TANT² CENTRE NEWSLETTER

Issue No. 7 May, 2023

PRESIDENT SAMIA OPENS NYAHUA - CHAYA ROAD

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^2) Centre

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

Permanent Secretary
Amb. Eng. Aisha S. Amour

Dear stakeholders,

I am honoured to present to you the Seventh issue of the TanT^2 Centre Newsletter in 2023. The newsletter commenced in 2018.

TanT^2 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 TanT^2 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 to various stakeholders.

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

For this objectives 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.

Amb. Eng. Aisha S. Amour
PERMANENT SECRETARY (WORKS)

Chairman's Note

Dear Reader,

Mr Laurian Joachim Munna
Chairman

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

As the Newsletter covers its Seventh 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 Seventh edition, the reader will be able to find valuable information on the use of newly introduced technologies in the implementation of construction tasks.

Readers will also understand how the use 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 shall work towards making the Newsletter a truly influential publication. Comments, suggestions and special issue or proposals are always welcome for improvement.

Laurian J. Munna
Chairman

Published by Tanzania Transportation, Technology Transfer (TanT2) Centre

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THE OVERVIEW OF T2 CENTRE

1. Background

The Tanzania Transportation Technology Transfer (TanT^2) Centre 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 headquaters, Moshi Avenue Dodoma.

The establishment of TanT^2 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^2) Centre is more than 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 TanT^2 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 TanT^2 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 TanT^2 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^2 Newsletter, a website *(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^2 Centre are focusing on major four roles which include:-

i) **Clearing house:** Collecting and disseminating 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^2 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: -

1. **FHWA** - Federal Highway Administration.
2. **ASANRA** - Association of Southern African Road Agencies
3. **ARMFA** - Africa Road Maintenance Funds Association
4. **IRF** - International Road Federation
5. **DOT** - Department of Transport
6. **TRB** - Transportation Research Board
7. **PIARC** - World Road Association
8. **gTKP** - Global Transport knowledge practice
9. **TRL** - Transportion Research Laboratory
10. **NHI** - National Highway institute
11. **ITE -**US Institute of Transportation Engineers
12. **FAA -** US Federal Aviation Administration

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.

PRESIDENT SAMIA OPENS NYAHUA - CHAYA ROAD

President Samia Suluhu Hassan unveils the cloth to signal the launch of the 85.4km Nyahua-Chaya road in Uyui District, with her unveiling the cloth, is the Deputy Director General of the Kuwaiti Fund, Mr. Waleed Al-Bahar.

By Segolena Francis

"The government will continue to construct roads and bridges in various parts of the country in order to open up and connect all regions so as to stimulate economic growth."

President Samia Suluhu Hassan said this in Uyui District while officially opening the 85.4km Nyahau - Chaya road.

The President said the government was spending a lot of money to construct various roads, asking for the need to ensure that such roads are preserved so that they last long.

"Make sure that you take a good care of these roads…the government is using a lot of money to construct them. You also need to ensure that you use these roads to promote economic activities in your areas," President Samia told residents in the district who came to witness the official opening of the road.

She directed road authorities to ensure any activities that threatens the existence of the roads like sand excavation

along road reserves and under bridges are prohibited.

"Road authorities should see to it that all such activities that destroy our roads are prohibited. Punitive measures should be taken against anyone threatening or destroying our roads as such activities weakens roads which cause accidents and loss to the government," she said.

She tasked the Ministry of Works and Transport and the Tanzania National Roads Agency (Tanroads) to ensure that roads and bridges are built with high standards and complete on time.

For his part, the Minister of Works and Transport Prof. Makame Mbarawa urged Tabora, Kigoma and Katavi residents to use the road to bring about social and economic development.

Prof. Mbarawa said the ministry will continue to strengthen the Road Fund Board so that it serves more roads.

Speaking at the event, Tanroads Chief Executive, Eng. Rogatus Mativila said the construction of the Nyahua-Chaya road has involved two bridges, 32 big and 60 small culverts to the tune of over Sh123 billion funded by Tanzania government and the Kuwait Economic Development Fund.

The Deputy Director General of the Kuwaiti Fund, Waleed Al-Bahar, acknowledged Tanzania for undertaking infrastructure development while promising to further cement bilateral ties between the two countries.

The completion of the 85.4km Nyahua-Chaya road, makes the entire 254km Manyoni-Itigi-Tabora road connected with tarmark, thereby reducing the congestion on the Nzega-Singida - Manyoni road.

President Samia Suluhu Hassan cuts a ribbon to signal the inauguration of the 85.4km Nyahua-Chaya road in Uyui District, with her is the Deputy Director General of the Kuwaiti Fund, Mr. Waleed Al-Bahar.

SAMIA INAUGURATES CHAMWINO STATE HOUSE IN DODOMA CITY

President Samia Suluhu Hassan pulls the string with the Vice President Dr. Philip Mpango to officially open Chamwino State House building in Dodoma recently.

By Our Reporter

President Samia Suluhu Hassan inaugurated Chamwino State House this month (May), emphasizing on the need to ensure that all government offices relocate to the capital city in Dodoma.

The president inaugurated the state-of-the-art State House, an event that was also attended by the Vice President Dr. Phillip Mpango, Premier Kassim Majaliwa, Zanzibar President Dr. Hussein Ali Mwinyi and former Tanzania President Dr. Jakaya Kikwete and Mze Ali Hassan Mwinyi.

Built by the National Service, the Chamwino State House was designed by the Tanzania Building Agency (TBA), a state building corporation.

"This is the State House for all Tanzanians," the president said and adding, "Tanzanians need to be proud of themselves because they have built the State House using their own resources."

The process of relocating to Dodoma, started way back in 1966 when Joseph Nyerere, the young brother of the founding father of the Nation, Mwalimu Julius Nyerere presented a motion of shifting the capital to Dodoma in parliament, however, it was opposed by the majority parliamentarians.

Despite, the opposition, Mwalimu Nyerere and the Chama Cha Mapinduzi (CCM) thought it wise to move the capital to Dodoma in 1973, and all government phases that came to power had been slowly

building various government offices until the Fifth Phase government of Dr. Joseph Pombe Magufuli took the courage and zeal to move to the city.

The president assured the public that she will ensure that all the projects initiated by the Fifth Phase government under the late Dr. John Pombe Magufuli will be completed.

According to President Samia Suluhu Hassan, the State House project at Chamwino in Dodoma was the second project initiated by the late President Magufuli to be completed after the completion of Tanzanite Bridge in Dar es Salaam.

"The completion of this State House building is a sign that the government has now moved to Dodoma," she said.

The newly inaugurated State House building by President Samia Suluhu Hassan as seen in Chamwino, Dodoma recently.

According to the president, Dar es salaam will remain as a commercial city, and currently be used to receive international guests as the country awaits the completion of Msalato International Airport in the capital.

