



B U S I N E S S
THE FUTURE OF TANZANIA INVESTMENTS
INVESTMENT ISSUES INSIDE

WHY AND WHERE TO INVEST IN TANZANIA



H.E. Samia Suluhu Hassan
President of United Republic of Tanzania

KEY SECTORS

Manufacturing (Textile, Sisal)
Blue Economy
Tourism and Hospitality
Mining
Transport (SGR)
Health
Education



“ We shall offer *incentives* to *strategic investors* and *dismantle hurdles* that discourage investors from doing business in the country. We need massive investments in *manufacturing sector* that will subsequently create jobs to majority of Tanzanians”.

Hon. Samia Suluhu Hassan,
President of the United Republic of Tanzania.



“ Zanzibar is open for *investment in diverse sectors of the blue economy* including *deep – sea fishing, ports infrastructure, marine transport, petroleum and gas, and tourism*. Zanzibar also requires heavy investment in *modern agriculture, real estate and conference tourism*

Hon. Dr. Hussein Ali Mwinyi,
President of Zanzibar.



WHY INVESTING IN TANZANIA?

With a population of about 60 million people, Tanzania is a huge market for a range of investment establishments and aims to become an industrialised economy and logistics hub for Africa and hence envisioned to be a semi-industrialised country by 2025. Thus Investment opportunities are immense as a vehicle to accomplish the targeted goals. The Geographical location of Tanzania gives the country unique geopolitical and economic advantages and thereby increases the investment opportunities. The total land of 945,087 square kilometers out of which 886,040 square kilometers is the surface and the remainder is covered by water. All these translate to immense economic benefits and huge Opportunities for Investment

I. COUNTRY'S AREAS OF STRENGTHS

Peace and Political Stability: In Tanzania we pride ourselves with maintaining peace and political stability of which provides a healthy investment environment to our investors we value the importance to have peace of mind that your investment is safe and no political instability will hinder its progress. Hence serious investors who intend to put their money and expect returns after a lengthy of time, have an added advantage of predictability of the political risks in the country.

Stable Economy:

As a developing nation our economy has been gradually growing over the years and the development has been and still projected to be stable with an average of 7% GDP growth rate from 2010 to 2021. For three decades, Tanzania has maintained stable macroeconomic environment with low rate of inflation of a single digit, positive economic growth rate and a positive returns on investment. This is as well, a good economic indication to our investors since they may be assured that the stable economy will be good for their business

Natural Resources:

We are blessed with abundance of natural resources of which are yet to be tapped for

investment purposes. Some of the natural resources include minerals, natural gas, forests, tourist attractions, etc. Investors are also assured of reliable power for their projects.

Rainfall and Water bodies:

The climate of Tanzania is characterised by two main rain seasons, namely: the **long rains (Masika)** that fall from mid - March to the end - May and the **short rains (Vuli)** that begin in mid - October and continues to early December. The highest rainfall is observed in the month of March with a national average of 172 mm/month.

Existing Dams:

There exists a list of both man - made and natural existing reservoirs. The list contains 694 dams and the total capacity excluding hydropower plant (HPP) dams is 425.9 as well as small-scale dams and water pans. Adequate rainfall and existence of water bodies can be tapped for the development of irrigation.

Food Sufficiency:

Tanzania has achieved self sufficiency ratio (SSR) of food over 110% since 2010/11. However, the major challenges in agriculture sector are storage, distribution, processing and export. Taking advantage of rich natural resources in the country, Tanzania should become a food basket for East African countries and beyond

II. FAVOURABLE GEOGRAPHIC LOCATION:-

Tanzania has a geographical location advantage that can be found in any of the countries in the Southern and Central Africa. With one of the longest Coast adjacent to the Indian Ocean, Tanzania has made substantial investment in a range of infrastructure.

The location of Tanzania makes it the most strategic for investment. Tanzania has 3 major harbour ports namely **Dar es Salaam, Tanga** and **Mtwara**; which serve not less than 7 land locked countries, including bordering nations of **Uganda, Rwanda, Burundi, Democratic Republic of Congo, Malawi** and **Zambia**. Dar es salaam Port is at the moment, the largest port in Tanzania, serving all major

III. SUPPORTIVE INFRASTRUCTURE NETWORK

Tanzania has railways network which enable convenient and cost effective internal transportation. Tanzania Railway Corporation (TRC), provides deluxe train services alternating to Kigoma (Lake Tanganyika shore), three passenger train service per week are run between Tabora and Mpanda and ordinary train between Dar es salaam to Kigoma and Mwanza via Tabora back to Dar es Salaam. Tanzania Railways Corporation also operates commuter train services in the city of Dar es Salaam that covers the distance of 12km from Ubungu Maziwa to the city centre through Kamata, Bakhresa, Buguruni-kwa-Mnyamani, Tabata Matumbi, Tabata Mwananchi/Relini and Mabibo, and 20km from City Centre to Pugu through Kamata, Bungoni, Bakhresa, Vingunguti, Kipawa, Airport, Banana, Mombasa and Gongo la Mboto. This will as well bring convenience to investors when transporting goods and or raw materials.

Upon completion of the Standard Gauge Railway (SGR) line from Dar es Salaam to Mwanza, complemented with the port expansion projects of Dar es Salaam, Mtwara and Tanga and the Kigongo - Busisi bridge, a range of economic activities will make Tanzania an integrated hub for the land locked African economies especially those in the eastern side of Africa.

Tanzania hosts one of the longest and most modern railroads in Africa named Uhuru Railways or Tanzania Zambia Railways (TAZARA). It links East African economies covering a distance of 1,860 kilometerskilometres (1,160 miles) from Tanzania's capital city of Dar es

TAZARA Railway Network



Tanzania has 3 major international airports in Dar es Salaam, Kilimanjaro and Zanzibar, making it more convenient for investors to import and export goods. All Tanzania cities, regions and districts are connected with tarmac roads which make it easier for investors to transport their products wherever in the country.

Tanzania is endowed with diverse energy sources including biomass, natural gas, hydro, coal, geothermal, solar and wind power and uranium, much of which is untapped. The Tanzania's power system (National Grid) comprises of hydro and thermal generation units owned by TANESCO and Independent Power Producers (IPPs) with a total installed

capacity of 1,565.72MW out of which 573.70MW is hydro and 892.72MW natural gas, liquid fuel 88.80MW and 10.50MW Biomass. The IPPs and SPPs capacity constitutes to 13.50 percent of the total installed capacity. Thermal generators serve the off grid regions with a total nominal capacity of 36.12MW which makes a total installed capacity of 1,601.84MW.

The overall electricity subsector objective is to ensure security of power supply to support industrialization and economic growth for the nation. In order to achieve this objective, the government is implementing various power generation and transmission projects. Power generation projects includes 2115MW Julius Nyerere Hydropower Project, 80MW Rusumo Hydropower Project and 185MW Kinyerezi I extension together with evacuation facilities. Furthermore, Tanzania is also implementing the 400kV Singida - Arusha - Namanga (Tanzania - Kenya Interconnector), 400kV Iringa - Mbeya - Tunduma - Sumbawanga (Tanzania - Zambia Interconnector). Tanzania plans to interconnect with Mozambique, Uganda, and Malawi

Assured Market:

Market is well assured once investing in Tanzania, as the country is a member of the East African Community (EAC) of which constitutes 6 countries (Tanzania, Kenya, Uganda, Rwanda, Burundi and South Sudan) with a population of about 150 mill people and the Southern African Development Community (SADC) which constitutes 16 countries (Angola, Botswana, Comoros, Democratic Republic of Congo, Eswatini, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Tanzania, Zambia and Zimbabwe) with a population of about 342 million people. Hence all these are potential markets to Investors investing in Tanzania. Our investors have an opportunity to reach out to all these markets just by being an investor within Tanzania, as a result they don't necessarily need to focus on the local market alone.

Esteemed Investors.

It is our pleasure to welcome you to invest in Tanzania. Tanzania is peaceful and politically stable, providing a healthy investment environment to investors. As a developing nation, Tanzania's economy has been gradually growing over the years and the growth is still projected to be stable.

Tanzania is blessed with abundant natural resources most of which are yet to be tapped for investment purposes. Some of them are *minerals, blue economy, natural gas, forests, land for agriculture, tourist attractions*, to mention a few.

The geographical location of Tanzania makes it more strategic for investment. It has 3 major ports serving not less than 7 land locked countries, and 4 major international airports which serve investors. Tarmac roads connect all regions, districts and neighboring countries making it easier for investors to access sources of raw materials and markets for their produce.

Tanzania enjoys preferential membership of two regional blocks which are **EAC** and **SADC** with a population of about **470 mil people**. This is a potential and accessible market to Investors investing in Tanzania.

Tanzania has an Investment facilitation regime through institutions of *Tanzania Investment Centre (TIC), Zanzibar Investment Promotion Authority (ZIPA) and Export Promotion Zone Authority (EPZA)* which are responsible for facilitating investors. Investors need not to worry for compliance to local regulatory framework by acquiring licenses, approvals permits to invest all these have been taken care through their one stop facilitation shops. Through the same institutions investors can access both fiscal and non - fiscal investment incentives. For more guidance please visit their websites; www.tic.go.tz, www.zipa.go.tz, www.epza.go.tz

Come and Invest in Tanzania.

INVESTMENT OPPORTUNITIES IN TANZANIA MAINLAND

MINING

Tanzania has a huge stock of natural minerals reserve with more than 24 types of minerals. Golds reserve of 45 million ounce and mineral exports account for about 50 percent of exports. Mining sector has experienced a boom that coincided with high and stable economic development that has allowed sector plans for growth.

The leading minerals including: gold, iron ore, nickel, copper, cobalt, silver, diamond, tanzanite, tin, ruby, garnet, limestone, soda ash, gypsum, salt, and sand dimension stones. In recent years, the sector has attracted substantial new foreign investment in mineral development exploration, with local investment surpassing \$1 billion. So far over US\$ 3.0 billion has been invested in the sector, and the products are raising year after year.

Currently, *six large – scale mines* (four for gold and two for gemstone) and a number of small - scale mines mainly for gold, diamonds and coloured gemstones are in operation. Also, there are a number of mining projects at advanced stages including *Kabanga nickel*

project, Mantra uranium project, Mchuchuma coal project, Liganga iron ore project, Nyanzaga gold project, Canaco gold project, Panda Hill niobium project, Ngualla Rare Earth Elements project, Resolute - Nyakafuru gold project, Uranex graphite project, Dutwa nickel project, Ngwena nickel project and Kiwira coal project.

Investment Opportunities: *To investors; these projects offers opportunities to enjoyment of economies of scale, more opportunities in value addition, services provision and minerals trading.* There are opportunities to invest in exploration of minerals, mining, and establishment of gemstone value addition activities, establishment of mineral beneficiation activities and provision of mining services. Establishment of gemstone, gold and other minerals refinery activities. Big opportunities exist in: Manufacturing of all mining equipment, machinery, technology and supplies (all imported now); minerals processing and lapidary facilities are at infancy stage of development; and mining services such as exploration, mines construction, etc are at low provision.

Also under joint venture with Tanzania entrepreneurs; establishment of value – added activities; gemstone cutting and polishing (lapidary). Mining Services such as drilling, catering services, consulting services and supply of equipment, tools and mining consumables.



LIST OF **POTENTIAL INVESTMENT** PROJECTS

S/NO

ITEMS

REMARKS

Project Name	Engaruka Soda Ash Project
Company Name	National Development Corporation (NDC)
Project Location	Kiruru-Ibweijewa Village, Lembeni Ward in Mwanga District, Kilimanjaro Region.
Short Descriptions	Engaruka Basin is located in northern part of Tanzania about 190km north-west of Arusha Town, Monduli District, Arusha Region, about 58km south-east of Lake Natron in the East Africa Rift Valley System.
Project Benefits	To stimulate establishment of a chain of world class chemical industries in the country Creation of employment Creation of economic opportunities for communities in vicinity of its operations Increase balance of payment in the country
Project Costs Estimated	\$367 million
Project Status	Preparation for procurement process
Financial Status	Joint Venture arrangement
Contribution to income generation/ Poverty reductions	Downstream processing of soda ash will create direct and indirect jobs as well as forex, this will lead to income generation and poverty reduction
Contact Address	Managing Director, National Development Corporation, P.O Box 2669, Dar es Salaam Email: info@ndc.go.tz Telephone number: +255 22 2111 460-4 +255 22 211 3618

ITEMS	REMARKS
Project Name	Mchuchuma Coal & Liganga Iron and Steel Project
Company Name	Tanzania China International Mineral Resources Limited (TCIMRL)
Project Location	Mkomang'ombe & Mundindi villages, Ludewa District
Short Descriptions	<p>The Project is implemented as an Integrated Projects of Liganga and Mchuchuma, involving the following Project components:</p> <ul style="list-style-type: none"> • 3.0 mil tons/annum Coal Mine at Mchuchuma • 600 MW Coal Fired Power Station at Mchuchuma • 2.9 mil tons/annum Iron Ore Mine at Liganga • 1.1 mil tons/annum Steel Plant at Liganga • 220 KV Power Transmission Line from Mchuchuma to Liganga
Infrastructure	166 sq. km is specified area for each sub-project, coal and iron & steel. Enough water for project is available and permit to use river Lupali has been granted. Construction of road from Itoni (Njombe) to project site to tarmac/concrete standard is going on. The project will use power produced by her coal fired power plant.
Project Costs Estimates	USD 3,000,000,000,000
Project Status	All pre-investment studies have been completed, special mining licenses for coal and iron mining have been granted. Discussion between Government negotiation team and Investor to adopt amended mining law and incentives is going on.
Financial Status	Investor (Sichuan Hongda Group Limited) is responsible for financing of the project
Contact Address	<p>The Managing Director, National Development Corporation, Development House, 5th & 6th Floor, Kivukoni Front/Ohio Street, P. O. Box 2669, Dar es Salaam, TANZANIA. Website: www.ndc.go.tz Email: info@ndc.go.tz Telephones: +255-22-2112893; +255-22-2111494/2111460/1/3;</p>

HEALTH SECTOR

Tanzania's health policy emphasises on the availability of good health services that include availability of health facilities, health commodities (medicines, medical equipment's and reagents) and availability of human resource for health. The country, health services provision system is categorized into primary health care (dispensary, health centres and districts hospitals, regional referral hospitals, zonal, specialised hospitals and national hospital. Health policy insist on having adequate number of Health facilities on each level.

With regards to health commodities, the policy directs the availability at all time of health commodities used for the health provision in the Country. This calls for the need for appropriate and qualified human resource for health service deliverance. There are public and private health training institutions that are training health personnel. Despite of having training Institutions, there is deficit in some health cadres within the country.



It is from this background, investors from private sector are cardinallt invited to supplement government efforts in the provision of health services.

AREAS FOR INVESTMENT IN HEALTH SECTOR

01: Pharmaceutical Industries

Health commodities is one of the pillar in health system which facilitate the provision health services. More than 80% of national demand for essential medicines and other health commodities are imported. The high rate of Importation of Health commodities is due to low capacity of the local pharmaceutical industries to meet national needs. The table below indicates the current status and importation of items compared to local production.

So the area of health commodities gives the opportunity for local investment on the Pharmaceutical Industries

ITEM	IMPORTS	LOCAL MANUFACTURED
Medicine	80%	20%
Medical Supplies	90%	10%
Laboratory Supplies	100%	–

INCENTIVES FOR INVESTING IN PHARMACEUTICAL INDUSTRIES

A): *Reliable market at MSD*

There is assured Market for Health Commodities which are produced within the Country, through: -

i): Presence of Medical Stores Department (MSD) which is an autonomous department under the Ministry of Health, Community Development, Elderly and Children which is responsible for the Procurement, Storage and Distribution of approved essential medicines and medical supplies for public health facilities.

ii): The Medical Stores Department (MSD) is approved to supply health commodities to SADC.

iii): Public Procurement Act, (PPA) and its Regulations provides a 15% price equalisation factor as an incentive to domestic Pharmaceutical manufacturers in open tender). Not only but also there is the Local market (Private hospitals, community pharmacies and ADDO shops)

B): *Tax incentives*

i): There is exemption on duties and VAT on imported raw materials used in the manufacture of pharmaceutical formulations in the country.

ii): Local pharmaceutical manufacturers are not charged import duty and VAT on capital goods.

iii): Harmonization of taxes and levies in the Industry sector

iv). Corporate tax reduction of 20% applies to new manufacturers of pharmaceutical who have a performance agreement with the Tanzanian government for the first five years from commencement of operations.

