



# TANT<sup>2</sup> CENTRE NEWSLETTER

*Issue No. 4 January, 2021*



## Tanzania Face Continues to Change under President John Pombe Magufuli



**STUDY ON NEW TECHNOLOGIES, SAFETY AND BEST PRACTICES IN  
ROADS AND TRANSPORTATION SECTOR STARTS WITH US  
“TOGETHER, WE CAN SAVE THE COMMUNITY”**

**Welcome to Tanzania Transportation, Technology Transfer (TanT<sup>2</sup>)  
Centre**

**For More Information Contact**

Tanzania Transportation Technology Transfer Centre, C/O  
Ministry of Works and Transport  
P.O. Box 2888, 40470 Dodoma.  
Tel: +255 26 2324455, Fax +255 26 2323233  
E-mail: [ps@mow.go.tz](mailto:ps@mow.go.tz),



*The new Kilindoni Ferry ready for operation. The ferry will operate between Nyamisati and Mafia in the Coast Region.*

## LETTER FROM THE PERMANENT SECRETARY MINISTRY OF WORKS AND TRANSPORT (WORKS)

Dear stakeholders,

Happy New Year 2021. I am honoured to present to you the fourth issue of the TanT2 Centre Newsletter in 2021 which commenced in 2018.

TanT<sup>2</sup> Centre Newsletter is a platform where we can share information on best practices, innovations, appropriate technologies and new technologies on road and other infrastructure in the works and transport sectors.

Among others, one major role of the TanT<sup>2</sup> Centre is to inform, disseminate and share information with stakeholders in the industry.

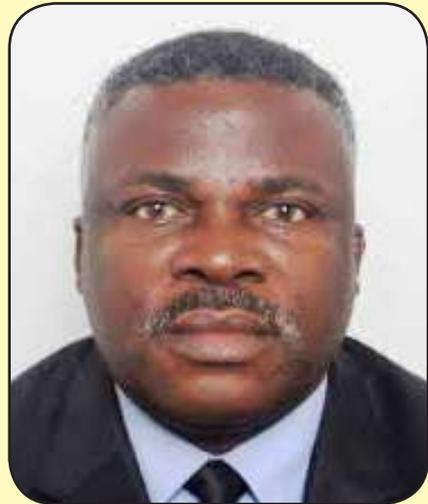
This is done through newsletter which is published on a quarterly basis and circulated in hard and electronic forms.

I urge institutions under the Ministry of Works and Transport sectors to share the highway transportation information on best practices, new technologies and innovations through this publication.

For this to be realised and be sustainable, engineers and other experts from various institutions under the Ministry of Works and Transport attending training, seminars, conferences or workshops on best practice or technology in highway and transportation are humbly requested to share the valuable knowledge with others.

Articles with high quality and educative subjects on highway and transportation technology information will positively influence and contribute towards improvement of transport infrastructure in the country.

Lastly, I wish to urge all stakeholders to continue supporting us as we work towards the next level in development of transport infrastructure in our country.



*Arch. Elius A. Mwakalinga*

Arch. Elius A. Mwakalinga  
PERMANENT SECRETARY (WORKS)

# Chairman's Note

Dear Reader,

On behalf of the Editorial Team, It gives me pleasure once again to welcome you to this Fourth Edition of TanT<sup>2</sup> Newsletter, which is published by the Ministry of Works and Transport through Transportation Technology Transfer (TanT<sup>2</sup>) Centre.

As the Newsletter covers its fourth publication, before looking ahead, however, I would like to offer a word of thanks to our readers, contributors and the Editorial Team for supporting the Newsletter and its mission.

In this newsletter we aim to convey important information and reports on technology transfer and related activities that are being carried out in the country.

Therefore in this fourth edition, the reader will be able to find information on the use of newly introduced technologies in the implementation of construction tasks to improve efficiency.

Readers will also understand how the uses of the high-tech systems are deployed to enhance assessment of construction and maintenance tasks to ascertain quality assurance and value for money.

Such systems have been introduced on road works and vehicle weighing stations. Establishment of Institute of Construction Technology (ICoT) and Training of Labour Based Technology have also been taken on board.

Once again, on behalf of the Editorial Team, I welcome you to this Newsletter hoping that together we would work towards making the Newsletter a truly influential publication. Comments, suggestions and special issue or proposals are always welcome.

**Shukuru B. Senkondo**  
*Ag. Chairman*



*Shukuru B. Senkondo*  
*Ag. Chairman*

Published by Tanzania Transportation,  
Technology Transfer (TanT<sup>2</sup>) Centre

## Editorial Board

Shukuru Senkondo	- Ag. Chairman
Biseko Ibrahim	- Member
Deniza Cyprian	- Member
Eng. Silvester T. Haonga	- Secretary

## Contents

### THE OVERVIEW OF T2 CENTRE

**CONTRACTORS REGISTRATION BOARD (CRB) SUCCESS STORY OF THE FIFTH PHASE GOVERNMENT FROM 2015-2020**

**WORKS, TRANSPORT MINISTER CHAMURIHO IMPRESSED WITH SIBITI BRIDGE CONSTRUCTION**

**KASEKENYA URGES PROPERLY USE OF INFRASTRUCTURE TO BOOST ECONOMY**

**PS TELLS TEMESA TO ASSESS ITSELF**

**ERB SATISFIED WITH CONSTRUCTION OF STRATEGIC PROJECTS**

**REMEMBERING, FORMER PRESIDENT MKAPA**

**SPECIAL TECH USED IN KIMARA-KIBAHA ROAD PROJECT**

**DEPUTY MINISTER ISSUES DIRECTIVES TO MAINTAIN ROAD INFRASTRUCTURE**

**TANROADS LAUNCHES GUIDELINE ON HOT MIXED DESIGN**

**TANZANIA TO CHAMPION UN CONVENTION FOR SAFER ROADS INFRASTRUCTURE**

**MSIMBAZI RIVER SAND EXCAVATION GIVES RELIEF TO ROAD USERS**

**ERB INSPECTS KIGONGO-BUSISI BRIDGE**

# The overview of T2 Centre

## 1. Background

THE Tanzania Transportation Technology Transfer Centre (TanT<sup>2</sup>) was established in mid-1997 by the Ministry of Works in collaboration with the Faculty of Engineering of the University of Dar es Salaam by then and support from the US Federal Highway Administration (FHWA).

The Centre is currently located at the Ministry of Works and Transport headquarters, Moshi Avenue Dodoma.

The establishment of TANT<sup>2</sup> Centre is an initiative that aims at improving transportation infrastructure in the country at all levels through technology transfer.

In short the Tanzania Transportation Technology Transfer (TANT<sup>2</sup>) Centre is a clearing-house for highway and transport information where technological informations from different parts of the World are collected, sorted and tailored to suit local conditions and then disseminated across the whole transport industry from the national to local level.

The T<sup>2</sup> Centre is charged with the duty of enabling users and providers of road transport in the country to keep pace with the fast changing highway and Transportation Technology.

## 2. Vision

To be renowned nationally and internationally as the paramount resource in developing and transferring innovative and appropriate technologies, proven solutions and reliable services to successfully resolve the challenges facing the transportation community in Tanzania.

## 3. Mission

To foster safe, efficient and environmentally sustainable transportation systems in Tanzania by improving skills and knowledge of transportation providers and users through training, technical assistance and technology transfer

## 4. Objective

The general objective of the Tanzania T2 Centre is to carry out activities aimed at improving road transport in the country through dissemination of relevant technological information and training

The specific objectives of the T2 Centre are to:-

- (i) Promote and enhance sharing of technology, managerial and policy related information on road transport system in Tanzania
- (ii) Provide local transportation and highway agencies and road users and access to international, regional and national state –of-the-art technology advancement
- (iii) Enhance science education with special emphasis on Transportation and highway related subjects in Tanzania, and
- (iv) Foster regional and international co-operation in implementation of highway and transportation related technologies and programmes.

