

# INTEGRATED SAFEGUARDS DATA SHEET

## CONCEPT STAGE

Report No.: ISDSC13043

**Date ISDS Prepared/Updated:** 20-Apr-2015

**Date ISDS Approved/Disclosed:** 10-Nov-2015

### I. BASIC INFORMATION

#### A. Basic Project Data

|   |  |                              |                              |
|---|--|------------------------------|------------------------------|
| <b>Country:</b>                             | Tanzania   | <b>Project ID:</b>           | P150937                      |
| <b>Project Name:</b>                        | Dar es Salaam Urban Transport Improvement Project (P150937)  |                              |                              |
| <b>Task Team Leader(s):</b>                 | Yonas Eliesikia Mchomvu  |                              |                              |
| <b>Estimated Appraisal Date:</b>            | 04-Jan-2016  | <b>Estimated Board Date:</b> | 14-Apr-2016                  |
| <b>Managing Unit:</b>                       | GTI01  | <b>Lending Instrument:</b>   | Investment Project Financing |
| <b>Sector(s):</b>                           | Urban Transport (100%)   |                              |                              |
| <b>Theme(s):</b>                            | City-wide Infrastructure and Service Delivery (35%), Infrastructure services for private sector development (30%), Trade facilitation and market access (30%), Other public sector governance (5%) |                              |                              |
| <b>Financing (In USD Million)</b>           |  |                              |                              |
| <b>Total Project Cost:</b>                  | 143.00   | <b>Total Bank Financing:</b> | 100.00                       |
| <b>Financing Gap:</b>                       | 31.00  |                              |                              |
| <b>Financing Source</b>                     |  |                              | <b>Amount</b>                |
| BORROWER/RECIPIENT                          |  |                              | 12.00                        |
| International Development Association (IDA) |  |                              | 100.00                       |
| Total                                       |  |                              | 112.00                       |
| <b>Environmental Category:</b>              | A - Full Assessment  |                              |                              |
| <b>Is this a Repeater project?</b>          | No   |                              |                              |

#### B. Project Objectives

10. The proposed Project Development objective (PDO) is to reduce delays at the Ubungo intersection, and improve the bus rapid transit operations and management capacity in Dar es Salaam city, to the benefit of all roads users.

#### C. Project Description

12. Ubungo intersection is the main gateway along both the Central Transport Corridor and Dar es Salaam Corridor for the traffic into and out of Dar es Salaam city. Apart from bringing agricultural supplies to the city, the two corridors are critical for hinterland connection of the Port of Dar es Salaam to and from neighboring countries of Uganda, Rwanda, Burundi, DRC, Zambia, and Malawi. The junction also intersects the freight traffic (mainly to and from the Port) with the BRT Corridor along the Morogoro road. The BRT system was established through CTCP2. Ubungo is already one of the most congested intersections in Dar es Salaam, therefore its improvement is critical for traffic mobility in the city as well as for the economic growth within the region.

13. Improvement of key BRT feeder routes would facilitate the efficiency of the BRT operation. The Dar es Salaam BRT system is designed to be operated through trunk BRT service (using 177 buses, 18 meters length and 140 passengers capacity) and feeder BRT service (using 128 buses each with 12 meters length and of 80 passengers capacity). The CTCP2 supported the infrastructure for BRT trunk system comprising of 20.9 km of trunk roadway corridor, two BRT bus depots, five BRT bus terminals, 27 stations, and four feeder transfer stations. The roadway corridor comprises of two exclusive BRT bus lanes (with overtaking lanes at stations), four mixed traffic lanes, two cycle lanes, and two pedestrian lanes. The feeder services are through mixed traffic roads along 57.9 km of roads. The poor pavement condition and traffic congestion in some of the key feeder routes would have a negative impact on the operation of the BRT feeder services. It would also be necessary to introduce an innovative long-term performance based maintenance program to ensure adequate care is provided to the BRT assets.

14. The newly created Dar Rapid Transit Agency (DART) requires to be strengthened to be able to manage the BRT operations by the private sector. The management of the system is quite a complex undertaking for a country that currently has no scheduled urban transport services. DART is currently a semi-autonomous agency under the Prime Minister's office – Regional Administration and Local Government (PMO-RALG). The Agency has a Ministerial Advisory Board with advisory role to the Permanent Secretary and Minister of PMO-RALG. The capacity strengthening for agencies responsible for management of the BRT operations is critical for successful introduction of the BRT system in Tanzania. It is critical to ensure that the structure and mandates of the agency are aligned with the role of overseeing BRT operations including the flexibility of decision-making under commercial demands. It is therefore essential to support the transformation process of DART agency.

