

**Dar es Salaam Urban Transport Improvement Project (P150937)**

EASTERN AND SOUTHERN AFRICA | Tanzania | IBRD/IDA | Investment Project Financing (IPF) | FY 2017 | Seq No: 15 |
Archived on 25-Jun-2024 | ISR00630

Implementing Agencies: Dar Rapid Transit Agency (DART), Tanzania National Roads Agency (TANROADS)

1. OBJECTIVE**1.1 Development Objective**

Original Development Objective (Approved as part of Approval package on 07-Mar-2017)

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

No

2. COMPONENTS

Name

Component A: Establishment of the Third and Fourth Phases of the Dar es Salaam BRT System:(Cost 287,100,000.00)

Component B: Improvement of the Ubungo Intersection and Complementary Road Safety Infrastructure for the BRT Phase 1 System:(Cost 99,900,000.00)

Component C: Institutional Strengthening and Reform, ICT Innovation, Safety Net, and Transport Studies:(Cost 38,000,000.00)

3. OVERALL RATINGS

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

4. KEY ISSUES & STATUS



4.1 Implementation Status and Key Decisions

Project implementation is making progress. The project ratings for progress towards achievement of Development Objectives (DO) and Implementation Progress (IP) are maintained at Moderately Satisfactory. The government is at final stages in the procurement of the Public-Private Partnership (PPP) BRT-1 bus operator.

5. SYSTEMATIC OPERATIONS RISK-RATING TOOL

Risk Category	Rating at Approval Approval Package - 08 Mar 2017	Last Approved Rating ISR Seq. 014 - 22 Dec 2023	Proposed Rating
Political and Governance	● Substantial	● Moderate	● Moderate
Macroeconomic	● Moderate	● Moderate	● Moderate
Sector Strategies and Policies	● Moderate	● Moderate	● Moderate
Technical Design of Project or Program	● Substantial	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	● High	● Substantial	● Substantial
Fiduciary	● Moderate	● Substantial	● Substantial
Environment and Social	● High	● Substantial	● Substantial
Stakeholders	● Substantial	● Substantial	● Substantial
Overall	● Substantial	● Substantial	● Substantial



6. RESULTS

6.1 PDO Indicators by PDO Outcomes

To improve transport mobility along selected corridors in Dar es Salaam								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Average rush hour in-vehicle travel time by public transport passengers from Gongo la Mboto to Kivukoni (Minutes)	91.00	Nov/2016	67.00	20-Oct-2023			50.00	Apr/2026
	Comments on achieving targets		Average terminal-to-terminal travel time by the BRT from the Gongo la Mboto terminal to the Kivukoni terminal during morning peak hours between 6:00 a.m. and 8:00 a.m. measured as in-vehicle travel time only. The indicator measures the "improved transport mobility" aspect of the PDO.					
Average rush hour in-vehicle travel time by public transport from Tegeta to Kivukoni (Minutes)	105.00	Nov/2016	95.00	20-Oct-2023			55.00	Apr/2026
	Comments on achieving targets		Average terminal-to-terminal travel time by the BRT from the Tegeta terminal to the Kivukoni terminal during morning peak hours between 6:00 a.m. to 8:00 a.m. measured as in-vehicle travel time only. The indicator measures the "improved transport mobility" aspect of the PDO.					
Average rush hour in-vehicle travel time by articulated freight trucks from Tabata Relini to Mbezi Musuguri through Ubungu (Minutes)	95.00	Nov/2016	45.00	20-Oct-2023			35.00	Jun/2024
	Comments on achieving targets		This indicator measures the time being saved by freight trucks, using a sample of articulated trucks (which can be considered as a typical representative of freight vehicles from the port), when the grade separation of the Ubungu intersection is completed. The traffic is expected to move smoothly and save travel time after the intervention by the project. The indicator measures the improved transport mobility part of the PDO.					
To improve transport accessibility along selected corridors in Dar es Salaam								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
	42.00	Dec/2016	42.00	31-Dec-2018			68.00	Apr/2026



