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Report No: RES00169

RESTRUCTURING PAPER
ON A
PROPOSED PROJECT RESTRUCTURING
OF
Dar es Salaam Maritime Gateway Project
APPROVED ON 30-Jun-2017
TO
THE UNITED REPUBLIC OF TANZANIA

Transport Global Practice
Eastern and Southern Africa Region

Regional Vice President:	Victoria Kwakwa
Regional Director:	Wendy E. Hughes
Country Director:	Nathan M. Belete
Practice Manager:	Almud Weitz
Task Team Leaders:	Moustafa Baher El-Hefnawy, Nana S R H Soetantri



ABBREVIATIONS AND ACRONYMS

CAG	Controller and Auditor General
DLP	Defect Liability Period
DMGP	Dar es Salaam Maritime Gateway Project
ESIA	Environmental and Social Impact Assessment
FM	Financial Management
FY	Financial Year
GBV	Gender-based violence
GoT	Government of the United Republic of Tanzania
IDA	International Development Association
HIV	Human Immunodeficiency Virus
MoF	Ministry of Finance
NEMC	National Environment Management Council
PDO	Project Development Objective
PIT	Project Implementation Team
PS	Permanent Secretary
RoRo	Roll-on Roll-off
SEA	Sexual Abuse
SH	Sexual Harassment
SUF	Scale-up Facility
TF	Trust Fund
TPA	Tanzania Port Authority
TRC	Tanzania Railway Corporation
US\$	United States Dollars



BASIC DATA

Product Information

Operation ID P150496	Operation Name Dar es Salaam Maritime Gateway Project
Product/Financing Instrument Investment Project Financing (IPF)	Geographical Identifier Tanzania
Approval Date 30-Jun-2017	Current Closing Date 30-Jun-2024
Original EA Category Full Assessment (A) (PAD Approval Package-18 Jan 2018)	

Organizations

Borrower THE UNITED REPUBLIC OF TANZANIA	Responsible Agency Tanzania Ports Authority (TPA)
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OPERATION STATUS

Project Development Objective (DO)

Original Development Objective

The Project Development Objective is to improve the effectiveness and efficiency of the Port of Dar es Salaam, for the benefit of public and private stakeholders.

Disbursement Summary (in USD million)

Source of Funds	Net Commitment	Disbursed	Balance	% Disbursed
IBRD	--	--	--	0



IDA	345.00	326.66	18.34	94.68
Grants	12.00	10.10	1.90	84.17

Policy Waivers

Does this restructuring trigger the need for any policy waiver(s)?

No



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I. PROJECT STATUS AND RATIONALE FOR RESTRUCTURING

1. **This Restructuring Paper seeks approval to restructure the Dar es Salaam Maritime Gateway Project (DMGP) to:** (i) extend the closing date by 24 months from June 30, 2024, to June 30, 2026; (ii) extend Transport Corridors for Growth Multi-Donor Trust Fund¹ (TCTF) (Grant TFOA5002) closing date from June 30, 2024 to September 30, 2025, (iii) changes to the description of the categories of eligible expenditures in the Financing Agreement and Grant Agreement, and (iv) revise the results framework methodology and indicators to overcome data collection inconsistencies and incorporate the new World Bank corporate indicators.
2. **The proposed restructuring does not change the Project Development Objective (PDO).** No additional safeguard policies will be triggered. No changes in the implementation arrangements and fiduciary arrangements are expected. The financial management arrangements and key internal controls have been implemented as agreed, and there are no outstanding Interim Unaudited Financial Reports (IFRs).

