

# **TANZANIA RAILWAYS CORPORATION**



# **TRANSPORT SECTOR STAKEHOLDERS WORKSHOP**

**Presentation to:**

**ISCOS SECRETARIAT**

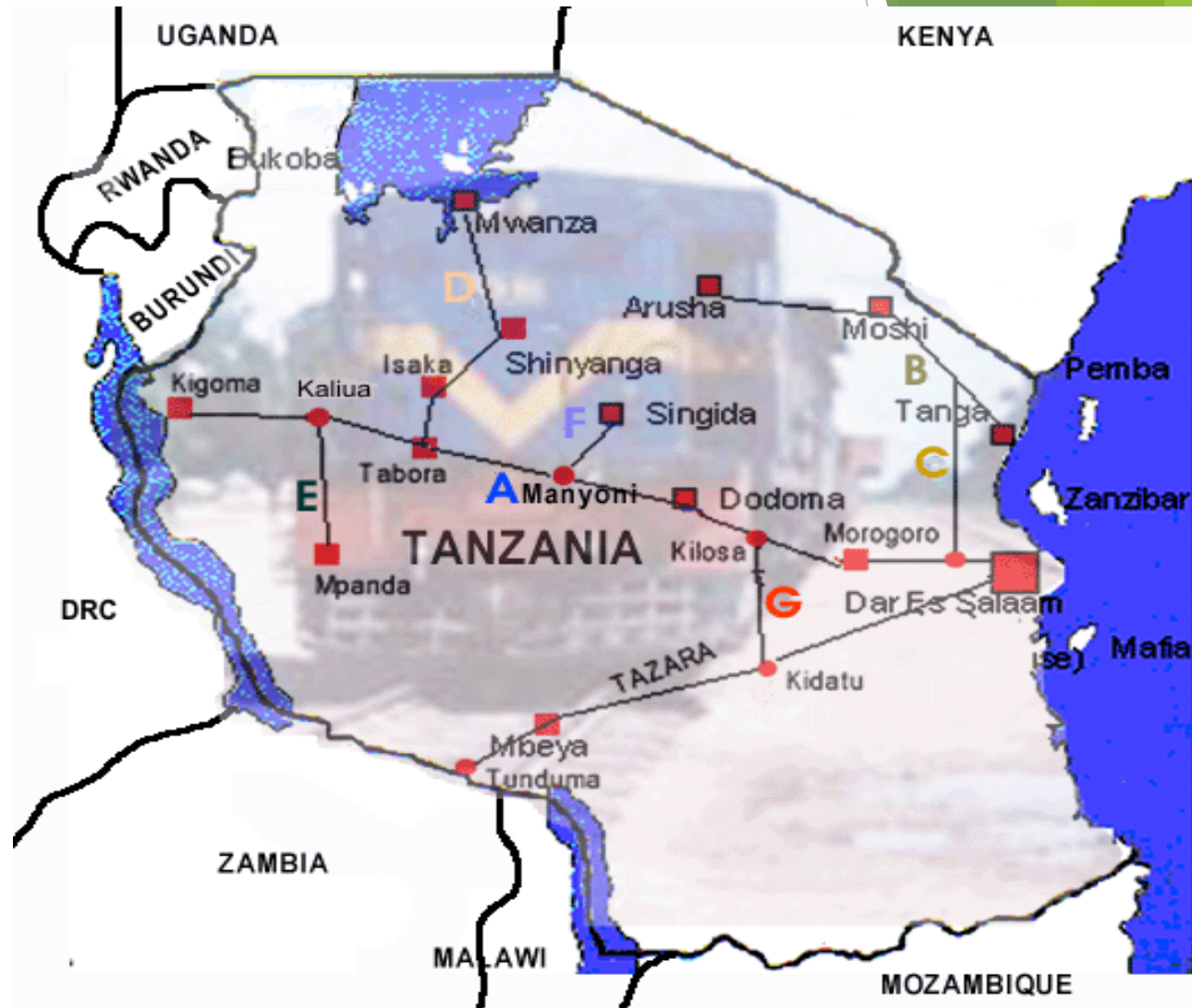
**(INTERGOVERNMENTAL STANDING COMMITTEE ON SHIPPING)**

