



**Permanent Mission of the United Republic of Tanzania
to the United Nations**

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STATEMENT BY

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MINISTER OF INFRASTRUCTURE DEVELOPMENT
OF THE UNITED REPUBLIC OF TANZANIA**

AT THE

**HIGH LEVEL MEETING ON
ALMATY PROGRAMME OF ACTION**

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**Draft - SPEECH BY HON. DR. SHUKURU J. KAWAMBWA (MP.) MINISTER
OF INFRASTRUCTURE DEVELOPMENT OF UNITED REPUBLIC OF
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**Mr. President,
Under Secretary General and High Representative
Distinguished Delegates
Your Excellencies, Ladies and Gentlemen,**

I wish to thank you Mr. President for convening this important High Level Review Meeting on Almaty programme of Action which five years ago the Assembly endorsed its implementation. Periodic review of programme's implementation permits necessary adjustments to ensure achievements of the goals/targets agreed to.

Mr. President,

In Almaty, Kazakhstan in 2003, and subsequent consultations in the General Assembly, the international community recognized that high transit transport costs represent a more obstructive barrier than "most favoured nation" tariffs for landlocked developing countries. It has also been recognized that both transit and landlocked developing countries faced enormous challenges in effectively participating in international trade.

Tanzania is very much aware of the challenges of lack of territorial access to the sea, remoteness and isolation from world markets by landlocked countries and has made tangible efforts in implementing the specific actions agreed upon in the Almaty Programme of Action.

We responded by preparing a country Plan of Action for implementation to be achieved by the year 2010. The Plan has been linked to the National Development Vision 2025, the Poverty Reduction Strategy Paper (PRS1) and currently the National Strategy for Growth and Reduction of Poverty (NSGRP). Let me account for the participation of Tanzania in the Almaty programme of action since 2003.

First, The Transport Sector is one of the crucial lead sectors required to address the remoteness of the landlocked countries. The geographical position of Tanzania renders the transport infrastructure and services an important role in facilitating regional and international trade to six bordering landlocked countries. Therefore, the policy objective on transport infrastructure development and services is to ensure that all roads, railways, seaports and inland ports serving land locked neighboring countries are expanded and improved to facilitate adequate flow of international traffic to and from those countries.

Secondly, Tanzania's current transport infrastructure covers road, railway, air, water, and pipeline routes linked to neighboring landlocked and transit countries. The total Road Network length is 85,517 km which includes Trunk and Regional roads. A railways system of a total length of 3,676 km of which the central line with 2,706 km will be linked to three landlocked countries of Rwanda, Burundi and Uganda with links to the other two landlocked countries. There are also three major sea ports, Dar es Salaam, Tanga and Mtwara, and several inland water ports. There are also four International Airports and a pipeline spanning 1,750 km long used to transport crude oil from Dar es Salaam to Ndola refinery in Zambia. A 232 km pipeline to transport natural gas is foreseen to be linked to neighboring countries not in a distant future.

Mr. President,

Despite the considerable road and rail network the transport infrastructure is still inadequate. In order to address the shortcomings and to achieve sustained development of the sector, a National Transport Policy (NTP) was adopted in 2003. The policy covers all areas of the transport sector, necessary for the achievement of national social and economic goals. The vision of the Transport sector is to have **“safe and efficient transport services for all” by 2025**. The strategy is to enhance modal integration, development of transport corridors, and enhancement of multimodal transport system with particular emphasis on safety, environment, security and access for local use as well for neighboring landlocked countries.

Mr. President,

In the year 2007/08 our Government launched a Ten Year Transport Sector investment Programme (TSIP) with a budget of USD 6.2 billion for the first 5 years with a view of attaining improvements in transport infrastructure and services.

Recently, Tanzania negotiated Millennium Challenge Account resources and was granted a total of \$698 million, a five-year grant from the United States of America intended to reduce poverty, stimulate economic growth, and increase household incomes through targeted infrastructure investments in transport, energy, and water. The Transport infrastructure in this grant was allocated US\$ 373 Million targeting transit facilitation which link landlocked neighbouring countries to the Sea ports of Mtwara, Dar Es Salaam and Tanga. These initiatives are in line with the requirements of the Almaty Declaration as well as its Programme of Action.

Mr. President,

Ports are also critical infrastructure for facilitating the Almaty Programme of Action. In view of this fact, Tanzanian Port Authority (TPA) is about to finalize a Study on Port Interface Challenges at the Port of Dar Es Salaam, which include:

- (i) To improve port operation services.
- (ii) To synergize key transport providers and to enhance efficiency of the port and trade facilitation with landlocked countries.
- (iii) Digitizing the customs process and fast tracking tax compliant customers.
- (iv) To reduce congestion at the Dar es Salaam Port as well as developing Tanga and Mtwara ports to required international standards.

Mr. President,

Tanzania, Rwanda and Burundi through the African Development Bank (AfDB) are undertaking a Railway feasibility study to link the three countries. The sector objective of the project is to contribute towards the implementation of an efficient common multinational transport program which fosters regional economic integration and the development of zones with high agriculture, mining, industrial or commercial potentials within those countries. These railway development shall enable access of the landlocked countries to international transport links.

Mr. President,

To improve Railway services in the Central Development Corridor, a PPP arrangement is envisaged. The Government finalized the restructuring of the Tanzania Railways Corporation (TRC) through a Joint Venture with Ms Rites of

India. It is expected that this new initiative will improve the efficiency of the Central Development Corridor which connect the landlocked Uganda, Rwanda and Burundi. The same approach is being worked out for Zambia through Tanzania Zambia Railways Authority (TAZARA).

In implementing the Almaty Declaration, Tanzania, Rwanda, Uganda, Burundi and DR Congo agreed to sign the establishment of the Central Corridor Transit Transport Facilitation Agency (TTFA) to promote efficient transit transport systems and their maintenance over time in the interest of all contracting parties, with a view to improving accessibility and reliability of the Central Corridor.

According to a World Bank Study entitled *Africa Infrastructure Country Diagnostic: Transport: Roads, Railways, Ports, Airports, Urban Transport*, it is estimated that Tanzania will need to invest at least **USD 12,989 million** in order to meet the basic scenario i.e. accessibility standards applicable to developed and Middle Income developing countries that will increase Tanzania's competitiveness of the economy and to improve social cohesiveness. Therefore, the total TSIP investment of about **USD 6,000 million** in five years is only 46% of the investment required. This implies that Tanzania will have to sustain this level of investment in the next 10 to 15 years to be able to meet the basic scenario objectives. Furthermore, the report noted that Tanzania will need to spend at least 8.4% of GDP to sustain this level of investment. Consequently, the Government wishes to invite the Private Sector to increase their level of investment in the transport sector as the study recommended that the Government can afford to invest into the Transport Sector only **8.4% of GDP (USD 1,857 million – 2006 estimate)** equivalent to **USD 156 million** annually.

Mr. President,

To conclude, Tanzania believes that efforts to implement the Almaty Programme of Action effectively would require effective partnership between transit and

landlocked countries on one hand and global partnership between various international stakeholders. By harnessing this approach, there will be mutual benefits to all parties as the economies in question would lead to more effective participation in regional and international trade benefiting from economy of scale.

Mr. President, I thank you for your attention.