A. Project Background

3. **DMGP was approved on June 9, 2017, and became effective on April 27, 2018, for a total of US\$357 million,** of which US\$345 million equivalent is from the Scale-up Facility (SUF) to the United Republic of Tanzania, at standard SUF terms (Credit 6117-TZ) and a US\$12 million grant is from TCTF.
4. **The project has two components:** Component 1: Improving the Physical Infrastructure, which finances: (a) Deepening and strengthening the infrastructure of existing berths 1-7 and construction of a new multipurpose berth at Gerezani Creek; (b) Deepening and widening entrance channel and turning basin to the end of berth 11; (c) Improving rail linkages and platforms in the Port of Dar es Salaam; (d) Deepening and strengthening the infrastructure of existing berths 8-11; and Component 2: Institutional Strengthening and Implementation which includes carrying out a program to strengthen the institutional capacity of TPA, including: (a) Provision of technical assistance to TPA to support the restructuring of TPA to reflect the twin objectives of the corporatization of functional business units within TPA, and enhancing TPA's capacity to act as a landlord, develop, manage and operate ports and assess future private sector participation; (b) Provision of capacity building and training to TPA staff to: (i) enable them to take on the new responsibilities following corporate restructuring, including, inter alia, necessary support for procurement of management information systems as needed, the implementation of the Environmental and Social Strengthening Plan (ESSP); and (ii) build capacity and awareness of climate resilience. Provision of project implementation support to TPA covers: (i) supervision of construction and dredging civil works and of technical assistance, including related to project cost accounting, technical assistance to facilitate project implementation, an independent technical audit, and an update of the National Port Masterplan.

B. Summary of Project Status

5. **The project is in its seventh year of a seven-year implementation schedule.** While key project activities have been completed, the project has encountered several challenges, primarily due to cascading effects of various delays in the delivery of the project's sub-components, which can be attributed to: (i) capacity constraints in managing procurement procedures; (ii) delay in sharing of essential financial management documents between June 2020 and

¹ The Transport Corridors for Growth Multi-Donor Trust Fund (TCTF) is supported by the UK government's Foreign, Commonwealth and Development Office (FCDO) formerly the Department for International Development (DFID).



May 2021, (iii) shortfalls in the contributions to project counterpart funds, (iv) the impact of the COVID-19 pandemic, and (v) changes in the government’s priorities.

- 6. **As of June 3, 2024, the project has completed most of the activities under Component 1 and Component 2; and disbursed US\$336.76 million (94.3%) out of the US\$357 million allocated under the project.** The remaining US\$20.24 million has not been disbursed but is committed to activities under the project, including: supporting TPA in developing reliable indicators to enable monitoring by management, installation and supervision of electrical power at berths 1-7 and multipurpose berth at Gerezani Creek, connection of power from the endpoint (port boundary) of the power line from the Ilala substation to the main substation at berths 5-7, maintenance dredging for the entrance channel and turning basin at Dar es Salaam, and supervision maintenance dredging for the entrance channel and turning basin in the port (Annex 1). Table 1 provides a summary of financing and disbursement under the project.

Table 1: DMGP Financing in USD

	Net Commitment	Total Disbursed	Undisbursed	% Disbursed
IDA	345.00M	326.7M	18.3M	94.7
TF	12.00M	10.1M	1.9M	84.2
Total	357.00M	336.8M	20.2M	94.3

- 7. **The project has been able to overcome the setbacks it faced and is rated ‘Moderately Satisfactory’ toward achievement of the PDO as well as for Implementation Progress.** The last implementation support mission was carried out by the World Bank between February 13 and 24, 2024. Compliance with social and environmental safeguards on the project has been satisfactory. The latest Procurement Risk Assessment and Management System (PRAMS) assessment was conducted in February 2024, and the project was rated Moderately Satisfactory. There are no overdue financial audits, and all legal covenants are complied with.

C. Rationale for Restructuring

- 8. **The proposed restructuring is in response to the request received from the Government of the United Republic of Tanzania (GoT) in June 2023 to extend the project’s closing date.** On May 27, 2023, GoT sent a letter requesting the extension of the project’s closing date by 36 months from June 30, 2024 to June 30, 2027. On June 14, 2023, GoT sent another letter to the World Bank requesting additional financing of US\$155 million. During the implementation support mission that was conducted in February 2024, the World Bank advised that it will not be able to provide the additional financing in time to meet the Government’s envisioned timetable for the reconstruction of berths 8-11 due to the unavailability of IDA funding under the current IDA20 which ends in June 2025. At the same time, it was acknowledged that the extension to the project’s closing date is essential in realizing the PDO. During the mission, it was agreed that a 24-month extension from the project’s closing date of June 30, 2024 to June 30, 2026 would be sufficient to complete the committed contracts under the project (Annex 2).
- 9. **The proposed extension of the project is deemed necessary in light of the challenges mentioned in paragraph 5.** These challenges have collectively impeded the progress of project implementation resulting in a reduction in the scope of civil works.² This extension is expected to facilitate the successful completion of critical tasks including the electrical works contract for berths 1-7 and the multipurpose berth at Gerezani Creek, the institutional reforms and the independent technical audit. Implementation of the remaining activities is planned to have minor impacts on the

