

(2) Explanation of the Summary of the Preparatory Survey Report

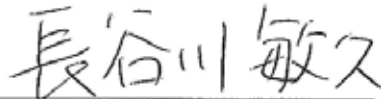
**Minutes of Discussions  
on the Preparatory Survey  
on the Project for Widening of New Bagamoyo Road  
in the United Republic of Tanzania  
(Explanation on Draft Final Report)**

In March 2009, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Preparatory Survey team on "the Project for Widening of New Bagamoyo Road" to the United Republic of Tanzania (hereinafter referred to as "Tanzania"), and through discussions, field survey and technical examination of the results in Japan, JICA prepared a draft final report of the study.

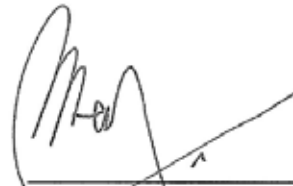
In order to explain and to consult with the concerned officials of the Government of Tanzania on the contents of the draft final report, JICA sent to Tanzania the Basic Design Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Toshihisa HASEGAWA, Senior Representative of JICA Tanzania Office, from October 19 to October 23, 2009.

As a result of discussions, both sides confirmed the main items described in the attached sheets.

Dar es Salaam, October 22, 2009



Toshihisa HASEGAWA  
Leader  
Preparatory Survey Team  
Japan International Cooperation Agency

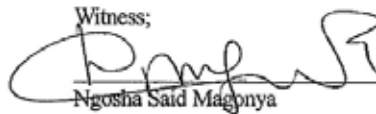


Ephraim C M Mrema  
Chief Executive  
Tanzania National Roads Agency  
the United Republic of Tanzania



Musa I Iyombe  
Director of Transport Infrastructure  
Ministry of Infrastructure Development  
the United Republic of Tanzania

Witness;



Ngosha Said Magonya  
Commissioner for External Finance  
Ministry of Finance and Economic Affairs  
the United Republic of Tanzania

## ATTACHMENT

### 1. Components of the Draft Final Report

- 1-1. The Tanzanian side agreed and accepted in principle the contents of the draft final report of the Basic Design Study explained by the Team.
- 1-2. The Tanzanian side requested the service road to be included in the Project, explaining that due to budget constraints, the Tanzanian Government may not be able to timely construct the service roads after the handover of the main carriageway works. The Team acknowledged that service roads are important. However, the service roads were not in the initial plan.

### 2. Cost Estimation

Both sides agreed that the Project Cost Estimation as attached in Annex-1 should never be duplicated or released to any third parties before the signing of all the Contract(s) for the Project.

### 3. Japan's Grant Aid Scheme

The Tanzanian side understood the Japan's Grant Aid scheme and the necessary measures to be take by the Government of Tanzania as described in Minutes of Discussions signed on March 31, 2009.

### 4. Schedule of the Study

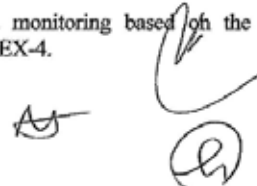
JICA will complete the Final Report in English, in accordance with the confirmed items and send it to the Tanzanian side by the end of January, 2010.

### 5. Project Site

- 5-1. The Tanzanian side explained that the request of the Tanzanian Government to the Japanese Government was for 17.2km from Morocco to Tegeta and the commitment for implementation of the project should be for the whole 17.2km. However, the Tanzanian side agreed that in order to allow time for relocation of utilities and compensation of properties which are concentrated in the section from Morocco to Mwenge, the project site should start with the 12.9km section from Mwenge to Tegeta and be followed by the 4.3km section from Morocco to Mwenge.
- 5-2. The Team observed that the Japanese Government is rather difficult to commit to implement the 4.3km section from Morocco to Mwenge. Also, the consultant made partial survey of the 4.3km section, because of obstruction of walls, and many private properties. In this regard, The Tanzanian side promised to secure the land and to remove the existing facilities such as building and fencing walls which are affecting the further investigation of underground utilities within the RoW to enable carrying out an additional survey as soon as possible preferably by the end of December, 2010.
- 5-3. Consequently, both sides agreed that the Project will first focus on the section between Mwenge and Tegeta junctions (12.9km), as shown in ANNEX-2.

