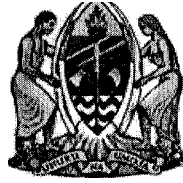


THE UNITED REPUBLIC OF TANZANIA



Statement by

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At the

International Ministerial Conference of Landlocked and Transit  
Developing Countries, and Donor Countries and International Financial  
and Development Institutions on Transit Transport Cooperation in  
Almaty, Kazakhstan from August, 28 - 29, 2003

29 AUGUST 2003

Mr. President,  
Excellencies, Heads of Delegation,  
Distinguished Delegates,  
Ladies and Gentlemen.

Mr. President,

I wish to avail myself of this opportunity to add Tanzania's voice in expressing my sincere and heart-felt appreciation to the Republic of Kazakhstan for hosting this important meeting. We are equally grateful for the excellent conference facilities put at our disposal and for the kind and cordial hospitality accorded to my delegation, and myself since our arrival in this beautiful, historic and hospitable City of Almaty.

I wish also to express our profound gratitude to the Chairman of the Intergovernmental Preparatory Committee and Secretary General of the Conference for their tireless efforts in ensuring that this historic meeting becomes a success. And to you, Mr President, I wish to add to the chorus of congratulations for your election to the chair of this landmark event.

Mr. President,

In spite of commitments made at different major United Nations Conferences and Summits to assist developing countries particularly the landlocked and transit developing countries in addressing problems of trade and transit transport systems, the overall situation has to date not improved much. The convening of the Almaty Conference is a clear manifestation of the resolve of the international community including international financial and development institutions, to address problems of landlocked and transit developing countries, especially with regard to transit transport cooperation.

Mr. President,

Tanzania is a least developing transit country, with three main ports of Dar es Salaam, Tanga and Mtwara, serving a large hinterland of six landlocked developing countries in East, Central and Southern Africa. These include Burundi, the Democratic Republic of the Congo (DRC), Malawi, Rwanda, Uganda, and Zambia. The main transit routes are intermodal and include air, road, rail, lake and pipeline, linking the hinterland to the Indian Ocean. Being at the pivot of the Cape Town to Cairo transport axis, Tanzania conveniently links, trade-wise, Southern, Eastern and Northern Africa.

We are mindful of our responsibilities as a transit state to our neighbouring landlocked developing countries, especially with regard to facilitating their import and export trade. Tanzania recognizes that they require efficient transport chain, simplified trade formalities and procedures and supportive customs administration. In that regard, Tanzania had acceded to the United Nations convention, which gives the right of access to sea to the landlocked developing countries.

Mr. President,

In addition, Tanzania has acceded to a number of international, regional and sub-regional conventions and protocols and has bilateral agreements and strives to implement them. Efforts have also been made to improve infrastructure. Some of the specific activities undertaken in this regard include:

#### Road Transport Infrastructure

Tanzania is implementing the Integrated Road Programme (IRP) financed by the World Bank and cooperating partners for institutional reforms as

well as a major road rehabilitation programme. Important features of the reforms have included the creation of a Road Fund and a Road Agency, the Road Fund for road rehabilitation and maintenance, and the Road Agency for managing execution of road works. An independent regulator to oversee marine and surface transport has been established.

Tanzania is also a member to sub regional agreements on axle load control and actively implementing them through, inter alia, introduction of a comprehensive system of weighbridges. Tanzania also has bilateral agreements with Malawi, Zambia and Zimbabwe on improving road transport services.

### Rail Transport

On rail, Tanzania has two rail systems, one serving Uganda, Rwanda, Burundi and the Democratic Republic of the Congo (DRC) and the other serving Zambia, Malawi, DRC and can also serve all Southern African countries. Tanzania is actively in the process of concessioning railway operations on both railway lines. Both railways have problems of aging track, bridges and inadequate communication systems, thus affecting safety and efficiency of operations. Shortage of wagons and locomotives affect delivery times of cargo due to detention at the port while waiting for wagons.

Both railways have installed Advanced Cargo Information System (ACIS). The cargo and wagon tracking system has proved to be a useful tool for improving the railways operation. It is expected that it will be an even better tool with availability of funding for linking the system to other networks in the sub-region and also installation of other modules.

## Ports and Inland Water Ways

Tanzania has invested substantially in modernising seaports infrastructure to enable handle traffic of the landlocked developing countries. Currently it is involved in the process of privatising of port operations. The Dar es Salaam Container Terminal was concessioned in 2000 and it is now the best performing Terminal in Sub Saharan Africa. Improvements will, however, be required to enable the handling of bigger ships. Further work is needed in improving cargo clearance systems.

Neighbouring countries have also been allowed to develop dry ports in Tanzania. Malawi and Zambia already have their own dry ports and a dry port has been developed at Isaka for Rwanda. This dry port could also be used by Uganda, Burundi and the Democratic Republic of the Congo.

The performance of the Transit transport corridors is coordinated and monitored by respective Sub-regional and Bilateral Transport Coordinating Committees, which consist of service providers, users, and government representatives.

## The Way Forward

Challenges in the various transport modes involved in providing access to the landlocked countries are formidable. Resources required in order to minimise access costs and transit time increase reliability and safety are equally daunting. Yet they are not beyond the ability of the landlocked and transit countries in partnership with the international community.

More roads need further rehabilitation and upgrading, while missing links need to be completed. Rail tracks need rehabilitation, upgrading, and construction as well as additional rolling stock. Furthermore, new dry

ports need to be provided, and lake transport links need to be strengthened. Mechanisms for coordinating and monitoring performance of corridors need also strengthening.

Mr. President,

In December 2003, in implementing another UN General Assembly Resolution, Heads of State and Government will meet in Geneva for the first round of the World Summit on Information Society (WSIS). The Summit in Geneva will evolve a framework towards a truly global information or rather a knowledge society. Central in the discussions in the preparatory meetings for the summit has been the role of, use, and access to information and communication technologies (ICT).

We submit that the use of ICTs in transport and trade facilitation among landlocked and transit developing countries provides a direct link between the Almaty initiative and the WSIS process.

Mr. President,

A programme to address the aforesaid bottlenecks, which relate to transit transport cooperation in our sub region was agreed to at the regional meeting held in Addis Ababa in May 2003. The United Republic of Tanzania calls for the implementation of this programme by the landlocked and transit Countries and development partners. The Programme lays the basis for the implementation of the Almaty Programme of Action in the Sub-region.

Mr. President, facilitation and improvement of transit transport has to be seen in the context of the global trade regime. The international cooperating partners need to be reminded of the following commitments:

1. their commitment to the internationally agreed target of the ODA of 0.7% and the addition of 0.15-0.2% to the LDCs;
2. the opening up of markets for products of developing countries;
3. elimination of subsidies to agricultural products; and
4. capacity building and transfer of environmentally sound and friendly technologies.

We submit that these issues are as central as they are crucial for the attainment of a sustainable transit transport system.

Mr. President,

Tanzania does not consider the countries we provide access to as landlocked as such. Through an accident of history and the benefit of geography, we happen to be custodian of their access to the sea. Cooperation for mutual benefit is therefore central to our relations.

Mr. President,

Much reference has been made to landlocked countries. Almaty has provided the keys to unlock the access to these countries through transit countries. The spirit of Almaty and the spirits residing in the surrounding Zailiysky Alatau Mountains should spur us to implement the Almaty Programme of Action.

Mr. President, Ladies and Gentlemen,

Let me end my remarks the same way I started, by thanking you for the honour you have done me and my country by giving me an opportunity to address this august assembly.

I thank you for your kind attention.