² Deepening and strengthening of berths 8-11 will be implemented by TPA.



operational efficiency of the port while significantly advancing the attainment of the PDO for Tanzania and the wider region.

10. **Furthermore, there is a need to revise and update the results framework methodology.** This refinement aims to foster a more robust evaluation of project outcomes, enhance the measurability of select indicators, and integrate new World Bank corporate scorecard indicators, specifically the total number of project beneficiaries. These enhancements align with the requisite standards for transport projects and will contribute to a more meaningful and accurate evaluation of project performance.

Alternatives Considered

11. The World Bank investigated with TPA whether it would be possible to achieve a satisfactory completion of the project without extending the project’s closing date and without undertaking the deepening and strengthening of berths 8-11. It was ultimately decided that while satisfactory completion could be achieved without the works related to 8-11, additional time is necessary to allow for the completion of the electrical works contract for berths 1-7 and the realization of the PDO for Tanzania and the region.

II. DESCRIPTION OF PROPOSED CHANGES

12. **Revised Categories.** A change is being proposed in the description of the categories of eligible expenditures related to part 1(d) in the financing agreement (Deepening and strengthening the infrastructure of existing berths 8-11) to expand it beyond just works, as shown in Tables 2a and 2b, showing the disbursement categories for the World Bank Credit and the TCTF Grant, respectively. The overall funding envelope remains the same.

Table 2a. Revised Categories of the Financing Agreement

Category Before Restructuring	Category After Restructuring	Amount of the Financing Allocated (expressed in USD)	Percentage of Expenditures to be Financed (inclusive of Taxes)
(1) Goods, works, non-consulting services, consulting services, Operating Costs and Training and Workshops for all parts of the Project except part 1(d)	(1) Goods, works, non-consulting services, consulting services, Operating Costs and Training and Workshops for all parts of the Project except part 1(d)	290,837,500	82%
(2) Works under part 1(d) of the project	(2) <u>Goods, works, non-consulting services, consulting services, Operating Costs and Training and Workshop</u> under part 1(d) of the project	53,300,000	82%
(3) Front end fee	(3) Front end fee	862,500	Amount payable pursuant to Section 2.03(a), in accordance to Section 3.01 (a) of the General Conditions



TOTAL AMOUNT	TOTAL AMOUNT	345,000,000	
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Table 2a. Revised Categories of the Grant Agreement

Category Before Restructuring	Category After Restructuring	Amount of the Financing Allocated (expressed in USD)	Percentage of Expenditures to be Financed (inclusive of Taxes)
(1) Goods, works, non-consulting services, consulting services, Operating Costs and Training and Workshops for all parts of the Project except part 1(d)	(1) Goods, works, non-consulting services, consulting services, Operating Costs and Training and Workshops for all parts of the Project except part 1(d)	10,100,000	3%
(2) Works under part 1(d) of the project	(2) <u>Goods, works, non-consulting services, consulting services, Operating Costs and Training and Workshop</u> under part 1(d) of the project	1,900,000	3%
TOTAL AMOUNT	Category After Restructuring	12,000,000	

13. **Results Framework.** The results framework methodology has been revised to better reflect the activities of the project and include the relevant World Bank’s corporate scorecard indicator—the total number of beneficiaries. The Project Implementation Plan will be updated to reflect these changes. The modifications are presented below:

