

SECTION 1: WHY 'BUS RAPID TRANSPORT'?

What necessitated establishment of a BRT system in Dar es Salaam?

For fifty years or so, residents of Dar es Salaam city, and by extension, residents of Dar es Salaam Region grudgingly put up with varied public transport problems. The government on the other hand struggled to eliminate those problems with little success. Starting 1980s city urban public transport was particularly dreadful, beset with a multiplicity of problems and snags to the discomfort and displeasure of the government.

Therefore, the government explored various options to address this frightful situation. Finally it settled for establishment of a bus rapid transport (BRT) system so that Dar es Salaam city residents can enjoy a high-quality, accessible and affordable mass transit system.

Why BRT?

When you have a swelling city population and you find yourself in the teeth of agonizing transport problems and hitches the logical safety valve is to have a type of public transport that uses a passenger medium uninterrupted. As the name suggests BRT is a mode of public transport that uses rapid trunk buses. BRT is a huge-capacity transport solution to public transport problems the City of Dar es Salaam faces. The BRT system operates in a way quite similar to a tramway. In the latter passengers board trams while in the former passengers ride on huge buses plying on exclusive lanes.

Why is quality public transport necessary for cities like Dar es Salaam?

Cities like Dar es Salaam have unique features that demand well thought-out public transport solutions. Take the example of Dar es Salaam to illustrate the point.

Dar es Salaam is Tanzania's commercial capital and the largest and oldest city. The city's metropolitan area covers a big part of the Dar es Salaam Region with a total area of 1,391 square kilometres and a population density of 3,133 per square kilometre. Therefore, this is a city; this is a region that needs quality public transport.

Dar es Salaam has a steadily growing population. The annual growth rate is put at 6 percent. It is estimated the city will have 6 million dwellers by 2030 and 10 million by 2050. Indeed Dar es Salaam is one of the fastest growing cities, not only in Africa, but in the world. When you have a growing population you must think of providing such a population a modern, efficient and environment-friendly public transportation system and one affordable to residents.

Yet as Dar es Salaam's population grows so is motorization. By its very nature, Dar es Salaam has a swelling middle class that is behind motorisation. In fact motorisation has been growing faster than the city's population. But this motorization has never solved public transport problems. The vast majority of the city residents commute uncomfortably in overcrowded and unreliable vehicles on congested roads.

Roughly 70 percent of Tanzania's gross domestic product (GDP) is generated in Dar es Salaam. Since the beginning of this century Tanzania has witnessed rapid growth of a number of economic sectors. The sectors include wholesale and retail business, manufacturing, construction, communications, financial services, exploration and mining. Dar es Salaam hosts offices and premises of these sectors. A city generating a lot of national wealth has to have quality public transport.

Why is it important for the BRT to succeed?

Dar es Salaam is a fast growing commercial capital, producing 70 percent of Tanzania's gross domestic product. This city is the hub of economic activity with an estimated daytime population of close to six million. Against this background the government has to struggle to ensure this population has a modern, efficient and environment-friendly public transportation system and at a reasonable cost. The BRT system is the solution; it is important it succeeds.

How will this mode of transport make Dar es Salaam a competitive city?

The government of Tanzania is committed to attracting and retaining investments from foreign and domestic sources. It is doing its utmost to reinforce the role of the private sector as the main driver and engine of sustainable economic growth. Tanzania's economic growth rate is one of the highest in the world. The growth is fast. There are independent, often external, reports that attest that. Tanzania's GDP trebled from 14.4 billion USD in 2005 to 49.2 billion USD this year. The inflation has been contained at single digit --- between 4-6 percent. The per capita GDP, too, has virtually trebled --- from 375 USD in 2005 to 1,066 USD last year. Since the current per capita is 1,066 USD, only **30 USD** remain for Tanzania to attain the middle income status that start at 1,096 USD. The target is to become **a middle income country** by 2025 with a per capita income of at least 3,000 USD

Dar es Salaam hosts offices and premises of economic sectors and plays host to foreigners visiting Tanzania. Therefore, it is a city that deserves this mode of transport to remain a competitive city not only in Africa, but also in the world.

