

Establishment of Intermodal Rail Services along the Central Corridor in Tanzania

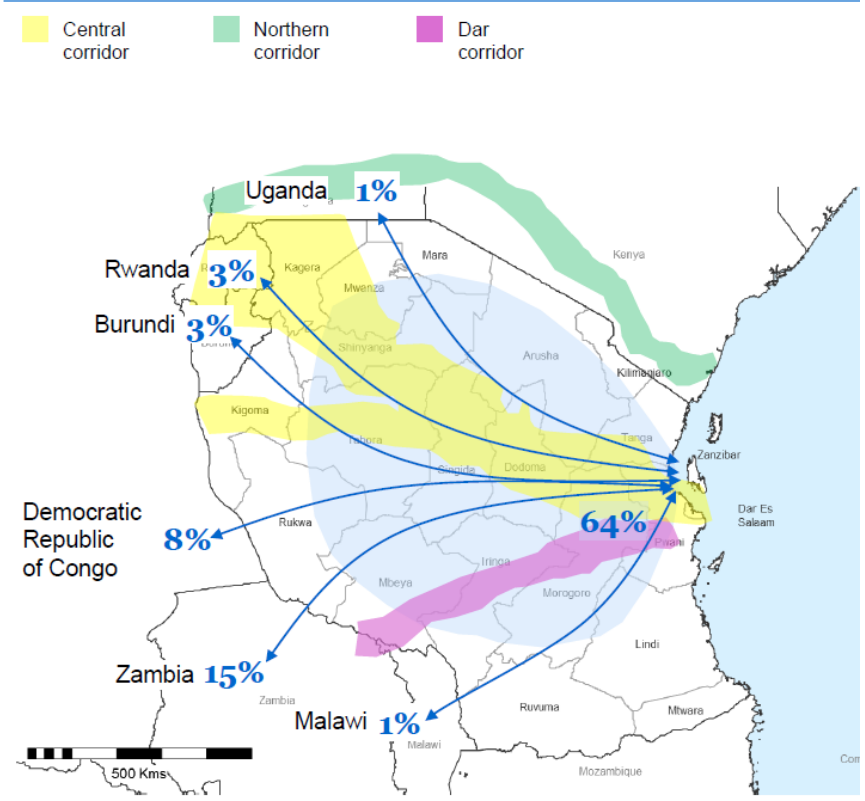
GDI Annual Conference

March 20, 2018

Yonas Eliesikia Mchomvu, Snr. Transport Specialist; World Bank

Outline

- Context & Development Challenge
- Conception of a Central Corridor Intermodal project
- Delivery and Addressing Arising Challenges
- Current Status