### 6. Environmental and Social Considerations

- 6-1. Both sides confirmed that the Tanzanian side will get the certificate of the Environment Social Impact Assessment (ESIA) by the end of November, 2009. As soon as it is issued, it should be sent to the JICA Tanzania office.
- 6-2. The Tanzanian side agreed to implement the necessary works and monitoring based on the Environmental Checklist and Monitoring Form, attached ANNEX-3, ANNEX-4.

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7. Other Relevant Issues

7-1. The Tanzanian side confirmed that the following undertakings should be taken by the Tanzanian side at the Tanzanian expenses.

- (a) To remove the existing trees along the Project road, and buildings and/or their exterior within the Project site and inform the result to JICA Tanzania office by the end of December, 2009.
- (b) To relocate and/or remove existing utilities (electric/telephone lines, water pipes, etc.) including the underground facilities from the Project site in the section between Mwenge and Africana junctions (7.5km) and inform JICA Tanzania office by the end of June, 2010.
- (c) To complete the relocation and removal works of the section between Mwenge and Tegeta junctions and inform the result to JICA Tanzania office by the end of September, 2010.
- (d) Necessary arrangement for traffic control at necessary sections.
- (e) Necessary arrangement for the tax exemption of imported equipment, materials and vehicles, and custom clearance for the Project.
- (f) Securing and clearance of the temporary yard.
- (g) Securing of site for disposal of waste.
- (h) Necessary arrangement for securing borrow pits and quarries.
- (i) Securing the land for the Project.
- (j) Necessary arrangement of public utilities for the temporary yard to be used for site facilities such as site offices, plant yards, dormitory, etc. and for temporary works.
- (k) Necessary arrangement of detours for public traffic at necessary sections, e.g. securing of land, public announcement etc.
- (l) Necessary coordination among residents and/or road users and the Contractor.
- (m) Necessary coordination with concerned Ministry and/or Authority.
- (n) Necessary arrangement for timely issuance of the license and permission, e.g. Company License for Contractor, permission of quarrying, etc.
- (o) Necessary arrangement of budget allocation for the commission for Authorization to Pay (A/P) and Payment.
- (p) Necessary arrangement of counter part personnel for the Project.

7-2. The Team strongly expressed concern over the time consuming for getting Government Notice (GN) on tax exemption. The Team insisted that this matter could negatively affect the successful completion of the Project construction works within the expected period, and requested to issue GN within thirty (30) calendar days from the day when TANROADS receive application for tax exemption. The Tanzania side understood the concern expressed from the Team and promised to request the Ministry of Finance and Economic Affairs to comply.

7-3. The Tanzania side shall secure enough budget and personnel necessary for the operation and maintenance of the road and the facilities including such as the bridges constructed by the Project, including the periodical maintenance work after the completion of the Project and shall take necessary actions to maintain it properly at its own expense.

- ANNEX-1 Project Cost Estimation
- ANNEX-2 The proposed range of the New Bagamoyo Road
- ANNEX-3 Environmental Checklist
- ANNEX-4 Monitoring form

