



# **FINAL REPORT**

## **CONSTRUCTION AND ENHANCEMENT OF INLAND CONTAINER DEPOTS IN ILALA, SHINYANGA AND MWANZA TAN0401411**

### **BASIC INFORMATION ON THE PROJECT**

Country : Tanzania

DAC Sector and subsector : 21030

National institution in charge of the execution : Reli Assets Holding Company (RAHCO)

Agencies in charge of the execution :

Number of BTC international cooperation experts: none

Duration of the project (according to SA/SC) : 48 + 24 = 72 months

Start date of the project:

According to SA/SC : 8<sup>th</sup> December 2005

Effective : 20<sup>th</sup> July 2007

End date of the project:

According to SA/SC : 7<sup>th</sup> December 2011

Effective : 7<sup>th</sup> December 2011

Project management methods : Cogestion

Total budget for the project : 1.995.388,56 EUR (Belgian contribution)  
and 565.000 EUR (Tanzanian contribution)  
Total: 2.560.388,56 EUR

Period covered by the report: : July 2007 – December 2011

<b>Annexes</b>		<b>Yes</b>	<b>No</b>
1.	Results summary	✓	
2.	Situation of receipts and expenses for the year considered	✓	
3.	Disbursement rate of the project	✓	
4.	Personnel of the project	✓	
5.	Subcontracting activities and invitations to tender	✓	
6.	Equipments	✓	
7.	Trainings	✓	

## PART ONE: APPRAISAL

*Evaluate the relevance and the performance of the project by means of the following assessments:*

- 1. - Very satisfactory*
- 2. - Satisfactory*
- 3. - Non satisfactory, in spite of some positive elements*
- 4. - Non satisfactory*
- X. - Unfounded*

	National execution official	BTC execution official
<b>RELEVANCE</b>		
1. Is the project relevant compared to the national development priorities?	The national transport policy clearly spells out the need to improve intermodal transportation through the improvement of interchanges and terminals	
2. Is the project relevant compared to the Belgian development policy? Indicate your result according to the three themes below: a) Gender b) Environment c) Social economy	<p>Rail transportation services are closely tied up with the Tanzanian national development programme and the development of the landlocked neighbouring countries of Burundi, Rwanda and Uganda.</p> <p>The ICD should create jobs in relation to the ICD activities and also stimulate accessory activities (fuel stations, coffee shops, restaurants, etc.) where both male and female persons find employment. The ICD should also enhance the railway performance and reduce truck transport inducing a positive environmental impact.</p>	
3. Were the objectives of the project always relevant?	Although the specific objective could not be achieved at the end of the project, the objective is still relevant to RAHCO and TRL	Cargo transport by rail in Tanzania should be enhanced, by improving the container cargo handling facilities.
4. Did the project meet the needs of the target groups?	The needs of the target group shall be met upon completion of the Inland container depots	
5. According to its objectives, did the project rely on the appropriate local execution organs?	The railway privatization (concession of operations) split the local execution organ TRC into two units, TRL Operations company and RAHCO (Assets holding company). RAHCO implemented the project with difficulties especially during the transition period.	

	<b>National execution official</b>	<b>BTC execution official</b>
<b>RELEVANCE<sup>1</sup></b> (cf. PRIMA, §70, p.19)	<b>2</b>	<b>2</b>
1. Is the project relevant compared to the national development priorities?	2	2
2. Is the project relevant compared to the Belgian development policy?  Indicate your result according to the three themes below:	2	2
d) Gender	2	2
e) Environment	2	2
f) Social economy	2	2
3. Were the objectives of the project always relevant?	2	2
4. Did the project meet the needs of the target groups?	3	3
5. According to its objectives, did the project rely on the appropriate local execution organs?	2	2

The project remains relevant as it addresses the need to improve the rail transport mode, by enhancing the containerised cargo handling capacity. This will finally result in reduction of railway transport cost.

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<sup>1</sup> According to PRIMA, §70, p.19, it is a matter "of appreciating if the choices regarding to the objectives, the target groups and the local execution organs remain relevant and consistent according to the general principles of a useful and efficient aid, and according to the execution of the local, regional, international and Belgian development policies and strategies".