15. It is essential to support the designs of the future phases of the Dar es Salaam BRT system. The entire Dar es Salaam BRT system comprises of six phases totaling 130.3 km of the trunk system. Phases 2 and 3 were designed under CTCP2, and the African Development Bank (AfDB) and Korea Exim-Bank are jointly appraising the financing for BRT phase 2. The remaining phases of the BRT system need to be designed.

16. The design of the DUTP and selectivity of interventions are based on: (i) the overall impact in resolving public transport bottlenecks in the city; (ii) economic impact nationally and internationally through transport corridors; (iii) introducing new innovations in public transport operation; and (iv) an opportunity to strengthen urban transport management capacity and to ensure long-term sustainability of the bus rapid transit system.

17. The main components proposed include: (i) Ubungo grade separated intersection; (ii) BRT phase 1 complementary infrastructure and services; and (iii) BRT system management capacity

strengthening and technical assistance.

18. Component 1 - Improvement of Ubungo Intersection: The project plans to support the construction of a flyover at the Ubungo intersection. The traffic network analysis done under the Dar es Salaam transport master-plan study (2008) identified it among the three most critical intersections needing to be grade-separated.

19. The traffic survey conducted in February 2014 indicated a peak hour traffic volume of 6,704 vehicles. 16 percent of right turning vehicles from upcountry to the direction of the Port are articulated and trailer freight trucks. The study noted an average delay of 711 seconds per vehicle, which was forecast to increase to 2,560 seconds per vehicle in 2034. Four design options were developed in line with available space constraints. The selected option would reduce average delay to 12 seconds per vehicle upon completion of the intersection.

20. The conceptual design of the grade separated intersection was completed in July 2014 and the detailed engineering design of the preferred option was completed in November 2014. The selected option would have the traffic directly along the BRT corridor and all left turning traffic remaining at the ground level. The right turning traffic would be elevated through ramps to the first level and the Nelson Mandela – Sam Nujoma direct traffic would be at the second level. The selected design has a flyover along the ‘Nelson Mandela – Sam Nujoma roads’ in the direction of another flyover being implemented at TAZARA, through JICA support.

21. Component 2 - BRT phase 1 complementary infrastructure (9 km): The complementary infrastructure and services planned to be supported includes the rehabilitation of three feeder routes, introduction of long-term performance based maintenance contract for BRT phase 1 infrastructure. Feeder roads proposed to be rehabilitated includes Shekilango street (3.8 km), Fire station – Muhimbili (1.75 km), and Kigogo junction – Urafiki via Usafirishaji (3.4 km). The proposed rehabilitation works would include provision of bus bays/stops, bicycle lanes and pedestrians walkways.

22. The project will also help to establish a long-term contract for maintenance of the BRT infrastructure. This will help demonstrate to the Government on how to ensure adequate and timely maintenance of the BRT infrastructure.

23. Component 3 - BRT system management, capacity strengthening, and technical assistance. On a short to medium term, the project will support capacity strengthening to DART, through the provision of technical assistance, including introduction of an exchange program with successful BRT operators from other parts of the world, for hands-on knowledge transfer. Support will also be provided in the preparation and facilitation of Government approvals for the transformation of DART to become a more autonomous entity. The Surface and Marine Regulatory authority (SUMATRA) would also receive support to put in place a regulatory framework for mass transit system.

24. The Project will also provide technical assistance for further design work and road safety and ICT innovations. The detailed design works to be supported would include the BRT phases 4, 5, and 6. The project will leverage the investments to introduce innovations and best practices including: (i) conducting an impact evaluation of the BRT system on the livelihood of the poor; (ii) introduction of open data system in the public transport in Dar es Salaam; (iii) coordinate with Dar es Salaam Metropolitan Development Program (DMDP) on the development of the transit and pedestrian

oriented design principles for the BRT corridor; and (iv) coordinate with DMDP in the development of strategies for integrated transit and land-use planning.

25. Cost table:

Component 1 - Improvement of Ubungo Intersection: the total cost for the proposed interventions amounts to US\$90.0 million inclusive of GoT's contribution of US\$8.0 million for implementation of RAP and IDA allocation of US\$82.0 million.

Component 2 - BRT Phase 1 complementary infrastructure and services: the total cost is US\$24.4 million inclusive of US\$4.0 million for implementation of RAP and IDA allocation of US\$8.5 million (financing gap of US\$11.9 million).

Component 3 - Capacity Strengthening for BRT management and Technical assistance: an estimated total of US\$9.5 million from IDA.

Physical and Price- Contingencies: Total of US\$19.1 million (financing gap).

