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1. 要請書 (Terms of Reference : TOR)

THE UNITED REPUBLIC OF TANZANIA
PRESIDENTS' OFFICE

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Local Government,
P.O. Box 1923,
DODOMA.

In reply please quote:
Ref. No. HA: 56/98/01

2nd December, 2005

The Principal Secretary,
Ministry of Finance,
P.O. Box 9111,
DAR ES SALAAM

SUB: REQUEST OF JAPANESE GOVERNMENT FUNDING UNDER ITS
DEVELOPMENT STUDY PROGRAMME

The Dar es Salaam City Council has over the past ten years been implementing its road development plan.

However, it has now come up to its understanding that the Road master plan did not pay attention to comprehensive public transportation systems and traffic management.

The Dar es Salaam City Council has now embarked on the Urban Transportation Policy and System Master Plan with the Support of JICA country Office in Dar es Salaam.

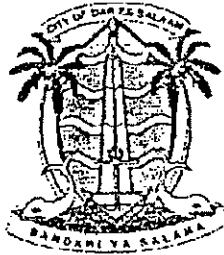
The Master Plan is expected to address the following:-

- Urgent road improvement projects such as Old Bagamoyo Road and Kigamboni Ferry.
- Improvement of major intersections along major radial trunk roads.
- Improvement of bus service provision including organizational and institutional improvement, fare structure reform and ticketing system.

配付先 国内部 国際協力人材部
無償部 社会開発部 JOCV
人間開発部 地球環境部
農村開発部 経済開発部

コピー 12/21

DAR ES SALAAM CITY COUNCIL



APPLICATION PROPOSAL FOR URBAN TRANSPORT POLICY AND DEVELOPMENT MASTER PLAN FOR THE CITY OF DAR ES SALAAM

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配付先	国内部 <input type="checkbox"/>	国際協力人材部 <input type="checkbox"/>
	無償部 <input type="checkbox"/>	社会開発部 <input checked="" type="checkbox"/>
	人間開発部 <input type="checkbox"/>	JOCV <input type="checkbox"/>
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	農村開発部 <input type="checkbox"/>	経済開発部 <input type="checkbox"/>

金額 12/21

APPLICATION FORM FOR JAPAN'S DEVELOPMENT STUDY PROGRAM

Date of entry: month July year 2005

Applicant: the Government of Tanzania

I. Project digest

(1) Project Title:

Urban Transport Policy and System Development Master Plan for the City of Dar es Salaam

(2) Location (province/county name): The Republic of Tanzania

(city/town/village name): Dar es Salaam

from the metropolis : about 0 hours' ride/flight

(3) Implementing Agency

Name of the Agency: Dar es Salaam City Council, Department of Urban Planning, Environment and Transportation.

Number of Staff of the Agency: Head of Department and four Professionals of the Transportation Section (five professionals)

(on a category basis)

Budget allocated to the Agency: Tshs 1,824,026,268 equivalent to USD 1,572,436,438

(4) Justification of the Project

(4-1) Sectoral development policy of the national/local government:

1) The two fundamental strategies

There are two fundamental and interrelated elements in the current Tanzania's socio-economic development strategy, namely the Poverty Reduction Strategy and the Decentralisation Strategy. In the Poverty Reduction Strategy, the Government of Tanzania designates a number of priority sectors in which improved and expanded service delivery is expected in order to achieve the overall goal of the country's poverty reduction. The priority sectors include the education, health, transport and water sectors, and local authorities are expected to play a vital role in delivering the services.

2) Reduction of urban poverty

It has been recognised in general that the income level of the Dar es Salaam citizen has been improved in the last decade; accordingly the quality of their life has been much improved in comparison with the situation of ten years ago. However, in the city of Dar es Salaam a rapid and uncontrolled urbanization by lower income people has been observed in suburban areas of the city probably due to lower housing cost in such area in the recent years, and most of such areas have no good access to the trunk transportation systems of the city. In many cases roads in such areas are not paved and no public transport services are provided. Accordingly people should walk from their house to the trunk roads, sometime the walking distance reaches more than 1 km, and then ride on buses to reach their destination. Improvement of such local access has become an important issue to provide better quality of life with most of the citizens living in such areas.

3) Urban road development

At present road transport is the most dominant means of transport in urban areas of the city, which, however, can hardly cope with rapid increase in vehicular traffic volume of the city in the recent years. For instance the four major radial roads in the city, namely Bagamoyo, Morogoro, Nycrere and Kilwa roads are heavily congested in morning- and evening-peak time already. Therefore, capacity improvement of the existing roads, missing link improvement, and adding new urban arterial systems are the most essential policy of the city. It should be noted that the road network development is also essential for provision of effective bus routes.

4) Traffic management in CBD

There is serious traffic congestion in CBD of the city mainly due to the recent rapid increase in car ownership. It is very obvious that the current road capacity in CBD is far below the existing demand. Since it is very difficult to add new roads in CBD, effective traffic management including tidal flow management, one-way traffic circulation system, paid car parking, area traffic control system, demand management scheme, and some other measures should be properly introduced in CBD. At the same time traffic congestion is caused by lack of education and awareness in terms of people's travel (driving) behaviour. This is another important issue to be tackled by the Government.

5) Provision of quality public transport means

The existing public transport provision in the city is dominated by the private sector named Dala-dala. Dala-dala consists of a number of individual private bus operators, having about 90% of the market share in total. It can be said that Dala-dala in the city is relatively well organized in comparison to other cities in the country, and the private sector's participation in provision of the public transport services is the most welcome. But there are still many problems in their operation and quality of their bus service production. Such problems include traffic congestion caused by frequent stoppage in the middle of road way, unsafe driving manner (chasing), non-adherence to traffic rules, and lack of proper maintenance work of bus vehicles causing unsafe and environmental problems. It is also pointed out that Dala-dala operates only on major paved arterial roads in the city, but no direct service is provided to residential areas. Since Dala-dala operates individually, or by route basis, in many cases people should change buses to reach their destination, which causes an increase of transportation costs. In these contexts, a comprehensive re-organization or restructuring of the current bus sector is regarded as one of the prime issues.

6) Traffic safety

Road accident in the city is now a growing concern as the number of those with fatalities and serious injuries is substantially increasing. In addition to loss of human lives and personal sufferings, road accident is a burden to local community due to the funeral costs, expenditures for medical treatment and costs of repairing vehicle damages among others. It is evident that road accident consume a significant amount of the resources. One of the causes of the increasing traffic accident is attributed to lack of education, but in most cases it can be attributed to lack of safety facilities such as pedestrian bridge, zebra crossing, traffic lights, and bad design of walkway. The city council now understands that it is very important to have a good traffic safety facility improvement measures.

7) Disadvantaged group in the urban transport sector

A special attention should be paid to special social groups including elderly people, disabled people, and elementary school students in urban areas. The existing transport systems take less account of the needs by such vulnerable people. In terms of both physical and non-physical measures, effective and friendly transportation services should be provided. Physical measures may include well designed urban seamless walkways,

8) Regulatory and institutional arrangement

Several authorities are currently involved in regulating (managing) the surface transport. These include:

- Dar es Salaam city council (coordination in planning and project implementation),
- Ministry of Communication and Transport (bus route licensing),
- Surface and Marine Transport Regulatory Authority (SUMATRA)
- Ministry of Works (axle-loads, safety control),
- Tanzania Railways Corporation-TRC and Tanzania-Zambia Railway Authority-TAZARA (rail operation)
- Police (traffic control), etc.

One of the major regulatory and institutional issues is weakness or poor coordination between the authorities. A challenge is to establish a new organization which is exclusively in charge of overall transport and traffic policy, planning, implementation and management of the City of Dar es Salaam.

9) Heavy vehicle management

Dar es Salaam is an international gateway city, having a good seaport and railway systems. Accordingly a huge amount of cargo traffic generates from and passes through the city. There are many private container yards along the Nelson Mandela road and many factories along the Nyerere road. From these places a number of heavy vehicles are generated, causing serious damage on the roads due their heavy axle load and traffic congestion due to their lower speeds. Segregation of such heavy vehicles and other traffic must be necessary to achieve well-organized traffic environment in the city.

9) Towards a shining city of Eastern Africa

Having a good seaport, airport, and her history, Dar es Salaam has been an international gateway city not only for Tanzania but also for other countries of Eastern Africa. And it has been one of the central places of economic development of the country. In the future more private companies should be attracted to the city to do their business. Hence, it is recognized that it is very much important to have a sound urban transportation system to accommodate such international sophisticated business entities.

10) New Master Plan

The Japanese Government kindly drew up the Road Development Plan in 1995 for the city of Dar es Salaam, and actually based on this plan a significant road development was achieved in the last ten years. However, the master plan did not pay much attention to public transportation systems and traffic management. In other words, it did not address use of the road infrastructure and management of the traffic. The new master plan is expected to address these issues seriously in order to achieve effective use of the city's infrastructure

(4-2) Present conditions of the sector and problems to be solved in the sector:

(a) Population and Employment

The population of Dar es Salaam was 356,286 in 1967, 842,090 in 1978, and 1,360,850 in 1988 and indicates that the growth rate of Dar es Salaam decreased from 7.8% during 1967 to 1978 to 4.8% during 1978 to 1988. This growth rate is still the highest of any urban centre in Tanzania and the population according to the 2002 Census is 2.5 million.

The employment/population ratio is steady at 18%, which lead to an estimate of 240,000 in 1988 and approximately 460,000 in year 2000.

(b) Land Use Pattern

The current land-use pattern of Dar es Salaam shows one a predominant city centre (Mchafukoge and Kariakoo areas) with major four radial roads that are also used as international trunk routes. The residential areas have been expanded in the north-west along Ali Hassan Mwinyi road, in the south along Kilwa road and in the Tabata area. There is also an extension of industrial areas north along Ali Hassan Mwinyi road, along Nyerere road and part of Mikochehi area.

The current land-use pattern also shows an extension of unplanned residential area in the west along Morogoro road, in the Southwest corridor along Nyerere road and in the south corridor along Kilwa road, where supply of the basic infrastructure cannot meet its demand.

(c) Urban Transport System

Road

The existing road network in the city is approximately 1,380 km (trunk road: 260 km, town road: 542 km, rural road: 578 km). Four major arterial roads (Bagamoyo road, Morogoro road, Myerere road and Kilwa road) form a radial pattern network, centring to the city centre where most public and government institutions and private companies are located. Three ring roads bridging the

radial roads can be identified, namely United Nation road and Msimbazi Street, Rashidi Kawawa road, and Nelson Mandela Sam Nujoma road. Though recent development in roads has contributed to efficient operations of cars and public transport, the traffic congestion level, particularly in the city centre, is worsening since both the number of car ownerships and preference of car use are substantially increasing.

Traffic Volume and Service

A recent traffic volume survey indicates that there has been an increase in the total number of buses using the roads. This increase is due to the use of the 16-seat minibus, collectively known as Dala-dala, as the main vehicle for public transport services in the city. This situation is different from 1990 when most public transport vehicles were standard buses or midi-buses. The predominance of Dala-dala services (low passenger carrying capacity buses) leads to inefficient use of the trunk road system. It is recognized that Dala dala adds traffic congestion.

Public Transport

The demand for public transport in Dar es Salaam has been growing faster than the supply to satisfy it. The two factors contributing to this growth are the rapid population growth of the city as well as the horizontal expansion of uncontrolled urban development. Bus services in Dar es Salaam are now provided by a state and city owned operator, Shirika la Usafiri Dar es Salaam (UDA) and by private Dala-dala operators. City residents continued to suffer from inadequate services provided by UDA due to the lack of efficient management and operation. As a result UDA role as public transport provider has greatly been diminished; currently it has about 30 buses operating mostly on out of town routes. The company is up for privatization and the process is underway.

Travel Behaviour

A household survey carried out by the World Bank study reveals that motorized transport (public transport 43%; car 6%; walk 43%; non-motorized transport 3%; others 5%) is providing for less than 50% of all the trips. The study mainly focuses on urban mobility and accessibility of the poor people and pointed out the some of the constraints including:

- Un-affordability of transport costs,
- Lack of sufficient infrastructure for walking and cycling (local access modes),
- Inadequate parking spaces and illegal parking, and
- Lack of modern bus terminals.

(4-3) Outline of the Project:

The Master Plan is expected to address:

- Urgent projects (e.g. replacement of the deteriorated traffic signals on the trunk roads, missing link improvement, bottle neck (capacity) improvement such as the Mlalakua bridge on the Old Bagamoyo road, rehabilitation of the existing road surface and the Kigamboni ferry etc.),
- Improvement of major intersections along the major radial trunk roads by grade separation (fly over or under pass),

- Improvement of the bus service production including organizational and institutional improvement of the current bus services, fare structure reform, and ticketing system,
- Traffic safety facilities development plan such as pedestrian bridge to segregate vehicular traffic flow and pedestrian,
- Traffic management scheme in CBD including advanced traffic signalling system development and parking control system,
- An effective management scheme of freight trucks generating from the port,
- Urban street design of the central business district focusing on pedestrian network and facilities,
- Mass transit system development such as a Bus Rapid Transit (BRT) system and urban rail system using the existing rail corridors,
- Access improvement in residential areas, especially focusing on areas of lower income groups, in terms of physical and non-physical manners,
- Sustainable road and associated infrastructure maintenance strategy and program,
- Recommendation on effective planning, implementation and management organizational scheme for the urban transportation system development of the City,
- Financing scheme for the Master Plan implementation including private participation,
- Recommendation on amendment of the exiting laws and regulations in the field of city planning and urban transportation development, and
- Capacity building strategy and program for city council staff in the field of urban transport development.

(4-4) Purpose (short-term objective) of the Project:

Short-term objectives of the project include formulation of an urgent action plan to alleviate the current traffic congestion and preliminary feasibility studies for the selected priority projects (components).

(4-5) Goal (long-term objective) of the Project:

The overall goal of the Project is to formulate a Urban Transportation Policy and System Development Plan with the target year of year 2030 together with a strategic capacity building program for the city council of Dar es Salaam.

(4-6) Prospective beneficiaries:

The city citizens of about 3 million population and visitors and tourists to the city are the principal

beneficiaries. Local access improvement, as a part of the Master Plan, especially contributes to poverty reduction in urban areas.

(4-7) Project's priority in the National Development Plan / Public Investment Program:

The expected improvement in urban transport system of the city is an essential strategy to strengthen the country's economy and the reduction of poverty.

(5) Desirable or Scheduled time of the commencement of the Project:

Month April year 2006

(6) Expected funding source and/or assistance (including external origin) for the Project:

- Japan's grant aid is expected for some urgent projects identified in the Master Plan.
- Private sector's participation is most welcome to construct bridges and to improve the public transportation systems identified in the Master Plan.
- Tax reform or other public source of fund will be considered by the Government of Tanzania and Respective Local Government.

(7) Other relevant Projects.

There were a number of urban transportation studies in Dar es Salaam over the last 20 years. With the exception of the JICA studies, no attempt was made to implement the main recommendations of these studies. The following are the studies completed:

- Cow consult Study in 1984: Dar es Salaam Urban Passenger Transport Study
- TRL Study in 1987: Public Transport Provision in Dar es Salaam
- Wilbur Smith Associate Study in 1990: Dar es Salaam Urban Passenger Transport Study
- JICA Study: 1990 The Feasibility Study on Road Improvement and Maintenance in Dar es Salaam
- JICA Study: 1993 The Study on Dar es Salaam Road Development Plan
- JICA Study: 1995 Basic Design Study on Dar es Salaam Road Development Project
- IHE Delft and UDSM Study: Urban Mobility and Non-Motorized Transport

Currently, the World Bank carries out Central Transport Corridor Project, aiming at (a) upgrading strategic road links; (b) enhancing road management capacity; and (c) improving operations of railways. One of the components of this project finances transport studies, Dar es Salaam Rapid Transit and Traffic Management Study.

(8) Information of the project from gender perspective.

No particular gender-related adverse impacts.

2. Terms of Reference of the proposed Study

(1) Necessity/Justification of the Study:

The present provision of urban transport service in the city of Dar es Salaam is far below a satisfactory level as mentioned above. The main issues in improving the city's urban transport systems are identified in the field of physical planning, regulatory and institutional planning, organizational preparation, financing planning and human resource development. Accordingly, there is a strong need for developing a comprehensive urban transport plan to address those inter-related issues in an orchestrated manner.

(2) Necessity/Justification of the Japanese Technical Cooperation:

As mentioned earlier, Japanese Government has been continuously providing successful support in improving the transport sector of the city, through the Road Transport Master Plan and consequential road development under her grant aid scheme. The city of Dar es Salaam would expect continuous support from the Japanese government in the field of urban transportation, which must be successfully implemented and contribute further development of the city as well as the country.

(3) Objectives of the Study:

There are five major objectives as follows:

- To prepare a comprehensive urban transportation policy and system development plan for the city of Dar es Salaam with the target year of 2030,
- To identify priority projects (urgent projects) that are to be implemented by the Japan's grant aid scheme within 5 years,
- To identify long-term development projects and programs that are expected to be carried under the Japan's soft loan scheme as well as other donor agencies' loan schemes,
- To recommend a regulatory, institutional and organizational framework for the future urban traffic management of the city,
- To improve capability of city staff in the field of urban transportation planning and management.

(4) Area to be covered by the Study:

The overall study area shall cover the city of Dar es Salaam, including three Municipalities, namely Kinondoni, Ilala and Temeke.

(5) Scope of the Study:

(5-1) General

In order to upgrade transport infrastructure in a sustainable manner and to strengthen the city's institutional capacities, the Study outcome will be broadly divided into two parts, namely physical planning and non-physical planning. The physical plan consists of a series of infrastructure and transport systems plan, whilst, the non-physical plan includes regulatory, institutional and organizational reform / restructuring plan as well as a financing plan. In the course of the project,

it is desirable that on-the-job training will be provided by Japanese experts.

(5-2) Study Items

The Study shall be conducted in a phased manner, being divided into three phases as follows:

Phase 1: Formulation of Study Approach and Data Collection /Analysis

Phase 2: Formulation of Urban Transportation Policy and Plan

Phase 3: Identification of Short-term Projects (to be implemented within 2-3 years) and Pre-feasibility Study for Priority Projects

Phase 4: Action program development for the medium-term (10 years) projects

Phase 1: Formulation of Study Approach and Data Collection

The main task of Phase 1 is to formulate a study approach, incorporating previous efforts such as the World Bank's BRT projects, and to establish an appropriate approach for the Urban Transportation Policy and Plan. The work starts from a series of data collection, which contributes to the identification of transport-related issues and development needs.

The following task will be explored in Phase1:

- 1) Establishment of overall study approach, and
- 2) Data collection and compilation.

It is necessary to conduct a series of surveys as follows:

- Socio-economic and travel behaviour survey by the household interview method (Approximately 30,000 households = about 5% of the total households);
- Roadside OD interview surveys;
- Traffic count surveys (cordon and screen line traffic count surveys, traffic count survey at major roads, turning movement surveys at major intersections, etc.);
- Travel speed survey on the major radial roads;
- Public transport passenger count and interview survey (mainly bus passengers);
- Employee interview survey in CBD;
- Parking facilities and demand survey (on- and off-street parking space and occupancy);
- Public transport surveys (operation, capacity, vehicle, fare, etc.);
- Land use, office and commercial buildings and factories (floor area, the number of employment, etc.);
- Special generator survey (port, airport, container yards and major factories focusing on cargo movement);
- Road inventory survey (major roads and local access roads);
- Traffic facility inventory survey (traffic lights, pedestrian walkway, etc.)
- Railway inventory survey (track condition, rolling stock, operation, etc.);
- Initial environmental examination survey; and
- Geographic information system (GIS) development (based on ICONOS images).

Phase 2: Formulation of Urban Transportation Policy and Plan

The major task of Phase 2 is to draw up a comprehensive urban transportation policy and plan (called the Master Plan). At the end of Phase 2, a seminar shall be organized to invite opinions from the public.