	<b>National execution official</b>	<b>BTC execution official</b>
<b>EFFICIENCY</b>		
1. Did the results of the project contribute to the carrying out of its objectives <sup>2</sup> ?	The project results were not met at the end of the project. The Tanzanian government will continue to implement their part of the project (building of the Inland container depots)	
2. Evaluate the intermediate results	<p>The Ilala ICD is equipped with one reachstacker. Hard stand has still to be improved</p> <p>The Shinyanga ICD will be put into operation before the end of 2012. A private company (concessionaire) will run the ICD equipped with two Reachstackers.</p> <p>The construction of the Mwanza ICD will start beginning December 2011.</p>	
3. Are the management methods of the project appropriated?	<p>The management of project resources was not very efficient as the engineering studies took too much time and building of the Shinyanga ICD took 20 instead of 9 months.</p> <p>The delivery time of the Reachstackers to upcountry locations had to be delayed due to the long ICD construction delays.</p>	
4. Were the following resources appropriated		
a. Financial means?	Tanzanian funds were insufficient for the construction of the ICD	Belgian funds were sufficient for the delivery of the five Reachstackers
b. Human resources?	Poor performance of construction supervision consultants. A project coordinator was changed several times during project implementation period.	Turnover of Program officers at BTC affected close follow up. Backstopping mission were organized regularly
c. Material and equipments?	ICD construction works were very expensive	Reachstackers meet all international standards

<sup>2</sup> See annex 1 for further information

5. Were the project resources effectively used and optimized in order to reach the foreseen results?	ICD construction works were more expensive than initially foreseen	Successful tendering for Reachstackers resulted in very competitive prices
6. Was the project satisfactory on a cost-efficiency approach in comparison to similar	ICD construction works were not cost-efficient	Purchase of Reachstackers was cost-efficient
7. According to the execution planning, assess the speed of the execution. (respect of deadlines)	ICD construction didn't respect deadlines	Delivery of Reachstackers was postponed, with mutual agreement, awaiting ICD construction works progress

	<b>National execution official</b>	<b>BTC execution official</b>
<b>EFFICIENCY</b>	<b>3</b>	<b>2</b>
1. Did the results of the project contribute to the carrying out of its objectives?	3	3
2. Evaluate the intermediate results	3	3
3. Are the management methods of the project appropriated?	3	3
4. Were the following resources appropriated :		
a. Financial means?	4	2
b. Human resources ?	3	2
c. Material and equipments?	2	2
5. Were the project resources effectively used and optimized in order to reach the foreseen results?	3	2
6. Was the project satisfactory on a cost-efficiency approach in comparison to similar interventions?	4	2
7. According to the execution planning, assess the speed of the execution. (respect of deadlines)	4	2

	<b>National execution official</b>	<b>BTC execution official</b>
<b>Global evaluation of the project</b>	<b>2</b>	<b>2</b>

National execution official	BTC execution official
<p>Satisfactory because of the following reasons:</p> <ul style="list-style-type: none"> <li>(a) The projects specific objective was not met due to delays in the construction of ICDs.</li> <li>(b) But also external factors, namely the lack of rolling stock and huge privatisation problems should have hindered the achievement of the specific objective.</li> <li>(c) Implementation studies were long and financial means for the ICD building were not available on time.</li> <li>(d) Huge problems on the central corridor by collapsed bridges and damaged railway track, took a lot of governmental funds to resume the railway traffic.</li> <li>(e) The government now provided additional funds for the construction of the Mwanza ICD starting in December 2011</li> <li>(f) Government will look for a new concessionaire to enhance the railway traffic and to make use of the ICDs</li> </ul>	<p>Satisfactory because of the following reasons:</p> <p><b>Main positives:</b></p> <ul style="list-style-type: none"> <li>(a) Five reachstakers of excellent international quality have been delivered at a fair price</li> <li>(b) 10 technicians have been trained for maintenance of the machine</li> <li>(c) spare parts for two years operation have been purchased</li> <li>(d) implementation studies for the ICDs have been financed by the Belgian Study Fund</li> <li>(e) follow-up of the construction works has been financed by the project budget</li> <li>(f) willingness of the Tanzanian government to provide much more funds than initially foreseen.</li> </ul> <p><b><u>Main negatives:</u></b></p> <ul style="list-style-type: none"> <li>(g) Results could not timely be achieved due to the long implementation delays for the ICD construction</li> </ul>

National execution official	BTC execution official

## **PART TWO: SUMMARY OF THE PROJECT IMPLEMENTATION.**

- 1. If necessary, describe the Specific objectives and the Intermediate results of the project, as mentioned in the project document, as well as the implemented changes (when, how and why).**

The project for the Construction and Enhancement of Inland Container Depots (ICDs) in Ilala, Shinyanga and Mwanza, aims to enhance the capacity of the national railway company TRC to transport containerised domestic and transit cargo.

