

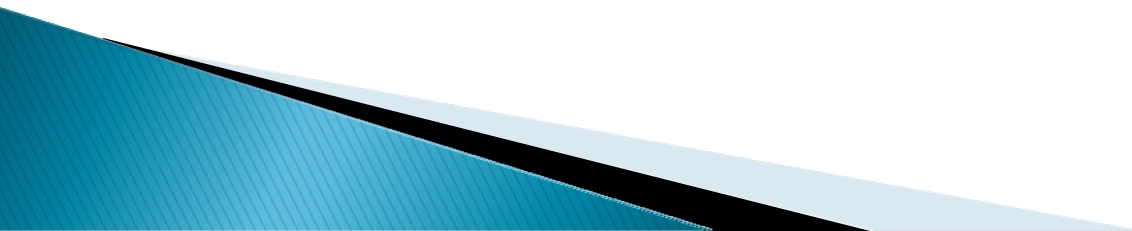
TRANSPORT INFRASTRUCTURE & INVESTMENT OPPORTUNITIES AROUND LAKE REGION

PRESENTATION BY DR. CHARLES TIZEBA AT THE
INVESTMENT FORUM AT MWANZA

13TH FEBRUARY 2014



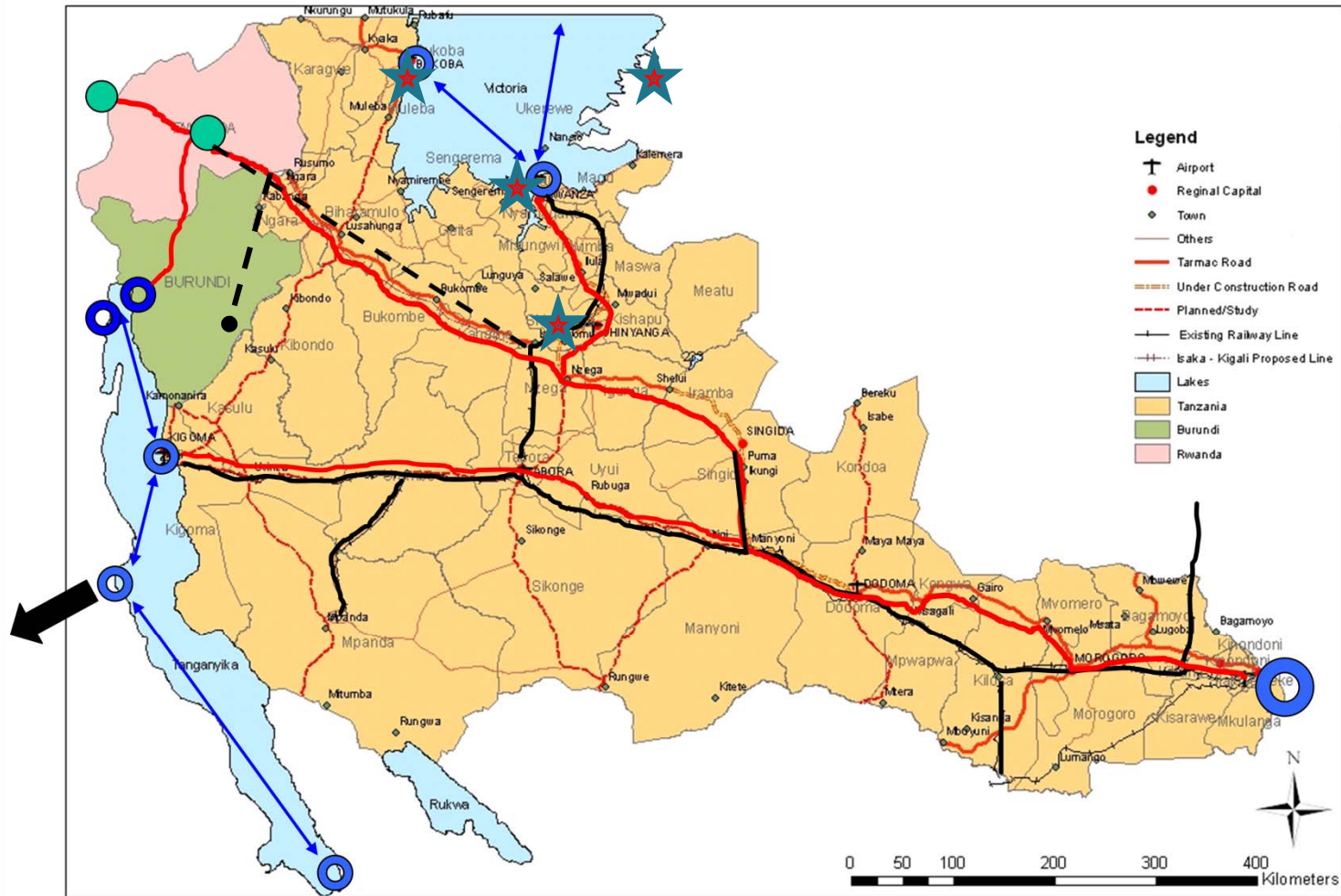
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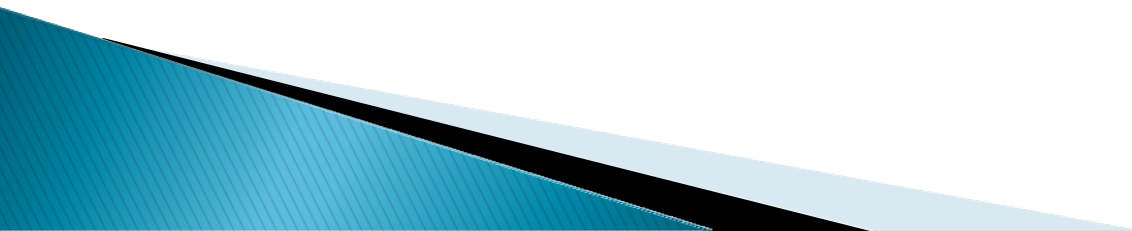
Introduction