The Phase 2 Study consists of following works:

- 1) Analysis of data and information of the existing urban transport;
- 2) Transportation modelling and demand forecast;
- 3) A series of discussion with central and local authorities to invite their ideas for the Master Plan
- 4) Identification of urban transport issues and local needs;
- 5) Formulation of the Master Plan (Draft)
- 6) Public hearing seminar/Stakeholders Conference

Phase 3: Identification of Short-term Projects and Pre-feasibility Study for Priority Projects

- 1) Selection of urgent projects;
- 2) Preliminary feasibility study;
- 3) Preparation of implementation programs (IP), and
- 4) Preparation of application form to Japan's grant aid for the selected project

Phase 4: Formulation of Action Program for the medium-term projects

The major task of Phase 4 is to establish an executable medium-term public investment program in terms of fund mobilisation and necessary institutional and organizational arrangement in order to implement the identified medium-term projects, taking into account:

- Absorptive capacities of the central and local governments;
- Availability of local funds;
- Availability of international assistance and private sector's funds; and
- Revenue from users.

A capacity building program for government staff shall also be prepared in Phase 4.

(6) Study Schedule:

The Study is expected to complete within 18 months. The study implementation schedule is shown below.

- Phase 1: Formulation of Study Approach and Data Collection /Analysis 8 months
- Phase 2: Formulation of Urban Transportation Policy and Plan 8 months
- Phase 3: Identification of Short-term Projects (within 2-3 years) and Pre-feasibility Study on Priority Projects 6 months
- Phase 4: Action program development for the medium-term (10 years) projects 4 months

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Phase 1																			
Phase 2																			
Phase 3																			
Phase 4																			

(7) Expected Major Outputs of the Study:

In the stream of the Study the reports listed below shall be produced in English language:

- 1) Inception Report: at the commencement of the Study.
- 2) Progress Report 1: at the end of Phase 1
- 3) Progress Report 2 (draft master plan): at the end of Phase 2
- 4) Pre-feasibility study report: at the end of Phase 3
- 5) Draft Final Report: three months after the commencement of Phase 4
- 6) Final Report: Within one months after receiving official comments from the Tanzanian side

(8) Possibility to be implemented / expected funding resources:

With the grant aid of Japan some selected priority project are to be implemented. External loans and/or private sector's fund can be used in case of financially viable projects in a medium- and long-term perspective such as bus sector rehabilitation, toll roads and toll bridges,

(9) Environmental and Social Considerations

The Study will be carried out in compliance with JICA's new development guideline. The Dar es Salaam City Council will pursue necessary environmental and social considerations with the support of JICA study team for this study. Information disclosure and public consultation, in accordance with its necessary, will also be in practice during the Study. The city council and the JICA study team will disclose the project information, and discuss relevant issues with stakeholders to invite their ideas.

(10) Request of the Study to other donor agencies, if any:

No other donor agencies are requested regarding this Study.

(11) Other relevant information

Some survey results done by the World Bank study team for the BRT Phase I project will be available.

3. Facilities and information for the Study

(1) Inputs from the Japanese Government for the Study:

The Study will be conducted by a consultant team procured by JICA in collaboration with counterparts assigned by Dar es Salaam City Council and Municipalities. The Study requires internationally reputable consultants with sufficient experiences in extensive urban and urban transport planning studies and experts being capable enough to respond to requirements in specific fields. The completion of the Study requires the total expatriate man-months of 90.

A preliminary allocation scheme of experts will be as follows:

1. Team Leader (Transport Planning Specialist)	12 man-months
2. Urban and Regional Planning Specialist	8 man-months
3. Public Transport Specialist	12 man-months
4. Rail Transport Planning Specialist	4 man-months
5. Highway and Street Planning Specialist	8 man-months
6. Traffic Management Specialist (traffic signalling system)	4 man-months
7. Transport and Traffic Survey specialist	8 man-months
8. Transport Modelling Specialist	6 man-months
9. Highway engineer	6 man-months
10. Social Environment Specialist	4 man-months
11. Natural Environment Specialist	4 man-months
12. Economic and Financial Specialist	6 man-months
13. Institution and Organization Specialist	4 man-months
14. Database Specialist (GIS)	6 man-months
Total	92 man-months

In addition to the above mentioned Japanese experts, some local consultants should be procured by JICA for Phase 1 & 3 study.

(2) Assignment of counterpart personnel of the implementing agency for the Study:

City Council shall assign five counterpart personnel during the implementation of the Study, those who have relevant academic background and working experiences.

(3) Available data, information, documents, maps, etc. related to the Study:

Dar es Salaam City Council shall provide JICA study team with all locally available data and

reports relevant to their work, including all relevant reports and drawings of the previous projects, maps, plans, serial photographs, etc. and other relevant data, including socio-economic information and urban transport data.

(4) Information on the security conditions in the Study Area:

No particular security issues

4. Global Issues (Gender, Poverty, etc.)

(1) Women as main beneficiaries or not.

All inhabitants including women are the beneficiaries through the implementation of the Project. The improvement of public transport system may benefit women.

(2) Project components which require special considerations for women (such as gender difference, women specific role, women's participation), if any.

No particular consideration is required.

(3) Anticipated impacts on women caused by the Project, if any.

The improvement of public transport may benefit the women through enhancing their mobility.

(4) Poverty alleviation components of the Project, if any.

The improvement of public transport may benefit the poor people through increasing access to available transport.

(5) Any constraints against the low-income people caused by the Project.

No particular constraints.

5. Undertaking of the Republic of Tanzania

(1) For the effective implementation of the Study, the Government of Tanzania shall take necessary measures:

1) To permit the members of the Team to enter, leave and sojourn in Tanzania for the duration of their assignments therein and exempt them from foreign registration requirements and consular fees;

2) To exempt the members of the Team from taxes, duties and any other charges on equipment, machinery and other material brought into Tanzania for implementation of the Study;

3) To exempt the members of the Team from income tax and charges of any kind imposed on or in connection with any emoluments or allowance paid to the members of the team for their services in connection with the implementation of the Study;

- 4) To provide necessary facilities to the Team for the remittance as well as utilization of the funds introduced into Tanzania from Japan in connection with the implementation of the Study;
- (2) The Government of Tanzania shall bear claims, if any arises, against the members of the Team resulting from, occurring in the course of, or otherwise connected with, the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or wilful misconduct on the part of the team.
- (3) Dar es Salaam City Council shall act as counterpart agency to the Japanese Study Team and also as the coordinating body in relation with other governmental and non-governmental organizations concerned for the smooth implementation of the Study.
- (4) Dar es Salaam City Council shall, at its own expense, provide the Team with the following, in cooperation with other organizations concerned:
- 1) Security-related information on as well as measures to ensure the safety of the Team;
 - 2) Information on as well as support in obtaining medical service;
 - 3) Available data and information related to the Study;
 - 4) Counterpart personnel;
 - 5) Suitable office space with necessary office equipment and furniture; and
 - 6) Credentials or identification cards.
- (5) Dar es Salaam City Council will, as the executing agency of the project, take responsibilities that may arise from the products of the Study.

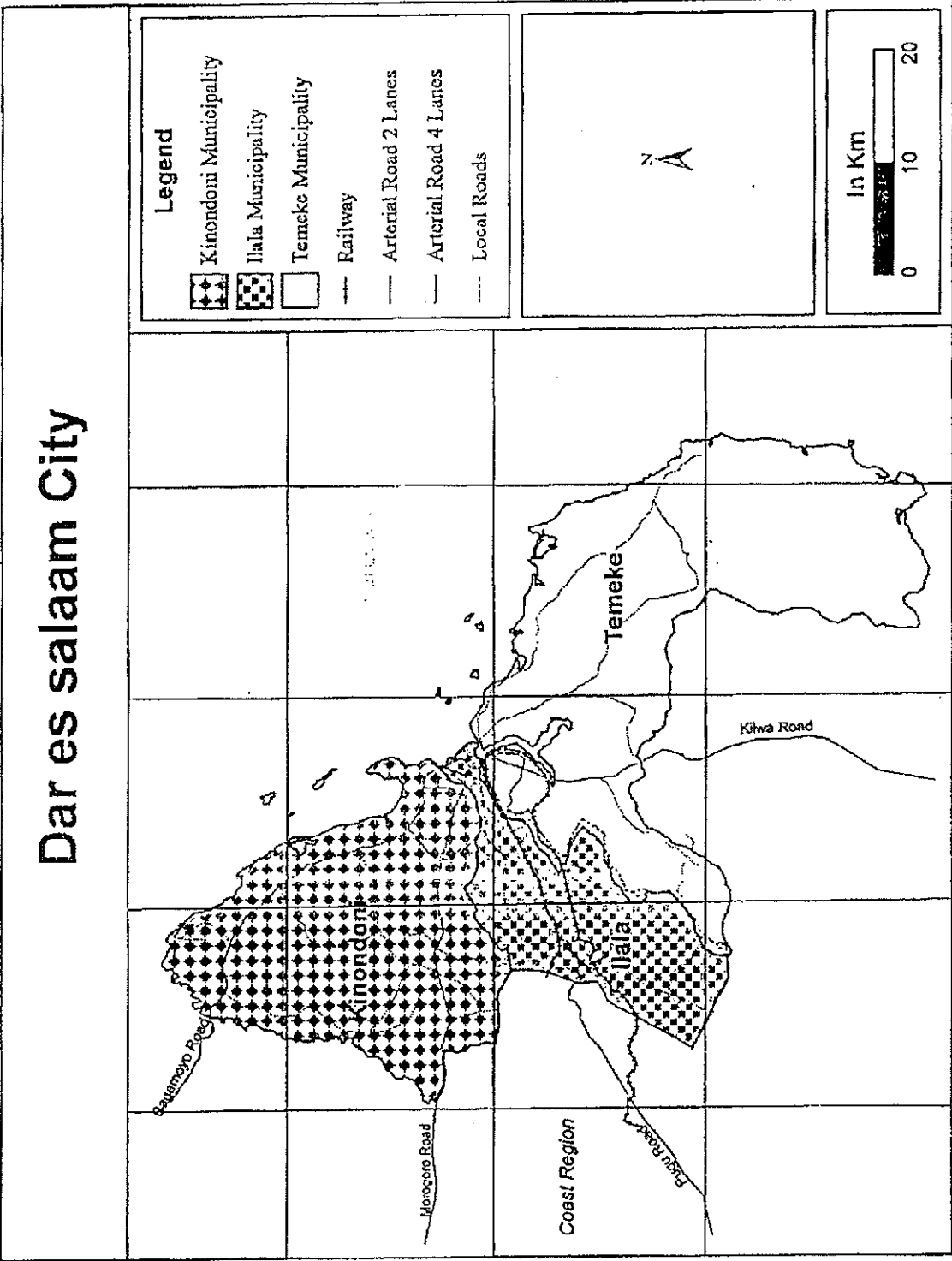
The Government of Tanzania assures that the matters referred to in this form will be ensured for the smooth conduct of the Development Study by the Japanese Study Team.

Signed: _____

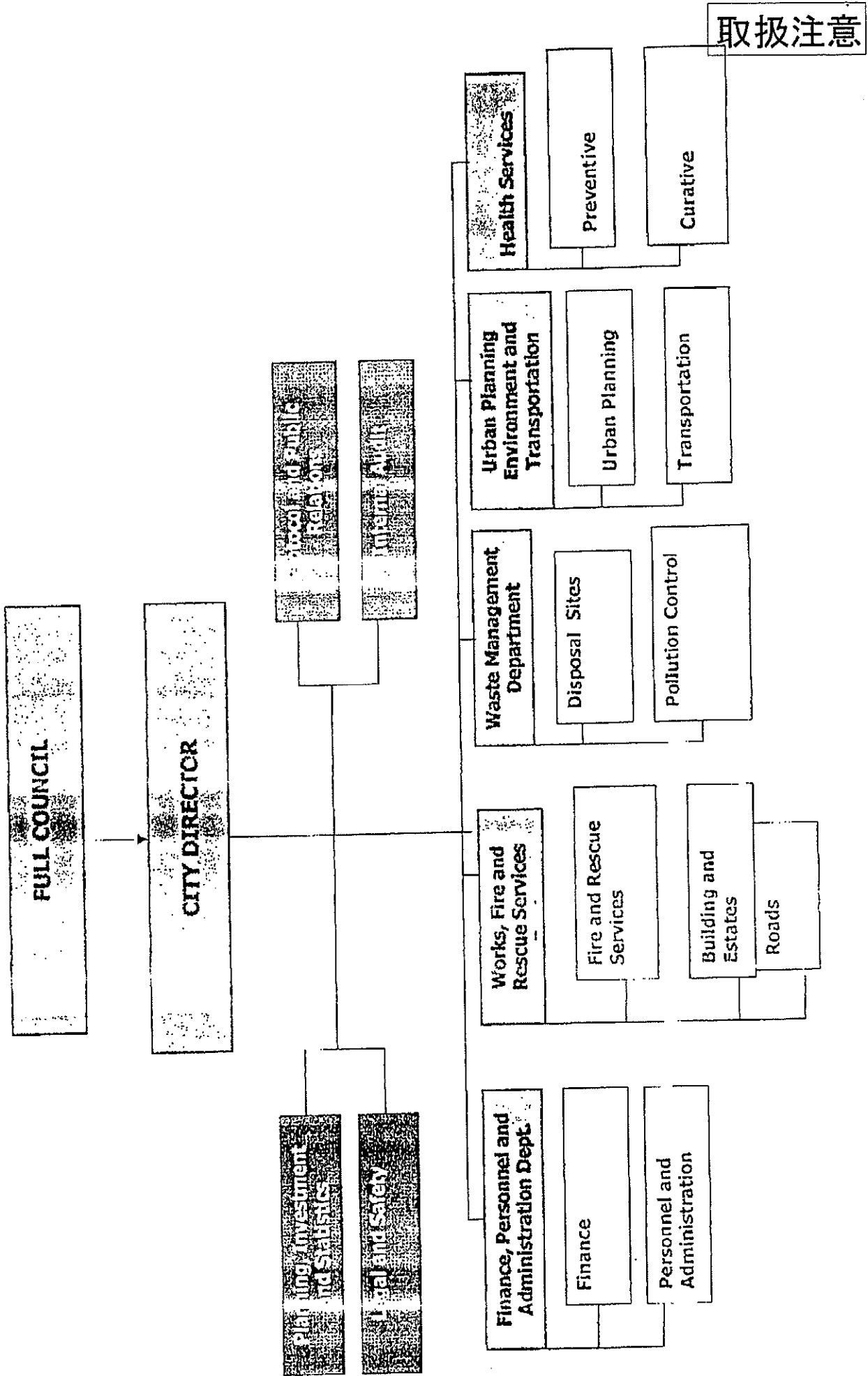
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On behalf of the Government of _____

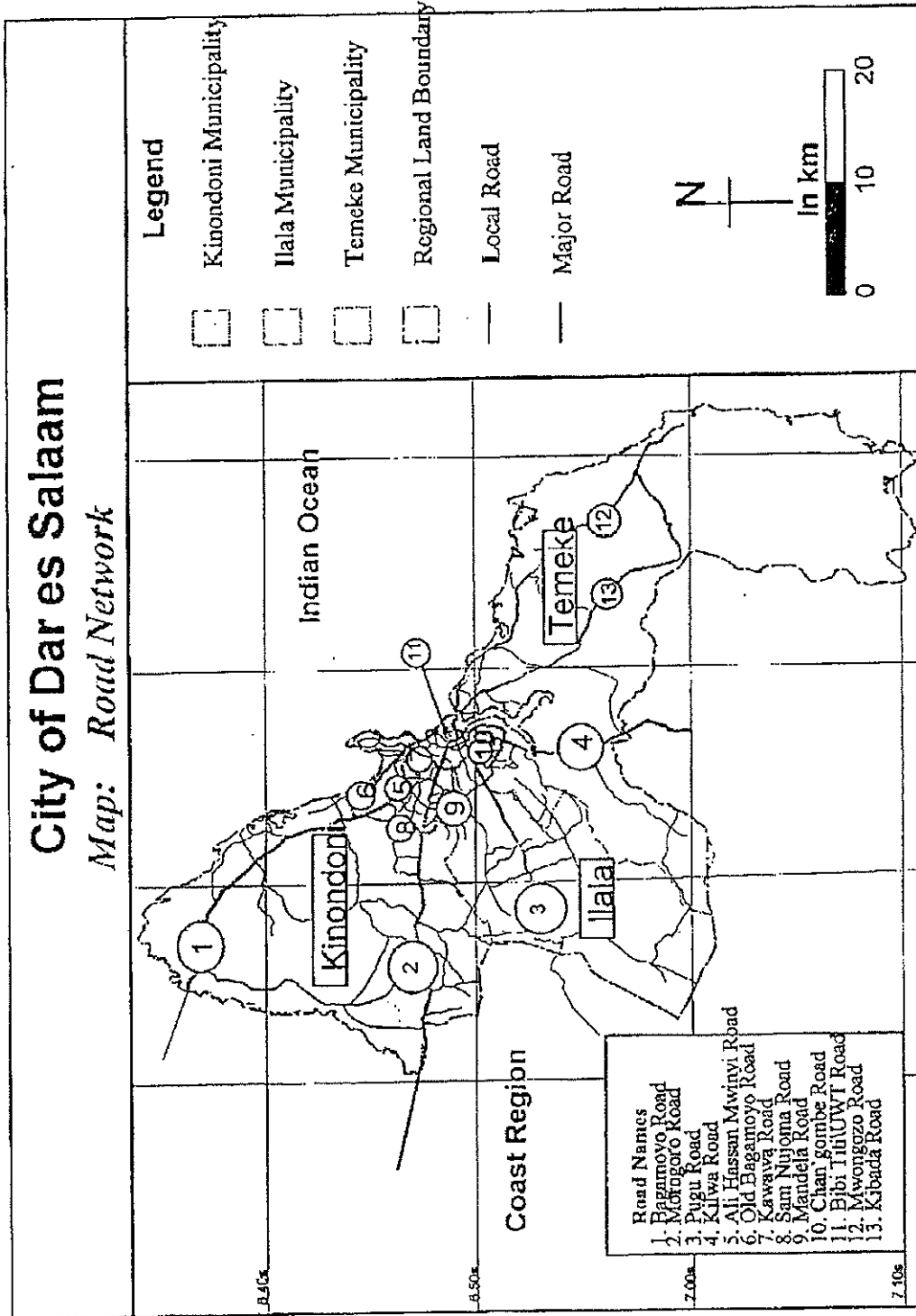
Date: _____



ORGANIZATION CHART OF THE DAR ES SALAAM CITY COUNCIL

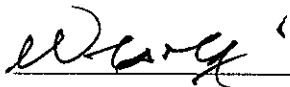


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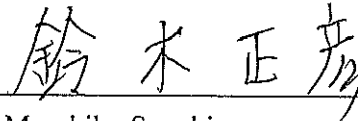


**SCOPE OF WORK
FOR
THE STUDY ON
DAR ES SALAAM TRANSPORT POLICY AND SYSTEM
DEVELOPMENT MASTER PLAN
AGREED UPON BETWEEN
PRIME MINISTER'S OFFICE,
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT
AND
JAPAN INTERNATIONAL COOPERATION AGENCY**

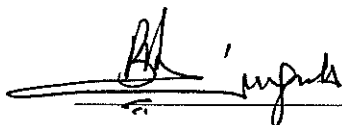
Dar es Salaam, November 17, 2006



Mr. Wilson Mukama
Deputy Permanent Secretary
Prime Minister's Office
Regional Administration and Local Government
The United Republic of Tanzania



Mr. Masahiko Suzuki
Leader,
Preparatory Study Team,
Japan International Cooperation Agency



Mr. Bakari Kingobi
City Director
Dar es Salaam City Council
The United Republic of Tanzania



I INTRODUCTION

In response to the request of the Government of the United Republic of Tanzania, (hereinafter referred to as "GOT"), the Government of Japan (hereinafter referred to as "GOJ") has decided to conduct "the Study on Dar es Salaam Transport Policy and System Development Master Plan" (hereinafter referred to as "the Study") in accordance with the Agreement on Technical Cooperation between the GOT and the GOJ signed on November 2, 2004 (hereinafter referred to as "the Agreement").

Accordingly, the Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programs of the GOJ, will undertake the Study in close cooperation with the authorities concerned of the GOT.

The present document sets forth the Scope of Work with regard to the Study and will be valid after notification of approval by JICA Headquarters through JICA Tanzania Office to the Tanzanian side.

II. OBJECTIVES OF THE STUDY

The objectives of the Study are:

1. To formulate a Transport Master Plan in the city of Dar es Salaam for the target year 2030 (the same target year as City Land Use Plan which is under preparation),
2. To conduct pre-feasibility study on the prioritized projects under the Transport Master Plan,
3. To formulate a capacity development plan with focus on DCC to ensure realization of the proposed projects and the Transport Master Plan, and
4. To carry out relevant technology transfer to Tanzanian counterpart personnel in the course of the Study.

