

TO ALL TATO MEMBERS,

1.0 INTRODUCTION:

The Government of Tanzania intends to construct 452 km tarmac road linking Arusha and Mara regions. The stretch is part of a road planned to link Lake Victoria town of Musoma to the tourist city of Arusha through the Rift Valley township of Mto wa Mbu, via the wildlife-rich Loliondo Game Area in northern Tanzania. Stretch of 53 (60?) kilometers pass through the Serengeti National Park from Kleins Gate to Tabora.

The planned road is aimed at spearhead development in Lake Victoria regions where tourism is taking place and where the need for transport of both people and goods was greatly needed. The President of United Republic of Tanzania during his live speech to the Nation delivered in July, 2010 reiterated the Government's intention to construct the road and said "He insisted that there was no way the government was going to abandon the road construction plan as suggested by some people, mainly wildlife and nature conservationists" the Government however, agreed that the section passing the conserved area be built to gravel level like other roads which run through the parks.

2.0 REASONS AGAINST THE CONSTRUCTION OF THE ROAD

- Direct negative impact on the ecology, wildlife, migration, wilderness, security and outstanding universal value of Serengeti.
- Vehicle collisions will take a heavy toll on wildlife including people and equipment.
- Reduction of tourists tourists visit the Serengeti because of its wilderness and paradise nature
- Is against World Heritage Sites protocol can lead to down listing or even deleting from World Heritage list UNESCO recommendation is commercial roads should be re-located outside parks and new one should be routed around park boundaries.

3.0 TATO POSITION

The Association believes in rural and infrastructural development and strongly urges the Government to re-consider the alternative route to the Lake Zone south of the Serengeti ecosystem OR construct a tunnel on the controversial 53 km stretch. Therefore would like to strongly advise that this will bring huge economic benefits to a large number of different communities, which are currently slightly isolated, it will not cross major protected areas and will provide the link to the Lake.

While the distance of the proposed tarmac road will be 421 kilometer and serving 431,000 people, the distance of the Southern road is 383 kilometer and serves 2,278,000. The Southern road is therefore shorter and will provide access for:

- More agricultural market, the North road does not
- Over 5 times as many people could be served.

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