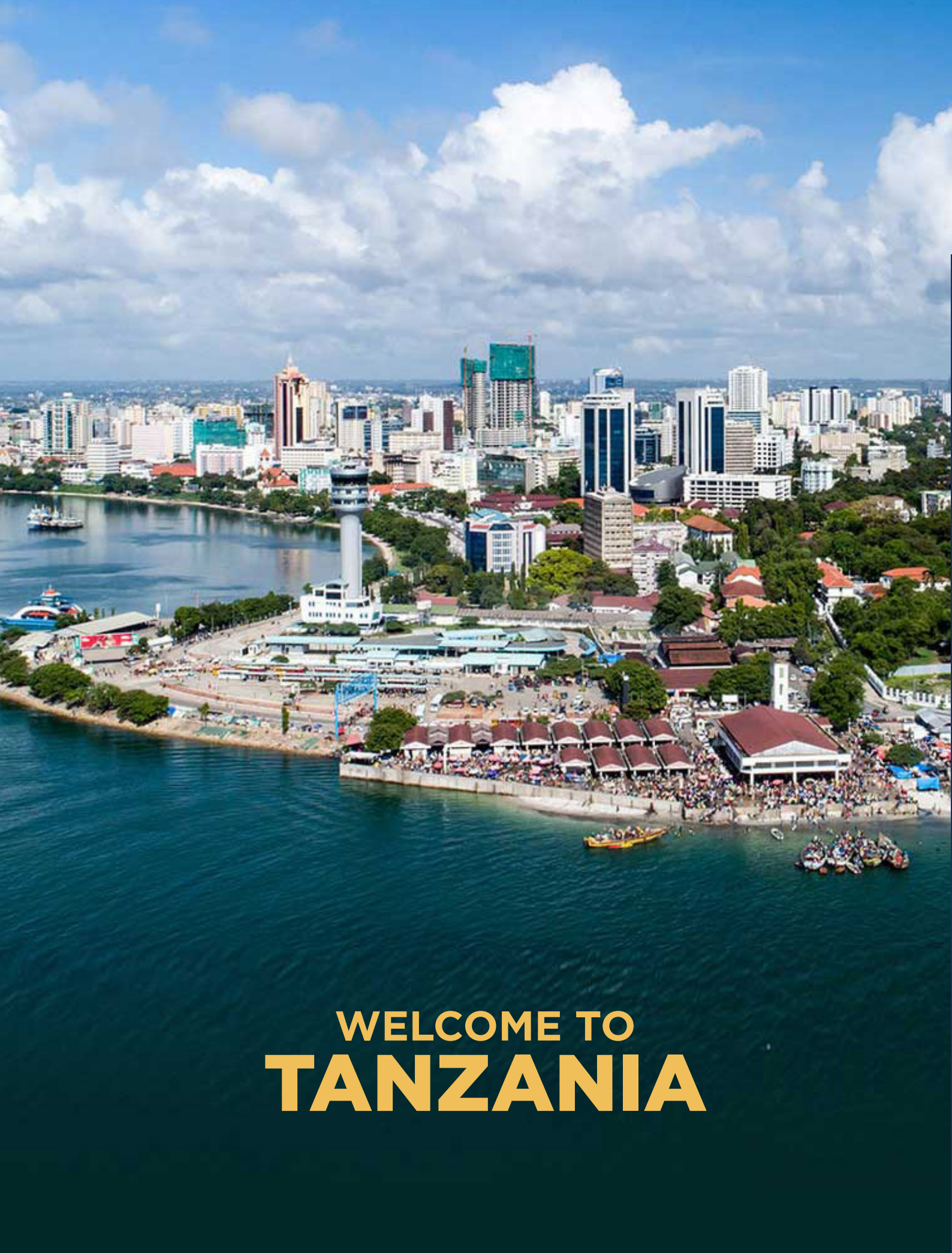




# TANZANIA STRATEGIC PROJECTS PROFILE 2025







# WELCOME TO **TANZANIA**



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01

## MULTINATIONAL: TANZANIA / BURUNDI / DR CONGO JOINT STANDARD GAUGE RAILWAY PROJECT PHASE II (TANZANIA / BURUNDI SECTION), LOT 7: UVINZA – MARAGARASI (156 KM MAINLINE) PROJECT



PROJECT NAME	Multinational: Tanzania / Burundi / DR Congo Joint Standard Gauge Railway Project Phase II (Tanzania / Burundi Section), Lot 7: Uvinza – Maragarasi (156 km Mainline) Project.
ESTIMATED PROJECT COST	Deal Value - US\$ 1.063 billion (VAT Exclusive) but Deal Ask is US\$ 770 Million
MODE OF FINANCING	Loan to the sovereign
IMPLEMENTING AUTHORITY	Tanzania Railway Corporation (Implementing Agency) and Ministry of Finance (Borrower)
PROJECT LOCATION	Uvinza – Malagarasi (at the Tanzania/ Burundi border)
PROJECT READINESS	Feasibility studies and detailed designs have been completed. Works and supervision contracts have been procured and signed. The ESIA was completed with report in place. The supervision consultant is mobilized and operational. Contractor mobilization has commenced, and the first tranche of the advance payment has been disbursed to initiate construction activities.
CONTACT PERSON	<b>Eng. Machibya M. Shiwa - Director General,</b> Tanzania Railways Corporation (TRC) P. O. Box 76959, Dar Es Salaam, Tanzania. <b>Tel:</b> +255 222 112 695, <b>Fax:</b> +255 222 116 525, <b>Email:</b> machibya.masanja@trc.co.tz, dg@trc.co.tz, <b>Website:</b> <a href="https://www.trc.co.tz">https://www.trc.co.tz</a>

## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The project entails the design and construction of a 156 km railway infrastructure between Uvinza and Malagarasi (at the border with Burundi) in Tanzania. This section forms part of Phase II of the Tanzania SGR system, providing neighbouring countries of Burundi and the Democratic Republic of Congo (DRC), as well as the Tanzanian hinterland with improved access to the Port of Dar es Salaam.