## 5. Functions

- Promoting and Transfer of Technology for the Transportation Industry (highway; aviation; maritime; and railways);

- Conducting Demand Driven Training Programmes for Transport Sector Professionals;
- Providing Transport Information and Documentation Services;
- Conducting Applied Research and Development Activities to Address the Challenges facing the Transport Sector in Tanzania;
- Providing Online Transportation Library Services;
- Promoting Community Transportation Programmes;
- Promoting Development of Future Workforce for the Transportation Industry;
- Conducting Scanning of Transportation Technologies;
- Serve as the Secretariat of the National Committee(s) to the International Associations Promoting Transportation Technology.

## 6. Accomplishment since its establishment

The Centre carries out various activities and programmes to facilitate knowledge and information sharing, and technology transfer to the transportation community inside and outside Tanzania. The means/facilities utilised for sharing and exchange of transportation technology and related information include; running of electronic transportation lending library, conducting professional training courses, seminars, workshops and conferences. Other forms include the TanT<sup>2</sup> Newsletter; a website ([www.tant2centre.or.tz](http://www.tant2centre.or.tz)), promotion of transportation community programmes, responding to requests for information by stakeholders, as well as linking stakeholders who have specific transportation related questions with experts.

In general the activities of the TanT<sup>2</sup>Centre are focusing on major four roles which include:-

- i) **Clearing house:** Collecting and disseminating of transportation technological information. This promotes technology transfer in Tanzania and in Africa region. In addition, it contributes towards development of social and economic infrastructure in the country.
- ii) **Workforce development:** Conducting training and technical assistance programmes to professionals in the transportation industry. The Centre runs the Transportation and Civil Engineering Community (TRAC) programme at six pilot Secondary Schools and one pilot Primary School in Tanzania. The programme enhances delivery of physics, maths, technology and applied science subjects. TRAC encourages students to consider careers in science, transportation, civil engineering and applied technology. The Centre plans to expand the programme to more schools in Dodoma region.
- iii) **Networking, collaboration and cooperation:** The Centre is networking nationally, regionally and internationally with stakeholders in the transportation industry. For instance, the Centre is part of a network of about 200 T<sup>2</sup> Centres worldwide. The Centre is also, a founder member of the Association of Southern African National Roads Agencies (ASANRA)'s Technical Committee on Regional Technology Transfer and Capacity Building.

Other Collaborating Partners includes: -

FHWA, ASANRA, ARMFA, IRF Geneva, NHI of USA, US DOT FHWA, US FAA, CATTs, TRB, ITE, IFRTD, PIARC and its member countries, TRL, gTKP, ILO ASIST, IFG, etc.)

- iv) **Business and sustainability:** The Centre operates using business principles, whilst delivering quality services to its customers. In addition, the Centre evaluates all of its programmes (internally and externally), in terms of performance and effectiveness.

# CONTRACTORS REGISTRATION BOARD (CRB)

## SUCCESS STORY OF THE FIFTH PHASE GOVERNMENT FROM 2015-2020

### Introduction:

The Contractors Registration Board (CRB) is a public entity under the Ministry of Works and Transport (Works sector), established by an Act of Parliament No. 17 of 1997 and its amendments.

Main responsibilities of the Board include;

- i. Register Contractors of all kinds
- ii. Coordinate the activities and conduct of Contractors and
- iii. Build the capacity of local contractors

The Board, in carrying out its various responsibilities made significant achievements over a period of five years, from 2015 to 2020. The success of the Board is a success on behalf of the Fifth Phase Government.

### Board Achievements over a five-year period (2015 to 2020)

#### 1. Registration of Contractors.

The Board has ensured that it registers the best Contractors in accordance with the criteria

applicable to the time available to find qualified Contractors with the ability to carry out the work of contracts for the construction of various infrastructure.

The Board has made significant strides in the role of registration of Contractors over the past five years with an increase in the number of registered Contractors from 8,839 in 2015 to 11,346 contractors in June 2020.

The increase in the number of contractors is due to the fifth phase Government investing heavily in the construction of infrastructure including roads, bridges, airports, standard gauge railway construction (SGR) and the construction of Rufiji Hydropower Project, (Mwalimu Julius Nyerere Hydropower Project JNHPP).

#### 2. Coordinate the activities and conduct of Contractors

The Board is responsible for coordinating the activities of the Contractors to ensure that all construction projects are implemented in accordance with the laws, regulations and

procedures of construction in the country. Project audit helps to ensure that work is done by registered Contractors and also building codes are observed in the implementation of relevant projects.

The Board has made great strides in fulfilling the role of coordinating the activities of Contractors in the country by conducting regular inspections in construction projects where the number of projects audited per year has increased from 2,300 projects in 2015 to 3,100 projects in 2019/2020

The Board has been taking legal action when it is discovered that construction projects are being implemented without complying with building codes. If a defective project is implemented by a Contractor, the Board takes legal action such as the relevant Contractor being fined. In addition, when it is determined that the project is being carried out by non-registered contractor, the Board will take the executives and their employers to court and the construction of the project will be suspended until the law is adhered to.

In the period from 2015 to 2020, the Board has also conducted an exercise to verify all registered Contractors to ascertain whether they are still qualified according to the registered grades. Contractors who have lost their qualifications to stay in their existing classes were demoted to the appropriate grades and those found to have lost their qualifications to continue as contractors were deregistered

In the period 2015 to July 2020, the Board canceled a total of 1794 Contractors due to various mis-conduct or reasons.

### **3. Capacity Building for Contractors**

#### **3.1. Training**

The Board is responsible for developing patriotic contractors with the aim of enhancing their capabilities and enabling them to compete in the domestic and foreign construction market. In the period from 2015 to 2020, the Board has improved training through the Sustainable Structured Training Program (SSTP) established in 2001 with the aim of providing appropriate timely training and recognizing the importance of having competent Contractors with sufficient skills to implement major infrastructure projects resulting from significant

Government investment.

Over the past five years there has been great success as training has been provided to a large number of Contractors. The number of training participants has increased from 4,021 in 2015 to 5,414 in 2020.

The Board has increased the number of courses offered per year and the number of participants has increased due to the Fifth Phase Government continuing to give priority to local contractors so that they can continue to benefit from tenders for major projects.

#### **3.2. Partnership**

The Board has continued to encourage Partnerships to enable local Contractors to participate in the implementation of major projects arising from the Fifth Phase Government investment so that the huge profits from such investments remain in the country and support our country's economy differently, out as all the benefits would go to the economies of their countries

#### **3.3. Participation of Contractors in Major Government Projects**

During the fifth phase Government, the Board

has witnessed significant Government investment in the construction of various infrastructure.

It is a period in which many major projects have been undertaken whose financial value has never been witnessed in our country.

These major projects are being implemented by foreign and local contractors. The implementation of these major projects is a great opportunity for work for Contractors. When projects are implemented by foreign contractors, local contractors are encouraged to participate as sub-contractors in order to get experience.

The involvement of local contractors in major projects is very important because apart from the income benefits for the respective contractors, local contractors learn new technologies and new skills and techniques for the implementation of large projects. This means that in the near future, larger projects will be implemented more by local contractors and thus more money for such projects will remain in our country and benefit our economy.

**Some of the major construction projects implemented and continue to be implemented during this period are as follows;**

- ◆ Standard gauge railway from Morogoro to Makutupora, Dodoma.
- ◆ Standard gauge railway from Dar es Salaam to Morogoro.
- ◆ Kinyerezi Power Project.
- ◆ Kigongo - Busisi bridge project.
- ◆ Improvement of Dar es Salaam Port.
- ◆ Water Supply from Lake Vitoria to Igunga
- ◆ Selander Bridge project.
- ◆ Construction of Bus Rapid Transit (BRT) infrastructure from Kariakoo to Mbagala
- ◆ Ubungo Interchange
- ◆ Rusumo falls hydropower project.