On his part, Zanzibar President Dr. Hussein Ali Mwinyi said the State House completion fulfilled the ambition of the late Father of the Nation Mwalimu Julius Nyerere of relocating the capital to Dodoma.

The Zanzibar president also promised to build the offices for the Revolutionary Government of Zanzibar in the city.

For his part, the Vice President Dr. Philip Mpango, said the building was crucial as it will be used among others to make decisions crucial for Tanzania's future.

Tanzania took the decision to build the State House in Dodoma by laying a founding stone for its construction in May 2020 led by the late President Dr. John Pombe Magufuli.

The State House in Dodoma which sits on an 8,473 hectares of land is a copycat of that in Dar es salaam which was built by colonialists in 1923.

President Samia Suluhu Hassan with former Presidents, Ali Hassan Mwinyi, Dr. Jakaya Mrisho Kikwete and former President of Zanzibar Dr. Ali Mohamed Shein immediately after inaugurating the Chamwino State House in Dodoma Capital city recently.

VP LAYS FOUNDATION STONE FOR TABORA-ISAKA SGR PROJECT

The government will continue to ensure that all strategic infrastructure projects are developed and completed to stimulate economic growth.

Vice President Dr. Philip Mpango makes a cement mark to signal the laying of a foundation stone for the construction of the 165km Tabora-Isaka section of the SGR project.

By Shukuru Senkondo

The Vice President Dr. Phillip Mpango said recently while laying the foundation stone for the construction of Tabora - Isaka Standard Gauge Railway (SGR) project.

The fourth section of the SGR from Tabora to Isaka covering a distance of 165km is expected to cost Sh 2.1 trillion and is being undertaken by the Turkish firm Yapi Merkez.

The vice president asked the ministry of works and transport to ensure it manages the project properly and controls inflation costs during construction.

He also tasked the contractor to ensure that resident surrounding the project in Tabora and Shinyanga regions are given the needed priority when it comes to job opportunities.

"I ask the ministry of works and transport to ensure that the SGR project goes hand in hand with the construction of the Tabora Railways College to prepare experts for future

running of the SGR project," he said.

According to the vice president, the works minister need to monitor the number of local experts employees so that they can understand the project and take the lead once it is completed.

For his part, the Minister of Works and Transport Prof. Makame Mbarawa assured the vice president of proper supervision of the project.

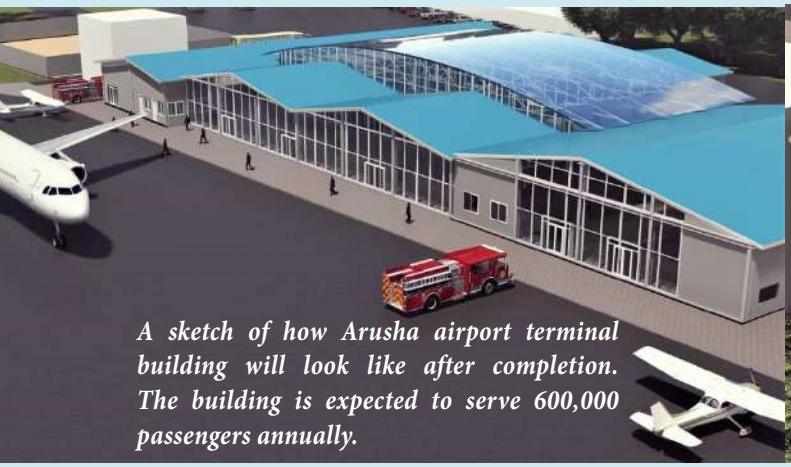
The SGR project that was inaugurated in Dar es Salaam in 2017 is expected to connect Dar es Salaam-Mwanza-Tabora to Kigoma covering over 1,596km.

The project is also expected to connect Tanzania with Burundi, the Democratic Republic of the Congo, Uganda and Rwanda, thus promoting regional trade among East African Community (EAC) partner states.

According to the Tanzania Railways Corporation (TRC), Director General Masanja Kadogosa, the whole project from Dar es Salaam to Mwanza and Kigoma is expected to cover a distance of 1,596km.

The entire SGR project is expected to cost over Sh23.3 trillion.

Vice President Dr. Philip Mpango (seated fourth right), in a group photo with other government officials and the contractor soon after laying the foundation stone for the construction of the Tabora-Isaka section of the SGR project.



A sketch of how Arusha airport terminal building will look like after completion. The building is expected to serve 600,000 passengers annually.

MBARAWA STRESSES ON QUALITY FOR ARUSHA TERMINAL BUILDING

By Deniza Cyprian

The Minister for Works and Transport Prof. Makame Mbarawa has stressed on quality work for the ongoing construction of the terminal building at Arusha Airport.

The terminal building whose construction has reached 75 percent is expected to be completed in April this year to the tune of Sh2.8billion.

The minister said since Arusha is a tourist destination with the airport mostly being used by tourists, it was important for the terminal building to meet international standards.

"We need quality work, with international standards," the minister stressed, asking the Tanzania Airport Authority (TAA) to put much efforts on quality.

According to the minister, good infrastructure coupled with a conducive and attractive buildings would woo a lot more airlines to use the airport.

He said already, a large percentage of the passengers using the airport were tourists, asking the authority to equip the building with features that would increase more airlines to use the airport.

He also tasked airport authorities to ensure that the investments being put in airports go hand in hand with income generation so as to improve the airport, that would allow it to operate 24 hours.

For his part, Arusha Urban, Member of Parliament,

Director of Engineering and Technical Services from the Tanzania Airports Authority (TAA), Eng. Mbila Mdemu, explains a point to the Minister of Works and Transport Prof. Makame Mbarawa when the minister inspected the Arusha airport terminal building recently.

Mrisho Gambo acknowledged the government for improving the terminal building, saying it had been a long-term challenge.

The Manager for Arusha Airport, Eng. Elipid Tesha, said the project will increase Arusha airport income from Sh2.8 billion to Sh6billion annually.

According to him, the building is expected to serve between

500,000-600,000 passengers annually, saying the current structure had the capacity to serve only 200,000 passengers annually.

Speed up technicians registration - ERB told

The Engineers Registration Board (ERB) has been tasked to speed up the registration process of technicians in order to propel various ongoing projects in the country.

By Segolena Francis

The Permanent Secretary (PS) in the Ministry of Works and Transport (Work Sector) Ambassador Eng. Aisha Amour said this in her opening remarks of the Annual General Meeting for technicians in Mwanza recently.

She said in order to allow smooth implementation of various projects going on in different parts of the country, ERB has to ensure fully participation of skilled and qualified technicians.

"The government is aware that the number of skilled technicians in the country is small, so it will continue to improve the existing technical colleges and construct others to protect the skills of technicians," she said.

She directed the ERB to bring to the government a strategic plan that will solve the challenge of having few graduate technicians in the country.

