

# Tanzania Ports Authority



## ***Brief on Initiatives to Improve Cargo Handling at the Dar es Salaam Port***

**A Presentation to the ISCOS Workshop on International Logistics Best Practice**

**20<sup>th</sup> September, 2018**

**Dar es Salaam**



# OUTLINE

1. INTRODUCTION
2. CURRENT SITUATION
3. POTENTIAL TRAFFIC
4. INITIATIVES
5. WAY FORWARD
6. CONCLUSION



# 1.0 INTRODUCTION

- ✓ TPA was established by the Ports Act No. 17 of 2004 as landlord port authority and celebrated its 13<sup>th</sup> Anniversary on 15<sup>th</sup> April, 2018
- ✓ TPA performs the role of both a Landlord and Operator with the main function of:
  - ✓ Promoting the use, improvement and development of ports and their hinterlands
  - ✓ Entering into contracts for the purpose of delegating the powers of the Authority (through licensing and concessioning of port services)
- ✓ TPA administers all Tanzania's mainland sea and inland water-way (lake) ports

## 2.0 CURRENT SITUATION

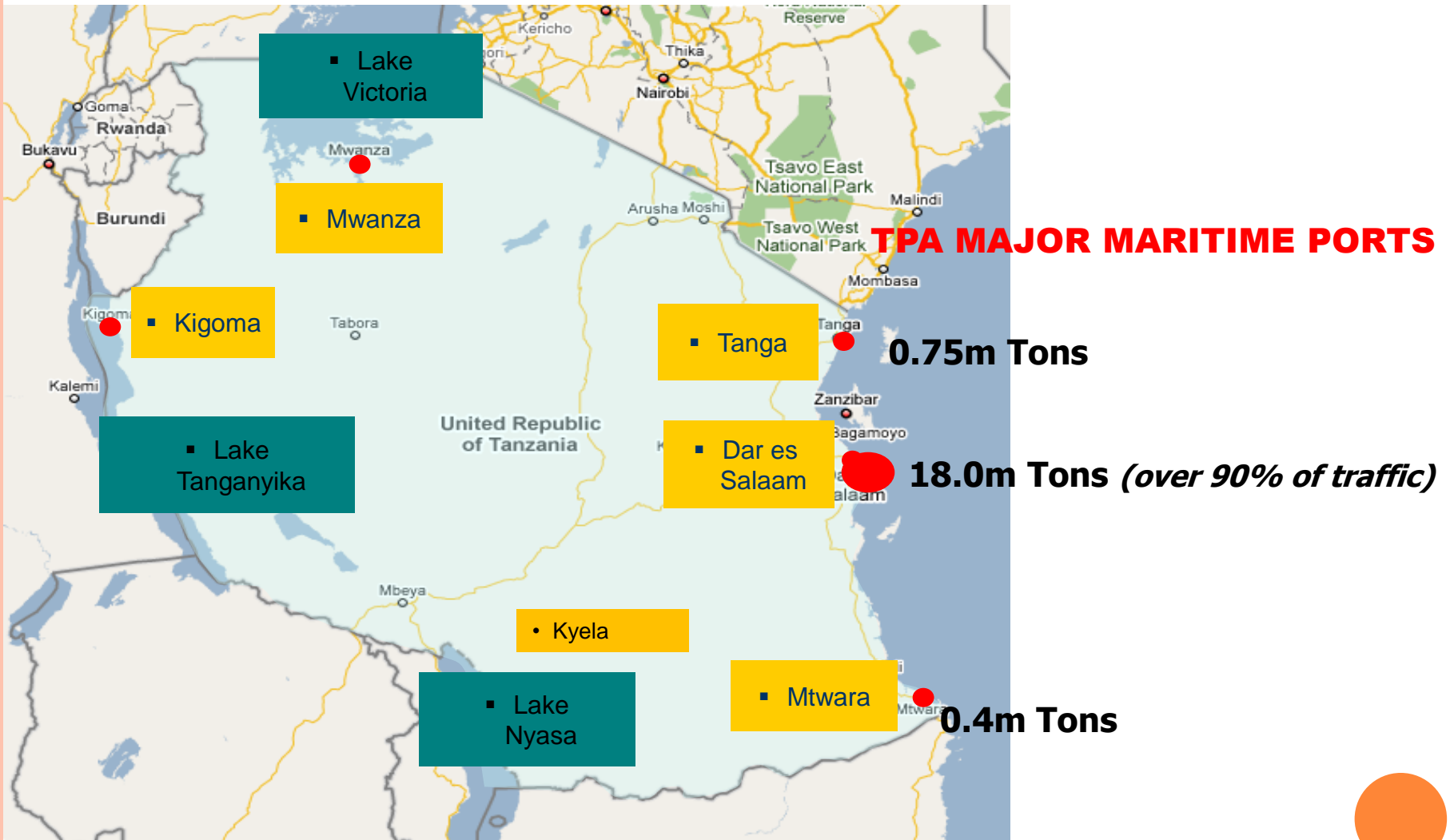
Terminals at Dar es Salaam Port *(with Annual Rated Capacity of about 18m tons)*