- a. 1st PDO indicator: Actual throughput capacity (million tons) (Number) will be revised to actual throughput for berths 1-7 for containerized cargo, dry bulk/general cargo and RoRo cargo (metric tons per year);
- b. 2nd PDO indicator: Ship Waiting Time (Hours) will be revised to vessel waiting time for berths 1-7 for containerized cargo, dry bulk/general cargo and RoRo cargo (hours per vessel);
- c. 3rd PDO indicator: Berth Occupancy (Percentage) will be revised to Berth Occupancy Ratio for containerized cargo, dry bulk/general cargo and RoRo cargo (percentage)
- d. 4th PDO indicator: Operational Productivity (Number) will be revised to Operational Productivity at the container terminal covering berths 5-7 and measured in boxes per hours;
- e. 5th PDO indicator: Vessel Turnaround Time (Hours), will be revised to Vessel Turn Around Time for containerized cargo, dry bulk/general cargo and RoRo cargo and the unit of measurement will be revised from hours to hours per vessel;
- f. Component 1 Intermediate Indicator “Berths 8-11 Strengthened and Deepened” will be revised to “Feasibility Study and Detailed Design for Berths 8-11 completed (Yes/No)”;
- g. Component 1 intermediate indicator: the unit of measurement for “Entrance Channel and Turning Basin Dredged to -15.5 m CD (number)” will be revised to “Entrance Channel and Turning Basin Dredged to -15.5 m CD (Percentage)”;
- h. An additional intermediate indicator under Component 1: “People benefiting from improved access to sustainable transport infrastructure and services (Number of people, millions)” has been added.



14. **Alignment with the World Bank’s Strategic Priorities.** The proposed changes remain aligned with the World Bank’s strategic priorities, particularly the World Bank’s mission to end extreme poverty and boost shared prosperity on a livable planet, by building resilience to extreme weather events and improving the reliability of the transport network. The development of maritime infrastructure in Tanzania is also a key implementation action under the National Five-Year Development Plan (FYDP-II) for 2016/17–2020/21 that was also included under FYDP-III for 2021/22–2025/26.³ The project remains consistent with the World Bank Group (WBG) CPF for Tanzania (FY18–FY22) (Report No. 121790-TZ) discussed by the Board of Directors on February 14, 2018. The CPF supports the country’s Vision 2025 and its ongoing FYDP-III, envisions a more spatially inclusive approach to development so that the benefits of growth are sustainable and quality services are widely shared. Unlocking key transport infrastructure bottlenecks for the efficient movement of goods and people within the country, together with the institutional support, will help in the realization of the CPF’s Focus Area 1 (Enhance Productivity and Accelerate Equitable and Sustainable Growth), especially Objective 1.7 (Capture Tanzania’s potential as a maritime gateway and regional trade hub). Additionally, the project is also aligned with the new CPF for Tanzania (FY25-FY29), currently under consideration by the World Bank Board, specifically High-Level Outcome 2 (HLO2): Catalyzing Private Sector-Led Growth, with a specific focus on CPF Objective 7: Strategic Infrastructure and Service Connectivity. This new CPF emphasizes efficiency, effectiveness, and impact maximization through larger and faster programs, a unified approach across World Bank entities (IDA, IFC, MIGA), deeper private sector partnerships, enhanced knowledge for evidence-based policy reforms, and a results-focused approach using the World Bank Scorecard.

III. PROPOSED CHANGES

Operation Information	Proposed Changes	Operation Information	Proposed Changes
Results	Yes	Loan Closing Date Extension	Yes
Disbursements Estimates	Yes	Implementation Schedule	Yes
Development Objective	No	Loan Cancellations	No
Safeguard Policies Triggered	No	Reallocations	No
ISDS	No	Financial Management	No
MFD/PCE	No	Procurement	No
Risks	No	Institutional Arrangement	No
Legal Covenants	No		
Conditions	No		
Implementation Modalities	No		

³ The National Five-Year Development Plan 20/21–2025/26 “Realizing Competitiveness and Industrialization for Human Development.” United Republic of Tanzania, June 2021.



Disbursements Arrangements	No		
DDO	No		
Clients	No		
Appraisal Summary	No		
Components	No		

IV. DETAILED CHANGE(S)

COSTS & FINANCING

Private Capital Facilitation

Is this an MFD-Enabling Project (MFD-EP)?

Is this project Private Capital Enabling (PCE)?