According to her, the ERB need to build awareness in colleges and Vocational Education and Training Authorities centres on the importance of registering technicians and ensuring that only certified and registered technicians are given job opportunities.

Over 500 technicians attended the Mwanza Annual General Meeting which was themed, "The contribution of technicians in implementing the third five-year National Development Plan."

For his part, the ERB Registrar Eng. Bernard Kavishe said the ERB will ensure that it coordinates all the activities of innovators especially electric vehicle manufactures and other innovators to contact ERB and ensure their innovations are recognized which will enable them to build their capacity.

He said the move will also mean that there is collective capacity building for their innovations

The Permanent Secretary in the Ministry of Works and Transport (Work Sector) Amb. Eng. Aisha Amour emphasizes a point when she opened the fifth Annual General Meeting of technicians in Mwanza recently.

with various stakeholders in the country so that innovators goals are reached.

Innovators from the University of Dar es Salaam and KAPEE Motors who attended the event, had time to show to the public their electric vehicles they innovated which produces no sound engine when driving, an added advantage in protecting the environment.

The Permanent Secretary in the Ministry of Works and Transport (Work Sector) Amb. Eng. Aisha Amour takes a drive of the vehicle, an innovation of KAPEE Motors company. The electric innovated vehicle is a Tanzanian brand.

TAKE HOLD OF LUSAHUNGA-RUSUMO OPPORTUNITIES - KAGERA RESIDENTS TOLD

Minister for Works and Transport, Prof. Makame Mbarawa speaks to the residents of Ngara District (not pictured), during the signing ceremony for the construction of the 92km Lusahunga-Rusumo road recently.

By Siti Said

Tanzania's Lusahunga-Rusumo road project signed recently is expected to link the country to four East African member states from Kagera Region, hence stimulate regional economy.

Minister for Works and Transport Prof. Makame Mbarawa told residents while in Ngara, Kigoma region after the signing ceremony to pave the way for the construction of the road.

Prof. Mbarawa asked residents in the region to take hold of the road opportunity to increase agricultural produce and be able to sell to the neighbouring countries.

The 92-Km Lusahunga-Rusumo road is expected to cost the government at least Sh153.56bn.

The minister hailed President Samia Suluhu Hassan for endorsing an implementation of people-oriented projects across the country.

"The signing of the contract for Lusahunga-Rusumo road project is a milestone because it will link Tanzania to four East African Community (EAC) nations of Uganda, Rwanda, Burundi and Democratic Republic of Congo-(DRC)," he said.

The minister appealed to the people to safeguard the projects for their own benefit and future generations while ensuring there is cooperation with the contractors.

According to the minister, upon completion, the road will reduce inconvenience and accidents to users and increase efficiency to transporters.

Former Kagera Regional Commissioner Albert Chalamila briefs Ngara residents (not pictured), during the signing ceremony for the construction of Lusahunga-Rusumo road.

"Transportation of agricultural products, tourism of the Burigi and Rubondo reserves are among the opportunities that will be improved by the presence of this road," the minister said.

Tanzania National Roads Agency (TANROADs) Chief Executive, Eng. Rogatus Mativila inked the contract on the government part with Mr Yang Jialziu, the Commercial Manager inking on the contractors part, the China Civil Engineering Construction Corporation (CCECC).

Eng. Mativila explained that due to dilapidated condition of the road the government spent over Sh33.67bn in periodic maintenance during the past three years.

He said various projects were being implemented under the Tanzania Transport Integration Project (TAnTIP), including 104km Iringa- Msembe (Ruaha) road, the 116km Lutukila(Madaba)-Songea road and the 204km Mtwara-Mingoyo-Masasi road.

According to him, the government has also set aside funds to upgrade the airport in Tanga, Lake Manyara and Iringa.

In his tour of the region, Prof. Mbarawa also inspected the construction of the 128.5km Bugene-Kasulo-Kumunazi road, part of the 60km Bugene-Burigi road where asked the contractor, China Road and Bridge Corporation (CRBC) to speed up the construction so as to connect Ngara Districts and Karagwe through the Burigi-Chato reserve.

A section of Ngara residents pays attention to the Minister of Works and Transport, Prof. Makame Mbarawa (not pictured) during the signing ceremony for the construction of Lusahunga - Rusumo road.

Minister of Works and Transport, Prof. Makame Mbarawa discusses a point with the Speaker of Parliament Dr. Tulia Ackson who is also the Member of Parliament for Mbeya Urban after the signing ceremony for the construction of Nsalaga-Airport road in the region.

PACT SIGNED TO CONSTRUCT A FOUR DUAL CARRIAGE WAY IN MBEYA

Mbeya and Songwe regions will soon have a four dual carriage way, thanks to an agreement entered between the government of Tanzania and China's Henan International Coorporation Group Co. Ltd (CHICO) to undertake the project.

By Deniza Cyprian

The Minister of Works and Transport Prof. Makame Mbarawa said in Mbeya recently that the construction of the 218km Igawa-Uyole-Songwe-Tunduma four dual carriage way road to the tune of Sh138billion will ease traffic challenges in the two regions.

The project to be undertaken by the Chinese firm is expected to take 24 months.

"The issue of traffic congestion and accidents will be a thing of the past...this road will make it easy for cargo and passengers to reach their destinations on time," Prof. Mbarawa said.

The Chinese firm is also expected to undertake the road construction from Nsalaga in Mbeya to Songwe airport, at a 32km distance.

The minister called on residents in the two regions to take full advantage of the road to produce more agricultural goods so as to benefit from the project.

According to the minister, products from Malawi, Zambia and the DRC going to and from the port of Dar es Salaam will arrive and be transported out of the country easily upon the road completion.

The minister tasked the Tanzania National Roads Agency (TANROADs) to ensure that the road is completed on time and have the value for money so that it stimulate economic activities in the two regions.

"The government will ensure that it improves the infrastructure to better the lives of the majority citizens and improve the country's economy," he said.

For her part, Dr. Tulia Ackson, the Speaker of Parliament who is also the Member of Parliament for Mbeya Urban the government will continue to improve infrastructure to stimulate economic activities in the region and the country at large.

According to the Tanzania National Roads Agency's (TANROADs), Chief Executive Eng. Rogatus Mativila, his agency will ensure that the project is completed on time.

The road, once completed will connect Tanzania with its neighbours to the southern part which includes; Malawi, Zambia and the DRC.

The Igawa-Uyole-Songwe-Tunduma road is part of the TANZAM highway and the fourth highway that runs from Cape Town in South Africa to Cairo in Egypt.

Tanzania National Roads Agency (TANROADS) Chief Executive Eng. Rogatus Mativila and the representative of the Chinese company Henan International Coorporation Group Co. ltd (CHICO) displays the signed contract agreement for the construction of the 32km Nsalaga - Airport road in Mbeya region.