**During this period, there are two road projects specifically allocated with the aim of enhancing the capacity of local contractors. The projects are;**

- i. Construction of Kaliua - Urambo road asphalt (km 28) built in partnership with M / s Salum Motor Transport Co. Contractors Ltd, M / s Annam Road Works Co Ltd

and M / s Jossam Company Ltd.

- ii. Construction of Rudewa - Kilosa road level construction (km 24) implemented by Umoja Kilosa JV which is a joint venture of at least 6 Contractors M/s Kings Builders Ltd, M/s Comfix & Engineering Ltd, Emirate Builders Co. Ltd, Halem Construction Company Ltd, Audacia Investment Ltd and Pioneer Builders Ltd.

**In addition there are local contractors who are continuing with the construction of large projects such as;**

- i. M/s Nyanza Road Works (construction of Bulamba – Kisorya, Km 51)
- ii. M/s Nyanza Road Works (construction of Nyakanazi – Kibondo Km,50)
- iii. M/s Estim Company Ltd (Widening of Kimara - Kibaha road, Km 19.1 including Kiluvya and Mpiji bridges)
- iv. M/s Mayanga Contractors Company Ltd. ( Construction of Chato airport.)

**3.4. CAF – Contractors Assistance Fund.**

In an effort to develop Contractors, the Board has continued to strengthen the Local Contractors Assistance Fund to enable them to obtain securities in banks without mortgages.

This program provides guarantees for tenders (Bid Security) and Advance Payment Guarantees for small and medium contractors (Grades 4 - 7 standard and 2-3 special).

As result during the period from 2015 to 2020 1,168 contractors have benefited from the fund's services.

The Board considers this fund to be particularly important in this period as it enables Contractors who receive projects from government in various infrastructure to obtain securities and enable them to participate in various tenders and also to get funds to start project implementation more easily.

**4. Growth Ratio of Domestic Contractors in the Construction market**

Through the registration of projects carried out by the Board for the purpose of data collection, the market share of construction works for local contractors has increased from 40% in 2015 to 52% in 2020.

This is a sign that local contractors are actively involved in various projects resulting from the significant investment of the Fifth Phase Government in infrastructure. Local contractors have participated in these projects directly or as sub-contractors

#### **4. Construction of Board Offices in Dodoma**

In fulfilling the mission of his Excellency the President of the United Republic of Tanzania to relocate the Government Headquarters to Dodoma, the

Board has managed to build an 11-storey headquarters office building in the NCC area.

The construction of this building is a success for the Board and is due to the sound decisions of the Fifth Phase Government to relocate the Headquarters in Dodoma where it encouraged institutions capable of building its offices to do so.

With these sound decisions, the Board has acquired its own building for self use and to other institutions.



***A photo showing the progress of the construction of the Contractors Registration Board (CRB) building at NCC Link area in Dodoma before its completion.***

# WORKS, TRANSPORT MINISTER CHAMURIHO IMPRESSED WITH SIBITI BRIDGE CONSTRUCTION

By Biseko Ibrahim

THE Minister of Works and Transport, Eng. Dr. Leonard Chamuriho said he was impressed with construction work of Sibiti Bridge connecting Simiyu and Singida Regions.

The minister made the remarks in Singida Region immediately after inspecting the bridge which was built by M/s Hainan International Limited.

He said its completion will facilitate transportation services between Meatu and Mkalama districts.

“The bridge has been completed and is in use, I instruct the Tanzania National Roads Agency (TANROADS) to complete the remaining section of the road with the same standards,” the minister said.

The Minister also instructed TANROADS in the two regions of Singida and Simiyu to ensure that vehicles using the bridge adhere to the set axle load limits to avoid bridge destruction.

Earlier, TANROADS Regional Manager for Singida, Eng. Masige Matari, informed the Minister that the bridge has the *span* of 82 meters of which Singida and Simiyu Regions shares 41 meters each.

Eng. Matari pointed out that the bridge construction will boost economy in the region especially the Central Zone and also reduce travel distance between Singida and Musoma by 200km.

“It is 720 km if travelers pass via Nzega, Shinyanga, Mwanza to Musoma, but those using Singida, Simiyu to Musoma route covers a distance of only 520km,” said Matari.



*Tanzania National Roads Agency (TANROADS) Manager for Singida Region Eng. Masige Matari, briefs the Minister of Works and Transport, Eng. Dr. Leonard Chamuriho, when the Minister visited the Sibiti Bridge Construction in Singida Region.*

Residents in the two regions welcomed the government initiative to have completed bridge construction saying it will lessen transportation services between the two regions.

Sibiti bridge construction connecting the two regions of Simiyu and Singida.



*The view of the Sibiti Bridge after its completion, it has a span of 82 meters.*

# DEPUTY MINISTER URGES PROPER USE OF INFRASTRUCTURE TO BOOST ECONOMY

**By Our Reporter,**

THE Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya has urged residents of Songwe, Rukwa, Katavi and Kigoma regions to take advantage of the construction of modern roads and port infrastructure on the shores of Lake Tanganyika to boost the economy in their areas.

Kasekenya said this when he inspected the progress of the construction of the Mpanda - Vikonge road (35km), Kasinde - Mpanda road, (105.9km), Kagwira-Karema road (112km) and Karema port in Katavi region whose construction is underway.

The Deputy Minister cited employment opportunities in the area as among the benefits to the residents in the areas where construction projects are ongoing.

“There are also agricultural products, livestock, fisheries and trade opportunities one can grab on the shores of Lake Tanganyika and this will attract many investors in the region,” he said.

He said the government has invested over 47 billion Shillings for the construction of the first phase of Karema port project and the construction of 112km Kagwira-Karema road which is expected to start soon.

Other ports being built by the government along Lake Tanganyika include Kabwe and Kasanga. These ports are expected to boost transportation services along Lake Tanganyika areas and the neighbouring countries.

He also urged TANROADS Manager for Katavi Region to ensure the 112km Kagwira - Karema road connecting Mpanda town and Karema port is accessible at all time so as to speed up the construction of the port and also enable it to be



*Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya insisting a point while in Katavi recently .*

accessible to investors.

Tanzania National Roads Agency (TANROADS) Katavi Regional Manager, Engineer Martin Mwakabende, assured the Deputy Minister that already Sh1.2billion has been set aside for the improvement of the road as paving construction continues.

Tanganyika District Commissioner Salehe Mhando said his district is committed to ensuring that all contractors in charge of projects in the area receive adequate co-operation, protection and are equipped with qualified personnel to complete construction projects on time.

Karema Port which is expected to be the largest on Lake Tanganyika is being built by Xiamen Ongoing Construction Group from China and is expected for completion end this year.

Its completion will stimulate trade and boost economy in Tanzania and the neighbouring countries of the Democratic Republic of Congo, Zambia and Burundi.

# PS tells TEMESA to assess itself

**By Theresia Mwami**

THE Permanent Secretary (PS) in the Ministry of Works and Transport Arch. Elius Mwakalinga has called on all employees at the Tanzania Electrical, Mechanical and Electronics Services Agency (TEMESA) to be creative enough and professional to enable them compete in the market industry.

Opening the Staff Council meeting at the VETA hall in Dodoma Arch. Mwakalinga said TEMESA must be creative enough and work productively because the Government empowers it in all aspects.

“Make sure all citizens’ grievances in revenue collection, ferry services, procurement of

spare parts and car repair, are open to the public and dealt with,” he said.

The PS said TEMESA needs to establish a garage in areas with high demand for car repair and services and look into the possibility of building a backup that will serve ferries that provide services in Lake Victoria to reduce costs.

“You will succeed in everything you do if you prioritize caring for employees in their interests and involve them in all development plans designed by the management”, he stressed.