- ▶ The Lake Region covers Kigoma, Kagera on the West of Tanzania, Shinyanga and Mwanza on the South of Lake Victoria, Mara and Simiyu on the East of Lake Victoria. The region has a combination of roads and railway network and lake transport linking it to the Port of Dar es Salaam.
- ▶ The Lake region is linked through the central railway line (in Tanzania) to Uganda and Kenyan railway networks by the wagon ferries operating in Lake Victoria to Port Bell and Jinja in Uganda as well as Kisumu in Kenya. The central railway line branches off at Tabora to Kigoma providing a link to Burundi and DR Congo by vessels and barges operating in Lake Tanganyika.
- ▶ The region is also linked to Burundi by road from Kigoma to Bujumbura via Manyovu/Mgimwa border posts.

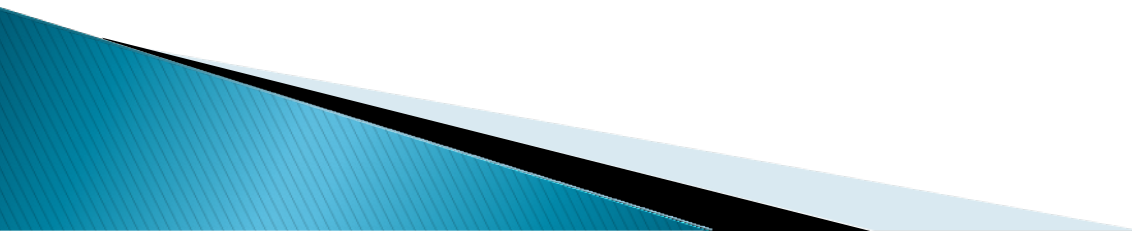
The Infrastructure



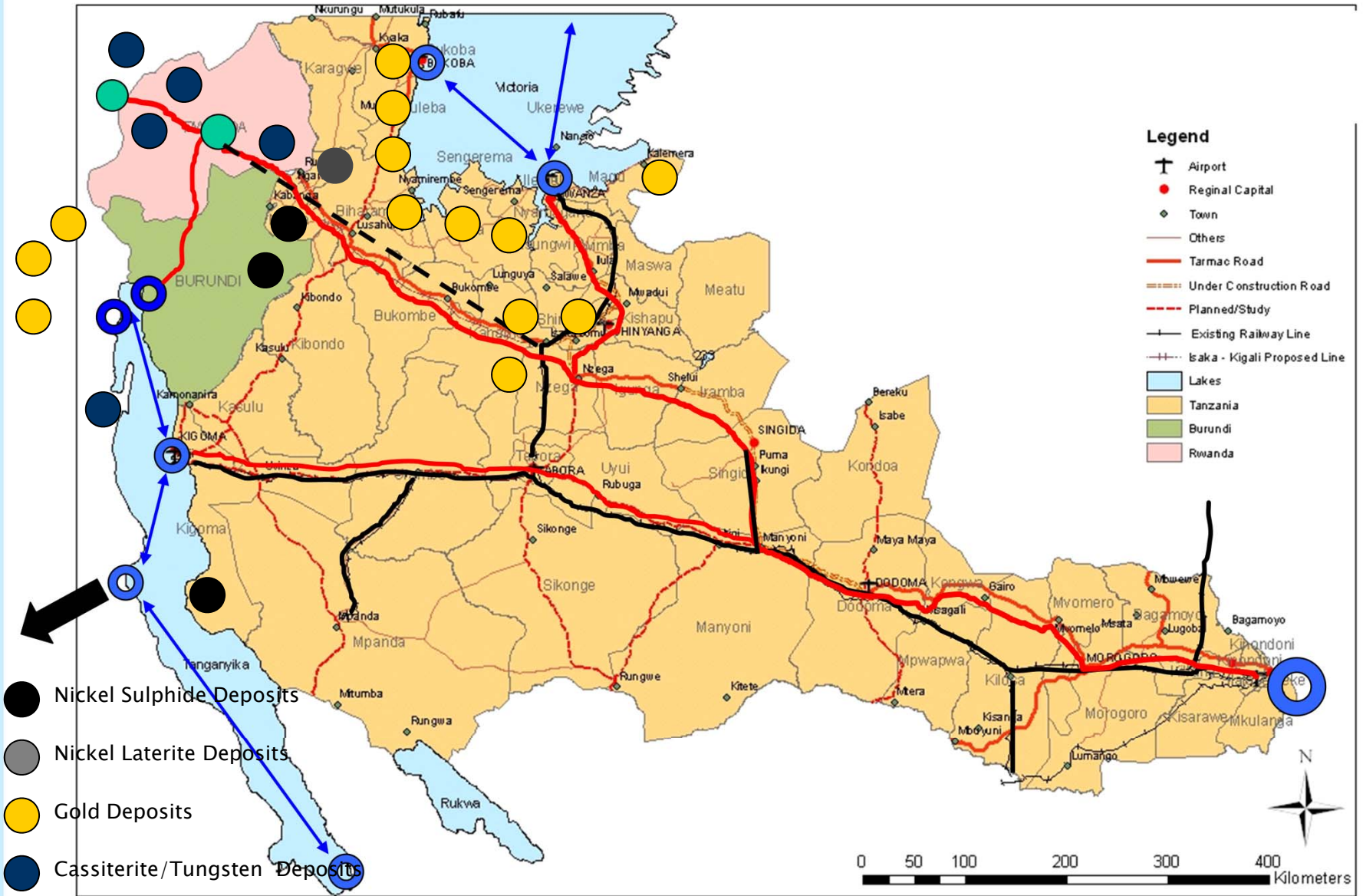
Introduction (contd...)

- ▶ Likewise, Rwanda and Burundi are linked by the intermodal routes made up of rail from Dar es Salaam to Isaka then by road to Kigali and Bujumbura.
 - ▶ Additionally another intermodal route of rail-lake connectivity from Dar es Salaam to Kigoma and lake transport from Kigoma to Bujumbura in Burundi and Kalemie and Uvira Ports in DRC.