LOANS

Loan Closing

Loan/Credit/Trust Fund	Status	Original Closing	Revised Closing(s)	Proposed Closing	Proposed Deadline for Withdrawal Applications
IDA-61170-001	Closed	30-Jun-2024	30-Jun-2024	30-Jun-2026	30-Oct-2026
TF-A5002-001	Closed	30-Sept-2021	30-Jun-2024	30-Sept-2025	30-Jan-2026

DISBURSEMENTS

Operation Dates & Projection Details

Reasons to change the full Disbursement date and/or the projection

Restructuring, Change in Pace of Implementation

Implementation Start Date 30-Jun-2017	Operation Closing Date 30-Jun-2024
Projected Date for Full Disbursement 30-Jun-2026	



Expected Disbursements (in US \$) (Absolute)

Year	Original Estimation at Preparation (Approval Package – 18 Jan 2018)	Revised Estimation	Actual
FY2018	60,000,000.00	60,000,000.00	60,000,000.00
FY2019	80,000,000.04	57,436,742.29	57,436,742.29
FY2020	110,000,000.04	0.00	0.00
FY2021	125,000,000.04	42,000,000.00	42,000,000.00
FY2022	99,999,999.96	87,371,834.34	87,371,834.34
FY2023	75,000,000.00	29,161,380.93	29,161,380.93
FY2024	24,999,999.96	59,930,343.17	59,930,343.17
FY2025	0.00	15,000,000.00	0.00
FY2026	0.00	6,099,699.27	0.00



RESULTS

COUNTRY: Tanzania

Dar es Salaam Maritime Gateway Project

PDO Indicators by PDO Outcomes

Improve the effectiveness and efficiency of the Port for benefit of public and private stakeholders.						
Indicator Name	Baseline		Actual (Current)		Closing Period	
	Result	Month/Year	Result	Date	Result	Month/Year
Revise Vessel Waiting Time (Hours)		Jun/2019	76	31-May-2024	65	Jun/2026
Revise Actual throughput (Metric tons/year)	6.20	Jun/2019	12.60	31-May-2024	16.30	Jun/2026
Revise Berth Occupancy Ratio (Percentage)		Jun/2019	68	31-May-2024	68	Jun/2024
Revise Operational Productivity (Number)	13	Jun/2019	18	31-May-2024	20	Jun/2026
Revise Vessel Turnaround Time (Hours)		Jun/2019	164	31-May-2024	133	Jun/2024
Revise TPA Restructured to reflect new responsibilities (Text)	Not implemented	Dec/2016	Largely implemented	31-May-2024	New Operational Structure	Jun/2026

Intermediate Results Indicators by Components

Improving the Physical Infrastructure.



Indicator Name	Baseline		Actual (Current)		Closing Period	
	Result	Month/Year	Result	Date	Result	Month/Year
Multipurpose berth constructed and operational (Percentage)	0.00	Dec/2016	100.00	30-May-2024	100.00	Jun/2024
	Comments on achieving targets		Interpreted to refer to the RoRo berth			
Revise Completion of feasibility study, detailed design and clearance of the associated safeguard instruments by the World Bank for Berths 8-11 ()	No	Nov/2016	Yes	31-May-2024	Yes	May/2026
Revise Entrance Channel and Turning Basin Dredged to -15.5 m CD ()	10.00	Dec/2016	100.00	31-May-2024	100	Jun/2024
Berths 1-7 Strengthened and Deepened (Percentage)	0.00	Dec/2016	100.00	30-May-2024	100.00	Jun/2024
New People benefiting from improved access to sustainable transport infrastructure and services (Number of people)	25	May/2016	30	30-Dec-2022	40	May/2026
	Comments on achieving targets		A new World Bank corporate indicator has also been included as an intermediate indicator. This Indicator is: "People benefiting from improved access to sustainable transport infrastructure and services (Number of people, millions)". This indicator looks at the number of direct beneficiaries that experience improved access to transport infrastructure and services that have been built or rehabilitated through a World Bank-financed project (including highways, rural roads, urban and interurban roads, mass transit systems, ports/waterways, railways, and airports). Beneficiaries typically experience reductions in cost and time to travel and/or improvements in safety, as well as increased access to markets, job opportunities, and health and education services. The Dar es Salaam port not only serves Tanzania but also neighboring countries. For example about 45 percent of Zambia's trade uses the Dar es Salaam port. Unit of measure is Number of people (millions)			
New People benefiting from improved access to sustainable transport infrastructure and services – Youth (Number of people)			7	30-Dec-2022	10	May/2026
	Comments on achieving targets		A new World Bank corporate indicator has also been included as an intermediate indicator. This Indicator is: "People benefiting from improved access to sustainable transport infrastructure and services (Number of people, millions)". This indicator looks at the number of direct beneficiaries that experience improved access to transport infrastructure and services that have been built or rehabilitated through a World Bank-financed project (including highways, rural roads, urban and interurban roads, mass transit systems, ports/waterways, railways, and airports). Beneficiaries typically experience reductions in cost and time to travel and/or improvements in safety, as well as increased access to markets, job opportunities, and health and education services. The Dar es Salaam port not only serves Tanzania but also neighboring countries. For example about 45 percent of Zambia's trade uses the Dar es Salaam port. Unit of measure is Number of people (millions)			