Therefore, investors are encouraged to support the government by establishing pharmaceutical manufacturing Industries; investment areas which are highly encouraged include:

- Manufacturing of medicines
- Manufacturing of vaccines
- Manufacturing of reagents
- Manufacturing of medical supplies
- Technology transfer
- Capacity building

02. Health Service deliverance (Health Facilities)

The number of Health facilities compared to the populations to be saved in each zone is relatively small. The demand on health services in the area of Specialized Health services by population within the country and patient from neighbouring countries is increasing. This provides an opportunity investor in collaboration with government in the: -

Construction health Facilities that provides
Specialized Health Services
Telemedicine
Outreach services
Rehabilitative services

Currently there is the demand of Zonal referral hospitals in West Zone which is near to our neighbouring Countries of Burundi and DRC. Since Zonal Hospital provides specialised services in West zone will attract more patient from neighbouring Countries.

03. Human Resources Development for Health Sector

MoHCDGEC is mandated to ensure availability of competent and adequate HRH in the country. This mandates are achieved mainly through Training and development, Recruitment and Retention of Health Personnel.

The Ministry has a total of 44 Midlevel health training colleges with few

producing rare cadres which are highly needed in the sector. Those rare cadres are:-

Dental Laboratory Technologists,
Dental Therapists,
Physiotherapists,
Occupational Therapists,
Radiographers,
Optometrists,
Environmental health and
Orthotics and Prosthetics.

There are few staff with the above qualifications compared to the national demand and therefore provides an opportunity for investors to establish health Training Institutions within the Country.



S/NO	PROJECTS ITEMS	DETAILS
	Project Name	Establishment of General Pharmaceutical Manufacturing Plants
	Company Name	Medical Stores Department (MSD)
	Project Location	The Government of the United Republic of Tanzania
	Short Descriptions (Summary of the project, uniqueness of the project, sector analysis, competition, market analysis etc)	MSD intends to establish the General pharmaceutical plants in collaboration with private parties (PPP) under Build, Own, Operate, and Transfer (BOOT). The project is a priority project - it is within the National Industrialization Agenda of the Government. Feasibility Studies are in place, Financial Models available, Environmental and Social Impact Assessment Completed. The construction period of three years
	Project Costs Estimates	USD 408M with Debt Equity Ratio: (80:20)
	Project Status (operation/construction stage)	
	Financial Status (secured funds, required funds for financing the project, owners contribution)	USD 326M debt, USD 82M equity
	Contact Address	Director General, Medical Store Department, Box 9081, Dar Es Salaam, Tanzania. Email: info@msd.go.tz, Website: www.msd.go.tz Tel. +255 222 860 890-7/ Fax +255 222 865 814/19



Tanzania has a total of 368 aerodromes which are classified into four major groups namely International Airports, Major Domestic Airports, Strategically Located aerodromes and Small airstrips. Out of 368 aerodromes, 59 are managed by Tanzania Airports Authority (TAA) through Ministry of Works and Transport (Transport Sector), 84 by Tanzania National Parks Authority (TANAPA) through Ministry of Natural Resources and Tourism (MNRT), 1 by Kilimanjaro Airports Development Company (KADCO), 3 by Zanzibar Airports Authority (ZAA) and 221 are privately owned by Mining Companies, Farms and Health facilities.

Air transport system being an important catalyst in the global economy; its service efficiency and quality improvements contribute to the growth in other economic sectors such as tourism, mining and agriculture. That is to say that aviation sector imposes

significant positive externalities to other industries, contributing to economic and employment growth to the nation (IATA, 2005). Apart from that, continuous Tanzania GDP growth has consequently increased disposable income and living standards, resulting in an increased demand for air travel for both business and leisure purposes.

Julius Nyerere International Airport (JNIA) is the primary gateway, largest international airport and the busiest airport in the country. JNIA currently handles approximately 20 international airlines and 29 local carriers and charter operators who serve the domestic routes. Number of passengers handled at this airport has been increasing from 1.55 million in 2010 to 2.5 million in 2019 which is equivalent to a growth of 58.9 percent for the past 10 years. Prior the COVID -19 effects, the traffic growth was expected to increase to 2.8 million passengers within the next three years following the completion and operationalisation of the newly constructed JNIA Terminal Three building.

INVESTMENT OPPORTUNITIES IN AVIATION

TAA five years Strategic Plan from year 2021/22 to year 2025/26 intends to improve its non-aeronautical revenue through commercialisation of land-side activities, engagement of private sector in the ground handling services, development and operations of cargo facilities including cold storage, development and operations of maintenance hangars, development and operations of aviation fuel services etc. The current trend of revenue stream is 80% aeronautical services and 20% non - aeronautical services

PROJECTS

Project Name	DEVELOPMENT OF A FOUR STAR AIRPORT HOTEL AT JNIA
Implementing Authority	Tanzania Airports Authority
Location	Julius Nyerere International Airport-Dar es Salaam
Short Descriptions	<p>Dar Es Salaam is the commercial capital of Tanzania and JNIA is the key entry point into the country. JNIA is located approximately 10 km, with most of the upper market hotels clustered within the Central Business District (CBD). The airport currently handles approximately 20 international airlines and 29 local carriers and charter operators who serve the domestic routes.</p> <p>The airport handled 2,415,925 passengers in year 2018 with projections of an increased capacity at a growth rate of 6% per annum. The airport handles an average of 6,620 passengers daily. However, despite of these promising annual increases, JNIA does not have a Hotel facility. It is with this background that JNIA urgently requires the Airport Hotel to serve its esteemed customers.</p> <p>The scope of the project is to develop a four-star airport hotel and its associated facilities at Julius Nyerere International Airport through Public</p>

Short Descriptions

Private Partnership (PPP) arrangement. The preferred PPP model is DBFOMT: whereby the private whereby the private party shall design, build, finance, operate and maintain a new facility (four-star hotel) under a long term lease.

The hotel project has allocated land with approximately area of 28,116 square meters. The Project shall provide the following facilities: Eight (8) (G+7) storey building hotel with a minimum of 250 rooms and other complimentary services such as swimming pool, bars, restaurants, conference halls, casino, banking services and other retails.

Project benefits

The project is expected to provide airport's service delivery through provision of international standard accommodation facilities and other complimentary services to customers.

Project Status

Investment Area has been secured under the JNIA's Master Plan (i.e Title Deed available)
Feasibility Study and Preliminary Engineering Design reviewed and approved by Tanzania National PPP Steering Committee.
Tendering Documents including Request for Qualification (RFQ), Request for Proposal (RFP) and Draft Contract Agreement have been reviewed and approved by Tanzania Public Procurement Regulatory Authority (PPRA).
Market sounding to all Potential Investors, Financing Institutions and other stakeholders is scheduled to take place in December, 2021. (Invitations to attend the market sounding will be shared with Tanzania Investment Center (TIC), advertised in TAA Website and Local News Papers).
Applications for Request for Application will be released to local and international Bidders in January, 2021
Project information are available at TAA website.

Financing Arrangement	PPP	Short Descriptions
Project Output	The expected output of the project is a well-designed and constructed four-star airport hotel with high quality and modern facilities which will be able to improve the airport's service delivery to customers create employment opportunities and increase the Government's revenues.	

DEVELOPMENT OF COMMERCIAL BUSINESS COMPLEX AT JNIA

Project Name	DEVELOPMENT OF COMMERCIAL BUSINESS COMPLEX
Implementing Authority	Tanzania Airports Authority
Location	Julius Nyerere International Airport-Dar es Salaam
Short Descriptions	<p>Dar Es Salaam is the commercial capital of Tanzania and JNIA is the key entry point into the country. The airport currently handles approximately 20 international airlines and 29 local carriers and charter operators who serve the domestic routes.</p> <p>The airport handled 2,415,925 passengers in year 2018 with projections of an increased capacity at a growth rate of 6% per annum. The airport handles an average of 6,620 passengers daily. However, despite of these promising annual increases, JNIA does not have a Hotel facility. It is with this background that JNIA urgently requires the Airport Hotel to serve its esteemed customers.</p> <p>The scope of the project is to develop the Commercial Complex and other associated facilities at JNIA through Public Private Partnership (PPP) Arrangements. The preferred model will be DBFOMT, whereby the Private Party shall design, build, finance, operate and maintain the Facilities under a long term lease.</p>

The commercial complex project has been allocated a land with approximately area of 55,125 square meters

The project is expected to be a two - storey building (G+1) with space designed to accommodate various services such as banks, ATMs, bureau de change, supermarkets, movie theaters, cloth line shops, offices, kids play zones, bars and restaurants and other associated facilities such as meeting rooms and conference centers.

Due to increase of number of passengers and economic growth of the district, TAA provides area for construction of Commercial Business Complex at JNIA TB III. The complex will provide variety of services and facilities like big shopping complex, banking facilities, fitness center, Restaurants (fast food), variety of shops, recreational and entertainment facilities for travelers, transit passengers and the general public.

Project benefits

The project is expected to provide a number of benefits such as improving the airport's service delivery through provision of a wide range of services; generating more revenues from landside commercial activities in order to enhance non-aeronautical revenues.

Project Status

Investment Area has been secured under the JNIA's Master Plan (i.e Title Deed available)

Feasibility Study and Preliminary Engineering Design reviewed and approved by Tanzania National PPP Steering Committee.

Tendering Documents including Request for Qualification (RFQ), Request for Proposal (RFP) and Draft Contract Agreement have been reviewed and approved by Tanzania Public Procurement Regulatory Authority (PPRA).

Project Status

Market sounding to all Potential Investors, Financing Institutions and other stakeholders is scheduled to take place in December, 2021. (Invitations to attend the market sounding will be shared with Tanzania Investment Center (TIC), advertised in TAA Website and Local News Papers). Applications for Request for Applications will be released to local and international Bidders in January, 2021

Project information are available at TAA website.

Financing Arrangement

PPP

Project Output

The expected output of the project is a well - designed and constructed commercial complex with modern facilities which will be able to improve the airport's service delivery to customers, create employment opportunities and increase the Government's revenues.



RAILWAY

Tanzania is a member of the **East African Community (EAC)** and the **Southern Africa Development Community (SADC)**. The railway system throughout Southern Africa faces substantial challenges. There are ample of opportunities to invest in railway transportation especially after setting up the **industrial parks** and **agricultural parks** that will create huge volume of cargo. This is important because of decline in railway services for cargo transportation. Unlike road transport, the operating costs of railways remain largely fixed; therefore, a decrease in traffic forced railways to operate at a loss, with any income diverted toward salaries and fuel costs instead of maintenance and upkeep. Dwindling traffic and deteriorating infrastructure resulted in less investment into the rail system, resulting in unsustainable rail networks. Therefore, **investment opportunities in Special Economic Zones (SEZ)** are vital catalyst for investment in railway.



INVESTMENT OPPORTUNITIES

Among other opportunities is the Revitalization of the Old Central Line Railway. This line has 2,707 kms, running east west (central corridor) and passing through seven regions i.e Dar es salaam, Coast, Morogoro, Dodoma, Singida, Tabora and Shinyanga also Kigoma and Katavi. Also the northern spur Dar es Salaam passing through Tanga and Kilimanjaro and Arusha. The project is intended to revamp railway operations of the line to Kigoma and, increasing haulage capacity of passengers and freight traffic within the country and neighbouring countries of Rwanda, Burundi, Uganda and Eastern part of DRC. There is also a need to procure new 39 locomotives, 960 new freight wagons, 30 new brake vans, 25 new Ballast hopper wagons, 22 new coaches. 30 new Motorized gang Trolleys, Remanufacture of 18 existing shunting engine, all of them are not yet secured. The line has a is well distributed in the Dar es Salaam City and therefore presents opportunities in procurement of 4 sets of Diesel Multiple Unit (DMU) for DSM City train, fund.

Construction of a new (green fiels) railway line together with procurement of its locomotives, brake vans, ball hopper wagons, coaches, motorised gang trolleys, and shunting engines, from Mtwara to Songea Mbamba Bay. The line will connect connect the Mtwara port with the rich deposits of Iromn and Coal at Liganga and Mchuchuma respectively, and the land rocked neighbouring countries of Zambia and Malawi.

PROJECTS

Project 01: TABORA - KIGOMA AND KALIUA - MPANDA STANDARD GAUGE RAILWAY LINE

Proposed Project name	Tabora - Kigoma and Kaliua - Mpanda SGR Railway line
Estimated Project Cost	USD 3.488 billion
Counterpart funding	Not available
Program/ Project Period	Construction period of 5 years
Responsible Sector ministry	Ministry of Works and Transport-Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)

PROGRAM OVERVIEW:

Main development challenge/s the project will address

This is one of the Strategic projects earmarked in the National Five Year Development Plan III (2021/22 – 2025/26). It is intended to address the Transport challenges along Central Corridor connecting Western part of Tanzania with DRC at Kigoma port through Lake Tanganyika. The line will provide efficient and reliable rail-based transportation services within Tanzania and the neighbouring states.

Proposed development objective of the project

The proposed project will serve the central part of the country, North West and neighbouring countries of Burundi and DRC. The main objective of this project is to promote trading and movement of people in western regions of the country as well as in land-linked neighbouring countries. The project is also expected to have multiplier effects in the economy from the production side to the distribution of goods. This corridor is expected to haul 75% of the total current transit transport volume from DR Congo through Kigoma port. However, the traffic movement between Tanzania and DR Congo is expected to compete with road transport.

PROJECT COMPONENTS

Component 01	Construction of railway line from Tabora to Kigoma and Kaliua to Mpanda. The line will be Standard gauge with 120 pounds per yard with concrete sleepers.
Component 02	Procurement of rolling stock including electric engines (mainline and shunting), wagons of different type, break vans, Ballast Hopper wagons, passenger coaches, and Motorized Trolleys
Component 03	Construction of transmission line from Tabora to Kigoma and Kaliua to Mpanda. The transmission line will include Traction Power System and Overhead Catenary System.

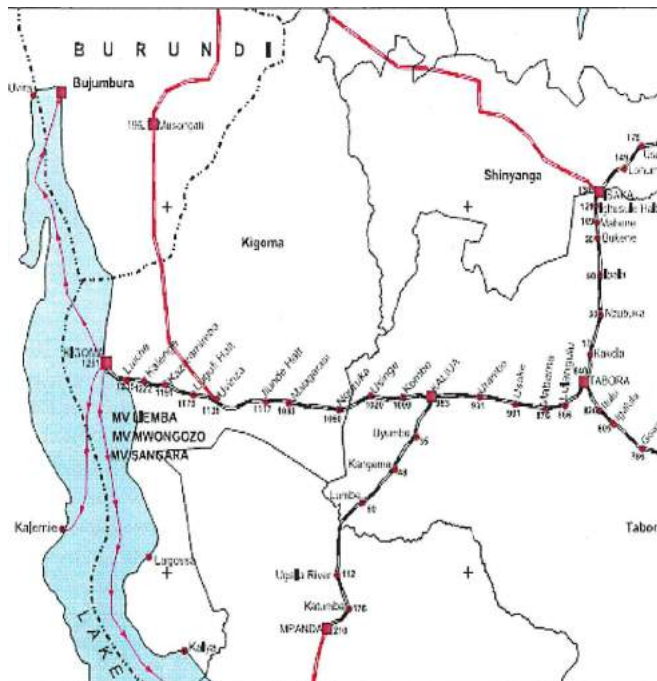
Component 04

Construction of signaling and telecommunication system from Tabora to Kigoma and Kaliua to Mpanda. The system will include: -

- ERTMS (European Railway Traffic Management System) Level 2 and GSM-R (Global System for Mobile-Rail) including:
 - Low Voltage Power Supply System
 - Rolling Stock Defects Detectors
 - Freight Management System
 - Ticketing System
 - Environmental Control System (ECS) and Centralized Traffic Control (CTC).

PROJECT LOCATION

The project run from from Tabora - Kigoma (411km) and Kaliua — Mpanda (210 Km). It connects the Phase I from Dar Es salaam to Mwanza (1,219km) at Tabora region.



Expectations results

The Region has high economic growth potentials in agriculture, mining, fishing, livestock, tourism and industry. Implementation of the projects will result in the following:

- Reduction in vehicle operating costs.
- Provision of easy accessibility to various social services to the community along the project area.
- Trade facilitation through Kigoma Port.
- Reliable and cost effective transport with easy access to mineral rich areas resulting in reduction in vehicle operating costs.
- Facilitate transportation of minerals, agricultural produce and livestock by rail, which is cheaper than road.
- Provision of easy accessibility to various social economic activities to the community along the project area.