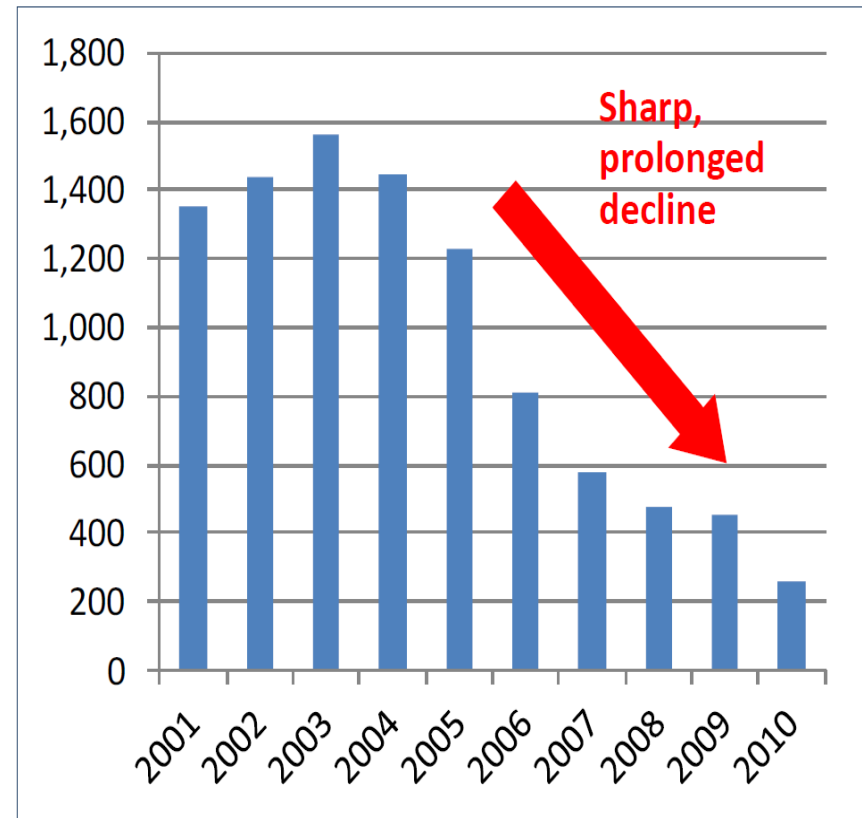


The location of Tanzania could Ideal become a Transport Logistic Hub in East Africa

Railway Developmental Challenges

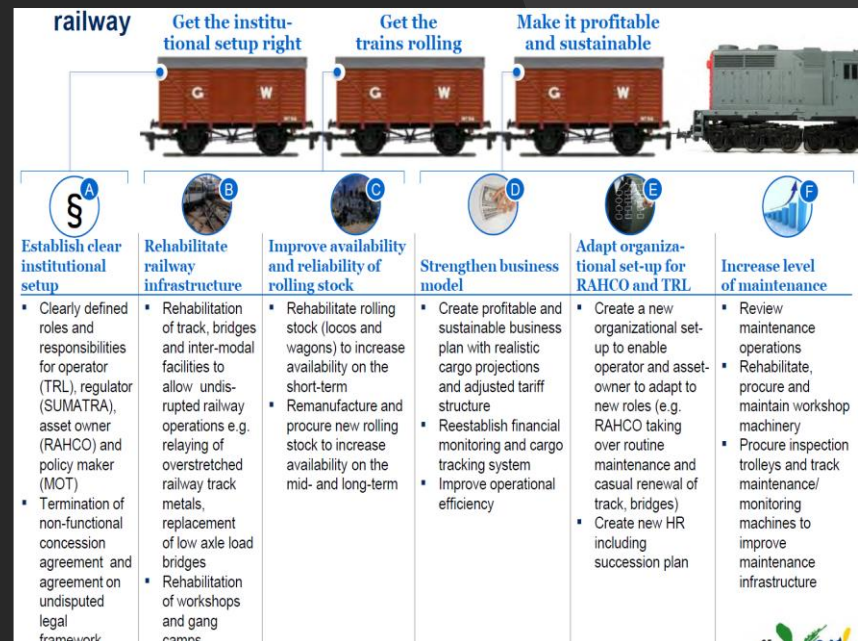
- Failure of Concession of TRL
- Deteriorated Track Infrastructure
- Deterioration of Train Operation Services KPIs:
 - Average speed of 11kph
 - high annual accident incidences (128)
 - Low Locomotive availability (50%)
 - Low wagon availability (48%)
 - High Train Turnaround Time of 56 days

Freight Carried by TRL (1,000t)



Big Results Now Intervention

- Improve Infrastructure and Operations for achieving the following Operational KPI targets:
 - Freight increase from 200,000 to 3m tons
 - Average train speed from 11kph to 55kph
 - Annual ave. No. of accidents from 128 to 20
 - Locomotive availability from 50 to 80%
 - Wagons availability from 48 to 90%
 - Train turnaround time from 56 to 12 days



TIRP – World Bank \$300m support

- Rehabilitate 970 km rail including replace 56 and 60 pounds rails by 80 pounds rails
- Rehabilitate bridges from 13.8 to minimum 15 tons axle load
- Develop 3 Intermodal terminals
- Establish a Container Block Train Business Unit in TRL
- Support Institutional Capacity and Development of 'Open Access' Train operation system.