KASEKENYA WANTS STRONG SUPERVISION ON BRT CONSTRUCTION

The Deputy Minister for Works and Transport, Eng. Godfrey Kasekenya, has asked for effective supervision and management of the ongoing construction of the Bus Rapid Transit (BRT) Phase III project.

By Siti Said

Kasekenya said the move will ensure that the project is completed on time and attains the value for money while at the same time ending traffic congestion in the city of Dar es Salaam.

He said recently in Dar es Salaam after inspecting the progress of the project at Buza Jeshini in Temeke District.

The project whose construction has reached five per cent will be completed in 20 months time.

The 24.3km BRT Phase III road from Chang'ombe junction through Nyerere road and the Julius Nyerere International Airport to Gongolamboto in Dar es Salaam is being constructed by the Chinese firm, Sinohydro to the tune of Sh231bn.

The project is being implemented under the supervision of the Tanzania National Roads Agency (TANROADs). "This contractor is familiar with implementation of this kind of projects, he also builds the BRT second phase which is nearing completion, the government is confident that challenges that occurred in the previous DART projects will not occur here," Eng Kasekenya said.

He insisted that since Nyerere road is one of the biggest and most famous roads in the country due to its role of connecting the city centre to important places like Julius Nyerere International Airport and other important localities, it must be built at high standards.

The Tanzania National Roads Agency's (TANROADs) Regional Manager for Dar es Salaam, Mr Harun Senkuku, was optimistic that the project would be well supervised.

Tanzania is implementing the 24.3km BRT Phase III project that runs from Chang'ombe junction through Nyerere road and Julius Nyerere International Airport to Gongolamboto in Dar es Salaam.

Some of the Pictures captured in some of the ongoing projects being implemented during the sixth Phase Government under President Samia Suluhu Hassan.

Vehicles seen cruising the 112 km Sumbawanga-Matai-Kasanga Port road in Rukwa Region whose construction to tarmac level has been completed.

A computer generated image showing a view of the Ministry of Works and Transport buildings in Mtumba Dodoma once its construction is completed

The new cargo ship, MV. Njombe which provides services between the port of Itungi-Mbamba-Bay and the neighboring country of Malawi in Lake Nyasa.

One of the modern railway station, part of the (300km) Dar es Salaam - Morogoro route at Soga area in the Coast Region.

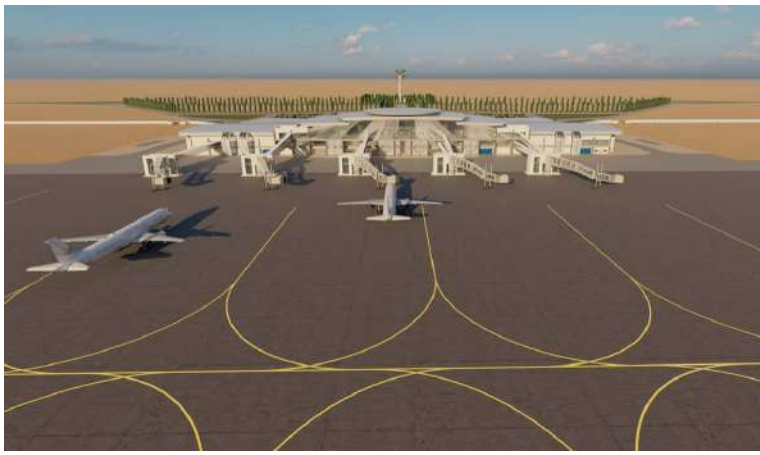
A new ferry, Mv Chato II-Hapa Kazi Tu, plying the Chato – Mharamba-Nkome routes including the neighbouring islands of Senga, Bukondo and Izumacheli in Lake Victoria, Geita Region. It has the capacity to carry 100 tons, 200 passengers and 10 vehicles.

A view showing pillars whose construction has been completed at the New Wami Bridge in the Coast Region.

A birds eye view of the Port of Dar es Salaam whose expansion has already been completed, enabling large ships to dock at the port.

The construction of JP Magufuli Bridge (kigongo – Busisi), in Mwanza region now reaches 72 percent.

Magufuli Bridge at the Kilombero River in Morogoro Region. The bridge is 384 metres long



A computer generated image showing a view of Msalato International Airport in Dodoma once its construction is completed

BUNGE COMMITTEE HAILS TRC FOR TRANSFORMATIVE INITIATIVES

Deputy Minister for Works and Transport (Transport Sector) Hon Atupele Mwakibete explains a point to the Chairman of the Parliamentary Standing Committee on Infrastructure Mr Selemani Kakoso and members of the committee when they inspected the Meter Gauge Railway (MGR) garage in Morogoro Region recently.

By Deniza Cyprian

THE Parliamentary Committee on Infrastructure has hailed the Tanzania Railways Corporation (TRC) for its various initiatives that have brought major transformations on railway transport in the country.

The committee also asked the government and TRC to maintain the spirit for the sake of ensuring sustained effective delivery of railway transport services.

This was said during an inspection tour to the TRC workshop in Morogoro, where the Committee Chairperson Selemani Kakoso emphasized the importance of the TRC management to continue coming up with innovative business ideas to enable the entity to operate commercially.

He said this will serve as a compliment to major investment that the government has put in place on railway sector including the ongoing construction of the Standard Gauge Railway (SGR) line from Dar es Salaam-Tabora-Mwanza-Mpanda and the upcoming project that will link Kigoma and the neighbouring countries in the western part.

Mr. Kakoso also expressed the need for the corporation to promote achievements that have been recorded for awareness creation among members of the public within and outside the country.

"TRC is doing a great job, we are all the witnesses of transformation that have been made in recent years, we need these achievements to be well advertised within and outside the country," he said.

Mr Kakoso assured the committee of full support on ensuring all the targets that TRC is working on are well attained, given the corporations' dedications on continued efforts to ensure better services to Tanzanians, a move that will help in boosting economy at individual and national level.

He also asked the government through the Ministry of Works and Transport to ensure the corporation is furnished with enough human resources for it to continue delivering quality services.

Earlier, the TRC Acting Managing Director Amina Lumuli said the corporation has secured permission from the President's Office Public Services Management and Good Governance to recruit 201 new staff, a move that will play a crucial role in addressing the shortage of manpower.

"Upon recruitment of these staff, the shortage will be minimised," she said adding that TRC through its Morogoro workshop is capable of servicing, maintaining and repairing locomotives and engines at 80 per cent.

For his part, Deputy Minister for Works and Transport (Transport Portfolio) Atupele Mwakibete assured that the government will also continue with rehabilitation and maintenance of the infrastructures of the Meter Gauge Railway (MGR) line.

He said the Sixth Phase government continues to allocate funds for the repair of engines and locomotives to improve the Central Railway line in the country.