The major scope of work for Lot 7 (Tanzanian section) include a 1.3 km border bridge across the river, earthworks, bridges, culverts, viaducts, ballasting and track laying, installation of telecommunication and signaling systems, ICT systems, construction of stations, electrification, and implementation of environmental and social mitigation measures in accordance with applicable requirements.



### KEY PROJECT OBJECTIVES

- i. The development objective is to improve transport connectivity along the Central Corridor to enhance regional integration and trade and incentivize large-scale mining and agriculture through access to high capacity high-capacity railway transport service.
- ii. The specific objective of the Project (deal) is to Construction of 156km single track electrified Standard Gauge Railway (SGR) system from Uvinza that will extend to Musongati (Burundi) via Malagarasi border.



### EXPECTED RESULTS

The development of SGR Lot 7 is expected to generate transformative economic, social, and environmental outcomes for Tanzania, Burundi, and the wider Great Lakes region. The key expected results include:

- i. The project is expected to reduce transport costs by more than 40%, significantly improving the competitiveness of mining, agricultural, and industrial value chains across the Central Corridor.
- ii. Tourism earnings are projected to increase substantially, reinforcing a sector that already contributes 17.5% to Tanzania's GDP and 4.3% to Burundi's GDP, supported by improved passenger mobility and enhanced regional accessibility.
- iii. Trade flows between Tanzania, Burundi, and the Democratic Republic of Congo are expected to grow by over USD 4.5 billion annually as a result of more efficient logistics, reduced border delays, and improved multimodal connectivity.
- iv. A total of 5,100 workers (3,600 in Tanzania and 1,500 in Burundi) will be trained in modern railway construction, operations, and maintenance, with a deliberate focus on empowering youth and women.
- v. Approximately 10,000 temporary and permanent job opportunities will be created during construction and operation, stimulating local economies and improving livelihoods along the railway corridor.
- vi. The shift of freight from road to rail is expected to reduce fuel consumption and reduce more than 37,000 tonnes of CO<sub>2</sub> emissions annually, contributing meaningfully to national and regional climate resilience commitments.



02

## ESTABLISHMENT OF MEDICAL COTTON MANUFACTURING PLANT, PHARMACEUTICAL MANUFACTURING PLANTS AND OPERATION AND MAINTENANCE OF THE GLOVES MANUFACTURING PLANT, IN TANZANIA PROJECT



PROJECT NAME	Establishment of Medical cotton Manufacturing Plant, Pharmaceutical Manufacturing Plants and Operation and Maintenance of the Gloves Manufacturing Plant, in Tanzania
ESTIMATED PROJECT COST	US\$ 77 Million
MODE OF FINANCING	Joint Venture
IMPLEMENTING AUTHORITY	Medical Stores Department
PROJECT LOCATION	Simiyu (Cotton), Zegereni, Pwani (General Pharmaceuticals and Idofi, Njombe (Gloves)
PROJECT READINESS	Gloves Manufacturing Plant constructed and other projects feasibility studies are completed
CONTACT PERSON	<b>Mavere Tukai - Director General,</b> Medical Stores Department, P. O. Box 9081, Dar Es Salaam, Tanzania. <b>Tel:</b> +255 222 860 890-7 <b>Fax:</b> +255 222 865 814/19, <b>Email:</b> mavere.tukai@msd.go.tz, info@msd.go.tz <b>Website:</b> www.msd.go.tz



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

Tanzania is committed to becoming a global hub for health services. The project comprises three distinct product categories. The first component is the manufacturing of cotton-based medical products, to be established in Simiyu Region. The second component involves the manufacturing of pharmaceutical products, covering various dosage forms and therapeutic lines, to be located in Zegereni, Kibaha, in the Coast Region. Both of these facilities will involve the design, construction, equipping, operation, and maintenance of the plants. The third component is the manufacturing of latex medical gloves in the Njombe Region. This plant is already at its completion stage and will operate under an operation-and-maintenance agreement only.



### KEY PROJECT OBJECTIVE

The project will focus on construction of manufacturing of cotton based medical products, pharmaceutical products and latex medical gloves.



### EXPECTED RESULTS

Tanzania is prioritizing the transformation of its health sector by fostering stronger collaboration with the private sector to significantly reduce the country's reliance on imported medicines and medical equipment. Currently, the Medical Stores Department (MSD) sources more than 80% of its pharmaceutical products and over 95% of its medical devices from international markets, resulting in an annual expenditure of approximately USD 250 million in government foreign currency. Other benefits include:-

- i. Value Chain addition for locally grown cotton in Tanzania;
- ii. Increased availability of the selected health commodities at affordable price;
- iii. Reduce excessive dependence on importation of medicines and medical supplies;
- iv. Increase export volume of medical products to EAC and SADC member states;
- v. Employment opportunities: Direct jobs over 402 and indirect jobs are of more than 50m; and
- vi. Technology transfer, innovations and improved health care to the public.



## 03

## DEVELOPMENT OF AVIATION FUEL FARM AND HYDRANT SYSTEM PROJECT



<b>PROJECT NAME</b>	Development of Aviation Fuel Farm and Hydrant System
<b>ESTIMATED PROJECT COST</b>	USD 80 million
<b>MODE OF FINANCING</b>	Equity: 30% and Debt: 70%
<b>IMPLEMENTING AUTHORITY</b>	Tanzania Airports Authority
<b>PROJECT LOCATION</b>	New Msalato International Airport in Dodoma at the capital City of Tanzania
<b>PROJECT READINESS</b>	Concept note prepared and Market sounding ongoing for conducting of pre-feasibility and feasibility study then procurement stage.
<b>CONTACT PERSON</b>	Director General, Tanzania Airports Authority (TAA) P.O. Box 18000, Dar Es Salaam Email: dg@airports.go.tz Tel: +255 22 2842402/3



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

Project involves development of new full-fledged fuel farm with aviation fuel ground tanks, hydrant system to the main apron, truck fueling facilities (refuellers) and equipment as per International Air Transport Association (IATA) Aviation Fuel Guidelines. At the end of the lease term (as may be mutually agreed between TAA and preferred investor), the depot storage, the hydrant system and all other fixed assets which jointly formed part of the development will remain to the investor through operation and maintenance agreement for an agreed period.



