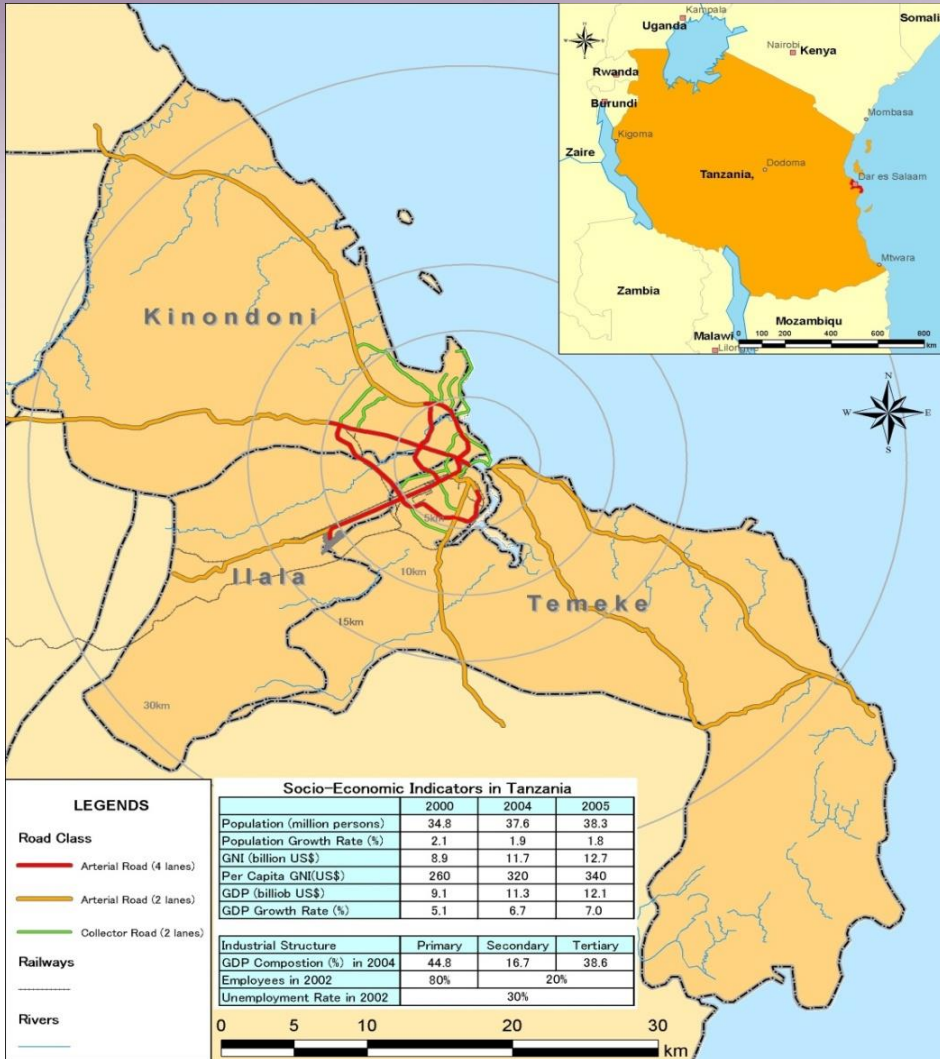


THE DAR RAPID TRANSIT (DART) PROJECT

Presentation by: Dar Rapid Transit Agency to HELPAGE International – March, 2014



BACKGROUND INFORMATION



- ❑ Dar es Salaam means the **Haven of Peace**
- ❑ The **commercial** city of Tanzania,
- ❑ Generates **84%** of government's domestic revenue
- ❑ Has the **largest urban population**
- ❑ Has **fastest growth of Vehicle ownership -20% /Year**
- ❑ City population (2012) is estimated to be **4.5** millions, with a yearly growth rate of **4.3%** (2002 Census)

PUBLIC TRANSPORT IN DAR ES SALAAM

- ❖ In 1949 Dar es Salaam Motors Transport Company (DMT) began Public Transport Services in Dar es Salaam.
- ❖ DMT was Nationalised in 1967.
- ❖ Government established Usafiri Dar es Salaam(UDA)
- ❖ UDA could not cope with public transportation demand, → overtaken by events.
- ❖ The public outcry for public transportation prompted the Government to act, allowing modified light trucks, pickups and minibuses to take the business.
- ➔ Public Transportation *became Chaotic, Unreliable, unsafe, fragmented and run unprofessionally using numerous low capacity vehicles.*