<p>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)</p>	<p>Comments on achieving targets</p>		<p>This indicator measures the “transport accessibility improvement” part of the PDO. The project support is planned to provide residents of the suburban part of Dar es Salaam with more opportunities for jobs and services including schools, hospitals, and shopping that are located at the CBD. The three phases will have a cumulative effect of 63% increase of accessibility from the baseline.</p>					
<p>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)</p>	<p>42.00</p>	<p>Dec/2016</p>	<p>42.00</p>	<p>31-Dec-2018</p>			<p>50.00</p>	<p>Jan/2025</p>
<p>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)</p>	<p>42.00</p>	<p>Dec/2016</p>	<p>42.00</p>	<p>31-Dec-2018</p>			<p>61.00</p>	<p>Dec/2025</p>
<p>To improve transport safety along selected corridors in Dar es Salaam</p>								
<p>Indicator Name</p>	<p>Baseline</p>	<p>Actual (Previous)</p>	<p>Actual (Current)</p>	<p>Closing Period</p>				



	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Annual average number of pedestrian fatalities along the BRT phase 1, 3, and 4 corridors (Number)	114.00	Dec/2015	114.00	31-Dec-2018			75.00	Apr/2026
	Comments on achieving targets		This indicator measures the rolling average number of fatalities to pedestrians along the three BRT corridors to explore the impact of improvement of road safety while implementing the BRT system.					
Annual average number of pedestrian fatalities along the BRT phase 1 corridor (Number)	33.00	Dec/2015	7.00	15-Jun-2021			24.00	May/2025
	Comments on achieving targets		This indicator measures the three years rolling average number of fatalities to pedestrians along the three BRT phase 1 corridors to explore the impact of improvement of road safety while implementing the BRT system.					
Annual average number of pedestrian fatalities along the BRT phase 3 corridor (Number)	35.00	Dec/2015	35.00	31-Dec-2018			21.00	Apr/2026
	Comments on achieving targets		This indicator measures the three years rolling average number of fatalities to pedestrians along the three BRT phase 3 corridors to explore the impact of improvement of road safety while implementing the BRT system.					
Annual average number of pedestrian fatalities along the BRT phase 4 corridor (Number)	46.00	Dec/2015	46.00	31-Dec-2018	46.00	31-Dec-2018	30.00	Apr/2026
	Comments on achieving targets		This indicator measures the three years rolling average number of fatalities to pedestrians along the three BRT phase 4 corridors to explore the impact of improvement of road safety while implementing the BRT system.					
To improve the quality of transport service delivery along selected corridors in Dar es Salaam								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Satisfactory rating by users for public transport services along the BRT corridors, disaggregated by gender. (Percentage)	15.00	Nov/2016	30.00	24-Mar-2022			80.00	Apr/2026
	Comments on achieving targets		Indicator measures the improvement of quality of public transport services delivery. As services improve, more public transport users will express satisfaction.					
	10.00	Nov/2016	52.00	20-Oct-2023	52.00	20-Oct-2023	80.00	Apr/2026



Satisfactory rating by female public transport users of the BRT system (Percentage)	Comments on achieving targets	The sub-indicator to measure the percentage of customer satisfaction by female public transport users along the BRT system.
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6.2 Intermediate Results Indicators by Components

Component A: Establishment of the Third and Fourth Phases of the Dar es Salaam BRT System								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Completion of BRT phase 3 infrastructure works by value (Percentage)	0.00	Feb/2017	20.00	17-Nov-2023			100.00	Dec/2024
	Comments on achieving targets		Indicator measures the progress of implementation of BRT infrastructure works for the BRT phase 3 trunk corridor.					
Completion of BRT phase 4 infrastructure works by value (Percentage)	0.00	Nov/2016	0.00	20-Oct-2023			100.00	Dec/2025
	Comments on achieving targets		The indicator measures the status of progress of implementation of BRT phase 4 works					
Average daily passenger ridership for BRT phase 1, 3, and 4 system (Number (Thousand))	140.00	Nov/2016	149.00	15-Sept-2021			895.00	Apr/2026
	Comments on achieving targets		The indicator measures the number of passengers per day using the BRT phase 1, 3, and 4 trunk and feeder services.					
Average daily passenger ridership for BRT phase 3 (Number (Thousand))	0.00		0.00				395.00	
	Comments on achieving targets		This indicator measures the average passenger ridership of the BRT phase 3 trunk and feeder systems. The indicator measures the operational effectiveness of the system.					
Average daily passenger ridership for BRT phase 4 (Number (Thousand))	0.00		0.00				168.00	
	Comments on achieving targets		This indicator measures the passenger ridership of the BRT trunk and feeder systems. The indicator measures the operational effectiveness of the system.					