This was expressed in the project General Objective:

*“Enhance TRC’s capacity to transport containerised domestic and transit freight”*

More specifically the project activities were concentrated on the building or rehabilitation of three ICDs and the provision of container handling equipment. The operation of these three ICDs should reduce the turn-round time of container wagons from the 13.9 to 9 days between two loadings.

This was expressed in the Specific Objective:

*“Reduce the turnaround of container wagons from the current 13.9 to 9 days between loadings”*

In order to realize this specific objective the Tanzanian government accepted to finance building or rehabilitation works of the ICDs of Mwanza, Shinyanga and Ilala and the Belgian government accepted to purchase 5 container handling machines (reachstakers), two for each of the new ICDs and an additional one for the already operational ICD of Ilala.

Following the decision of the Government of Tanzania to grant as of 01/10/2007 the concession to run the operational services of TRC to the Tanzania Railway Company (TRL\*), and to make the state owned company Reli Assets Holding Company (RAHCO) the owner of the assets of TRC, the general objective of the project was modified by exchange of letters (14/12/07 and 08/06/08) and became:

*“Enhance TRL’s capacity to transport containerised domestic and transit freight”*

As RAHCO became the owner of the TRC assets, the exchange of letters designated also RAHCO as responsible for the implementation of the project and owner of the reachstakers at the end of the project.

The validity of the Specific Agreement was extended from 48 to 72 months by a second exchange of letters (02/02/10 and 22/03/10) and will now end on the 7<sup>th</sup> December 2011.

**2. To which extent was the specific objective of the project reached, according to the accepted indicators?**

The accepted indicator for the specific objective was the Overall Statistics produced by TRC verified by analyzing the Railtracker data. During the formulation mission the Railtracker system was functioning well, but due to power failures, the system is reported to be inaccurate. The new operator (TRL) no longer uses the system and accurate overall statistics on container wagons turnover times are missing.

On the other hand, as the private operator Rites withdraw from the concession and the Government didn't have the necessary funds to provide additional locomotives, the turnover time of the container wagons increased.

And the building of the ICDs couldn't improve the wagons turnover as the new terminals of Shinyanga and Mwanza aren't yet operational.

**3. To which extent were the intermediate results of the project reached, according to the accepted indicators?**

**Result 1. The Ilala ICD has been enhanced**

Only one of the two activities contributing to result 1, has been achieved by 100 percent, by the provision of one additional container handling machine (reach stacker).

The activity related to the improvement of the hardstand didn't take place. RAHCO agreed with TRL, to improve the hard stand before starting their operations on the ICD, but after the withdrawal of the Rites Company, TRL faced other priorities and didn't invest in the Ilala terminal.

**Result 2. The Mwanza ICD has been put into operation**

Two of the three activities contributing to result 2, have been achieved by 100 percent.

The first activity achieved for 100% was the detailed engineering study involving the design of the hardstand, covered shed and offices as well as the related environmental impact study. The original site in Mwanza South has been changed due to internal arrangements between RAHCO and the Tanzania Port Authorities, a new site was then identified at the Mwanza central station. This new site was subject of an impending court case which was resolved in late 2009, thus freeing the site for construction activities. The engineering study, completed in 2009, has been financed by the Belgian study fund for a total amount of 18.800 EUR. The engineering studies for both Mwanza and Shinyanga ICD were combined in one contract and was undertaken by the Dar es Salaam Institute of Technology (DIT)



The second activity achieved by 100% was the provision of 2 container handling equipments (reach stackers) for the ICD of Mwanza. They were assembled and commissioned in Dar Es Salaam (Ilala) waiting for the construction of the Mwanza ICD.