 - ▶ The lake region is also linked to the main Port of Dar es Salaam by an all-road (unimodal) option which continues to the landlocked countries.
 - ▶ The lake region is endowed with resources such as mining, tourism, fishing, forestry, livestock and agriculture; Due to the abundance of resources it also has a thriving manufacturing base. This makes the region critical in promoting regional integration, trade and investment because it opens up areas of main economic activities.
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Anchor Projects

- ▶ The Lake Region is endowed with large minerals deposits which is an important sector (given its upward and downward investments and demand) that provides the economic rationale for the rehabilitation of existing infrastructure and development of major new infrastructure.
 - ▶ Agriculture, fishing, forestry and tourism are relevant in that, they supplement the demand for infrastructure that may be developed as a result of mining related investments.
 - ▶ Livestock: Tanzania is the 2nd country in Africa with the largest population of livestock. Investment in meat processing factories and hides is also a great opportunity.
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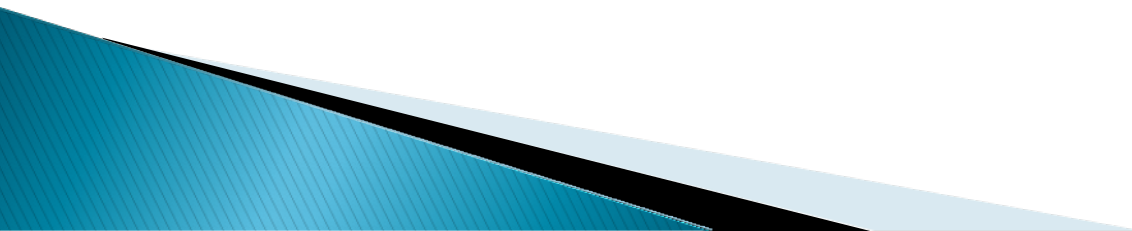
Map Of Major Mineral Deposits In The Lake Region



