

## ACHIEVEMENTS

# One year TRC's SGR redefines transport



Director General Eng. Machibya Masanja

## • Tanzania sets new standard in East and Central African rail infrastructure

By Business Insider Reporter

The country has just marked the first anniversary of the game-changing electric Standard Gauge Railway (SGR), a flagship infrastructure project that is reshaping the national and regional transport landscape.

Launched in June 2024 by the Tanzania Railways Corporation (TRC), the high-speed, fully electric railway is the first of its kind in East and Central Africa operated independently by a national government.

Over the past 12 months, the SGR has carried more than 2.5 million passengers, with cargo services officially commencing on June 27, 2025, starting with a train hauling 700 tonnes of freight from Kwana Dry Port in Coast region to Dodoma.

This milestone underscores the sixth phase government's ambition, led by President Dr. Samia Suluhu Hassan, to modernise transport infrastructure and stimulate inclusive national development.

### New man at the helm

The transformation is being steered by newly appointed TRC Director General, Eng. Machibya Shiwa Masanja, who took over from Eng. Masanja Kadogosa, the long-serving former chief now eyeing a career in politics.

Before his appointment, Eng. Machibya served as TRC's Deputy Director General for Infrastructure, playing a critical role

## • TSh66.8 billion collected as demand surges; cargo services now operational

in the planning, construction and maintenance of the SGR.

With a background in civil engineering from the University of Dar es Salaam and a decade of hands-on experience including ballast monitoring and rail integrity, Eng. Machibya is widely regarded as one of the country's most technically proficient railway engineers.

"He is meticulous, focused, and listens to technical advice. TRC is in capable hands," said one senior TRC official.

### Economic impact and public reception

Figures from TRC show the project generated TSh66.8 billion in revenue by April 2025 from services between Dar es Salaam to Dodoma through Morogoro.

The passenger trains operate at speeds of up to 160 km/h, while cargo trains run at 120 km/h, making the SGR one of the fastest rail systems on the continent.

Rising demand has pushed TRC to increase daily trips to four between Dar es Salaam and Morogoro, and a similar schedule is in place for the Dar es Salaam-Dodoma route.

Speaking at the Public Service Week exhibition in Dodoma in June, Deputy Minister for Transport, David Kihenzile, praised TRC's performance but encouraged improvements in digital services.

"TRC is doing a commendable job. However, the ticketing system needs to be more user-friendly, especially for travellers who want to reschedule or

change travel class," Kihenzile said.

### Overcoming technical challenges

While there have been occasional technical issues, TRC has been applauded for its swift response and the professionalism of its young engineering teams.

"Let's remember - Tanzania has never operated an electric railway before. Unlike neighbouring countries, we are doing this on our own," a TRC engineer noted.

### Progress update

Eng. Machibya recently appeared at the Dar es Salaam International Trade Fair (DITF) in Dar es Salaam, where he outlined the SGR's current construction status:

Phase One (Dar es Salaam to Mwanza):

- Dar es Salaam – Morogoro □
- Morogoro – Makutupora (Singida) □
- Makutupora – Tabora (15% complete)
- Tabora – Isaka (6.87% complete)
- Isaka – Mwanza (63% complete)

Phase Two (Western Corridor):

- Tabora – Kigoma (7.88%)
- Uvinza – Musongati – Burundi (initial stages)

Full operations between Dar es Salaam and Mwanza are expected by 2027, with Tabora-Kigoma projected for 2028.

TRC continues to monitor contractor performance to ensure that work is delivered according to schedule and contractual obligations.



### Railway of the future

With its expansive reach and modern technology, the electric SGR is more than just a transport network - it's a symbol of Tanzanian ambition, innovation, and regional leadership.

"Our vision is to turn the SGR into a backbone of national development," said Eng. Machibya. "It's about jobs, connectivity, and long-term economic transformation."

As Tanzania celebrates one year of electric rail operations, the groundwork has clearly been laid for a transport revolution - one that could elevate the country's logistical competitiveness and set a new benchmark across Africa.

## ACHIEVEMENTS





## TRANSPORT



# TRC affirms continued progress and investment prospects

- *Local communities and regional investors urged to capitalise on SGR-driven growth*
- *Contractors secured for key segments to Mwanza and Burundi*

**By Business Insider Reporter**

**T**he Director General of the Tanzania Railways Corporation (TRC), Eng. Masanja Machibya, has dismissed claims suggesting that the Standard Gauge Railway (SGR) project has stalled, asserting that construction is progressing steadily and as scheduled.

"There has been considerable misinformation suggesting the SGR project has come to a halt. In truth, contractors have already been secured for the implementation of the remaining sections, including the stretch to Mwanza," Eng. Machibya clarified in a public statement.

He further confirmed that contractors have also been appointed for the construction of the Tabora-Kigoma segment, as well as the Uvinza-Msongati section extending into Burundi, highlighting the project's growing regional strategic importance.

"These are official updates that TRC is responsible for sharing with the public - to assure Tanzanians that the SGR project has not stopped. As directed by President Dr Samia Suluhu Hassan, our goal is to complete the entire project by the year 2030," he said.

## Accelerated implementation

Eng. Machibya reiterated that the project, which is bankrolled by

then government, is fully funded and implementation is expected to accelerate in the coming months as TRC strengthens oversight of both contractors and project teams.

"We are committed to completing the project ahead of schedule, even before 2029. This will be achieved by tightening supervision to ensure timely delivery," he assured.

## Economic, employment opportunities

In addition to infrastructure development, the TRC chief emphasised the economic ripple effects of the SGR. He urged Tanzanians - particularly youth and local entrepreneurs - to actively engage in the opportunities arising from the project's construction and future operations.

"There are numerous direct and indirect benefits - from construction jobs to supplying goods and services near construction sites and future SGR stations. Citizens should take full advantage," he noted.

He added that the SGR stations, strategically located in multiple regions, offer prime commercial investment opportunities and could act as economic hubs for surrounding communities.

"Local Government Authorities must view SGR stations in their areas as gateways to economic development. These sites can attract investment, foster new businesses and support the creation of social infrastructure. The benefits will extend beyond Tanzania to the wider East African economy," he stated.

## Regional trade gateway

As the SGR stretches towards Msongati in Burundi, Tanzania's role as a maritime and logistics gateway is being further reinforced.

"If Tanzania does not move forward, our neighbours cannot move either. We are the gateway to the Indian Ocean. The extension of the SGR into Burundi is a regional opportunity - a chance for East Africa to build a shared logistics infrastructure and advance together," Eng. Machibya explained.

With key segments now under contract and construction progressing, TRC's assurance comes as a timely reminder that the SGR project remains a cornerstone of Tanzania's long-term development strategy, linking not only cities and towns but also economies across borders.