The third activity, construction of the Mwanza ICD, has not yet started although the engineering study has been completed and the construction contract was already signed with the contractor (Nyanza Roadworks) in April 2011. The delays in completing the construction were caused by non availability of the project site (until end of 2009), lack of funds (FY 2009/10), and a dispute on the contractor's variation costs incurred at the Shinyanga ICD site built by the same contractor.

### **Result 3. The Shinyanga ICD has been put into operation**

The three activities contributing to result 3, have been achieved by 100 percent.

The first activity was the detailed engineering study of the design of the hardstand, the covered shed and offices as well as the related environmental impact. The engineering study, completed in September 2008, has been financed by the Belgian study fund for a total amount of 21.200 EUR.

The second activity, the construction of the ICD started in September 2009 after the Government released funds of FY 2009/10. Initially planned to take 9 months the construction was effectively completed in May 2011 taking a total of 20 months. The final cost of the construction was Tshs. 3.665.387.112 (about 1.850.000 EUR), an increase of about 30 percent over the contract price of Tshs.2,781,166,743.00.

Works supervision, financed on the Belgian contribution for a total amount of 62.656 EUR, were done by the Dar Es Salaam Institute of Technology (DIT).

The Shinyanga ICD was handed over to RAHCO on 10<sup>th</sup> October 2011.

The third activity was the provision of 2 container handling equipments (reach stackers) for the ICD of Shinyanga. They were assembled and commissioned in Dar Es Salaam (Ilala) and will be transported to the Shinyanga ICD in November 2011.

Official inauguration of the ICD has been planned for December 2011

#### **4. Describe the follow-up evaluation system established when the project was implemented.**

Following the decision of the Government to make the state owned company Reli Assets Holding Company (RAHCO) the owner of the assets of TRC, RAHCO were also designated as responsible for the implementation of the project and will be the owner of the ICDs and container handling equipments at the end of the project.

Follow-up by RAHCO had no specific officer assigned to make a close follow-up of the project till January 2010.

The lack of close project management contributed to both cost and time overruns for the ICDs construction works. Inadequate design also largely contributed to the increase in construction costs of the Shinyanga ICD. No proper geotechnical investigation had been

conducted prior to the start of detailed design. An error in the estimation of drainage network resulted in a very costly adjustment on the Shinyanga ICD.

For the procurement of container handling equipments, financed on the Belgian budget, the RAHCO management has been assisted by the Program Officer of the BTC Representation office and an expert of the infrastructure department of the BTC-headquarters in Brussels.

Follow-up of the project activities has been enhanced by regular meetings of the JLPC right from the start of the project activities in July 2007.

## **PART THREE: COMMENTS AND ANALYSIS**

### **1. What are the major problems and questions having influenced the project implementation and how did the project attempt to solve them?**

The major problems having influenced the project are the delays in completing the construction of the ICDs and the poor rail services due to lack of locomotives and wagons.

The delays in completing the construction of the ICDs were caused by the long delay in governmental funding and the much higher final cost of the construction works. Governmental funding in the railway sector had been assigned to the rehabilitation of track and several bridges on the central corridor railway badly damaged by heavy rains in December 2009. New Governmental funding has been set aside for the construction of the Mwanza ICD now planned to start in December 2011.

The lack of locomotives and wagons was caused by the withdrawal of the private concessionaire (RITES Company of India) from the operational services of TRL. The government is still looking for another investor who will manage the operation services of the railways.

### **2. Which factors explain the differences in relation to the awaited results?**

The major problems listed above, also explain the differences in relation to the expected results.

The Ilala ICD will be 100% operational when the operational services of TRL will be enhanced by a new concessionaire.

The Shinyanga ICD will be 100% operational by the end of the year 2011.

The Mwanza ICD will be operational at the end of the construction works starting in December 2011. The completion of this works will take 10 months and the ICD will enter into operation by the end of the year 2012.

### **3. Which lessons can we learn from the project experience? Please give a detailed answer on the impact and the durability of the results.**

Project management contributed to both cost and time overruns on the construction of the ICDs. Inadequate design investigations and design errors also largely contributed to the increase in project costs and the construction delays of the Shinyanga ICD.

RAHCO managed now to assign a specific officer for the close follow-up the construction works on the Mwanza ICD and even the supervision activities of the consultant in charge of the follow-up of these works.

It is planned to achieve all the results of the project before the end of the year 2012.

