

Already, plot No. 52 with an area of 92 hectares has been given to TPA for phase 1 of construction of Mwambani Port in Tanga. Arrangements for another area

The background of the page is a solid dark blue color. At the bottom of the page, there is a horizontal strip showing an aerial view of a port city. The water is a light blue-green color, and several large ships are docked at the pier. In the background, there are buildings and a cityscape under a clear sky.

## **TANZANIA PORTS AUTHORITY**

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