

**UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT**



NATIONAL TRANSPORT POLICY

2003

United Republic of Tanzania
Ministry of Communications and Transport

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1.0 INTRODUCTION

1.1 Vision

The vision is:-

To have efficient and cost-effective domestic and international transport services to all segments of the population and sectors of the national economy with maximum safety and minimum environmental degradation.

1.2 Mission

Based on the vision above, the mission is to:-

Develop safe, reliable, effective, efficient and fully integrated transport Infrastructure and Operations which will best meet the needs of travel and transport at improving levels of Service at lower costs in a manner, which supports government strategies for, socio-economic Development whilst being economically and environmentally sustainable.

1.3 Characteristics

1.3.1 The transport sector in Tanzania is characterized by high cost, low quality services due to various reasons including the existence of high backlog of infrastructure maintenance and rehabilitation, inadequate institutional arrangements, laws, regulations and procedures which are not consistent or compatible with each other to create conducive climate for investment and hence growth of the sector, inadequate capacity caused by low level of investment in resources, and low level of enforcement of safety, environmental sustainability and gender issues.

1.3.2 The deteriorated state of the transport sector coupled with unsatisfactory operational performance signifies another fundamental characteristic of the sector. This problem has been stalling the progress of the various development programmes. Persistent weaknesses in the development and management of the sector have been identified to include:-

- i) the planning and management responsibilities which are divided between Ministries responsible for Transport, Works, Home affairs, Regional Administration and Local Government and Finance.
- ii) lack of coherent policy guidance to those concerned with the planning and development of the transport sector leading to disjointed plans and programmes.

- iii) inadequately formalised coordination and consultation among principal actors.
- iv) shortage of adequately trained and experienced personnel in the transport planning departments and units.
- v) non- application of scientifically based planning methodologies fitting our environment coupled with non-existent data systems.
- vi) inadequate infrastructure and facilities to cater for non motorized transport such as carts, bicycles, and also simple motorized equipment such as motorcycles, motor tricycles, and similar intermediate technology facilities.
- vii) low managerial capacity in public enterprises; under capitalization of such enterprises and absence of meaningful competition.
- viii) lack of regulatory regimes that are adequately equipped to enhance competition, fair operational practices and complementarity of services; and
- ix) insufficient dialogue between the public and private sector due to poorly developed service providers as well as service users or consumer associations.

1.3.3 Issues, which will have to continue to be pursued to counter some of the problems raised above include:-

- i) enhancement of institutional reforms, which have been going on in all aspects of the transport sector. Therefore, the need for strengthen coordination and regulation of the transport matters under the ministry responsible for transportation remains paramount. Also the need for separation of policy formulation and strategic planning; regulation and service provision or operations from each other is more apparent now to ensure better sector management.
- ii) putting in place a framework of strategic planning which should be worked out by the Ministry responsible for transport.
- iii) enhancement of formal coordination and consultations through sectoral technical consultative meetings and annual national consultative technical meetings such as the Transport Policy and Planning Workshops, Rural Access Group consultative meetings, and Annual Road conventions.
- iv) ensuring the existence of a computer based transport data base; and
- v) putting in place more systematic coordination of transport planning and operations under the auspices of regional cooperation especially in the SADC and East African regions.

1.3.4 The National Transport Policy (NTP) takes cognisance of the fact that fundamental requirement for effective transport system is an institutional framework which ensures that:-

- i). each fundamental element of transport is provided in the appropriate quality, quantity and form.

- ii) all elements of transport are combined in a technologically optimum way for each mode of transport
- iii) each mode is operated in a most efficient way; and
- iv) appropriate mechanisms exist to ensure effective intermodal coordination and communication between the user, the operator, the regulatory agency and the government on all transport questions and issues.

The above list of issues needs to be followed up more closely to enable service delivery and hence remove impediments in the development of other sectors of the economy.

2.0 STATUS OF TRANSPORT INFRASTRUCTURE AND SERVICES

The transport network in Tanzania comprises:-

2.1 Road Network

- 2.1.1 Road transport with roads network totalling about 85,000km. The network consists of trunk (10,300 km), regional (24,700 km), district (20,000 km), urban (2,450 km) and community (27,550 km) roads. Only 5% of the road network is bituminised.

The medium and long term objective is to bituminise all trunk roads while at the same time ensuring that all-regional as well as key district and urban roads are sufficiently rehabilitated and maintained to ensure smooth flow of traffic. The NTP underlines the need for the private sector participation including the local communities in the planning and rehabilitation of the roads that pass through their area.