- ✓ Bulk Liquid – Over 6.0 Mil. Tons
  - ✓ General Cargo – Over 4.5 Mil. Tons
  - ✓ Container Terminal –Over 600,000 TEUs
  - ✓ Grain Terminal -30,000MT storage capacity
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# 2.0 CURRENT SITUATION



*Inland Waterways -1.0m Tons AND Small Coastal Ports -12,000 Tons*



# 2.0 CURRENT SITUATION...



## ➡ Markets & Customers

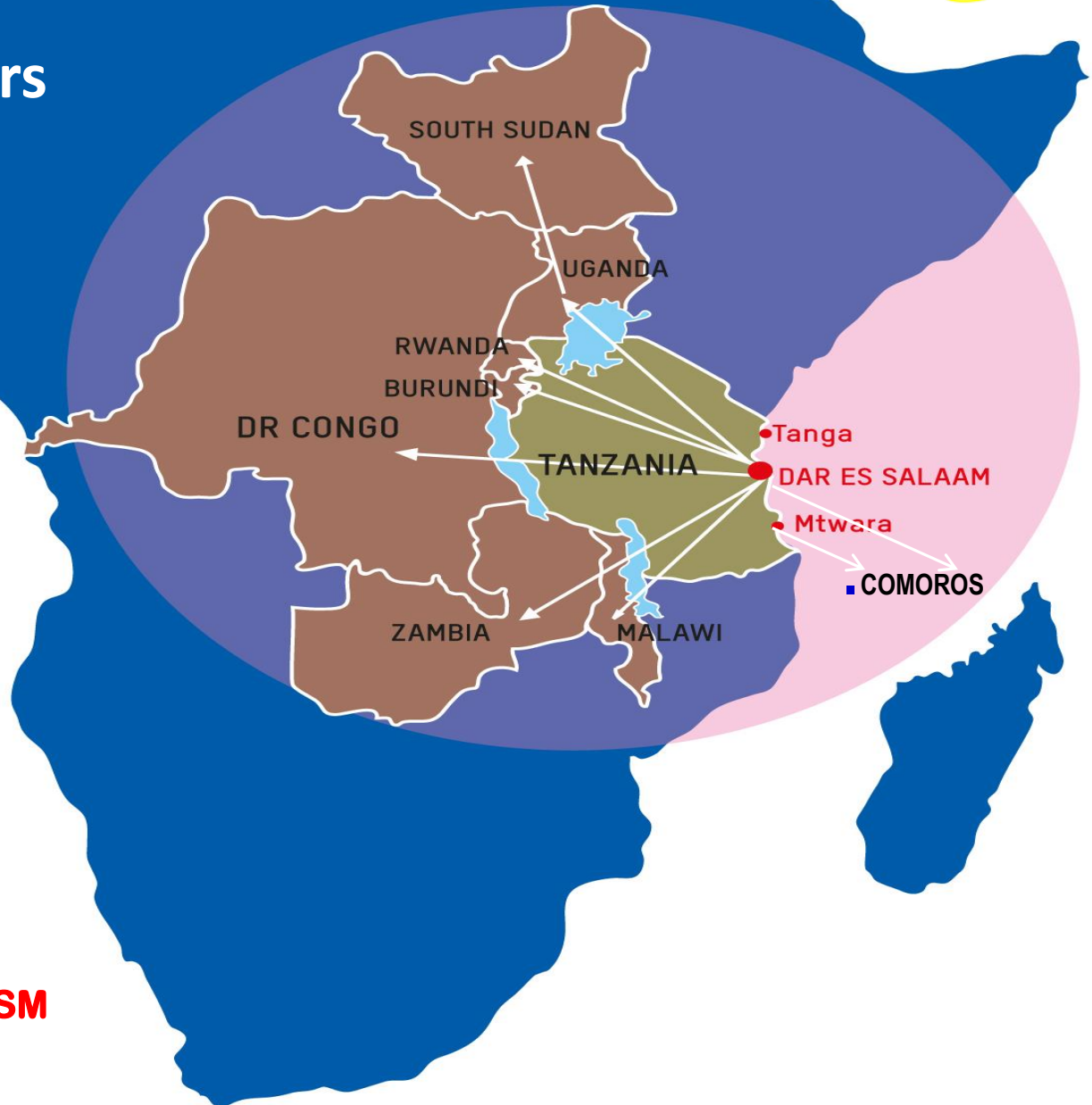
### CARGO OWNERS

- ➡ Tanzania
- ➡ Zambia
- ➡ DRC
- ➡ Rwanda
- ➡ Burundi
- ➡ Malawi
- ➡ Uganda
- ➡ Comoros
- ➡ South Sudan
- ➡ Northern Mozambique

### FORELAND MARKETS

- ➡ Ship Owners
- ➡ Shipping Lines
- ➡ Transhipment

### FISHING AND CRUISE TOURISM



# 2.0 CURRENT SITUATION...

Potential Central/Tanga Corridor overlap (Mara Region)