### KEY PROJECT OBJECTIVES

Project involves development of new full-fledged fuel farm with aviation fuel ground tanks, hydrant system to the main apron, truck fueling facilities (refuellers) and equipment with sufficient capacity to meet Code 4E design aircraft demand, in cost effective and environmental friendly approach.

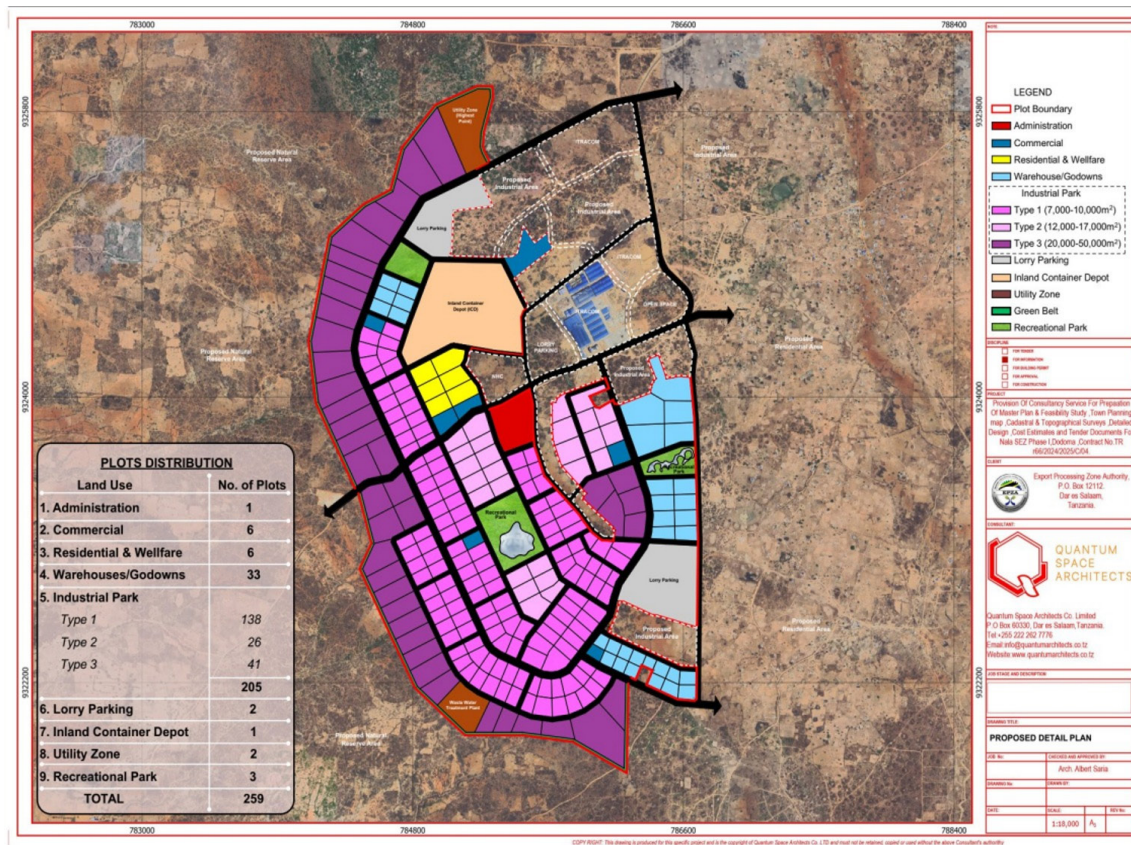


### EXPECTED RESULTS

- i. Enhancing Employment Growth rate;
- ii. Increasing revenue to the investor which have multiplier effect to the national economy;
- iii. Increasing government takes through levies and taxes;
- iv. Diversifying and boosting aviation industry;
- v. Safe re-fueling services, with sufficient capacity to meet demand, in cost effective prices; and
- vi. Attracting more Airlines due to shorter turnaround time.

## 04

## NALA SPECIAL ECONOMIC ZONE (SEZ) PROJECT



PROJECT NAME	Nala Special Economic Zone (SEZ)
ESTIMATED PROJECT COST	USD 54.4 million
MODE OF FINANCING	PPP
IMPLEMENTING AUTHORITY	Tanzania Investment and Special Economic Zones Authority
PROJECT LOCATION	Dodoma- Capital City
PROJECT READINESS	Readiness report in place and Feasibility Study is ongoing
CONTACT PERSON	<b>Mr. Gilead Teri,</b> Director General, Tanzania Investment and Special Economic Zones Authority (TISEZA), P. O. Box 938, <b>Telephone:</b> +255 22 2116328-29 <b>Email:</b> gilead.teri@tiseza.go.tz, info@tiseza.go.tz <b>Website:</b> www.tiseza.go.tz



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The project will provide physical platform for trade, logistics and manufacturing sectors to save the Tanzania Central Zone as a production base for value added product and distribution hub to cater the regional market particularly Eastern Congo, Rwanda, Burundi, Uganda and South Sudan. The project comprise of 1,500 acres of land with 259 surveyed industrial plot ranging from 1 acre to 205 acres each plot. The investment opportunities available includes:- pharmaceuticals industrial plots; agro processing plots, packaging materials, mineral processing and mining safety gears, livestock industrial plots, construction materials industrial plots, textile industrial plots, logistics and commercial industrial plots.



### KEY PROJECT OBJECTIVE

Construction of special economic zones full of infrastructure facilities, manufacturing plants, logistics to facilitate trade and investment.