Implementations Status

Feasibility study and preliminary design is ongoing and expected to be completed in June, 2022.

Project 02: MPANDA - KAREMA STANDARD GAUGE RAILWAY LINE

Proposed Project name	Mpanda – Karema SGR Railway line
Estimated Project Cost	USD 487 million
Financial instruments	EPC+F
Program/ Project Period	Construction period of 3 years
Responsible Sector ministry	Ministry of Works and Transport-Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)
Counterpart funding (if any)	Not available

PROGRAM OVERVIEW:

Main development challenge/s the project will address

This is one of the Strategic projects earmarked in the National Five Year Development Plan III (2021/22 – 2025/26). It is intended to address the Transport challenges along Central Corridor connecting Western part of Tanzania with DRC at Karema port through Lake Tanganyika. The line will provide efficient and reliable rail-based transportation services within Tanzania and DRC

Proposed Development objective of the project

The proposed project will serve the central part of the country and neighbouring country of DRC in East-west through Karema port in Tanzania and Kalemie port in DRC. The main objective of this project is to promote trading and movement of people in western regions of the country as well as DRC. The project is also expected to have multiplier effects in the economy from the production side to the distribution of goods. This corridor is expected to haul 25% of the total current transit transport volume from DR Congo through Karema port. However, the traffic movement between Tanzania and DR Congo is expected to compete with road transport

PROJECT COMPONENTS

Component 01	Construction of railway line from Mpanda to Karema. The line will be Standard gauge with 120 pounds rails and concrete sleepers
Component 02	Procurement of rolling stock including electric engines (mainline and shunting), wagons of different type, break vans, Ballast Hopper wagons, passenger coaches, and Motorized Trolleys
Component 03	Construction of transmission line from Mpanda to Karema. The transmission line will include Traction Power System and Overhead Catenary System

Component 04

Construction of signaling and telecommunication system from Mpanda to Karema. The system will include: -

- ERTMS (European Railway Traffic Management System) Level 2 and GSM-R (Global System for Mobile-Rail) including:
- Low Voltage Power Supply System
- Rolling Stock Defects Detectors
- Freight Management System
- Ticketing System
- Environmental Control System (ECS) and
- Centralized Traffic Control (CTC).

PROJECT LOCATION

The project runs from Mpanda to Karema (106.7 km). It connects the Phase II from Tabora to Kigoma at Kaliua town



Expectations results

The Region has high economic growth potentials in agriculture, mining, fishing, livestock, tourism and industry. Implementation of the projects will result in the following:

- Reduction in vehicle operating costs.
- Provision of easy accessibility to various social services to the community along the project area.
- Trade facilitation through Karema Port.
- Reliable and cost effective transport with easy access to mineral rich areas resulting in reduction in vehicle operating costs.
- Facilitate transportation of minerals, agricultural produce and livestock by rail, which is cheaper than road.
- Provision of easy accessibility to various social economic activities to the community along the project area

Implementations Status

The project has feasibility study and preliminary design which was done by Consultant COWI from Denmark and it was completed in June, 2021. TRC is currently looking for financing to construct the line.

Project 03: UVINZA - MUSONGATI STANDARD GAUGE RAILWAY LINE

Proposed Project name	Uvinza – Musongati SGR Railway line
Estimated Project Cost	USD 1,921.3 Million
Financial instruments	EPC+F
Program/ Project Period	Construction period of 4 years
Responsible Sector ministry	Ministry of Works and Transport – Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)
Counterpart fund (if any)	Not available

PROGRAM OVERVIEW

Main development challenge/s the project will address

The proposed project will serve the central part of the country, North West and neighboring country of Burundi. It is intended to address the Transport challenges along Central Corridor connecting western region of Tanzania with Burundi. The line will provide efficient and reliable rail-based transportation services between these countries

Proposed Development objective of the project

The main objective of this project is to promote trading and movement of people in western regions of the country as well as Burundi.

Burundi is among the 10 countries in the world that have important deposits of nickel untapped according to the study commissioned by the African Development Bank in 2009. The most important deposit is the one of Musongati. It has an estimated 150 million tons of the metal. This mining area needs a freight and passenger transport connection to the central railway line in Tanzania. That is why the Uvinza-Musongati SGR line is a strategic line between Tanzania and Burundi for facilitation of exploitation of minerals in East Africa region.

PROJECT COMPONENTS

Component 01	Construction of railway line from Uvinza – Musongati. The line will be Standard gauge with 120 pounds rails and concrete sleepers
Component 02	Procurement of rolling stock including electric engines (mainline and shunting), wagons of different type, break vans, Ballast Hopper wagons, passenger coaches, and Motorized Gang Trolleys
Component 03	Construction of transmission line from Uvinza – Musongati. The transmission line will include Traction Power System and Overhead Catenary System

Component 04

Construction of signaling and telecommunication system from Uvinza-Musongati. The system will include: -

- ERTMS (European Railway Traffic Management System) Level 2 and GSM-R (Global System for Mobile-Rail) including:
- Low Voltage Power Supply System
- Rolling Stock Defects Detectors
- Freight Management System
- Ticketing System
- Environmental Control System (ECS) and Centralized Traffic Control (CTC).

PROJECT LOCATION

The project run from from Uvinza - Musongati (203 km)



Expectations results

The Region has high economic growth potentials in agriculture, mining, fishing, livestock, tourism and industry. Implementation of the projects will result in the following:

- Reduction in vehicle operating costs.
- Provision of easy accessibility to various social services to the community along the project area.
- Trade facilitation through Karema Port.
- Reliable and cost effective transport with easy access to mineral rich areas resulting in reduction in vehicle operating costs.
- Facilitate transportation of minerals, agricultural produce and livestock by rail, which is cheaper than road.
- Provision of easy accessibility to various social economic activities to the community along the project area

Implementations Status

Feasibility Study and Preliminary design completed in June, 2021. TRC is currently looking for financing to undertake the construction

Project 04: ISAKA - RUSUMO STANDARD GAUGE RAILWAY LINE

Proposed Project name	Isaka – Rusumo SGR Railway line
Estimated Project Cost	USD 2.3 billion
Financial instruments	EPC+F
Program/ Project Period	Construction period of 4 years
Responsible Sector ministry	Ministry of Works and Transport – Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)
Counterpart fund (if any)	Not available

PROGRAM OVERVIEW

Main development challenge/s the project will address

The proposed project will serve the central part of the country, North West and neighbouring country of Burundi. It is intended to address the Transport challenges along Central Corridor connecting Lake zone of Tanzania with Rwanda. The line will provide efficient and reliable rail-based transportation services within the two countries

Proposed Development objective of the project

The main objective of this project is to promote trading and movement of people in western regions of the country as well as Rwanda.

Rwanda has been promoting the growth of industrial sector for both domestic uses and exports. The goods produced needs seamless transport system to connect the central corridor in Tanzania to Indian ocean through Dar port. That is why the Isaka – Rusumo SGR line is a strategic line between Tanzania and Rwanda for facilitation of international trade in East Africa region

PROJECT COMPONENTS

Component 01	Construction of railway line from Isaka – Rusumo. The line will be Standard gauge 120 pounds rails and concrete sleepers
Component 02	Procurement of rolling stock including electric engines (mainline and shunting), wagons of different type, break vans, Ballast Hopper wagons, passenger coaches, and Motorised Gang Trolleys
Component 03	Construction of transmission line from Isaka – Rusumo. The transmission line will include Traction Power System and Overhead Catenary System.

Component 04

Construction of signaling and telecommunication system from Isaka-Rusumo. The system will include: -

- ERTMS (European Railway Traffic Management System) Level 2 and GSM-R (Global System for Mobile-Rail) including:
- Low Voltage Power Supply System
- Rolling Stock Defects Detectors
- Freight Management System
- Ticketing System
- Environmental Control System (ECS) and Centralized Traffic Control (CTC).

PROJECT LOCATION

The project run from Isaka — Rusumo (371 km)



Expectations results

The Region has high economic growth potentials in agriculture, mining, fishing, livestock, tourism and industry. Implementation of the projects will result in the following:

- Reduction in vehicle operating costs.
- Provision of easy accessibility to various social services to the community along the project area.
- Reliable and cost effective transport with easy access to mineral rich areas resulting in reduction in vehicle operating costs.
- Facilitate transportation of minerals, agricultural produce and livestock by rail, which is cheaper than road.
- Provision of easy accessibility to various social economic activities to the community along the project area

Implementations Status

Feasibility Study and Preliminary design is completed. TRC is currently looking for financing to implement the project.

Project 05: MTWARA – MBAMBABAY – MCHUCHUMA/LIGANGA SGR RAILWAY

Proposed Project name	Mtwara – Mbambabay – Mchuchuma/Liganga SGR railway line
Estimated Project Cost	USD 5.5 billion
Financial instruments	PPP under DBOFT
Program/ Project Period	5yrs (construction period) with 30 years recoup period
Responsible Sector ministry	Ministry of Works and Transport – Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)
Counterpart fund (if any)	Not available

PROGRAM OVERVIEW

Main development challenge/s the project will address

This is one of the Strategic projects earmarked in the National Five Year Development Plan III (2021/22 – 2025/26). It is intended to address the Transport challenges along Mtwara Corridor connecting Southern part of Tanzania with Malawi and Mozambique through Lake Nyasa. It is part of Mtwara Development Corridor Initiative

Proposed Development objective of the project

The main objective of the project is to promote sustainable transport along the Mtwara corridor, through the construction of new railway line from Mtwara to Mbambabay with spurs to Mchuchuma coal mine and Liganga Iron Ore mine and ultimately unlock the Southern Tanzania Agricultural and mineral rich areas. The envisaged construction of rail is planned to be standard gauge with 120 pounds rails and concrete sleepers

PROJECT COMPONENTS

Component 01	Construction of railway line from Mtwara to Mbambabay (Ameliabay) in Lake Nyasa with Spurs to Mchuchuma coal and Liganga Iron Ore mines. The line will be Standard gauge with 120 pounds rails and concrete sleepers.
Component 02	Procurement of rolling stock including electric engines (mainline and shunting), wagons of different type, break vans, Ballast Hopper wagons, passenger coaches, and Motorised Gang Trolleys
Component 03	Construction of transmission line from Mtwara – Mbamba bay. The transmission line will include Traction Power System and Overhead Catenary System

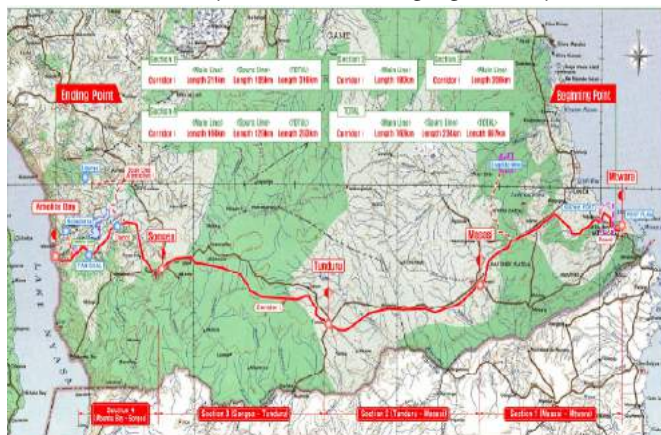
Component 04

Construction of signaling and telecommunication system from Mtwara – Mbamba bay with spurs to Liganga and Mchuchuma. The system will include:

- ERTMS (European Railway Traffic Management System) Level 2 and GSM-R (Global System for Mobile – Rail) including:
- Low Voltage Power Supply System
- Rolling Stock Defects Detectors
- Freight Management System
- Ticketing System
- Environmental Control System (ECS) and Centralized Traffic Control (CTC).

PROJECT LOCATION

The railway section is about 1,000 km running from Mtwara Port at the Indian Ocean to Mbambabay (Ameliabay) in Lake Nyasa with Spurs connecting to Mineral fields of Mchuchuma coal and Liganga iron ore mines in the south west of Tanzania. Map : Mtwara to Ameliabay – Mchuchuma/Liganga Railway Line



Expectations results

The Region has high economic growth potentials in agriculture, mining, fishing, livestock, tourism and industry. Implementation of the projects will result in the following:

- Reliable and cost effective transport with easy access to mineral rich areas resulting in reduction in vehicle operating costs.
- Facilitate transportation of minerals, agricultural produce and livestock by rail, which is cheaper than road.
- Provision of easy accessibility to various social economic activities to the community along the project area.
- Trade facilitation through Mtwara Port.
- Enhance the Development of Mtwara Corridor

Implementations Status

Feasibility study and preliminary design for construction of Mtwara – Mbamba Bay railway with spurs to Liganga and Mchuchuma to standard gauge has been completed in 2016. TRC is currently underway to procure a Transaction Advisor to review the Study, Preparation of the Tender document for advertising the project towards obtaining an Investor through Public Private Partnership (PPP) arrangement.

Project 06: TANGA - ARUSHA – MUSOMA SGR LINE

Proposed Project name	Construction of Tanga – Arusha – Musoma SGR Project
Estimated Project Cost	Estimates Costs of the project is USD 3.3 billion
Financial instruments	PPP under Design, Build, Operate, Finance and Transfer (DBOFT)
Program/ Project Period	5yrs (construction period) with 30 years recoup period
Responsible Sector ministry	Ministry of Works and Transport – Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)
Counterpart fund (if any)	Not available

PROGRAM OVERVIEW

Main development challenge/s the project will address

This is one of the Strategic projects earmarked in the National Five Year Development Plan (2016/17 – 2020/21). It is intended to address the Transport challenges along the Northern Corridor connecting Mwambani Port in Tanga with Uganda through Lake Victoria. The Project passes through agricultural rich areas of Kilimanjaro, Arusha and Musoma. It is expected to connect with Minjingu mining areas and Lake Natron

Proposed Development objective of the project

The overall objective of this project is to promote sustainable mobility along the Tanga - Arusha - Musoma corridor, through constructing the railway line from Mwambani Port to Arusha and from Arusha to Musoma. The construction of the corridor shall lead to:

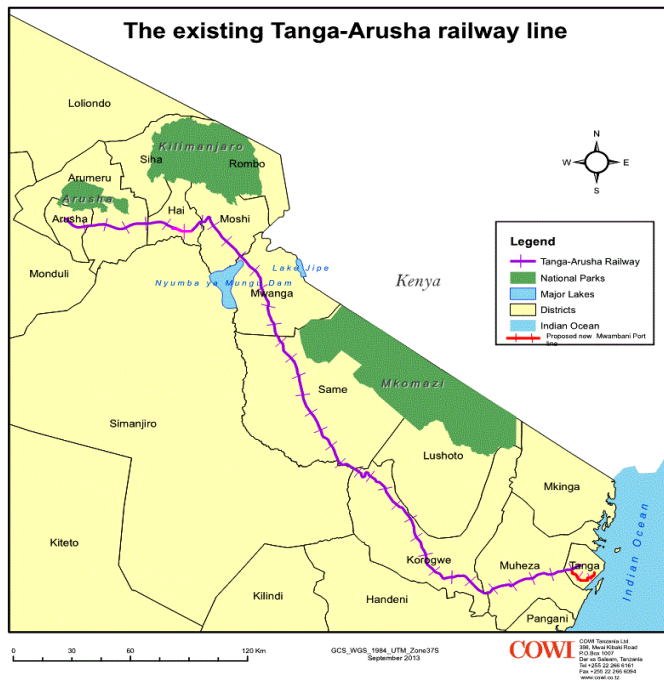
- Unlocking the Uganda and North and West of Tanzania;
- Increase the capacity of the railway line and train speed;
- Reduce travel time and cost for passengers and transportation of goods;
- Increase transport safety and protection of the environment, and
- Allow the interoperability with new railway line by modernizing standards

PROJECT COMPONENTS

Component 01	Construction of railway line from Tanga to Musoma through Arusha. The line will be Standard gauge with 120 pounds rails and concrete sleepers.
Component 02	Procurement of rolling stock including electric/diesel engines (mainline and shunting), wagons of different types, break van, Ballast Hopper wagons, passenger coaches, and Motorised Gang Trolleys

PROJECT LOCATION

The railway section is about 1,253 km in length, running from Mwambani Port in Tanga to Musoma. It will provide connectivity between proposed new Mwambani Port and Uganda through Lake Victoria. The line will pass through vast areas of Tanga, Kilimanjaro Arusha, to Musoma in Mara Region. M a p : Tanga –Arusha Railway Line



Map: Corridor Alternatives Links to Mining Area and Industrial Sites and Network Integration for Arusha –Musoma Railway Line



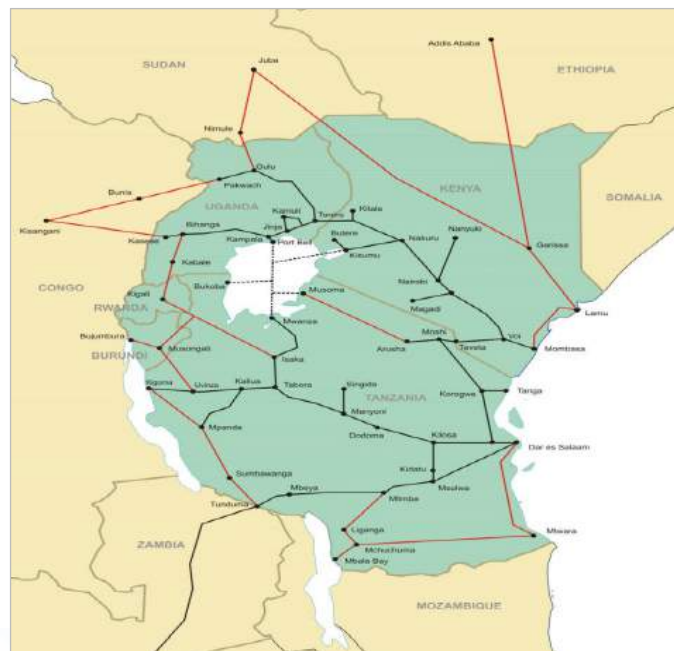
Expectations results

The project will enable Tanzania to achieve a robust and inclusive economic Growth as it introduces the idea of value corridor approach. The project will stimulate industrial development along the corridor anchor towns of Tanga, Kilimanjaro, Arusha and Musoma all the way to Jinja port in Uganda through Lake Victoria. The project will reduce transportation costs; traveling time and provide easy accessibility to various social services to the community along the project area. It will facilitate trade between Tanzania and Uganda which will eventually promote Mwambani Port

Implementations Status

Feasibility study for the line from Tanga – Arusha was concluded in October, 2014. The study was conducted by a consultant (COWI) from Denmark including detail engineering design. The feasibility study for the line from Arusha to Musoma has been completed in December, 2017 by H.P. Gauff of Germany including preliminary design.