III. STUDY AREA

The Study shall cover the entire city of Dar es Salaam as shown in the map in APPENDIX 1.

IV. SCOPE OF THE STUDY

In order to achieve the objectives mentioned above, the Study shall cover the following items:

1. Review and analysis of the present situation
 - 1-1. To review existing laws, regulations, policies and institutional arrangements related to urban transport;
 - 1-2. To review past studies, development plans, projects and traffic surveys related to road and urban transport;
 - 1-3. To review other existing data and information related to the Study;
 - 1-4. To conduct additional traffic survey (OD survey, traffic volume counts, etc.);
 - 1-5. To conduct inventory survey on roads and other transport facilities; and
 - 1-6. To identify and analyze transport problems in the Study Area.

2. Formulation of a master plan for the target year 2030
 - 2-1. To set up future socio-economic framework;
 - 2-2. To estimate future traffic demands;
 - 2-3. To formulate city transport policy;
 - 2-4. To formulate road development plans;
 - 2-5. To formulate traffic management schemes and traffic demand management schemes;
 - 2-6. To formulate public transport plans;
 - 2-7. To formulate comprehensive the Transport Master Plan;
 - 2-8. To carry out environmental and social consideration study (IEE level);
 - 2-9. To estimate costs of the projects under the Transport Master Plan and formulate implementation plan; and
 - 2-10. To identify prioritized projects for pre-feasibility study (one or two projects to start with).

3. Pre-feasibility study on prioritized projects under the Transport Master Plan
 - 3-1. To carry out supplementary surveys regarding the prioritized projects;
 - 3-2. To select design standard and criteria to be used for the prioritized projects;
 - 3-3. To formulate alternative plans for the prioritized projects;
 - 3-4. To conduct preparatory design of the prioritized projects and cost estimate;
 - 3-5. To carry out economic and financial analysis;
 - 3-6. To carry out environmental and social consideration study (pre-EIA level);
 - 3-7. To prepare an implementation program; and
 - 3-8. To prepare an operation and management program.

4. Formulation of a capacity development plan
 - 4-1. To conduct capacity gap assessment of institutions/organizations related to the Study; and
 - 4-2. To formulate a capacity development plan with focus on DCC to ensure realization of the proposed projects and the Transport Master Plan.

5. Overall Evaluation and Recommendations

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V. STUDY SCHEDULE

The Study will be carried out within 16 months period in accordance with the attached tentative schedule as shown in APPENDIX 2.

VI. REPORTS

JICA shall prepare and submit the following reports in English to the GOT.

1. Inception Report which covers the methodology of the Study
Thirty (30) copies at the time of commencement of the Study.
2. Progress Report which covers all the findings during the first works in Tanzania.
Thirty (30) copies within six (6) months after commencement of the Study.
3. Interim Report which covers the formulation of the master plan.
Thirty (30) copies within ten (10) months after commencement of the study.
4. Draft Final Report which covers all the results of the Study
Thirty (30) copies within fourteen (14) months after commencement of the Study.
The written comments on the Draft Final Report from the GOT shall be delivered within one (1) month after the receipt of the Draft Final Report.
5. Final Report
Sixty (60) copies, the same number of copies of summary and four (4) sets of CD-ROM.
Within one (1) month after the receipt of the comments on the Draft Final Report.

VII. UNDERTAKINGS OF THE GOT

In accordance with the Agreement on Technical Cooperation signed on November 2, 2004 between the GOT and GOJ, the GOT will undertake the followings:

1. To facilitate smooth conduct of the Study, the GOT shall take the following measures:
 - (1) To permit the members of the Japanese study team (hereinafter referred to as "the Team") to enter, leave and sojourn in the United Republic of Tanzania for the duration of their assignment therein, and exempt them from foreign registration requirements and consular fees;
 - (2) To exempt the members of the Team from taxes, duties, VAT and any other charges on equipment, machinery and other materials imported and locally purchased for the implementation of the Study;
 - (3) To exempt the members of the Team from income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Team for their services in connection with the implementation of the Study; and
 - (4) To provide the Team with necessary facilities for remittance as well as utilization of the funds introduced into the United Republic of Tanzania from Japan in connection with the implementation of the Study.
2. The GOT shall bear claims, if any arises, against the members of the Team resulting from,

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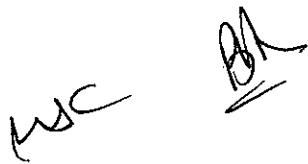

occurring in the course of, or otherwise connected with, the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Team.

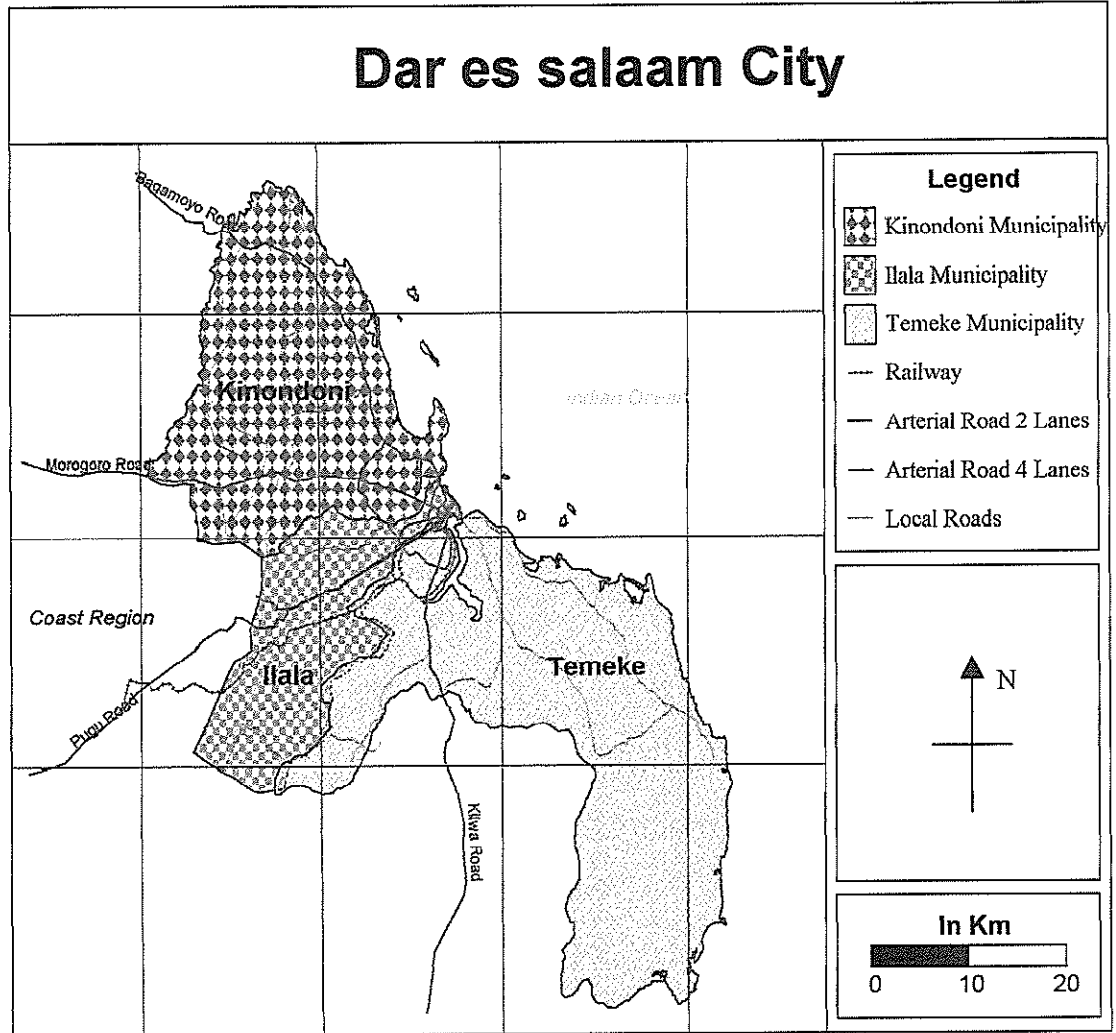
3. Under the supervision and full responsibility of Prime Minister's Office for Regional Administration and Local Government (PMO-RALG), Dar es Salaam City Council (DCC) shall act as main counterpart agency paralleling with the DART Agency, Surface and Marine Transport Regulatory Authority (SUMATRA), Ministry of Infrastructure Development, TANROADS, Ministry of Lands, Housing and Human Settlements Development, Tanzanian Port Service Authority, Tanzania Railways Corporation (TRC) and Tanzania --Zambia Railway Authority (TAZARA), Ministry of Public Safety and Security, and Municipal Councils of Temeke, Ilala and Kinondoni to the JICA Study Team and also as coordinating body in collaboration with other government and non-governmental organizations concerned for the smooth implementation of the Study.
4. The GOT shall, at its own expense, provide the JICA Study Team with the following, in collaboration with other organizations concerned:
 - (1) Security-related information as well as measures to ensure the safety of the JICA Study Team;
 - (2) Available data and information related to the Study;
 - (3) Counterpart personnel;
 - (4) Suitable office space with basic office equipment and furniture;
 - (5) Credentials or identification cards; and
 - (6) Information on as well as support in obtaining medical service.

VIII . OTHERS



JICA and the GOT shall consult with each other in respect of any matter that may arise from or in connection with the Study.





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Tentative Schedule

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Wrk in Tanzania	■												■			
Wrk in Japan	■					■				■			■	■	■	
Report	△ IC/R					△ P/R				△ IT/R				△ DF/R		△ F/R

Legend

- IC/R Inception Report
- P/R Progress Report
- IT/R Interim Report
- DF/R Draft Final Report
- F/R Final Report

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MSC

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MINUTES OF MEETINGS
ON
SCOPE OF WORK FOR

THE STUDY ON
DAR ES SALAAM TRANSPORT POLICY AND SYSTEM
DEVELOPMENT MASTER PLAN

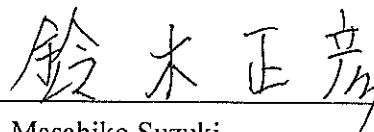
AGREED UPON BETWEEN

PRIME MINISTER'S OFFICE
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT
AND
JAPAN INTERNATIONAL COOPERATION AGENCY

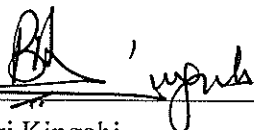
Dar es Salaam, November 17, 2006



Mr. Wilson Mukama
Deputy Permanent Secretary
Prime Minister's Office
Regional Administration and Local Government
The United Republic of Tanzania



Mr. Masahiko Suzuki
Leader,
Preparatory Study Team,
Japan International Cooperation Agency



Mr. Bakari Kingobi
City Director
Dar es Salaam City Council
The United Republic of Tanzania



INTRODUCTION

In response to the request of the Government of the United Republic of Tanzania, (hereinafter referred to as “GOT”), the Government of Japan (hereinafter referred to as “GOJ”) has dispatched the preparatory study team (hereinafter referred to as “the Team”) headed by Mr. Masahiko SUZUKI to discuss and conclude the scope of work (S/W) for “the Study on Dar es Salaam Transport Policy and System Development Master Plan” (hereinafter referred to as “the Study”).

The Team had a series of discussions with the Prime Minister’s Office for Regional Administration and Local Government (PMO-RALG), Dar es Salaam City Council (DCC) and other ministries and organizations related to the Study. Participants of the discussions are listed in Attachment 1.

This document summarizes major items discussed and remarks expressed by both sides, and is meant to supplement the Scope of Work.

1. Study Title

Both sides agreed that the Study is titled as “the Study on Dar es Salaam Transport Policy and System Development Master Plan.”

2. Basic Idea

2-1. Importance of formulating urban transport policy in Dar es Salaam

Currently there is no city transport policy in Dar es Salaam to coordinate and guide stakeholders for future direction. Comprehensive city transport policy shall therefore be formulated in the Study, which can address the deteriorating traffic condition and promote sustainable growth of the City to be achieved by 2030.

2-2. Role of DCC and PMO-RALG

Under decentralization policy, local authorities are supposed to coordinate stakeholders in formulating the Transport Master Plan. With the support from PMO-RALG, DCC will:

- Arrange for the counterpart personnel for the accomplishment of the Study and capacity building for sustainability of implementing the Transport Master Plan;
- Facilitate the JICA Study Team to access relevant study data;
- Utilize the Transport Master Plan to formulate means of addressing traffic issues in the City; and
- Spearhead implementation of the Transport Master Plan.

2-3. Consensus building

There are various stakeholders involved in the urban transport sector, and consensus building in the course of the Study is therefore crucial for realization of proposed projects/plans by the Study. Both sides agreed that the GOT ensures that representatives from ministries and organizations concerned



with the Study shall be the members of the Steering Committee, which will function as the platform for consensus building.

2-4. Prioritized areas for short-term interventions

DCC puts great emphasis on solving traffic jam, and therefore the improvement of road connection, road intersections, and signaling, the control of heavy vehicle traffic, and the increase of infrastructure capacity including ring road and road widening are vital for the short-term interventions.

2-5. Harmonization with plans/projects ongoing and/or under preparation

The Team confirmed that there are several plans/projects ongoing and/or under preparation related to the Study, such as the formulation of Dar es Salaam City Land Use Plan, and DART project. Both sides agreed that the Study needs to be harmonized with those plans/projects not only to avoid duplication of work but also to enhance synergetic effect.

2-6. Importance of education and awareness of travel/driving behavior

Both sides take it important for the GOT to take necessary actions to improve people's awareness of travel/driving behavior for easing traffic congestion, i.e., through the promotion of maximum and proper utilization of public transport, and for improving traffic safety in the course of the Study.

3. Utilization of the Study

The GOT will officially endorse the results of the Study as per existing regulations and issue guidelines to stakeholders for effective implementation of the Transport Master Plan.

4. Steering Committee

The Steering Committee will be organized for effective and efficient implementation of the Study by DCC under the leadership and responsibility of PMO-RALG. The Steering Committee will execute the decision making power when necessary. The Steering Committee will comprise the following ministries and organizations with possible inclusion of others if PMO-RALG and DCC considers necessary. PMO-RALG shall inform JICA Tanzania Office the members of the Steering Committee before the commencement of the Study.

- (1) PMO-RALG
- (2) DCC
- (3) DART Agency
- (4) Surface and Marine Transport Regulatory Authority (SUMATRA)
- (5) Ministry of Lands, Housing and Human Settlements Development
- (6) Ministry of Infrastructure Development
- (7) Ministry of Finance
- (8) TANROADS

- (9) Tanzania Port Service Authority
- (10) Regional Commissioner's Office
- (11) Ministry of Public Safety and Security
- (12) Municipal Councils of Temeke, Ilala and Kinondoni
- (13) Universities

5. Counterpart Personnel

Both sides agreed that the Study should be conducted in close collaboration between the Tanzanian and Japanese sides. In this context, both sides agreed that Tanzanian side assigns an appropriate number of counterpart personnel for the Study. The core members of the counterpart will be assigned from the organizations below:

- (1) Dar es Salaam City Council (DCC), Department of Urban Planning, Environment and Transportation and Department of Works and Fire Services
- (2) Municipal Councils of Ilala, Kinondoni and Temeke
- (3) DART Agency

The City Director will be the counterpart team leader on Tanzanian side.

6. JICA guidelines for Environmental and Social Considerations

The Team explained the outline of the JICA guidelines and the need to comply with it in the implementation of the Study. Both sides agreed to work together to adopt the approach specified by the guidelines of Tanzania and JICA.

7. Public Consultation during the Study

Both sides confirmed that public consultation on the projects/programs proposed in the Study that might have serious socio and natural environmental impact (for instance, land acquisition with involuntary resettlements and land reclamation with environmental impacts) should be organized whenever necessary for assessing public response.

8. Office Space and Equipment

DCC shall provide office space equipped with furniture (desk, chairs, etc.), telephone lines and air conditioning in Dar es Salaam for JICA Study Team.



List of Participants

Tanzanian side

Dar es Salaam City Council

Mr. Stephen Kongwa, Head of Department Urban Planning Environment and Transportation
Mr. Elias Chinamo, Solid waste Management Head of Department DCC
Mr. Rogastian Msafiri, Head of Department Finance, Administration and Personnel
Mrs. Asteria Mlambo, Head of Transportation Unit and Member DART Agency Implementation Team
Mr. Julius Maira, Coordinator, EPM and Ag. Head of Transportation Unit
Ms. Martha Mkupasi, Safer Cities Coordinator

Kinondoni Municipal Council

Ms. Leti A Shuma

DART Agency Implementation Team

Mr. Kleist Sykes, Acting Chief Executive DART Agency
Eng. Philemon Kazimil, Member DART Agency Implementation team
Mr. Noel K. Ngowi, Member DART Agency Implementation Team
Eng. Enoch Kitandu, Member DART Agency Implementation Team

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Surface and Marine Transport Regulatory Authority (SUMATRA)

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University of Dar es Salaam

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Mr. Linus Shao, Senior Town planner



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Mr. Saidi M. Fikirini

Dar es Salaam Commuter Bus Owners Association (DARCOBOA)

Mr. Sabri Mabrouk, Chair person

Mzee M.J.A. Gwao, Secretary General

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Mr. Naomichi MUROOKA, Member, JICA Preparatory Study Team

Mr. Takashi KADOTA, Member, JICA Preparatory Study Team

Mr. Hiroyuki TAKEDA, Member, JICA Preparatory Study Team

Mr. Yuji HATAKEYAMA, Member, JICA Preparatory Study Team

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Ms. Asuka TSUBOIKE, Deputy Resident Representatives, JICA Tanzania Office

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4. 収集資料一覧

収集資料リスト

2006年12月25日現在

主管課長	
図書館 受入日	

地域	東アフリカ	プロジェクトID	調査団番号	調査の種類 又は指導科目	形態	種類	発行機関	発行年月
国名	タンザニア	配属機関名	Dar es Salaam City Council	現地調査期間 又は派遣期間	Orig./Copy	Type	Organization of Publication	Published
		調査団名 又は専門家氏名	ダルエスサラーム総合都市交通体系策定調査事前 調査 (S/W協議)	又は指導致科目	Copy	書籍	Ministry of Infrastructure Development	Apr. 2006
					Copy	書籍	Ministry of Works (now Infrastructure Development)	June, 2005
					Copy	書籍	Ministry of Works (now Infrastructure Development)	Feb. 2006
					Copy	書籍	Ministry of Works (now Infrastructure Development)	Dec. 2005
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					Copy	13 葉	Engineers Registration Board (FRB)	
					Copy	2 葉	Dar es Salaam City Council	
					copy	書籍	TANROADS	

番号 No.	資料の名称 Name of Documents	形態 Orig./Copy	種類 Type	発行機関 Organization of Publication	発行年月 Published
1	The Function and Organization Structure of the Ministry of Infrastructure Development	Copy	書籍	Ministry of Infrastructure Development	Apr. 2006
2	The Updated Ten Year Road Sector Development Programme	Copy	書籍	Ministry of Works (now Infrastructure Development)	June, 2005
3	National Road Safety Strategy 2006-2010	Copy	書籍	Ministry of Works (now Infrastructure Development)	Feb. 2006
4	National Road Safety Policy	Copy	書籍	Ministry of Works (now Infrastructure Development)	Dec. 2005
5	Tanzania Electrical, Mechanical and Electronics Services Agency (TEMESA) Five Years Strategic Plan	Copy	書籍	Ministry of Works (now Infrastructure Development)	Feb. 2005
6	The Highway Act (Principal Legislation)	Copy	書籍	Ministry of Works (now Infrastructure Development)	2002
7	The Highway Act (Subsidiary Legislation)	Copy	書籍	Ministry of Works (now Infrastructure Development)	2002
8	Traffic Survey for The City of Dar es Salaam (Summary)	Copy	書籍	Ministry of Works (now Infrastructure Development)	Oct. 2000
9	Study of Traffic Management on Trunk Roads in Dar es Salaam Region	Copy	Soft Data	Tanzania National Road Agency	
10	All Consultant Firms as of November 27	Copy	13 葉	Engineers Registration Board (FRB)	
11	コンサルタント (国内・外) 契約単価、(発注例より)	Copy	2 葉	Dar es Salaam City Council	
12	TANROADS Business Plan for Financial year 2006/07	copy	書籍	TANROADS	