According to the minister, as of June 2021, the Sixth Phase Government had entered a contract worth $10.5 million with the SMH Rail Company of Malaysia to use Morogoro garage to carry out major repairs of the MGR engines and locomotives.

The move, the minister said aims to renovate nine engines to be used for the Central Railway line.

MGR engines, cargo and passenger locomotives undergoing repair at the garage in Morogoro Region recently.

ALLOCATE MORE FUNDS TO ICOT
-BUNGE COMMITTEE TELLS MINISTRY

Deputy Minister of Transport, Atupele Mwakibete, emphasizes a point to Bunge committee on Infrastructure after being briefed on the ICoT in Morogoro recently.

By Shukuru Senkondo

The Parliamentary Standing Committee on Infrastructure has advised the Ministry of Works and Transport to allocate adequate funds to the Institute of Construction Technology (ICoT) to enable it to have enough human capital.

The committee said the move will also build the capacity to the institute and equip it with modern equipment, machinery and tools that will facilitate the production of capable craftsmen and skilled technicians.

PAC committee Chairman Mr. Selemani Kakoso told the ministry in Morogoro recently after being briefed on the establishment of the institute which had merged with Morogoro Works Training Institute (MWTI) and Mbeya's Appropriate Transportation Technology Institute (ATTI) to one robust Institute of Communication Technology (ICoT).

The committee asked the ministry to have a sincere commitment to help ICoT to enable it improve and produce enough professionals with the required skills.

"The nation is very dependent on these universities as they are the basis for training technicians who are crucial in the improvement of ongoing road and rail projects," he said.

According to the chairman, the ministry need to ensure that the Institute get enough trainers of all disciplines to increase human capital, capacity and skills of students to develop themselves and boost the college's recognition.

Earlier, ICoT Principal Eng. Mahmoud Chamle said the college establishment will contribute in reducing unemployment challenges facing the youths as the training offered helps to prepare graduates on self-employment.

Eng. Chamle said the college offers courses in construction, electrical, and mechanical engineering fields at the degree and diploma level, but it also has short courses on engineering and other related fields.

"Currently the college is conducting training on the use of appropriate technology in road construction, maintenance and repair works," he said.

DODOMA CITY INNER RING ROADS TO COMMENCE SOON

The government is soon expected to commence the construction of Dodoma city inner ring roads.

By Segolena Francis

This was disclosed by the Deputy Minister for Works and Transport ((Work Sector) Eng. Godfrey Kasekenya while inspecting the progress of the construction of the Dodoma city outer ring roads covering 112.3km.

He said the inner ring road would be 16 kilometers long and is expected to reduce traffic jam in the city due to the increasing number of traffic.

"The government's goal is to improve road infrastructure and reduce traffic in cities so that the lives of Tanzanians can improve and that they continue to run their economic activities smoothly and on time," Eng. Kasekenya said

The deputy minister instructed the Consultant engineers for the construction of the outer ring road to ensure they complete the project on time while at the same time ensuring quality specifications are followed.

He tasked the Tanzania National Roads Agency (TANROADs) to supervise the contractor to carry out community works as specified in the contracts which includes among others to construct four water wells, one primary school, four health centers as well as purchase four ambulances.

For his part, the Tanzania National Roads Agency (TANROADs), Acting Regional Manager for Dodoma, Eng. Salehe Juma, part of the 52.3km Nala - Veyula - Mtumba project (52.3, has reached 22.54 percent and is expected to be completed by December next year.

Eng. Juma said the 60km Ihumwa - Matumbulu - Nala Dry Port section has reached 16.48 percent and expected to be completed by March, 2025.

According to him, the work being done involves the construction of road embankments as well as bridges.

The project, he said has so far employed 902 people, where 723 are Tanzanians.

The Dodoma outer ring road project is funded by the government in collaboration with the African Development Bank (AfDB) at a cost of Sh220 billion

A section of the second phase of the Dodoma outer ring road under construction covering 60 km, and is expected for completion in March next year.

Deputy Minister for Works and Transport, Eng. Godfrey Kasekenya (Work Sector) gets a briefing from Eng. Tendai Kanda regarding the construction of the first phase of the 122.3km Nala-Veyulw-Mtumba road section, part of the Dodoma outer ring road, when he inspected the project in the region recently.

WORLD-FIRST TEN STEPS PROJECT CELEBRATES SUCCESS IN TANZANIA

By Siti Said

Capacity to eliminate high-risk roads and curb over 16,000 people who die on Tanzania's roads annually has taken a leap, thanks to the innovative Tanzania Ten Step Plan Project, celebrated at a completion event in Dar es Salaam recently.

Jointly funded by the United Nations Road Safety Fund (UNRSF) and the Foreign Commonwealth and Development Office (UKAid), through the Global Road Safety Facility (GRSF) of the World Bank, the 30-month pilot project has built sustainable institutional capacity for safer roads, as well as impact and partnerships to save lives and reduce serious injuries resulting from road crashes.

According to the World Health Organisation (WHO 2018 report) at least 16,000 Tanzanians die due to road carnage annually.

Under the guidance of the United Nations Economic Commission for Africa (UNECA), the project has been implemented by a consortium led by the International Road Federation (IRF), the International Road Assessment Programme (iRAP), the World Road Association (PIARC) and the Tanzania Roads Association (TARA).

The project brought together Tanzania government through the Ministry of Works and Transport (MoWT), Tanzania National Roads Agency (TANROADs), the Tanzania Rural Roads Agency (TARURA), the National Institute of Transport (NIT), and other leading institutions, NGOs and industry stakeholders in the country.

Launched in March 2021, the project has helped to embed improvements in how thousands of new and existing kilometres of the country's road network will be designed, upgraded, and managed for improved road safety now and in the future.

Over 500 local stakeholders have been trained and certified on road safety audits, iRAP assessments, and start rating of designs, thanks to the assessments performed during the project, infrastructure safety data has now been expanded to over 10,000km.

The project has also delivered recommendations for a National Road Infrastructure Safety Strategy and Action Plan that puts the safety of all road users at its heart.

The establishment of TanRAP, a locally owned and led Road Assessment Programme for Tanzania, the revision of the road geometric design manual, and the development of a dedicated training and accreditation scheme are among the key project achievements that were celebrated at the event.

Among the guests at the event were Hon. Saad Mtambule, the District Commissioner for Kinondoni, Hon. Prof. Makame Mbarawa (MP), Minister for Works and Transport.

The minister said, "Road safety is the leading cause of death for children and young adults aged 5-29 years old. We have a moral obligation to act and to reverse this trend and the Ten Step Project has equipped us with the knowledge, skills and tools to do so."

The minister acknowledged the project and the privilege to undertake the project that was already showing results in the 30 months its implementation.

He also acknowledged the dedicated collaboration of many national and international partners, who made the country, the first in the world to implement the project.

