Establishment of Intermodal Rail Services along the Central Corridor in Tanzania

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Outline

• Context & Development Challenge
• Conception of a Central Corridor Intermodal project
• Delivery and Addressing Arising Challenges
• Current Status
The location of Tanzania could ideally 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

![Graph showing freight carried by TRL (1,000t)](chart)
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!

The locomotive broke down, had to go slow near the bridges. Almost gave way!

Why late?

Only one freight train per day and its not reliable