




Priority Area 2	Infrastructure development conducive to economic and social development										
Development Issue 2-1 Transportation and Urban Development	<p>[Background and the current situation]</p> <p>1) Tanzania is located at a strategic point as a gateway to access to Indian Ocean for Tanzania and neighbouring countries. While the progress in trade liberalization through regional integration by the East African Community (EAC) and the Southern African Development Community (SADC), land transport relies mainly on road transport and it has become an urgent task to strengthen competitiveness through the consolidation of infrastructure in the region. The Government of Tanzania has been developing roads rapidly and the ratio of paved trunk road has reached at about 70%. On the other hand, a few proportions of rural roads are developed, maintained and managed sufficiently. The status of these underdeveloped roads has been one of the major obstacles for socio-economic development and promotion of investment of the country. Railways should play an important role in a long-range transport of heavy loads - however, they have not been able to fulfil their expected roles due to insufficient investment for proper management and maintenance of rail tracks and rolling stock, as well as operational problems.</p> <p>Regarding ports, the Port of Dar es Salaam, which is a major port of Tanzania has problems with its operational efficiency and there are urgent needs to accommodate increasing cargo volume.</p> <p>2) Regarding electricity, the Government of Tanzania, at the Tanzania Development Vision 2025, set its target to increase national generation capacity to 10,000 MW and the electrification rate to 85% respectively. To achieve the target, it is required to develop related infrastructures considering the current generation capacity approximately 1,500 MW in 2018, and the current electrification rate approximately 67.5% in 2016. The Government of Tanzania has been pursuing a proper energy mix and aim to improve generation capacity by utilizing domestic natural gas and renewable resources in addition to a large-scale hydro power plant.</p> <p>3) The City of Dar es Salaam is the center of economic activities, and with population of 4.36 million (2012 Census) which is equivalent to 10% of national population in Tanzania. Efficient urban development plans and transportation policies are crucial to deal with worsening traffic congestion due to an increase of the population. Under the initiative of the current government, functions and offices of the central government are being transferred to Dodoma. Therefore, there are increasing needs in development of infrastructure in Dodoma that includes transport and electricity infrastructures.</p>			<p>[Japan's policy on development challenges]</p> <p>1) Based on "the Transport Sector Investment Program II (TSIP II)" by the Government of Tanzania and the results of Japan's Technical Cooperation Project "the Comprehensive Transport and Trade System Master Plan Study", the Government of Japan will continue to support, improvement of efficiency of national wide freight transport, and assistance in the reduction of congestion in urban areas. Specifically, the support for development of trunk roads and assistance in One Stop Border Post (OSBP), which contributes to facilitation of inter-regional and international transport, will be continued. The support for reduction of the congestion in Dar es Salaam Metropolitan areas which acts as the gateway of Indian Ocean will be provided in terms of both soft and hard aspects. Financial assistances for rural road development, which can benefit economic development of rural areas, will be considered, while the capacity development will be mainly focused.</p> <p>2) Regarding electricity, based on National Power System Master Plan and Power System Master Plan in Dar es Salaam that were formulated under cooperation of Japan, the Government of Japan supports development of power plants such as natural gas power plants, development of international and urban area's transmission lines, and enhancement of operation and maintenance capacity of these infrastructures.</p> <p>3) Since there are a lot of financing needs in infrastructure development, the Government of Japan will closely coordinate with other development partners as well as aims to mobilize private investment including Japanese firms in order to address this financing gap.</p> <p>4) Regarding Dar es Salaam City Urban Transportation, it is required to support modal shift from roads to railways, and urban transport development to deal with rapidly increasing population and number of vehicles. Possibilities of such supports by applying Japan's advanced ecologies will be considered through "the Project for Revision of Dar es Salaam Urban Transport Master Plan". Through basic data collection of development needs, future supports for development of infrastructure in Dodoma will be considered.</p>							
	Japan's Assistance Program	Program Summary	Project	Scheme	Schedule						Assistance Amount (100 Million Yen)
Program of Transportation Sector	Based on Transport Sector Investment Program (TSIP) II and the result of the Comprehensive Transport and Trade System Master Plan Study, the Government of Japan continues to support development of national and international trunk road, efficient cross-border transport. In medium- and long-term perspective, the development of other transportation modes such as ports will be considered. In Dar es Salaam, as the economic and trade centre city, cooperation for development of soft and hard infrastructures will be conducted to tackle with increasing traffic congestion based on Dar es Salaam Urban Transport Master Plan.	Advisor of Regional Infrastructure Development for East African Community Secretariat	EXP	Before JFY 2018	JFY 2019	JFY 2020	JFY 2021	JFY 2022	JFY 2023		
		Preparatory Survey on the Project for the Rehabilitation of Kigoma Port	PS	█							
		The Project for Widening of New Bagamoyo Road	GA	█	█	█					38.51
		The Project for Revision of Dar es Salaam Urban Transport Master Plan	TCDP	█							3.00
		The Project for the Improvement of Transport Capacity in Dar es Salaam	GA	█	█	█	█	█	█	█	11.08
		The Project for the Improvement of Transport Capacity in Dar es Salaam Phase 2	GA	█	█	█	█	█	█	█	1.04
		Survey on Effective Delivery of Bus Rapid Transit Service through Mobile App in Tanzania	SSM	█	█	█					
		Transport sector Training Programmes in Japan	TR	█	█	█					