## CORRIDORS SERVING THE HINTERLAND

Central Corridor

Central/Southern Route

Tanga Corridor

Tanga Corridor

Uhuru/TAZARA Corridor  
North-South (Uhuru) Corridor

Mtwara Corridor

Mtwara Corridor

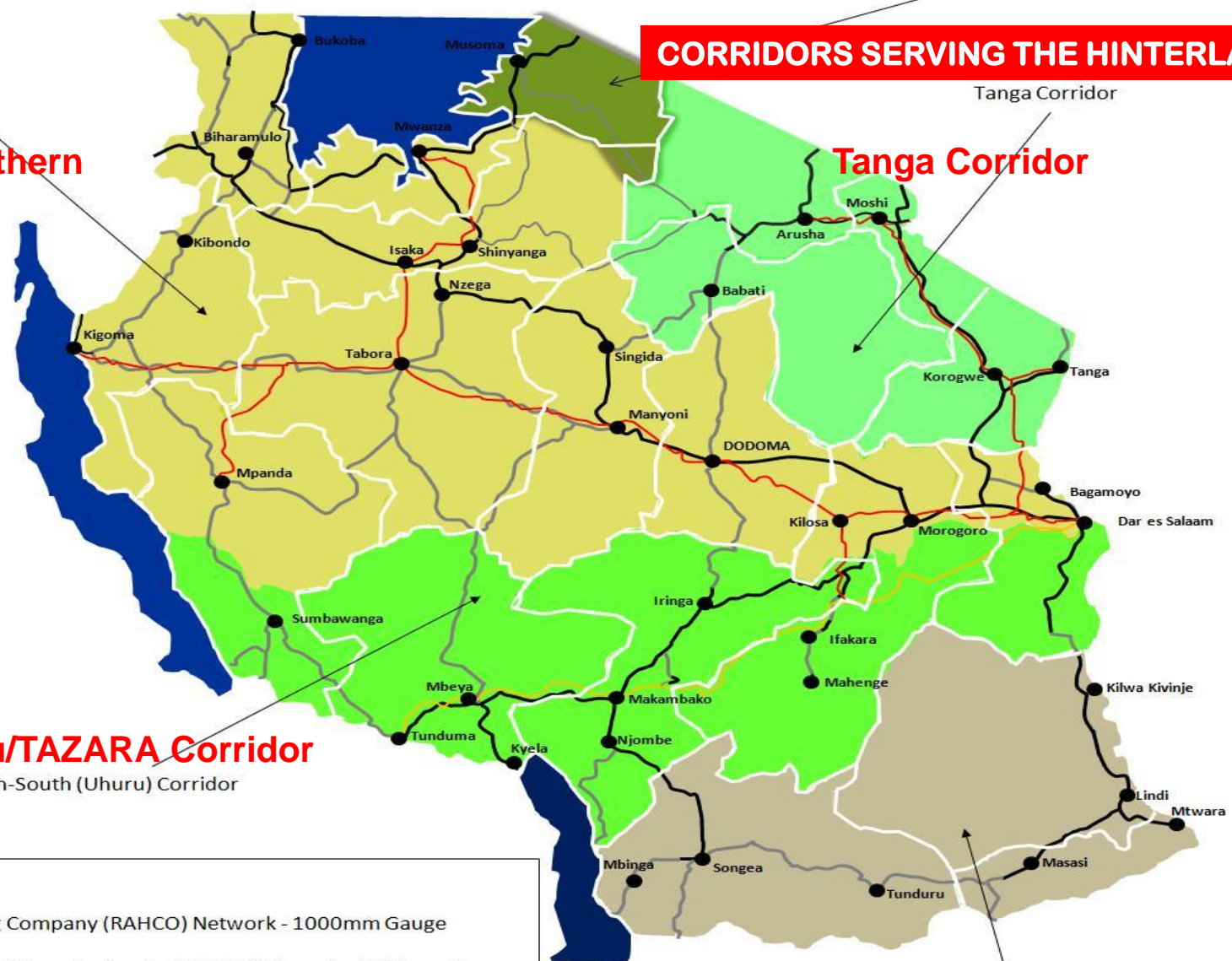