Addressing Organizational & Capacity Delivery Challenge

- Staffing of PIT delayed Project Effectiveness
 - Project supported International Consultants as well as Young Local professionals for capacity transfer
 - On-Call Intermittent Services contracted to an International firm
- Weak Inter-agency Coordination
 - PS-Transport Chaired Monthly Steering Committee meetings initiated

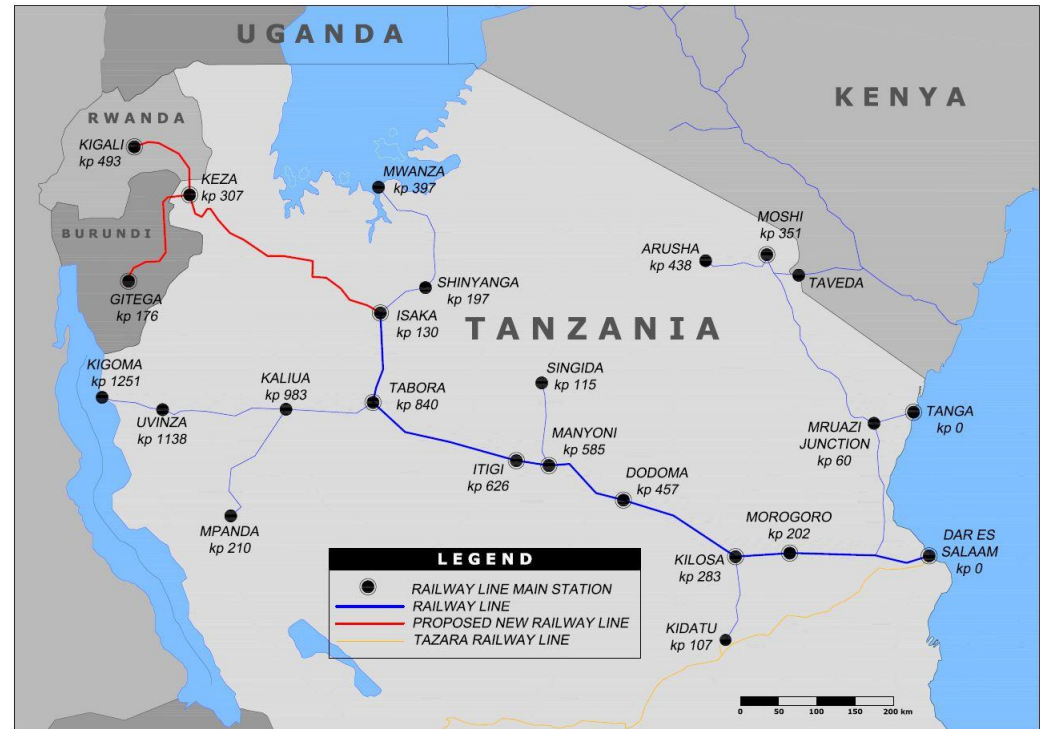
Addressing Roles and Responsibility challenges

- Development of SGR railway along the Central Corridor
 - Parallel or on existing MGR – decision took 1 year
 - Clearing of Properties in the ROW for SGR conflicted with TIRP procedures -> Audit and ARAP update to be concluded by end March 2018
- New Railway act of 2017 merged RAHCO & TRL
 - Institutional Capacity strengthening to get restructured and refocused

Progress Achieved

- Track and bridge works contract of \$141m awarded in February 2018
- Track and bridge works contract of \$80m to be awarded by end March 2018
- Project ARAP to get approved and disclosed by end March 2018 and implemented at sections prior to works commencing
- Project Progress rating to be upgraded from problem project status!

TIRP is a
Critical
Contributor
for Building
Muscles for
forthcoming
SGR
Operation



Questions for Clarification are welcome!