CURRENT URBAN TRANSPORT CHALLENGES

Rapid Growth of
Population

Insufficient
Infrastructure

Expansion of
Urban Areas

Emission from
Vehicles



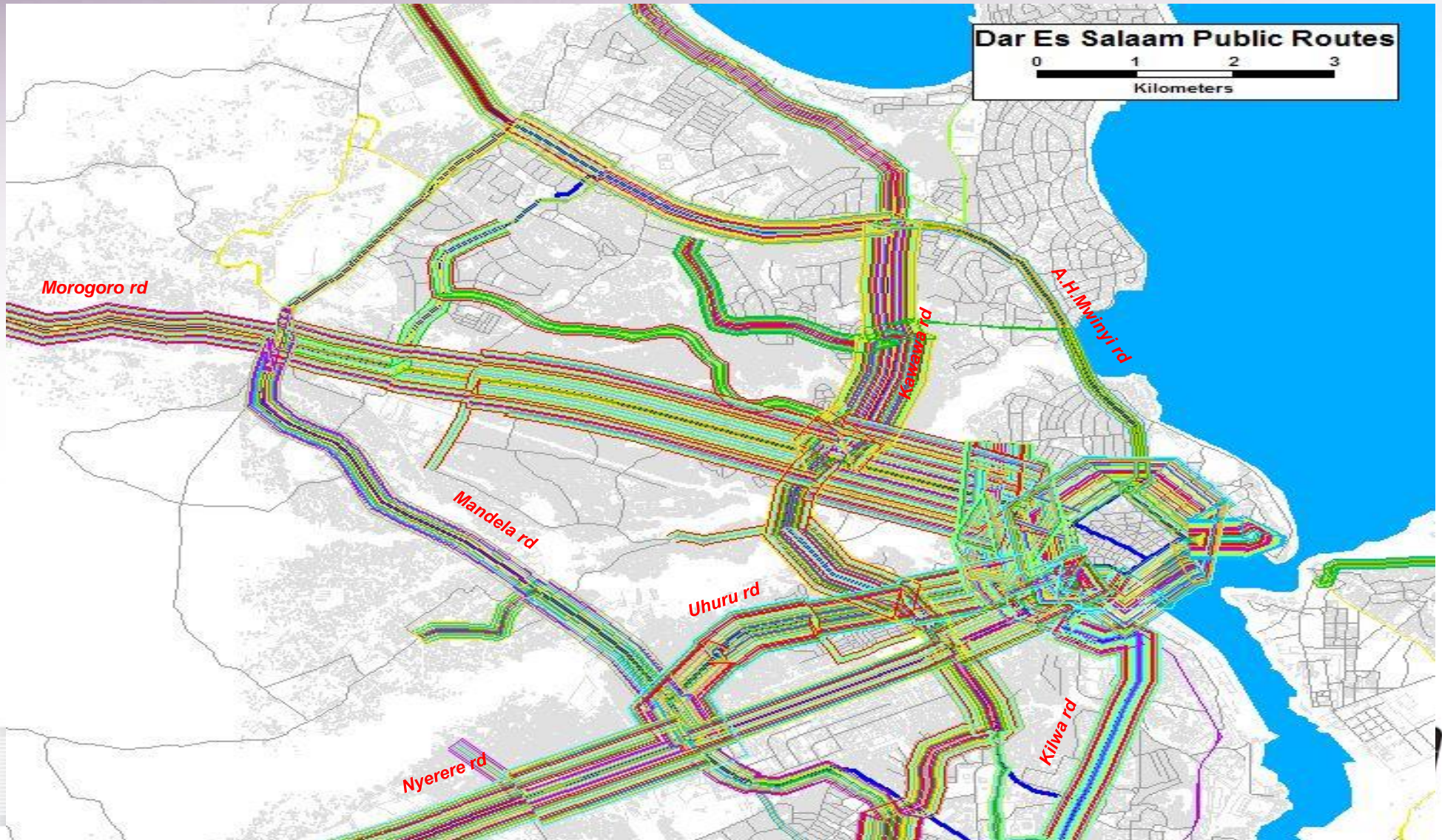
Congestion and
traffic jam

Inadequate
Traffic
Management

Air quality and
Health issues

DAR ES SALAAM DALADALA NETWORK

Daladala routes follow spine roads, aggravate congestion condition



PREVIOUS MEASURES TAKEN BY THE CITY



- Colour coding of buses in line with routes → 1995
- Restrict minibuses (17pax buses) entry to CBD and introduce City Bus (>25 pax) → 2008