番号 No.	資料の名称 Name of Documents	形態 Orig. / Copy	種類 Type	発行機関 Organization of Publication	発行年月 Published
13	Action Plan for Maintenance and Development of Trunk and Regional Roads FY 2005/06 Dar es Salaam Region	Copy	書籍	TANROADS	
14	Comprehensive Feasibility Study for the Proposed Kigamboni Bridge Project in Dar es Salaam (Main Report)	Copy	書籍	The National Social Security Fund	
15	Comprehensive Feasibility Study for the Proposed Kigamboni Bridge Project in Dar es Salaam (Traffic Study and Analysis)	Copy	書籍	The National Social Security Fund	
16	Comprehensive Feasibility Study for the Proposed Kigamboni Bridge Project in Dar es Salaam (Economic Feasibility Study)	Copy	書籍	The National Social Security Fund	
17	Labour Based Road Works Technical Amanual Volume 1: Road Rehabilitation Works	PDF file	書籍	Ministry of Works (現在は MoID)	
18	Labour Based Road Works Technical Amanual Volume 2: Road Maintenance	PDF file	書籍	Ministry of Works (現在は MoID)	
19	Labour Based Road Works Technical Amanual Volume 3: Design and Specification	PDF file	書籍	Ministry of Works (現在は MoID)	
20	Labour Based Road Works Technical Amanual Volume 4: Sample Contract Documents for Small Works	PDF file	書籍	Ministry of Works (現在は MoID)	

番号 No.	資料の名称 Name of Documents	形態 Orig./ Copy	種類 Type	発行機関 Organization of Publication	発行年月 Published
21	The Sustainable Dar es Salaam Project 1992-2003	Orig.	パンフレット	United Nations Human Settlements Programme UN-HABITAT	2004年10月
22	The Environmental Regulations, 2005 (G.D. No.348) & The FIA and Audit Regulations (G.D. No.349)	Orig.	書籍	The United Republic of Tanzania	2005年10月
23	The Environmental Management Act, 2004 (ISSN 0856-0331X)	Orig.	書籍	The United Republic of Tanzania	2005年2月
24	Impact Analysis and Mitigation Plan DF/R- Consultancy Services for the Conceptual Design of a Long Term Integrated Dar es Salaam BRT System and Detailed Design for the Initial Corridor	Copy	報告書	Dar es Salaam City Council	2006年5月
25	大気質基準 TZS 845; 2006 Air quality – Specification	Orig.	法令集	Tanzanian Bureau of Standards (TBS)	2006年
26	水質基準 TZS 860; 2006 Municipal and industrial wastewaters: General tolerance limits for municipal and industrial wastewaters	Orig.	法令集	Tanzanian Bureau of Standards (TBS)	2006年
27	National Environmental Management Council (NEMC)	Orig.	パンフレット	National Environmental Management Council (NEMC)	2006年8月
28	Recent Publications Price List	Copy	リスト	National Bureau of Statistics (NBS)	2006年
29	Tanzania in Figures 2005	Orig.	小冊子	National Bureau of Statistics (NBS)	2006年6月
30	Tanzania 2004-05 Demographic and Health Survey, Key Findings	Orig.	書籍	National Bureau of Statistics (NBS)	2006年
31	Tanzania HIV/AIDS Indicator Survey 2003-04	Orig.	書籍	National Bureau of Statistics (NBS)	2005年3月
32	Tanzania Main Statistical Tables	Orig.	書籍	National Bureau of Statistics (NBS)	2006年4月
33	SUMATRA- About US	Orig.	パンフレット	Surface and Marine Transport Regulatory Authority (SUMATRA)	2006年
34	Environment- Norconsult	Orig.	パンフレット	Norconsult	2006年
35	Norconsult	Orig.	パンフレット	Norconsult	2006年
36	Environmental impact Assessment and Audit- Procedures and Guidelines – 2 nd Draft	Copy	書籍	Vice President Office	2006年
37	Environment Statistics- Tanzania Mainland	Orig.	書籍	National Bureau of Statistics (NBS)	2005年12月
38	Tanzania Demographic and Health Survey, 2004-05	Orig.	書籍	National Bureau of Statistics (NBS)	2005年12月
39	Brief Description of the Company- Inter Consult Ltd	Orig.	報告書	Inter Consult Ltd	2006年11月
40	Kisarawe 186/3 1:50,000	Orig.	地形図	Surveys and Mapping Division, Ministry of Lands, Natural Resources and Tourism	1988年
41	Kawe 186/1 and Part of 186/2 1:50,000	Copy	地形図	Surveys and Mapping Division, Ministry of Lands, Natural Resources and Tourism	1991年

番号 No.	資料の名称 Name of Documents	形態 Orig. / Copy	種類 Type	発行機関 Organization of Publication	発行年月 Published
42	Dar es Salaam 186/4 and Part of 186F/3 1:50,000	Copy	地形図	Surveys and Mapping Division, Ministry of Lands, Natural Resources and Tourism	1988 年
43	Dar es Salaam Region 1:100,000	Copy	地形図	Surveys and Mapping Division, Ministry of Lands, Housing and Urban Development	1975 年
44	Dar es Salaam Urban Map 1:20,000	Copy	地形図	Surveys and Mapping Division, Ministry of Lands, Natural Resources and Tourism	1995 年
45	TRANSPORT STATISTICS 2004, Dar Traffic Management Study, Dar City Maps PPT, Presentation dar-Income Level	Copy	CD	Dar es Salaam City Council	2006 年
46	The Functions and Organization Structure of the Vice President's Office	Copy	書籍	Vice President Office	2006 年 4 月
47	AMBIENT AIR MONITORING PLAN for DAR ES SALAAM, TANZANIA	Copy	CD	Research Triangle Institute	2004 年 12 月

番号 No.	資料の名称 Name of Documents	形態 Orig./ Copy	種類 Type	発行機関 Organization of Publication	発行年月 Published
48	National Human Settlements Development Policy	Orig.	書籍	The United Republic of Tanzania	2000年1月
49	The Urban Planning Bill	Copy	書籍	Ministry of Lands and Human Settlements Development (MLHSD)	2004年9月
50	Strategic Plan for the Implementation of the Land Laws (SPILL) - Executive Summary	Copy	書籍	Ministry of Lands and Human Settlements Development (MLHSD)	2005年5月
51	The Sustainable Dar es Salaam Project 1992-2003 - The SCP Documentation Series, Volume 3	Orig.	パンフレット	United Nations Human Settlements Programme UN-HABITAT	2004年10月
52	Dar es Salaam City Profile	Copy	書籍	UN-Habitat	2005年
53	The Executive Agency Act, 1997	Copy	書籍	The United Republic of Tanzania	1997年
54	BRT (Bus Rapid Transit) Concept Paper, Feb. 2005	電子ファイル	スライド	Dar es Salaam City Council (DCC)	2005年2月
55	DART Project - Progress and the Way Forward (Nov. 2006)	電子ファイル	スライド	Dar es Salaam City Council (DCC)	2006年11月
56	Summary of Activities DART Project (2002 - 2006)	電子ファイル	スライド	Dar es Salaam City Council (DCC)	2006年4月頃
57	Bus Routes Map - Dar es Salaam	電子ファイル	文書	Dar es Salaam City Council (DCC)	2006年6月
58	Ward Map- Dar es Salaam	電子ファイル	スライド	Dar es Salaam City Council (DCC)	2006年11月
59	Maps and Figures - SUDP	電子ファイル	スライド	Dar es Salaam City Council (DCC)	2006年
60	Hazard Map - SUDP	電子ファイル	スライド	Dar es Salaam City Council (DCC)	2006年
61	Orthophoto - Dar es Salaam (既成市街地内航空写真による)	電子ファイル (オルソフォトマ ップ Arc View, MapInfo)	画像データ (DVD 4枚)	Dar es Salaam City Council (DCC)	2002年 (航空写真)
62	Ten Year Transport Sector Investment Program (TSIP) 2006/7-2016/17	Copy	書籍	Ministry of Communication and Transport	2006年1月
62	The Surface and Marine Transport Regulation Authority (SUMATRA) Act, Act No. 9 of 2001	電子ファイル	(小冊子)	The United Republic of Tanzania	2001年
64	The Railways Act (Act No. 4 of 2002)	電子ファイル		The United Republic of Tanzania	2002年
65	Road Licensing Procedures, Requirements and Fees/Charges (現行)	電子ファイル	(小冊子)	The United Republic of Tanzania	
66	Merchant Shipping Act (Act No.21 of 2003)	電子ファイル	(小冊子)	SUMATRA	2003年
67	Current Fare Structure of DAI.ADAI.A as of Applicable from 1 June 2006	電子ファイル	文書	SUMATRA	2006年6月

6/(7)

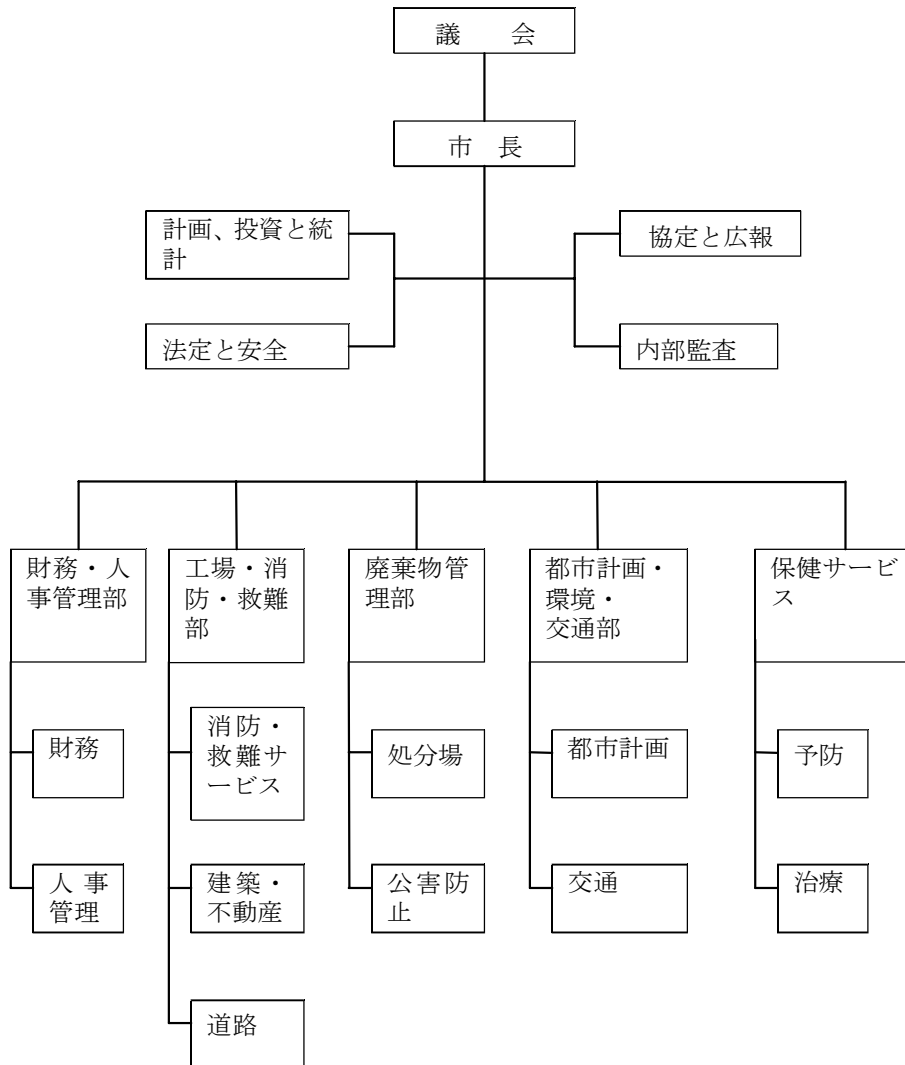
5. 関係機関組織図

[日本語版]

- ・ダルエスサラーム市(DCC)組織図
- ・インフラストラクチュア整備省組織図
- ・タンザニア道路公社(TANROADS)組織図
- ・地方自治省組織図
- ・州知事事務所組織概要図
- ・土地・住宅・人間居住開発省組織図
- ・陸上・海上輸送規制庁(SUMATRA)組織図
- ・副大統領局(VPO)組織図
- ・国家環境審議会(NEMC)組織図
- ・ダルエスサラーム高速旅客輸送庁(DART)組織図 (未承認)

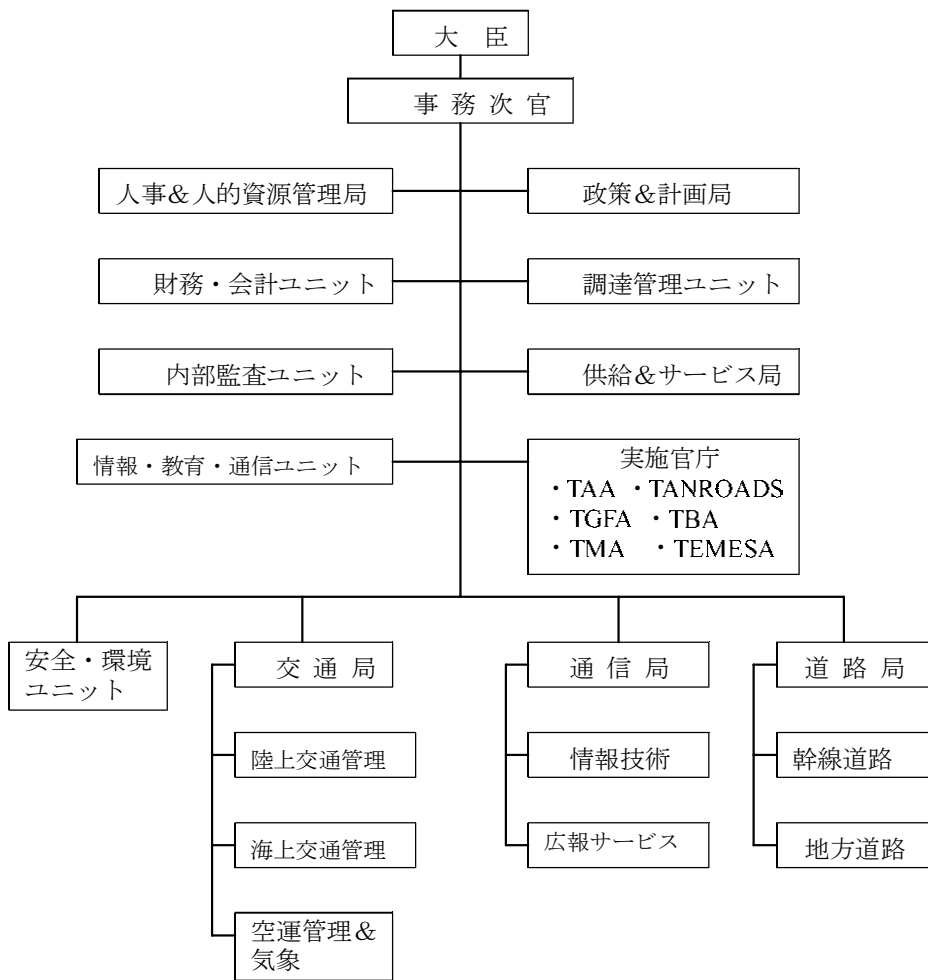
[英語版]

- ・ The Dar es Salaam City Council (DCC)
- ・ Ministry of Infrastructure Development
- ・ President's Office- Regional Administration & Local Government
- ・ Regional Commissioner's Office
- ・ Ministry of Lands, Housing and Human Settlement Development
- ・ Surface and Marine Transport Regulation Authority (SUMATRA)
- ・ The Vice President's Office (VPO)
- ・ National Environment Management Council (NEMC)
- ・ Dar es Salaam Rapid Transit (DART) Agency (Unapproved)



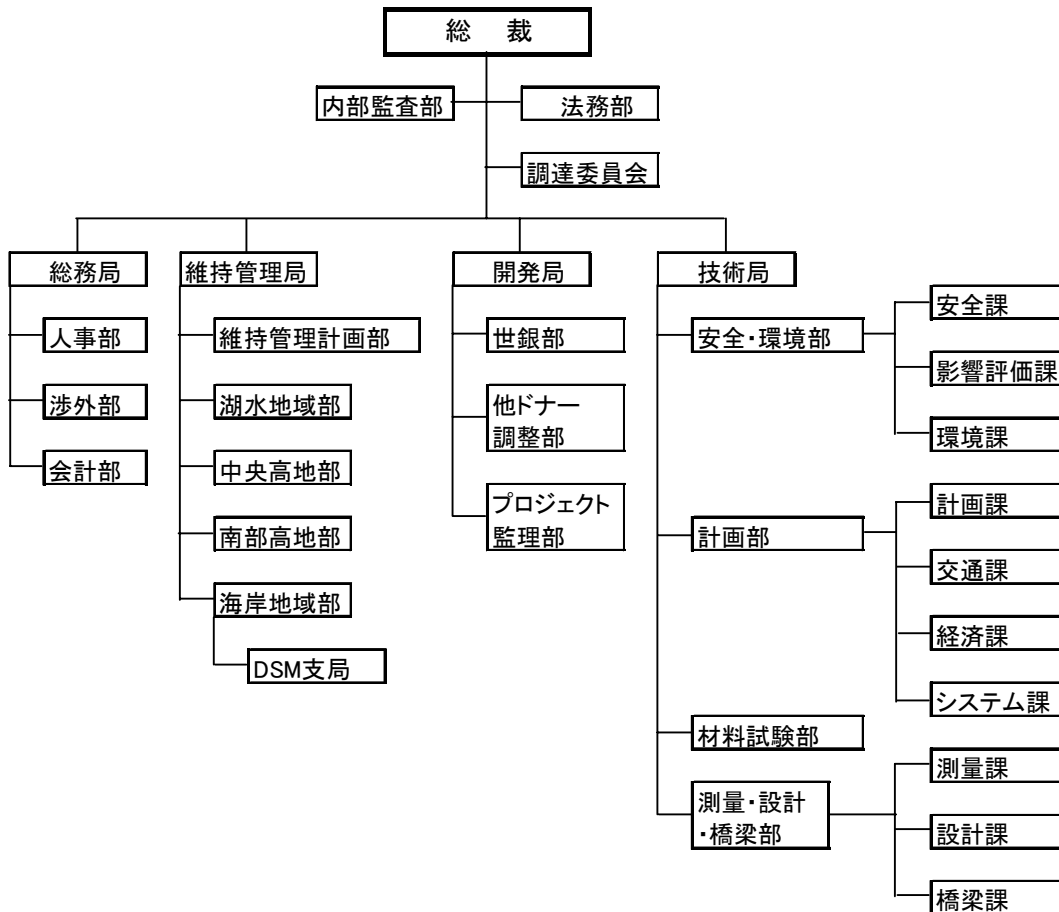
ダルエスサラーム市組織図

Organization Chart of the Dar es Salaam City Council (DCC)