<p>New People benefiting from improved access to sustainable transport infrastructure and services – Female (Number of people)</p>			15	30-Dec-2022	20	May/2026
	Comments on achieving targets	<p>A new World Bank corporate indicator has also been included as an intermediate indicator. This Indicator is: “People benefiting from improved access to sustainable transport infrastructure and services (Number of people, millions)”. This indicator looks at the number of direct beneficiaries that experience improved access to transport infrastructure and services that have been built or rehabilitated through a World Bank-financed project (including highways, rural roads, urban and interurban roads, mass transit systems, ports/waterways, railways, and airports). Beneficiaries typically experience reductions in cost and time to travel and/or improvements in safety, as well as increased access to markets, job opportunities, and health and education services. The Dar es Salaam port not only serves Tanzania but also neighboring countries. For example about 45 percent of Zambia’s trade uses the Dar es Salaam port. Unit of measure is Number of people (millions)</p>				
Institutional Strengthening and Implementation Assistance						
Indicator Name	Baseline		Actual (Current)		Closing Period	
	Result	Month/Year	Result	Date	Result	Month/Year
Implementation of Port Community System and Terminal Operating Systems (Text)	No systems	Dec/2016	Partly achieved	15-Mar-2024	New Systems Operational	Jun/2024
	Comments on achieving targets	<p>Port Community System: TPA in collaboration with other stakeholders is leading the development of the Electronic Single Window System (TeSWS). TeSWS development is divided into three phases, whereoff first two are largely achieved.</p> <p>Terminal Operation System. TPA was reportedly enhancing its existing Terminal Operation Systems (Harbour View Plus (vessel management), Cargo System (cargo management) and BillySys (invoicing and revenue collection)) in order to improve the operational efficiency, reduce manual processes and to integrate with not only TPA internal systems but also with port stakeholders’ systems via TeSWS. Progress however is slow.</p>				



ANNEX 1: Remaining Activities to be Implemented

COUNTRY: Tanzania

Dar es Salaam Maritime Gateway Project (DMGP)

No	Activity	Required time	Proposed start date	Proposed end date	Reasons/Justification for required time
1	Installation of electrical power at the Roll-on Roll-off (RoRo) berth and berths 1-7	24 months	July 2024	June 2026	<ul style="list-style-type: none"> The contract is expected to be signed by end of June with works starting in July 2024. The time proposed for implementation of works as per the tender process was 18 months with a defects liability period (DLP) of 12 months. The contract duration takes into account that implementation will be carried out in the operation area of the port in a way to minimize interruptions in port operations. The largest component of the activity is the supply of cables, transformers and other machines which require importation. As per the schedule provided by the bidder, the minimum required time for importation of the required materials is 8 months, Installation, testing and commissioning will require a minimum of 1 year considering to allow for the continued operation of the port. The DLP will extend beyond the project's new closing date (June 30, 2026) and the remaining time will be covered by TPA. TPA will discuss with the contractor options to complete the contract including the DLP before the revised closing date.
2	Supervision of installation of electrical power at the RoRo berth and berths 1-7	24 months	July 2024	June 2026	<ul style="list-style-type: none"> The contract is expected to be signed in June 2024 The supervision contract dates match the works contract.
3	Connection of power from the end point of the power line in Ilala Substation to the main	12 months	September 2024	August 2025	<ul style="list-style-type: none"> This will be a variation to the contract in item 1 of this table and is expected to be signed by September 2024 The proposed implementation period for the works is 12 months, and the 12-month Defect Liability Period (DLP) will