The estimated Total of US\$143.0 million inclusive of about US\$12 million from GoT and US\$100.0 million from IDA and a financing gap of US\$31 million. (See cost Table in Annex 3)

**D. Project location and salient physical characteristics relevant to the safeguard analysis (if known)**

The project is located in the Central Business District of Dar es Salaam City. The proposed construction of a grade separated junction at the Ubungo intersection is within the BRT Corridor along the central corridor serving all traffic into and out of Dar es Salaam and the hinterland.

**E. Borrowers Institutional Capacity for Safeguard Policies**

Tanzanian Environmental Management law requires a full environmental and social impact assessment (ESIA) for a project of this type and magnitude. An Environmental and Social Impact Assessment (ESIA), Environmental and Social Management Plan (ESMP) and Resettlement Action Plan (RAP) have been prepared to identify, assess and mitigate the potential environmental and social impacts. The final draft of the ESIA is under review by the National Environmental Management Council (NEMC) and has been cleared for disclosure by the Bank. It was publicly disclosed in country on January 20, 2015 and at the InfoShop on January 21, 2015. The RAP is being finalized and after being cleared by the Bank will be disclosed in the country and Infoshop before appraisal.

The Ministry of Transport has in place an Environmental Code of Practice for Road Works (2009), which defines environmental criteria to be applied in Tanzania during feasibility, design, construction and operation of the road infrastructure. The ESIA and Environmental and Social Management Plan (ESMP) have been prepared by the implementing agency, TANROADS on the basis of the environmental criteria as defined in the Code of Practice together with the requirements of Bank's Safeguards policy on Environmental Assessment (OP/BP 4.01).

Institutional arrangements for environmental and social management are included in relevant safeguards documents. Overall responsibility with the implementation of ESMP and the RAP is with TANROADS. TANROADS has an experienced social and environmental unit being part of its Directorate of Planning. This unit will be responsible for quarterly monitoring and reporting on

progress of the implementation of ESMP measures throughout the project period. The Environmental and social management reports will be part of the quarterly project progress reports (QPR).

#### **F. Environmental and Social Safeguards Specialists on the Team**

Helen Z. Shahriari (GSURR)

Jane A. N. Kibbassa (GENDR)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

| <b>Safeguard Policies</b>                         | <b>Triggered?</b> | <b>Explanation (Optional)</b>  |
|---|-------------------|--|
| Environmental Assessment<br>OP/BP 4.01            | Yes               | ESIA has been prepared and environmental impact would be mitigated as outlined under the disclosed ESIA.   |
| Natural Habitats OP/BP 4.04                       | No                |  |
| Forests OP/BP 4.36                                | No                |  |
| Pest Management OP 4.09                           | No                |  |
| Physical Cultural Resources<br>OP/BP 4.11         | Yes               | Most of the works under the Project involves improvements within existing road corridors therefore it is unlikely to have effect on physical cultural sites of national and international importance. However, it has been decided to trigger Operational Policy (OP) and Bank Procedure (BP) 4.11 to put in procedures for addressing any chance-finds of physical or cultural resource such as burial and archaeological sites. The procedures will be incorporated in the works contracts and, during project implementation; the supervising engineers will ensure that the contractor implements appropriate measures. The measures include informing local authorities and the Antiquities Department; and preparing an appropriate mitigation plan, which will be approved before commencing any works in that area, as provided in the OP/PB 4.11. |
| Indigenous Peoples OP/BP<br>4.10                  | No                |  |
| Involuntary Resettlement OP/<br>BP 4.12           | Yes               | The RAP has been prepared and would be implemented in line with the OP/BP 4.12.  |
| Safety of Dams OP/BP 4.37                         | No                |  |
| Projects on International<br>Waterways OP/BP 7.50 | No                |  |
|   | No                |  |

|   |  |  |
|---|--|--|
| Projects in Disputed Areas OP/<br>BP 7.60 |  |  |
|---|--|--|

### III. SAFEGUARD PREPARATION PLAN

- A. Tentative target date for preparing the PAD Stage ISDS:** 08-May-2015
- B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

Ubungo ESIA is already prepared and disclosed. The RAP for Ubungo is also already prepared and commented by the Bank team. The ESIA for BRT feeder routes would be prepared and disclosed to the public prior to advertisement of bids for related works.

### IV. APPROVALS

|                               |                                       |                   |
|-------------------------------|---------------------------------------|-------------------|
| Task Team Leader(s):          | Name: Yonas Eliesikia Mchomvu         |                   |
| <b><i>Approved By:</i></b>    |                                       |                   |
| Safeguards Advisor:           | Name: Johanna van Tilburg (SA)        | Date: 10-Nov-2015 |
| Practice Manager/<br>Manager: | Name: Richard Martin Humphreys (PMGR) | Date: 10-Nov-2015 |

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.