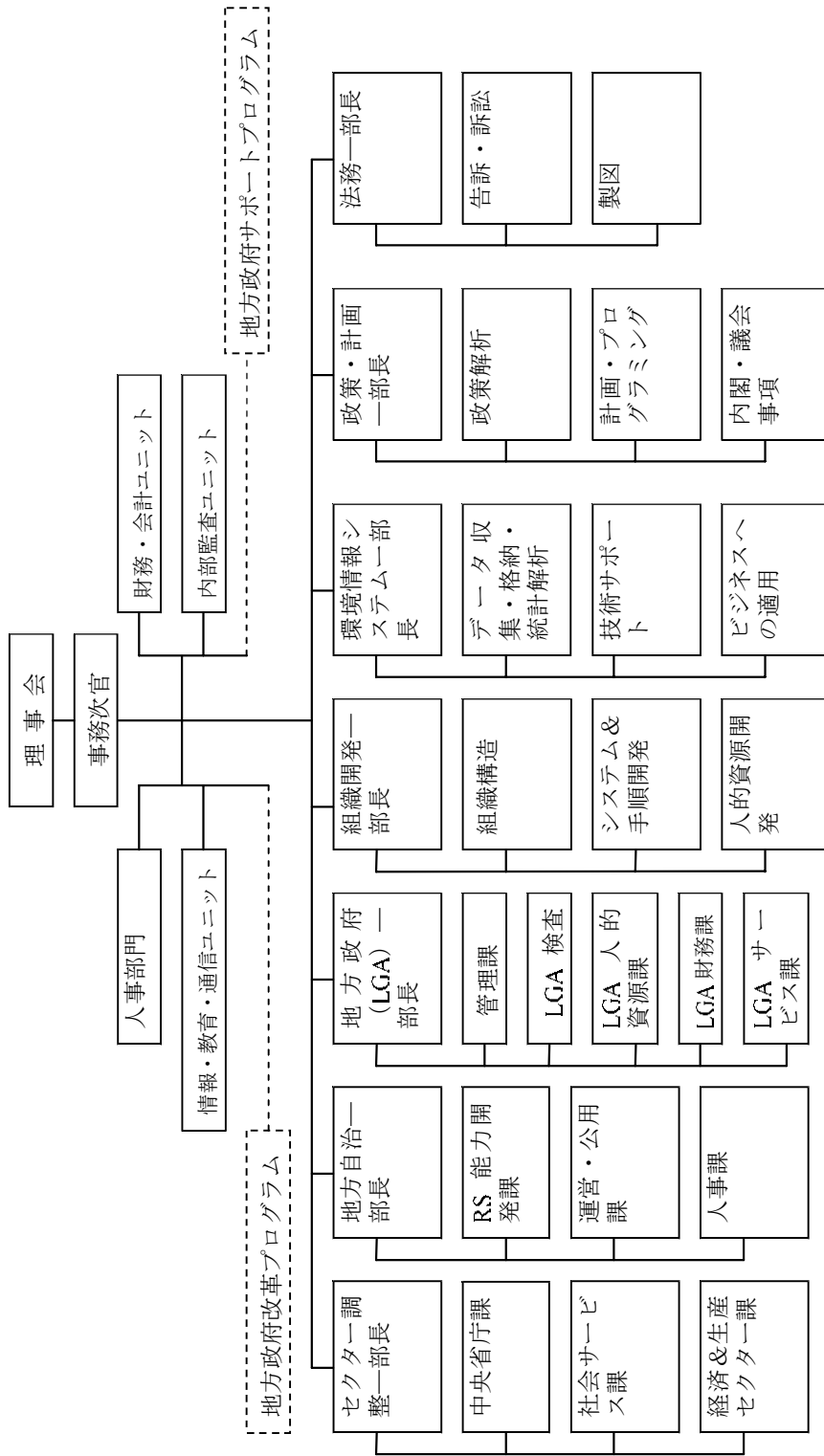


インフラストラクチャ整備省組織図

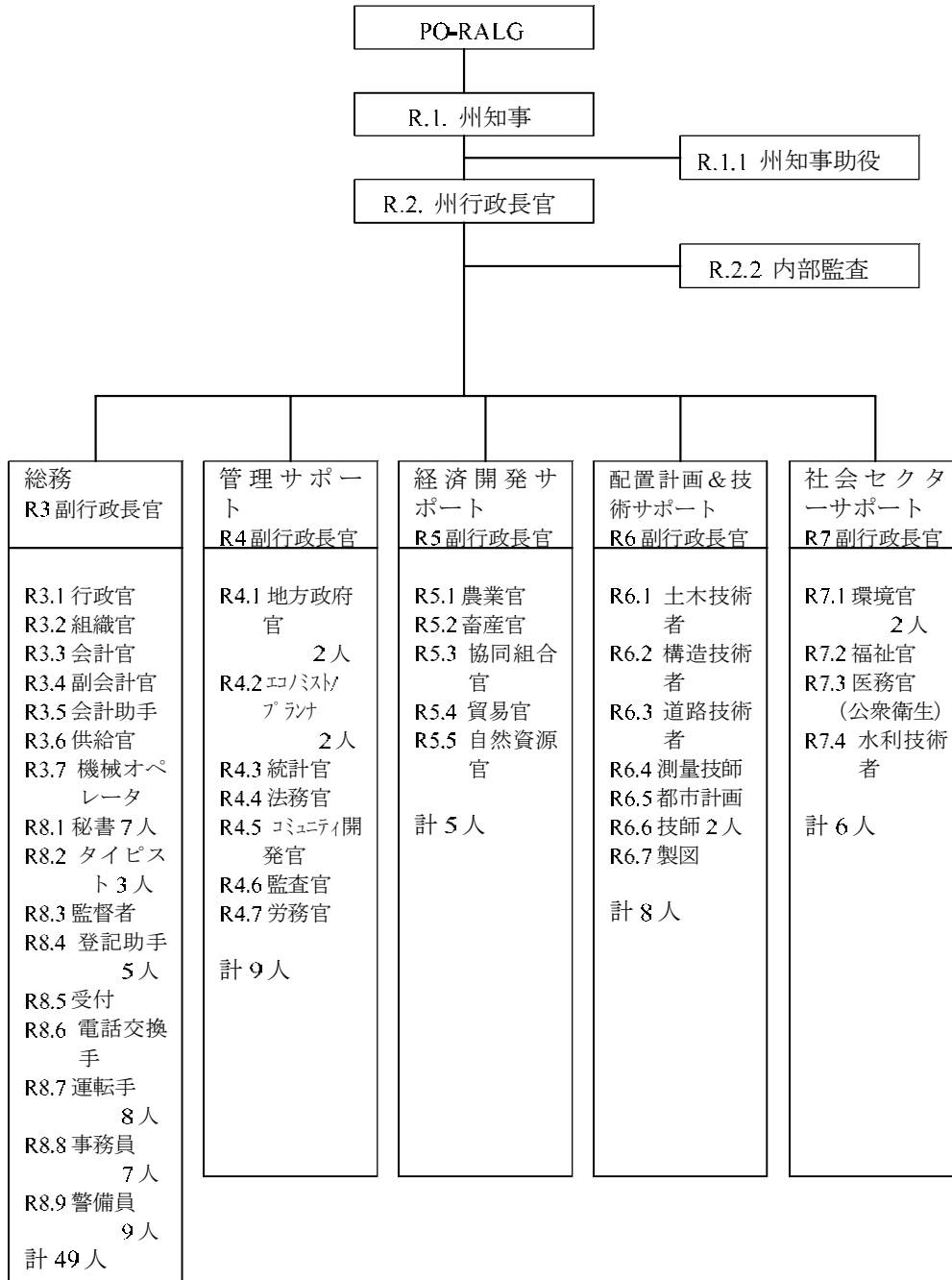
Tanzania National Roads Agency (TANROADS) 組織図



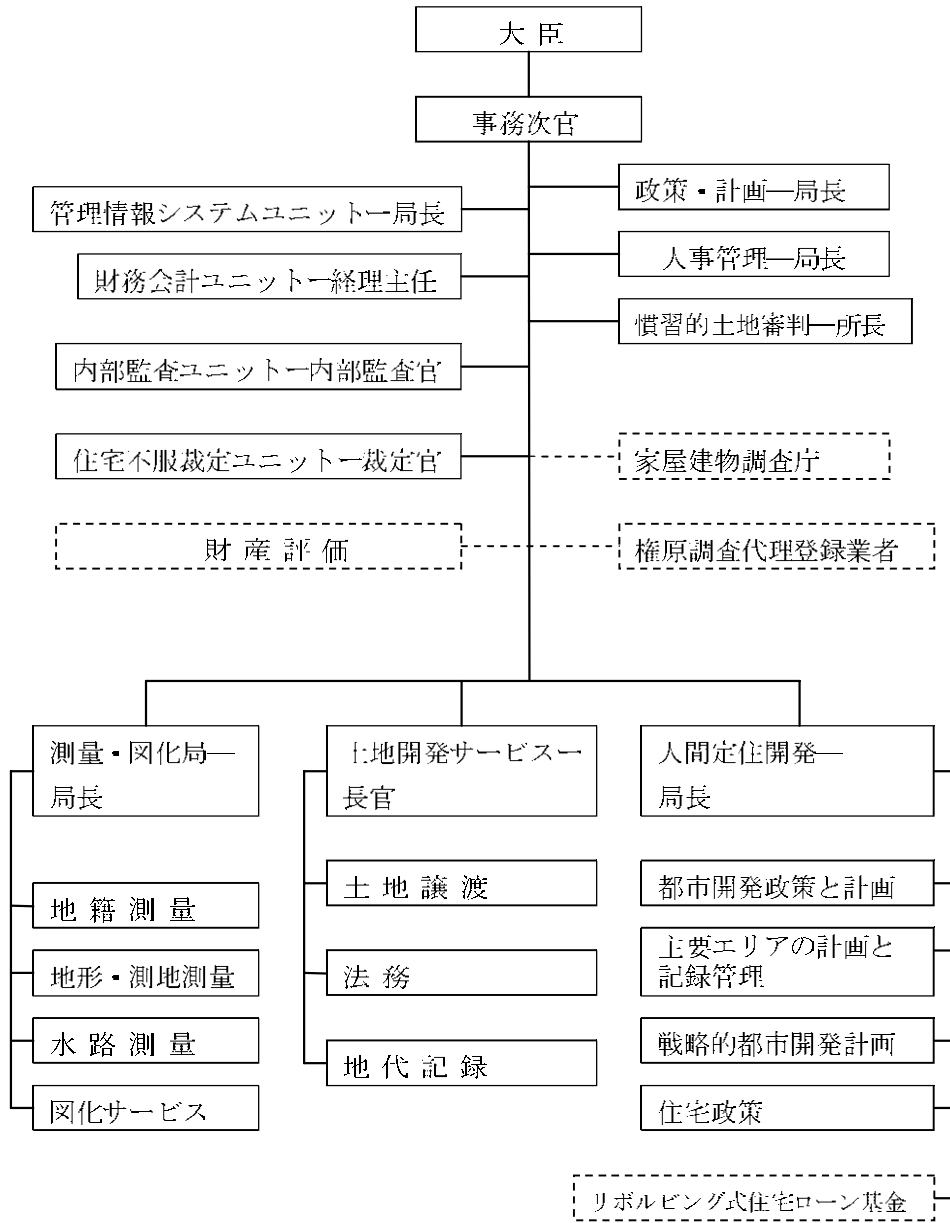
タンザニア道路公社 (TANROADS) 組織図



地方自治省組織図

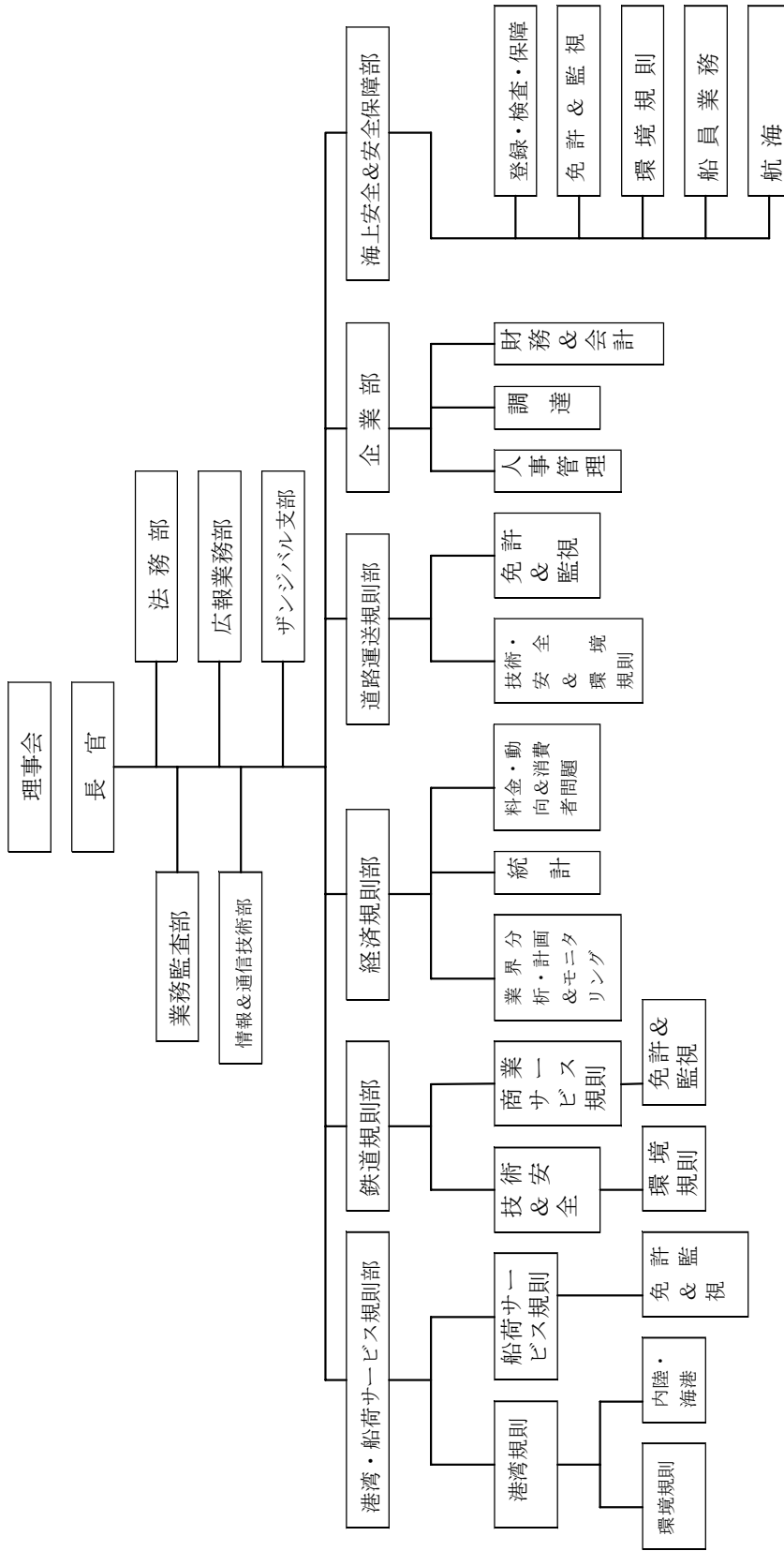


州知事事務所組織概要図
Regional Commissioner's Office



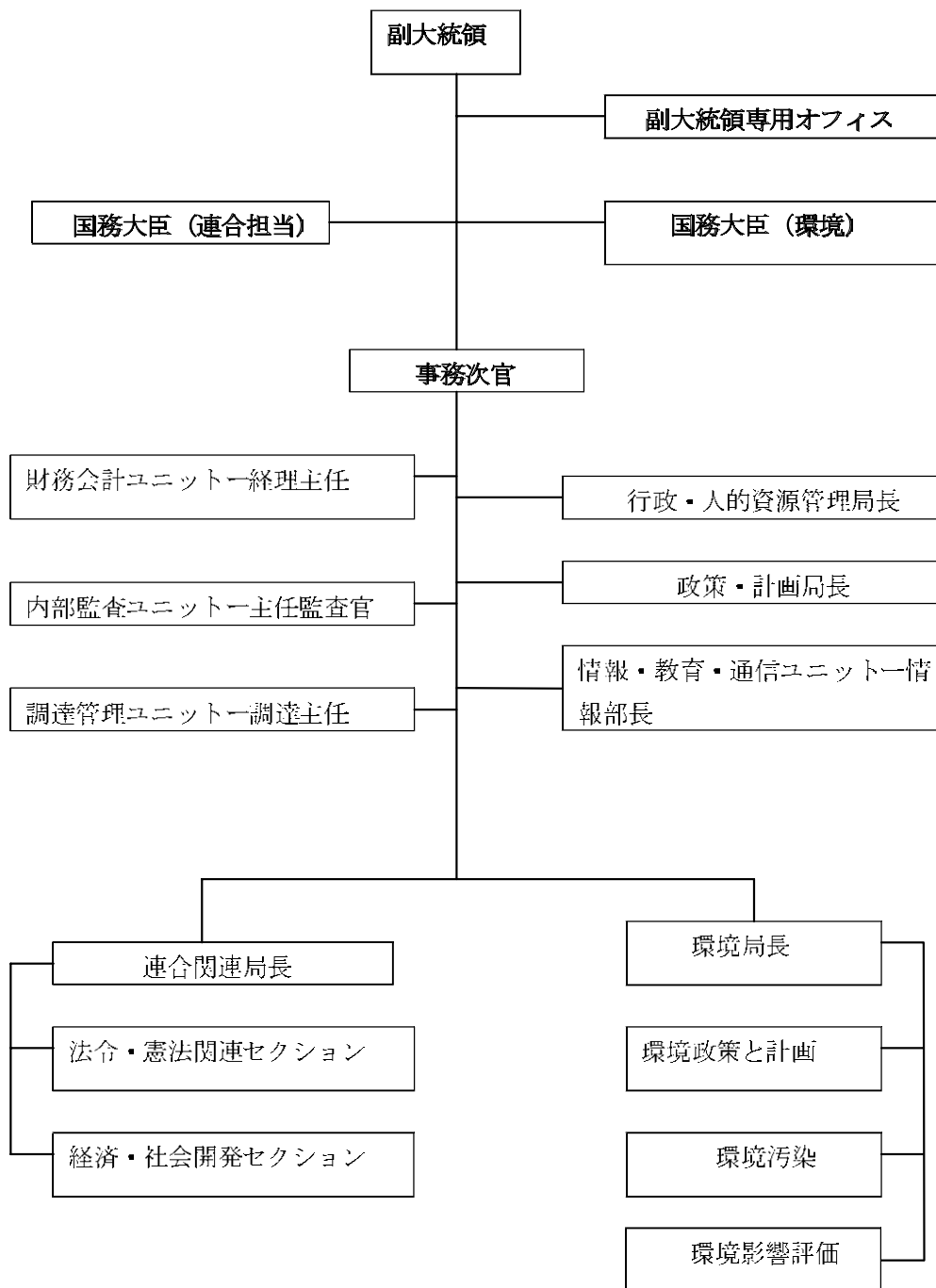
土地・住宅・人間居住開発省組織図

Ministry of Lands, Housing and Human Settlement Development



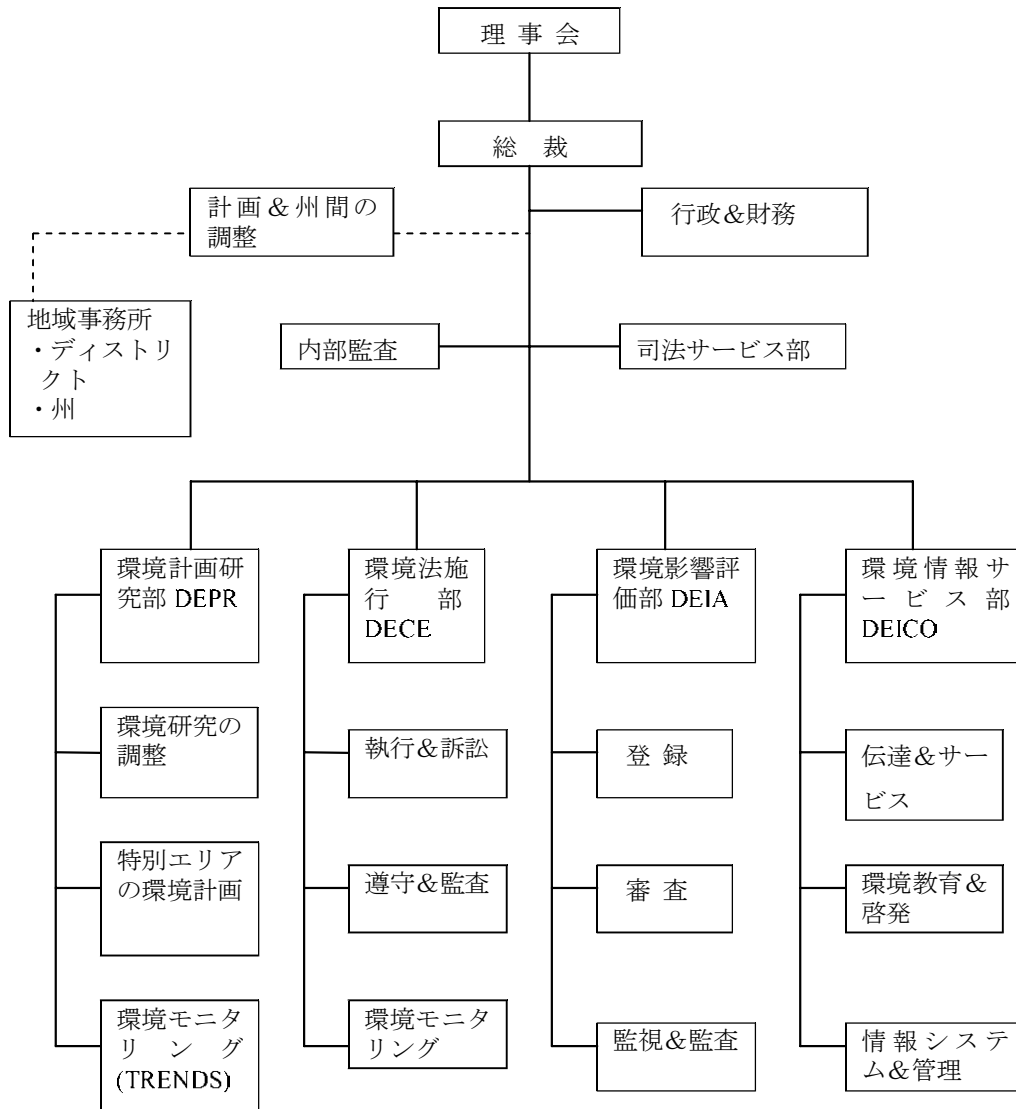
陸上・海上輸送規制庁組織図

Surface and Marine Transport Regulatory Authority (SUMATRA)