TRC is currently underway to procure a Transaction Advisor to review the Study, Preparation of the Tender document for advertising the project towards obtaining an Investor through Public Private Partnership (PPP) arrangement.



Project 07: DEVELOPMENT OF RAILWAY NETWORK FOR DAR ES SALAAM COMMUTER TRAIN SERVICES

Proposed Project name	Development of railway network for Dar Es Salaam commuter train services
Estimated Project Cost	Estimates Costs of the project is USD 8 billion.
Financial instruments	PPP under Design, Build, Operate, Finance and Transfer (DBOFT)
Program/ Project Period	Phases: Phase 1 - 2023
Responsible Sector ministry	Ministry of Works and Transport – Transport
Implementing Agencies	Tanzania Railways Corporation (TRC)
Counterpart fund (if any)	Not available

PROGRAM OVERVIEW

Main development challenge/s the project will address

This project is intended to address the Transport challenges by decongesting and provide cheap, faster and convenient passengers' transportation for the City of Dar es Salaam whose population is growing at about 4.3% p.a. and currently has a population of about 6 million

Proposed Development objective of the project

The overall objective of this project is to promote sustainable mobility along the Dar es Salaam city, through supply of, adequate, modern and efficient rolling stock, including Diesel Multiple Units (DMUs), development of dedicated railway infrastructure and routes for commuter trains including upgrading the existing infrastructure, development of modern telecommunication and signaling systems, development of trading, service and parking lots along the earmarked network section / lines, construction of passenger's terminals, pedestrians' flyovers, rail crossings, fencing.

The upgrading and construction of the DSM Commuter railway line shall lead to:

- Traffic decongestion and provision of cheap, faster and convenient passengers' transportation for the City of Dar es Salaam whose population is growing at about 4.3% p.a. and currently has a population of about 4.8 million.
- Movement within the city will become free from congestion, excessive pollution and high accident risks.
- Reduction in travelling time being taken on transit to and from their working location.
- Provision of easy accessibility to various social services to the community along the project area.
- Development of Railway Line will provide smooth and fast traffic flow between to and from all destinations with and around Dar es Salaam city.
- Apart from decongesting the city and reducing traffic jam the project is expected to reduce excessive pollution and accidents.

PROJECT COMPONENTS

Component 01

Construction of the railway network with the following routes options, covering Dar City and its adjoining Municipalities or towns;

- Route A Kilwa Road intersection in Mtoni, follows a north-westerly direction passing through Tandika, Yombo Vituka, Vingunguti, Tabata Dampo, Ubungo ending around the Bagamoyo Road / Sam Nujoma Road intersection at Mwenge to Kigamboni via the Kigamboni Bridge
- Route B Dar CBD to Pugu past Airport
- Route C Dar CBD to Bagamoyo via Mwenge
- Route D Outer city circle linking Vikindu, Charambe, Chamazi, Kitunda, Chanika, Pugu, and Mbezi, Luguruni and Kibamba link to Kibaha. Luis, Goba, Salasala, Mongani up to Kunduchi.
- Route E Short link between Route B and Airport

Component 02

Supply of, adequate, modern and efficient rolling stock, including Diesel Multiple Units (DMUs), development of modern telecommunication and signaling systems, development of trading, service and parking lots along the earmarked network section / lines, construction of passenger's terminals, pedestrians' flyovers, rail crossings and fencing.

PROJECT LOCATION

The project is located at Dar es Salaam city, with a total of 1,393 square-kilometres lies on the eastern shore of Indian Ocean and is a major regional hub and gateway accommodating a port and a trading centre. Dar es Salaam is a commercial city of the country and continues to remain the centre for trade, industry, tourism, and culture, education and full of diversity, generating over 70 percent of the national gross domestic product (GDP)

Proposed route



Transport Planning



Expectations results

The project will enable to decongest the city; Apart from decongesting the city and reducing traffic jam the project is expected to reduce excessive pollution and accidents; reduce transportation costs; traveling time and provide easy accessibility to various social services to the community along the project area. It will provide smooth and fast traffic flow between to and from all destinations with and around Dar es Salaam city

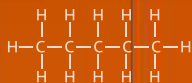
Implementations Status

The project has Feasibility study and preliminary which was completed in December, 2019.

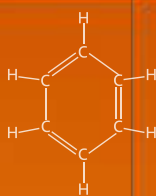
TRC is currently looking for financing to implement the project.



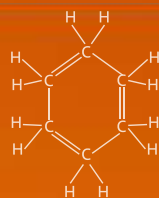
CHEMICAL COMPOSITION



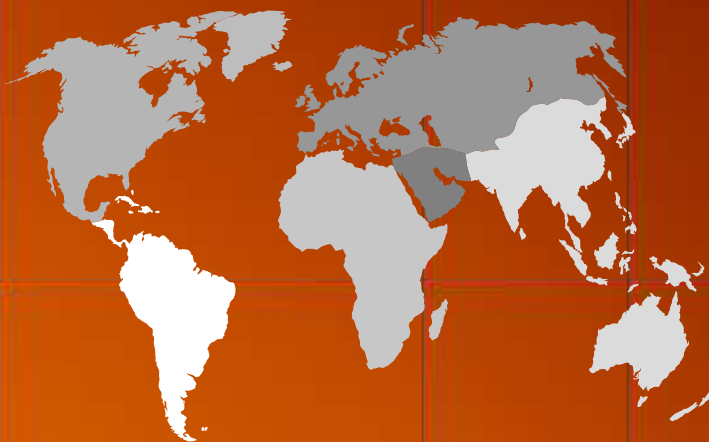
PENTANE



BENZOL




CYCLOHEXANE



OIL & GAS



A large offshore oil and gas platform is silhouetted against a bright orange sunset sky. The platform's complex structure of towers and walkways is visible. The dark, choppy water of the ocean occupies the foreground and middle ground. The overall scene conveys a sense of industrial activity in a natural setting.

Tanzania is a *major producer* of *natural gas* and has been exploring the product for more than 50 years and the *sector involves upstream, midstream, and downstream. The upstream petroleum sector entails the search for petroleum and bringing it to the surface*; it is also known as the exploration and production sector. *Transportation and marketing of petroleum resources occurs in the midstream sector*, while the *downstream sector refers to the refinement, processing, and distribution of petroleum products to consumers*.

The current natural gas reserves have risen to more than 10 trillion cubic feet (tcf) from a previous estimate following major gas discoveries in the country's deep – water offshore region. The discovered natural gas reserves amount to 57.54 trillion standard cubic feet (TCF) according to the Ministry of Energy data (December 2017). Tanzania does not produce crude oil and has not experienced a recent commercial oil discovery.

The Pemba – Zanzibar block of Petroleum that involves exploration, development, production and ultimate sharing of benefits derived from resources are ongoing efforts. There are estimates of proven **Oil reserves of 3.9 trillion cubic feet**. The targeted Zanzibar block has undergone several field activities including pre-drilling aerial exploration over and deployment of offshore infrastructure for drilling of test wells.

The private sector is expected to play a key role in the development of the power sector by *building and operating gas fired power plants, providing finance and maintenance*. state has also been exploring other public – private partnership options, including potential models that might allow for state ownership. Larger investors are invited to take part in current opportunities, which include; ***Exploration, processing and transportation of natural gas, energy generation, development of CNG and distribution infrastructure and petrochemical industries*** i.e LNG facilities, Fertiliser, Hydrogen etc

ITEMS	REMARKS
Project Name	Compressed Natural Gas (CNG) and Min – LNG
Implementing Authority	Private Investor
Project Scope	Construction of CNG infrastructures and Min LNG and selling of natural gas in Tanzania. The project also involves set up of the CNG conversion workshops
Project Benefits	<ul style="list-style-type: none"> · Provides assurance of cost effective fuel, assurance of environmental friendly fuel, and assurance of safe and energy efficient fuel. · Enhance foreign currency savings on imported fuels · Increase revenue to TPDC from sales of natural gas · Employment creation · Enhance government revenue through various taxes and levies
Project cost estimates	To be determined
Project status	Interested investor is required to submit proposal to TPDC
Financing mode	Private Investor
Opportunity areas available for investor participation	Construction of CNG/Min LNG infrastructures and selling of natural gas to end users
Qualification of Investor	<ul style="list-style-type: none"> · A body corporate registered under the Companies Act or any other written law. · Recognized capacity, technical knowledge and financial capability.
Contact Person	OIL and Gas Business Manager email:info@tpdc.co.tz egilbert@tpdc.co.tz Mobile: +255 222200103/4 Fax: +255222200113

ITEMS	REMARKS
Project Name	Manufacturing Plants for Gas Distribution Equipments
Implementing Authority	Private Investor
Project Scope	Construction of industries for manufacturing gas distribution equipment including gas meters, distribution pipes, (HDPE pipelines), pressure reduction stations
Project Benefits	<ul style="list-style-type: none"> · Increase supply of gas for local and regional market · Increase Government revenue through taxes and levies · Increase revenue to potential Investors · Create employment opportunities
Project cost estimates	To be determined by the investor
Project status	The investor may need to undertake feasibility study, but the market is available currently most of the equipment are imported
Financing mode	Private financing
Opportunity areas available for investor participation	To build, own and operate the manufacturing plants
Qualification of Investor	<ul style="list-style-type: none"> · A body corporate registered under the Companies Act or any other written law · Recognized capacity, technical knowledge and financial capability
Contact Person	Gas Business Manager email:info@tpdc.co.tz egilbert@tpdc.co.tz Mobile: +255 222200103/4 Fax: +255222200113





TEXTILE

A report released in 2016 by Index Mundi, a global commodity brokerage portal, **ranked Tanzania on number 6 among Africa's largest producers of cotton**, behind Burkina Faso, Mali, Côte d'Ivoire, Benin and Cameroon. According to the Ministry of Agriculture, Livestock and Fisheries cotton production in 2017/2018 season reached 222,039 tons. Tanzania's cotton - planting season begins in October and ends in January, while harvesting takes place from June to December.

Investment opportunities exist in *establishing farm inputs, manufacturing of farm implements, seeds production, pesticides production, extension services, cotton storage, full - integrated textile mills* as well as plants for *cotton ginning, cutting, making, and trimming; and garments production*

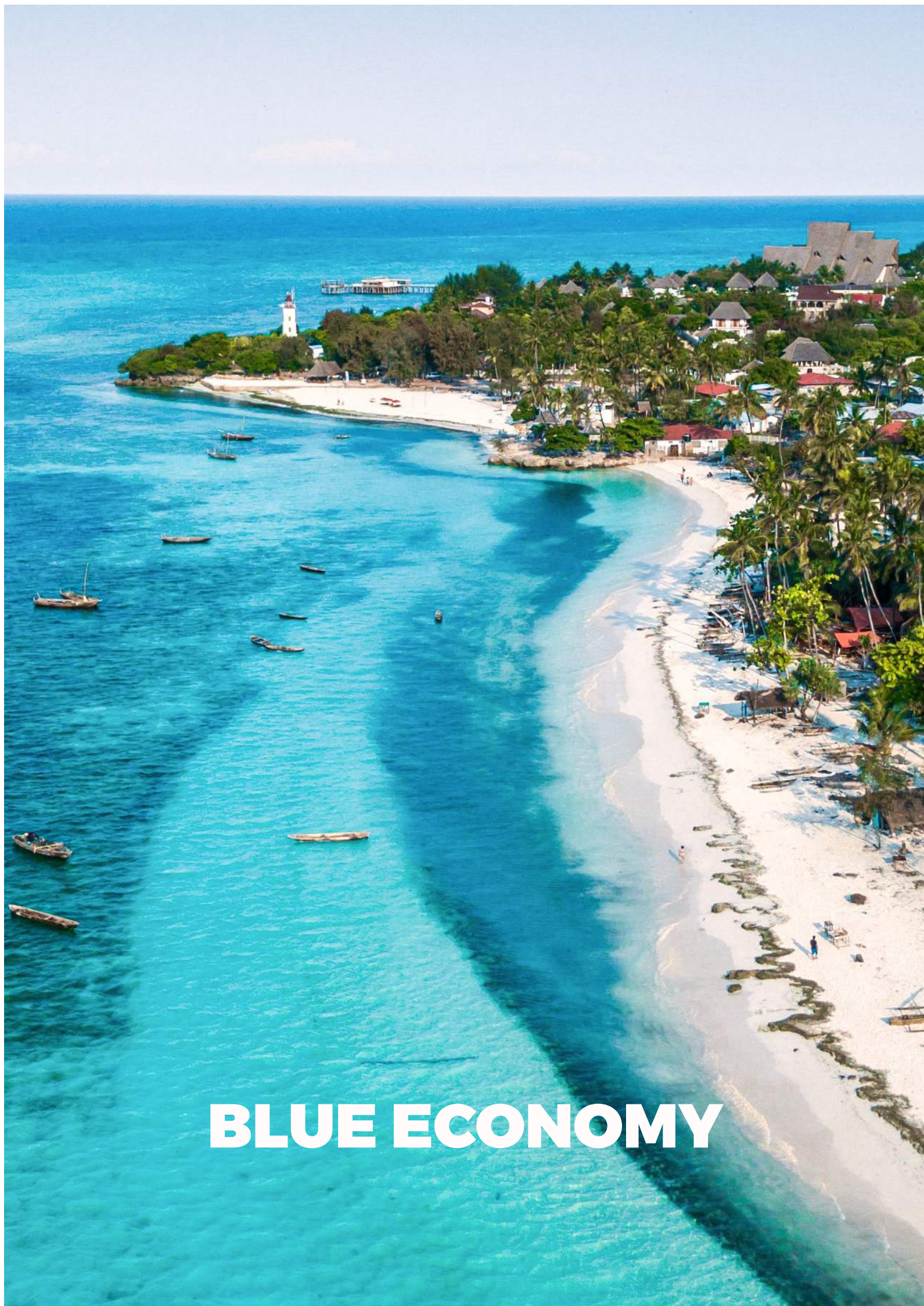




Project Name	Details
Project title	TAMCO Industrial Estate – Kibaha Textile Special Economic Zone (SEZ)
Implementing Authority	National Development Corporation (NDC)
Project descriptions	<p>TAMCO Industrial Estate is located in Kibaha District; Coast Region along Morogoro Road, it is 40 KM from Dar es Salaam Port. The Estate requires basic supporting infrastructures, such as internal roads, power sub-station, oxidation pond for wastewater, and water tank reservoir. For this industrial park/estate to be more attractive to investors, it will require industrial sheds structures for readymade investors to install equipment and machines and start productions.</p> <p>The TAMCO Estate has a total area of 201.63 Acres demarcated into three zones namely •</p> <ul style="list-style-type: none"> Pharmaceuticals and medical facilities Industries - 43.04 Acres (22%) Motor vehicle and Equipment Assembly - 54.8 Acres (27%) Textile and Apparel Industries - 77.41 Acres (38%) Industrial services 26.37 Acres (13%) <p>The area for Textile and Apparel Industries has a complete Master Plan, and the costs for developing the entire zone are well articulated.</p>
Size	81.3 Ha 201 Acres
Development plan	NDC has planned to construct all the basic infrastructures required to provide services to the upcoming industries. In the meantime, 980 Meter of internal road constructed to tarmac level has been completed. Detailed engineering design and cost estimates for construction of power substation and water assessment has been completed
Economic sector	Manufacturing
Est capex value– EU for revival (\$US Millions)	Total is 78.85Millions USD (\$) for Kibaha Textile SEZ (Textile and Apparel) the area demarcated for textile and apparel industries.
Project stage	Mobilisation of funds for finalisation of Construction of basic infrastructures
Current status (WIP)	Detailed engineering design and cost estimates for proposed power substation was completed. The report shows an estimated TZS 9.3Billion is required for construction of proposed Power substation. A total of 980Meter stretch of internal road has been constructed in tarmac level. A consultant engineer is currently on site carrying a full design of internal road network at TAMCO Industrial Estate.
Preffered mode of investment	Leasing of industrial plots and sheds
Number of jobs to be created	38,400 jobs.
Contact person	Managing Director, National Development Corporation, P.O. Box 2669, Dar Es Salaam, Tanzania email: info@ndc.go.tz Tel: +255 22 2111460-3 Fax: +255 22 2113618

