



Dar es Salaam Urban Transport Improvement Project (P150937)

AFRICA | Tanzania | Transport & Digital Development Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 3 | ARCHIVED on 29-Aug-2018 | ISR33573 |

Implementing Agencies: TANROADS, United Republic of Tanzania (Ministry of Finance and Planning), Dar Rapid Transit Agency (DART)

Key Dates

Key Project Dates

Bank Approval Date: 08-Mar-2017

Effectiveness Date: 13-Jun-2017

Planned Mid Term Review Date: 19-Jun-2020

Actual Mid-Term Review Date: --

Original Closing Date: 31-Dec-2023

Revised Closing Date: 31-Dec-2023

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to improve transport mobility, accessibility, safety, and quality of transport service delivery along the selected corridors in Dar es Salaam.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Component A: Establishment of the Third and Fourth Phases of the Dar es Salaam BRT System:(Cost \$287.10 M)

Component B: Improvement of the Ubungo Intersection and Complementary Road Safety Infrastructure for the BRT Phase 1 System:(Cost \$99.90 M)

Component C: Institutional Strengthening and Reform, ICT Innovation, Safety Net, and Transport Studies:(Cost \$38.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Moderately Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Moderately Unsatisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

The project is rated as Moderately Satisfactory for progress towards achievement of Development Objectives (DO) however the rating for Implementation Progress (IP) is rated Moderately Unsatisfactory (MU) due to delays in completing the operationalization of the first phase of the Bus Rapid Transit (BRT) system. The quality of interim operations has declined as stations and major terminals get overcrowded also with long queues during peak hours causing discomfort and a lot of complaints by passengers. Flooding along the Jangwani basin is causing major disruption of BRT service and affects the BRT depot therefore emergency response procedures are being put in place for minimizing traffic disruption during



the forthcoming rainy season while an international firm is designing the long term engineering intervention. A two stage action plan for addressing the situation has been agreed to be implemented by end of September and December 2018.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● Substantial	● Substantial	● Substantial
Macroeconomic	● Moderate	● Moderate	● Moderate
Sector Strategies and Policies	● Moderate	● Moderate	● Moderate
Technical Design of Project or Program	● Substantial	● Substantial	● Substantial
Institutional Capacity for Implementation and Sustainability	● High	● High	● High
Fiduciary	● Moderate	● Moderate	● Moderate
Environment and Social	● High	● High	● Substantial
Stakeholders	● Substantial	● Substantial	● Substantial
Other	--	--	--
Overall	● Substantial	● Substantial	● Substantial

Results

PDO Indicators by Objectives / Outcomes

To improve transport mobility along selected corridors in Dar es Salaam				
▶Average rush hour in-vehicle travel time by public transport passengers from Gongo la Mbotto to Kivukoni (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	91.00	--	91.00	50.00
Date	28-Nov-2016	--	29-Dec-2017	29-Dec-2023
▶Average rush hour in-vehicle travel time by public transport from Tegeta to Kivukoni (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	105.00	--	105.00	55.00
Date	28-Nov-2016	--	29-Dec-2017	29-Dec-2023



►Average rush hour in-vehicle travel time by articulated freight trucks from Tabata Relini to Mbezi Musuguri through Ubungo (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	95.00	--	95.00	35.00
Date	28-Nov-2016	--	29-Dec-2017	30-Nov-2021

To improve transport accessibility along selected corridors in Dar es Salaam

►Percentage of population of Dar es Salaam residents with access to the city center within 60 minutes commuting period by public transport through BRT phase 1, 3, and 4 corridors (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	42.00	--	42.00	68.00
Date	01-Dec-2016	--	29-Dec-2017	29-Dec-2023

▲Percentage of population of Dar es Salaam residents with access to the city center within 60 minutes commuting period using public transport through BRT phases 1 corridor (Percentage, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	42.00	--	42.00	50.00
Date	01-Dec-2016	--	29-Dec-2017	30-Jun-2018