2.2 Railway Network

- 2.2.1 Tanzania railway systems has a total track length of 3,685 km (mainland) out of which 2715 km is operated by Tanzania Railways Corporation-TRC and 970 km by Tanzania-Zambia Railway Authority - TAZARA (970km within Tanzania). Together, the two railways systems link 14 of the 20 regions on the mainland, and neighbouring countries including Zambia, Democratic Republic of Congo, Burundi, Rwanda, Uganda and Kenya. TRC is fully owned by the Tanzania Government, while TAZARA is owned jointly by Governments of Tanzania and Zambia on 50/50 basis.
- 2.2.2 TAZARA has 1,860 km of single track built between 1970 and 1975 from Dar es Salaam to New Kapiri-Mposhi in Zambia, with 970 km in Tanzania Mainland. The railway has major workshops at Dar es Salaam and Mpika with depots at Mbeya, Mlimba, Chozi, and New Kapiri Mposhi. The TAZARA track (1.067 m gauge, 45 kg/m rail, 191 kg concrete sleepers and mostly 1% ruling gradient) permits a maximum speed of 70 km/h.
- 2.2.3 Speed restrictions cover less than 10% of TAZARA line and about 40% TRC line. Both TRC and TAZARA have axle load limits (governed by condition of bridges) of 20 tons. Both speed and axle load restrictions have been gradually increasing.

The role of railway transport for efficient inter-modal transit traffic can not be over emphasized. NTP underlines the need for further development of modal

and inter-modal interface facilities and institutions. For this to happen, involvement of private sector in infrastructure development and operation of railways is considered necessary.

2.3 Maritime and other Water Transport

- 2.3.1 Maritime transport is characterised by the presence of major sea ports, which are Dar es Salaam, Tanga and Mtwara, managed and operated by THA, and Inland water transport with ports in lakes Victoria, Tanganyika and Nyasa managed by Marine Services Company Ltd. Other smaller ports are Kilwa, Lindi, Mafia, Pangani and Bagamoyo. Dar es Salaam Port, which is the biggest port, has 11 berths of which 8 are for break-bulk (6,400,000 tonnes) and 3 for containers (120,000 TEUS). The port also has an oil jetty with the capacity of handling larger tankers of up to 40,000 DWT. The challenge for the port of Dar es Salaam is that of attracting greater traffic from its hinterland inside Tanzania and from neighbouring land locked countries.
- 2.3.2 Maritime transport in Zanzibar is characterised by the presence of major sea ports, which are Malindi and Mkoani, managed and operated by Zanzibar Ports cooperation. Other smaller ports include Chake Chake, Weshi, Wete which are in Pemba and Mkokotoni which are Unguja,
- 2.3.2 Inland shipping is currently undertaken on lakes Victoria, Tanganyika, and Nyasa. The major ports are Mwanza, Bukoba and Musoma on Lake Victoria, Kigoma on Lake Tanganyika, and Itungi on Lake Nyasa. There is also a potential for navigation in Lake Rukwa and along some of the big rivers e.g. Kagera which together with the three lakes constitute thousands of square kilometres of natural navigable waters, availing Tanzania mainland a most valuable transportation resource that has not been sufficiently utilized. Besides port facilities and navigational aids are inadequate.
- 2.3.3 NTP recognises the need for further restructuring of ports for increased infrastructure, safety, Security and operations efficiency. Private sector involvement in the enhancement of infrastructure, services in port development, operations and in shipping services is underlined. The role of the Government in the development of the basic maritime infrastructure, safety, Security remains paramount.

2.4 Air Transport

- 2.4.1 Air transport with three international airports Dar es Salaam, Kilimanjaro and Zanzibar, major domestic airports which include Mwanza, Mtwara, Dodoma, Tabora and numerous other smaller aerodromes and air strips making a total of about 60 government airports. Presently, the domestic airports and strips do not generate enough traffic to make them commercially viable.

2.4.2 Domestic air travel is important for Tanzania because of the long distances involved between major regions. The domestic services also serve to satisfy business and tourism markets. The number of licensed domestic charter operators has increased from 16 in 1992 to 31 in 2001. International scheduled services are governed by Bilateral Air Agreements concluded between Tanzania and other states. However, under the current regional groupings, the challenges ahead is on (while members are progressively liberalising their respective air transport industry) how to harmonise national air transport policies to make them compatible and hence facilitate smooth flow of goods and services among the member States. Another challenge for air transport is to cater for increased demand for higher standard tourist traffic and transportation of non-traditional commodities e.g. flowers, fresh fruits, minerals etc. Under globalisation concept, the idea of having designated national Airline standing alone is now out of date. The challenge ahead is on how we can integrate our national airlines regionally in the provision of air services worldwide. It is a high time that the Yamoussoukro Decision (YD) is implemented to attain sustained regional integrated air transport services.