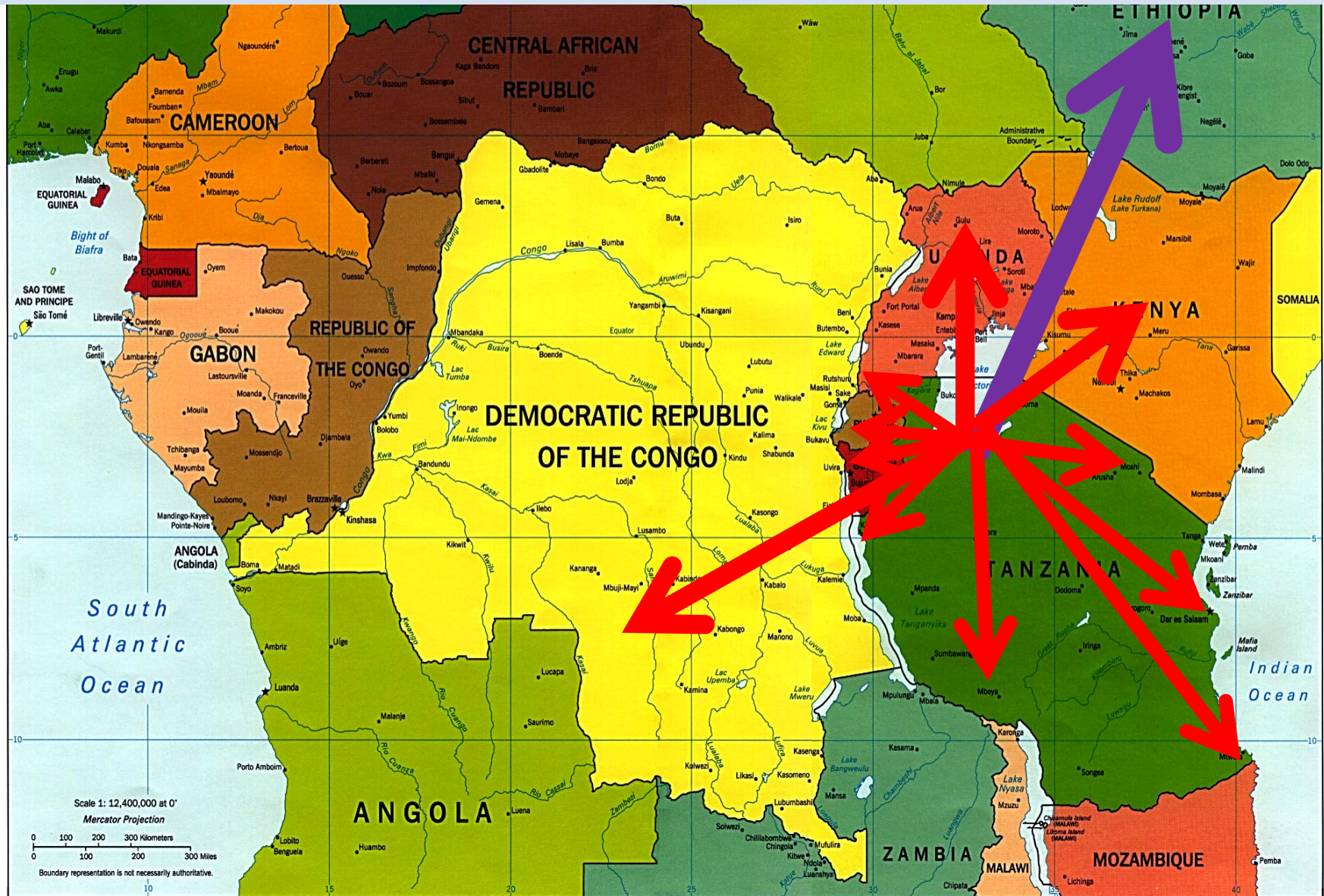
Map of Tanzania



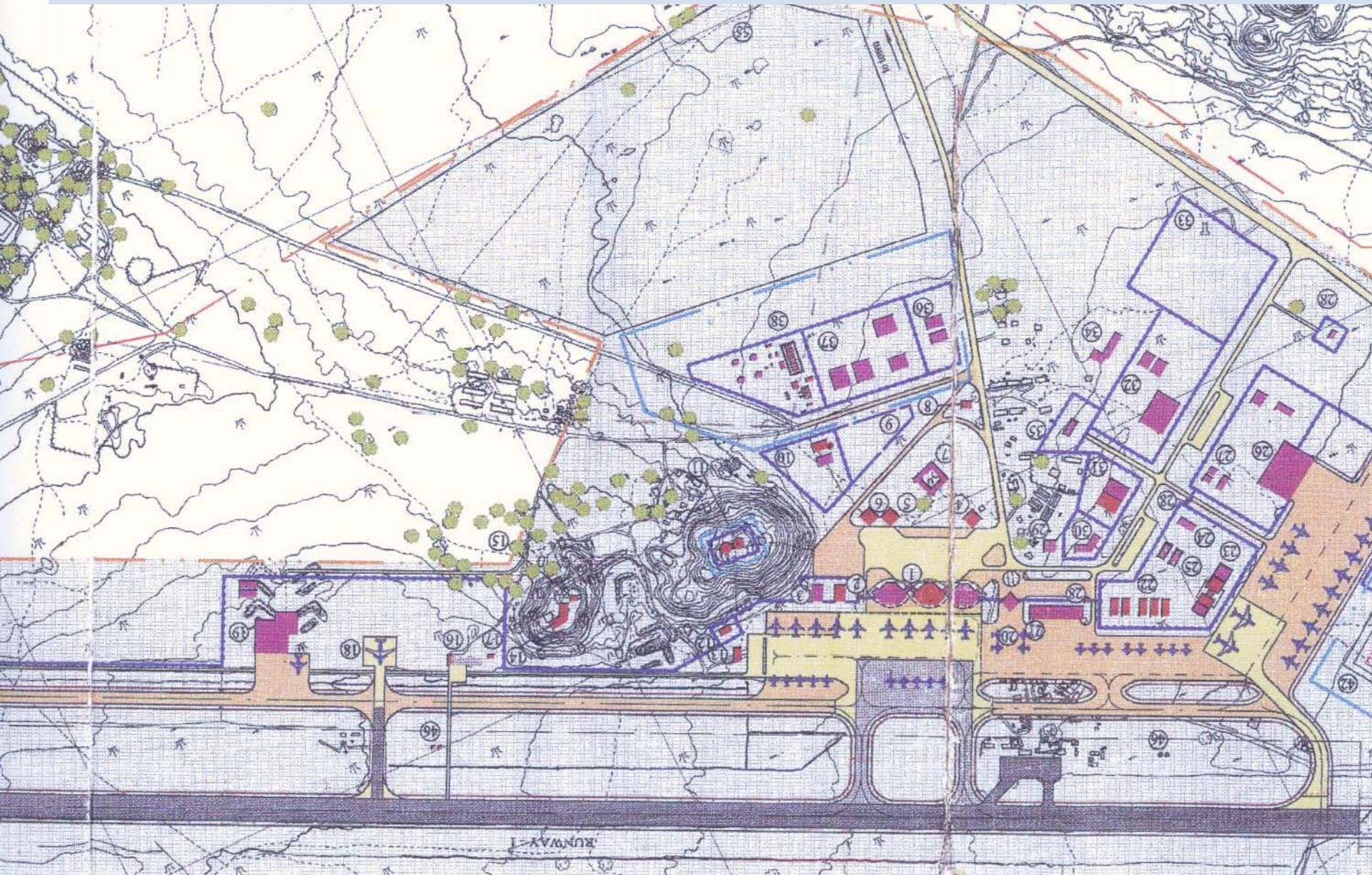
General Condition of the Infrastructure

- ▶ The road from Dar es Salaam to the main regions of the Lake Zone (except Kigoma) is fully paved.