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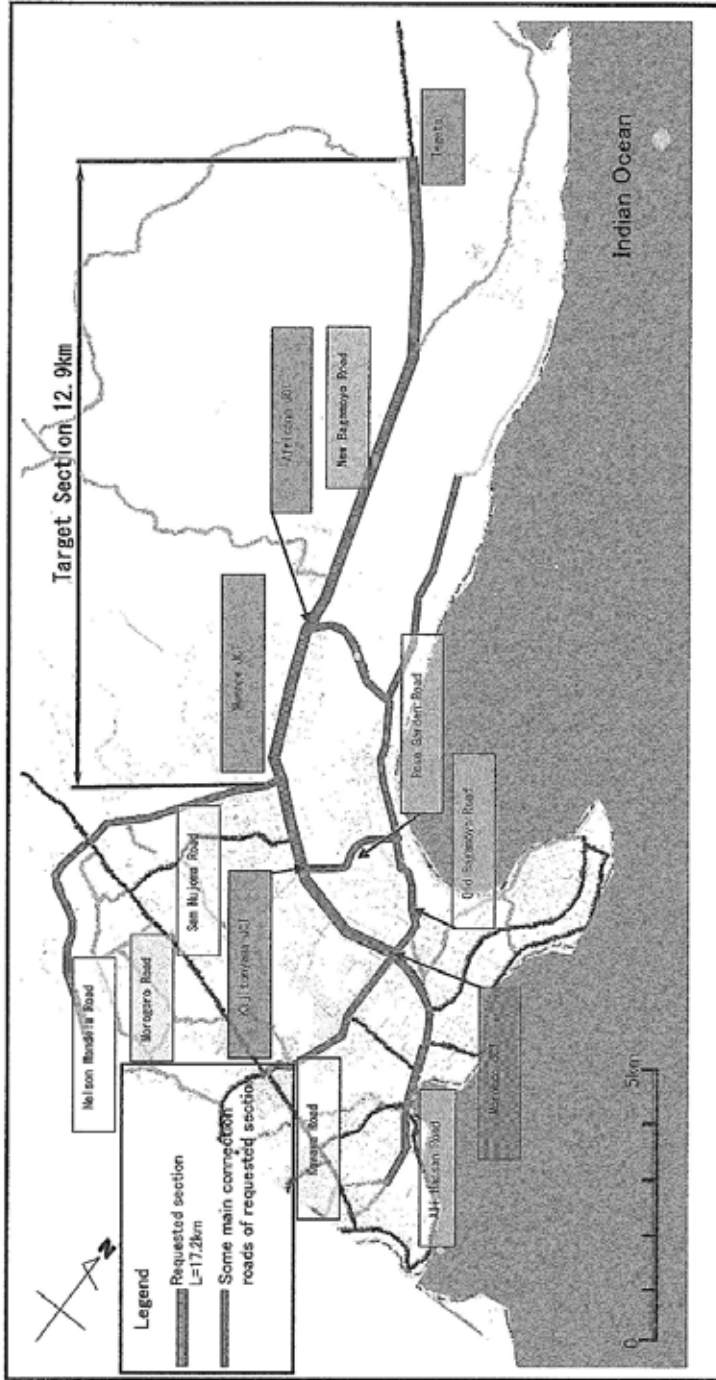
ANNEX-1

STRICT CONFIDENCE

Approximate cost borne by the Japanese side

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due to the confidentiality.**






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ANNEX-3  
Environmental Checklist: 15. Roads and Railways (1)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
1 Permits and Explanation	(1) EIA and Environmental Permits	<ul style="list-style-type: none"> <li>① Have EIA reports been officially completed?</li> <li>② Have EIA reports been approved by authorities of the host country's government?</li> <li>③ Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied?</li> <li>④ In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?</li> </ul>	<p>① DRAFT ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT REPORT(Draft ESIA Report) was prepared in September 2009.</p> <p>②,③ Draft ESIA Report was submitted to National Environmental Management Council: NEMC) by TANROADS in September 2009. NEMC is to conduct site surveys based on the report and instruct TANROADS to review it. And thereafter TANROADS will submit an evaluation report on PAs to NEMC in October 2009, and receive the certificate in November the same year.</p> <p>④ Not necessary</p>
	(2) Explanation to the Public	<ul style="list-style-type: none"> <li>① Are contents of the project and the potential impacts adequately explained to the public based on appropriate procedures, including information disclosure? Is understanding obtained from the public?</li> <li>② Are proper responses made to comments from the public and regulatory authorities?</li> </ul>	<ul style="list-style-type: none"> <li>① In June, 2008, a meeting of stakeholders was held in the city of Kiroondoni and explanations were given on the project and opinions were exchanged.</li> <li>② Between June and August, 2009, public consultations were held at 16 venues to stakeholders including local leaders, officers from local governments and public utility agencies. The opinions of these relevant people were reflected to the Draft ESIA Report.</li> </ul>
	(1) Air Quality	<ul style="list-style-type: none"> <li>① Is there a possibility that air pollutants emitted from various sources, such as vehicle traffic will affect ambient air quality? Does ambient air quality comply with the country's ambient air quality standards?</li> <li>② Where industrial areas already exist near the route, is there a possibility that the project will make air pollution worse?</li> </ul>	<ul style="list-style-type: none"> <li>① The present situation complies with the vehicle emission standards under Tanzania's environmental standards. But there's no standard for monitoring environment along the road. As the Project aims at eliminating the current traffic congestion, the quantity of extra air pollutants originating from traffic congestion will be improved from the present level.</li> <li>② There is a cement factory approximately 5 km away from the end of the objective road. The project will not affect adversely the cement factory.</li> </ul>
2 Mitigation Measures	(2) Water Quality	<ul style="list-style-type: none"> <li>① Is there a possibility that soil runoff from the bare lands resulting from earthmoving activities, such as cutting and filling will cause water quality degradation in downstream water areas?</li> <li>② Is there a possibility that surface runoff from roads will contaminate water sources, such as groundwater?</li> <li>③ Do effluents from various facilities, such as stations and parking areas/service areas comply with the country's effluent standards and ambient water quality standards? Is there a possibility that the effluents will cause areas that do not comply with the country's ambient water quality standards?</li> </ul>	<ul style="list-style-type: none"> <li>① Because the Project aims at improving an existing road, there will be neither large-scale change of the existing topography nor massive civil engineering work. Therefore, water quality may be somehow concerned only during the bridge/culvert work at crossing of these rivers.</li> <li>② The surface runoff from the road will, in principle, be guided to the intended destination by such drainage facilities as side ditches.</li> <li>③ No parking or service areas are planned in the Project.</li> </ul> 