	substation at berths 5-7				<p>end in August 2026..TPA will discuss with the contractor to ensure that the DLP is within the project’s closing date (June 30, 2026). If this is not possible, TPA will cover any additional DLP time.</p> <ul style="list-style-type: none"> • The contract duration takes into account that implementation will be carried out in the operation area of the port in a way to minimize interruptions in port operations.
4	Maintenance dredging for the entrance channel and turning basin in the port	12 months	March 2024	Feb 2025	<ul style="list-style-type: none"> • The works were completed in February 2024 • The maintenance dredging period is 12 months.
5	Supervision of maintenance dredging for the entrance channel and turning basin in the port	12 months	March 2024	Feb 2025	<ul style="list-style-type: none"> • The supervision period will match the maintenance dredging period of 12 months.
6	Technical audit	18 months	December 2023	June 2025	<ul style="list-style-type: none"> • The contract started in December and is expected to take 18 months.
7	Technical assistance to support implementation of the remaining activities	24 months	On going	June 2026	<ul style="list-style-type: none"> • Technical assistance to be provided until project closure.
8	Study for supporting an organizational review and promotion of the private sector participation in TPA	10 months	August 2024	August 2025	<ul style="list-style-type: none"> • The contract is expected to be signed in July and to commence in August 2024
9	Capacity building	24 months	On going	June 2026	<ul style="list-style-type: none"> • The training is on-going and will continue throughout the end of the project.



ANNEX 3: Results Framework Methodology

COUNTRY: Tanzania

Dar es Salaam Maritime Gateway Project (DMGP)

1. The revision of the results framework is a critical step in addressing various challenges faced during the monitoring and evaluation process. Three types of changes took place: (i) indicators were revised, (ii) an indicator was added and (iii) baseline years were changed.
2. Revision of indicators: Delays in implementation caused by the COVID-19 pandemic and governmental changes required a reduction in the scope of civil works under the project. Consequently, indicators measuring performance and implementation progress for the entire port are being revised to capture the performance of berths 1-7 (and excluding berths 8-11). These indicators will now focus on totals/averages for containers handled in Terminal 1 (T1), encompassing berths 5-7, dry bulk, general cargo, and RoRo cargo. Exclusion of container freight handled by berths 8-11 reflects a practical decision, considering the forthcoming reconstruction of these berths within the next three years.
3. The scope of the indicator measuring operational productivity was revised from both container terminals covering berths 5-11 to container terminal T1 operating berths 5-7.
4. Addition of indicator: A new World Bank corporate indicator has also been included as an intermediate indicator. This Indicator is: "People benefiting from improved access to sustainable transport infrastructure and services (Number of people, millions)". This indicator looks at the number of direct beneficiaries that experience improved access to transport infrastructure and services that have been built or rehabilitated through a World Bank-financed project (including highways, rural roads, urban and interurban roads, mass transit systems, ports/waterways, railways, and airports). Beneficiaries typically experience reductions in cost and time to travel and/or improvements in safety, as well as increased access to markets, job opportunities, and health and education services. The Dar es Salaam port not only serves Tanzania but also neighboring countries. For example about 45 percent of Zambia's trade uses the Dar es Salaam port.
5. New baseline data and years: Due to inconsistencies in data collection and indicator definition, it has not been possible to estimate values for the indicators in a meaningful way. At the time of project preparation, the baseline values for the indicators were based on TPA's methodology. However, it has not been possible to reproduce the same values for the baseline based on available data. The choice of the baseline year for the indicators was based on the reliability of the data. 2019 served as the baseline year for most indicators with a few exceptions where 2020 was chosen when reliable recording of data could not be verified. for others. This approach increases the reliability and relevance of the results framework. The project is currently supporting TPA in developing reliable indicators to enable monitoring by management.