Legend

Reli Asset Holding Company (RAHCO) Network - 1000mm Gauge

Tanzania Zambia Railway Authority (TAZARA) Netwrk - 1067mm Gauge

Paved Trunk Road

Un-paved Trunk Road





## 2.0 CURRENT SITUATION...

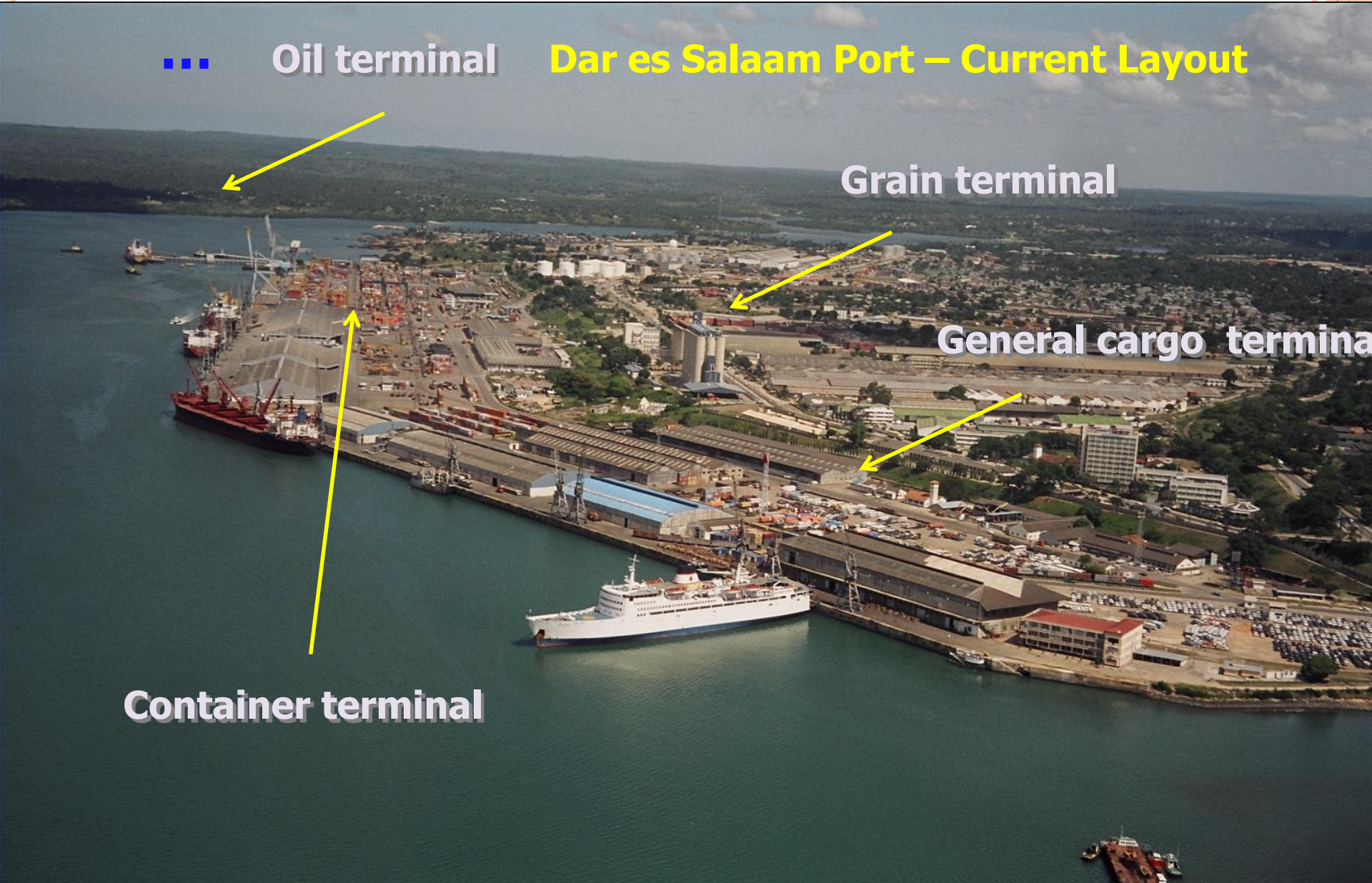