A radical decision was made,

Bus Rapid Transit



Light Rail Transit



Underground Metro



Urban Rail



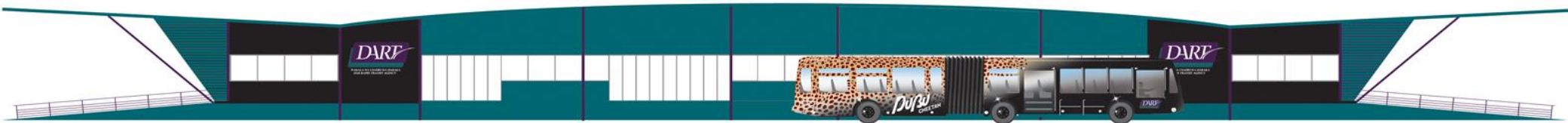
which mass transit



The Option for Dar es Salaam.....

The Bus Rapid Transit (BRT) System

Branded:



Dar Rapid Transit



DAR RAPID TRANSIT (DART) SYSTEM:

- ❖ To address the challenges the city of Dar es Salaam is implementing a Bus Rapid Transit (BRT) system, branded *Dar Rapid Transit (DART)*
- ❖ It is a **Bus-based Mass Transit system** which will operate on exclusive lanes, using high capacity buses (>140 pax).
- ❖ DART has been designed as a **Trunk & Feeder system.**

DART VISION

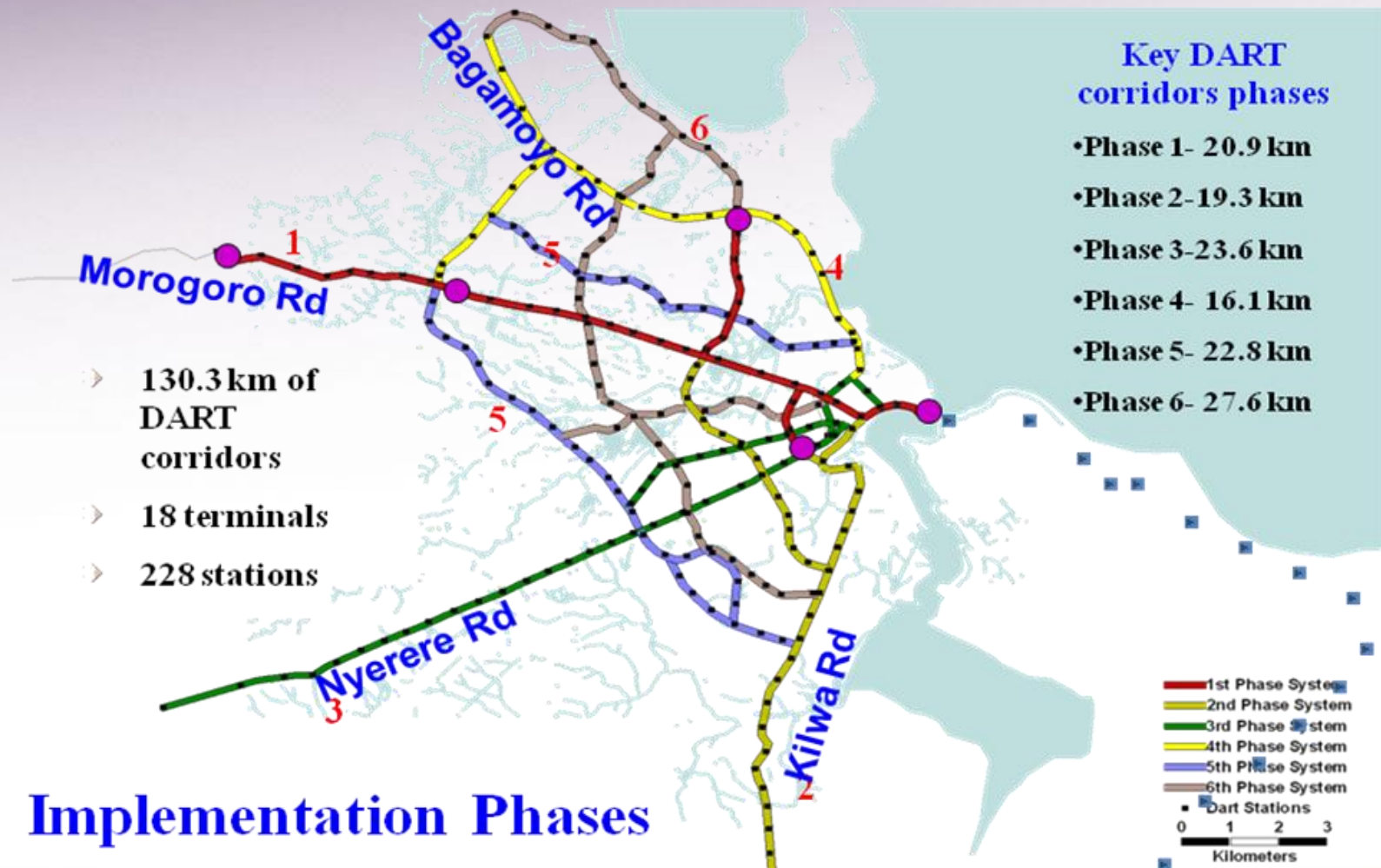
To have a modern public transport system at reasonable cost to users using high capacity buses that are environmentally friendly, operating on exclusive lanes and run on schedule.