The PS called upon TEMESA Chief Executive Officer to provide adequate education on corruption and HIV / AIDS to

ensure that the Agency’s status becomes exemplary.

On his part, TEMESA Chief Executive, Eng. Japhet Masele, said TEMESA is committed to eliminating challenges and risen complaints including salaries, allowances and equipment.

Eng. Masele called on the Government to create a fund for government vehicles to help TEMESA ease the challenge of claims follow-up in government institutions.

Over 100 TEMESA experts met in Dodoma to evaluate in detail on addressing challenges faced by the Agency to enable effective execution of work and bring about development to the nation.

*The Permanent Secretary, Ministry of Works and Transport (Work Sector), Arch. Elius Mwakalinga, addresses participants (not in picture) at the Tanzania Electrical, Mechanical and Electronics Services Agency (TAMESA) Staff Council meeting held at the VETA hall in Dodoma.*



# ERB Satisfied with Construction of Strategic Projects

**By Shukuru Senkondo**

THE Engineers Registration Board (ERB) in the country has been impressed with the work of modern infrastructure and strategic projects being built in Morogoro Region as it has taken into account the standards of engineering, quality and value for money.

ERB Registrar Eng. Patrick Barozi made the remarks while inspecting the Morogoro Municipality modern market, modern Nguru Hills Ranch abattoir and irrigation infrastructure at Mbigiri sugarcane farm at Mkulazi sugarcane factory.

“We commend engineers who worked on these projects for their creativity, focus on professionalism and oaths, a situation that will lead to these projects being completed on time and providing employment opportunities, education and business opportunities to the people,” said Eng. Barozi.

He said inspection of projects implemented by engineers is an important part of the ERB’s responsibilities but also an opportunity for engineers on training to learn and exchange experience and challenges with engineers in projects thus helping to build the capacity of new engineers.

Eng. Barozi has called on universities in the country to increase undergraduate students enrollment to avoid spending too much money in recruiting foreign experts.

On his part, the Construction Manager of the Morogoro Municipality market Eng. Juma Gwisu said the construction of the market is 99 per cent

complete and the remaining work is to organize traders in their areas.

He said over 2,000 traders are expected to benefit from trading at the modern market, whose construction has cost over Sh17 billion.

For his part the Manager of the Nguru Hills Ranch Eng. Grayson Bambanza said the abattoir is in the final stages of its renovation which will increase meat production for local and foreign consumption.

He pointed out that the move will provide more employment opportunities for veterinary, agricultural experts and increase livestock and farm produce from farmers and pastoralists, thus boosting social economy in the region.

“About 100 cows, two hundred goats and sheep will be slaughtered everyday at the new abattoir upon completion with 80 per cent of the meat sold abroad and 20 per cent of it sold locally,” Eng. Bambanza stressed.

Irrigation Manager of Mbigiri Sugarcane Farm at Mkulazi Sugar Factory Eng. Juvenal Matumaini said the completion of the irrigation dams at the factory would enable the commencement of sugar production which is expected to provide over 3,600 jobs.

Mkulazi Sugar Factory, jointly owned by the National Social Security Fund (NSSF) and the Tanzania Prisons Services is in the final stages of production and is expected to produce 50,000 tons of sugar annually.



# REMEMBERING, FORMER PRESIDENT MKAPA

**By Deniza Cyprian**

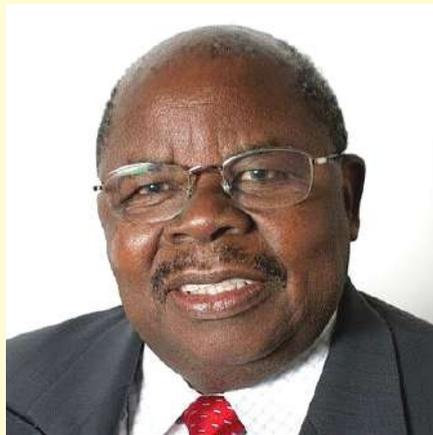
IT was the morning of Friday the 24<sup>th</sup> July, (2020) that the news about Former President Benjamin William Mkapa's demise started to circulate in the social media, radio and television stations including newspapers.

Tanzanians were saddened by the news of his demise, yet acknowledging the many contributions he rendered to the nation.

Global media houses have almost written it all, about his legacy, achievements, projects he incepted including institutions and many more.

Yet, for us we remember him more for having put in place the Tanzania National Roads Agency (TANROADS) through which a number of roads in the country have been constructed to tarmac level and it also led to the introduction of the Road Fund Board (RFB).

The many achievements we see today including the revenue collections by the Tanzania Revenue Authority (TRA) is because of his brainchild.



**The Late former Third phase President Benjamin W. Mkapa**

It is through these institutions that he incepted that the country has been able to record fast pace in development, including roads construction to tarmac level.

While introducing the TANROADS during his phase as the president of Tanzania from the year 1995-2005, the late former president Mkapa sought assistance from the Norwegian government, placing a Norwegian as the first Tanroad's Chief Executive who helped in building the Agency.

The current TANROADS Chief Executive, Patrick Mfugale says the Agency has reached to where it is today through dedication and having a hard working staff.

The accomplishments TANROADS has made since its existence are a direct result of our commitment to providing safe and reliable roads network despite the challenges it faces, Tanroads Chief Executive says.

The national roads network as of 2016 covered total of 35,000 km, out of which 12,786 km are trunk roads and 22,214 km are regional roads. Out of the total 35,000 km of the national roads network, 25,849 km, amounting to 73.9%, are still unpaved. It is envisaged that the whole of the Tanzania's Trunk Road Network is to be paved by the year 2021.

However, there has been a great progress in roads networks since the fifth phase government of President John Magufuli came to power in 2015.

A number of roads have been constructed to tarmac roads and various other huge projects being incepted which are being supervised by Tanroads.

According to the country's state media, the Daily News, at least 3,500km of tarmac roads have

been constructed from 2015 up to April this year, thus improving road network to tarmac level to 12,964km.

The national roads network in fair to good condition has improved from 50% in the year 2000 to an average of 85% in as of 2016. In the 5<sup>th</sup> Strategic Plan, TANROADS strives to maintain the national roads network all weather passable.

He says road safety has increasingly become an issue of major concern in Tanzania as vehicles have increased on its road network. In the 5<sup>th</sup> Strategic

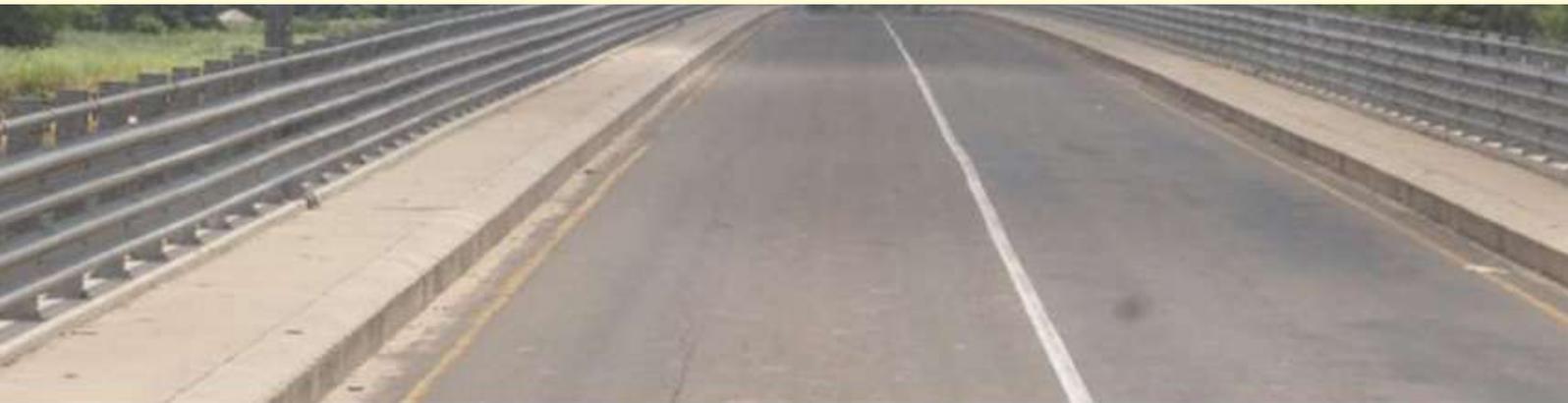
Plan, TANROADS will implement proactive and reactive measures to improve road safety.