Project Name	Details
Company name	Sisalana (T) company ltd
Location of the project (Village/street, ward, District)	The project is located at Ngomeni – Tanga Region
Project descriptions (Summary of the project, uniqueness of the project, sector analysis, competition, market analysis etc)	Largest Sisal spinning and weaving factory in East and Central Africa.
Infrastructure (Land size, supporting facility, link to other social amenities such as road, water, power etc)	The factory area is located near Tanga main road about 1KM to Tanga City.
Project costs estimates	To be established
Project status (operation/construction stage)	Operations continues
Project status (secured funds, required funds for financing the project, owners contribution)	Owners Contribution
Contact person	Elizabeth Kalambo, Chief Executive Officer (CEO), P.O BOX 901 TANGA, Email: info@sisalana.co.tz elizabeth.kalambo@nssf.or.tz Mobile: +255 272642130/132 +255 743 593 938





BLUE ECONOMY

Zanzibar recognises the role of the **Blue economy** in promoting socio - economic development through better stewardship of the sea and related resources. This involves the utilisation of maritime and marine resources to support inclusive and sustainable economic growth as well as creating employment opportunities. It has the potential to completely transform Zanzibar's economy. The entire coastline (about 880 km length) of both islands (Unguja and Pemba) has enormous rare marine resources and biodiversity with unlimited potential for development of a fishing industry. The 8th Government of Zanzibar has officially announced that it needs to focus on blue economy sector aimed at promoting economic growth, social inclusion and improvement of Livelihoods of Zanzibaris while at the same time ensuring preservation of environmental sustainability of the oceans and coastal areas. The sector has diverse components that include established traditional ocean industries such as fisheries tourism maritime transport and also new emerging activities such as offshore renewable energy, aquaculture seabed extractive activities and many more.

Investment opportunities in the Blue economy include: *Deep sea fishing, fisheries, fisheries infrastructure and related activities, boat-building yards, plants to make fishing nets, fish - processing and packaging plants, Ice-making plants, cold - storage services to store excess catch for better marketing opportunities, dry dock facilities, development of fishing and cruise ship ports and establishment of marine laboratory through concession arrangements, aqua/marine culture, seaweed farming and value addition, extraction and use of marine non - living resources such as extraction of energy sources like oil and gas, extraction of minerals such as seabed mining and Fresh water generation – desalination.*

MARINE TRADE AND TRANSPORTATION

Zanzibar vision is to become a Marine service harbor. This will create various investment opportunities across the Zanzibar Coastline.

Investment Opportunities:

Integrated harbor

Development of marine service harbor

Cargo and Shipment

Cruise ports

Transport Hub



Project 01: Development, Operations and Maintenance of Mangapwani Hub Port



Project Name	Details
Implementing Authority	Zanzibar Ports Authority (PPA)
Project descriptions	<p>The Mangapwani multipurpose Port is a new multipurpose port intended to support 5 integrated ports including cargo port designed to cater to the East Africa and International markets and to support the existing Malindi Port in meeting Zanzibar's growing trading target and supporting the development of the national economy. It shall have the following all types of multipurpose seaports components.</p> <ul style="list-style-type: none"> i). supporting satellite city; ii). industrial and logistic hub, iii). deep-sea berths, iv). terminals, and; v). Storage facilities for handling: deep sea fishing, oil and gas tankers, container ships, bulk and dry cargo, vessel and ship repair facilities, upstream oil and gas service base, and an industrial business park.
Study visibility	No comprehensive Feasibility Study conducted
Indicated costs	USD 600M
Proposed Procurement Mode	Unsolicited – variant and in Lots
PPP Structure	BOT variant (TBD)
Cooperation Period	30+ years as per Financing Model
Region	North Region
Sector	Transportation, Port
Private proponent	TBD (Multiple engagement - Companies)
Status	Under initial consideration
Contact person	<p>Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz</p>

Project 02: Ship Mooring Technique project for Offloading gas and petroleum products in Mangapwani



Project Name	Details
Implementing Authority	Zanzibar Petroleum Development Company (ZPDC)
Project descriptions	The project involves financing, design, construction, operation and maintenance of Ship Mooring Technique for offloading gas and petroleum products in Mangapwani.
Study visibility	Feasibility Study not conducted
Indicated costs	3.5 – 5 Mill USD depending on Ship size and designed, ancillary services not included.
Proposed Procurement Mode	unsolicited
PPP Structure	BOT/JV
Cooperation Period	Subject to the terms of reference/financing model
Region	North region
Sector	Oil and Gas
Private proponent	TBD
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.BOX 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 03: Development, Operations and Maintenance of General Malindi Port



Project Name	Details
Implementing Authority	Zanzibar Ports Authority (PPA)
Project descriptions	The Project's overall objective is to re-develop, operate and maintain the General Port of Malindi located in Zanzibar Town (urban West Region) about - 35 NM off the cost of Tanzania Mainland Lat. 6 0 093' South Long 39 0 11.5'. It shall have the following components: Port Development and Modernization; Development of Business and Ancillary Services; Delivery of Reefer Container Services; and Use of Modern Information Technology Systems
Study visibility	No Feasibility Study conducted
Indicated costs	—
Proposed Procurement Mode	Unsolicited
PPP Structure	BOT variant (TBD)
Cooperation Period	20 years
Region	Urban Region
Sector	Transportation, Port
Private proponent	TBD (Multiple engagement – Companies)
Status	i). Under initial conderation in relation to Mangapwani Hub Port Development ii). One Berth for Deep Sea Vessels One Berth for Coaster Vessels. Total Quay Length: 400-meter Berth NO.1: Draft 11- 8-meter Berth NO.2: Draft 7- 5-meter Capacity to accommodate up to 20,000 DWT Vessels. Handles 2nd Generation vessels of up to 190 m length. Annual Throughput - 50,000 Teus and 150,000 Tons of General Cargo.
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 04: Expansion, Operation and Maintenance of Vessel Traffic Services (VTS) in Three Ports in Zanzibar



Project Name	Details
Implementing Authority	Zanzibar Ports Authority (PPA)
Project descriptions	<p>A vessel traffic service is a marine monitoring system used to keep track of vessel movements and provide navigational safety in a limited geographical area.</p> <p>The Project aims to provide a modern, scalable and fully integrated VTS system to monitor all territorial water movement, port and loading operations, effectively manage port activities, and ensure the safe and efficient movement of port traffic in three Zanzibar ports.</p> <p>The Project will entail the installation of VTS in Malindi Port, Mkoani Port and Wete Port and operations, monitoring and maintenance of VTS centres.</p>
Study visibility	No Feasibility Study conducted
Indicated costs	TBD
PPP Structure	Unsolicited
Proposed Procurement Mode	BOT variant (TBD)
Cooperation Period	10 years
Region	Urban Region, North Pemba and South Pemba
Sector	ICT infrastructures
Private proponent	TBD
Status	World practices/Idea
Contact person	<p>Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz</p>

INFRASTRUCTURE PROJECTS

Infrastructure includes **roads network**, **airports** and other utility structures. Although infrastructure development was the traditional role of the public sector, RGZ has moved to clear the way for private sector participation.

The most notable step was the passing of the Public - Private Partnership (PPP) Act in 2015 creating a framework for attracting private capital to *develop, operate and maintain essential infrastructure and services*. Zanzibar Development Vision 2050 asserts that collaboration between the public and private sectors is very important for the much - needed infrastructural development.

Investment opportunities in this area are



Project 05: Road Transport Information Technology (IT) Infrastructure Project



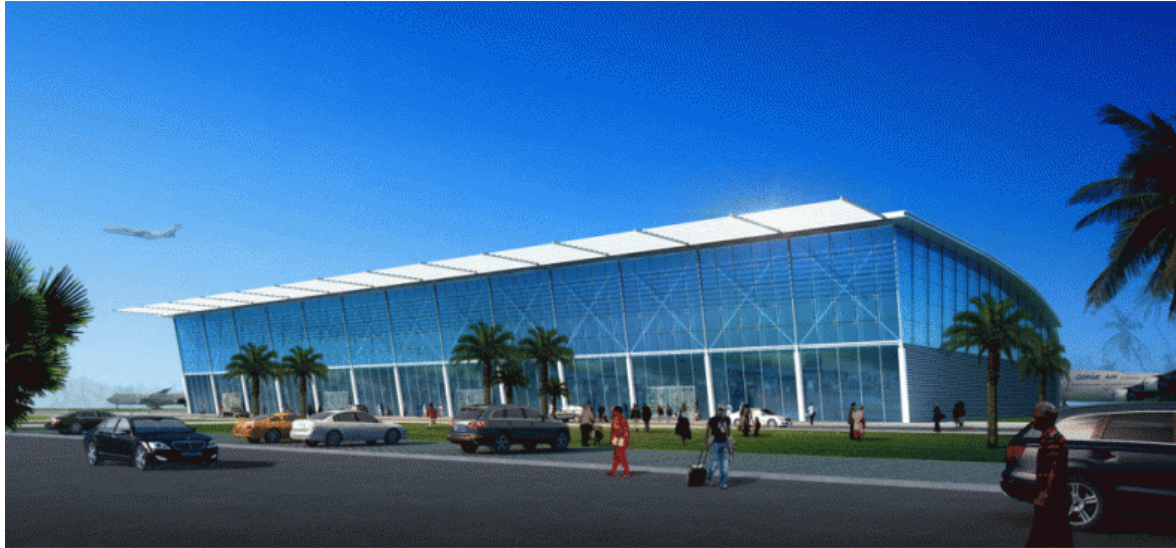
Project Name	Details
Implementing Authority	Transportation Authority and Business Licensing Authority - BPRA and Zanzibar Revenue Board)
Project descriptions	<p>Currently, in Zanzibar road transport is on manual processed and tedious to administer and may be prone to revenue loses.</p> <p>The project involves installation of upgraded IT infrastructures to cater for the Land, including: (a) computerisation of its manual processes; (b) development of online database information; (c) data migration; and (d) procurement, installation, operations and management of IT hardware equipment, software and network development.</p> <p>The project aims to deliver a transparent and efficient system through streamlining of land transportation's current processes and automation. It is expected to clean up existing data; enhance data collection, processing and integration and its related agencies; decrease processing time; promote transparency and ease of use; and improve access to public information and channels for feedback, and hence further promote revenue collection</p>
Study visibility	No Feasibility Study conducted
Indicated costs	TBD
PPP Structure	Build - Transfer - and - Operate (BTO)
Proposed Procurement Mode	Solicited
Cooperation Period	10 year11.5 years (inclusive of 1.5-year application development and installation period) - case studys
Region	All five Zanzibar Region
Sector	Information Technology, Transportation
Private proponent	TBD
Status	Concept: (idea): can generate revenue and capture that revenue which are not to date captured by man to man contact practices in Zanzibar.
Contact person	<p>Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz</p>

Project 06: Integrated Development Plan for Pemba International Airport Project



Project Name	Details
Implementing Authority	Zanzibar Airports Authority – ZAA
Project descriptions	The project involves the take-over, rehabilitation of existing runway and taxiways, construction of a full-length parallel taxiway that can act as an emergency runway, development of a second parallel and independent runway, and construction of a terminal
Study visibility	Feasibility Study conducted (AfDB)
Indicated costs	300.0 Million US Dollars
PPP Structure	Build - Transfer - and - Operate (BTO)/Build Operate Transfer (BOT)
Proposed Procurement Mode	Solicited/unsolicited
Cooperation Period	11.5 years (inclusive of 1.5-year application development and installation period) - case study
Region	Pemba South Region
Sector	Transportation, Airport
Private proponent	TBD
Status	Under solicitation (unsolicited proposals)
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 07: Construction of Terminal II Building



Project Name	Details
Implementing Authority	Zanzibar Airports Authority – ZAA
Project descriptions	<p>The Abeid Amani Karume International Airport (AAKIA) stands as one of the country's main entry points, supporting principally the tourism industry that is one of the largest drivers of Zanzibar economy. The major objective of the project is to re-arrange and extend the existing Terminal II building with associated facilities at Abeid Amani Karume International Airport, to increase its capacity up to 1 million passengers per annum. The project intends to improve airport facilities and services to meet current and future demand while convening with international standards and recommended practices.</p> <p>The project objectives also includes;</p> <p>Develop/update the Terminal II Layout Plan within limits of the area proposed for extension of Terminal II. The proposed terminal II layout plan shall clearly/exactly show the land-side pavements and airside pavements extensions as well as linkages of such extension to other buildings and facilities, in particular physical connection with the new Terminal II, which is under construction and not part of this project.</p> <p>Moreover, the proposed terminal layout plan shall show its linkage to other existing infrastructures such as power supply, water supply, waste water management system, fuel hydrant, telephone systems etc. To take into account opportunities for commercial activities in the terminal shall be maximised without restricting the efficient processing of passengers.</p> <p>To carry out preliminary design (for rehabilitation, replacement, and/or supply of additional new) of electro-mechanical facilities and other equipment.</p> <p>To carry out preliminary design (for rehabilitation, replacement, and/or supply of additional new) all other support facilities such as electrical system, plumbing, ICT, public address, air-conditioning, telephone systems etc as may deem necessary for the proper functioning of the terminal building.</p> <p>To carry out construction activities</p>

Study visibility	There is no feasibility study for this project yet, just a concept note
Indicated costs	The Project is estimated to cost TZS 34,500,000,000
PPP Structure	BOT
Proposed Procurement Mode	ICB incase the Government Secure Fund, in case of PPP could be EPC+F
Cooperation Period (<i>Loan/grant</i>)	10 year11.5 years (inclusive of 1.5-year application development and installation period) – case studys
Region	Urban West - tUnguja
Sector	Transport
Private proponent	The project attracts private investor
Status	Concept note is available
Project outcomes	Improvement in Social and Economic activities in Unguja Island as well as the EAC region.
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 08: Urban Passenger Public Private Partnership



Project Name	Details
Implementing Authority	Zanzibar Transport Authority
Project descriptions	<p>The project involves comprehensive financing, design, construction and rehabilitation, operation, and maintenance of road expressway transport system within urban and the stone town. The project aims to address the space requirements of:</p> <ul style="list-style-type: none"> i). Daladala parking at Mabasini area whereas a total of 6 hectares area between Bizired junction-Mwembeladu stand-Kijangwani Petrol Station and back to Bizired strip be recycled to create a parking space for: ii). Daladala (public commuters from upcountry or suburb areas iii). Introduce express-way (Mwendokasi - Hop in Hop out) round road from Kijangwani to stone town and round trips to reduce congestion and accommodate decency transport, non noise, non congested stone town with reduced vibration to stone built structures which are for conservation and sustainability.
Study visibility	No Feasibility Study conducted
Indicated costs	TBD
PPP Structure	DFBSTO/DFBSOT
Proposed Procurement Mode	Unsolicited
Cooperation Period	Subject to the terms of reference/financing model
Region	Urban Region
Sector	Transportation, Road
Private proponent	TBD
Status	Conceptual Design/Idea/ Under development
Contact person	<p>Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz</p>

