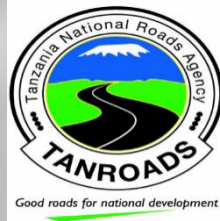
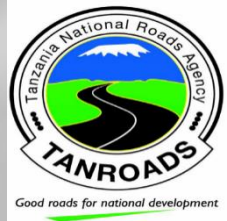




UNITED REPUBLIC OF TANZANIA
MINISTRY OF WORKS
TANZANIA NATIONAL ROADS AGENCY (TANROADS)

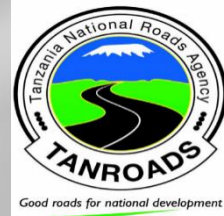




TANZANIA ECONOMIC CONTEXT

Driven by **tourism, agriculture, industry & construction and mining**

- ❖ The country's population 62 million people with 51.9% of the working age population (NBS 2022).
- ❖ Tanzania is located in East Africa with an area of 945,087 km²
- ❖ Average GDP growth rate ranges from 5% - 6% a year for five years (2020-2025).
- ❖ The economy is predicated to growth 6% in 2026 (*World Bank & African Development Bank, 2025*)



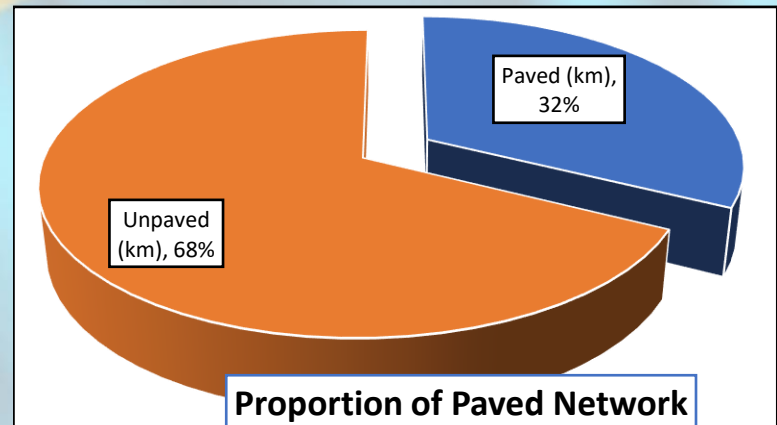
NATIONAL ROADS NETWORK

Tanzania National Roads Agency (TANROADS) was established by the Executive Agencies (The Tanzania National Roads Agency) (Establishment) (Amendment) Order, 2020, Government Notice No. 232, published on March 27, 2020. TANROADS administers 37,226km of national roads as classified below

TRUNK AND REGIONAL ROADS NETWORK

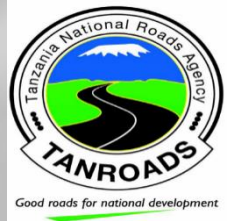


Road Class	Paved (km)	Unpaved (km)	Total (km)
Trunk	9,452	2,884	12,336
Regional	2,577	22,313	24,890
Total	12,029	25,197	37,226