Proactively, TANROADS will continue to ensure the engineering designs and construction of national roads incorporate appropriate road safety measures. Reactively, TANROADS will intensify road safety audits to its roads network to identify black spots and implement necessary road safety measures.

Despite the fact that, the Agency's responsibility is development, maintenance and

management of roads network and government owned airports; the 5<sup>th</sup> Strategic Plan envisions using the Government Integrated Financial Management System (IFMS) and Human Capital Management Information System (HCMIS) to ensure that TANROADS resources are effectively and efficiently managed for development of national roads network and airports.

He acknowledges the support he receives from the Ministry of Works, Transport and Communication, in formulation of the Plan for various projects.



# SPECIAL TECH USED IN KIMARA-KIBAHA ROAD PROJECT

## By Siti Said

THE government has said that the availability of new road construction technology in the country will help to prevent road congestion as the technology has taken into account the standards of heavy vehicles as well as road traffic jam.

Speaking on behalf of the members of the Road Fund

Board (RFB), immediately after inspecting the widening of the 19.2km, Kimara - Kibaha road, the RFB Chairman Mr. Joseph Haule, said the implementation of the new technology in road projects will help save money on road maintenance.

He said this will in turn allow other road projects to be implemented effectively.

“This new technology that

has been developed by the ministry has been used in the construction of the Kimara-Kibaha road,” he said.

He added, “I have instructed to monitor and maintain information on the implementation of this project so that in the end, we can know how much this technology benefits and later use this technology in implementing other road projects.”



*A view of a 19.2km, widening road from Kimara - Kibaha whose construction has reached 96 percent.*

The RFB Chairman also instructed the Tanzania National Roads Agency (TANROADS), to ensure they have in-depth research on the availability of raw materials used for the construction of roads in the new technology to spearhead construction of road projects in the country.

“The move will help the country to avert expenses in importing road construction materials from overseas.” Mr. Haule lamented.

On his part, TANROADS Dar es Salaam Regional Manager, Engineer Julius Ngusa, said the expansion of the 19.2km eight lane Kimara - Kibaha road was expected to be completed in March this year.

“As you can see the project is progressing well and the contractor is in the final stages of completing this project which has now reached 96 percent”, said Engineer Ngusa

In another development, Roads Fund Board members inspected the Vigwaza weighbridge in the

Coast Region.

They said the technology of CCTV cameras installed at Vigwaza weighbridge provide an opportunity to monitor the ongoing activities at the station.

RFB members were on a routine inspection of infrastructure projects in Dar es Salaam and the Coast Region where among other things they inspected the Kimara - Kibaha road project and Vigwaza weighbridge in the Coast region.



*The expansion of Morogoro Road to (Eight Lane 19.2km Kimara - Kibaha Section)*

# DEPUTY MINISTER ISSUES DIRECTIVES TO MAINTAIN ROAD INFRASTRUCTURE

**By Ramsey Kanyanga**

THE Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya, has called on the Rukwa Regional Authority to fully implement the 2004 Environmental Protection Act which prohibits human activities in protected areas to protect roads and bridges in the region.

Eng. Kasekenya said this after inspecting the 37km Ntendo-Muze road and the 175km Kasansa - Kilyamatundu road affected by floods due to human logging, agriculture and pastoral activities in the areas.

He directed district commissioners, directors

and chairpersons of villages and suburbs to ensure that environmental degradation practices by residents are halted.

“The government wants to protect these forest reserves, roads and bridges infrastructures so that they can be used by the public without disturbance,” he said.

The Deputy Minister said over Sh 4.4bn has been allocated to ensure that the roads in Lake Rukwa basin which is famous for food production are repaired.

“We want to ensure that these roads are passable throughout the year and do not affect the

economy of the region and residents living around these areas,” he said.

The Acting Manager of the Tanzania National Roads Agency (TANROADS) in Rukwa region, Eng. Jotrevas August said over 19 culverts have been washed out by the ongoing rains in the region and the agency is committed to ensuring that its construction continues so that transportation services is not affected.

For his part, Sumbawanga District Commissioner Dr. Khalfan Haule has assured the Deputy Minister of collaboration with all officials in the district to ensure that road and bridge infrastructure being built are protected and completed on time.

Deputy Minister Kasekenya was on an official visit to inspect the progress of infrastructure construction in Mbeya, Songwe, Rukwa and Katavi Southern Highland Zone.



***The new look of Kalambo bridge in Rukwa Region.***

# KASEKENYA TELLS WEIGHBRIDGE OPERATORS TO INCREASE EFFICIENCY

## **By Our Reporter**

The Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya, has called on Weighbride operators to be efficient in their work to do away congestion in weighbridges in the country.

Speaking immediately after inspecting the implementation of the project for the construction of a joint inspection center, First phase (OSIS) at Vigwaza weighbridge in Coast Region, Eng. Kasekenya said the Government is committed to ensuring there was no truck delays at the weighbridge stations.

This he said will allow goods to reach its destination on time. He added that, transporters need to adhere to the rules

and regulations when loading goods to avoid inconvenience.

“Our goal is to ensure that all vehicles carry legal load limit to avoid penalties and protect the roads which costs huge sums of money,” said Eng. Kasekenya.

He explained some positive results expected after the completion of the project as reduced travel time and transport costs, improved road safety, reduced traffic congestion, elimination of regular inspections of transporters, especially those traveling to the neighbouring countries.

He directed the contractor for the project, China Railway Seventh Group to ensure they complete the project on time since the Government will

not grant extra time after the contract date expires.

On his part, TANROADS Regional Manager for the Coast region, Eng. Yudas Msangi, assured the Deputy Minister that the project will be managed carefully and in accordance with the standards agreed in the contract.

He said they will also ensure that the contractor provide employment opportunities for Tanzanians.

The Vigwaza weighbridge tests over 1,700 vehicles on daily basis.



***Matai Weigh Bridge in Rukwa Region***

# TANROADS LAUNCHES GUIDELINE ON HOT MIXED DESIGN

**By Eng. Silvester Haonga**

THE Tanzania National Roads Agency (TANROADS) has launched an interim guideline on hot mix design of Asphalt to overcome premature failure on road infrastructure.

TANROADS is responsible for the management of trunk and regional roads in the country. With the exception of witnessing a significant improvement in local road performance, it also focuses on quality, efficiency and cost effectiveness in construction, operation and maintenance.

High incidences of premature such as rutting failures on roads and highways in the country has led to the need of identifying more robust asphalt mix design.

Such procedure allows the use of asphalt materials that are appropriate for heavy traffic loading conditions over the service life of the asphalt concrete pavement.

In some cases, however, these mix designs also apply to roads that carry medium to low volumes of traffic taking in account the climatic change.

The overall objective of these guidelines is to outline the methodology and procedures to be followed and to assist designers in the selection, and evaluation of hot-mix asphalt for heavy truck roads and to present quality management considerations to be taken into account during the mix design and construction of asphalt mixes.

The guidelines are in line with international best practice of design and construction of hot-

mix asphalt, and they will further enable the development of a substantive hot-mix asphalt design manual that may led to the formulation of national specifications.

This is a comprehensive set of guideline, to be regarded as the best practice document that provides a sequence of steps for practitioners and not a policy document for the design of asphalt mixed in the country.

