



Evidence on Demand Consultancy Summary

Updated market study and economic, financial and credit analysis of the proposed Dar es Salaam Maritime Gateway Program (DSMGP) in the port of Dar es Salaam.

General Points

The text below is a summary of a consultancy assignment that was commissioned through the Evidence on Demand Framework Agreement and carried out between December 2014 and August 2015.

Background

The key objective of the assignment was to deliver project-specific written indicative traffic forecasts, economic evaluation and a financial evaluation for the proposed interventions in the the Dar es Salaam Maritime Gateway Program (DSMGP).

For numerous years the port of Dar es Salaam has been experiencing severe congestion due to low productivity, lack of storage space, poor road and rail access, and inability to handle large ships due to restrictions in the entrance channel.

To tackle these issues, DFID and the World Bank have embarked on a programme of measures known collectively as the DSMGP. This programme has three components:

- Improvement of the physical infrastructure;
- Improvement of operational and spatial efficiency;
- Institutional strengthening and implementation assistance.

The consultants were responsible for delivering analyses on the first of these components, which groups together five inter-related projects:

- Widening and deepening the entrance channel;
- Strengthening and deepening of Berths 1-7;
- Increasing the port's dry bulk handling capacity by installing high speed unloaders, conveyors and storage facilities at the existing Berths 1-4;
- Building a new multi-purpose berth and RoRo terminal at Gerezani Creek, immediately adjacent to Berth 1;
- Updating the Business Case for the construction of a new container terminal on reclaimed land immediately upstream from Kurasini Oil Jetty (Berths 13-14).

Consultancy

The focus of this consultancy assignment was to support the World Bank, TMEA and DFID in reviewing and updating previous consultancy reports, rather than undertaking any original work on investment needs. The consultants relied heavily on the Inros Lackner report for technical and cost information about the project, updating the assumptions about cargo handling rates in the Do Nothing situation in the light of more recent operational statistics obtained from TPA and port users, and modifying the assumptions about future ship sizes in the With Project case in the light of other information about ship dimensions and carrying capacities.