Design of pilot TOD schemes completed and PPP tenders launched (Yes/No)	No	Nov/2016	No	20-Oct-2023			Yes	Apr/2026
	Comments on achieving targets		The indicator measures progress of implementation of the TOD subcomponent. The land use design along the BRT corridors will have to be completed and Transaction Advisers launched PPP tenders for pilot areas.					
DART traffic control center established (Yes/No)	No	Nov/2016	No	20-Oct-2023			Yes	Apr/2026
	Comments on achieving targets		This measures the progress in the establishment of the traffic control center for DART, covering BRT phase 1, 3, and 4 corridors.					
Component B: Improvement of the Ubungo Intersection and Complementary Road Safety Infrastructure for the BRT Phase 1 System								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Percentage of completion of the Ubungo flyover and upcountry bus terminal works (Percentage)	0.00	Jan/2017	100.00	20-Oct-2023			100.00	Dec/2020
	Comments on achieving targets		This measures the status of progress of implementation of intersection works.					
Component C: Institutional Strengthening and Reform, ICT Innovation, Safety Net, and Transport Studies								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
DART agency strengthened (Yes/No)	No	Jan/2017	Yes	20-Oct-2023			Yes	Dec/2024
	Comments on achieving targets		This measures the progress in transforming DART in line with recommendations of the study reviewing the organization structure of DART.					
DUTA or equivalent fully established (Yes/No)	No	Jan/2017	No	20-Oct-2023			Yes	Apr/2026
	Comments on achieving targets		The indicator measures the progress in the design of DUTA concept, approval of the concept by the Government, approval of establishment order or legislation by the authorities (Government or Parliament), and staffing of DUTA.					
Number of graduate transport professionals received structured	0.00	Jan/2017	388.00	20-Oct-2023			100.00	Dec/2024
	Comments on achieving targets		This measures the contribution of the project to skills development for local professionals.					