Technicians of TRL have been trained to operate and maintain the container handling equipments, and spare parts for two year operation of the 5 reach stackers have been provided

**4. According to you, how was the project perceived by the target groups?**

The project addresses the basic problem of cargo transport by rail in Tanzania, by improving the ability to handle containerised cargo.

The project is still positively perceived by the target group (RAHCO and TRL) as they need to improve their capacity to handle containerised cargo.

**5. Did the follow-up evaluation or the monitoring, and the possible audits and controls have any results? How were the recommendations taken into account?**

Regular JLPC meetings (at least once a year) helped the project management to overcome a number of external (provision of Governmental funds) and internal problems (lack of specific management officer with RAHCO).

Nevertheless, the provision of governmental funds took time (several budgetary years) and major infrastructure problems on the central corridor railway track and the withdrawal of the concessionaire from the operational services caused additional delays for the project implementation.

**6. Which are your recommendations for the consolidation and the appropriation of post-project period (policy to be followed or implemented, necessary national resources, makes target groups aware of their responsibilities, way to apply the recommendations ...)?**

RAHCO and TRL are aware of their responsibilities for the completion and operation of the ICD facilities.

Appropriate capacity building was provided during the project execution sufficient to sustain the project provided some of the problems identified above are addressed

## 7. Conclusions

It is clear that failure to realize the specific objective (reduce turnover time of container wagons) was caused by the failure to achieve the project results but also by important negative external factors.

A successful privatization of the operational services of TRC and the availability of locomotives and wagons were the assumptions for achieving the project specific objective. These conditions weren't realized during the project implementation.

The delays in completing the construction of the ICDs were caused by the long delay in governmental funding and the much higher final cost of the construction works. Governmental funding has been set aside for the completion of the project by the construction of the Mwanza ICD to be realized before the end of 2012.

The project still addresses the basic problem of cargo transport by rail in Tanzania, and is positively perceived by the target group (RAHCO and TRL) as they need to improve their capacity to handle containerized cargo.

National execution official	BTC execution official
	
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### **PART THREE. ANNEXES.**

<b>Annexes</b>
<b>Annex 1</b> Results summary
<b>Annex 2</b> Situation of receipts and expenses
<b>Annex 3</b> Disbursement rate of the project
<b>Annex 4</b> Personnel of the project
<b>Annex 5</b> Subcontracting activities
<b>Annex 6</b> Equipments
<b>Annex 7</b> Trainings

**ANNEX 1. Results and activities summary (according to the logical framework)**

<b>Intermediate results</b>	<b>Indicators (foreseen or realized)</b>	<b>Progress</b>
<b>IR. 1. The Ilala ICD has been enhanced</b>	✓ The new equipment has been put into operation	100%
<b>IR. 2. The Mwanza ICD has been put into operation</b>	✓ Detailed engineering study completed ✓ Hard stand completed ✓ Equipments been put into operation	100% 0% 100%
<b>IR. 3. The Shinyanga ICD has been put into operation</b>	✓ Detailed engineering study completed ✓ Hard stand completed ✓ Equipments been put into operation	100% 100% 100%
<b>Planned activities</b>	<b>Progress of the activities (with comments and remarks)</b>	
<b>IR.1. The Ilala ICD has been enhanced</b>  <b>Activity 1:</b> Provision of additional container handling equipments <b>Activity 2:</b> Improvement of the ICD hardstand	✓ The provision of one additional container handling machine has been achieved by 100% ✓ The improvement of the hard stand was postponed waiting for a new operator of the ICD after the withdrawal of the concessionaire	

<p><b>IR.2. The Mwanza ICD has been put into operation</b></p> <p><b>Activity 1:</b> Detailed engineering study</p> <p><b>Activity 2:</b> Infrastructure works</p> <p><b>Activity 3:</b> Provision of container handling equipments</p>	<ul style="list-style-type: none"> <li>✓ The detailed engineering study involving the design of the hardstand, covered shed and offices has been achieved</li> <li>✓ Delayed by non availability of funds. Works will start in December 2011</li> <li>✓ Two reachstakers were assembled and commissioned in Dar es Salaam (Ilala) waiting for end of the construction of the Mwanza ICD</li> </ul>
<p><b>IR.3. The Shinyanga ICD has been put into operation</b></p> <p><b>Activity 1:</b>Detailed engineering study</p> <p><b>Activity 2:</b> Infrastructure works</p> <p><b>Activity 3:</b> Provision of container handling equipments</p>	<ul style="list-style-type: none"> <li>✓ The detailed engineering study involving the design of the hardstand, covered shed and offices has been achieved</li> <li>✓ Work finalized and ICD handed over to RAHCO in October 2011</li> <li>✓ Two reachstakers were assembled and commissioned in Dar es Salaam (Ilala) and will be transported to Shinyanga ICD in December 2011</li> </ul>