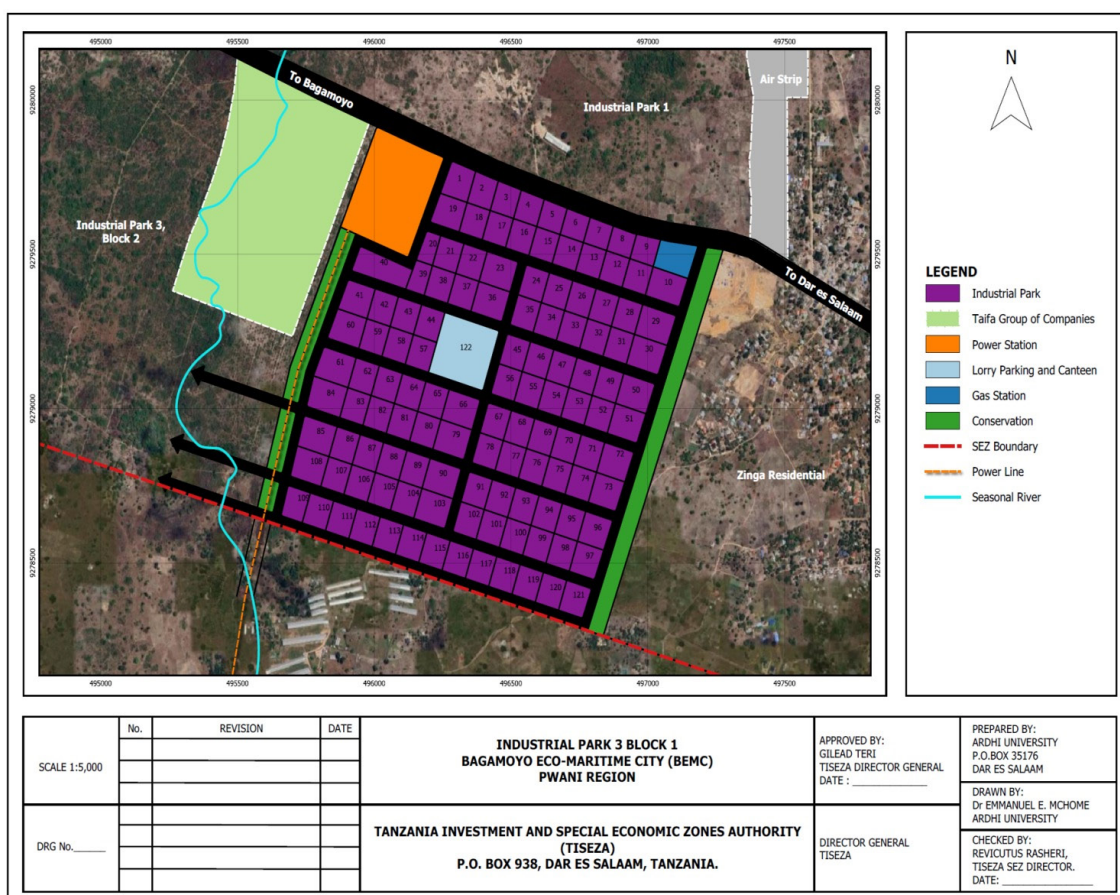


### EXPECTED RESULTS

- i. Strategic Location: the Dodoma-Singida highway and Less than 10 km from the Standard Gauge Railway (SGR)
- ii. Connectivity & Infrastructure: Dodoma Airport for domestic flights; Msalato International Airport for future international routes as well-connected via national roads and SGR for transportation of goods and people, with Proximity to government institutions and administrative hubs
- iii. Access to Regional & International Markets: Zambia & Malawi via Tunduma (Central Corridor), Democratic Republic of Congo (DRC) via Kigoma Port (Lake Tanganyika), Rwanda & Burundi via Rusumo and Kobero border points, Kenya via Arusha-Namanga route and Mozambique through southern Tanzanian routes
- iv. Investment Opportunities: Land suitable for industrial and manufacturing facilities and Strategic location makes it a gateway for trade across East and Southern Africa
- v. Key Advantages for Investors: Central location in the country, Access to modern transport infrastructure, Close to government institutions and decision-makers

# 05

## DEVELOPMENT OF BAGAMOYO ECO MARITINE CITY (BEMC) PHASE I – 100ha PROJECT



PROJECT NAME	Development of Bagamoyo Eco Maritime City (BEMC) Phase I – 100ha
ESTIMATED PROJECT COST	US\$ 57,345,297
MODE OF FINANCING	Debty to Equity Structure
IMPLEMENTING AUTHORITY	Government of Tanzania through Tanzania Investment and Special Economic Zones Authority (TISEZA)
PROJECT LOCATION	Pwani - Bagamoyo
PROJECT READINESS	Readiness report in place and Feasibility Study is ongoing
CONTACT PERSON	<b>Gilead J. Teri,</b> Director General, Tanzania Investment and Special Economic Zones Authority (TISEZA), Golden Jubilee Towers, Wing A, 1st Floor, Ohio Street; P. O. Box 938, 14414 Dar es Salaam, Tanzania; <b>Tel:</b> +255 (22) 211 6328-32; <b>Mob:</b> +255 689 222 268; <b>Email:</b> gilead.teri@tiseza.go.tz <b>Web:</b> www.tiseza.go.tz



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

Bagamoyo Eco Maritime City (BEMC) is one of the National Flagship Projects towards achieving Tanzania Development Vision 2025. The Strategic Development Theme of Bagamoyo Eco Maritime City (BEMC) is the construction of a world class port as a transport logistics hub and gateway for international trade, with a linked industrial platform for value addition and manufacturing processes. Bagamoyo Eco Maritime City (BEMC) is to spearhead the socio-economic transformation of Tanzania through export - led industrialization, with the development of Bagamoyo Port at Mbegani to become the primary hub port and gateway for global (“international and infra-Africa”) trade in manufactured goods on the Eastern Seaboard of Africa by 2025. The project is located less than 60 km from Dar es Salaam Port and set to be even more advantageous once the port becomes operational—provides a significant logistical and competitive advantage for attracting new manufacturing investments. The area offers ample land for ready-built factory shells, industrial plots, and logistics centres, which is critical for attracting international investors.



### KEY PROJECT OBJECTIVES

Development of world class port with infrastructures facilities that facilitate trade, logistic and linked with large-scale industries including textiles and garments, agro-processing, pharmaceuticals, automotive assembly, building materials, and light manufacturing.