Specifically, it provides guidelines and procedures for the design and use of rutting-resistant mixes, including coarse dense-graded and stone mastic asphalt (SMA) mixes in pavements.

The guideline development process is comprised of extensive state-of-the-practice study, consultations with industry experts and advanced laboratory investigations.

These interim guidelines (as the name of this document implies) are intended as a preliminary product, to be updated when the need arises.

The basic principle of the conventional superpave mix design system was adopted as the starting point, but where necessary, current knowledge and experience that have been validated by researchers and road agencies where included as guidelines.

TANROADS expects all practitioners in the road sector to adhere to the approaches set out in these guidelines so as to ensure a consistent and harmonized approach in the design and construction of hot-mix asphalt concrete.

There is consensus among stakeholders and practitioners in the road construction industry in the country that asphalt mix design need to include the superior performing pavements (Superpave) system so as to effectively tackle the problem of premature failures in pur roads.

The general perception is that mix design methods without performance-related tests to verify engineering properties such as stiffness, permanent

deformation/ rutting, cracking, tensile strength, permeability, and durability of the mix are inadequate.

This is seen as a major limitation, especially for the design of asphalt mixes placed on heavily trafficked roads and highways in the country.

These roads experience overloading, use of super-single tires, and high pavement temperatures during the greater part of the year.

A need has therefore been identified to develop asphalt design guidelines that should address issues such as the increase in volumes of heavy truck traffic on roads and highways, premature failures on asphalt concrete pavements with high volumes of traffic and inadequate mix designs that do not consider the prevailing traffic and climate.



*Trainees during site visit at 19.2km, eight-lane road extension from Kimara - Kibaha Project where Super Pave Technology was used.*

# KASEKENYA IMPRESSED WITH NYAHUA - CHAYA ROAD CONSTRUCTION PACE

**By Deniza Cyprian**

THE Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya has expressed his satisfaction with the pace of construction of the 85.4km Nyahua-Chaya road which is being built to the asphalt standard by China Henan International Cooperation Group (CHICO).

He said the completion of the road which is part of 259km Tabora - Nyahua - Chaya - Itigi-Manyoni road will reduce travel time by 191km for vehicles passing via Nzega to Tabora.

“This will in turn be productive to travelers and transporters,” the deputy minister said while urging the contractor to ensure the remaining six kilometers of paved roads is completed before March 2021.

He asked residents in Tabora region to protect road infrastructure including bridges, street lights so that such infrastructure can last long.

Tanzania National Roads Agency (TANROADS) Manager for Tabora Region Engineer Damian Ndabalinze assured the deputy minister of total commitment to ensure that roads and other infrastructure in the region are protected.

Over Sh117bn has been spent on the construction of the Nyahua-Chaya road which will include the construction of two major bridges in Nyahua and Kizengi.



*Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya insisting a point to TANROAD Regional Manager for Tabora after inspecting 85.4km Nyahua - Chaya road.*

# TANZANIA TO CHAMPION UN CONVENTION FOR SAFER ROADS INFRASTRUCTURE

The UN Convention on Road Traffic and Road Signs and Signals and the achievement of UN Member States agreed global targets 3 and 4 for safer new and existing roads.

Target 3 states that “by 2030, all new roads achieve technical standards for all road users that take into account road safety or achieve a three-star rating or better”.

Target 4 states that “by 2030, more than 75 percent of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.”

The Ten Step Plan for Safer Road Infrastructure therefore will build the institutional capacity and regulatory framework to support these targets and unlock the potential of safer roads and safer cities to save lives.

With the support of UN agencies and the UN Road Safety Fund, countries can mobilize international partnerships and collaboration to ensure that no new high-risk, one or two-star roads are constructed.

Existing roads and city streets are also targeted in a cost-effective manner to maximize the amount of travel on roads that are safe for all pedestrians, cyclists, motorcyclists and vehicle occupants.

The Ten Step Plan for Safer Road infrastructure has been produced by the United Nations Road Safety Collaboration partners to support countries seeking to implement initiatives in relation to the “Improved Safety of road infrastructure and broader transport networks. These steps are as follows:

**STEP 1:** National Safer Road Infrastructure Workshop  
The National Safer Road Infrastructure Workshop will bring together national road agency and road financing stakeholders to review the current systems and capacity within the country to deliver safer road infrastructure at the national, provincial and local levels.

The workshop will cover existing Road Infrastructure Safety Management, Design Standards and Implementation arrangements that address the safety needs of all road users in accordance with the

Global Framework Plan of Action, UN Global Road Safety Performance Targets and the associated supporting systems and tools available via the UN Road Safety Collaboration partners.

**STEP 2:** Road Infrastructure Management Organizational Mapping Road Infrastructure Safety Management Organizational Mapping and Gap Analysis will be undertaken with assistance of the international teams to assess the roles and capacity of existing national, state, city and rural administrations, research bodies and supplier / industry networks.

The study will define the key responsibilities and accountabilities for Road Infrastructure Management in the country building on existing local provisions and the established UN Road Safety collaboration resources. An assessment of gaps will be delivered and a framework for institutional strengthening and capacity building developed.

**STEP 3:** Review of Current National and State Operational Policies, Standards, Guidelines and Financing Arrangements.

## TANZANIA TO CHAMPION UN CONVENTION FOR SAFER ROADS INFRASTRUCTURE (Cont'd)

The review of Current National and State Operational Policies, Standards and Guidelines will also include an assessment of Road and Transport Financing Mechanisms, Dedicated Safety Funding, Road Trauma Funding and eligible external Funding Agencies.

Significant capital and maintenance programmes exist for existing road infrastructure within existing expenditure. A review of how safety performance is built into the existing policies, standards operational guidelines and maintenance practices will be undertaken.

Budget allocations, external financing options and the capacity of relevant national and industry delivery teams will identify opportunities for improvement.

Examples of road funding mechanisms from around the world can be adapted to meet local needs and institutional structures. The innovative use of publicprivate partnerships to deliver safer roads and accessing established Multi-lateral Development Bank, IFI or aid budgets for results-based lending to deliver 3-star or better roads by 2030 provides

additional options for long-term impact

**STEP 4:** Develop National Safer Road Infrastructure Strategies and supporting Action Plans. The Development of a National Safer Road Infrastructure Strategy and Action Plans will integrate with the National Road Safety System and establish a locally led National Road Assessment Programme structure with existing national agencies that is appropriate for the country with associated governance and policy targets in place.

The cost of road trauma significantly outweighs the investment in improving road safety. Road budgets are typically between 0.5 and 1% of annual GDP and international financing mechanisms are well-established to support countries investing in infrastructure. Reviewing the current funding levels, source of national funding and allocation of budgets can identify opportunities to save lives.

**STEP 5:** Development of National Road Design Standards in accordance with the UN Global Road Safety Performance Targets. Road design standards exist in most

countries, often with a focus on road capacity and speed.

A review of the existing standards can identify key areas where the inclusion of road safety outcomes can be improved and the local training needs to help facilitate that review. Importantly, this review must extend to the planning, design, construction quality management and oversight of new road projects.

Building on the National Safer Road Infrastructure Action Plan, national road design standards will be updated in accordance with UN Target 3 for new roads and Target 4 for existing roads that address the needs of all road users.

The identification and benchmarking of any National and State-level Road Design Standards will be supported. Ensuring safety performance criteria and pass-marks are in place for all new road designs provides an immediate and significant impact on existing investment in road and transport infrastructure.

This will flow on to all transport investment that typically accounts for 0.8 – 1% of GDP per annum. Alignment

## TANZANIA TO CHAMPION UN CONVENTION FOR SAFER ROADS INFRASTRUCTURE (Cont'd)

with the UN Convention on Road Traffic and Road Signs and Signals, iRAP global standards and UNRSC Pillar Group 2 recommendations (www.gtkp.com) will also ensure more efficient and effective international investment in infrastructure with well-established and evidence-based impact.