 - ▶ The rail network is also extensive, though it now badly needs rehabilitation and capitalization.
 - ▶ The lake ports although operational, need to be rehabilitated and modernised.
 - ▶ Additional vessels and equipment for movement of Traffic on the lake is also necessary.
 - ▶ 4 operating airports in **Mwanza**, Shinyanga, Bukoba and Musoma.
 - ▶ Strengthening of Inter-modal operations is also necessary.
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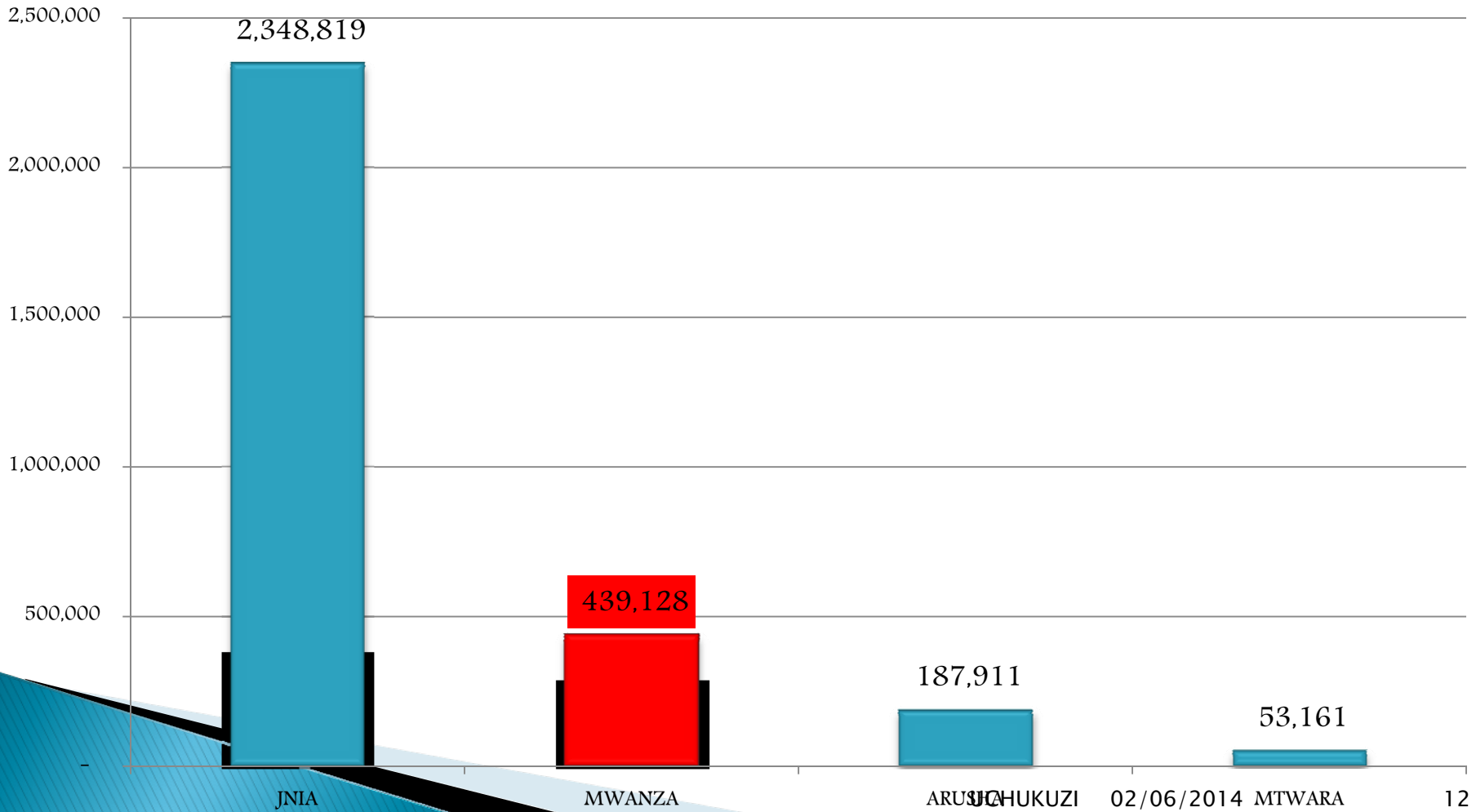
STRATEGIC POSITION OF MWANZA IN THE REGION