Project 09: Construction of Nungwi Airstip



Project Name	Details
Implementing Authority	Zanzibar Airports Authority – ZAA
Project descriptions	<p>Nungwi is ideal for airstrip because of its prominence as a natural tourism attraction site. It has potential connections between airports and tourism destination areas around Tanzania and East African region. Statistics shows that there has been a rapid increase of passenger and aircraft movement by more than 100% from 2008 to 2020 both in domestic and international.</p> <p>The Abeid Amani Karume International Airport will continue to meet the needs for the international tourism market whereas construction of Nungwi airstrip is important to cater domestic tourism which includes a large proportion of the tourists from different tourism destination areas in Tanzania and region to the destination of Zanzibar. The component of Nungwi airstrip includes</p> <ul style="list-style-type: none"> construction of Runway that will be on phases starting with gravel standard Construction of the terminal building to a capacity not less than 350 passengers at a time. The construction of terminal build will be in phases considering the airport master plan to cater for current demand and future development. Construction of new Apron to accommodate minimum 5 aircraft with capacity of 12 or 50 passengers (caravan and ATR) and other lights aircraft Put in place fire crash and fire rescue facilities to meet the operation of the airstrip. Construction of taxiway to facilitate smooth flow of aircraft on the ground. Put in place drain and storm drain infrastructures Construction of control tower for safety and security Construction of perimeter fence Capacity building for airport staffs Improve all other services and facilities such as parking Area, cargo shed, and offices Put in place security and safety equipment such as x-rays machine, walk way, hand handled metal detectors

Study visibility	There is no feasibility study for this project yet, just a concept note
Indicated costs	The Project is estimated to cost TZS 34,500,000,000
PPP Structure	BOT
Proposed Procurement Mode	ICB incase the Government Secure Fund, in case of PPP could be EPC+F
Cooperation Period (<i>Loan/grant</i>)	Not yet Secured
Region	Northern - Unguja
Sector	Transport
Private proponent	The project attract private investor
Status	Concept note is available
Project outcomes	Improvement in Social and Economic activities in Unguja Island as well as the EAC region
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 10: Road Expressway Project – Faster Travel in Support of the Government's Tourism Thrust



Project Name	Details
Implementing Authority	Zanzibar Transport Authority
Project descriptions	The project involves the financing, construction, operations and maintenance of the 2x2 lane, approximately 70 kilometres Malindi – Nungwi and approximately 70 kilometres Mwanakwerekwe-Makunduchi/Kizimkazi and Fumba – Airport expressway with spur thereby ensuring faster travel in support of the government's tourism thrust
Study visibility	No Feasibility Study conducted
Indicated costs	TBD
PPP Structure	Build-Transfer (BT)
Proposed Procurement Mode	Solicited/unsolicited
Cooperation Period	5 years
Region	All Regions
Sector	Transportation, Roadst
Private proponent	TBD
Status	Under solicitation (unsolicited proposals) <i>*this may have been covered under the current negation of the same project-Turkish Company</i>
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 11: Jumbi Market



Project Name	Details
Implementing Authority	West B Municipal Council
Project descriptions	The total area of project site is 1.2 ha. West B Council has acquired 33 years lease agreement for an area of 1.2 ha made on 20th June 2019. The lease is renewable for another term. The land is free from encumbrances
Study visibility	Final Feasibility study released December, 2020
Indicated costs	11,633,000,000/=
PPP Structure	Equity 30% Debt 70%
Proposed Procurement Mode	Design, Build, Finance, Operate, Maintain (DBFOM)
Cooperation Period	10 years plus 2 years grace period
Region	Urban West
Sector	Trade and Business
Private proponent	Currently not procured
Status	Final feasibility study submitted and is currently on tender process
Project outcomes	The proposed projects will have Shops, stalls, Storage facilities, Cold room, Auctions, Washrooms, Prayer room, Mini market, Butchers and parking spaces (both cars and two wheelers) for the visitors as well as traders. For the analysis these parking spaces have been converted into equivalents car spaces (ECS) as per international accepted professional practice.
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 12: Bus Terminal – Cum – Commercial Complex at Chuini



Project Name	Details
Implementing Authority	West A Municipal Council
Project descriptions	The total area of project site is 5.67Ha. The Project Site Is In The Locality Named Chuini Junction, Kihinani Locality, Within (WAMC) In Urban West Region Unguja Admeasuring 5.67Ha Identify As Comps No 2218, Plan No 9284/1/914, Dated 16/9/2019.
Study visibility	Final Feasibility study released December, 2020
Indicated costs	TZS 18,238,000,000/=
PPP Structure	Equity 30% Debt 70%
Proposed Procurement Model	Design, Build, Finance, Operate, Maintain (DBFOM)
Cooperation Period	10 years plus 2 years grace period
Region	Urban West
Sector	Trade and Business
Private proponent	Currently not procured
Status	Final feasibility study submitted and is currently on tender process
Project outcomes	The proposed projects will have Shops, stalls, Storage facilities, Cold room, Auctions, Washrooms, Prayer room, Lanes, Mini market, Butchers, Office buildings and parking spaces (both cars and two wheelers) for the visitors as well as traders. For the analysis these parking spaces have been converted into equivalents car spaces (ECS) as per international accepted professional practice.
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

Project 13: *Mwanakwerekwe Market*



Project Name	Details
Implementing Authority	West B Municipal Council
Project descriptions	The total area of project site is 3,276m ² the project site is in the locality named in Urban West Region Unguja.
Study visibility	Final Feasibility study released December, 2020
Indicated costs	18,800,000,000/=
PPP Structure	Equity 30% Debt 70%
Proposed Procurement Model	Design, Build, Finance, Operate, Maintain (DBFOM)
Cooperation Period	10 years plus 2 years grace period
Region	Urban West
Sector	Trade and Business
Private proponent	Currently not procured
Status	Final feasibility study submitted and is currently on tender process
Project outcomes	The proposed projects will have Shops, stalls, Storage facilities, Cold room, Auctions, Washrooms, Prayer room, Lanes, Mini market, Butchers, Office buildings and parking spaces (both cars and two wheelers) for the visitors as well as traders. For the analysis these parking spaces have been converted into equivalents car spaces (ECS) as per international accepted professional practice.
Contact person	Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz

FISHERIES AND AQUACULTURE SECTOR

Zanzibar is surrounded by *territorial waters totalling 4,450 km²*, which provide ample opportunities for fishing and Aquaculture. Zanzibar is also surrounded by many reefs that drop off into vertiginous crevasses 40 meters deep, wreathed in a plethora of marine species, undersea mountains, and gorgonians. Zanzibar is blessed with 20,000ha of mangrove forests along her coastline.

Zanzibar shares **Exclusive Economic Zone (EEZ)** of about 223,000 km² which is the pathway of major Indian Ocean currents which favour abundant fish stocks making the area have various fish hotspots suitable for deep - sea fishing. Zanzibar's fish reserves are among the largest on the Eastern Coast of Africa.

Zanzibar has a vast space of about 600km of coastal line for the local aquaculture operations and also lies on the crossroads of many rare marine resources and biodiversity of about 1400 species like sea cucumber, milkfish and other organisms. Zanzibar is endowed with many small water bodies that include many bays, lagoons, tidal flats that provide ideal sites for aquaculture activity like cultivation of seaweed



Project 14: Integrated Mariculture Value Chains in Zanzibar

Project Name	Details
Implementing Authority	Ministry of Blue Economy and Fisheries
Project descriptions	<p>The project focuses on the development of Mariculture value chain and specifically empowering women economically in seaweed/sea cucumber sub-sector. This identification came from the realisation that the seaweed sector has great potential given that it is the 3rd largest source of GDP for the country and it employs the largest number of people and the highest number of women in Zanzibar. The project therefore aims to empower women in the way not to only improve their livelihoods but also boost the Mariculture sub-sector, a major contributor to the country economic development.</p> <p>While seaweed plays a major socio-economic role for the country, the Government has taken initiatives of establishment of research institution, industrial zone for seaweed value addition as well as the blue economy initiative that aim to transform the seaweed sub-sector development. With over 90% of raw seaweed being exported out of the country, few local people consume and enjoy the products and benefits. This leads not only to lack of interest in seaweed, but also limited integration into economic interventions for rural livelihood improvement. As outlined in the situational analysis, women play a pivotal role in the seaweed sub-sector in Zanzibar yet they remain vulnerable to a number of challenges that keep many livings below the poverty line. While seaweed farming is hard work, women earn very little income from it, they lack the necessary inputs, knowledge and skills including swimming and sea safety skills, to be able to farm more profitable varieties, limited capacity of integration of seaweed and sea cucumber production and limited processing capacity to produce quality processed and value-added products in order to earn more economic return. Additionally, a lack of business and financial literacy skills as well as access to capital and loans contributes to keeping women stuck in a vicious cycle of poverty and vulnerability.</p> <p>The program's proposed interventions will focus on building capacity of seaweed farmers through integration into sea-cucumber co-culture; building capacity of seaweed processors in value addition and increasing awareness and knowledge/research about seaweed in Zanzibar, as a holistic set of interventions which together will contribute to project overall objective of transforming the Mari-culture sector and empowering women economically</p> <p>The project theory of change considers that if seaweed farmers' techniques and capacities are strengthened and they are supported farming integration mechanism of sea cucumber, then they will increase their sources of income. Moreover, if seaweed processors are capacitated and provided with processing and value addition facilities to improve their product quality, they have the potential to bring in higher income from sales to both local and regional markets. Increasing locally produced seaweed value added products will also ensure that seaweed products are more available and able to be consumed locally. This will make it possible for increasing awareness on the importance of seaweed for both economic, social and health benefits. Finally, increasing the locally produced body of knowledge on seaweed will enable for more information about seaweed to be made available locally. This can also lead to greater understanding of the many benefits and challenges of the seaweed sector. This locally produced information can go towards informing the policy and legal environment, school curriculum and ultimately local practice around seaweed consumption.</p>

Status	Conceptual Design/Idea/ Under development
Study visibility	Final Feasibility study released December, 2020
Indicated costs	US\$ 6 MIL)
PPP Structure	BOT
Proposed Procurement Model	TBD
Cooperation Period	Subject to the terms of reference/financing model)
Region	Zanzibar (Unguja and Pemba)
Sector	Blue Economy
Private proponent	TBD
	Final feasibility study submitted and is currently on tender process
Project outcomes	<p>This project includes following 2 outcomes.</p> <p>i). Economic livelihoods of rural women coastal inhabitants improved as a result of increased production, productivity of quality seaweed and sea cucumber and research findings utilisation.</p> <p>ii). Seaweed and sea cucumber processing and value addition system enhanced as a result of improved strategies, infrastructure and facilities</p>
Contact person	<p>Executive Director, Zanzibar Investment Promotion Authority Zanzibar P.O.Box 2286 Zanzibar Tel. +255 24 223 3026 Email: info@zipa.go.tz</p>

Project 15: Fish Cage Farming (Aquaculture)

Implementing Agency: Zanzibar Fisheries Company (ZAFICO)

Project Descriptions

Zanzibar has two main Island and surrounded with other small Islets where the offshores are differentiated each other, some of them contain clean white sands, some of it contain muds, mangrove, segmented rocks and other mixing each other's. The revolution government of Zanzibar established Zanzibar Fisheries Company (ZAFICO) for the purposes of improving the fisheries sector and seeking opportunities emerging from the fishing industry. ZAFICO was established since 2017 and one of the objectives is to find the investors from outside to join with for the purpose of establishing fish cage farming in the sea. ZAFICO in collaboration with other partners did a feasibility study for the identification of the area suitable for fish cage farming. These areas are:

Unguja:

- 1). Tumbatu/Mkokotoni.
- 2). North of Stone Town.
- 3). (West): Fumba - Ukombe (Buyu).
- 4). Menai Bay.

Pemba:

- 5). Small island between Tumbe and Micheweni.
- 6). Adamson Bay (Kojani Island).
- 8). Chaoni/Gando/Mkia wa Ngómbe.
- 9). Port George and Wete area.
- 9). Port Cock burn Bay.
- 10). Chake Chake Bay and Weshu.

Zanzibar fisheries Company call for joint venture and funds raising to implement the project. This is new project for ZAFICO although they did some research to determine the areas where community can practice fish cage farming. The main challenges of the project are lack of expertise, lack of seeds for large fish cage farming, and fish meal is also a problem because imported from outside the country.

Feasibility study of the project: Conducted in Unguja and Pemba

Indicative costs: USD 998,618

Project out come:

The expected outcome of the project:

- Gain experiences and knowledge about the fish cage farming.
- Create an employment especially to women and youth.
- Improve fish production for domestic and Industrial use.
- Open international market with a constant supply of fish.
- Opportunity for the construction of fish meal industry.

PPP Structure: As per BOT directive

Cooperation period: Depends on the agreement between the parties.

Region: Zanzibar

Sector: Zanzibar Fisheries Company (ZAFICO)

Status: Not implemented

Contact Person:

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Project 16: Strengthening Seaweeds Farming in Zanzibar

Implementing Agency: Ministry of Blue Economy and Fisheries

Project Description

In Zanzibar, approximately 2.7% of Zanzibar's seaweed farmers process the seaweed they grow. Meaning the vast majority of seaweed is exported raw at a low price. Refined seaweed on the other hand, generates considerable export revenue as it is sold at a substantial mark-up to the price of the raw seaweed that Zanzibar exports. A kilogram of seaweed powder – which has a variety of uses such as food inputs, cosmetics, health supplements – is sold at Tanzania Shillings 10,000, compared to one kilogram of raw seaweed, which commands a low price of about Tanzania Shillings 500–1,000. Seaweed is grown in both Unguja and Pemba, the main islands of Zanzibar and seaweed farming currently employs 25,000 people, mostly rural women, while upwards of 150,000 people benefit indirectly from the seaweed industry. Being locked into fixed-rate sales with agents also severely limits the value of their seaweed.

Currently, the seaweeds production in Zanzibar facing various challenges including near shore sea surface temperatures that wiped out most seaweed farms in Zanzibar, Underdeveloped capacity for value addition whereby nearly all seaweed grown in Zanzibar is exported as a raw material, without any value-added processes or refinement taking place, low price, and inadequate market volume for the amount of spinout that farmers can produce and health and social problems related to long exposure under the sun and in the sea.

Feasibility Study: Feasibility Study not conducted

Indicative Cost: USD 5,000,000.

Project Outcome: Increased quality, quantity and price of seaweeds produced

Proposed Procurement Mode: TBD

PPP Structure: BOT

Cooperation Period(loan/Grant):Subject to the terms of reference/financing model)

Region: Zanzibar (Unguja and Pemba)

Sector: Blue Economy

Status: Conceptual Design/Idea/ Under development

Private Proponent:TBD

Contact Person:
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Project 17: Anchovy Processing Plant

Implementing Agency: Ministry of Blue Economy and Fisheries

Project Description

The Zanzibar Fisheries Company (ZAFICO) is a government owned company under the Ministry of Blue Economy and Fisheries. ZAFICO is responsible for fishing at the deep sea in order to transform the fishing sector in Zanzibar so that it benefits most of the people in the country.

The target of ZAFICO is to train artisanal fisheries to be able to carry out the fishing activities in the deep sea. This will reduce pressure to the inshore fishing (bay fishing), where several illegal fishing is carried out in this area. The artisanal fishers in Zanzibar are unable to carry out their fishing activities in the deep sea due to lack of technology, modern fishing equipment, awareness, knowledge and experience on the field. The use of many small fishing boats in the inshore water may create both noisy and water pollution as well as overexploitation of the inshore fishery product. Thus, in order to avoid the impacts and improve livelihood of the rural poor, ZAFICO has come up with this proposal for extend the long line fishing at EEZ to artisanal fishers so that they improve their livelihoods and reduce environmental impacts of their fishing activities. In order to ensure the efficiency and effectiveness of the implementation of the project ZAFICO call the sponsor to help the community to obtain deep sea fishing vessels and equipment that they can avoid overfishing in the territorial water with less benefits.