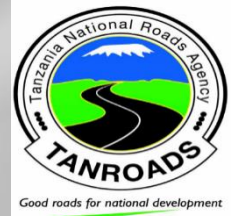
PRIVATE SECTOR AS ALTERNATIVE SOURCE OF INFRASTRUCTURE FINANCING



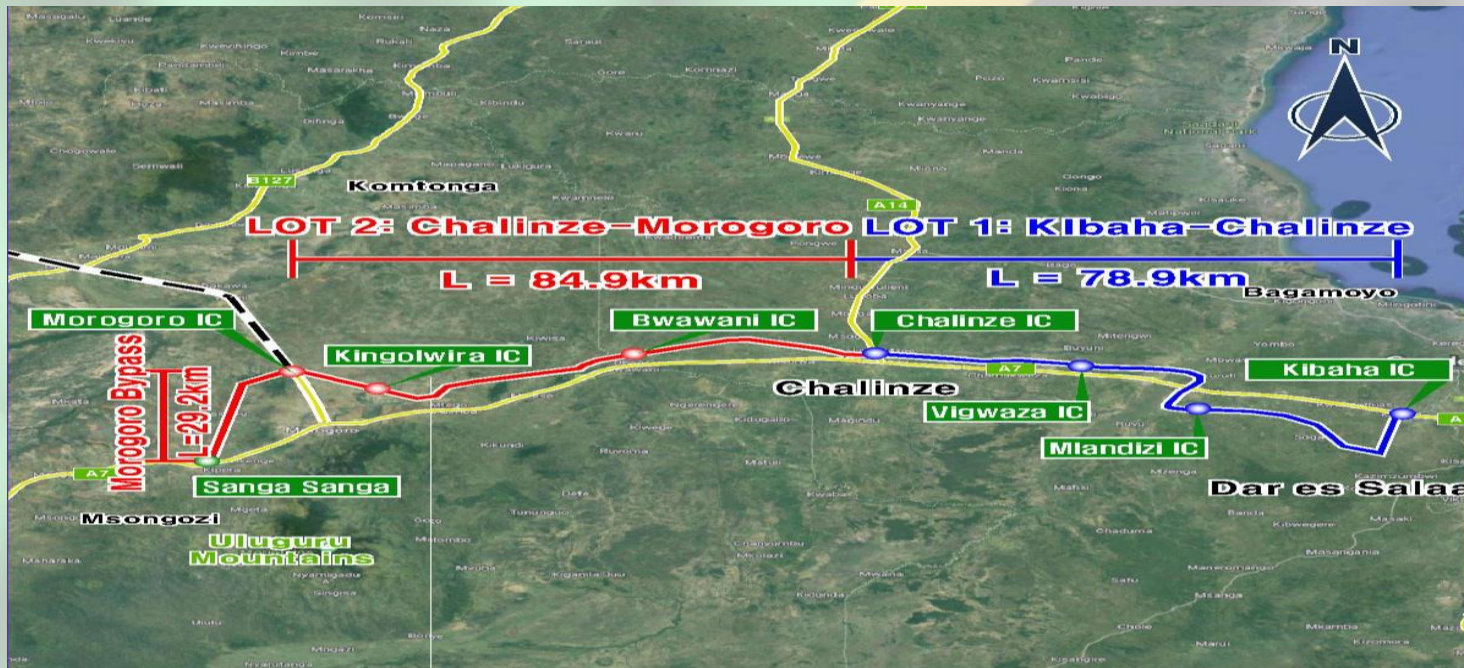
- ❖ Growing demand of roads infrastructure, Government constraints on public resources and fiscal space thus Private Sector is an alternative source of supplementing the limited resources
- ❖ To facilitate the PPP Concept, the Government established PPP framework (**National PPP Policy, PPP Act Cap 103 and its Regulations**)
- ❖ TANROADS has identified several projects, which may be implemented through PPP modality or other alternative financing options .
- ❖ The projects were identified in consideration of Government's Priorities and indication on Affordability, Financial Viability & Bankability and other factors attracting the PPP investments.



PPP PROJECTS PIPELINE



1. Chalinze-Morogoro (84.9km) Expressway



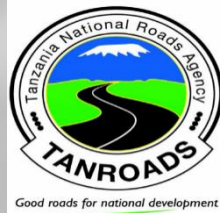
- ❖ The Feasibility Study completed in 2025
- ❖ Over 90% of Cargo from DSM port pass through existing highway
- ❖ High traffic demand, AADT 32,850
- ❖ CAPEX & OPEX is \$442 & \$188 (in real terms) respectively
- ❖ NPV= \$54.9 million, IRR = 17.1%, toll revenue= \$ 4.99 bio, rental revenue= \$ 1.2 bio

Looking for ;

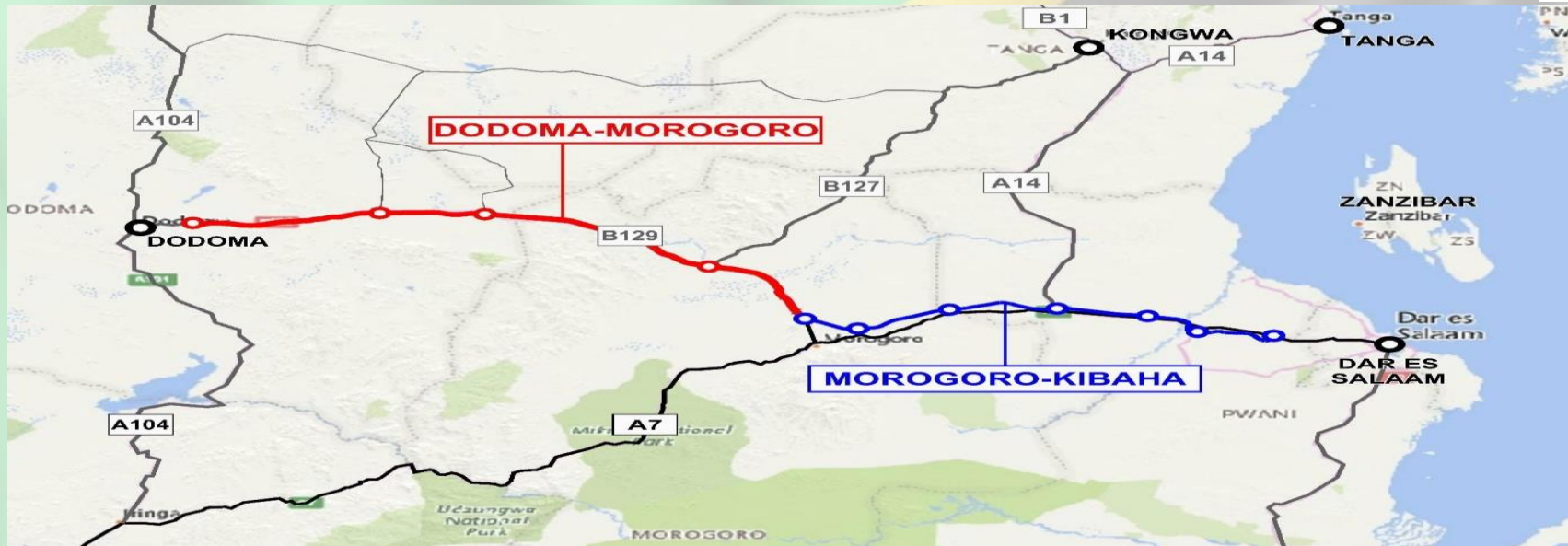
Private Partner to develop a green field toll road through PPP model
(**Payment mechanism- Availability Payment**)