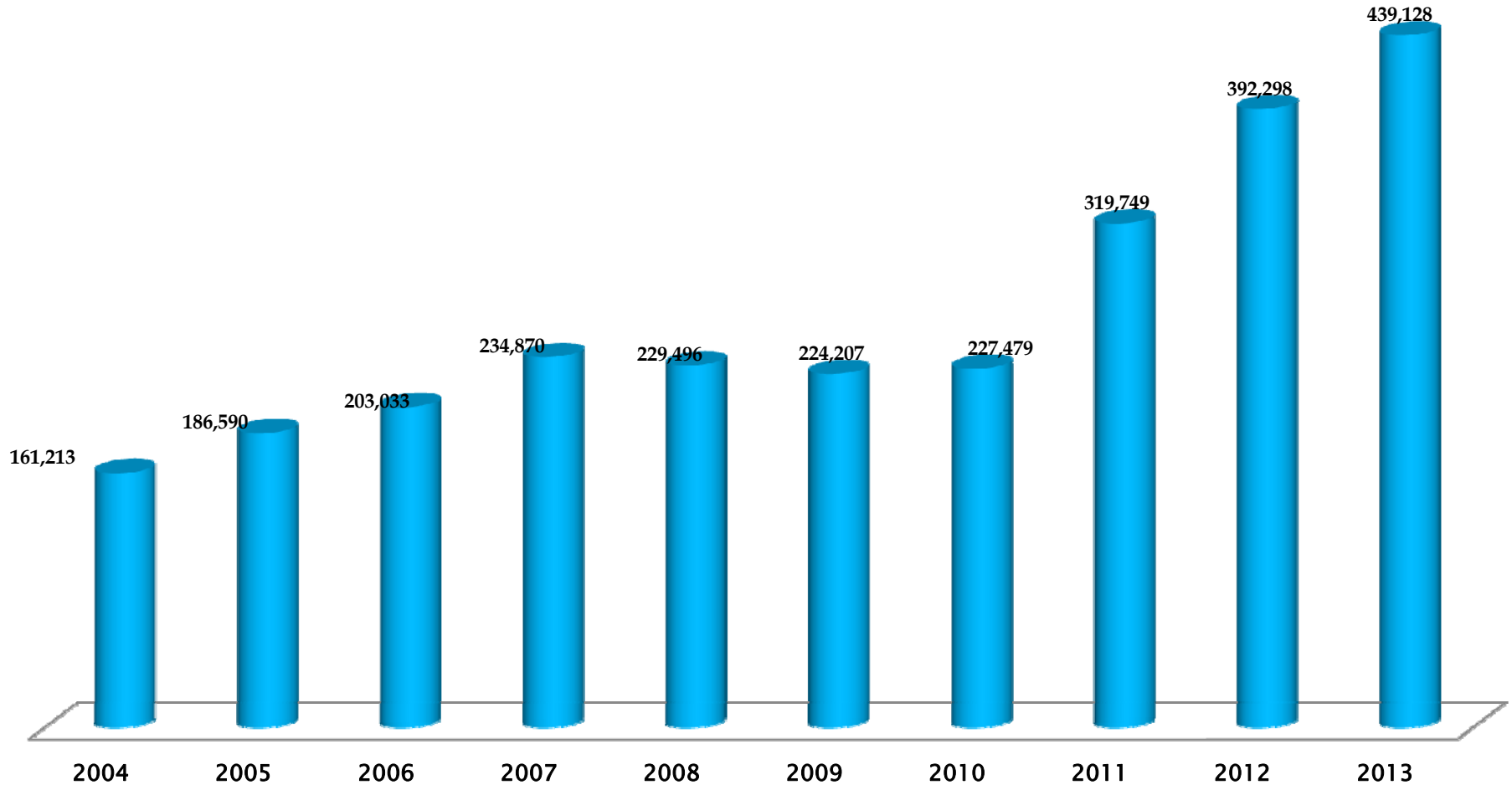
MWANZA AIRPORT MASTER PLAN



Number of Passengers for 2013



Graph: Trend of Passengers at Mwanza Airport from 2004-2013

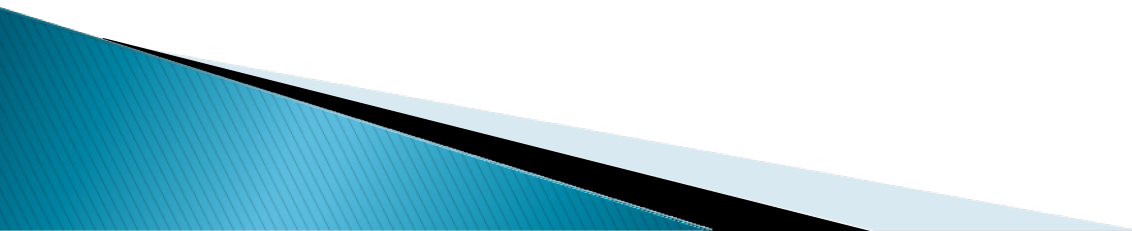


■ Number of Passengers

Infrastructure – Transport

- **Trunk Roads:**

Key projects include –

- Construction to tarmac grade of Bukoba – Muleba – Kyamiyolwa – Biharamulo to Nyakanazi road.
 - resurfacing and expansion of Mwanza– Musoma to Sirari road.
 - Construction of Lamadi – Bariadi to Ng’wigumbi road.
 - Rehabilitation of Kahama– Ushirombo– Nyakanazi to Rusumo road.
 - Upgrading of various earth roads to gravel around the region.
- 

Infrastructure – Transport (contd...)