### EXPECTED RESULTS

- i. Injection of substantial domestic and foreign direct investments; Estimated US\$ 100 Million in five (5) years (based on average investment of a garment factory based in the SEZ in Tanzania);
- ii. Employment creation during the construction phase, as well as operation and maintenance. Estimated over 5000 direct jobs in five (5) years;
- iii. Generate foreign currency, widen taxation base and revenue generation.
- iv. Money will be injected into the local economy (apart from capital) i.e. Salaries, Port Charges, utilities, transport costs (local component), raw materials.



06

## WEST SONGO SONGO BLOCK HYDROCARBON EXPLORATION PROJECT



PROJECT NAME	West Songo Songo Block Hydrocarbon Exploration Project
ESTIMATED PROJECT COST	US\$ 170.25 million
MODE OF FINANCING	Public- Private Partnership (PPP)
IMPLEMENTING AUTHORITY	Tanzania Petroleum Development Corporation (TPDC)
PROJECT LOCATION	Songo Songo
PROJECT READINESS	<ul style="list-style-type: none"> <li>i. The Petroleum Act 2015 mandates TPDC to inter into partnership for the implementation of project in the oil and gas value chain.</li> <li>ii. Well-developed energy sector with supportive instruments for investment in oil and gas i.e. Policies and regulations.</li> <li>iii. Currently TPDC is undertaking preparation for drilling of an exploration well.</li> <li>iv. The project has preliminary financial &amp; economic assessment which indicates the project is viable.</li> </ul>
CONTACT PERSON	<p><b>Managing Director,</b> Tanzania Petroleum Development Corporation (TPDC), PSSSF Kambarage Tower, 8th Floor, Jakaya Kikwete Street, P.O Box 1191, Dodoma, Tanzania, <b>Tel:</b>+255262323519 <b>Email:</b> info@tpdc.co.tz, grobiam@tpdc.co.tz</p>



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

West Songosongo Block (WSS) lies West of Songo Songo gas producing field, with shallow water at approximately 35m. The Block is 505.6sqkm with available 240 LKM of 2D seismic data processed to PSTM, 8,773 Lkm Magnetic and 8,773 LKM AGG data extends to Mandawa Basin. WSS Block has one gas prone drillable prospect and two (2) leads.



### KEY PROJECT OBJECTIVE

To drill and produces gas for domestic use from West Songo Songo Block Hydrocarbon Exploration.



### EXPECTED RESULTS

- i. Promote development of natural gas value addition project including petrochemical and fertilizer projects;
- ii. Increase gas availability for other consumption in power generation, industries, households and Vehicles;
- iii. Increase revenue to TPDC, investor and Government; and
- iv. Create direct and indirect employment opportunities.

07

## CONSTRUCTION OF MTWARA – MBAMBA BAY – MCHUCHUMA / LIGANGA SGR RAILWAY LINE (1,000KM) PROJECT



PROJECT NAME	Construction of Mtwara – Mbambabay – Mchuchuma/Liganga SGR railway line (1,000KM)
ESTIMATED PROJECT COST	US\$ 5.913 billion
MODE OF FINANCING	Public - Private Partnership (PPP) under Design, Finance, Build, Operate and Transfer (DFBOT)
IMPLEMENTING AUTHORITY	Tanzania Railways Corporation
PROJECT LOCATION	Mtwara – Mbambabay – Mchuchuma/Liganga
PROJECT READINESS	Feasibility study and preliminary design has been prepared
CONTACT PERSON	<b>Director General,</b> Tanzania Railways Corporation (TRC) , P. O. Box 76959, <b>Tel:</b> +255 785 196 900, <b>Email:</b> dg@trc.co.tz; <b>Web:</b> www.trc.co.tz



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The construction of high electrified railway line with a speed of passenger train 160 km/hr & 120 km/hr railway line from Mtwara to Mbamba bay via Songea with spurs to Liganga and Mchuchuma will enhance rapid economic development of the Mtwara corridor in southern Tanzania. The Mtwara Development Corridor is about 1,000km from Indian Ocean in the East to Lake Nyasa in the West. The corridor connects Tanzania to Mozambique and at least three other landlocked countries (Malawi, Zambia and Democratic Republic of Congo (DRC)). This further enhances economic development potential of the corridor, as well as the whole nation's economy and trade.



### KEY PROJECT OBJECTIVE

Construction of Mtwara – Mbambabay – Mchuchuma/Liganga SGR railway line (1,000KM);



### EXPECTED RESULTS

- i. Projected to create more than 100,000 direct and in direct employments during construction and operations;
- ii. Expected to engage 3,000 Local companies i.e suppliers and sub-contractors who will contribute to economic development of the country;
- iii. It will provide connectivity from Mtwara Port to Liganga Iron Ore fields located about 874km and Mchuchuma coal fields Located 946km from Mtwara port around Lake Nyasa in the South-western part of the country; and
- iv. The railway will serve to transport agricultural products and goods in Tanzania and Malawi through lake Nyasa and Mtwara port.



08

## DEVELOPMENT OF BAGAMOYO PORT (RAS MBEGANI) PROJECT



PROJECT NAME	Development of Bagamoyo Port (Ras Mbegani).
ESTIMATED PROJECT COST	US\$ 2.1 Billion
MODE OF FINANCING	Public Private Partnership
IMPLEMENTING AUTHORITY	Tanzania Ports Authority (TPA)
PROJECT LOCATION	Mbegani area, Bagamoyo
PROJECT READINESS	Updating the Feasibility Study and Engineering Design Completed
CONTACT PERSON	<b>Director General,</b> Tanzania Ports Authority, P.O Box 9184, <b>Email:</b> dg@ports.go.tz Dar es salaam Tanzania.

## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The development of new port terminal at Mbegani area will take advantage of the availability of suitable sites for developing deep water berths which is complimented by availability of a vast land area earmarked for development of Economic Processing Zone. The project design is based on post Panamax vessels, compact and reliable RTG (Rubber Tyred Gantry Crane), Yard system, high-capacity road and rail connectivity. The modern infrastructure facilities include infrastructure Investments (dredging, reclamation, quarry walls and rail head); movable assets in the form of operation equipment investments; and superstructure investments including pavement, buildings, gates, Utilities, IT & Automation.