PPP PROJECTS PIPELINE



2. Morogoro-Dodoma Expressway (260km)



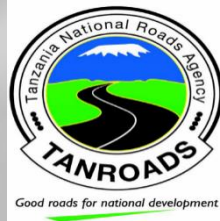
- ❖ Economic study, DED & ESIA was completed in 2022
- ❖ The main link in Central Corridor, connects DSM with Dodoma
- ❖ **About 30% of transit cargo from DSM port use this corridor**
- ❖ Traffic demand, **AADT 22,731**
- ❖ *Estimated construction cost \$ 700 million brown field (2 lanes to 4 lanes)*

Needed;

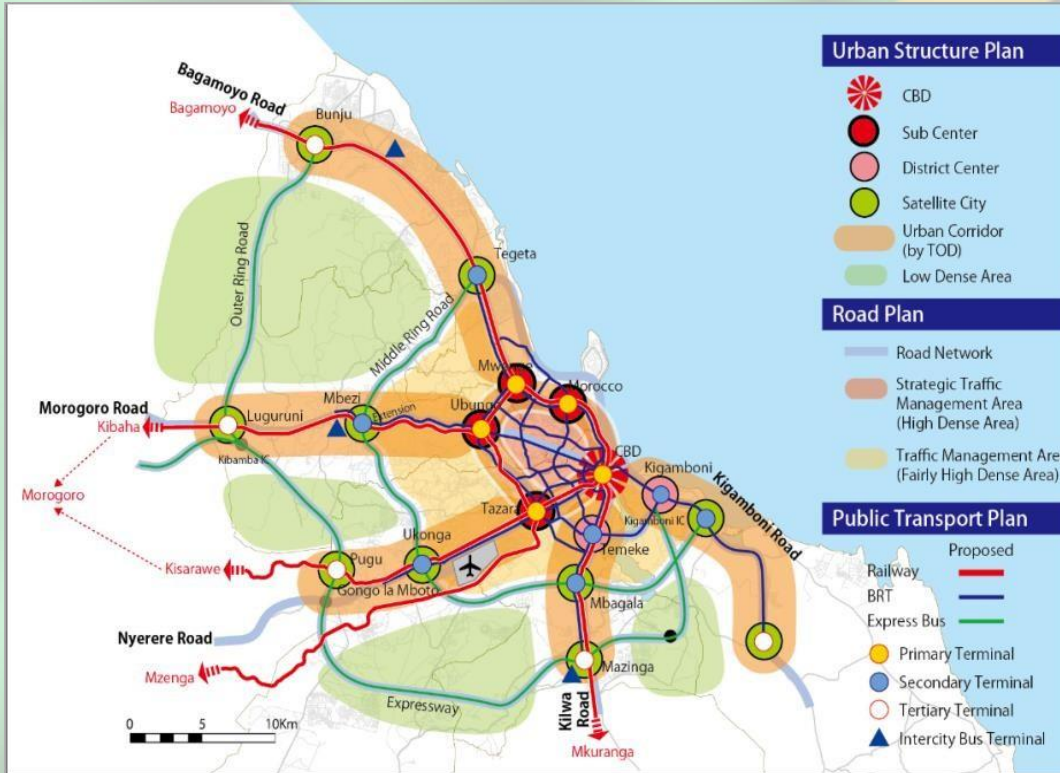
Alternative financing (PPP, bond etc.) to fund the project)