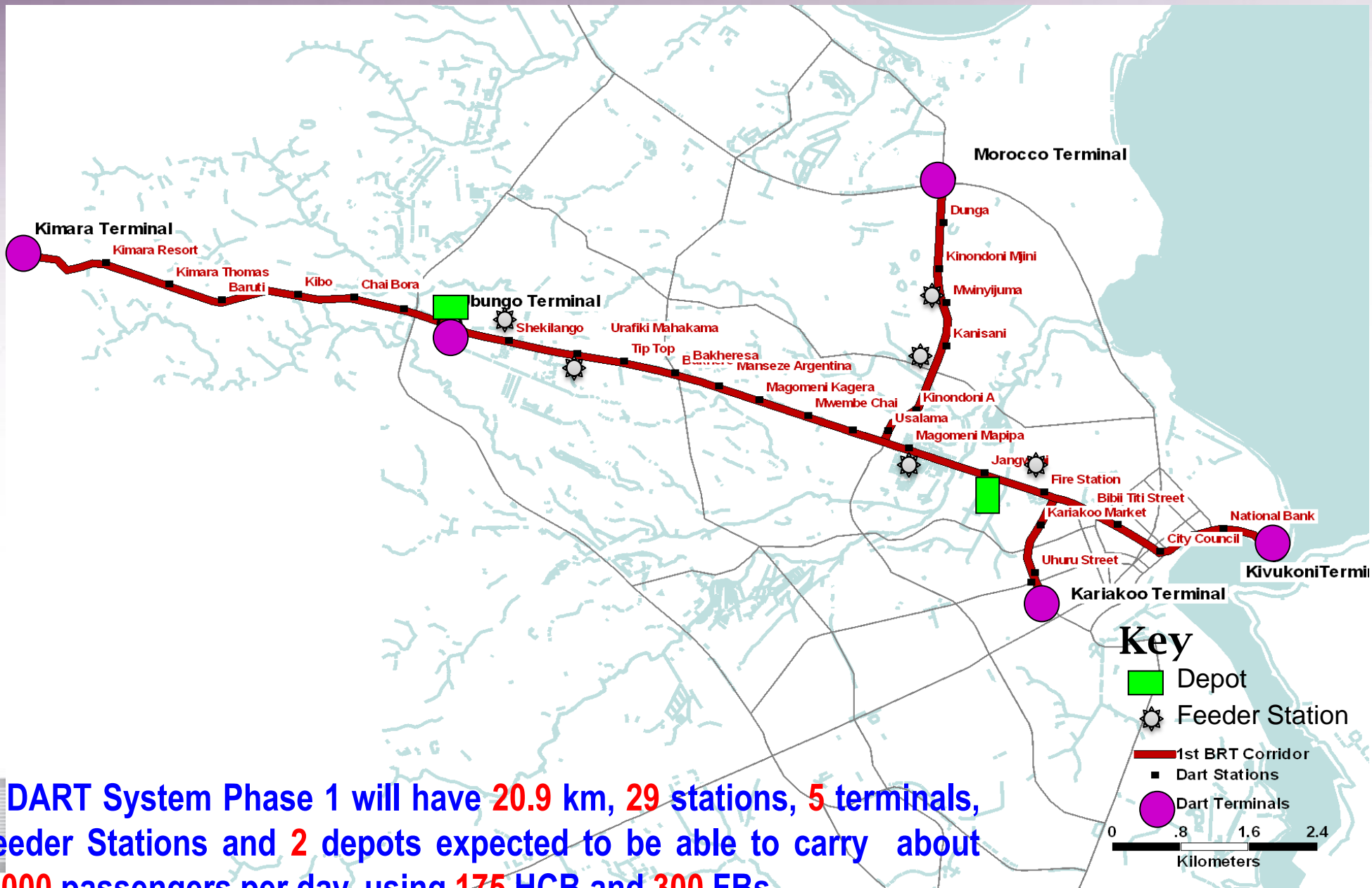
OBJECTIVES OF DART

- To **increase the level of mobility** of majority of residents enhancing their participation in a wide range of activities,
- To **promote the use of Non-Motorized Transport (NMT)** by providing and improving relevant facilities,
- To **meet the continuous increase of travel demand** of the City, and
- **Improve quality of urban development, landscape and proper land use plans** along the BRT corridor.