### KEY PROJECT OBJECTIVES

Development of a new port terminal at Mbegani ras, establish the Bagamoyo Eco Maritime City (integrating industrial, residential, ecological, and recreational areas) and develop supporting infrastructure to connect the project area to improve logistical arrangement.



### EXPECTED RESULTS

- i. Economic Growth: Unleash economic growth potential, aligning with the Five Year Development Plan 2021/2022 - 2025/2026; and Vision 2050; Africa Agenda 2063; SDGs- 2030;
- ii. Enhanced Port Capacity: Increase capacity for container and vehicle handling, accommodating larger vessels;
- iii. Improved Logistics: Provide reliable and efficient transportation and logistics services through high-capacity road and rail connectivity;
- iv. Job Creation: Generate employment opportunities in port operations, industrial activities, and associated services;
- v. Enhanced Regional Trade: Facilitate increased trade activities, benefiting both Tanzania and neighboring regions;
- vi. Infrastructure Advancements: Infrastructure investments including dredging, reclamation, quay walls, and rail head to boost maritime operations; and
- vii. Technological Integration: Implement IT & automation solutions for streamlined port operations.



## 09

## DEVELOPMENT OF DRY PORT PROJECT



PROJECT NAME	Development of Dry Port
ESTIMATED PROJECT COST	US\$ 2.4 Million
MODE OF FINANCING	Public Private Partnership
IMPLEMENTING AUTHORITY	Tanzania Ports Authority
PROJECT LOCATION	Ihumwa – Dodoma, Katosho – Kigoma, Fela – Mwanza and Kurasini – Dar Es Salaam
PROJECT READINESS	Feasibility Study in place
CONTACT PERSON	<b>Director General,</b> Tanzania Ports Authority, P.O. Box 9184, <b>Email:</b> dg@ports.go.tz Dar es salaam Tanzania

## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The development of the dry port at different locations at Ihumwa – Dodoma, Katosho – Kigoma, Fela – Mwanza and Kurasini – Dar Es Salaam saves a dynamic movements toward the improvement of integrated logistics in Tanzania. The projects will comprises the heavy duty pavements; sheds construction; superstructure investments including offices, pavement, gates, fence, utilities, it and automation; unloading platform, pipelines and rail head; and movable assets in the form of operation equipment investments..



### KEY PROJECT OBJECTIVES

To develop dry Ports at Ihumwa (Dodoma), Katosho (Kigoma), Fela (Mwanza) and Kurasini (Dar es salaam) with the view of improving cargo uptake from/to the sea/lake ports and bringing port serves closer to the users.



### EXPECTED RESULTS

- i. Enhancing Trade Efficiency and Reducing Congestion
- ii. Reducing Logistics and Transport Costs
- iii. Strengthening Regional and Transit Trade
- iv. Improving cargo uptake from/to the sea/lake ports and bringing port serves - closer to the users format
- v. Increasing Government Revenue and Compliance
- vi. Job Creation and Local Economic Development
- vii. Enhancing National Competitiveness
- viii. Supporting Environmental Sustainability



10

## DEVELOPMENT OF OIL JETTY – TANGA PORT PROJECT



PROJECT NAME	Development of Oil jetty – Tanga Port
ESTIMATED PROJECT COST	US\$ 76.475 Million
MODE OF FINANCING	Public Private Partnership
IMPLEMENTING AUTHORITY	Tanzania Ports Authority (TPA)
PROJECT LOCATION	Tanga
PROJECT READINESS	Feasibility Study and Engineering Design Completed
CONTACT PERSON	<b>Director General,</b> Tanzania Ports Authority, P.O Box 9184, <b>Email:</b> dg@ports.go.tz Dar es salaam Tanzania.



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

Currently the uploading of oil products to Tanga takes place predominantly through Conventional Buoy Moorings (CBM) to the tank farm located at Raskazone Tanga. Both the CBM and tank farm are privately owned and operated by GBP Tanzania Ltd. A separate facility for unloading LPG is also present near Totten Island. This is owned by lake gas.

TPA intends to establish opportunities for other private companies to unload oil products independent of GBP and lake gas have constructed a flow metering station landside of the redundant ex fertilizer jetty at Raskazone. At the flow metering station, private companies will be given the opportunity for direct connection through tie in points. The new oil terminal will also facilitate unloading of refined oil products, LPG and edible oil products that show financial feasibility based on estimated unloading volumes up to 2045.



### KEY PROJECT OBJECTIVES

To establish oil jet in Tanga for smoothing unload of oil products.



### EXPECTED RESULTS

The new oil terminal will also facilitate unloading of refined oil products, LPG and edible oil products that show financial feasibility based on estimated unloading volumes up to 2045. Some of the benefits include:-

- i. Economic Growth: Unleash economic growth potential, aligning with the Five Year Development Plan 2021/2022 - 2025/2026; Tanzania Vision 2050; Africa Agenda 2063; SDGs- 2030 etc;
- ii. Enhanced Port Capacity: Increase capacity for container and vehicle handling, accommodating larger vessels;
- iii. Improved Logistics: Provide reliable and efficient transportation and logistics services through high-capacity road and rail connectivity;
- iv. Job Creation: Generate employment opportunities in port operations, industrial activities, and associated services;
- v. Enhanced Regional Trade: Facilitate increased trade activities, benefiting both Tanzania and neighboring regions;
- vi. Infrastructure Advancements: Infrastructure investments including dredging, reclamation, quay walls, and rail head to boost maritime operations; and
- vii. Technological Integration: Implement IT & automation solutions for streamlined port operations.