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Environmental Checklist: 15. Roads and Railways (2)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
	(3) Noise and Vibration	<p>① Do noise and vibrations from vehicle and train traffic comply with the country's standards?</p>	<p>① There is no environmental standard governing noise and vibration. Noise and vibration are concerned due to vehicles engaged with the construction work. The noise and vibration are to be measured before and during the construction, and their impacts are monitored in accordance with ESIA Report.</p>
3 Natural Environment	(1) Protected Areas	<p>① Is the project site located in protected areas designated by the country's laws or international treaties and conventions? Is there a possibility that the project will affect the protected areas?</p>	<p>① No important natural reserve or national park is situated in areas along the route in question.</p>
	(2) Ecosystem	<p>① Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)?</p> <p>② Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions?</p> <p>③ If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem?</p> <p>④ Are adequate protection measures taken to prevent impacts, such as disruption of migration routes, habitat fragmentation, and traffic accident of wildlife and livestock?</p> <p>⑤ Is there a possibility that installation of roads will cause impacts, such as destruction of forest, poaching, desertification, reduction in wetland areas, and disturbance of ecosystems due to introduction of exotic (non-native invasive) species and pests? Are adequate measures for preventing such impacts considered?</p> <p>⑥ In cases where the project site is located at undeveloped areas, is there a possibility that the new development will result in extensive loss of natural environments?</p>	<p>①-⑥ No inhabitation of rare fauna or flora has been reported in areas along the route in question.</p>
3 Natural Environment	(3) Hydrology	<p>① Is there a possibility that alteration of topographic features and installation of structures, such as tunnels will adversely affect surface water and groundwater flows?</p>	<p>① As the Project aims at improving an existing road, there will be no major change of the existing topography. The planned cross-section of the target road for improvement involves low banking of approximately 1 m in height at most sections. Drainage facilities are planned along the route to swiftly drain rainwater from the road surface. At some cut sections, side ditches are planned at the top and toe of the slopes to properly guide surface water. The replacement bridges will have no piers in the river channel and the clearance height of the girders is planned taking the recorded flood-water level in the past into consideration.</p>

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**Environmental Checklist: 15. Roads and Railways (3)**