PPP PROJECTS PIPELINE



3. Dar es Salaam Outer Ring Road (78km) & Middle Ring Road (53km)



- ❖ To decongest Dar es Salaam city, the Dar es Salaam City Transport Masterplan, JICA (2018)
- ❖ Pre-Feasibility Study is completed
- ❖ DSM population by 2035 will be 13.4 million.
- ❖ Estimated CAPEX is **\$505** million for middle ring road & **\$530** million for outer ring road
- ❖ IRR=11.0% , NPV=25.9mio (middle)
- ❖ IRR = 10.98%, NPV =17.9 mio (Outer)

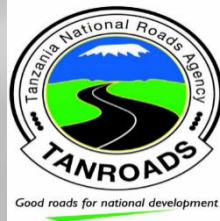
Looking for;

Project financing to develop green field road toll through PPP model
(**payment mechanism-AP**)



PPP PROJECTS PIPELINE

4.Kitonga Bypass/Tunnel



- ❖ This is a section of Tanzania-Zambia highway
- ❖ Heavily congested mountainous section (11km) with steep grades and sharp curves
- ❖ Prone to road crashes and frequent truck breakdown
- ❖ 70% of cargo from DSM port cross this section
- ❖ Feasibility Study for 27km bypass road is under preparation (conventional)

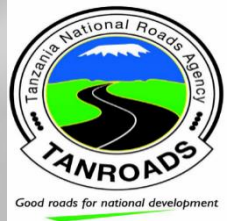
Needed

Project financing to develop green field toll bypass/tunnel through PPP model



PPP PROJECTS PIPELINE

5. Igawa- Tunduma (218km) and Uyole – Songwe bypass (48.9km)



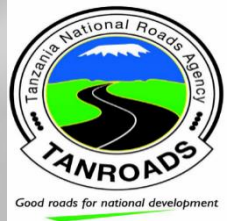
- ❖ **70% of cargo from/toward DSM port cross this highway**
- ❖ **Gateway to Zambia, DRC, Zimbabwe & Malawi**
- ❖ **In 3 yrs transported 13% increase in cargo which is estimated to increase by 30% in 2029/30**
- ❖ **Estimated CAPEX is \$ 600 mio**
- ❖ **Traffic, AADT 17,276**
- ❖ **Feasibility Study under preparation**

Looking for;

Lenders to finance development of brown field toll road through PPP model
(Payment mechanism- user pays & AP)



PPP PROJECTS PIPELINE



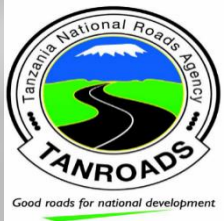
6. Handeni-KwaMtoro- Singida (384km)



- ❖ The Feasibility Study completed in 2016, **Economic Study updated in 2026**
- ❖ Shortest route from Tanga port to Rwanda, Burundi, Uganda & eastern DRC
- ❖ Government is **upgrading the Tanga port to be competitive**
- ❖ Cargo volume via Tanga port to/from hinterland has grown significantly
- ❖ **Estimated CAPEX is \$ 600 million**

Looking for ;

Private Partner to develop a green field - truck dedicated toll road (single carriageway)



ESTIMATED PROJECT COST FOR PPP PROJECTS PIPELINE

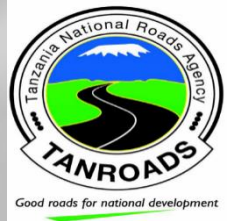
- ❖ The estimated project cost of all six pipeline project is **USD 3.6 billion**
- ❖ It is estimated that these pipeline projects will be implemented within 5 to 10 years

Financing need ;

- ❖ Project financing through PPPs (from developers/lenders)
- ❖ Blended financing mechanisms from lenders, bond, DFIs



Government Support for PPP projects and Risk Mitigation



To improve PPP project bankability;

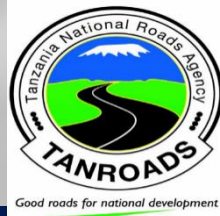
- ❖ PPP Act Cap 103 provides government support to PPP projects
- ❖ Support include public funding (*fiscal commitment or contingent liabilities*)
- ❖ Other support include tax and non-tax incentives
- ❖ Guarantees (payment guarantee, demand guarantee)

Risk mitigation from Government

- ❖ Land acquisition for construction corridor (R.O.W)
- ❖ Environmental & Social risks compliance
- ❖ Guarantees (payment & demand guarantee)
- ❖ Exchange rate risk (hard currency vs local currency)



ROADS ARE A LIFELINE TO THE ECONOMY



THANK YOU

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