## ANNEX 2: EXPENSES

<b>A:- Results and Activities</b>						
<b>01- Ilala ICD has been enhanced</b>						
	<b>Description of Budget Headings</b>	<b>Task Code</b>	<b>Sector Code</b>	<b>Total cost Belgian contribution</b>	<b>Cumulated expenses</b>	<b>Description of budget headings</b>
A_01_01	Provision of additional container handling equipments			350,000.00	356,517.00	101.86%
<b>02-The Mwanza ICD has been put into operation</b>						
A_02_01	Detailed engineering study			0.00	0.00	0.00%
A_02_02	Infrastructure works			36,500.00	35,060.68	96.06%
A_02_03	Provision of additional container handling equipments			710,000.00	658,606.12	92.76%
<b>03-The Shinyanga ICD has been put into operation</b>						
A_03_01	Detailed engineering study			0.00	0.00	
A_03_02	Infrastructure works			97,350.00	80,457.49	82.65%

A_03_03	Provision of additional container handling equipments			730,500.00	734,947.23	100.61%
<b>B:- General Means</b>						
<b>01- General Means</b>						
Z_01_01	BTC supervision missions			21,930.00	25,043.78	114.20%
Z_01_02	Technical support			20,000.00	20,032.84	100.16%
Z_01_03	Monitoring and evaluation			15,000.00	14,146.68	94.31%
Z_01_04	Solde formulation			14,108.56	5,872.24	41.62%
	Total			<b>1,995,388.56</b>	<b>1,930,684.06</b>	<b>96.76%</b>

**ANNEX 3: Disbursement rate of the project.**

<b>Source of financing</b>	<b>Cumulated budget</b>	<b>Real cumulated expenses</b>	<b>Cumulated disbursement rate</b>	<b>Comments and remarks</b>
<b>Direct Belgian Contribution</b>	1,995,388.56	1,930.684.06	96.76%	
<b>Contribution of the Partner Country</b>	3.660,000,000.00	3.660,000,000.00	100%	Amount for Shinyanga only. Mwanza needs 3.1Billion.
<b>Contribution of the Counterpart Funds</b>	0	0	0%	
<b>Contribution of the Counterpart Funds</b>	0	0	0%	

**ANNEX 4 : Personnel of the project**

Personnel type (title, name and gender)	Description	Comments ( recruitment periods, profile relevance ...)
<b>1.National personnel put at disposal by the Partner Country:</b>  Richard KAILEMBO  Rashid M MHANDO  Felix E. NLALIO  K.A.M KISAMFU  Aminiel H. OMAR  Michael KISAKA  Mohamed R. MOHAMED	Chief mechanical Engineer (TRL)  Railway engineer (MOID)  Sr. project engineer (RAHCO)  Dir. tech. services (RAHCO)  Principal engineer (RAHCO)  Sr. eng. movable assets (RAHCO)  Ag. dir. technical services (RAHCO)	2008  2008  2008-09  2009-10  2009-11  2009-11  2010-11
2.Support personnel, locally recruited		
3. Training personnel, locally recruited		
4. International Personnel (outside BTC)		
5. Expert in International Cooperation		

## ANNEX 5: Subcontracting activities and invitations to tender

### 5.1: Supply of reachstakers

Tendering mode	: International open tender
Date of the invitation to tender	:February 2008
Start date of the subcontracting contract	:August 2008
Name of the subcontractor (or of the company)	:Fantuzzi Reggiane spa
Object of the contract	:Supply of 5 reachstakers
Cost of the contract	:1.662.500 EUR
Duration of the contract	:September 2009 Extended to June 2010