... Oil terminal

**Dar es Salaam Port – Current Layout**

Grain terminal

General cargo terminal

Container terminal





# DSM Port Entrance channel



# CONTROL TOWER





# CONTAINER TERMINAL





# TERMINALS & FACTORIES

Grain Terminal



General Cargo Terminal



# CAR CARRIER





# Kurasini Oil Jetty



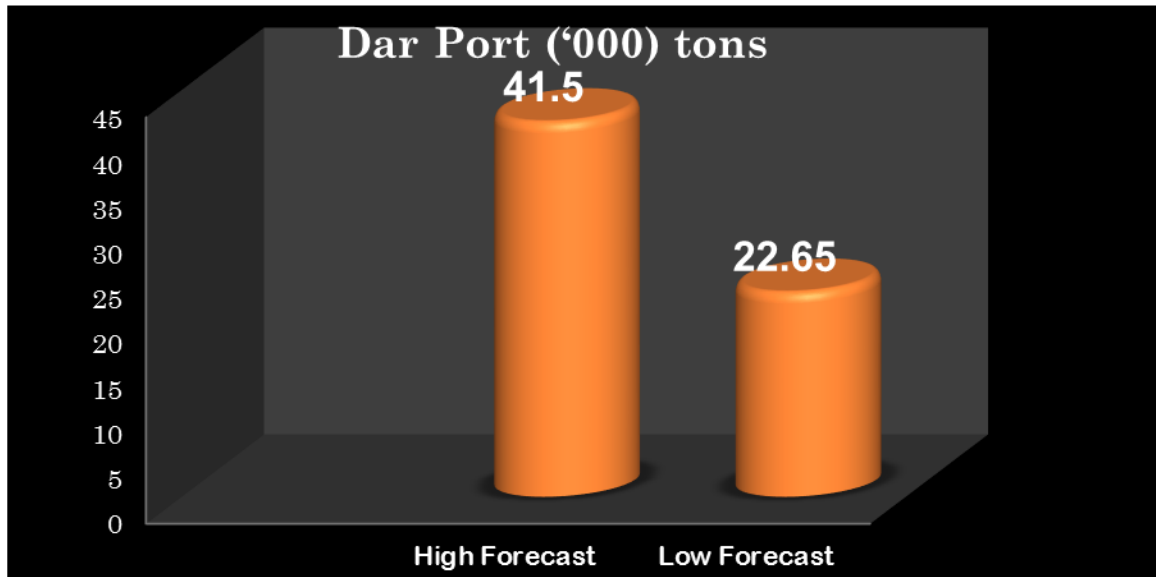


# Single Point Mooring (SPM) Facility

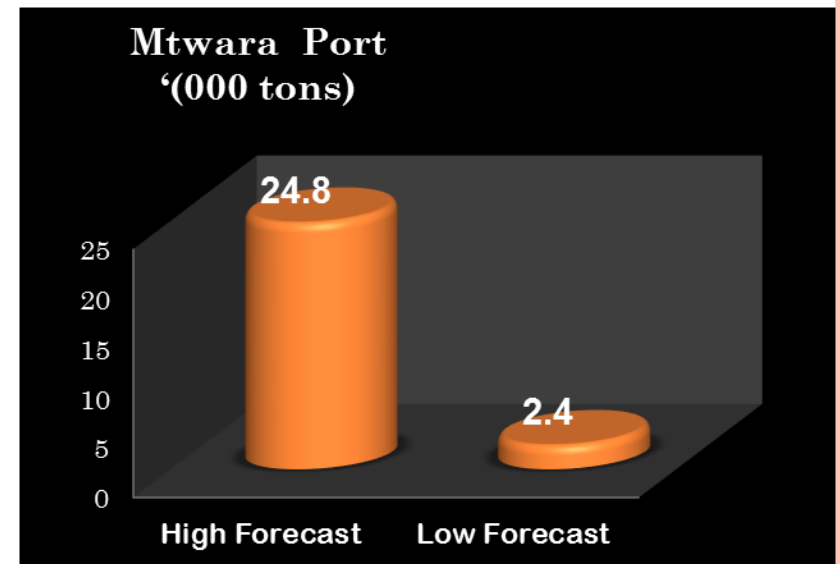
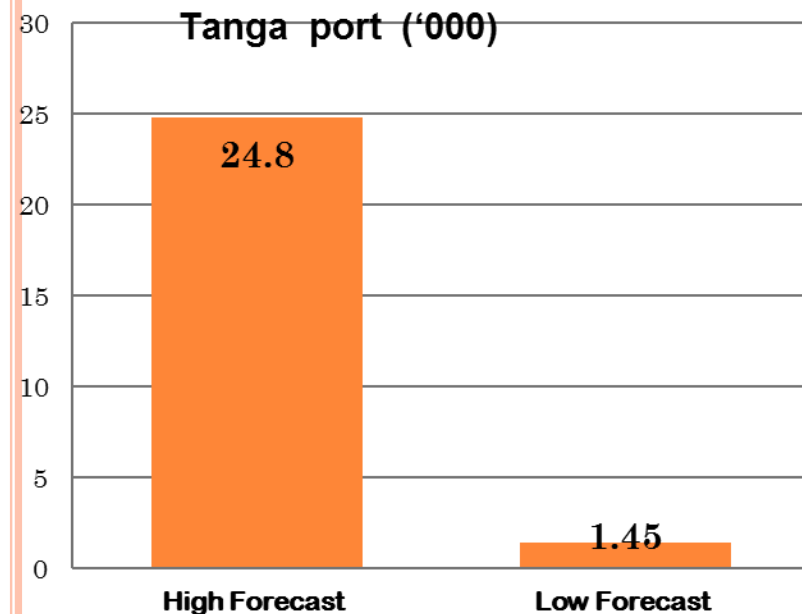