DART - IMPLEMENTATION PHASES

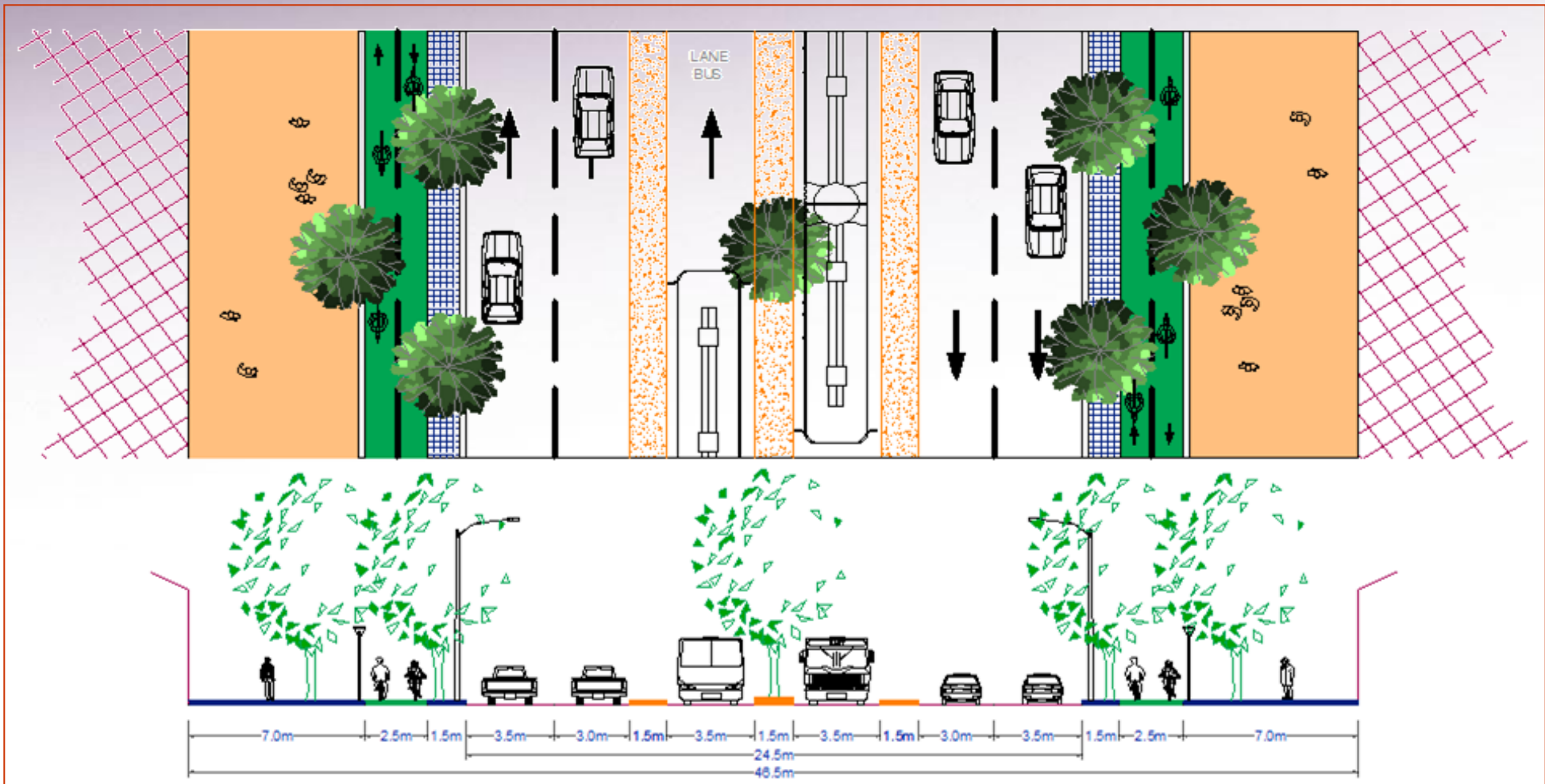


DART SYSTEM PHASE I ROAD CORRIDOR, STATIONS, TERMINALS AND DEPOTS

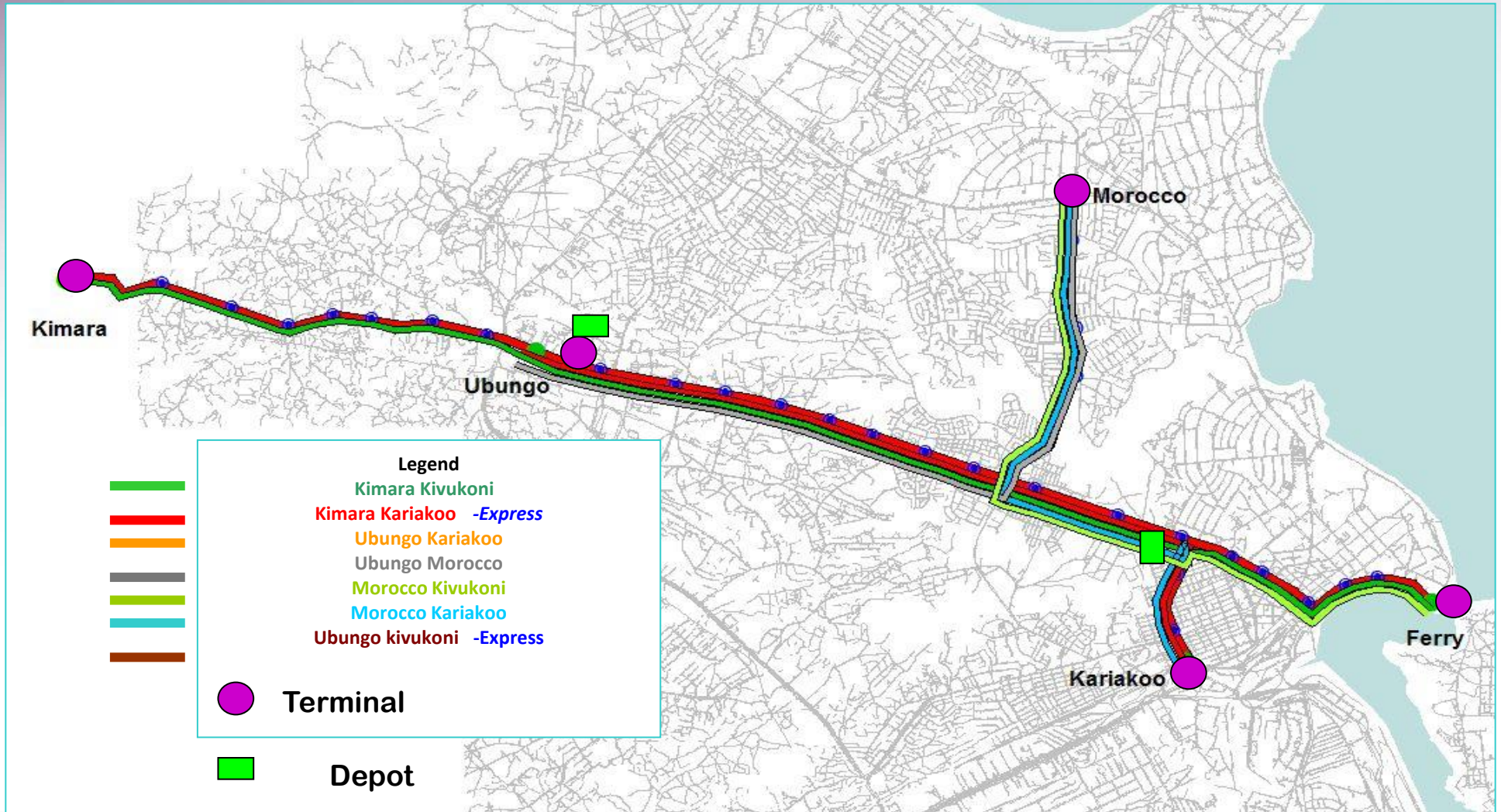


The DART System Phase 1 will have **20.9 km**, **29 stations**, **5 terminals**, **6 Feeder Stations** and **2 depots** expected to be able to carry about **406,000 passengers per day**, using **175 HCB** and **300 FBs**

TYPICAL CROSS SECTION OFF STATIONS



PHASE I - TRUNK SERVICES MAP



DART INFRASTRUCTURE

- **Exclusive bus lanes – 21km**
- **Bus depots – 2nos**
- **Terminals – 5nos**
- **Centrally located bus stations – 27Nos**
- **Pedestrian Bridges – 3nos (Kimara, Ubungo, Morocco)**
- **Pedestrian crossing facilities – at each station**
- **Feeder Stations – 4nos**

DART OPERATIONAL DESIGN

- **7 trunk , 2 express and 5 local services**
- **13 feeder routes and 4 stations**
- **Average 33 trunk buses/hr – peak hr and 10buses/hr off peak**
- **Average speed of 23km/hr for trunk and 17km/hr for feeder buses.**

Interim services

- DART infrastructure will not be completed at once.