▲Percentage of population of Dar es Salaam residents with access to the city center in 60 minutes commuting period using public transport through BRT phases 1 and 3 corridors (Percentage, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	42.00	--	42.00	61.00
Date	01-Dec-2016	--	29-Dec-2017	30-Dec-2021

To improve transport safety along selected corridors in Dar es Salaam

►Annual average number of pedestrian fatalities along the BRT phase 1, 3, and 4 corridors (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	114.00	--	114.00	75.00
Date	31-Dec-2015	--	29-Dec-2017	30-Dec-2023

▲Annual average number of pedestrian fatalities along the BRT phase 1 corridor (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	33.00	--	33.00	24.00
Date	31-Dec-2015	--	29-Dec-2017	30-Dec-2023

▲Annual average number of pedestrian fatalities along the BRT phase 3 corridor (Number, Custom Breakdown)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	35.00	--	35.00	21.00
Date	31-Dec-2015	--	29-Dec-2017	30-Dec-2023
▲Annual average number of pedestrian fatalities along the BRT phase 4 corridor (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	46.00	--	46.00	30.00
Date	31-Dec-2015	--	29-Dec-2017	30-Dec-2023

To improve the quality of transport service delivery along selected corridors in Dar es Salaam				
►Satisfactory rating by users for public transport services along the BRT corridors, disaggregated by gender. (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	15.00	--	15.00	80.00
Date	28-Nov-2016	--	29-Dec-2017	29-Dec-2023
▲Satisfactory rating by female public transport users of the BRT system (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10.00	--	10.00	80.00
Date	28-Nov-2016	--	29-Dec-2017	29-Dec-2023

Intermediate Results Indicators by Components

Component B: Improvement of the Ubungu Intersection and Complementary Road Safety Infrastructure for the BRT Phase 1 System				
►Percentage of completion of the Ubungo flyover and upcountry bus terminal works (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	5.00	100.00
Date	02-Jan-2017	--	29-Jun-2018	30-Dec-2020

Component C: Institutional Strengthening and Reform, ICT Innovation, Safety Net, and Transport Studies				
►DART agency strengthened (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes



Date	02-Jan-2017	--	29-Jun-2018	31-Dec-2020
►DUTA fully established (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	02-Jan-2017	--	29-Jun-2018	31-Dec-2020
►Number of graduate transport professionals received structured professional training (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	02-Jan-2017	--	29-Jun-2018	31-Dec-2021
▲Percentage of project supported women graduate transport professionals enrolled in SEAP (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
►System for mapping gender harassment in public transport passengers developed for the BRT system (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	02-Jan-2017	--	29-Jun-2018	31-Dec-2020
►System for citizen feedback on the quality of the operation of the BRT system developed (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	02-Jan-2017	--	29-Jun-2018	31-Dec-2020
►Road safety assessment (including audits) carried out on the BRT corridor with focus on vulnerable road users (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	05-Dec-2016	--	29-Jun-2018	30-Dec-2022
Component A: Establishment of the Third and Fourth Phases of the Dar es Salaam BRT System				
►Completion of BRT phase 3 infrastructure works by value (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	52.00	0.00	100.00
Date	01-Feb-2017	30-Sep-2013	29-Dec-2017	31-Dec-2020
►Completion of BRT phase 4 infrastructure works by value (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	28-Nov-2016	--	29-Dec-2017	30-Dec-2022
►Average daily passenger ridership for BRT phase 1, 3, and 4 system (Number (Thousand), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	140.00	--	185.00	895.00
Date	30-Nov-2016	--	29-Dec-2017	29-Dec-2023
▲Average daily passenger ridership for BRT phase 3 (Number (Thousand), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	395.00
▲Average daily passenger ridership for BRT phase 4 (Number (Thousand), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	168.00
►Design of pilot TOD schemes completed and PPP tenders launched (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	28-Nov-2016	--	29-Dec-2017	30-Dec-2020
►DART traffic control center established (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	28-Nov-2016	--	29-Dec-2017	31-Dec-2020

Data on Financial Performance

Disbursements (by loan)