# 3.0 POTENTIAL TRAFFIC

## Traffic Forecast for TPA Ports



**LAKE PORTS**  
High Forecast 6.7m tons  
& Low 2.6m tons



## 3.0 POTENTIAL TRAFFIC...

- ✓ Economic growth (GDP growth (5% – 7.2%))
- ✓ Development of mining activities in the region
- ✓ Large consumer base (Over 200 million people)
- ✓ Export Processing Zones (EPZ) Opportunities
- ✓ Hinterland logistics improvements (road/rail/ water/ pipeline. Eg. SGR, Hoima/Tanga pipeline, Isaka/Kigali/Kenza/Msongati Railway, Arusha/Musoma Railway, etc)
- ✓ Political stability



## 4.0 INITIATIVES TO IMPROVE CARGO HANDLING -DAR PORT

Given the traffic forecast, TPA is set to cope with this fast growing trend through creation of capacity ahead of demand

- ✓ Projects to cope with this traffic growth being implemented as was identified in TPA's Port Master Plan of 2008 – 2028

### *Projects Completed*

- ✓ SPM modernisation (completed)
- ✓ Demolition of sheds to create more stacking yards
- ✓ Integrated Security System
- ✓ Acquisition of Additional Equipment
- ✓ One Stop Customer Service Centre

### ✓ *Projects on-going and Underway*

- ✓ Upgrading of dry bulk handling facilities
- ✓ New Container Terminal
- ✓ Dar es Salaam Maritime Gateway Project (DGMP)
- ✓ Investments in most TPA's sea and lake ports





## **4.0 INITIATIVES TO IMPROVE CARGO HANDLING -DAR PORT ...**

**DGMP to modernise and enable Dar Port to operate at world class levels, Phase One to cost about \$150million and involves:**

- ✓ **Deepening and strengthening of existing Berths 1 to 7 to 14.5 m below CD, and constructing a new multipurpose Berth at Gerezani Creek**
- ✓ **Deepening and widening the entrance channel and turning circle to 15.5 m and the harbour basin in the port to the end of Berth 11 to 14.5 m below CD**
- ✓ **Improving the rail linkages and platform in the port**
- ✓ **Deepening and strengthening of existing Berths 8-11, to 14.5 m below CD**

## 4.0 INITIATIVES FOR IMPROVED CARGO HANDLING AT DAR PORT...



## **4.0 INITIATIVES TO IMPROVE CARGO HANDLING -DAR PORT...**


### **Operational Facilitation (on course)**

- ✓ **24/7/365 Days operations for all stakeholders**
- ✓ **Reduction of Dwell Time through direct delivery for imports, ICDs, etc**
- ✓ **Reduction of Ship Turnaround Time**
- ✓ **Educational campaigns against utilization of the port's space for storage of cargo**
- ✓ **Fast truck/wagons turnaround time from the port**
- ✓ **Auction of overstayed cargo abandoned at the port**