#### Results :

First reachstacker for Ilala ICD	Delivered in February 2010 <ul style="list-style-type: none"><li>• Assembled by perfect machinery (reps for Fantuzzi in Dar es salaam)</li><li>• Officially handed over to RAHCO by the Belgian Ambassador on the 23<sup>rd</sup> April 2010.</li></ul>
Second and third reachstackers for Shinyanga ICD	Delivered in April 2010
Fourth and fifth reachstackers for Mwanza ICD	Delivered in June 2010 <ul style="list-style-type: none"><li>• Assembled in Ilala by TRL technicians under supervision of perfect machinery in April 2011</li><li>• Handed over to RAHCO by 29<sup>th</sup> September 2011</li></ul>
Comments:	
	<ul style="list-style-type: none"><li>• Second and third reachstacker will be disassembled and sent to Shinyanga in December 2011.</li><li>• Fourth and fifth reachstacker will be disassembled and sent to Mwanza in December 2012 (After completion of construction of the Mwanza ICD)</li></ul>

## 5.2: Supply of spare parts for reachstakers

Tendering mode	: Direct contract
Date of invitation to tender	: October 2011
Start date of the subcontracting contract	: November 2011
Name of the subcontractor (or of the company)	: TEREX
Object of the contract	: Supply of Spare parts
Cost of the contract	: 25.000 EUR
Duration of the contract	: 2 months

### **Results:**

Spare parts already sent to shipper by 19<sup>th</sup> November 2011 Transit time is 3 weeks expected to arrive first half of December 2011. Bill of lading documents have been received from DHL.

### **Comments:**

Custom and Port clearance charges will amount to 4.000 EUR as per Terex pro-foma invoice. This shall be considered as a commitment.

### 5.3: Supervision of Shinyanga ICD construction work

Tendering mode	: Extension of DIT engineering study contract (financed by Study Fund)
Date of invitation to tender	: n.a
Start date of the subcontracting contract	: September 2009
Name of the subcontractor (or of the company)	: Dar es Salaam Institute of Technology (DIT)
Object of the contract	: Supervision of Shinyanga ICD construction
Cost of the contract	: 62.656 EUR
Duration of the contract	: until December 2011

#### **Results:**

The construction was prolonged beyond its contract period. Likewise the construction supervision contract was extended to December 2011.

#### **Comments:**

Final payment of the DIT contract will be considered as commitment. It amounts to 28m TZS approximately 12.727 EUR.

#### **5.4: Construction of the Shinyanga ICD**

Tendering mode	: Open tendering
Date of invitation to tender	: December 2008
Start date of the subcontracting contract	: May 2009
Name of the subcontractor (or of the company)	: Nyanza Road works
Object of the contract	: construction of Shinyanga ICD
Cost of the contract	: 3.66 Billion Tshs. (1.66m EUR)
Duration of the contract	: until October 2011

#### **Results:**

This activity was financed solely by the Tanzanian government. The construction work was delayed for many months due to various reasons beyond the project control. Construction was completed and handing over to RAHCO made in October 2011.

#### **Comments:**

The same company is undertaking the construction of the Mwanza ICD. There is a need for a closer supervision by RAHCO.



**ANNEX 6: List of the equipments acquired during the project**

Equipment type	Cost		delivery date		Remarks
	<i>budget</i>	<i>real</i>	<i>budget</i>	<i>real</i>	
<b>5 Reachstackers:</b> Container handling machines Fantuzzi model CS 45 KM	350.000	332.500	01/2009	01/2010	Delivery of the reachstackers was postponed by mutual agreement as the construction work for the ICDs were delayed
	350.000	332.500	03/2009	03/2010	
	350.000	332.500	03/2009	03/2010	
	350.000	332.500	05/2009	05/2010	
	350.000	332.500	05/2009	05/2010	
<b>Spare-parts:</b> An assortment of spare parts	50.000	25.000	31/2011	31/2011	Will be received in December 2011.

## Annex 7. Trainings

Training type	Country, Institution, Duration	Name or number of trained people	Dates of the trainings	Subject, content and level
<b>Traineeship:</b>  Disassembling, Assembling and maintenance of reachstacker machines	Perfect machinery (T) Co. Ltd. 2 months again 2 month	Operators Technicians	April 2011  July to September 2011	Operation , repair and maintenance
<b>Scholarship</b>				
<b>Workshop</b>				
<b>Other</b>				