**BY TANZANIA RAILWAYS  
CORPORATION**

**20<sup>TH</sup> SEPTEMBER, 2018**

# TRC NETWORK

- A = Central Line
- B = Tanga Line
- C = Link Line
- D = Mwanza Line
- E = Mpanda Line
- F = Singida Line
- G = Kidatu Line



# TRC FUTURE NETWORK

## Operational and Proposed New Railway Lines



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# 1.0 Brief History of TRC

## 1.1 Establishment

- ❖ Tanzania Railways Corporation (TRC) was established under the Railway Act No. 10 of 2017 by merging the functions of Tanzania Railways Limited (TRL) and Reli Assets Holding Company Limited (RAHCO).
- ❖ The main objective of TRC is to provide an efficient and effective rail transport service, manage and ensure safety and security of rail infrastructure in Tanzania.

# 2.0 Roles

- ❖ To provide rail transport services for both goods and passengers within the country.
- ❖ To provide freight transport service for goods to and from the neighboring countries of DRC, Burundi, Rwanda and Uganda (CBRU).
- ❖ TRC is also providing commuter train services in Dar Es Salaam.



# 3.0 Mission and Vision

## ❖ 1.3.1 Vision

To be an efficient and reliable rail transport service provider in East and Central Africa.

## ❖ 1.3.2 Mission

To manage rail transport in cost effective manner through development and maintenance of railway infrastructure and provision of safe and reliable rail transport services for sustainable social economic development.



# 4.0 Core Values

- ❖ **Safety:** Improving rail transportation safety by focusing on reducing rail related fatalities and injuries.
- ❖ **Integrity:** Being fair and honest in the cornerstone of all TRC's dealings with its customers and other stakeholders.
- ❖ **Result focus:** The Corporation will be result-oriented in the discharge of its mandate to achieve appropriate results in all its activities and it will be guided by its Strategic and Business Plans.

# 5.0 Challenges

- ❖ Low locomotives availability.
- ❖ Low wagons availability.
- ❖ Poor track condition.
- ❖ High frequency of accident.
- ❖ Employees are unaware of Port Operations (TPA, TRA, TICTS & Shipping Line documentation)

# Strategies

- ▶ To increase market share from (2%) to (9%) of import cargo for the year 2018/19
- ▶ Procurement of New Rolling stocks (locomotives, wagons and Coaches)
- ▶ Hiring of rolling stock (locomotives and wagons) from prospect customers
- ▶ To enter into agreements with major customers to rehabilitate and use TRC wagon.
- ▶ To enter into concession agreements with operators who owns rolling stock
- ▶ Rehabilitation of Existing MGR Rolling Stocks (DD-900, Cap 300, Deficit 600)
- ▶ Maintenance of Existing Lines (Inclusive of Tanga - Arusha line)

# Cont...

- ▶ Rehabilitation of MGR main line to make it passable through out the year (TIRP Project)
- ▶ Construction of SGR lines
- ▶ Capacity Building to TRC, MoWTC and SUMATRA staffs
- ▶ Create awareness of TRC railways services within and outside the country. ( Through TRC Reli TV, Facebook, Twitter, Instagram accounts @tzrailways, Toll free Number 0800110042 and [www.trc.co.tz](http://www.trc.co.tz) )

# Procurement of Rolling Stocks

## **Tamping Machine**





# Three remanufactured locomotives ready for departure at DSM station





# Container Carrier Wagons





# Container Carrier Wagons and Covered Wagons





# Tank Wagons and Covered Wagons





# Covered Wagons and Container Carrier Wagons





# Mobile Crane





# New Locomotives





# New Locomotives and Mobile Crane



# REHABILITATION MGR

- ▶ **Objective of the Project:** Tanzania Intermodal and Rail development Project (TIRP) objective is to deliver a reliable open access infrastructure on the Dar es Salaam-Isaka (980 km) rail segment.
- ▶ The Project focuses on the rehabilitation of the Dar es Salaam - Isaka section of the central railway line to achieve a minimum permissible axle load capacity of 18.5 tons per axle (from current 13 tons)
- ▶ **Main Project Components**
  1. Re-lay within the project areas between DSM - Isaka with 80 Lbs track material (Continuous Welded Rail-CWR)
  2. Rehabilitation of weak bridges to increase the capacity to a minimum of 18.5 tons per axle load



3. Design and Upgrading works of Intermodal Exchange Terminals of Dar Port rail layouts, Ilala Yard and Isaka ICD's.

4. Procurement of 3 Locomotives of 3,000 HP and 44 flat wagons for pilot container block trains as a case study for development of business units and open access.