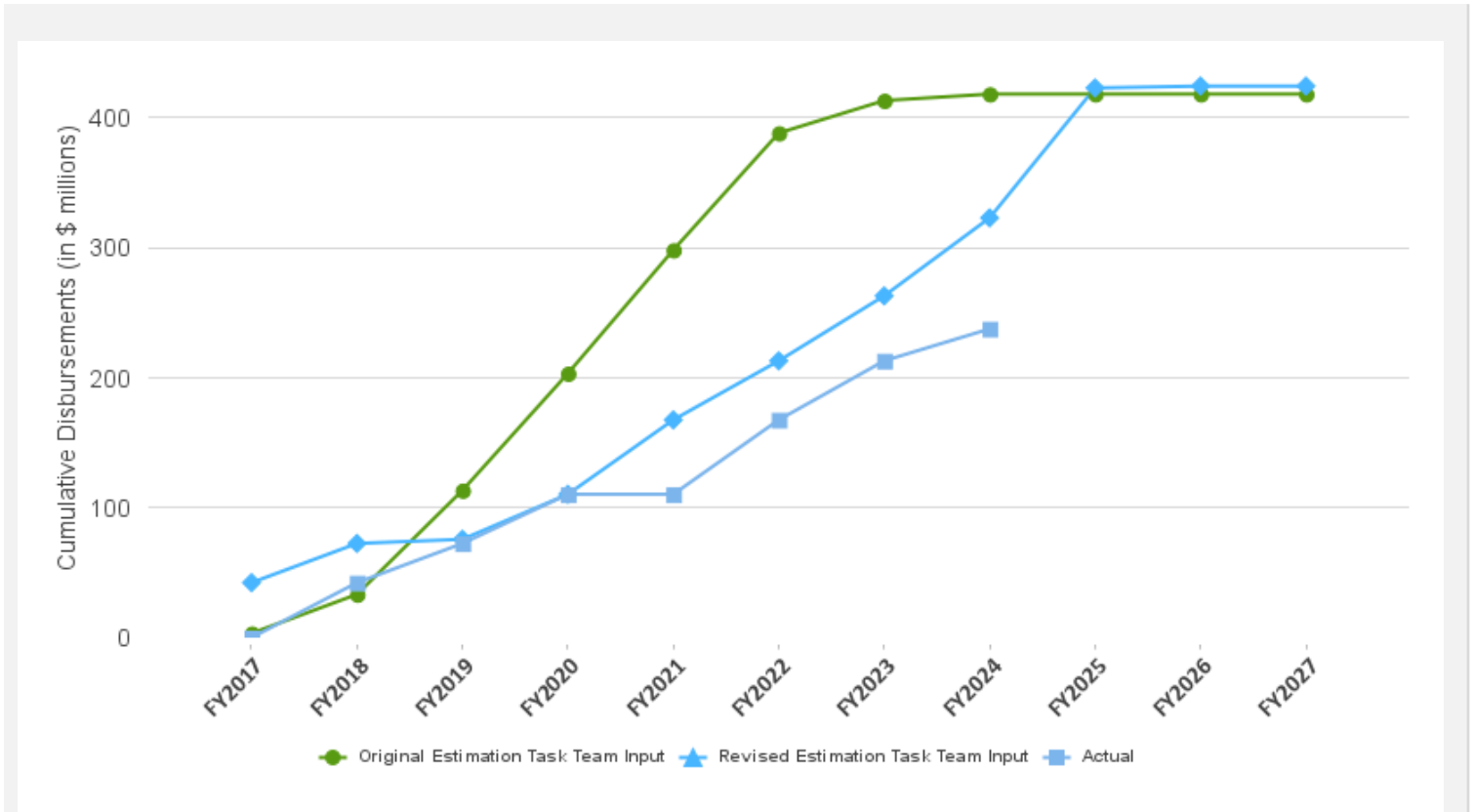


professional training (Number)								
Percentage of project supported women graduate transport professionals enrolled in SEAP (Percentage)	0.00		48.71				50.00	
Comments on achieving targets	This measures the gender balance in the professional training.							
System for mapping gender harassment in public transport passengers developed for the BRT system (Yes/No)	No	Jan/2017	No	20-Oct-2023			Yes	Apr/2026
Comments on achieving targets	This measures the progress in developing the gender harassment reporting system for BRT passengers.							
System for citizen feedback on the quality of the operation of the BRT system developed (Yes/No)	No	Jan/2017	No	20-Oct-2023			Yes	Apr/2024
Comments on achieving targets	This indicator measures the progress in developing the system for enabling public transport users to assess the quality of service provided based on three months experience and report to authorities.							
Road safety assessment (including audits) carried out on the BRT corridor with focus on vulnerable road users (Yes/No)	No	Dec/2016	Yes	20-Oct-2023			Yes	Dec/2022
Comments on achieving targets	This indicator measures the status of implementation of high-quality pedestrian crossings along the BRT corridors supported under the project.							



7. DATA ON FINANCIAL PERFORMANCE

7.1 Cumulative Disbursements



7.2 Disbursements (by loan)

Loan/Credit/TF	Status	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
IDA-59580	Effective	200.00	200.00	0.00	25.11	173.11	12.55%
IDA-59570	Effective	225.00	225.00	0.00	213.03	17.41	94.68%

7.3 Key Dates (by loan)

Loan/Credit/TF	Status	Approval	Signing	Effectiveness	Orig. Closing	Rev. Closing
IDA-59570	Effective	08-Mar-2017	20-Mar-2017	13-Jun-2017	31-Dec-2023	30-Apr-2026



IDA-59580 Effective 08-Mar-2017 20-Mar-2017 13-Jun-2017 31-Dec-2023 30-Apr-2026

8. KEY DATES

Key Events	Planned	Actual
Approval	08-Mar-2017	08-Mar-2017
Effectiveness	Not Available	13-Jun-2017
Mid-Term Review No. 01	15-Sept-2021	22-Sept-2021
Operation Closing/Cancellation	30-Apr-2026	

9. RESTRUCTURING HISTORY

Restructuring Level 2 Approved on 09-Feb-2022
Restructuring Level 2 Approved on 29-Nov-2023

10. ASSOCIATED OPERATION(S)

There are no associated operations