Tanzania is a country gifted with natural world-fame wonders. Tourists visit Tanzania annually and, by the way, Dar es Salaam was ranked by *New York Times* as among '**Top 52 Places to Go**' in 2014.

What were the other options?

Dar es Salaam was Tanzania's administrative and commercial capital during the German and British colonial rule. In 1949 the British licensed the Dar es Salaam Motor Transport (DMT) to ferry passengers in Dar es Salaam. It was nationalised some 20 years later, given a new name, Usafiri Dar es Salaam (UDA), as the government battled with public transport problems in the city. Reports show UDA only met about 60 percent of urban transport needs and in 1983 the government allowed private operators which introduced buses (called ***daladala***) of all sizes. All options were virtually exhausted.

By the turn of the century, and with a gradual swelling motorisation, Dar es Salaam was groaning under a costly, unsafe, low capacity and low quality public transport system. Traffic was slow because of

congestion and pollution was on the rise. Dar es Salaam steady rising daytime population complicated provision of public transport in the city.

In 2012 the government introduced commuter trains as an intervention measure. Two trains ferry passengers in the morning and evening peak hours. The government also allowed passengers motorcycles and tricycles for hire. The motorcycles popularly known as *bodaboda* and tricycles known as *bajaj* have become integral part of Dar es Salaam city's transportation system.

Why not buses?

Since 1949 buses have plied Dar es Salaam roads hauling passengers with limited success because of multiple traffic problems. Reports show that as of 2014 some private 5,200 passenger buses were operating on the city roads. Despite the big number of buses, motorcycle and tricycles traffic problems remain. The Bus Rapid Transit is Dar es Salaam's high-capacity transport solution.

Why not metro?

The metro is defined worldwide as an underground train system. Tanzania cannot build a metro infrastructure. Such an infrastructure is too costly to consider as an option. Therefore a metro option is a ruled out option.

Why is the Dar es Salaam Rapid Transit being planned in phases?

It is being planned in phases essentially because of huge costs involved. The DART BRT scheme will be implemented in six phases. The first 20.9-kilometre phase is primarily funded by the World Bank. So far the World Bank has released 325 million USD and the Tanzania Government has committed 23.5 billion shillings to the project. The costs are, by and large, justified. For 20.9 km of trunk lanes are being built; 57.9 km of feeder routes, 5 terminals, 27 stations and 7 feeder stations. The first phase will provide useful experience to be exploited while executing the next five phases.

When will other phases be implemented?

The costs are a major and significant constraint in implementing this scheme. However, the 12-month designs contract for the 42.9-km corridor phase II and III was signed on February 25, 2011, therefore preparations for implementation of the two phases are in progress.

The long-term projection is to build 137 trunk lanes so that 90 percent of the city residents benefit from the BRT scheme by 2035.

SECTION 2 Dar es Salaam BRT Operations

What is DART?

DART is a short of Dar es Salaam Rapid Transit. For operational and administrative purposes, reference is made to DART Agency. The agency is the government eye in implementing the BRT scheme for Dar es Salaam city. The DART BRT scheme will be implemented in partnership with the private sector, to illustrate government resolve on and belief in the public private partnership (PPP) initiative. Successful investors will, naturally, expect a healthy level of return on investment. The core of the phase one operations will be provided under the PPP arrangement. The investors' trustworthy partner is the DART Agency.

When will Dar es Salaam BRT operations be launched?

The launch ceremony of the DART System Infrastructure Development on August 10, 2010 was graced with the presence of President Jakaya Kikwete. The focus is on phase one of the scheme. Phase 1 infrastructure is being implemented by the TANROADS USING private contractors – i.e STRABAG (building) and SMEC (consultants). Completion of all works is planned for end of this year. Services on the main trunk corridor on Morogoro Road (Kimara-Kivukoni) are planned to begin end of this year.

What is 'Interim Services'?

Interim Services are, in other words, trial services on the trunk lanes on the main trunk corridor.

Why was it necessary to have Interim Services?