Feasibility Study: Feasibility Study not conducted

Indicative Cost: USD 5,489,529

Proposed Procurement Mode: TBD

Project outcome Expected outcome

- The social economic welfare of the local community will be enhanced
- Conservation of marine and coastal improved

PPP Structure: BOT

Cooperation Period(loan/Grant): Subject to the terms of reference/financing model)

Region: Zanzibar (Unguja and Pemba)

Sector: Blue Economy (ZAFICO)

Status: Conceptual Design/Idea/ Under development

Private Proponent:TBD

Cooperation Period(loan/Grant): Subject to the terms of reference/financing model)

Region: Zanzibar (Unguja and Pemba)

Sector: Blue Economy (ZAFICO)

Status: Conceptual Design/Idea/ Under development

Private Proponent: TBD

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Project 18: Improving The Livelihoods Of Artisanal Fishery Through Sustainable Longline Fishing In Zanzibar

Implementing Agency: Ministry of Blue Economy and Fisheries

Project Description

The Zanzibar Fisheries Company (ZAFICO) is a government owned company under the Ministry of Blue Economy and Fisheries. ZAFICO is responsible for fishing at the deep sea in order to transform the fishing sector in Zanzibar so that it benefits most of the people in the country. The target of ZAFICO is to train artisanal fisheries to be able to carry out the fishing activities in the deep sea. This will reduce pressure to the inshore fishing (bay fishing), where several illegal fishing is carried out in this area. The artisanal fishers in Zanzibar are unable to carry out their fishing activities in the deep sea due to lack of technology, modern fishing equipment, awareness, knowledge and experience on the field. The use of many small fishing boats in the inshore water may create both noisy and water pollution as well as overexploitation of the inshore fishery product.

Thus, in order to avoid the impacts and improve livelihood of the rural poor, ZAFICO has come up with this proposal for extend the long line fishing at EEZ to artisanal fishers so that they improve their livelihoods and reduce environmental impacts of their fishing activities.

Feasibility Study: Feasibility Study not conducted

Indicative Cost: USD 5,489,529

Proposed Procurement Mode: TBD

Project outcome: Expected outcome

- The social economic welfare of the local community will be enhanced
- Conservation of marine and coastal improved

PPP Structure: BOT

Cooperation Period(loan/Grant): Subject to the terms of reference/financing model)

Region: Zanzibar (Unguja and Pemba)

Sector: Blue Economy (ZAFICO)

Status: Conceptual Design/Idea/ Under development

Private Proponent: TBD

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Project 19: Deep Sea Fishing Project

Implementing Agency: Zanzibar Fisheries Company (ZAFICO)

Project Description

Zanzibar Fisheries Company (ZAFICO) is a government company under the ministry of blue economy and fisheries established for the purpose of dealing with all matters concerning with fisheries including deep sea fishing. The company was established since 2017 for the purpose of transforming the fisheries sector from local home usage to the business sector which may create an employment opportunity and reduce the poverty in the community.

This objective strategically reached through Deep Sea fishing where company purchased a long line fishing boat with 18-meter-long and has a capacity of 38 tons. Currently, the company has one long line fishing boat for the deep-sea fishing that can spend 12 to 14 days in the deep sea to catch Tuna and tuna like species. This fishing type is new model for Zanzibar where most of Zanzibaris are not aware with. This situation led to a number of challenges during the implementation. Some of them are:

- Lack of expertise in the field.
- In sufficient technology for fish catching, handling and storage.
- Improper knowledge and equipment.
- There is no value chain which guarantee the value addition of the product.
- Lack of guaranteed market for all catching.

Feasibility study of the project: Conducted

Indicative costs: USD 943,162

Proposed Procurement mode

Project outcome: The project outcome are as follows

- Sufficient fish food products which enabling build a health nation on the all level
- To create employment opportunity especially for women and youth. This project will be enabling the women to expand the business and shift from fish monger to main suppliers due to the types of fish catching.
- Exportation of product will increase the GDP of the nation.
- Gaining knowledge

PPP structure: As per BOT directives

Cooperation period (Loan/Grant)

Region : Zanzibar

Sector : Zanzibar Fisheries Company (ZAFICO)

Status: Continue with operation

Private proponent: TBD

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Project 20: *trengthening Seaweeds Farming in Zanzibar*

Implementing Agency: Ministry of Blue Economy and Fisheries

Project Description

In Zanzibar, approximately 2.7% of Zanzibar's seaweed farmers process the seaweed they grow. Meaning the vast majority of seaweed is exported raw at a low price. Refined seaweed on the other hand, generates considerable export revenue as it is sold at a substantial mark-up to the price of the raw seaweed that Zanzibar exports. A kilogram of seaweed powder – which has a variety of uses such as food inputs, cosmetics, health supplements – is sold at Tanzania Shillings 10,000, compared to one kilogram of raw seaweed, which commands a low price of about Tanzania Shillings 500 –1,000. Seaweed is grown in both Unguja and Pemba, the main islands of Zanzibar and seaweed farming currently employs 25,000 people, mostly rural women, while upwards of 150,000 people benefit indirectly from the seaweed industry. Being locked into fixed-rate sales with agents also severely limits the value of their seaweed.

Currently, the seaweeds production in Zanzibar facing various challenges including near shore sea surface temperatures that wiped out most seaweed farms in Zanzibar, Underdeveloped capacity for value addition whereby nearly all seaweed grown in Zanzibar is exported as a raw material, without any value-added processes or refinement taking place, low price, and inadequate market volume for the amount of spinout that farmers can produce and health and social problems related to long exposure under the sun and in the sea.

Feasibility Study: Feasibility Study not conducted

Indicative Cost: USD 5,000,000.

Project Outcome

- Increased quality, quantity and price of seaweeds produced

Proposed Procurement Mode: TBD

PPP Structure: BOT

Cooperation Period(loan/Grant): Subject to the terms of reference/financing model

Region: Zanzibar (Unguja and Pemba)

Sector: Blue Economy

Status: Conceptual Design/Idea/ Under development

Private Proponent: TBD

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Project 21: *Fish cage Farming (Aquaculture)*

Implementing agency: Zanzibar Fisheries Company (ZAFICO)

Project Description

Zanzibar has two main Island and surrounded with other small Islets where the offshores are differentiated each other, some of them contain clean white sands, some of it contain muds, mangrove, segmented rocks and other mixing each other's. The revolution government of Zanzibar established Zanzibar Fisheries Company (ZAFICO) for the purposes of improving the fisheries sector and seeking opportunities emerging from the fishing industry. ZAFICO was established since 2017 and one of the objectives is to find the investors from outside to join with for the purpose of establishing fish cage farming in the sea. ZAFICO in collaboration with other partners did a feasibility study for the identification of the area suitable for fish cage farming. These areas are:

Unguja:

- 1). Tumbatu/Mkokotoni. 2). North of Stone Town.
- 3). (West): Fumba - Ukombe (Buyu). 4). Menai Bay.

Pemba:

Small island between Tumbe and Micheweni.
Adamson Bay (Kojani Island). 8). Chaoni/Gando/Mkia wa Ngómbe. 9). Port George and Wete area.

Port Cock burn Bay.

Chake Chake Bay and Wesha.

Zanzibar fisheries Company call for joint venture and funds raising to implement the project. This is new project for ZAFICO although they did some research to determine the areas where community can practice fish cage farming. The main challenges of the project are lack of expertise, lack of seeds for large fish cage farming, and fish meal is also a problem because imported from outside the country.

OIL AND GAS AND GENERATION OF RENEWABLE ENERGY

Zanzibar has recently discovered *Oil* and *Gas* and welcomes prospective investors who wish to invest in oil and gas and renewable energy. The preliminary investigation indicates that there are about 3.6 trillion cubic feet of gas.

The *high rate of economic growth in Zanzibar combined with the development of the tourism sector has increased energy demand.* This demand creates a potential market for renewable energy investment



Project 21: Petroleum Storage Facilities and Supply of Refined Petroleum Product at Mangapwani Zanzibar

Implementing Agency: Zanzibar Petroleum Development Company (ZPDC)

Project Description

The country need to have security of petroleum supply and affordable price on refined petroleum products, currently ZPDC is in the plan to implement Petroleum Bulk Procurement project. The Revolutionary Government of Zanzibar (RGoZ) has identified Mangapwani area as key strategic location for Oil and Gas projects.

Project Components

The project involves financing, design, construction, operation and maintenance of Oil and Gas depot which will include metering system and pipeline system to nearby commercial deport at Mangapwani Unguja as well as supply of refined petroleum products.

Objective of the Project

- To construct, operate and maintain a depot of minimum capacity of 50,000MT which will meet demand of the petroleum products for Unguja and Pemba Islands, currently the total storage capacity is 13,136 MT for Unguja Island and 1,570MT for Pemba Island. Zanzibar's monthly petroleum product consumption stands at 10,809MT, equivalent to 13,902,963lts. The consumption would grow to 15,161MT (19,499,624lts) in 2025 and 21,265MT (27,349,232lts) by 2030, at the rate of 7% per year. There also need to keep strategic petroleum reserve (SPR) for at least 14 days consumption (4,976MT).
- To construct metering system and pipeline system for supply and distribution of refined petroleum products to other depots nearby.
- To import petroleum products in bulk to Zanzibar for supply and distribution to Oil Marketing Companies (OMC's).
- To have a reliable and affordable supply of petroleum refined products.

Feasibility Study: Feasibility Study not conducted

Indicative Cost: 23Mill USD

Project Outcome

- Petroleum supply security for Zanzibar Islands which will result to sustainable economic growth in Zanzibar.
- Reduction of Petroleum price in Zanzibar through Petroleum Bulk procurement from abroad and enjoy economic of scale which will reduce cost of living and other economic activities and as a result will reduce inflation.

Proposed Procurement Mode: unsolicited

PPP Structure: BOT/JV

Cooperation Period: Subject to the terms of reference/financing model

Region: North Region

Sector: Oil and Gas

Private Proponent: TBD

Status: Conceptual Design/Idea/ Under development

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Project 22: Transmission, Supply and Distribution of Natural Gas in Zanzibar

Implementing Agency: Zanzibar Petroleum Development Company (ZPDC)

Project Description

The project will involve transmission of Natural Gas, Construction of Mother Station and daughter stations for receiving, supplying and distribution of natural gas to customers.

Targeted Customers are Zanzibar Electricity Corporation (ZECO), Household customers, Tourism sector (Hotels) and other industries. The project involves financing, design, construction, operation and maintenance of said infrastructures.

Feasibility Study: Feasibility Study not conducted

Indicative Cost: TBD

Project Outcome

- Reduce cost of energy for cooking, lighting and other uses hence reduce cost of living and environmental impact.
- Electricity Energy dependence and energy security hence attract more investors particularly in Tourism sector and other industries sector which will result to increase the GDP

Proposed Procurement Mode: Unsolicited

PPP Structure: BOT/JV

Cooperation Period(loan/Grant): Subject to the terms of reference/financing model

Region: Zanzibar

Sector: Oil and Gas Sector/Energy Sector

Status: Conceptual Design/Idea/ Under development

Private Proponent: TBD

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Project 23: Transmission, Supply and Distribution of Natural Gas in Zanzibar

Implementing Agency: Zanzibar Petroleum (Upstream) Regulatory Authority

Project Description

Zanzibar is committed and prepared for sustainable exploration and production of Oil and Gas. Preliminary data indicates that, there is an existence of commercially viable petroleum deposits in Zanzibar. Oil and Gas operations are normally generating high volume of data and information which are required to be managed in order to promote investment in Zanzibar by utilizing the data to reduce the exploration and production risks. Therefore, the Authority through its Strategic Plan has set the target of developing the National Data Repository (NDR) and associated infrastructure and equipment for prudent management of the Upstream Data Petroleum.

The objective of this project is to efficiently Manage Upstream Petroleum Data, specifically:
To encourage new exploration and production activities by providing high quality and reliable data.
To facilitate sustainable data storage infrastructure for petroleum data
To facilitate efficient data reporting, data exchange and data trading to all Geoscience Agencies.
To encourage promotion and investment on Oil and Gas in Zanzibar.

The project has three major components namely:

- Conduct feasibility study on NDR
- Development of Oil and Gas National Data Repository (NDR) and associated infrastructure and equipment.
- Capacity building on Petroleum Data Management and NDR operations

The project is in line with Vision 2050 and CCM Manifesto of 2020 – 2025

Feasibility Study: No feasibility study has been conducted

Indicative Cost: 42 Billion TZS (18 Mil USD)

Time frame for Implementation: 2021 – 2026

Project Outcome: Obtaining Sustainable NDR for Zanzibar

Proposed Procurement Mode: TBD

PPP Structure: Private Proponent

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TOURISM & RECREATION SERVICES

Zanzibar has a competitive advantage in the *tourism industry* because of its nature, cultural heritage, history and renowned tradition of hospitality.

Investment Opportunities include *Up market hotels/resorts specifically chain hotels, Sports tourism, Conference tourism, Health tourism, Heritage tourism, Mariners, Special cuisine restaurants (Joint venture) and Amusement and recreation activities.*



Project 24: Zanzibar International Convention and Exhibition Centre

Implementing Agency: Ministry of Trade and Industrial Development

Project Description

The Zanzibar International Convention and Exhibition Trade Fair Centre is intended to boost the Economy through international conference and marketing the goods and service produced within and outside Zanzibar. The facilities included;

- Trade fair
- Convention Center
- Office for Management, Government officers and VIP
- Hotels/Apartments/recreation/amenities
- Fairground facilities

Feasibility Study: Available

Indicative Cost: USD 109M (TZS 251,282,096,078.40)

Project Outcome

Improvement of Local and International Trade for Zanzibar

Proposed Procurement Mode: Competitive or MOU

PPP Structure: PPP / joint venture

Cooperation Period (Loan/Grant): Partnership

Region: Urban West - Zanzibar

Sector: Trade Sector

Status: Concept level

Private Proponent: The project attracts private investors



Project 25: Bwawani Hotel – 70+ Hectares High End Real Estates, High Class Hotels, Apartments and Water Front Project

Implementing Agency: Zanzibar Investment Authority – ZIPA

Project Description

The project involves the financing, design, reclamation, construction, preservation and development works within the Bwawani Hotel area, a 70+ hectares prime area suitable for a mix of high end real estates, high class hotels, apartments, water front, water sports and other facilities. The development is intended to accommodate urban – lower – people – residents – in luxury condominium towers and villas perched atop a dynamic stone town – waterfront – retail promenade

Feasibility Study: Feasibility Study not conducted

Indicative Cost: 200-300 Million USD

Proposed Procurement Mode: unsolicited

PPP Structure: JV

Cooperation Period: Terms and Conditions – 99 years land lease

Region: Urban regions

Sector: Property Development

Private Proponent: Consortium

Status: Conceptual Design/Idea

Contact Person

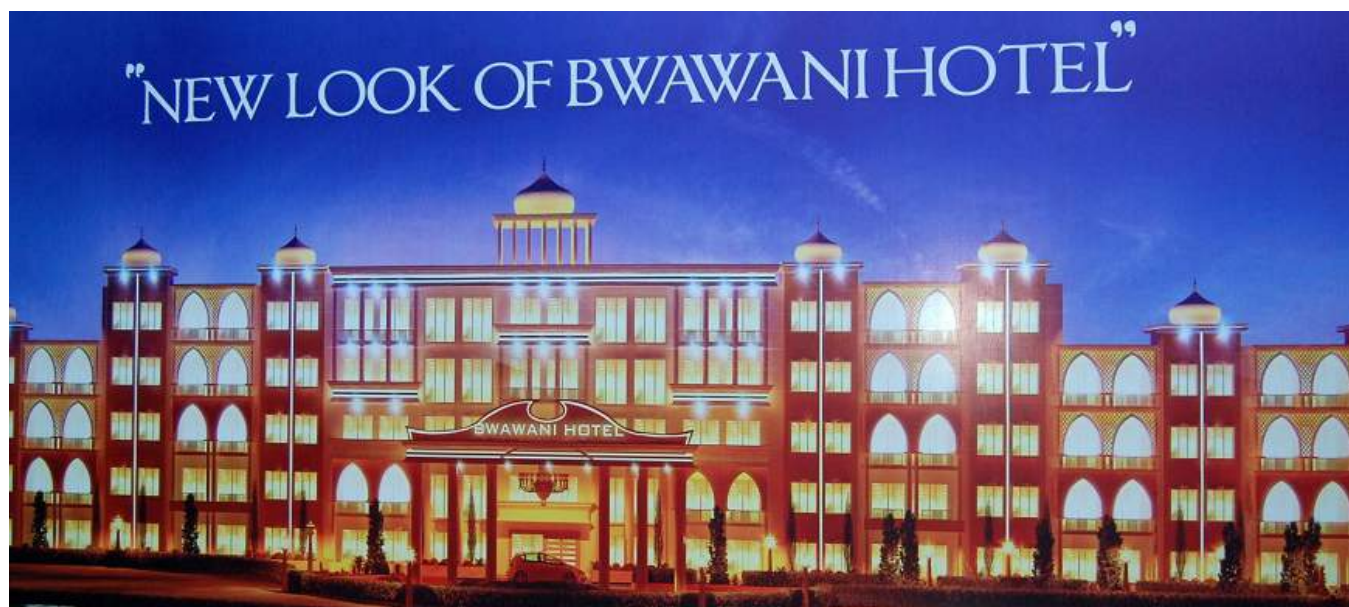
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Project 26: Restoration & Revival of Tourist attraction at Bi Khole Historical Site

Implementing Agency: Zanzibar Commission for Tourism

Project Description

Bi Khole historical site project is in alignment with the Government R4P report to restore, renovate and preserve historical sites. The project involves financing, design, construction and operation.

