

ABSTRACT

The horticulture sector has shown a growth in the past 7 years in Tanzania and this is due to the fact that most of the people all over the globe since people have become conscious about their eating habits and healthy lifestyle. Though the country seems to be having potential for the business it still is a lagging sector. Leave alone irrigation systems, poor infrastructure, lack of financial support, crude farming tools and not enough training there is a serious problem when it comes to logistics for the farmers that export their products. Given the perishability nature of the horticulture products there is need to have proper and sufficient logistics infrastructure to help deliver quality produce. As far as the literature is concerned, the logistics infrastructure in Tanzania is either inadequate or none at all. The study was undertaken to evaluate the current logistics infrastructure in the country, analyzing its strengths and weaknesses together with any interventions to help boost the export performance of the horticulture sector in Tanzania. Arusha was taken as the case study of the research and the author used purposive sampling to select their sample size and used questionnaire, interview, informal conversations and observation to collect data. The sample included mostly small scale farmers and an export company due to the inconveniences that occurred in the field but the respondent rate was rather half appealing and half stressing but it was worthwhile due to the experience and knowledge gained. After the data was analyzed, it was then found out that most of the companies in Arusha are subsidiaries of other companies based in Kenya and Dutch though there are local companies that offer packaging and processing services such as Homeveg, TAHA fresh logistics and East West seed. Also the findings revealed that farmers in associations had the advantage of getting linked direct to markets and having access to proper logistics hence having quality produce, again the farmers in groups such as Muvikiho group too have the advantage of getting market linkages and having logistics infrastructure that can be used as a group. The findings also revealed that it is hard to work as individuals since it is costly to possess the logistics infrastructure, get market linkages or financial support unless they are a large scale and have enough capital for it.

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