Before the scheme become operation it was decided that there should be interim or trial services with dual advantages. First, the DART agency and the selected interim operator will gain operational experience and see whether or not services are being offered to commuters as per contractual obligations. Second, commuters will learn how to use the services offered and give DART agency feedback. It is expected during the interim services commuters will learn and become conversant with the use of buses and the physical infrastructure on the main trunk corridor. Passengers will learn to access stations and terminals through turnstiles where they will pay fares using contactless smart cards (CSC)

Who is going to offer the Interim Services?

The interim services will be offered by the UDA Rapid Transit (UDA-RT). The DART Agency appointed UDA-RT as the interim operator and the two parties signed a contract to that effect. Interim services were planned to start October, 2015

For how long will the Interim Services last?

The interim services will last for two years.

Why should Dar es Salaam residents not expect full services on all routes now?

Full services on all routes are impossible at the moment for a number of reasons. First and foremost, the BRT scheme is being built in phases. Second, even on the main trunk corridor (Kimara-Kivukoni) along

Morogoro Road services trial services are planned for October 2015. Third, there is the question of import component. Buses and other sophisticated equipment are imported. For example, UDA-RT will import and use high-capacity 18-foot articulated buses to carry 150 passengers and feeder buses 12-foot buses to carry 80 passengers. Imports are manufactured and delivered as per contracts.

What should Dar es Salaam residents expect regarding mobility and congestion in the short run?

Dar es Salaam residents who will use buses on BRT scheme buses should expect an increase on the level of mobility; there will be reduced traveling time. Again, those using scheme buses will never again experience the agony of traffic congestion because the buses will run on exclusive lanes.

However, on other roads congestion is bound to be there holding back the desired level of mobility.

What should Dar es Salaam residents expect when the system is finally mature with additional phases in 3-5 years?

They should expect to enjoy benefits of a modern public transport system offered at a reasonable cost but which meets international service standards. With buses operating on exclusive lanes, passengers are assured of trimmed down traveling time. Above all they will be having a public transport system that is environment friendly.

SECTION 3: Interim Service

How will interim services on the Dar es Salaam BRT scheme going to work?

BRT is a mass transit system that has a corridor of exclusive and segregated lanes, high capacity articulated buses and large closed stations that allow fare payment outside the trunk buses. During the interim period, buses will run on exclusive lanes. The major corridor will be fed by arterial roads.

How many buses will be available during the interim period?

There will be 140 buses with a total haulage capacity of 300,000 passengers a day.

What quality of service should passengers expect?

Passengers should expect quality services because there will not encounter traffic congestion. The articulated buses will offer a combination of stopping and express services on the trunk routes. Most stations have passing lanes to allow express buses to overtake stopping buses. Therefore, passengers on express buses have no cause to worry.

Just to increase commuter convenience, there will be feeder bus vehicles that will take passengers at and to feeder stops and stations, trunk terminals and other special feeder stations near trunk stations. But no passenger will enter a station a feeder bus without a contactless smart card.

On how many routes will the interim services be available?

The buses will serve passengers along Kimara-Kivukoni; Morroco-Magomeni and Kariakoo Fire-Gerezani stretches.

Will daladala buses continue to operate along the main trunk Kimara-Kivukoni during the interim period?

Absolutely. Daladala buses will be in business. But let it be very clear: no daladala or any other type of vehicle shall use the corridor of exclusive and segregated lanes. Daladala buses will use roads set aside for them. There will be transfer stations for the transfer of daladala passengers to the DART system, but this will be necessary when phases two and three are built.

Will there be mechanisms for passengers to channel their complaints the DART Agency?

(Answer must be sought from DART Agency)

SECTION 4: The ‘BRT and Me’

Where can I buy a ticket for the BRT?

Again for convenience, passengers will pay flat fares depending on whether they make use of trunk services, feeder services or a combination of both. Contactless smart cards will be sold and can be recharged at stations and terminals.

Ticket options: Ticket of one way, full day etc?

(Answer must be sought from DART Agency)

Boarding BRT buses with large baggage

(Answer must be sought from DARTR Agency)

Ends.