## MANGAPWANI MULTIPURPOSE PORT PROJECT



PROJECT NAME	Mangapwani Multipurpose Port.
ESTIMATED PROJECT COST	USD 400 Million.
MODE OF FINANCING	Public -Private Partnership (PPP) Procurement Methods under Design, Build, Finance, Operate and Maintainance (DBFOM)
IMPLEMENTING AUTHORITY	Ministry of Infrastructure and Transport.
PROJECT LOCATION	Mangapwani
PROJECT READINESS	Feasibility Study, Financial Model, ESIA Report, RAP Report, Relevant Permits & Licenses all are available.
CONTACT PERSON	MR AKIF ALI KHAMIS Mobile: +255 774331144 Email: akif.khamis@zpc.go.tz

## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The project is located in the northern region of Zanzibar at Mangapwani/ Bumbwini—an area designated as an integrated port and logistics. The project will focus on construction of a 1-kilometre berth with an aggregate quay length capable of accommodating vessels of up to 200,000 Deadweight Tonnage (DWT) and 400 metres Length Overall Area (LOA), with a draft of 18 metres. The development further includes a 4.3-hectare yard, a 0.114-hectare Container Freight Station (CFS) area, 2.98 hectares allocated for general cargo operations, a 1,200-square-metre administration block, and a 300-square-metre workshop and warehouse, with an estimated annual throughput capacity of 250,000 Twenty Foot Equivalent Unit (TEUs).



### KEY PROJECT OBJECTIVES

- i. Construct multi-purpose berths with specified DWT capacities.
- ii. Create facilities for bulk cargo - container freight station and dry dock operations.
- iii. Construction of workshop, warehouse and administrative block.



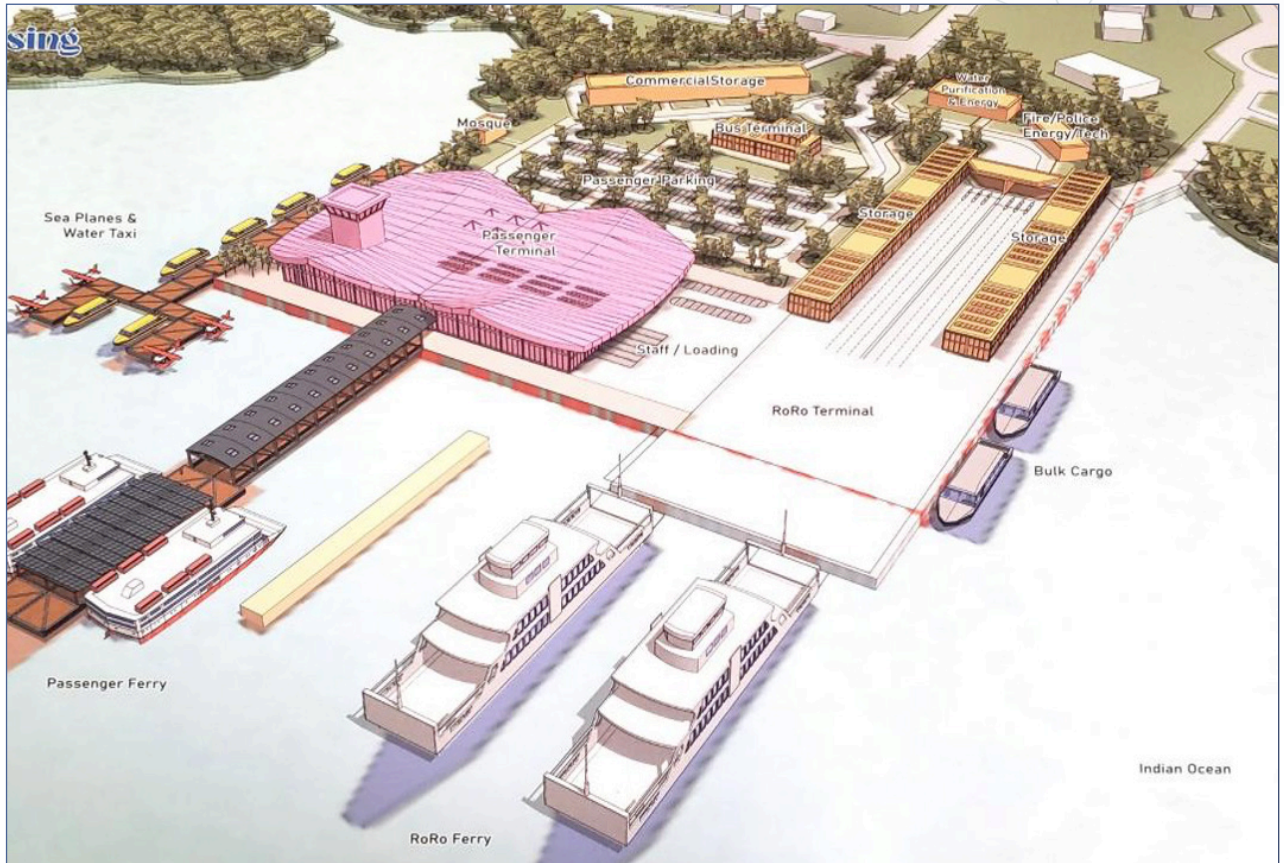
### EXPECTED RESULTS

- i. Increased port capacity for handling various types of cargo.
- ii. Enhanced transportation and trade activities.
- iii. Job creation due to expanded port operations.
- iv. Boosted tax revenues from increased economic activities.



# 12

## CONSTRUCTION OF WETE PORT PROJECT



PROJECT NAME	Construction of Wete Port
ESTIMATED PROJECT COST	USD 108 Million
MODE OF FINANCING	Public -Private Partnership (PPP) Procurement Methods under, Build, Finance, Operate and Maintainance (DBFOM)
IMPLEMENTING AUTHORITY	Ministry of Infrastructure and Transport.
PROJECT LOCATION	Wete, Pemba Island, Zanzibar
PROJECT READINESS	Feasibility Study, Financial Model, ESIA Report, RAP Report, Relevant Permits & Licenses all are available
CONTACT PERSON	MR AKIF ALI KHAMIS Mobile: +255 774331144 Email: akif.khamis@zpc.go.tz

## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

Wete port is the second largest Port in Pemba for providing cargo and passenger services through barge, later small ships and land craft ships. Current Technical details: Jetty Dimensions: 147 meters long and 6.5 meters wide, Draft: 5 meters high tide, 1.7 meters low tide Port Area: 3.74 hectares, Purpose: Handles both cargo and passenger traffic, Vessel Types: Accommodates small lighters, landing crafts, and traditional dhows. The New Proposed Technical details shall be able to: Design vessel: 1000DWT , Draught: 4.0m , Passenger building: capacity 2000 passenger, General Cargo vessel: 1000DWT, Shed , Utilities , Port operation facilities and construct container handling equipment at this port.