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
	(4) Topography and Geology	<p>① Is there a soft ground on the route that may cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides, where needed?</p> <p>② Is there a possibility that civil works, such as cutting and filling will cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides?</p> <p>③ Is there a possibility that soil runoff will result from cut and fill areas, waste soil disposal sites, and borrow sites? Are adequate measures taken to prevent soil runoff?</p>	<p>①② No steep slopes liable to collapse or landslide have been found in areas along the route in question.</p> <p>③ The existing route in the target section runs near open cast quarries at Kumbuchi. At present, no serious land collapse or soil runoff is taking place and no signs of these have been detected. One reason for this is that the toe of the present road is away from the top of the cut slopes at open cast quarries. Accordingly, the Project will maintain the present situation while planning the introduction of suitable drainage facilities. Materials are extracted from the existing borrow pits and quarries.</p>
(1) Resettlement		<p>① Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement?</p> <p>② Is adequate explanation on relocation and compensation given to affected persons prior to resettlement?</p> <p>③ Is the resettlement plan, including proper compensation, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement?</p> <p>④ Does the resettlement plan pay particular attention to vulnerable groups or persons, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples?</p> <p>⑤ Are agreements with the affected persons obtained prior to resettlement?</p> <p>⑥ Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan?</p> <p>⑦ Is a plan developed to monitor the impacts of resettlement?</p>	<p>① As a result of selecting road alignments which will minimize the involuntary resettlement of local residents, the removal of only two houses which are situated within the RoW will be required. As one of these is a water by tank station, this is not a case of involuntary resettlement, and resettlement has been agreed among the persons involved (Item to be confirmed). The other house is situated almost at the middle of the planned widened road and any change of the planned road alignments to avoid the removal will cause a significant adverse impact on other houses along the route. As such, the resettlement is essential. Therefore, it will be resettled under proper compensation by the Government of Tanzania (Item to be confirmed).</p> <p>②-⑦ In the Environmental and Social Management Plan (ESMP) described in the ESIA report, it is recommended to compensate them where involuntary resettlement is not avoidable by designing. Also Monitorings are recommended at pre-construction stage, construction stage and operation stage.</p>

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Environmental Checklist: 15. Roads and Railways (4)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations	
4 Social Environment	(2) Living and Livelihood	<p>① Where roads or railways are newly installed, is there a possibility that the project will affect the existing means of transportation and the associated workers? Is there a possibility that the project will cause significant impacts, such as extensive alteration of existing land uses, changes in sources of livelihood, or unemployment? Are adequate measures considered for preventing these impacts?</p> <p>② Is there a possibility that the project will adversely affect the living conditions of inhabitants other than the affected inhabitants? Are adequate measures considered to reduce the impacts, if necessary?</p> <p>③ Is there a possibility that diseases, including communicable diseases, such as HIV will be introduced due to immigration of workers associated with the project? Are adequate considerations given to public health, if necessary?</p> <p>④ Is there a possibility that the project will adversely affect road traffic in the surrounding areas (e.g., by causing increases in traffic congestion and traffic accidents)?</p> <p>⑤ Is there a possibility that roads and railways will cause impede the movement of inhabitants?</p> <p>⑥ Is there a possibility that structures associated with roads (such as bridges) will cause a sun shading and radio interference?</p>	<p>① ② As the Project aims at improving an existing road, there will be no adverse impacts on the living conditions or road traffic in the subject area.</p> <p>③ Activities to educate workers on the danger and prevention of malaria and HIV will be required.</p> <p>④ As the main objective of the Project is to alleviate traffic congestion, appropriate consideration should be given to avoiding any unnecessary traffic congestion and accidents during the construction period. It is necessary to introduce safety facilities at appropriate sites along the route of the target road.</p> <p>⑤ ⑥ No impediment to the movement of inhabitants or sun shading or radio interference will result from the Project.</p>	
		<p>① Is there a possibility that the project will damage the local archeological, historical, cultural, and religious heritage sites? Are adequate measures considered to protect these sites in accordance with the country's laws?</p>		<p>① No cultural nor other sites requiring protection exist at the project sites or in nearby areas.</p>
		<p>① Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?</p>		<p>① No important landscape requiring special consideration exists at the project sites or in nearby areas.</p>
		<p>① Where ethnic minorities and indigenous peoples are living in the rights-of-way, are considerations given to reduce the impacts on culture and lifestyle of ethnic minorities and indigenous peoples?</p> <p>② Does the project comply with the country's laws for rights of ethnic minorities and indigenous peoples?</p>		<p>①, ② No ethnic minorities nor indigenous people with a unique culture or lifestyle live in areas where the project sites are located.</p>