**STEP 6:** Development of National Training, Accreditation and Certification Standards and Institutional Capacity. The design and implementation of a national training, accreditation and certification scheme that supports the new Targets and builds institutional capacity to sustain the National Safer Road Infrastructure Plan and National Road Assessment Programme will be undertaken. This will build on the review of existing national policies, gap analysis, investment needs and industry capacity to deliver a tailored multi-year training and institutional Safe Roads capacity building programme. This will utilize existing local capability, institutions and training programmes to address identified gaps and extend the

**STEP 7:** Establish and/or enhance a National Road Assessment Programme (e.g. BrazilRAP, ChinaRAP, IndiaRAP,

ThaiRAP, SARAP – South Africa.)

The establishment / enhancement of a national locally led Road Assessment Programme with associated programme, technical, implementation and communication lead management will be supported. Existing national agencies will undertake the well defined and locally relevant lead roles that provide the foundation for Safer Road Infrastructure and effective institutionalization of Safe Roads.

The National Programme will benefit from the similar partnerships in place as part of iRAP activity in over 100 countries worldwide. The mutual benefits of sharing challenges and success between neighbouring RAP Programmes, or those with similar needs will be unlocked as part of the global programme connections.

The long-term global partnerships between iRAP and key road infrastructure funding agencies (including World Bank, Regional Development Banks, International Financial Institutions and Aid programmes) will ensure Bank-ready investment plans with suitable safety targets can be

implemented. Results based financing for 3-star or better roads that are integrated with the National Road Safety System; National Targets; UN Targets 3 and 4 and the UN Conventions will ensure transparent and high-impact investment in infrastructure across the country.

**STEP 8:** Immediate Road Design Assessments and Road Safety Audits that elevate the safety for all road users to a 3-star or better standard in support of UN Target 3.

The United Nations Member States have adopted 12 Global Road Safety Performance Targets which includes Target 3 for all new roads to achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better.

Based on the review of the national standards in Step 3, local stakeholders will be trained on how to conduct road safety audits and how to specify and design a 3-star or better road and the associated design specifications for the critical road engineering features, signs, signals and speed management devices that deliver safer outcomes and align with the UN Conventions.

## TANZANIA TO CHAMPION UN CONVENTION FOR SAFER ROADS INFRASTRUCTURE (Cont'd)

Assistance will be provided in the immediate road design assessments that elevate the safety for all road users as part of active road and transport road projects. The Demonstration Corridor impacts will focus on a suitable existing national highway or road project and a similar urban transport project that ensures the needs of vulnerable road users are met and both projects deliver 3-star or better outcomes for all road users.

The activity will support a measurable and immediate result that will save lives and further build the local capacity for sustained impact across all existing road and transport expenditure. Ensuring minimum star rating performance targets for all existing major infrastructure spending and the potential provision of dedicated funding for Safer Road Infrastructure provides a focus for high quality delivery, capacity building and effective implementation of the proven road engineering treatments that save lives. Construction quality control and supervision is also essential to deliver the desired outcomes.

**STEP 9:** Strengthen National Capacity for Infrastructure Road Safety Construction Quality, Data Management, Performance

Tracking, Monitoring and evaluation.

UN Target 4 aims to achieve more than 75% of travel on existing roads that meet technical standards for all road users (equivalent to a 3-star or better standard) that take into account road safety by 2030.

Building on the well-established global resources of iRAP, the IRF Data Warehouse and others that support countries undertaking their own Risk Mapping, Fatality Estimations, Speed Management, Star Rating and Safer Road Investment Plans, the locally relevant construction quality control, data management, performance tracking and monitoring frameworks will be established. National capacities for infrastructure road safety data management, performance tracking, monitoring and evaluation will be strengthened.

This will include integration with related National Road Safety System post-crash investigations and crash monitoring to expand the evidence-base on effective infrastructure treatments in the country that reflects local conditions. Integration with national & regional Road Safety Observatories; global Road Assessment Programme performance tracking; IRTAD

and Safer Cities monitoring will also be established.

**STEP 10:** Establish an effective communications programme that celebrates safer roads. The development of an effective communications programme that ensures the certified safer roads are celebrated is key to building national pride and support for safer roads.

Ensuring the political, road agency, road design and construction stakeholders are able to measure success and celebrate their achievements is vital to a sustainable programme.

Ribbon cutting brand new 3, 4 and 5-star roads, tracking increases in the % of travel on safer roads and seeing road trauma reduce are all important. Celebrating lifesaving success builds momentum and support for the next upgrade.

Therefore, understanding the current condition of the world's roads is an important step in improving the safety of road infrastructure and broader transport networks in the country and beyond.

# Some of the Pictures captured in some of the ongoing projects being implemented by the fifth Phase Government under President John Magufuli.





# KASEKENYA: INCREASE QUALITY, STANDARD AND CREATIVENESS IN PROJECTS

## By Our Reporter

THE Deputy Minister of Works and Transport, Eng. Godfrey Kasekenya, has called on engineers, contractors, architects to increase creativity and ethics in their work and be more responsible so that ongoing projects can be of value for money to the country.

He said this immediately after visiting the Tanzania National Roads Agency (TANROADS), the Contractors Registration Board (CRB), the Engineers Registration Board (ERB) and the Architects and Quantity Surveyors Registration Board (AQRB).

The Deputy Minister said experts need to realise that development and economic growth are highly dependent on their profession, therefore they need to use the opportunity of existing big projects to learn to enable the country have its own experts to build bigger projects in the future.

“Private and public institutions need to have effective plans to accommodate students in engineering fields in practical training to build their capacity,” he stressed.

For his part, the Acting Chief Executive Officer of Tanzania National Roads Agency (TANROADS), Eng. Crispianus Ako, said TANROADS is committed to ensure that all major and regional roads with a length of 36,258 KM are accessible throughout the year.

On the other hand, Engineers Registration Board (ERB) Chairman, Prof. Ninatubu Lema, said the board continues to register and oversee

engineering activities in the country where over 30,000 engineers are registered so far.

In ensuring engineers adhere to ethics, ERB Registrar, Eng. Patrick Barozi, said the board has been issuing engineering licenses and has been cracking down on ethics violation to engineers.

Eng. Barozi urged female students to study science so that the number of female engineers can increase as so far they amount to only 11% of the 30,000 registered engineers.

Contractors Registration Board (CRB) Registrar, Rhoben Nkori, assured the Deputy Minister Kasekenya that the board continues to ensure that local contractors increases and have access to construction projects undergoing in the country.

“We are making sure that negligent contractors are deregistered and remain with creative and patriotic contractors,” Nkori said.

On behalf of the AQRB Board Registrar, Arch. Edwin Nkunduma, said the increase in the number of architects in the country will enable more quality, reliable and speed up construction projects.

Deputy Minister Kasekenya is inspecting institutions under his Ministry in Dar es salaam Region where he is also having discussions with the chief executives, finding ways of improving not only their institutions but quality work in various projects being undertaken in the country.

# MSIMBAZI RIVER SAND EXCAVATION GIVES RELIEF TO ROAD USERS

## By Our Reporter

The Permanent Secretary in the Ministry of Works and Transport (Work Sector) Arch. Elius Mwakalinga, has asked the Manager of the Tanzania National Road Agency (TANROADS), Dar es Salaam Region Engineer Ngusa Julius, to ensure that he continue with sand excavation exercise along Msimbazi River, Jangwani area, in Dar es Salaam, to minimize flood challenges in the area.

Speaking after inspecting the ongoing work in the area, Mwakalinga instructed the Manager to come up with a plan to solve flood challenges in the area.

“We are here to dig this area and redirect water to its channel so that the impact of floods in the area is reduced,” said Mwakalinga.

He directed Engineer Ngusa to make regular repairs to avoid government to spend too much money on infrastructure repairs during rainy season.