2.5 Pipeline Transport

2.5.1 The only pipeline transport in the country is the one which conveys crude oil products from Dar es Salaam to Ndola refinery in Zambia, a distance of 1750 km. THA has a single buoy mooring for delivery of crude oil from the jetty to the TAZAMA pipeline. Besides, a pipeline is being constructed from Songo Songo to Dar es Salaam to transport natural gas, and another pipeline under consideration is from Dar es Salaam to Mwanza to transport petroleum products. Further private investment in this mode of transport is encouraged.

2.6 Urban Transport

2.6.1 Urban transport in Tanzania is predominantly both motorised and non-motorised road transports. Other modes of transport including trains, water are not yet developed. Urban transport is constrained by low level of motorization currently estimated at 26 vehicles per 1,000 inhabitants. Journey delays due to traffic congestion on roads, rush for vehicles arising from equipment shortage and low capacity, unfriendly/unbecoming hostile behaviour of bus crews are common features in Dar es Salaam urban transport.

Further, road accidents are on the increase due to non-adherence and enforcement of rules and regulations. Disregard of proper infrastructure for Non-Motorised Transport (NMT) introduces a heavy penalty to the poorest section of the town dwellers. Services are concentrated to the major arterial roads with little penetration to neighbourhoods and newly developed peri-urban areas. Environmental problems (noise, air and water pollution) are on the increase as a result of traffic congestion.

2.7 Rural Transport.

The rural transport is predominantly non-motorised, walking and head-loading, poor infrastructure development, high transport operation costs and charges experienced by operators and users respectively. Low demand of transport is due to low level of affordability. Other modes of transport including trains, water are not yet developed.

2.8 Regulatory and Institutional Arrangements

2.8.1 Several authorities are involved in the regulation of road transport. These are:-

- i) Ministries of Communications and Transport (Road Transport licensing),
- ii) Works (axle-loads control, safety control),
- iii) Home Affairs (Traffic Law and Regulations enforcement),
- iv) Finance (, motor vehicles registration, road toll),
- v) Regional Administration (regional transport licensing),
- vi) Vice President (environment), and
- vii) Planning Commission (key transport utilities).
- viii) Trading and Industry (Vehicle Licensing)

Major weaknesses in the regulation include poor coordination between authorities, poor governance (corruption) and poor enforcement. Therefore, the challenge is to streamline the functions and increase coordination, and to link organically, policy formulation, regulation and implementation oversight.

2.8.2 Existing regulations for the railway transport systems are meant to ensure smooth, safe and reliable services. These internally developed measures relate to engineering, operations and communications procedures. Missing are the regulations governing inter-modal relationship. A regulatory body responsible for air transport has been established. Surface and Maritime transport regulatory bodies are in the process of being established.

2.8.3 Maritime transport is guided by both national and international regulatory regimes. The current Merchant Shipping Act is supplemented by international conventions, treaties and codes of conduct in order to ensure that the national rules and regulation conform to the international standards on practices, procedures and safety as per International Maritime Organization regulation. However, there is considerable inadequacy in safety and other water ways procedures.

2.8.4 Regarding air transport, Tanzania abides by the ICAO standards and practices in accordance with international regulation of civil aviation due to the international nature of air transport. The Tanzania Civil Aviation Authority (TCAA) regulates and ensures orderly development of civil aviation in the country.

- 2.8.5 Regarding the future, the government is effectively pulling itself out of business operations to remain with the key role of policy formulation, strategic target setting, regulation and monitoring. The private sector is expected to provide transport services and to participate in provision and management of transport infrastructure. Therefore, new regulatory regime will be concerned with standards of performance, safety, protection of infrastructure, environment, protecting consumers against monopolistic practices and dominant positions, setting competition rules, and protecting the long-term interest of the nation. The existing legislation will have to be revisited to suit the new order.
- 2.8.6 The NTP aims at guiding the development of an efficient, well integrated and coordinated transport infrastructure and operations, which are economically, financially, socially and environmentally sustainable.