Early Warning System

EIB-20240130

DAR ES SALAAM BUS RAPID TRANSIT - BRT

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Quick Facts

Countries	Tanzania
Specific Location	Dar Es Salaam
Financial Institutions	European Investment Bank (EIB)
Status	Approved
Bank Risk Rating	U
Voting Date	2025-09-24
Borrower	DAR RAPID TRANSIT AGENCY, TANZANIA NATIONAL ROADS AGENCY
Sectors	Transport
Investment Type(s)	Loan
Investment Amount (USD)	$ 236.02 million
Project Cost (USD)	$ 807.87 million

Project Description

According to the Bank’s website, the project will finance the construction of BRT line 4 and 5 in Dar Es Salaam, including separated bus lanes, bus stations, depots, P&R; facilities and non-motorised transport (NMT) infrastructure. The project will be implemented in close collaboration with AFD (Agence Française de Développement) and the World Bank.

The aim is to improve the overall accessibility, sustainability and penetration of the city-wide network of dedicated bus-lanes. More specifically, the objectives seek to :
-improve the efficiency of the public transport system and encourage the shift to regular collective transport from private cars and minibuses. Additionally, high-quality pedestrian facilities along the BRT Lines will also contribute to the shift towards sustainable transport modes. The shift towards this urban transport system is expected to have a positive social impact by reducing traffic congestion, commuting travel time, while improving accessibility to places of study, work and markets.
- improve the quality and attractiveness of public transportation services in the Dar es Salaam Region through the investment in high-quality BRT lanes.
-mitigate the negative environmental effects of transportation, notably by reducing air pollution, greenhouse gas emissions, and road accidents by adopting modern vehicles equipped with the latest engine technology.
- improve the drainage in some of the major flood prone areas of the city, by investing in storm water drainage. , By addressing this challenge, the project will be providing an efficient, accessible, climate resilient and safe transport solution.

Early Warning System Project Analysis

According to the Environmental and Social Data Sheet, construction activities will result in some community disturbance and nuisance, though negative impacts will be mostly short-term and occur mainly during construction phase. The main adverse impacts identified in the ESIA are noise and vibrations emission and creation of air pollution due to dust emission from construction activities, risk of illegal dumping of solid wastes on the road during operation, increased risk of traffic accidents due to construction activities.

The project is located within heavily built-up urban environment with high rise or multi-storey buildings. According to the ESIA, most of the existing flora is comprised of planted grass and ornamental or shade trees along the road sections and within the road median. There are no protected natural sites nearby and there is no significant presence of unique, threatened, or endangered species in the project area.

The main adverse social impacts will occur during the construction phase and are related to the acquisition and expropriation of land needed for the Project. While most of the affected land falls within an existing Right of Way (RoW) or is government-owned, some privately owned land will still need to be required.

The construction of the Project will result in some physical and economic displacement along the BRT routes, either because of land acquisition or because of temporary access restrictions along the road working sites disrupting economic activities and potentially resulting in revenue losses, in particular for commercial traders and vendors.

According to the RAPs, the phase 4 works will affect a total of 335 residential and 50 commercial structures, and this results in 131 Project Affected People (PAPs) that permanently lose their home due to the project and need to be relocated. In addition to this, the phase 5 works will affect a total of 995 properties of which are 429 residential and 466 are commercial or institutional structures, This makes a total of 265 PAPs that will be physically displaced due to the project.

In addition to economic and physical displacement due to land acquisition for the Project, the operation of the new bus lines may affect the activity of existing private and informal minibuses operators (“Daladala’s”).

Potential risks related to the project are poor application of obligations and working conditions towards employees during the construction and operation phase; non-compliance or partial compliance with occupational health and safety standards during the construction phase; risks of gender and sexual based violence.

Investment Description

- European Investment Bank (EIB)

Contact Information

No contacts available at the time of disclosure.

ACCESS TO INFORMATION

You can submit an information request for project information at: https://www.eib.org/en/infocentre/registers/request-form/request-form-default.htm

ACCOUNTABILITY MECHANISM OF EIB

The EIB Complaints Mechanism is designed to facilitate and handle complaints against the EIB by individuals, organizations or corporations affected by EIB activities. When exercising the right to lodge a complaint against the EIB, any member of the public has access to a two-tier procedure, one internal - the Complaints Mechanism Office - and one external - the European Ombudsman. A complaint can be lodged via a written communication addressed to the Secretary General of the EIB, via email to the dedicated email address: complaints@eib.org, by completing the online complaint form available at the following address: http://www.eib.org/complaints/form via fax or delivered directly to the EIB Complaints Mechanism Division, any EIB local representation office or any EIB staff. For further details, check: http://www.eib.org/attachments/strategies/complaints_mechanism_policy_en.pdf

When dissatisfied with a complaint to the EIB Complaints Mechanism, citizens can then turn towards the European Ombudsman. A memorandum of Understanding has been signed between the EIB and the European Ombudsman establishes that citizens (even outside of the EU if the Ombudsman finds their complaint justified) can turn towards the Ombudsman on issues related to 'maladministration' by the EIB. Note that before going to the Ombudsman, an attempt must be made to resolve the case by contacting the EIB. In addition, the complaint must be made within two years of the date when the facts on which your complaint is based became known to you. You can write to the Ombudsman in any of the languages of the European Union. Additional details, including filing requirements and complaint forms, are available at: http://www.ombudsman.europa.eu/atyourservice/interactiveguide.faces

Bank Documents

- 09/09/2025 ESIA-DAR ES SALAAM BUS RAPID TRANSIT - BRT - Phase 4 - Environmental and Social Impact As
- 09/09/2025 ESIA-DAR ES SALAAM BUS RAPID TRANSIT - BRT - Phase 5 - Environmental Impact Assessment Re
- 09/09/2025 FRAP-DAR ES SALAAM BUS RAPID TRANSIT - BRT - Phase 4 - Resettlement Action Plan
- 09/09/2025 FRAP-DAR ES SALAAM BUS RAPID TRANSIT - BRT - Phase 5 - Resettlement Action Plan
- 13/08/2025 - Resettlement Action Plan (RAP) - DAR ES SALAAM BUS RAPID TRANSIT - BRT - Phase 4 - Rese
- 27/09/2025 - Environmental and Social Data Sheet (ESDS) - DAR ES SALAAM BUS RAPID TRANSIT - BRT