5. Train control system for controlling train movement safety

This project is on going and expected to be completed in the Year 2021

# SGR PROJECT

## Objective of the Project:

- ▶ The objective is to construct a whole rail network into new Standard Gauge rail. The construction of central railway standard gauge involve the use of highly advanced technology and power which enable increase of speed from 30km/h as of now to 160km/h.
- ▶ Moreover the new standard gauge railway line will also increase axle load from 13tons to 35tons.
- ▶ The standard gauge central line will be built into phases; phase one will be from Dar es Salaam to Mwanza (1219km) which is also implemented in lots as follows;

**Lot 1:** Dar es salaam- Morogoro (205 km),

**Lot 2:** Morogoro - Makutupora (336 km),

**Lot 3:** Makutupora- Tabora (km 249),

**Lot 4:** Tabora- Isaka (km 133) and

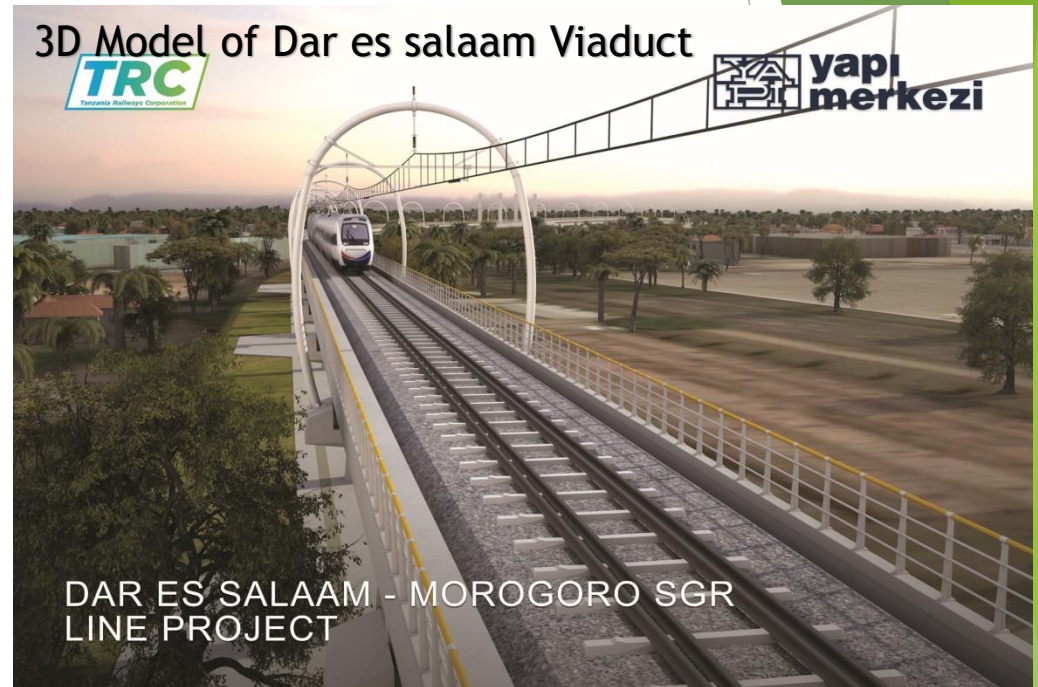
**Lot 5:** Isaka- Mwanza (km 249).



- ▶ Construction is ongoing for the first two lots, Lot 1 is expected to be completed on November 2019 and lot 2 on March 2020.
- ▶ Project cost for Lot 1 is Approx USD 1.215 Billion (TZS 2.7 Trillion)
- ▶ Project Cost for Lot 2 is Approx USD 1.923 Billion (TZS 4.3 Trillion)
- ▶ The project have a modern Signalling and Telecommunication(S&T) System based on European Railway Traffic Management System (ERTMS-II) and GSM - R



- ▶ Viaduct length 2.50 Km within Dar es salaam
- ▶ Annual line capacity 17 million Tons Vs 5MTA
- ▶ Train length 2km Vs 400m
- ▶ Fenced & grade separated railway line with under/over passes with major roads



