

Chapter 3

PROJECT EVALUATION AND RECOMMENDATIONS

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3-1 Project Effect

As the result of the socioeconomic, field survey and the basic design carried out in the Study. The direct and indirect impacts and effects of the Project are as follows:

(1) Direct Impacts and Effects

Present Condition and Problems	Countermeasures taken in the Study	Direct Impact and Effects
1. Difficulties for vehicles traveling over the Kitonga Gorge section	Rehabilitation of the deformed pavement.	Reducing the risk of accidents and rate of injuries to pedestrians by vehicles
2. The road in the Kitonga Gorge section, traffic has become complicated by deformed pavement with deep rutting which attains to a maximum depth of 15cm, and uninstalled safety facilities	Installation of traffic safety of the road such as emergency parking bays, delineator facilities, traffic signs, etc.	To improve the traffic safety
3. It is forecast that deformation of an asphalt concrete pavement would appear in several years.	Use the rigid concrete pavement instead of asphalt concrete	It will avoid the problems of rutting of the new pavement and will maintain the road surface in good condition for long term. Adoption of it will also reduce the cost of maintenance of the road.

(2) Indirect Impacts and Effects

Expected indirect effect	Contents
1. Economic Activation	Rehabilitation of the road will promote agricultural development and cash crop production along the road and enhance agricultural production logistics. It will also secure reliable access to Dar es Salaam, the largest consumer market and export port, for Iringa, Mbeya and Ruvuma regions in the west of Tanzania, which are highly dependent on agriculture. Moreover, these improvements will achieve price support for agricultural products through the enhanced reliability of supply.
2. Preservation of a safe transportation road	The TANZAM Highway is regarded as the most important trunk road in Tanzania, and it is also an important international road for the landlocked countries as a life-line to reach the Dar es Salaam harbor. With economic and social conditions in these surrounding countries deteriorating through civil war or economic morbidity, the road is a vital need because Tanzania is a stable country. If the road were blocked at Kitonga Gorge due to serious pavement defect or collapse of the shoulder, the effect on the national economy of Tanzania and neighboring countries would be serious. However, this can be averted and safe transportation secured by realization of the Project.
3. Reduced operating cost of vehicles	It is possible to reduce the operating costs by providing smooth vehicle running at Kitonga Gorge.

(3) Beneficiary Population

- Iringa, Mbeya and Ruvuma region located at west side of Kitonga Gorge

Beneficiary Population : about 4,863,000 persons

- Land locked countries reach to the harbour in Dar es Salaam harbour it passes through the TANZAM Highway (Zambia, Malawi, Congo democratic republic)

Beneficiary Population : about 68,416,000 persons

3-2 Recommendations

Trough the construction, the relevant technology of concrete pavement, and maintenance method of construction and etc. are important to transfer to the Tanzanian side, and also it is necessary to clarify about the check and the maintenance method of the pavement and road facilities to Iringa region office of TANROADS which will be in charge of maintenance after completion of the Project.