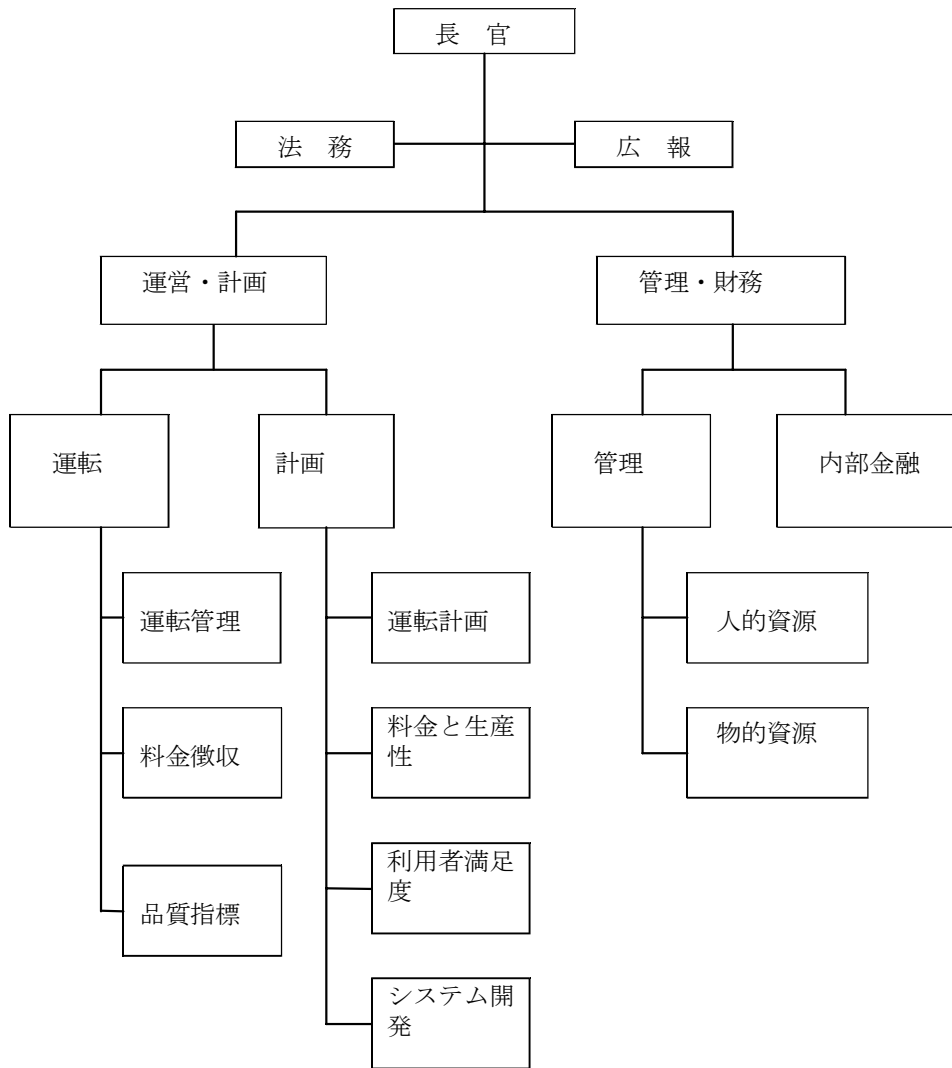
副大統領局組織図

The Organization Structure of the Vice President's Office (VPO)



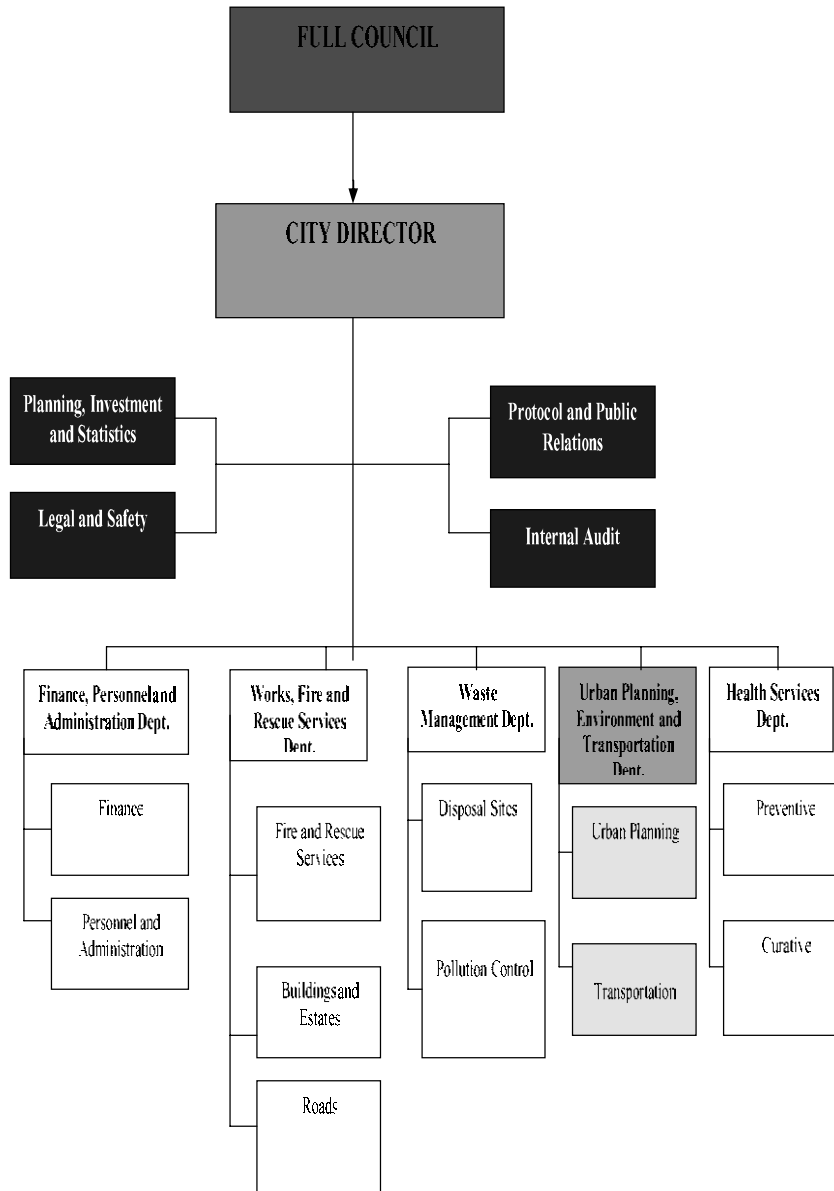
国家環境審議会組織図

National Environment Management Council (NEMC)

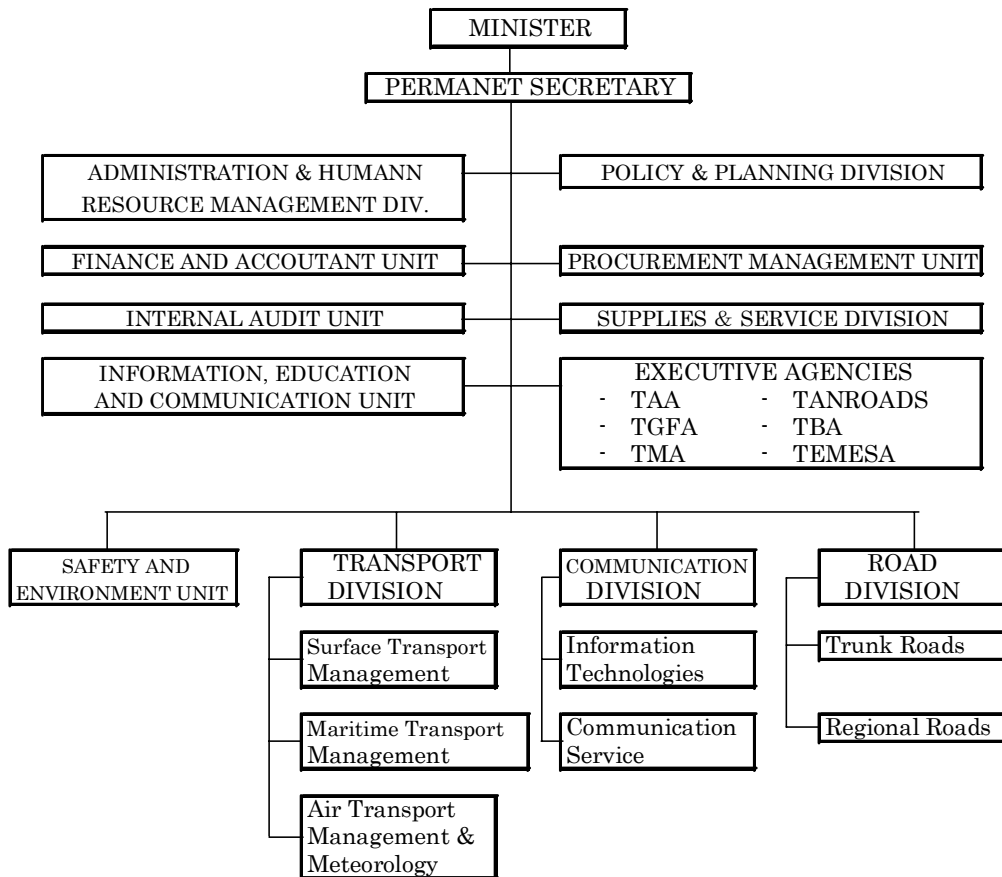


ダルエスサラーム高速旅客輸送庁組織図 (未承認)
Dar es Salaam Rapid Transit (DART)

ORGANISATION CHART OF THE DAR ES SALAAM CITY COUNCIL

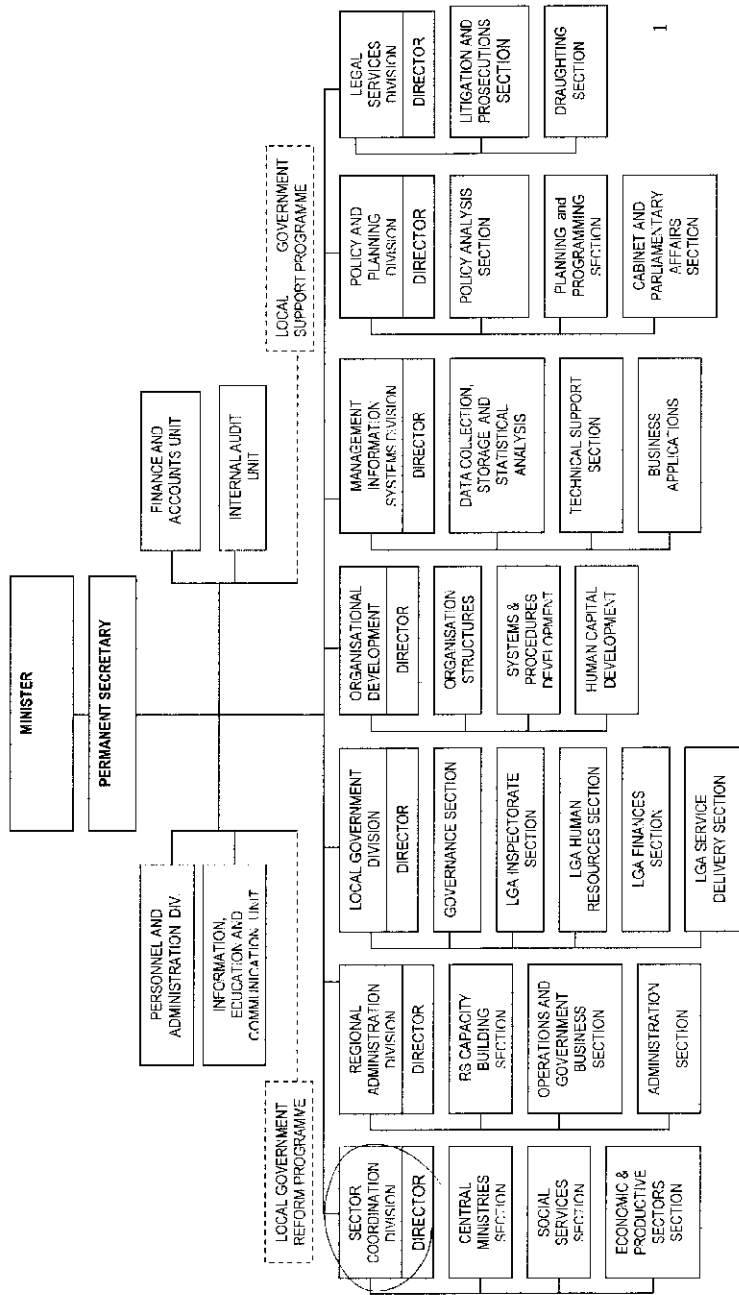


Organization Chart of the Dar es Salaam City Council (DCC)

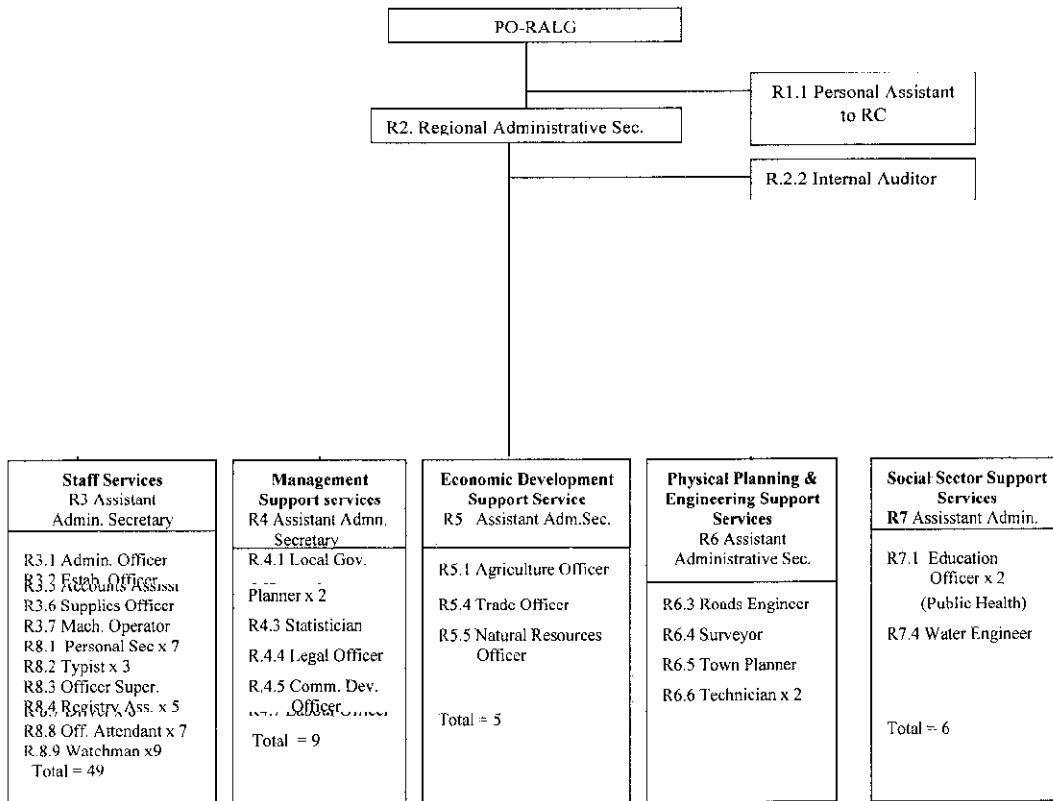


Organization Chart of Ministry of Infrastructure Development

地方自治庁組織図
 PRESIDENT'S OFFICE - REGIONAL ADMINISTRATION & LOCAL
 GOVERNMENT ORGANISATION STRUCTURE

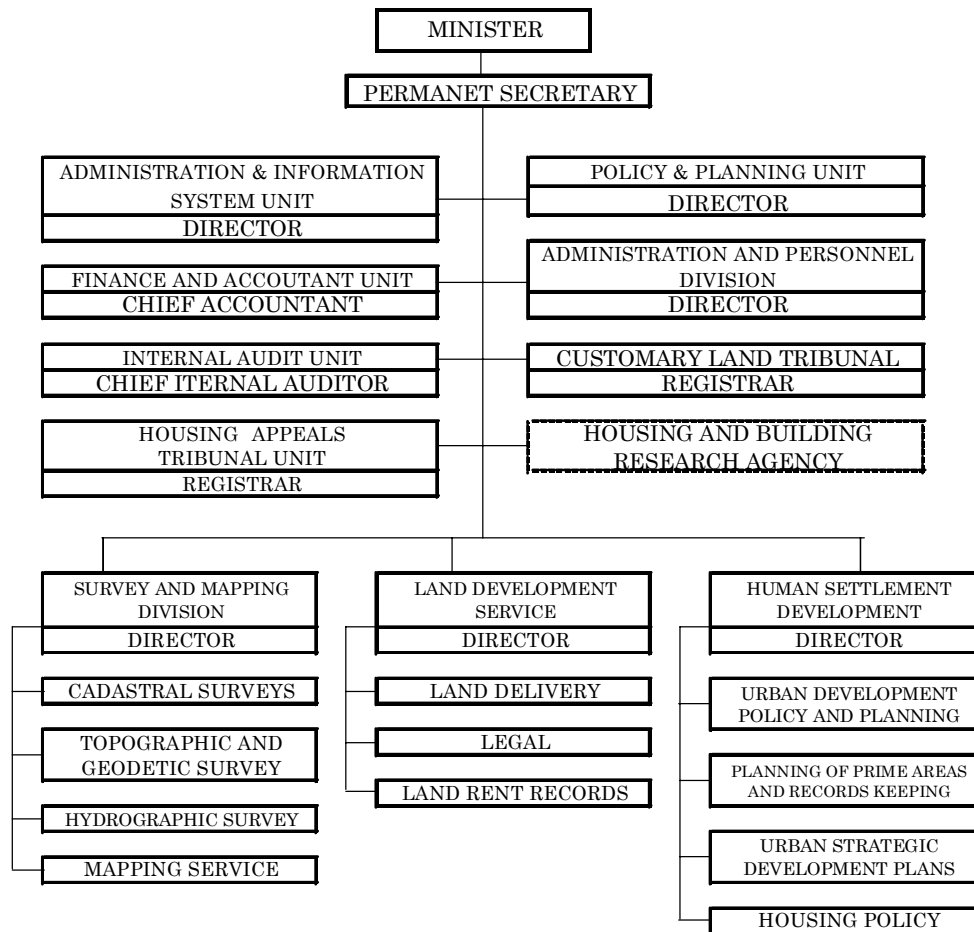


州知事事務所 (REGIONAL COMMISSIONERS' OFFICE) 組織概要図



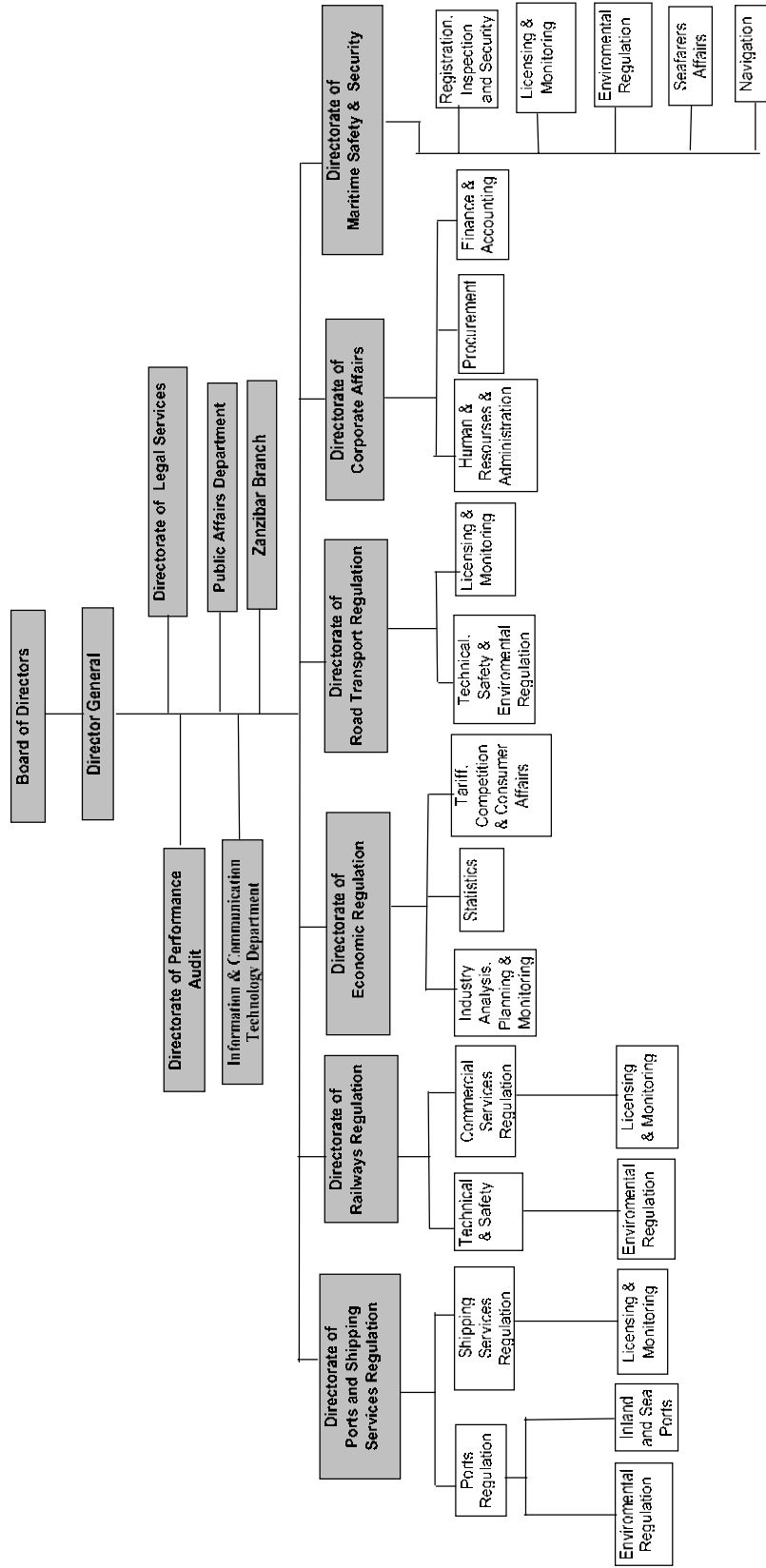
Organization Chart of Regional Commissioner's Office