Project results and ongoing TanRAP activity will support the implementation of the Global Plan for the Decade of Action for Road Safety 2021-2030 which provides a road map for how countries can halve road deaths and serious injuries by 2030.

The final group of Road Safety Auditors trained within the project received their certificates during the event (Image credit: iRAP)

EXPERT: INNOVATION, NEW TECH INVESTMENT CAN IMPROVE ROAD QUALITY, COST

Road built using polyroad technology

By Silvester Haonga

Tanzania engineers particularly in the Ministry of Works and Transport (MoWT) are being tasked to research from within and outside the country for cost effective solution of road construction and maintenance.

In response to these, works ministry under the Tanzania National Roads Agency (TANROADs) is currently testing various technologies/materials said to be cost effective for roads construction and maintenance.

To realise that, samples are being taken which may be affordable for the country, one being polyroad technology which consist of soiltech and asphaltech.

Polyrods Pty firm has prepared various documentation including the guideline for construction and design, quality control procedure that they recommend being adopted when using their products.

These guidelines shall not overrule the country's local design guides, but simply compliment the procedures.

Polymer pavements also known as polyroads has its head office in Johannesburg, South Africa. It is represented in 18 countries in 4 continents.

The company's focus initially was on mining, and later expanded to cover infrastructure projects, particularly in developing countries.

Polyroads manufactures and develops environmentally friendly materials for road construction, dust control, barrier liners and spray on Geo-liners for dams.

Arising from the fact that the materials produced by the company are environmentally friendly and conforms to the modern approaches and stringent requirement on environmental concerns, are henceforth named smart materials.

The smart material produced includes binders, soil modifiers, asphalt modifiers and elastomeric mortar admixtures.

Smart materials are said to reduce the number of supporting aggregate layers

Samples for test at the facility Laboratory

as compared to cement modified/stabilized flexible and rigid road design and thereby substantially reducing construction costs.

Initially, Polyroads developed products exclusively for dust suppression in mines, however over the years, the products range has broadly increased and substantially assumed beneficial products by private and government sectors.

The firms' chief executive officer delivered a technical presentation on the products manufactured where he highlighted on historical background of the firm and the product.

Various technical aspects of the product, construction procedures, its benefits and advantages over the traditional approaches and methods of road construction were also highlighted.

Likewise, he also touched on various equipment used for production, prior/ postproduction quality control processes, and packaging of the product.

The experts informed that currently there were two major road products manufactured by the factory naming them as soiltech road base Mk III, and asphaltech.

Soiltech Mk III road base stabilizer

This is a result of a research on the polymers for roads construction that dates back to early 1930's where various alternative materials were experimented as a substitute to the conventional cement stabilization.

In South Africa, the first polymer stabilization technology was tried in 1983 in Transvaal Province.

The historical background given by the firm indicated that soiltech MK III stabilizers have been purposely designed to stabilize the base and in due course the stabilizer migrates through downward capillary action hence substantially strengthen the sub-base layer.

This sub-base strengthening process have been proved to be significant and creates a semi-bound sub-base.

From a road design perspective, a strengthened sub-base may negate the need for further layer- works.

Soiltech, in many instances, transforms in situ materials that would normally be classified as unsuitable or waste materials to suitable state for use as base and sub-base layers.

Soiltech stabilizing polymers are elastomers, which gain strength from mechanical compaction and do not become brittle when cured.

The e-modulus properties of the elastomer allow the pavement to flex under heavy load, and unlike cement stabilization, will not crack under excessive loading.

The elastic modulus of material after stabilization with Soiltech, enables engineers to reduce layer-works/thickness in design pavement using stabilizer.

The review of documents availed indicate that Soiltech MK developed has to date, gone through four evolutionary stages: from Soilfix to Soiltech MK I, and soiltech MK II and now to SoiltechMK III.

Soiltech MK I

The first generation polymer product was developed as binder for rural roads.

Over the next couple of years, Polyroads modified Soiltech with new cross-linking polymers to improve compressive strengths and the improved product was Soiltech Mk. I.

The background literature indicates further trials were carried out in 1989 (Sodwana) and 1996 in KwaZulu-Natala

Delegation at the facility

where road base stabilization applied on trial roads exhibited promising good performance.

The result of these trials opened way to the first commercial application of Soiltech (Mk I) in 1998 along the Zeiss Road in Lazer Park, originally, used by heavy traffic hauling materials from the quarry site.

Soiltech MK II

In 2006, major technology advances saw the introduction of long-chain polymers into Soiltech and thereby adding a second performance dimension to Soiltech.

The high CBRs achieved in materials with Soiltech were complimented with new and highly improved elastic modulus in the stabilized pavements, allowing greater flexural strengths and loading capabilities, and improved durability of the pavement's layers so stabilized, this was the second generation - Soiltech MK. II.

Soil Tech MK III

In 2010, Polyroads chemical engineers introduced nano-polymerization into Soiltech.

The specific nano-polymers particles being substantially smaller than the normal Soiltech polymer particle, allows for easier sliding velocity on capillary adhesion in the materials.

Specifically engineered surfactants, mixed with the nano-polymers, further reduces tensions as Soiltech nanoparticles migrate from the stabilized base-layer into the sub-base, resulting in two-layer stabilization.

This was a third generation of the polyroads polymer – Soiltech Mk III, currently being advertised by Polyroads firm.

Soiltech MK III has been designed with multiple particle-sized nano-polymers coated with micro surfactants in order to lower surface tension and to utilize water as a medium to penetrate the sub-base layer.

Soiltech MK III polymers gain strength from mechanical compaction and do not become brittle when cured.

The product penetrates through the road's base layer into the sub-base via capillary action. The E-modulus property of the elastomer allow the pavement to be flexible under heavy load.

Benefits of Soiltech MK III

According to Polyroads firm, Soiltech is said to have the following advantages.

In many instances, in-situ materials can be used for stabilization hence reduce the consumption of quarry aggregate in comparison to conventional construction and speeds up construction time.

It is also said to reduce construction costs dramatically and reducing CO2 emissions.

It reduces maintenance – if the asphalt wearing course layer is maintained, the structural integrity of the road will be preserved, with the road pavement remaining rut-free

and eliminating the need for base or sub-base maintenance.

Soiltech Mk III is a 3rd generation polymer which has ben improved substantially as compared to succeeded generations.

The improvement was associated with developing improved designs and construction methodology, increase in base and sub-base layer strength hence reduced stress on sub-grade layer which significantly saves time, material and resources.

With conventional roads stabilization techniques (cement/lime), generally construction process requires importation of suitable gravel of acceptable for cement stabilization as base or sub-base course.

In some instances, the contractor has to remove the in situ soil and dispose of it, and then bring in borrowed pit material or specific graded granite aggregates to build different layers commonly known as G45, G60, G80 and CRS or CRR and then apply the wearing course layer made from hot bitumen to cover the main load bearing layer, the base and safe guard it from contact with its greatest enemy, water.