Priority Area 3	Improvement of Governance and the Public Service Delivery											
Development Issue 3-1 Strengthening Administrative and Financial Management Capacity	<p>[Background and Current Situation]</p> <p>1) The Government of Tanzania has been implementing reform programmes including Local Government Reform Programme and Public Financial Management Reform Programme (PFMRP) to improve administrative underpinnings. However, there are still a number of challenges. The policies and institutions introduced through reform initiatives are hindered by the challenges in administrative and financial operation. Against this background, it is necessary to strengthen the capacity building.</p> <p>2) In addition, the Government of Tanzania has been focusing on local government reform. However, the policies, institutions and systems developed under the reform program have not been sufficiently adopted by district administrations. Therefore improvement of administrative services has been an issue especially those in health and water sectors and infrastructure development since they are not provided effectively and efficiently especially in rural areas.</p>				<p>[Japan's policy on development challenges]</p> <p>With the view to establish the fair and efficient administrative foundation, JICA assists to strengthen administrative and financial management capacity for planning, personnel management and fiscal control based on the achievements in previous cooperation in the field of public financial management and local administration. In addition to the development of capacity and institution by technical cooperation, we promote to roll-out the outcomes of Japan's technical cooperation through policy dialogue.</p>							
	Japan's Assistance Program	Program Summary	Project	Scheme	Schedule						Assistance Amount (100 Million Yen)	Note
	Program of Local Governance Reform	Japan conducts technical cooperation, focusing on the development of human resources and support to participatory planning and implementation, to achieve the goal of "Local Government Authorities can provide services which meets the local needs by getting people's participation." Through the Training in Japan and In-country Training, Japan also strengthens a network of local government leaders that has two functions based on Japan's experience to disseminate good practices and to come up with policy and institutional recommendations to promote such practices. Close cooperation with other sectors, such as agriculture, health and water, will be facilitated to explore synergy effect.	Strengthening Participatory Planning and Community Development Cycle for Good Local Governance, Phase II	TCP	Before JFY 2018	JFY 2019	JFY 2020	JFY 2021	JFY 2022	JFY 2023	6.60	
			Senior Advisor in Local Governance and Local Administration at PO-RALG	EXP								
			Strengthening D by D implementation in Regional Secretariats and Local Government Authorities	CTR								
			Strengthening Leadership and Management Skills in Local Government Systems	ICT								
			Local Government sector Training Programmes in Japan	TR								
Local Government sector JOCVs			JOCV									

<p>Program of Public Financial Management</p>	<p>The program aims at contributing to the development of institutions and capacity in the areas of PFM (such as internal audit) through policy dialogues under Public Financial Management Reform Programme (PFMRP). Japan will also assist the capacity development for domestic revenue mobilization.</p>	<p>Capacity Development Project for Internal Audit, Phase 2</p>	<p>TCP</p>						<p>4.00</p>		
		<p>Project on Capacity Building for Tanzania Revenue Authority</p>	<p>TCP</p>						<p>2.88</p>		
		<p>Public Financial Management Sector Training Programmes in Japan</p>	<p>TR</p>								
<p>[Background and Current Situation] 1) The condition in child health was improved much, as the decrease in the under-five mortality rate from 191 in 1990 to 49 in 2015 (per 1,000 live births, MDG Target 64) and the decrease in the infant mortality rate from 115 in 1990 to 35 in 2015 (per 1,000 live births, MDG Target 38). On the other hand, the improvement of the maternal health is considerably delayed, as the maternal mortality rate worsened to 556 in 2017 though it improved from 529 to 398 (per 100,000 live births) The rate of out-of-pocket on health expenditure is 24% (2014) and the health insurance coverage is 15%. There is a shortage and centralization of health workers as the number of medical doctors per 10,000 population is 0.37 and the number of nurses is 3.27. In order to achieve Universal Health Coverage (UHC), it is necessary to address challenges such as access to health services without financial hardship, quality health service delivery especially in rural areas, strengthening health administration and health facility management as well as referral system. 2) The population with access to safe water in Zanzibar is 60% in rural areas and 80% in urban areas, although the goal was set as 75% and 90% respectively (MKUZA II, 2010). The water facilities become older but the rehabilitation and expansion of those facilities is not arranged due to the financial difficulty, and the percentage of non-revenue water is estimated as 60%. Zanzibar Water Authority (ZAWA), which was established in 2008, faces both financial and technical challenges including collection of water bill, maintenance, and rehabilitation and expansion of facilities.</p>		<p>[Japan's policy on development challenges] 1) The government of Tanzania developed HSSP IV (2015-2020) as a strategic plan in health sector, and aimed at the improvement of healthcare access and quality health service towards the achievement of UHC. Based on Basic Design for Peace and Health and G7 Ise-Shima Vision for Global Health, Japan supports strengthening health systems and governance, which is fundamental to the achievement of UHC, by utilizing the achievement of present and past cooperation. 2) In Zanzibar, Japan continues to support for sustainable and stable water supply in urban areas which is considered as a serious issue, based on the achievement of present and past cooperation. Furthermore, the Government of Japan will consider to support for water resource management in the medium to long term, since Zanzibar depends largely on ground water resource and it is necessary to avoid water salination due to excessive use of ground water.</p>									