The Ministry of Lands, Housing and Human Settlement Development



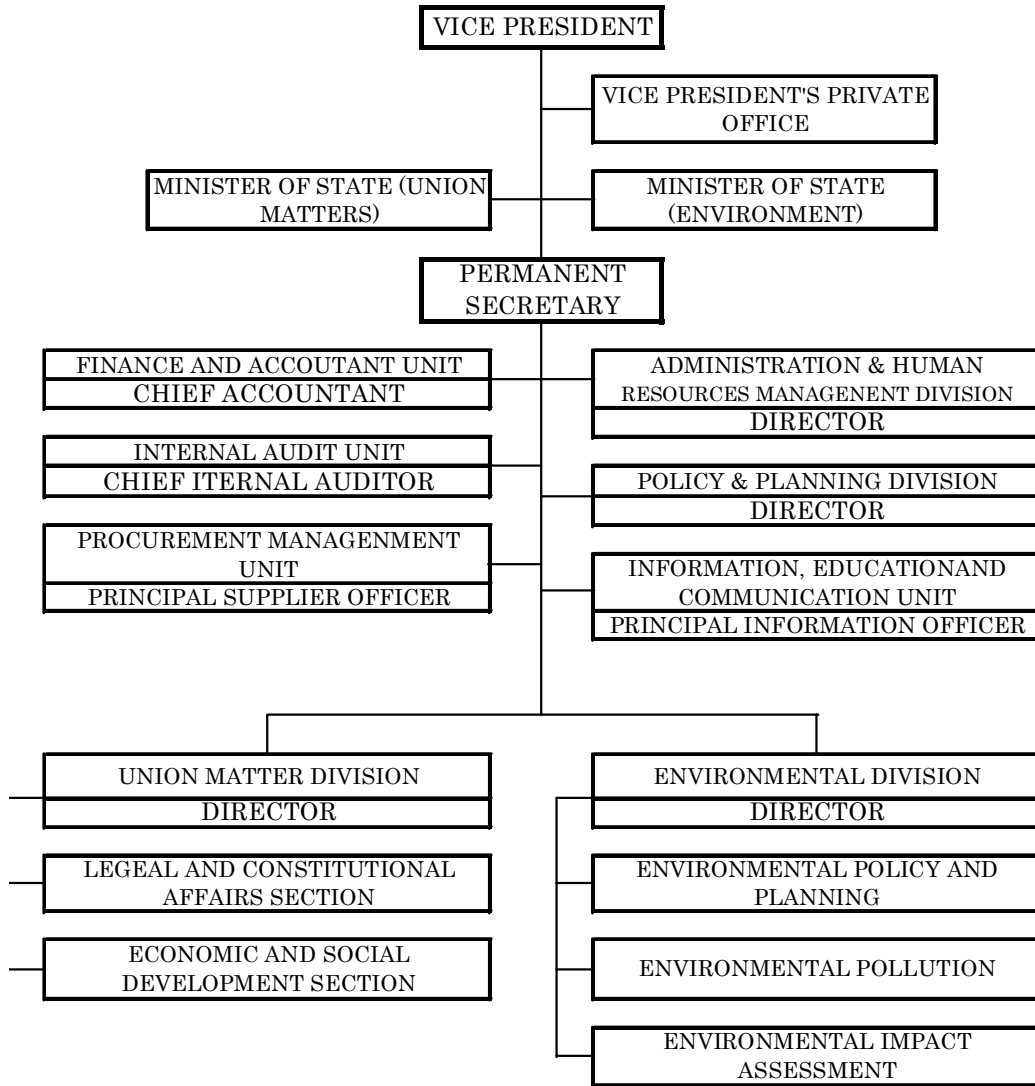
Organization Structure of the Ministry of Lands, Housing and Human Settlement Development

ORGANISATION STRUCTURE - SUMATRA



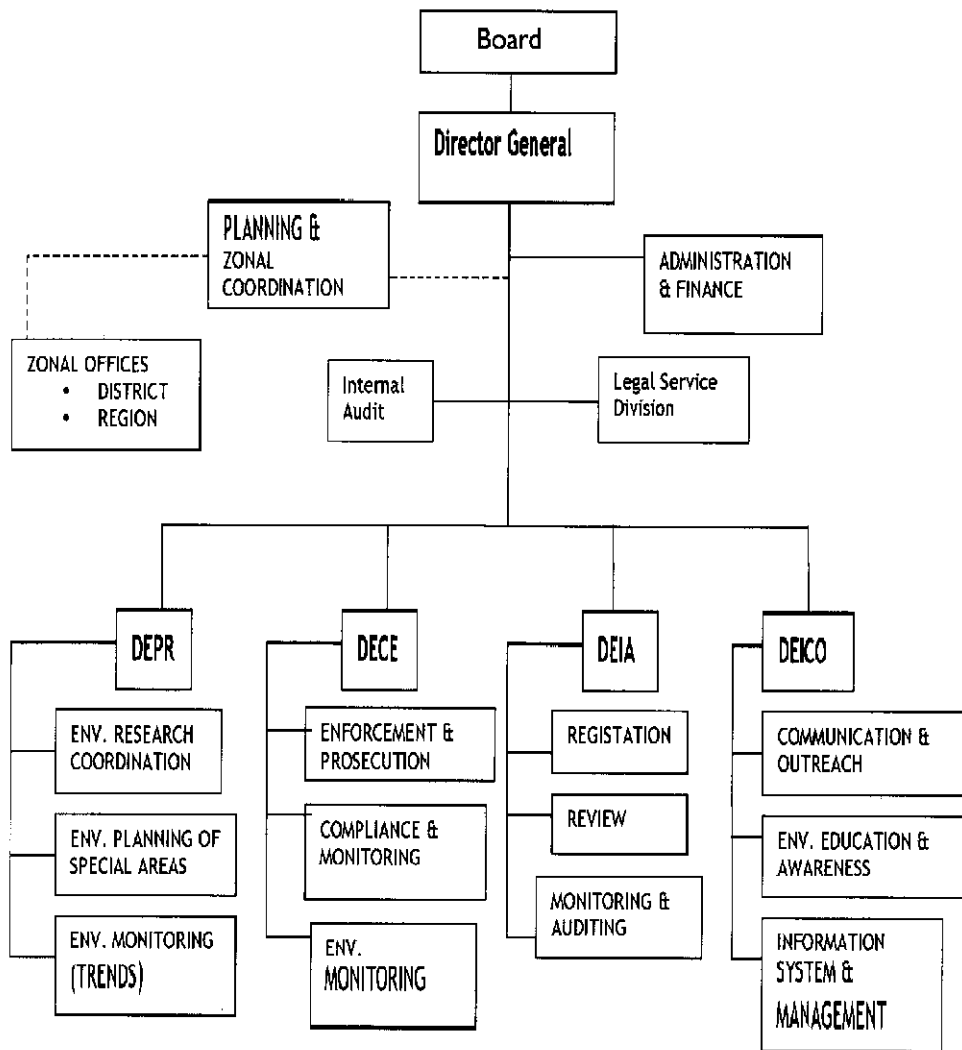
Organization Structure of Surface and Marine Transport Regulation Authority (SUMATRA)

The Organization Structure of The Vice President's Office
 (Approved by the President on 18th, 2006)

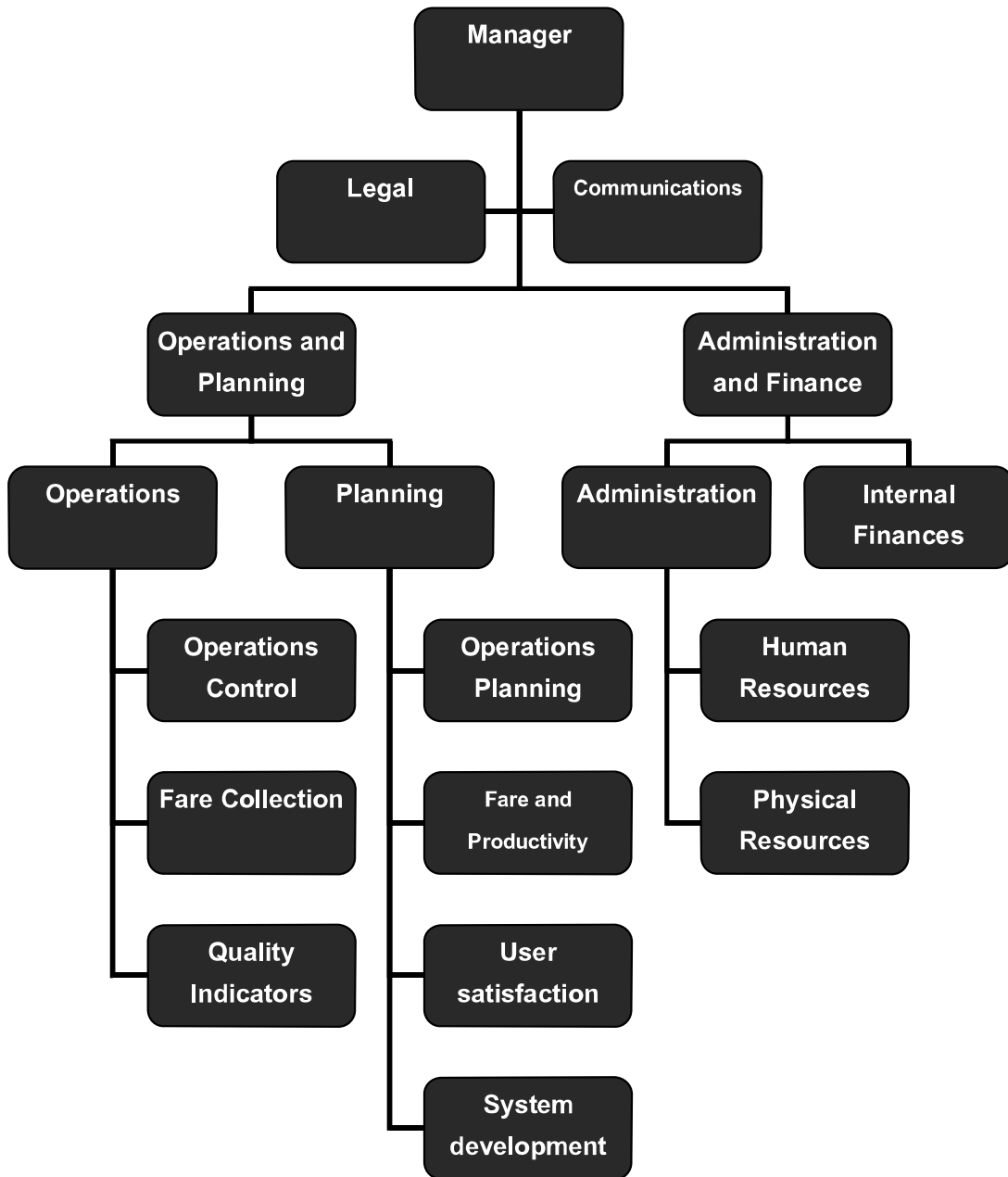


The Organization Structure of the Vice President's Office (VPO)

Fig. 3: NEMC organization chart



Organization Chart of National Environment Management Council (NEMC)



Dar es Salaam Rapid Transit (DART) Agency (Unapproved)

Questionnaire on General Information

6. 質問票の回答

- Note: 1. Availability of Data/Items: Please mark "○" for the Data/Items which is available. If not available, mark "×" in the correspondingly column.
 2. Place of Available Data/Items: Please indicate the place where we can get the Data/Items with mark "○" in above 1.
 3. Name of Report: Please indicate the names of reports/published material of Data/Items with mark "○" in above 1.

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
(GENERAL INFORMATION)				
1. National Economy				
1) Statistical Year Book of Tanzania	×			
2) Statistics for the last 10 years				
a) GNP / GDP by sector and by regions	○	Bank of Tanzania and NBS (*1)	Selected Economic and Financial Indicators	
b) Population by region	○	NBS and MPEE (*2)	Tanzania Main Statistical Tables Selected from National, Regional District Profiles - 2002 Population and Housing Census	
c) Agricultural and marine products by main sort and by region	○	MOA and MNRT (*3)		
d) Industrial products by main sort and by region	○	MITM (*4)		
e) Foreign trade (quantity and value) by main sort	○	MITM		
f) Transportation Statistics (No. of registered vehicles, car ownership rates, etc.)	○	Tanzania Revenue Authority (TRA), MOF	(Motor Vehicle Registration)	
g) Price indices	○	NBS		
h) Unemployment rate	○	NBS and MPEE	Tanzania Main Statistical Tables Selected from National, Regional District Profiles - 2002 Population and Housing Census	
i) Employment by sector (Labor force allocation)	○	NBS and MPEE	ditto	
3) National development plans (including on-going projects concerned)				
a) Economic development Plans	○	MPEE		
b) National Development Plans	○	The Government of Tanzania	Tanzania Development Vision 2025 (http://www.tanzania.go.tz/pdf/theTanzaniadevelopmentvision.pdf)	
Regional Development Policy/Strategy/Plans related to Dar es Salaam City		ditto	National Strategy for Growth and Reduction of Poverty (NSGRP)	
c) Transportation Plans	○	PMO-RALG (*5) DCC	Draft SUDP (Strategic Urban Development Plan)	
d) Agricultural and fishing development plans		Ministry of Infrastructure Development	The Transport Strategic Plan and Transport Infrastructure Master Plan for Tanzania (2001) (*6)	
e) Industrial development plans	○	ditto	Ten-Year Road Investment Programme (2001) (*7)	
f) Urban development and housing development plans	○	ditto	Draft Ten-Year Transport Sector Investment Programme (2006) (*8)	
g) Tourism development plans	○	Ministry of Agriculture and MNRT		
h) Forecast of socio-economic indicators	○	MITM		
4) Annual budget of the Dar es Salaam local government for the last 10 years	○	MLHSD (*9)	National Human Settlements Development Policy (2000)	
5) Public investment for the last 10 years by sector	○	MNRT		
6) Annual budget of transportation sector	○	MPEE		
Annual budget of transportation sector	○	PMO-RALG and DCC		
Annual budget of transportation sector	○	Tanzania Investment Center (TIC)		

- *1: National Bureau of Statistics (<http://www.nbs.go.tz>)
 *2: Ministry of Planning and Economic Empowerment
 *3: Ministry of Natural Resources and Tourism
 *4: Ministry of Industry, Trade and Marketing
 *5: Prime Minister Office - Regional Administration and Local Government
 *6: (ex) Ministry of Communications and Transport
 *7: (ex) Ministry of Works
 *8: the 1st draft was prepared on Jan. 2006, and the final is under preparation.
 *9: Ministry of Land, Housing and Human Settlement Development

General Information

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
2. Local Economy / Development Plans				
1) Statistics for the last 10 years				
a) GDP by sector		NBS		
b) Population (including daytime nighttime and future population by administrative area)		ditto		
c) Agricultural products by main sort		ditto		
d) Industrial products by main sort		ditto		
e) Transportation Statistics	○	Ministry of Infrastructure Development	Transport, Communications and Meteorology Sector Statistics and Information (May, 2004; Ministry of Communications and Transportation)	
f) Price indices		NBS		
g) Unemployment rate	○	ditto	Tanzania Main Statistical Tables Selected from National, Regional District Profiles - 2002 Population and Housing Census	
h) Household by administrative area	○	ditto		
i) Employment or Laboe force by sector and by administrative area	○	ditto		
2) Development Plans (including on-going projects concerned)				
b) Current city (master) plans and the preparing city plans for the next phase	○	DCC	Draft SUDPP	
c) Transportatin development / improvement plans (including road network and parking system, public transport /bus services, and cargo/goods distributions etc.)	○	TANRADS (National / Regional Roads), DCC	Proposal for Improvement of Roads to Reduce Traffic Congestion in Dar es Salaam (TANROADS), DART - 1st Corridor Plan and Design (under preparation)	
d) Agricultural and fishing development plans				
e) Industrial development plans				
f) Forecast of socio-economic indicators				
g) Tourism development plans				
h) Housing development plans		(DCC)		
3) Annual budget of the Dar es Salaam local government for the last 10 years	○	DCC		
4) Public investment for the last 10 years by sector	○	TANRADS (National/Regional Roads), PMO-RALG / DCC (other roads)		
5) Annual budget of transportation sector	○	(PMO-RALG / DCC)		
6) Outline of law / regulation on urban planning and land ownership	○	MLHSD	Urban Planning Bill (2004; as the draft of Law) Strategic Plan for the Implementation of the Land Laws (Apr. 2005)	
7) Legal status of the existing city planning and land use plan	○	DCC and three Municipal Councils		
8) Housing characteristics including income distribution and geographical distribution	○	DCC	DCC study on income class distribution by Ward	
9) Urban development of Dar es Salaam metropolitan area and the geographically expanding areas, and the population distribution and population density by zone	○	DCC	Draft SUDPP (future socio-economic framework on zone is not identified)	
3. Institutional Aspects				
1) Organization chart of the Tanzania Government				
2) Organization chart of PMO-RALG	○	PMO-RALG		
4) Organization chart of Ministry of Infrastructure Development	○	MID		
5) Organization chart of Ministry of Land and Human Settlement	○	MLHSD		
6) Organization chart of Ministry of Finance	○			
9) Organization chart of Dar es Salaam City Government	○	DCC		
10) Organization charts of SUMATRA	○	SUMATRA		
11) Organization charts of TANROADS	○	TANROADS		
13) Organization chart of three Municipal Governments		Three Municipal Councils		
14) Organization chart of local authorities concerned				
15) Organization chart of other authorities concerned (ex. Police agency etc.)				
Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes

General Information

4. Foreign Assistance Projects for Transportation (location, project cost, etc)		DART Agency (after Jan. 2007) CIUP-Project Office (DCC)	(Reports of DART Project - 1st Corridor are under preparation) (Community Infrastructure Upgrading Programme)
1) WB	<input type="checkbox"/>		
2) EU	<input type="checkbox"/>		
3) UNEP			
4) DANIDA			
5) GTZ			
6) USAID			
7) AIFB			
8) JICA, JBIC	<input type="checkbox"/>	Project office at MOID	タンザニア国LBT 研修能力協カプロジェクト(JICA)
9) Others	<input type="checkbox"/>	Sustainable City Project Office (DCC)	CIDA
5. Please inform us about outline of following projects and actions			
1) UNDP Global Environmental Facility			
2) BRT (Bus Rapid Transit System)	<input type="checkbox"/>	DART Agency (after Jan. 2007)	
3) TDM (Traffic Demand Management)			
4) Private investment climate and activities related to transportation sector			

Questionnaire on Transportation, Road and the Auxiliary Facilities

Note: 1. Availability of Data/Items: Please mark "○" for the Data/Items which is available. If not available, mark "x" in the correspondingly column.
 2. Place of Available Data/Items: Please indicate the place where we can get the Data/Items with mark "○" in above 1.
 3. Name of Report: Please indicate the names of reports/published material of Data/Items with mark "○" in above 1.