The Polyrods methodology allows us to use the in-situ soil that are normally considered marginal in conventional

Inspection

approaches for similar construction.

The in-situ materials which would normally be classified as unusable or waste materials, can be transformed into suitably modified aggregates for use in base and sub-base layer construction with the "Road- based MK III".

Soil tech requires to evaluate the plasticity properties of the in situ soils (PI - Plasticity index). Soiltech MK III works well with soils having PI 5% to 15%.

If the reading is below (as in Dubai) or above (as in South Sudan), necessary adjustments through blending with suitable materials is required.

Curing and construction restrictions

The Soiltech Mk III allows flexibility in the construction process since its behavior when mixed with soils and water and its binding mechanism differ much as compared to conversional cement or lime.

Soiltech is applied onto the soils by mixing it in a specific ratio with water and makes it part of the amount required to bring the soils to optimum moisture content required for compaction.

It has no special restrictions of time lapse from mixing to compaction since it does not solidify when in soils and requires non specials attention or curing like cement.

The Soiltech MK III is simply given time (about 8hrs) to cure itself before opening for traffic and its allowed to cure while traffic for about five days before sealing.

Poly roads experience indicate that a day of curing is more than sufficient under normal environment except when humidity is extraordinarily high, hence retarding the dehydration process from the stabilized layer.

Engineering judgement is always practiced making various decision on site including time to open for traffic.

It is advised that since the contrition of the Soiltech in the soil are low ranging from about 0.5% by weight of soils, the Soiltech is normally mixed on site in the water bozzer than applying water to improve OMC.

The Soils tech is therefore applied together with water,

an important element to bring the water contact close to OMC so that the concertation of Soiltech is made high enough to ensure it is homogeneously distributed with the soils mass during processing and after compaction.

Historical application of MK III

The visiting team learnt from various discussions and documentation that the MK III stabilizer has been used in various roads within and outside South Africa.

As depicted from information and reports availed by the company, a number of pilot and trials section have been implemented in various countries and the results gave generally promising results.

A summary of the sections implemented in various countries and the respective evaluation and testing data are given in the table below.

Soiltech MK III has been designed with multiple particle-sized nanopolymers coated with micro surfactants in order to lower surface tension and to utilize water as a medium to penetrate the sub-base layer.

Soiltech MK III polymers gain strength from mechanical compaction and do not become brittle when cured.

The product penetrates through the road's base layer into the sub-base via capillary action.

Facility Manager explanation on the production processes

The e-modulus property of the elastomer allow the pavement to be flexible under heavy load.

Asphatech

Is the Polymer Modified bituminous emulsion - cold application that uses any non-plastic material for a wearing course.

Some of the countries and institutions that have implemented the construction projects using this technology include Ghana Highways Authority, India Roads Congress, Ukraine, Zimbabwe, Congo DRC, Central Roads Research Institute, India.

To conclude, the benefits of the polymer roads, as outlined and according to the firm's view, clarification, and documents reviewed, partially demonstrate that the technology is good and can be a viable alternative to conversional road construction in the country.

Since it was reported that the long-term benefits are significant, including reduced maintenance costs, proven safety, and sustainable development, the technology also seems to be good and cost-effective. Though, further study of the technology and product is required.

When deciding to use this technology, it is recommended to have a trial section that will be monitored for a specific period of time in order to clear any doubts about the product's performance.

The trial sections can be on high-volume, heavy-traffic roads and others on low-volume roads to compare the performance and behavior of the product when subjected to different loading conditions.

Following the completion of the trial section, a conclusion and recommendation on technology and products will be made.

IMPROVE TRANSPORT SERVICES - PORT STAKEHOLDERS TOLD

Port stakeholders have been asked to come up with effective solutions and strategies to improve water transport and trade services in Lake Victoria.

By Siti Said

The Director of Transport Services in the Ministry of Works and Transport (Transport Sector), Eng. Aron Kisaka told a meeting of transporters and port stakeholders recently in Mwanza.

Eng. Kisaka said the monthly meeting aims at improving efficiency and productivity to port services operating in the Indian Ocean waters as well as Lakes.

He said there was need for stakeholders to chart out operational plans and strategies of how to improve port services in the region.

"We need to know what port challenges are and how we can face them in order to have a common understanding," he said.

He tasked stakeholders to make full use of the meeting deliberations so that they are used to measure their duties by tackling various work challenges.

According to him, stakeholders such as the Tanzania Ports Authority (TPA), the Marine Services Company Limited (MSCL) and the owners of formalized ports in Mwanza need to ensure that they find markets for the port in the neighboring countries.

The move, he said will ensure ports' access to transport more cargo to the neighboring countries which will in turn increase income and efficiency at the port.

For his part, MSCL's Chief Executive Officer, Eric Hamis acknowledged the government for

The Director of Transport Services (Transportation Sector), from the Ministry of Works and Transport, Eng. Aron Kisaka speaks to Mwanza port stakeholders (not pictured) when he opened the first meeting of stakeholders, held in the region.

allocating funds for repairing and construction of vessels to improve transport and trade in Lake Victoria.

According to Mwanza Port Manager Ferdinand Nyathi, the deliberations of the meetings will be presented to all port stakeholders so as to have a common understanding on how to improve port infrastructure.

"If we can improve the infrastructure at the port, this is likely to increase the efficiency and output…which will mean more income for the port, the public and the country," he said.

Mr. Nyathi said plans are underway to build a special berth at Mwanza port, Kemondo and Kagera to serve bigger ships including MV Mwanza.

BUNGE COMMITTEE SATISFIED WITH NJOMBE-MORONGA ROAD PROJECT

The Parliamentary Standing Committee on Public Accounts (PAC), has expressed its satisfaction with the road construction work in Njombe region.

By Shukuru Senkondo

The committees' Vice Chairman Mr. Japhet Hasunga disclosed this after inspecting the 53.9km project where he called on road users to ensure they observe road signs.

"If we observe all road signs placed in various parts of the road, we will avoid accidents and ensure that our roads last long," he said.

For his part, Njombe Regional Commissioner, Anthony Mtaka, acknowledged the ministry of works and transport for availing over Sh5billion for the road project in the region which links Liganga and Mchuchuma mines.

PAC committee on infrastructure Vice Chairman Mr. Japhet Hasunga emphasizes a point to the Permanent Secretary in the ministry of Works and Transport (Work sector) Ambassador, Eng. Aisha Amour when the committee inspected the 53.9km completed Njombe-Moronga road recently in the region.

Geofrey Mwambe, the Masasi Member of Parliament, who is also a PAC committee member on infrastructure stresses a point to the Chief Executive of the Tanzania National Roads Agency (TANROADs), Eng. Rogatus Mativila during the inspection of the 53.9km completed Njombe-Moronga road.