The Bi Khole cultural center will encourage and showcase Zanzibar's rich history and diverse heritage
The project will initiate and promote the involvement of local community in cultural tourism and historical preservation.

Feasibility Study: Available

Indicative Cost: 3,503,670,000.00

Project Outcome: Revival and conservation of Bi Khole historical site

Proposed Procurement Mode: Open Tender

PPP Structure: PPP joint venture

Cooperation Period(loan/Grant): Subject to the terms/financing model

Region: Southern Region, Unguja

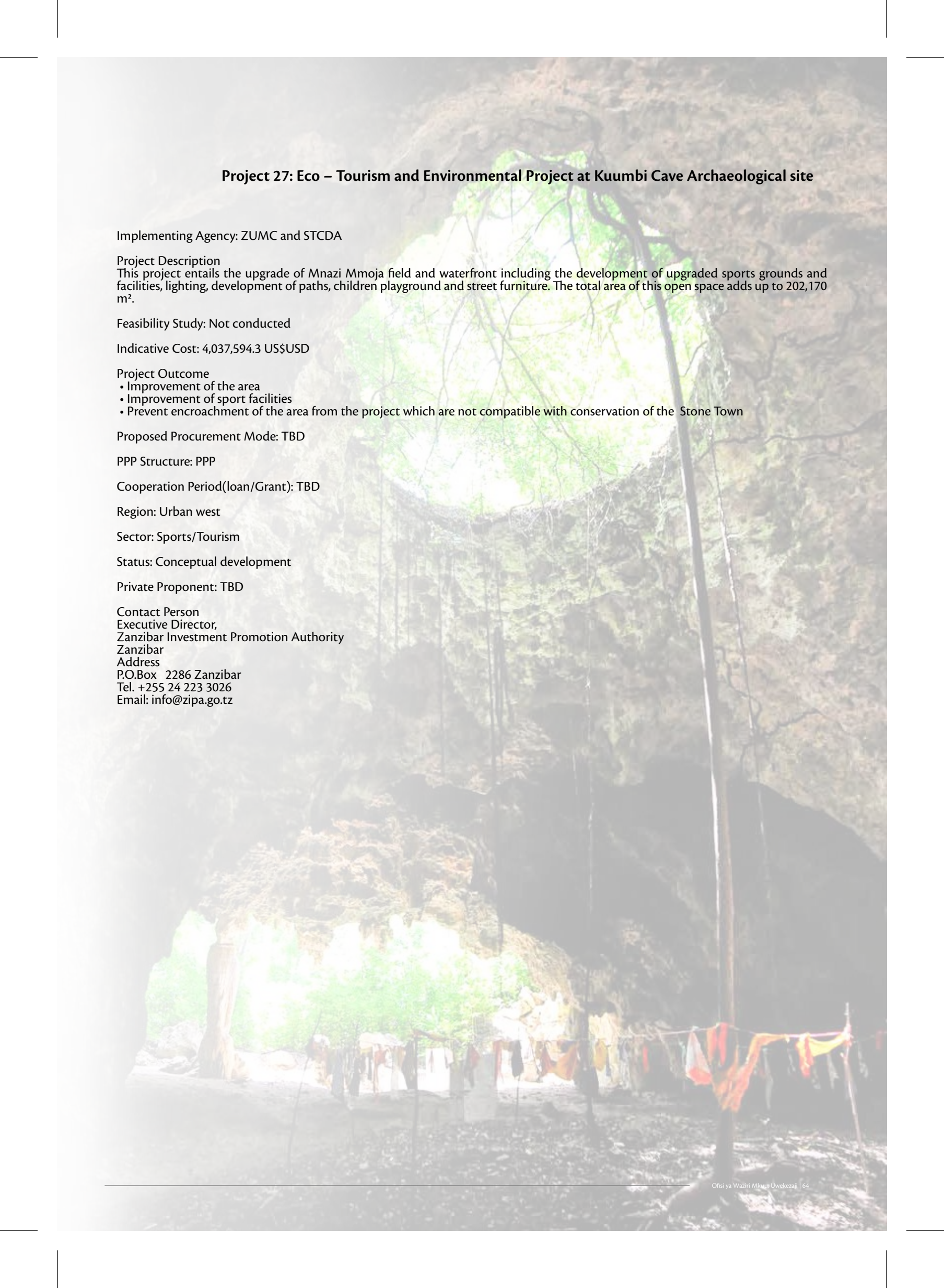
Sector: Tourism and Heritage

Status: Phase one completed

Private Proponent: TBD

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Project 27: Eco – Tourism and Environmental Project at Kuumbi Cave Archaeological site

Implementing Agency: ZUMC and STCDA

Project Description

This project entails the upgrade of Mnazi Mmoja field and waterfront including the development of upgraded sports grounds and facilities, lighting, development of paths, children playground and street furniture. The total area of this open space adds up to 202,170 m².

Feasibility Study: Not conducted

Indicative Cost: 4,037,594.3 US\$USD

Project Outcome

- Improvement of the area
- Improvement of sport facilities
- Prevent encroachment of the area from the project which are not compatible with conservation of the Stone Town

Proposed Procurement Mode: TBD

PPP Structure: PPP

Cooperation Period(loan/Grant): TBD

Region: Urban west

Sector: Sports/Tourism

Status: Conceptual development

Private Proponent: TBD

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SOCIAL SERVICES SECTORS

The provision of social services to the public is the priority area for the Government of Zanzibar. To this end, The Revolutionary Government of Zanzibar has liberalised the provision of social and other basic services in health, education, insurance, banking and other sectors.

There is significant increasing demand for quality and professionally delivered services in all sectors. The Government as thereby invested in skills and development and continues to attract private investment in these social services sectors.



Health Care Opportunities

- Health Research Institute
- Pharmaceutical industries
- Health City
- Private Hospitals
- Establishment of specialised hospitals and diagnostic centres

Education Investment Opportunities

- Vocational Training Centres,
- Research and Innovation Centres
- Establishment of maritime institutes
- Establishment of modern colleges for hospitality industry

Financial & Insurance Services Investment Opportunities

- Establishment of Financial services including investment banks
- Establishment of insurance business

Project 28: Binguni General Hospital (BGH) Dr Hussein A. Mwinyi Project

Implementing Agency: Zanzibar State University – SUZA

Project Description

The project involves the design, finance, development, operation and transfer of the Binguni General Hospital (BGH) Dr Hussein A Mwinyi, which will include a multi-storey tertiary care hospital, outpatient services, medical research centre, and school of medicine, hospice, and ancillary facilities. It is envisioned to be a world-class hospital, serving the poor and the rich, with related educational and research facilities, specialised equipments and professional diagnosis. This facility is aimed to bring about medical tourism in Zanzibar. A special wing for fast track and tourism related services to be offered

Feasibility Study: Feasibility study partial conducted

Indicative Cost: TBD

Proposed Procurement Mode: unsolicited

PPP Structure: DFBTO

Cooperation Period: 30 years or as per Financing Model

Region: All region

Sector: Hospitals, University & Healthcare

Private Proponent: TBD

Status: Under solicitation (unsolicited proposals)

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**Project 29: Hospital For Traumatology And Orthopaedics (Build – Transfer Model)
– Binguni Project - EAST AFRICA APOLLO**

Implementing Agency: Zanzibar State University – SUZA/Ministry of Health/KMKM

Project Description

This facility is aimed to bring about medical tourism in Zanzibar. A special wing for fast track and tourism related services to be offered.

Scope of work: Foundation & Basement - Construction land area: 20,355 m²

Construction floor area: 23,112m² -Scale: 1 basement and 18 storeys - Contract value: 11 million USD

Feasibility Study: Feasibility study partial conducted

Indicative Cost: USD 23.0 million (excluding equipments)

Proposed Procurement Mode: unsolicited

PPP Structure: DFBTO

Cooperation Period: 30 years or as per Financing Model

Region: All regions

Sector: Hospitals, University & Healthcare

Status: Feasible Idea

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FREE ECONOMIC ZONES DEVELOPMENT

Free Economic Zones (FEZs) are geographical areas that have more enticing incentivised economic regulations than the rest of the country.

As the custodian of the Free Economic Zones, Zanzibar Investment Promotion Authority (ZIPA) readily offers potential investors land, office space, and warehouse space for lease in the zones. The Zanzibar Revolutionary Government is welcoming the private sector in infrastructure development in the Free Economic Zones through Public-Private Partnership (PPP) arrangements. Zanzibar currently has five Free Economic Zones:

- Fumba Zone
- Micheweni Free Economic Zone
- Amaan Industrial Park
- Maruhubi Free Port Zone
- Airport Free Port Zone



FREE ECONOMIC ZONES INVESTMENT OPPORTUNITIES

1. Infrastructure Development

- Establishment of Industrial sheds and other types of storage facilities such as chillers and warehouses.
- Infrastructure development (Roads network within the zone, Sewage and drainage system, Power generation and distribution network, Clean water, and ICT facilities).

INDUSTRIAL SITES

- Investment opportunities include manufacturing, processing, assembling, and packaging of various commodities such as:
 - Food agro - processing industries for milling, processing, packaging, and canning
 - Garments
 - Cosmetics and fragrances
 - Building and construction material industries
 - Pharmaceutical and medical equipment supply industries
 - Consumer durable goods production - component manufacturer and/or assembling



Project 30: Infrastructure Development at Micheweni Free Economic Zone – Pemba

Implementing Agency: Zanzibar Investment Promotion Authority

Project Description

The project aims at providing the designated areas for fundamental infrastructures in considering natural features, existing land uses, existing and proposed public improvement as well as transportation systems. The infrastructures have to provide prospects for future economic and social growth of the investment in Pemba.

The main components of the project are: -

Zone Development – this component will facilitate the infrastructure and service development. It will provide roads and communications within the zone; water and sewage system; electrification; construction of warehouses and sheds for processing industry

Feasibility Study: No Feasibility Study conducted

Indicative Cost: US\$ 133,145,391.38

Proposed Procurement Mode: Unsolicited

PPP Structure: TBD

Cooperation Period

Region: North Pemba

Sector: Free Economic Zone Infrastructure Development

Private Proponent: ZIPA will be an implementing agency with a role of coordinating, supervising and managing the project.

Status

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Project 31: ZIPA Tower – Pemba

Implementing Agency: Zanzibar Investment Promotion Authority

Project Description:

ZIPA head office has a new modern office building in the Island of Unguja, but in Pemba the Authority uses the leased office. ZIPA has decided to build a new building which will be used for office and commercial purposes in Pemba. The proposed property development scheme will involve the construction of a ten storey building at prime area in Chakechake Pemba. The tower will include hotel rooms, conference facilities, rental offices and shopping areas.

Feasibility Study: No Feasibility Study conducted

Indicative Cost: US\$ 4,500,000.00

Proposed Procurement Mode: PPP Structure

Cooperation Period: Authority is open to any proposal on possible structure of partnership or funding

Region: North Pemba

Sector: Real estate Development

Private Proponent: ZIPA will be an implementing agency with a role of coordinating, supervising and managing the project.

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ZANZIBAR INVESTMENT PROMOTION AUTHORITY (ZIPA)

ZIPA is the main Government institution responsible for investment promotion, facilitation and aftercare services in Zanzibar. ZIPA is the first step for prospective investors who seek to invest in Zanzibar. ZIPA has established one stop investment facilitation centre for facilitating the speedy acquisition of all relevant investment services for prospective investors who want to start or operate business in Zanzibar. Among the investment services provided under the one stop centre are as follow

- Registration of the companies.
- Insurance of Resident and work permit.
- Land acquisition for investment projects.
- Investment incentives.
- Business permits and licences.
- Building permits.
- Tax payer identification number registration.
- Bank accounts registration.

INVESTMENT INCENTIVES SCHEME

The prospective investors can enjoy both fiscal and non-fiscal incentives for investments in Zanzibar. These incentives include the following:

- 100% foreign ownership is allowed.
- Exemption from payment of import duty, excise duty value added tax and other similar taxes on capital goods.
- Up to 99 years land lease agreement.
- Up to ten years corporate tax exemption.
- Free economic zones incentives scheme
- Employment of expatriates in Key positions.
- 100% repatriation of all profits after tax.
- Special strategic investment incentives scheme. For more details please visit at Investment Incentives | zanzibar investment promotion authority (zipa.go.tz).



TANZANIA INVESTMENT CENTRE (TIC)

Annex 1: Tanzania Manland Fiscal and Non – Fiscal

i). Investment Incentives

a). Import Duty

- i). Zero rated for capital goods and equipment;
- ii). Exemption in machinery, equipment, heavy duty vehicles, building and construction materials and any other goods of capital nature for purposes of development of SEZ infrastructure for SEZ developer/operator/user
- iii). Remission for in import of 1 administrative vehicle, ambulances, firefighting equipment, fire fighting vehicles and up to 2 buses for employees' transportation to and from SEZ under SEZ developer/operator licence
- iv). Remission on raw materials and good of capital nature related to the production for SEZ user

b). Value Added Tax (VAT)

- i). Exemption on capital goods for edible oil, textile, leather and pharmaceutical (including veterinary) industries
- ii). Remission for in import of 1 administrative vehicle, ambulances, firefighting equipment, fire fighting vehicles and up to 2 buses for employees' transportation to and from SEZ under EPZ developer/operator/user
- iii). Exemption on utility and wharfage charges for EPZ developer/operator
- iv). Remission on raw materials and good of capital nature related to the production for SEZ user
- iv). VAT deferment from Tsh 10 million of capital goods

c). Income Tax

- i). Companies Reduced from 30% to 10% for assembly of motor vehicles, tractors, fishing boats and outboard engines for the first 5 consecutive years
- ii). Reduced from 30% to 20% for manufacturing of pharmaceuticals, leather and textile for the first 5 consecutive years
- iii). Reduced from 30% to 25% for manufacturing of sanitary pads for two years from 2019/2020
- iv). that are newly listed on the DSE get an incentive of a reduced CIT rate for the first three years from 30% to 25%, provided at least 30% of shares are publicly listed

10 years' exemption for EPZ scheme and thereafter is

charged at the rate specified in the Income Tax Act

d). Capital allowance

- i). Agriculture – 100%
- ii). Manufacturing – 50%

e). Depreciation Allowance

- i). 37.5% – 50% depending on the class of depreciable asset

f). Withholding Tax

- i). Exempted for the first 10 years on rent, dividends and interest under EPZ scheme

g). Property Tax

- i). Exempted for the first 10 years under EPZ scheme

h). Stamp Duty

- i). Exemption on any instrument executed in EPZ scheme

i). LGA taxes/Levies

- i). Exempted for e period of ten years under EPZ scheme

j). *Losses are allowed to be carried forward. However, companies with perpetual unrelieved losses for 3 consecutive years are charged 0.3% of annual turnover*

i). Non Tax incentives

- a). *Automatic immigration quota of up to 5 persons at the initial stage of the projects for TIC and EPZ scheme*
- b). *Exemption from pre-shipment or destination inspection requirement for EPZscheme*
- c). *On site customs inspection of goods within EPZ zones*
- d). *Treatment of goods destined into SEZ as transit cargo*
- e). *Provision of business visa at the point of entry to key technical, management and training staff for a maximum of 2 months; thereafter normal procedures shall apply for SEZ users*
- f). *Unconditional transferability through any authorized dealer bank in freely convertible currency of; net profit, loan payment (servicing a foreign loan) royalties, fees and charges in respect of any technology transfer agreement, payment of emoluments and other benefits to foreign personnel.*



BLUE ECONOMY



Hon. Dr. Hussein Mwinyi
President of Zanzibar