Environmental Checklist: 15. Roads and Railways (5)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
5 Others	(1) Impacts during Construction	<p>① Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)?</p> <p>② If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts?</p> <p>③ If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?</p> <p>④ If necessary, is health and safety education (e.g., traffic safety, public health) provided for project personnel, including workers?</p>	<p>① Noise and vibration due to the work are to be reduced by avoiding unnecessary idle away of accelerator and nighttime work as much as possible. Waste will be transported and disposed at dumping-ground in a lump. Dust will be reduced by spraying water periodically.</p> <p>② As the Project aims at improving an existing road, there will be no adverse impacts on the natural environment (ecosystem).</p> <p>③ Inbound and outbound carriageways will be separately constituted, and safety facilities and watchmen are to be allocated as required in order not to affect the current traffic as much as possible.</p> <p>④ Education on traffic safety and health will be provided periodically to the workers engaged with the Project.</p> <p>Regarding the matters above, contractor will implement mitigation measures under supervision of TANROADS.</p>
	(2) Monitoring	<p>① Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts?</p> <p>② Are the items, methods and frequencies included in the monitoring program judged to be appropriate?</p> <p>③ Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)?</p> <p>④ Are any regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities?</p>	<p>①-④ Monitoring Plan is stated in the ESIA Report. After commencement of the work, TANROADS and a contractor will continuously review by holding talks together and implement the monitoring.</p>
6 Note	Reference to Checklist of Other Sectors	<p>① Where necessary, pertinent items described in the Forestry Projects checklist should also be checked (e.g., projects including large areas of deforestation).</p> <p>② Where necessary, pertinent items described in the Power Transmission and Distribution Lines checklist should also be checked (e.g., projects including installation of power transmission lines and/or electric distribution facilities).</p>	Not applicable
	Note on Using Environmental Checklist	<p>① If necessary, the impacts to transboundary or global issues should be confirmed, if necessary (e.g., the project includes factors that may cause problems, such as transboundary waste treatment, acid rain, destruction of the ozone layer, or global warming).</p>	Not applicable

1) Regarding the term "Country's Standards" mentioned in the above table, in the event that environmental standards in the country where the project is located diverge significantly from international standards, appropriate environmental considerations are made, if necessary.

In cases where local environmental regulations are yet to be established in some areas, considerations should be made based on comparisons with appropriate standards of other countries (including Japan experience).

2) Environmental checklist provides general environmental items to be checked. It may be necessary to add or delete an item taking into account the characteristics of the project and the particular circumstances of the country and locality in which it is located of the.

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ANNEX-4

Table Contents of the Monitoring

Items	Contents of the monitoring
Involuntary Resettlement	<ul style="list-style-type: none"> <li>• To confirm that the minutes of understanding which is considered the compensation for the reallocation was made on the involuntary resettlement.</li> <li>• To confirm that the address of the relocation was secured.</li> <li>• To confirm that the involuntary was lived as well as before the resettlement.</li> </ul>
Air Pollution	<ul style="list-style-type: none"> <li>• To confirm the measure to the dust that the resident people along the site may claim.</li> </ul>
Noise and Vibration	<ul style="list-style-type: none"> <li>• To confirm the measure to the noise that the resident people along the site may claim.</li> <li>• To confirm the measure to the vibration that the resident people along the site may claim.</li> </ul>

Note: The items of the monitoring plan were picked up from the items which will be affected with further impact in the scoping table.

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## Appendix 5 Other Relevant Data

### List of Reference Materials Obtained

No.	Title	Form	Original or Copy	Publisher	Year
1	MOID and TANROADS Organization Structures	Paper Document	Copy	TANROADS	2008
2	Tanroads Paper for second joint infrastructure review meeting 8 <sup>th</sup> – 10 <sup>th</sup> Oct., 2008	Paper Document	Copy	TANROADS	2008
3	AADT for Morroco – Tegeta Kibanoi	Paper Document	Copy	TANROADS	2008
4	Axle load by each category of vehicle	Paper Document	Copy	TANROADS	2008
5	Key TANROADS performance indicators for the past 5 years	Paper Document	Copy	TANROADS	2008
6	Maintenance Budget Year 2008/09	Paper Document	Copy	TANROADS	2009
7	Project Financiers (Road Projects)	Paper Document	Copy	TANROADS	2008
8	Kinondoni Population in 2002	Paper Document	Copy	DSM CITY COUNCIL	2003
9	Dar es Salaam weather	Paper Document	Copy	MSN WEATHER	2008
10	Tanzania GDP (2002-2007)	Paper Document	Copy	Economy Survey	2006
11	Projected TANROADS sources and expenditure of funds for the plan period	Paper Document	Copy	TANROADS	2008
12	Tanzania Road Fund Board Financing	Paper Document	Copy	TANROADS	2008
13	Technical Reports (Dar es Salaam Transport Policy and System Development Master Plan)	Paper Document	Copy	DSM CITY COUNCIL	2008