### KEY PROJECT OBJECTIVE

Construction of modern Wete Port with all infrastructure facilities which will handle cargo vessel -1000DWT and container handling equipment.



### EXPECTED RESULTS

- i. Decongestion of Malindi Port, Regional Trade expansion, Special Economic Zone, Employment and social benefit;
- ii. Enhanced Connectivity for Pemba Island
- iii. Boost to Trade and Economic Activity
- iv. Support to the Fisheries Sector
- v. Tourism Development
- vi. Job Creation and Local Income Generation
- vii. Improved Supply Chain Efficiency
- viii. Enhanced Safety and Security

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## DESIGN, BUILD, FINANCE, OPERATE, MAINTAIN, AND TRANSFER (DBFOMT) OF THE KIBAHA-CHALINZE EXPRESSWAY 78.9KM - LOT 1 PROJECT



PROJECT NAME	Design, Build, Finance, Operate, Maintain, & Transfer (DBFOMT) of the Kibaha-Chalinze Expressway 78.9KM - Lot 1
ESTIMATED PROJECT COST	USD 516 million
MODE OF FINANCING	Public Private Partnership (PPP) under Design Build, Finance, Maintain, Operate, and Transfer (DBFOMT)
IMPLEMENTING AUTHORITY	Tanzania National Roads Agency (TANROADS)
PROJECT LOCATION	Kibaha-Chalinze
PROJECT READINESS	Feasibility study in place and Viability Gap Funding (VGF) US\$ 90 million incentives
CONTACT PERSON	Chief Executive, Tanzania National Roads Agency (TANROADS) 3rd floor, 10 Shaaban Robert Road/Garden Avenue Junction, P. O. Box 11364 Telephone: +255222926001-6 Fax: +2552229211/2/3/4 Email: tanroadshq@tanroads.go.tz



## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The project entails the Design, Build, Finance, Operate, Maintain, and Transfer (DBFOMT) of the Kibaha-Chalinze Expressway (78.9km) under a Public-Private Partnership (PPP) arrangement. Lot 1, which, encompasses a range of key components, including: High embankment to allow for vehicular and railway crossing , Presence of 24 number vehicular crossing box culverts , 17 number pile bridges including interchange and flyovers , building structures including toll plaza, rest area and weigh bridge, Intelligent Transport System (ITS) , 157. 8Km Chain-link fence enclosing the road and 310mm thick JRCPC wearing course



### KEY PROJECT OBJECTIVE

Construct a 78.9 km four-lane expressway with a design speed of 120 km/hr



### EXPECTED RESULTS

- i. Enhance the level of service by reducing congestion and improving overall road quality;
- ii. Strengthen domestic connectivity within Tanzania and improve regional integration along the East African Community corridor;
- iii. Reduce travel time for passengers and cargo from 4.5 hours to 1.5 hours between Kibaha-Chalinze;
- iv. and Revenue: USD 3.7 billion and USD 1.3 billion over 27 year operating period for toll and rest area respectively; and
- v. Promote socioeconomic development through improved road safety and reduced vehicle operating costs.

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## DESIGN, BUILD, FINANCE, OPERATE, MAINTAIN, AND TRANSFER (DBFOMT) OF THE KIBAHA-CHALINZE EXPRESSWAY LOT 2: CHALINZE - MOROGORO (84.9KM) PROJECT



PROJECT NAME	Design, Build, Finance, Operate, Maintain, and Transfer (DBFOMT) of the Kibaha-Chalinze Expressway Lot 2: Chalinze - Morogoro (84.9km)
ESTIMATED PROJECT COST	US\$ 540 million
MODE OF FINANCING	Public Private Partnership (PPP) under Design Build, Finance, Operate, Maintain, and Transfer (BFOMT)
IMPLEMENTING AUTHORITY	Tanzania National Roads Agency (TANROADS)
PROJECT LOCATION	Chalinze - Morogoro Road
PROJECT READINESS	Feasibility Study (2025) is in place, and Viability Gap Funding VGF USD 149 million
CONTACT PERSON	Chief Executive, Tanzania National Roads Agency (TANROADS) 3rd floor, 10 Shaaban Robert Road/Garden Avenue Junction, P. O. Box 11364 Telephone: +255222926001-6 Fax: +2552229211/2/3/4 Email: tanroadshq@tanroads.go.tz

## PROJECT DESCRIPTION, KEY PROJECT OBJECTIVES AND EXPECTED RESULTS



### PROJECT DESCRIPTION

The project aims to develop a toll expressway of 4 lanes dual carriageway (2 lanes in each direction) with a design speed of 120km/hr from Chalinze – Morogoro (84.9 km ). It will include toll road with 3.5m width for each lane, 13 Number pile bridges including interchange and flyover , 40 Number vehicular box culverts, 38 Number hydraulic box culverts, 78.29Km Chain-link fence enclosing the expressway road throughout, Building facilities including toll plaza, rest area and weigh bridges and ITS.



### KEY PROJECT OBJECTIVES

- i. Construction of an 84.9 km four-lane dual carriageway designed for a speed of 120 km/h, including four modern interchanges;
- ii. Installation of a closed tolling system, comprising four toll points and one fully equipped rest area;
- iii. Development of a modern four-lane dual carriageway toll expressway incorporating advanced engineering and safety features;
- iv. Construction of modern rest areas strategically located along the route to enhance traveler convenience and safety; and
- v. Provision of a road service level that meets international standards, including well-designed interchanges and an electronic tolling system at entry and exit points.



### EXPECTED RESULTS

- i. Congestion reduction from Dar es Salaam to Morogoro road;
- ii. Improved quality of the road in terms of potholes reduction and smoother road
- iii. Improving the connectivity domestically and internationally
- iv. Travel time for passengers and cargo reduced from 4.5 hours to 1.5 hours.
- v. Revenue generation: US\$3.42 billion and US\$2.89 billion over a 27-year operating period for toll and rest area, respectively; and
- vi. Effectively reduces the maximum interchange interval from the original 68.6 km to 35.2 km, significantly amplifying the expressway's accessibility



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