◦ **Lake Ports and Services:**

Key projects include –

- Modernising and improving Mwanza south and north ports.
- Rehabilitation and modernising of Musoma port.
- Improvement of Nansio port.
- Rehabilitation of Bukoba and Kemono bay ports in Kagera region.
- Rehabilitation of Nyamirembe port in Geita region.
- Construction of Kome Ntama, Lushamba and Kyamkwikwi ports in lake Victoria.
- Dredging the entrance channel of Kigoma port on Lake Tanganyika
- Rehabilitation and modernisation of Kigoma port.
- Construction of Kipili, Sibwesa, Lagosa and Kagunga ports in lake Tanganyika.

Infrastructure – Transport (contd...)

Airports:

Key projects include –

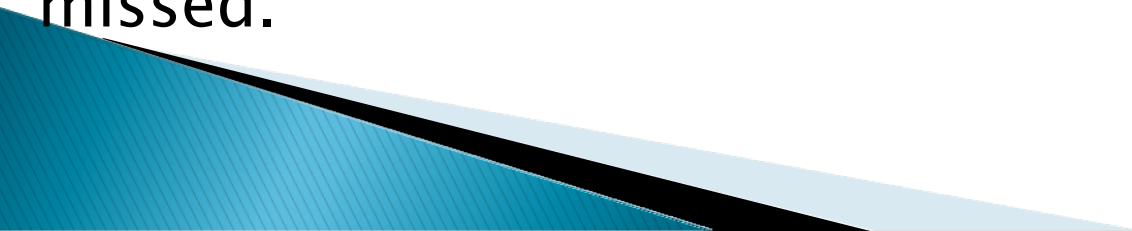
- Upgrading of Mwanza airport by increasing the runway length by 500m, construction of cargo and new passenger terminals, construction of a new control tower and provision of fuel facilities.
- Construction of control tower and provision of fuel facilities at Bukoba airport
- Upgrading of Musoma airport by construction of runway to tarmac level, construction of terminal building and provision of fuel facilities.
- Upgrading of Shinyanga airport by construction of runway to tarmac level, provision of fuel facilities and construction of terminal building.
- Upgrading of Kigoma airports by increasing runway length, construction of terminal building and provision of fuel facilities.

REHABILITATION & UPGRADING – BUKOBA (CODE 3C)





Why Invest in the Lake Region

- ▶ Africa is currently the top most investment destination of choice
 - ▶ All developed countries are looking south striving to strengthen their trading relations with Africa
 - ▶ The growth in trade will definitely require massive infrastructure improvement, a demand the Government cannot satisfy within the time required to meet the anticipated growth
 - ▶ The Government has made deliberate efforts to promote private sector involvement in infrastructure among others through enactment of PPP Act.
 - ▶ The private sector is strongly encouraged to venture in the region as I believe it is an opportunity not to be missed.
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Some Investment Opportunities

Rail-Sub Sector:

- ▶ Private Railway Operations
- ▶ Warehouses,
- ▶ Dry Ports,

Ports Sub Sector:

- ▶ Private Ports Operations
 - ▶ Warehouses
 - ▶ Development of jetty
 - ▶ Private Provision of Marine Services
- 

Some Investment Opportunities (contd...)

Road Transport Sub Sector:

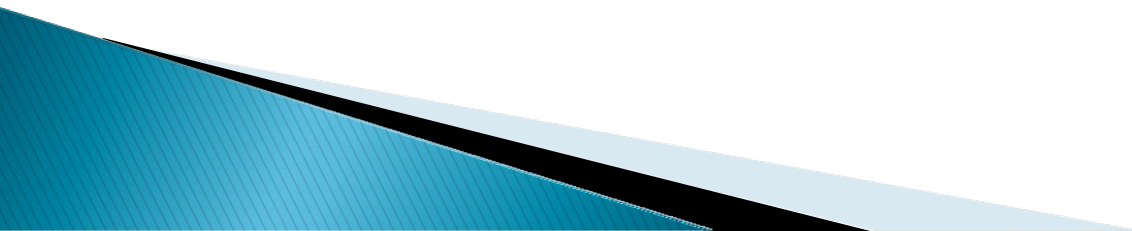
- ▶ Tour Operators and Tourist Hotels
- ▶ Provision of road transport services
- ▶ Road-Resting points

Air Transport Sub Sector:

- ▶ Charter Services
- ▶ Fuel Farms
- ▶ Warehouses & Cold Storage Facilities
- ▶ Development of SEZ/EPZA
- ▶ Duty free shops, restaurants,
- ▶ Airport Hotels & Conference Facilities

Conclusion

It is clear that the transport infrastructure transformation taking place will create an efficient transport network for movement of goods, people and services within the Lake Region and linking with the rest of the country and the world.



ASANTENI SANA