# LOT 1: DAR ES SALAAM - MOROGORO





# Lot 2: Morogoro - Makutupora





# 3D Model of a Tunnel

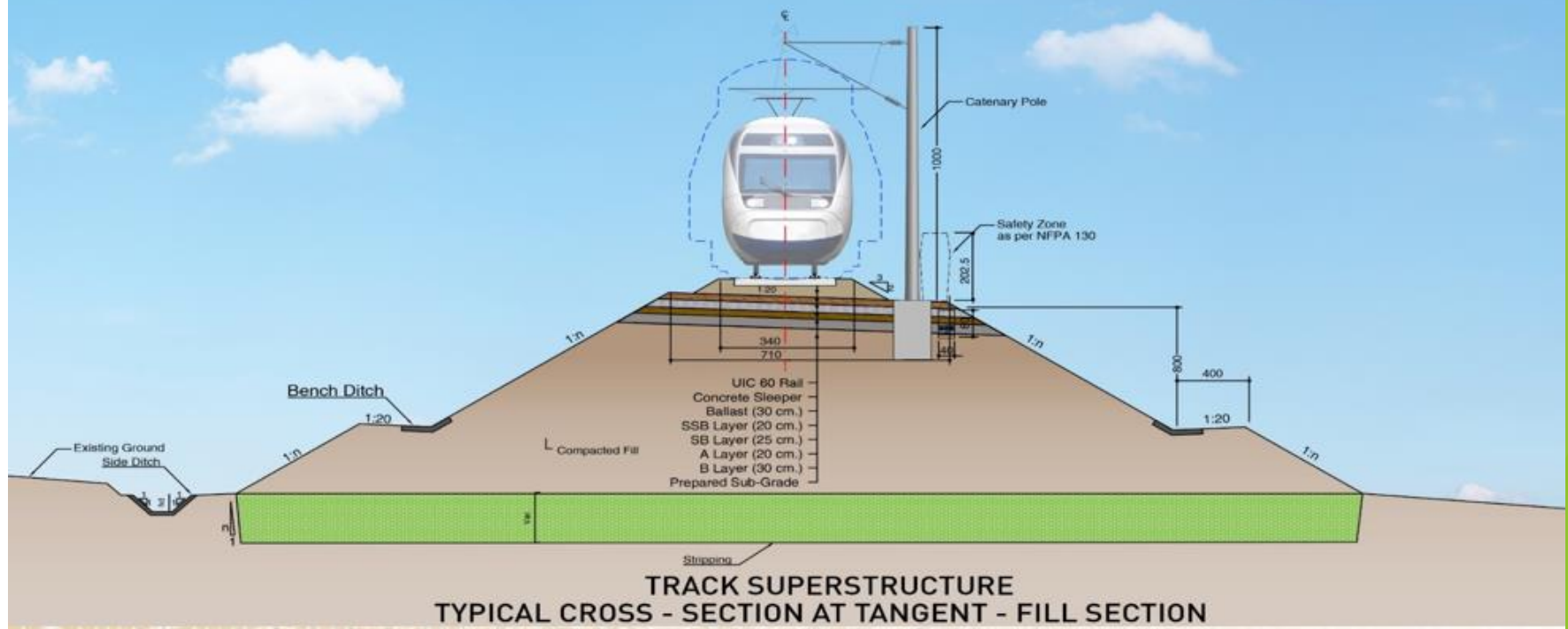


MOROGORO - MAKUTUPORA SGR  
LINE PROJECT



# MAIN LINE TYPICAL SECTION

DESIGN SPEED	: 160km/hr	RAIL TYPE	: UIC 60
MAXIMUM SPEED (Passenger Train)	: 160km/hr	STANDART GAUGE	: 1.435 mm
MAXIMUM SPEED (Freight Train)	: 120km/hr	PLATFORM WIDTH	: ~7,10 m
MAXIMUM AXLE LOAD	: 35 tonnes		



# Contract Signing



# CONSTRUCTION PICTURES

Relaying - SGR Line





























# Construction Video

“Seeing is believing”

- ▶ [sgrdarmoro July 2018 Progress Video.mp4](#)



**Thank you**