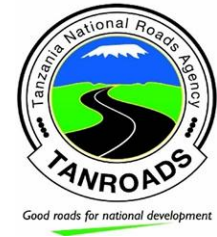


THE UNITED REPUBLIC OF TANZANIA



MINISTRY OF WORKS



TANZANIA NATIONAL ROADS AGENCY

INFORMATION MEMORANDUM FOR THE SIX PIPELINE PROJECTS

1.0. Background

The Tanzania National Roads Agency (TANROADS) was established on 1st July, 2000 by an order published in the Government Gazette, Notice No. 293 of 2000 under Section 3(1) of the Executive Agencies Act No. 30 of 1997, with the expectation of witnessing a significant improvement in road maintenance and development with respect to quality, efficiency and cost-effectiveness. The Agency is responsible for the management of 37,435 Km of roads made up of 12,527 Km of trunk roads and 23,939 Km of regional roads according to the Roads Act No. 13 of 2007 and subsequent reclassification up to June 2015.

Given the increasing demand for road infrastructure and limited public financing capacity, the Government of Tanzania is turning to the private sector as a complementary source of funding. TANROADS has identified several priority projects suitable for PPP arrangements or alternative financing models. These projects were selected based on national priorities, affordability, financial viability, and potential to attract private investment.

1.1. Objective

The aim of developing strategic economic corridors through PPPs is to ease congestion, improve safety, reduce travel time and vehicle operating costs, and strengthen import-export logistics between Dar es Salaam and Tanga ports and neighbouring landlocked countries including Rwanda, Burundi, DRC, Zambia, and Malawi.

2.0 Project Pipeline

2.1 Morogoro – Dodoma Highway (260km)

This central corridor connects Dar es Salaam (commercial hub) with Dodoma (capital city). Around 30% of cargo from Dar es Salaam port transits via this route. Currently a single carriageway in fair-to-good condition, studies completed in 2022 recommend upgrading it to a dual carriageway (four lanes) to accommodate heavy traffic volumes.

2.2 Handeni – Kiberashi – Chemba – Kwamtoro – Singida Road (384km)

This corridor links Tanga Port with the Central Transit Corridor, offering the shortest route to Rwanda, Burundi, Uganda, and eastern DRC—saving about 150 km compared to existing alternatives. The road is currently unpaved and in poor condition. With rising cargo volumes through Tanga port, upgrading to bitumen standard will enhance regional connectivity and trade. Feasibility and design studies were completed in 2016.

2.3 Chalinze –Segera – Tanga Road (246 km)

Part of the northern corridor, this single carriageway was rehabilitated in the early 2000s. Narrow lanes and rolling terrain contribute to frequent accidents. With increasing truck traffic to and from Tanga port, upgrading to a four-lane highway is necessary to improve safety and efficiency.

2.4 Kitonga Escarpment Bypass (27km)

Located along the Tanzania–Zambia Highway (TANZAM) which carries 70% of cargo between Dar es Salaam port and the Zambia border. The existing 11 km hill section has steep gradients (9–12%) and sharp curves, causing congestion and accidents. A new 27 km dual carriageway bypass is planned to improve safety, travel time, and logistics flow. Feasibility and design studies were finalized in 2024

2.5 Expressway from Dar-es Salaam Port to Kibaha (42 km)

Cargo volumes at Dar es Salaam port have grown from 7% in 2020/21 to 15% in 2025/26, with projections of 30% by 2029/30. This surge has caused severe congestion along Nelson Mandela Road and Morogoro Road. Despite widening efforts, traffic remains problematic due to the absence of grade-separated expressways. A new expressway from Dar es Salaam port to Kibaha is proposed, aligned with the 2018 Transport Master Plan.

2.6 Expressway from Dar es Salaam CBD to Julius Nyerere International Airport (10 km)

This dedicated airport expressway will connect the CBD to Julius Nyerere International Airport. With high traffic demand along this corridor, options such as elevated viaducts are recommended to reduce congestion and improve access.