No.	Title	Form	Original or Copy	Publisher	Year
14	Tanzania Population by Region	Paper Document	Copy	NATIONAL BUREAU OF STATISTICS (NBS)	2008
15	Trunk Road Network	Paper Document	Copy	TANROADS	2008
16	Dar es Salaam Road Network	Paper Document	Copy	TANROADS	2008
17	Road Maintenance Operation Plan	Paper Document	Copy	TANROADS	2009
18	Dar Rapid Transit Agency Brochure	Paper Document	Original	DART Agency	2009
19	Dar Rapid Transit Agency Brochure (Kiswahili)	Paper Document	Original	DART Agency	2009
20	Dar Rapid Transit Project, Bidding Paper Document Vol. IIA-4, Road Works Drawings (Kawawa)	Paper Document	Copy	DART Agency	2007
21	Dar Rapid Transit Project, Bidding Document Vol. IIA-1, Road Works Drawings (Kivukoni - Ubungo)	Paper Document	Copy	DART Agency	2007
22	Dar Rapid Transit Project, Bidding Document Vol. IIA-1, Road Works Drawings (Kivukoni - Ubungo)	Paper Document	Copy	DART Agency	2007
23	Dar Rapid Transit Project, Bidding Document Vol. IIB, Stations, Architectural, Structural & Electrical (Extract)	Paper Document	Copy	DART Agency	2005
24	Accidents in Dar in 2007	Paper Document	Copy	TANROADS	2007
25	BoQ, Cost Estimate for Additional of New Street Light Poles	Paper Document	Copy	TANROADS	2009
26	Detailed Engineering Design for Upgrading of Sam Nujoma Road, Materials and Hydrology/ Hydraulic	Paper Document	Copy	TANROADS	2005
27	Preliminary Engineering Design for the Upgrading of Sam Nujoma Road, Traffic Study Report	Paper Document	Copy	TANROADS	2005
28	Preliminary Engineering Design for the Upgrading of Sam Nujoma Road, Final Design Report	Paper Document	Copy	TANROADS	2005

No.	Title	Form	Original or Copy	Publisher	Year
29	Bagamoyo Road Project Vol. V, Contract Document Drawings	Paper Document	Copy	Ministry of Works (MoID)	2003
30	Supervision Services for the Rehabilitation of Nelson Mandela Road in Dar es Salaam, Monthly Report	Paper Document	Copy	TANROADS	2009
31	Guidelines for the Geometric Design of Urban Arterial Road, South Africa	Paper Document	Copy	TANROADS	1986
32	Road Traffic Signs Manual	Paper Document	Copy	SATCC	1990
33	Study of Traffic Management on Trunk Roads in Dar es Salaam Region, Final	Paper Document	Copy	TANROADS	2003
34	Dar es Salaam Water Supply & Sanitation Project, Rehabilitation of Sewerage Systems Vol. 3 Drawings (Extract)	Paper Document	Copy	DAWASA	2003
35	Dar es Salaam Water Supply & Sanitation Project, Rehabilitation of Distribution Systems , As-Build Drawings (Extract)	Paper Document	Copy	DAWASA	2008
36	Block Mapping Programme, Field Verification Map (Extract)	Paper Document	Copy	DAWASCO	Vague
37	Priamary Network, As-Build Drawings (Extract)	Paper Document	Copy	TANESCO	Vague
38	Second by Cables Network, As-Build Drawings (Extract)	Paper Document	Copy	TTCL	Vague
39	Road Sector Compensation and Resettlement Guidelines	Paper Document	Copy	MoID	2008
40	The Environmental (Registration of Environmental Experts) Regulations, G.N. No.348 of 2005, The Environmental Impact Assessment and Audit Regulations, G.N. No.349 of 2005	Paper Document	Copy	The United Republic of Tanzania	2005
41	Consultancy Services for the Conceptual Design of A Long Term Integrated Dar es Salaam BRT System and Detailed Design for the Initial Corridor Resettlement Policy Framework	Paper Document	Copy	Prime Ministers Office for Regional Administration and Local Government The Dar es Salaam City Council	2007
42	The Project for Widening of New Bagamoyo Road including Improvement of Mwenge Bus Terminal, Project Brief	Paper Document	Copy	MoID	2008