When asked about government plans to build a long bridge that will connect

part of Magomeni and Kariakoo through Jangwani area, the PS said the plan was ongoing and that the government will soon unveil the design once the sketch is complete and construction work will commence with immediate effect.

He said the current plan is to ensure that every infrastructure is inspected so that they are passable throughout the year.

Mwakaling also inspected the 60.4km Pugu-Manerumango

road being built to tarmac level and the Pugu Kinyamwezi bridge in Ilala Municipality, where he asked the Tanzania National Road Agency (TANROADS) Manager in the Coast Region to collaborate with the Municipal to solve the challenges of Pugu Kinyamwezi bridge.

For his part, the TANROADS Dar es Salaam Regional Manager, Engineer Ngusa Julius said every instruction given by the PS will be worked out to ensure problems facing road users are solved.



*A sand dump exercise is underway at Jangwani, Dar es Salaam, which is being implemented by the Tanzania National Roads Agency (TANROADS) in the city, to help reduce the impact of floods in the area.*



# ERB INSPECTS KIGONGO-BUSISI BRIDGE

**By Shukuru Senkondo**

THE Engineers Registration Board (ERB) Registrar Eng. Patrick Barozi said ERB will continue to supply its engineers to major construction projects underway in the country to build their capacity and experience in managing such projects upon completion.

Speaking immediately after inspecting the 3.2km-Kigongo - Busisi bridge, and the 1.66 km approach roads, the registrar stressed on the importance of engineers opportune in the construction of large and strategic projects in the country to be diligent and disciplined so as to gain more skills that will be passed on to future generations.

“I know that you are our ambassadors for these projects ... your efforts will enable you to learn a lot so that the country can build projects like these in the future,” he said.

Misungwi District Commissioner, Juma Sweda, urged residents in the district to use the opportunity to do business in order to boost their income.

He said the existence of the four-year construction if used properly by the people will give them jobs and good business and so it is time for them to seize the opportunity.

Acting Project Manager Eng. Abdulkarim Majuto said they are committed to ensuring that Tanzanians have access to skills opportunities.

“We also ensure that those working here are paid well in order to finish the project on time,” he said.

Kigongo - Busisi Bridge with a span of 3.2 km is being constructed by China Civil Engineering Construction Corporation (CCECC) and China Railway 15 Bureau Group Corporation both from China. It will be the sixth longest bridge in Africa and is expected to cost over Sh669 billion upon completion.



*Acting Project Manager for the construction of the 3.2km Kigongo - Busisi bridge Eng. Abdulkarim Majuto explains a point to a team of engineers from the Engineers Registration Board when they inspected the project.*

# INSTITUTE OF CONSTRUCTION TECHNOLOGY COMMENCES STUDENTS ADMISSION FOR ACADEMIC YEAR 2020/21

## By Our Reporter

The Ministry of Works and Transport (Works) have established the Institute of Construction Technology (ICoT) in response to national skills demand with respect to construction services. While the construction industry is fast expanding, the supply of qualified personnel with relevant hands on skills for technicians and artisans is declining. ICoT is expected to fill this gap.

Besides the expansion in the construction industry, the MoWT is responding to its construction industry policy formulated in 2003 which recognizes the importance of enhancing adequate professional conduct accompanied by appropriate skills development of manpower at all levels in line with technological advancement as a prerequisite for its effective development and performance. The focus on highway expansion contributes positively to the national development aspirations as enshrined in the National Development Vision 2025 and other National strategies and policies.

ICoT has commenced with three main engineering programmes; namely Civil, Electrical and Mechanical engineering at Level 4 equivalent to Diploma as per NACTE's regulations curricular for NTA Levels and 6 are underway.

As recommended by stakeholders, the contents of the ICoT programmes have to take into account the following:

- (i) General - to impart knowledge with relevant theories, but mainly practical skills
- (ii) Technical - to enable students prepare relevant materials for their jobs.
- (iii) Supervisory skills – impart students with supervisory and coordination skills.
- (iv) Communication- to equip students with

communication and presentation skills.

- (v) Behavioral skills - to inculcate leadership, teamwork, innovation and entrepreneurship spirit among the students.

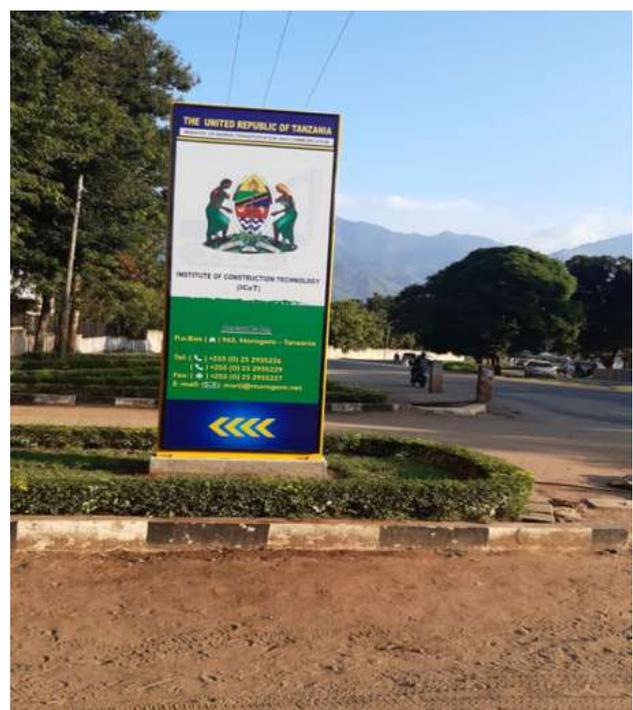
## Vision, Mission and Functions of ICoT

### Vision:

Construction and transport sectors provided with sufficient, competent and hand-on skills using the state of the art technologies for sustainable and socio-economic needs of Tanzania.

### Mission:

To provide a conducive training and learning environment that readily and effectively imparts competence based knowledge, skills and abilities for carrying out the construction functions necessary for rapid socio-economic progress of Tanzania.



ICoT Main Campus Morogoro

## Functions

The core functions of ICoT will be Training, Research and Consultancy. However, ICoT will also be conducting professional courses to various engineering cadres. Other functions will be as defined in the **Memorandum of Association** and **Articles of Association (MEMART)** or any other mandate establishing this institution.

The following are the Core Functions of ICoT;

### (i) Training

ICoT will offer long term and short term courses. Long term courses will be for 3 years from Level 4 to 6 which is equivalent to Diploma. Assessments for ICoT is based on theory part which accounts (30%) of the marks and while practicals and related tasks contributes 70%. Short term courses will be tailor made that will also include laboratory work and practical training.

### (ii) Research activities

ICoT will conduct research activities mainly

in the area of the construction industry. Both academic staff and students will be involved in the research activities. Outstanding research activities will form a basis for publications for the institute.

### (iii) Consultancy activities

ICoT will undertake consultancy activities in collaboration with public and private sector. Income generated from consultancy activities will be used to enhance financial sustainability of the institute.

## Rationale for Establishing ICoT

The rationale for establishing ICoT is hinged in the Ministry's Strategic Plan 216/2017 – 2020/2021 which aims at strengthening institutions under its jurisdiction, including restructuring its training institutions so as to match with its Construction Industry Policy of 2003 whose mission was to create an enabling environment for the development of a vibrant, efficient and sustainable local construction industry that meets the demand for the services to support sustainable economic and social objectives.



*Group photo showing, Part of ICoT Staffs, Admission Officer and ICoT*



***Permanent Secretary - Works Arch. Elius Mwakalinga cuts the ribbon to hand over the MV. Pangani II ferry to TEMESA Chief Executive Eng. Japhet Masele immediately after its renovation.***





# TANT2 CENTRE CATALYST FOR TRANSPORTATION TECHNOLOGY TRANSFER AND BEST PRACTICES