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
(DETAILED INFORMATION)				
1. Physical Conditions				
1) Maps to be used for filed investigation				
a) Topographic maps for the study area (scale: w/10,000 to 1/200,000)	○	Survey and Mapping Division, MOID	Dar es Salaam 1:50,000 (1988), 1:20,000 1995)	
b) Aerial photos / Satellite images	○	DCC	Orthophoto (Aerial Photo 2002) in Built-up Area of Dar es Salaam	
2) Geological data				
a) Geological maps for the study area	○	DCC	Hazard Maps (Draft SUDP)	
b) Existing about data or information such as:		(DCC, Municipal Councils)		
- Location of soft ground, results of geological / soil investigation				
3) Metological data				
a) Annual, monthly and daily precipitation data		(DCC / MIID)		
b) Rainfall intensity by hour		(DCC / MIID)		
c) Temperature and humidity		(DCC / MIID)		
2. Transportation Data				
1) Data / information on related roads				
a) Road network map by classification	○	TANROADS		
b) Road inventory (class, length, typical cross section, surface-type, pavement thickness)				
c) Major traffic bottle neck and congestion sections	○	TANROADS	Traffic survey on 36 major junctions	
d) Detail of on-going road construction	○	TANROADS	Action Plan for Maintenance and Development of Trunk and Regional Roads FY 2005/06 Dar es Salaam Region	
e) Road development plan (including on-going, processed/authorised and future)	○	TANROADS	ditto	
f) Record of past disaster (flood, slope failure etc.)	x			
g) Location and type of intersection in the study area	x			
2) Transport statistics for the last 10 years				
a) Type and throughput of major commodity	x			
b) Passengers throughput	○	DCC	DART Project Traffic Survey (carried out by LOGIT, 2005)	
3) Traffic suvey system				
a) Location of periodic traffic count stations in the study area	x			
b) Priod (ex. Once a year, sseasonal, etc.)				
4) Traffic data on the related roads				
a) Traffic volume by car-vehicle types	○	TANROADS	Study of Traffic Management on Trunk Roads in Dar es Salaam Region	
b) Number of registered vehivles and the administration agency	○	Tanzania Revenue Authority (TRA)		
c) Automobile inspection system and administration agency	○	MSS	The Function and Organization Structure of the Ministry of Infrastructure Development	
d) Record of traffic accidents (types, causes, locations, etc.)		MSS		
e) OD-matrix data by transport mode (person trip and vehicle trip)	(○)	DCC	Bus-passenger O-D table (DART Project Traffic Survey (carried out by LOGIT, 2005))	
f) Passengers and freight volume transported by each transport mode				
g) Number of motorized vehicle ownership in recent years coupled with taxes and charges	○	TRA		
h) Forecast of number of passengers / cargo by transport mode	○	MOID	On long-distance trips (Marco Traffic Flow)	
i) Vehicle / public transportation mode coming into Das es Salaam City	○	SUMATRA	On Public Transport	
j) Type of transportation mode used by workers / students coming into Das es Salaam City	○	SUMATRA		

Transportation and Traffic Management

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
k) Control system of traffic signal and administrative agency	○	TEMESA	Tanzania Electrical, Mechanical and Electronics Services Agency (TEMESA) Five Years Strategic Plan	
6) Transportation network maps				
a) Network maps and capacity of national transportation system roads, bus, railways and commercial flights	○	TANROADS, SUMATRA, TAZARA, TRC		
b) Traffic flow data and forecasts of passengers / cargos by each mode	(○)	DCC	On Bus-passengers by DART Project Traffic Survey (carried out by LOGIT, 2005)	
c) Transportation cost of each mode	○	SUMATRA		
d) Related materials, if any				
7) Public Transport				
7.1) Bus transport				
a) Number of routes and bus stop	○	SUMATRA		
b) Historical data of number of bus routes and bus stops				
c) Maps of bus routes and bus stops	○	DCC		
d) Number of passengers by route and bus stop				
e) Number of passenger-kilometer transported				
f) Fare structure	○	SUMATRA	Daladala Fare Structure	
g) Regulation methodology of fare level	○	SUMATRA		
h) Subsidy received in recent years				
i) Number of bus company with staff				
j) Number of vehicle with ages and capacities of vehicle by each type	○	SUMATRA		
k) Number of bus operation and time schedule				
l) Hourly and daily fluctuation of passenger	(○)	DCC	DART Project Traffic Survey (carried out by LOGIT, 2005)	
m) Improvement and development plan with route map				
n) Location and capacity of bus terminal	○	DCC		
o) Reistration and administration agency	○	SUMATRA		
7.2) Taxi (including mini-vehicle type)				
a) Number of operation company with staff	○	Ilala Municipal Council		
b) Number of taxi with age	○	Ilala Municipal Council		
c) Number of passenger	○	Ilala Municipal Council		
d) Laws and regulations concerned	○	Ilala Municipal Council		
e) Registration and administration agency	○	Ilala Municipal Council		
7.3) Railway				
a) Organization and operation chart	○	TRC and TAZARA	Corporate Plan / Annual Report	
b) Number of staff by work category	○	TRC and TAZARA	Corporate Plan / Annual Report	
c) Railway network and stations	○	TRC and TAZARA	Corporate Plan / Annual Report	
d) New construction cost, operation and maintenance cost				
e) Railway facilities (rolling stock, depot and workshop)	○	TRC and TAZARA	Corporate Plan / Annual Report / WB (Railway Restructuring Project)	
f) Condition of truck by each line	○	TRC and TAZARA	Corporate Plan / Annual Report / WB (Railway Restructuring Project)	
g) Truck maintenance system	○	TRC and TAZARA	Corporate Plan / Annual Report / WB (Railway Restructuring Project)	
h) Truck company by line	○	SUMATRA		
i) Location and number of station	○	TRC, TAZARA, SUMATRA	Route Map	
j) Improvement and development plan with route map	○	MOID		
k) Train operation and management system	○	TRC and TAZARA		
l) Current and planned train operation capacity	○	TRC, TAZARA, SUMATRA	Strategic Plan	
m) Train opration diagram	○	TRC and TAZARA	Train Working Diagram and Master	
n) Train control and safety system	○	TRC and TAZARA	Corporate Plan / Annual Report	
o) Laws and regulations concerned	○	SUMATRA	Railway Act 2002, TAZARA Act 1995, SUMATRA Act 2001 (Regulations still under preparation)	

Transportation and Traffic Management

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
8) Car parking lot in Dar es Salaam City				
a) Location, ownership / operator, capacity, on-off road parking, etc.	<input type="radio"/>	DCC	BRT, Parking Management Final Draft Report	
b) Policy for car parking	<input type="radio"/>	DCC	BRT, Parking Management Final Draft Report	
c) Car parking development plan		(DCC)		
3. Reports / Information of the road development projects closely related				
1) Intersection improvement plan	<input type="radio"/>	TANROADS	Study of Traffic Management on Trunk Roads in Dar es Salaam Region	
2)				
3) Bridge plans (new construction, reconstruction etc.)	<input type="radio"/>	TANROADS		
4) Bypass plan				
5) Tollway plan	<input type="radio"/>	MOID	Comprehensive Feasibility Study for the Proposed Kigamboni Bridge Project in Dar es Salaam (Main Report)	
4. Road related Budget and Costs				
1) Road related budget				
a) Road construction budget	<input type="radio"/>	TANROADS/MOID, DCC	TANROADS Business Plan for Financial year 2006/07	
b) Road maintenance budget	<input type="radio"/>	TANROADS/MOID, DCC	TANROADS Business Plan for Financial year 2006/07	
2) Road related costs				
a) Standard price list for construction materials	<input type="radio"/>	TANROADS/MOID, DCC		
b) Labor, operator wages	<input type="radio"/>	TANROADS/MOID, DCC		
d) Construction cost by road class	<input type="radio"/>	TANROADS/MOID, DCC		
d) Maintenance cost by road class	<input type="radio"/>	TANROADS/MOID, DCC		
e) Unit cost by construction items	<input type="radio"/>	TANROADS/MOID, DCC		
f) Foreign, local and taxes component	<input type="radio"/>	TANROADS/MOID, DCC		
g) Fuel price and breakdown (taxs portion)	<input type="radio"/>	TANROADS/MOID, DCC		
		EWURA (Energy and Water Utilities Regulatory Authority)		
5. Design Standard for Road (Specification and standard)				
1) Specification and standard				
a) Design standard for road construction currently in use	<input type="radio"/>	TANROADS	Code of Practice for Geometric Design by SATTC-TU, 1998	
b) Standard for road / auxiliary facility maintenance currently in use	<input type="radio"/>	TANROADS	MOW Pavement and Materials Design Manual, 1999	
a) Highway capacity manual				
b) Highway design manual	<input type="radio"/>	TANROADS	Code of Practice for Geometric Design by SATTC-TU, 1998	
c) Bridge standard	<input type="radio"/>	TANROADS	British Standard BS 5400	
d) Pavement standard	<input type="radio"/>	TANROADS	MOW Pavement and Materials Design Manual, 1999	
e) Environmental quality standard	<input type="radio"/>	TANROADS		
f) others				
6. Legal System of Road and Traffic				
1) Legislations on road construction and maintenance	<input type="radio"/>	MOID		
2) Legislations on road traffic	<input type="radio"/>	MPSS	Traffic Act 1973 --- Amendments	

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
7. Organization Chart and Activities of Road Related Organization				
1) Organization charts of road related organization				
a) Road/auxiliary facility management bodies	<input type="radio"/>	TANROADS	TANROADS Business Plan for Financial year 2006/07	
b) Road/auxiliary facility construction bodies	<input type="radio"/>	TANROADS	TANROADS Business Plan for Financial year 2006/07	
c) Road/auxiliary facility maintaining bodies	<input type="radio"/>	TANROADS	TANROADS Business Plan for Financial year 2006/07	
d) Numbers of employee of those bodies	<input type="radio"/>	TANROADS	TANROADS Business Plan for Financial year 2006/07	
2) Activities and budget of road related organization				
a) Activities of road/auxiliary facility construction / maintenance	<input type="radio"/>	TANROADS	TANROADS Business Plan for Financial year 2006/07	
b) Budget for those activities	<input type="radio"/>	TANROADS	TANROADS Business Plan for Financial year 2006/07	
3) Implementation program of foreign assisted projects				
a) Construction of road facilities	<input checked="" type="checkbox"/>			
b) Other transport project	<input checked="" type="checkbox"/>			
8. Traffic Management Scheme				
1) Traffic management scheme presently undertaken	<input type="radio"/>	TANROADS / DCC		
2) Planned traffic management scheme	<input type="radio"/>	TANROADS / DCC		
3) Any plan related to Traffic Demand Management (TDM)	<input type="radio"/>	TANROADS / DCC		
4) Agency of traffic and safety management (signal light, sign board, road marking etc.)	<input type="radio"/>	Police Agency		
5) Decrease plan for private vehicle and heavy loaded vehicles, if any	<input type="radio"/>	(SUMATRA / DCC)		
9. Traffic Regulation				
1) Traffic regulations presently undertaken for city of Dar es Salaam	<input type="radio"/>	DCC / MPSS		
2) Planned traffic regulations	<input type="radio"/>	DCC / MPSS		
3) Present and planned traffic safety measures	<input type="radio"/>	MPSS		
4) Traffic police missin and activities	<input type="radio"/>	MPSS		
5) Driver's license	<input type="radio"/>	TRA		
6) Transport business license	<input type="radio"/>	SUMATRA		
10. Bus Rapid Transit (BRT)				
1) Any plans of BRT to be implemented in Dar es Salaam city	<input type="radio"/>	DCC		
2) Details of the projects of BRT now on-going in the city	<input type="radio"/>	DCC		
11. Assistance in the Field of Urban Transport by other Donor				
1) Road construction and widening	<input type="radio"/>	EU		
2) Intersection improvements	<input checked="" type="checkbox"/>			
3) Improvement of traffic control devices	<input checked="" type="checkbox"/>			
4) Improvement of Public Transport	<input type="radio"/>	WB		
12. Information regarding Local Consultants Firms				
1) Name and ability of consultants firms for traffic survives				
a) Profile of firms for Origin and Destination survey	<input type="radio"/>			
b) Profile of firms for traffic volume count and travel speed survey	<input type="radio"/>			
d) Profile of firms performing design of road	<input type="radio"/>			

Questionnaire on Environmental and Social Considerations

- Note: 1. Availability of Data/Items: Please mark "○" for the Data/Items which is available. If not available, mark "x" in the correspondingly column.
 2. Place of Available Data/Items: Please indicate the place where we can get the Data/Items with mark "○" in above 1.
 3. Name of Report: Please indicate the names of reports/published material of Data/Items with mark "○" in above 1.

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
(REQUEST for DETAILED INFORMATION)				
1. Legal System concerning Environmental Impact Assessment				
1) Law(s) on Environmental Impact Assessment				
a) Name of law(s) on Environmental Impact Assessment	<input type="radio"/>	Vice President Office(VPO), NEMC	The Environmental Management Act, 2004	
b) Other laws related to the EIA	<input type="radio"/>	Vice President Office(VPO), NEMC	The Environmental Regulations, 2005 (G.D. No.348)	
2) Responsible ministry				
a) Name of the ministry	<input type="radio"/>	National Environmental Management Council (NEMC)	Brochure of NEMC, the Act 2004	
b) Organization chart of the ministry	<input type="radio"/>	NEMC	ditto	
c) Number of personnel of the ministry	<input type="radio"/>	NEMC	ditto	
3) Responsible section in the ministry				
a) Name of section in the ministry responsible for the EIA	<input type="radio"/>	Directorate of Environmental Assessment (DEIA)	Brochure of NEMC, the Act 2004	
b) Organization chart of the section	<input checked="" type="radio"/>			
c) Number of personnel of the section and their roles	<input checked="" type="radio"/>			
4) Other organizations concerned				
a) Name of other organizations in relation to the EIA	<input type="radio"/>	TANROADS	The Environmental Management Act, 2004	
b) Their roles in the EIA	<input type="radio"/>	ditto	ditto	
c) Interrelationship among the organizations	<input type="radio"/>	ditto	ditto	
5) Procedure of the Environmental Impact Assessment				
a) Categories and scales of projects which are subject to the EIA	<input type="radio"/>	NEMC	The Environmental Regulations, 2005 (G.D. No.348)	
b) Procedure of the EIA	<input type="radio"/>	ditto	ditto	
c) Precedents of EIA, especially in the sector of road/bridge construction	<input type="radio"/>	ditto	ditto	
6) Necessity of implementation of the EIA in the requested Study				
a) Necessity of implementation of the EIA for road improvement	<input type="radio"/>	NEMC	The Environmental Regulations, 2005 (G.D. No.348)	
b) Necessity of implementation of the EIA for reconstruction work of bridges	<input type="radio"/>	ditto	ditto	
7) List				
a) List of environmental consultants	<input type="radio"/>	NEMC	The EIA and Audit Regulations (G.D. No.349)	
b) List of environmental NGOs	<input type="radio"/>	ditto		

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
2. Legal System concerning Environmental Policies and Standards				
1) Responsible ministry or agency:				
a) Name of the ministry	<input type="radio"/>	National Environmental Management Council (NEMC)	Brochure of NEMC, the Act 2004	
b) Organization chart of the ministry	<input type="radio"/>	NEMC	ditto	
c) Number of personnel of the ministry	<input type="radio"/>	NEMC	ditto	
2) Other organizations concerned				
a) Name of other organizations in relation to the environmental policies and standards	<input type="radio"/>	TANROADS	The Environmental Management Act, 2004	
b) Their roles	<input type="radio"/>	ditto	ditto	
c) Interrelationship among the organizations	<input type="radio"/>	ditto	ditto	
3) Name of laws and standards				
a) Environmental laws	<input type="radio"/>	NEMC		
b) Environmental quality standards and penalties				
- water quality	<input type="radio"/>	Tanzanian Bureau of Standards (TBS)	TZS 860; 2006	
- air quality	<input type="radio"/>	ditto	TZS 845; 2006	
- wastewater management	<input type="radio"/>	ditto	TZS 860; 2006	
- waste management	<input type="radio"/>	ditto		
- others	<input type="radio"/>	ditto		
c) Monitoring system of the standards	<input type="radio"/>	NEMC	The Environmental Management Act, 2004	
d) Regulations and enforcement for traffic-oriented environmental issues (Regulation on vehicle emission gas, vehicle inspection enforcement etc.)	<input type="radio"/>	ditto	The Environmental Management Act, 2004	
e) Regulations and enforcement for industry-oriented environmental issues (Regulation on industry emission gas, Monitoring and enforcement of industrial emission gas etc.)	<input type="radio"/>	ditto	The Environmental Management Act, 2004	
3. International Conventions on Environmental Conservation				
1) Name of bilateral or multilateral conventions affiliated, and dates of affiliation	<input type="radio"/>	Vice President Office(VPO)		
- Washington Treaty	<input type="radio"/>	ditto		
- Ramsar Convention	<input type="radio"/>	ditto		
- others	<input type="radio"/>	ditto		

Data / Items	Availability of Data/Item	Place of Data/Item	Name of Report & Files	Notes
4. Present Situation of the Proposed Project Site				
1) Situation of the proposed project site and its surrounding				
a) Existence of national parks	X	NEMC, World Wildlife Fund (WWF)	Documents for the national land	
b) Existence of areas protected by laws and/or regulations - wetland	X			
- protection area for native or minority population	X			
- cultural property or archaeological site	X			
- others	X			
c) Existence of other areas considered as important environmentally and/or socially (Areas which are not protected by official laws and/or regulations, but require special consideration)				
- wet land	O	DCC		
- tideland	O	ditto		
- habitats of species of vulnerable animals and plants	O	ditto		
- areas suffering from soil erosion	O	ditto		
- areas experiencing desertification	X			
- cultural property or archaeological site	O	ditto		
- protection area for native or minority population	X			
- others	X			
2) Socio-economic Environment				
a) Number of people to be resettled and plan of resettlement of compensation, if any	O	TANROADS		
b) Experience of resettlement in previous projects, if any	O	ditto		
c) Main industry or source of income of the residents	O	DCC		
d) Number and distribution of schools, hospitals, religious facilities	O	ditto		
e) Location of the community which will be split by the project, if any	O	ditto		
f) Social networks/organizations	O	ditto		
g) Use of spring/river/lake/sea water, i.e., domestic, industrial and agricultural	O	ditto		
h) Solid waste collection and disposal system	O	ditto		
i) Water supply and sewerage system	O	ditto		
3) Natural Environment				
a) History of natural disaster such as landslide, high tide, earthquake and flood	O	DCC		
b) Areas affected by soil erosion, if any	O	ditto		
c) Change of water level of rivers and lakes in recent years	O	ditto		
d) Distribution of important landscape or scenery for tourism or religion	X			
4) Environmental Pollution				
a) Existence of environmental pollution	O	DCC, NEMC		
- air quality	O	ditto		
- water quality	O	ditto		
- soil contamination	O	ditto		
- noise and vibration	O	ditto		