"This will enable large-scale investment in iron and coal, thus promoting the economy of the region and the country at large," he said.

According to him, the strategic road will also boost agriculture, tourism and industrial investment in the region.

The Permanent Secretary in the ministry of Works and Transport Ambassador, Eng. Aisha Amour acknowledged Bunge committee on infrastructure, promosing to implement all the observations made to ensure the project is completed on time.

GOVT PUMPS IN SH77BN FOR INFRASTRUCTURE IMPROVEMENT IN SENGEREMA

Deputy Minister of Works, Eng. Godfrey Kasekenya, addresses residents (not pictured) in the region during the signing of the contract for the construction of the 54.4km Sengerema - Nyehunge road to tarmark level and the construction of the new Buyagu - Mbalika Ferry, in Sengerema district, Mwanza region.

By Deniza Cyprian

At least two contracts have been signed aimed at improving infrastructure in Sengerema district.

The contracts worth Sh77 billion involves the construction of the 54.4km Sengerema-Nyehunge road to tarmark level and the construction of a new ferry that will provide services between the Buyagu - Mbalika areas in Sengerema and Misungwi districts.

The construction of the road will be undertaken by AVM - Dilingham of Turkey to the tune of Sh73 billion with the ferry being carried out by a local firm, TEMESA and Songoro Marine company at the cost of Sh3.8 billion.

Witnessing the signing of the agreements in the region recently, Deputy Minister of Works and Transport (Work portfolio) Eng. Godfrey Kasekenya said the projects when completed will improve economic activities in the region beside creating job opportunities.

He instructed Tanroads and Tamesa to properly manage the two projects to ensure the value for money and timely completion.

According to the minister, all the projects implementation are being wholly funded by the government.

The road is strategically connecting Mwanza Region with Geita, Kagera and Kigoma Regions and is expected to stimulate various economic activities in the regions.

He mentioned other strategic projects in the region being implemented by the government as including the 3.2km Kigongo-Busisi Bridge, the 25km Tarime - Mugumu road, part of Tarime to Nyamwaga, the 60km Bugene road to Burigi Chato National Park, then 140metres Kitengule Bridge with an 18 km, Nyamuswa - Bunda – Kisorya connecting road to Nansio, part of the 56.4km Nyamuswa - Bunda to Bulamba road and the 40km Makutano road - Nyamuswa to Ikoma Gate part of Sanzate to Natta road.P

Tanroads Chief Executive, Eng. Rogatus Mativila, signs the contract for the construction of the 54.4km Sengerema - Nyehunge road on the government part, and a representative from the Turkish firm, AVM - Dilingham company in Mwanza region recently. The project is expected to cost Sh73 billion.

The ferry on its part, will provide safe and reliable services to residents of Buyagu and Mbalika in Sengerema and Misungwi districts.

For his part, Tanzania National Roads Agency (Tanroads) Chief Executive, Eng. Rogatus Mativila, said bids for the construction were announced last year with 12 bidders in competition where the Turkish based firm, AVM-Dilingham Construction International Inc, emerged the winner.

The project is expected to take 28 months.

Tamesa Chief Executive, Lazaro Kilahala said the new ferry will have the capacity to carry 50 tons, 100 seated passengers, 50 standing including 6 small cars.

He said at least five projects for the construction of new ferries were undergoing with 18 projects in repair of ferry and infrastructure to the tune of Sh60.72billion.

Residents pays attention to a speech from the Deputy Minister of Works, Eng. Godfrey Kasekenya, during the signing of the contract for the construction of the Sengerema - Nyehunge road and the ferry in the region.

SUMBAWANGA AIRPORT SET FOR EXPANSION, IMPROVEMENT

Tanzania is set to expand and improve the airport in Rukwa region, thanks to the Sh55.908billion loan assistance from the European Investment Bank (EIB).

By Shukuru Senkondo

The Tanzania government through, Tanzania National Roads Agency (Tanroads) has already signed a contract with the Chinese firm, M/s Beijing Construction Engineering Group Co. Ltd to undertake the project that is expected to take 18 months.

The move is set to accelerate economic and social activities in the region and the western parts of the country through transportation of goods and people.

The contract signing exercise that was held at the Sumbawanga Airport, in the region recently was witnessed by the Tanroads Chief Executive Eng. Rogatus Matavila, the legal expert from Tanroads, Gurisha Mwanga witnessed by residents and various government officials including the Minister of Works and Transport Prof. Makame Mbarawa.

Speaking after the signing ceremony, the minister acknowledged the Sixth Phase government led by Her Excellency President Samia Suluhu Hassan, for improving infrastructure in the country.

He said the airport terminal building improvement once completed would operate 24/7, thus, allowing the landing of Boeing Q 400 aircrafts as well as ATR 72.

According to Prof. Mbarawa, the project will stimulate economic activities such as agriculture, tourism, investment, fishing,

Minister of Works and Transport, Prof. Makame Mbarawa, speaks to residents in Rukwa Region immediately after signing the contract for Sumbwanga Airport expansion.

transport of goods and passengers and social activities in general.

He said the residents in the region should be ready to have the first plane landing at the airport next year.

According to the minister, the project will involve the construction of a new passenger building, the purchase and installation of aircraft guidance lights (AGL) and Security equipment (DVOR/DME), and also roads leading to the airport, car park and fencing security.

The 1,516 kilometers and 30 meters wide runway of the airport will have a 1,750 kilometers and 30 meters wide upon completion.

Tanroads, Chief Executive, Eng. Rogatus Mativila together with a representative from M/s Beijing Construction Engineering Group from China shows signed contract agreements for the expansion and improvement of Sumbawanga Airpor, in Rukwa Region.

He advised residents in the region to guard construction equipment at all cost for easy implementation of the project for their benefit as well as that of the nation.

"Protecting this project will make it complete on time and with the needed quality," he said.

He instructed experts from the ministry, Tanroads, Tanzania Airports Authority (TAA), (TCAA), the Tanzania Meteorological Authority (TMA) and other stakeholders to closely monitor the implementation of the project for timely completion.

For her part, the Rukwa Regional Commissioner, Ms Queen Sendinga acknowledged the government for the project saying, she will ensure close supervision of the projects in the region.

Briefing the minister over the project, Tanroads Chief Executive Eng. Mativila said the terminal building when completed will serve at least 150,000 passengers annually.

The feasibility study for the construction of the project was carried out by Sir Fredrick Snow & Partners Ltd of the UK in collaboration with Belva Consult Company of Tanzania between 2007 and 2009.

Part of the 1,750km 30metres wide Sumbawanga Airport runway in Rukwa Region undergoing expansion to tarmark level.

TANT² CENTRE CATALYST FOR TRANSPORTATION TECHNOLOGY TRANSFER AND BEST PRACTICES