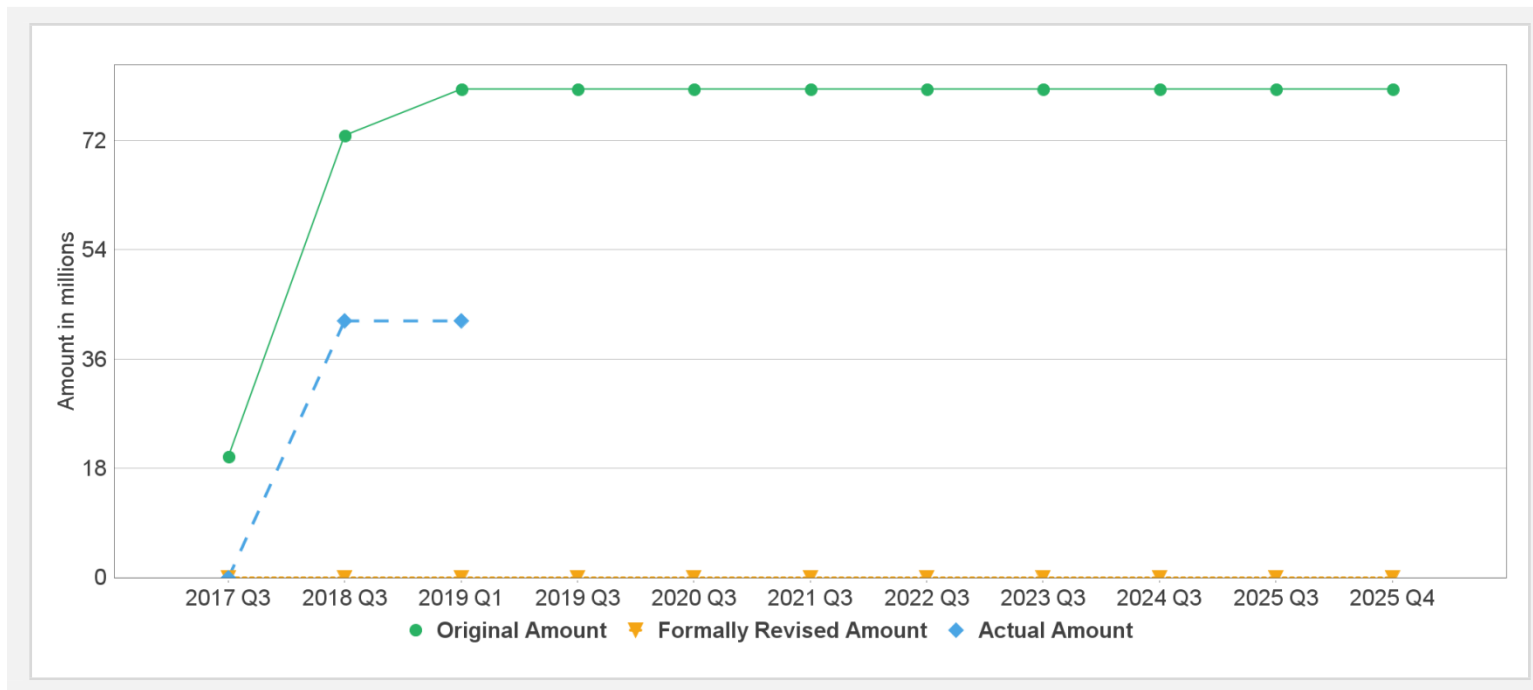


Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P150937	IDA-59570	Effective	USD	225.00	225.00	0.00	42.32	195.33	18%
P150937	IDA-59580	Effective	USD	200.00	200.00	0.00	0.51	204.73	0.2%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P150937	IDA-59570	Effective	08-Mar-2017	20-Mar-2017	13-Jun-2017	31-Dec-2023	31-Dec-2023
P150937	IDA-59580	Effective	08-Mar-2017	20-Mar-2017	13-Jun-2017	31-Dec-2023	31-Dec-2023

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.