## 4.0 INITIATIVES TO IMPROVE CARGO HANDLING -DAR PORT...

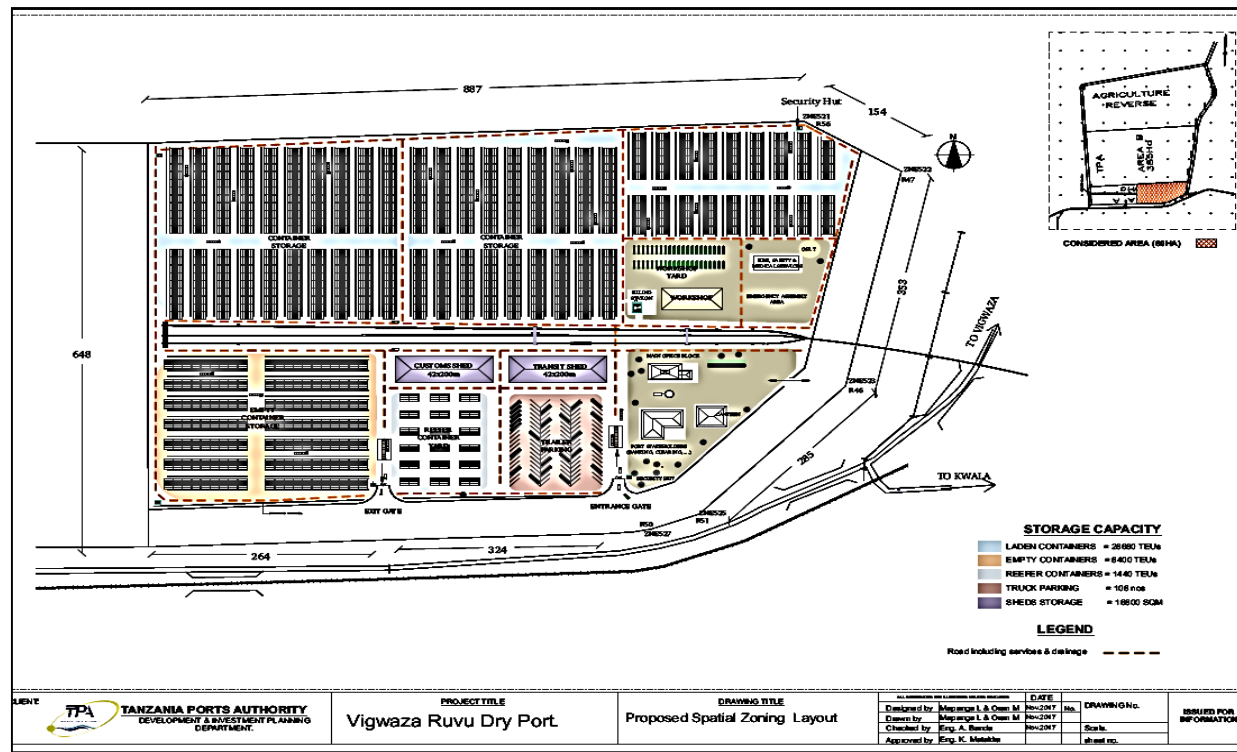
### Other Initiatives:

- ✓ Acquisition of new equipment
  - ✓ New port access roads, parking areas and gates
  - ✓ Working towards E-Port. IT infrastructures: port operations system (POS), traffic management in the port, billing, gate operations, etc and their integration being enhanced for utilisation of ICT in cargo operations and clearance
  - ✓ New Port at Chongoleani in Tanga dedicated for handling Uganda's crude oil
  - ✓ New Ports at Bagamoyo and Mwambani Bay under PPP
  - ✓ Kwala Ruvu Dry Port some 47 miles West of DSM
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## 4.0 INITIATIVES FOR IMPROVED CARGO HANDLING - DAR PORT...

Development of a Large Dry Port at Kwala-Vigwaza 47 Miles West of DSM Port. It is connected to the Central Railway Line and Highway





## 4.0 INITIATIVES TO IMPROVE CARGO HANDLING -DAR PORT...

### Other Initiatives...

- ✓ Enhancement of Customer Care
- ✓ Assured Safety and Security
- ✓ Trained and motivated workforce
- ✓ Elimination of Non-Tariff Barriers (NTBs)
- ✓ The Tanzania's rail corridors managed by TRC and TAZARA are undergoing an overhaul (SGR PROJECT)



## 5.0 WAY FORWARD

- ✓ Demand for port capacity will grow occasioning the need for investment in port/terminal infrastructure
- ✓ Expansion of port capacity is going in tandem with the development of inland transport networks (eg rail, road, pipeline, etc)
- ✓ **Promotion of Total Logistics Services** amongst the Stakeholders as **“The port is not an end in itself, but a means to an end”**

## 6.0 CONCLUSION

- ✓ Tanzanian ports will continue to play an important role in linking the regional expansive hinterland to the international markets
- ✓ TPA Ports are being developed to compete effectively and finally ***“Lead the regional maritime trade and logistics services to excellence”*** *(for customer satisfaction) and delight!)*
- ✓ Initiatives to improve cargo handling at the Dar Port and other TPA ports will fast track the Tanzania's quest for industrialisation and support the regional quest to attain fast social economic development