- The road from Kimara to Kivukoni and Jangwani depot is expected to be completed by end of 2014 and the remaining by end of 2015
- Interim services with provisional services is eminent.

Interim Plan

- Start with a fleet of 20 trunk and 10 feeder buses
- Procurement of buses will require about TZS 10 billion
- Part of this consignment will be used to train bus operators
- Key payers need to mobilise resources for the interim services

HOW IS LOCAL INVOLVEMENT HARNESSSED?

3-fold plan to harness local involvement:

- 1. DART will facilitate cooperation and process of associating between international and local bidders in the tender process:**
 - **Assisting Daladala operators in company formation**
 - **Enabling communication between international bidders and local bidders**
- 2. Incorporate an incentive for including local content in the bid in the tender evaluation process as allowed per the PPP regulations.**

LOCAL INVOLVEMENT CONT...

3. Reserve a block of the capital required for the bidder to be invested by local daladala owners:

- 1. This block should be pre-set in the tender process;**
 - 2. To ensure that the bidder can rely on it in its financing process, the amount should be guaranteed by the Government.**
- This means that if uptake is low and daladala owners in the end do not invest, Government will put up the capital.**

DART INVESTMENT OPPORTUNITIES

- **Fare collection business, related facilities and electronic gadgets,**
- **Bus operation business and related services within and around the bus depots,**
- **Fund management and banking opportunities,**
- **Hotels and restaurants investments along the corridor, terminals and depots,**
- **Shopping mall and parking facilities along the corridor and around terminals.**

OTHER OPPORTUNITIES

- DART is designed for all categories of riders
- Construction and provision of Park and Ride facilities is prerequisite with the vicinity of the terminals
- Appropriate sites have been identified however, there is no provision in the system development.

CHALLENGES ENCOUNTERED IN IMPLEMENTATION

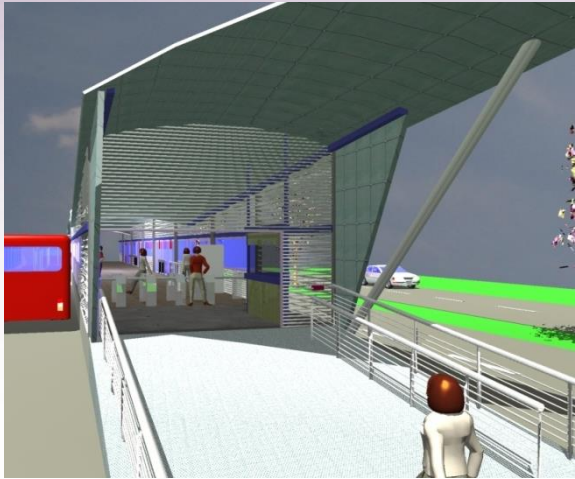
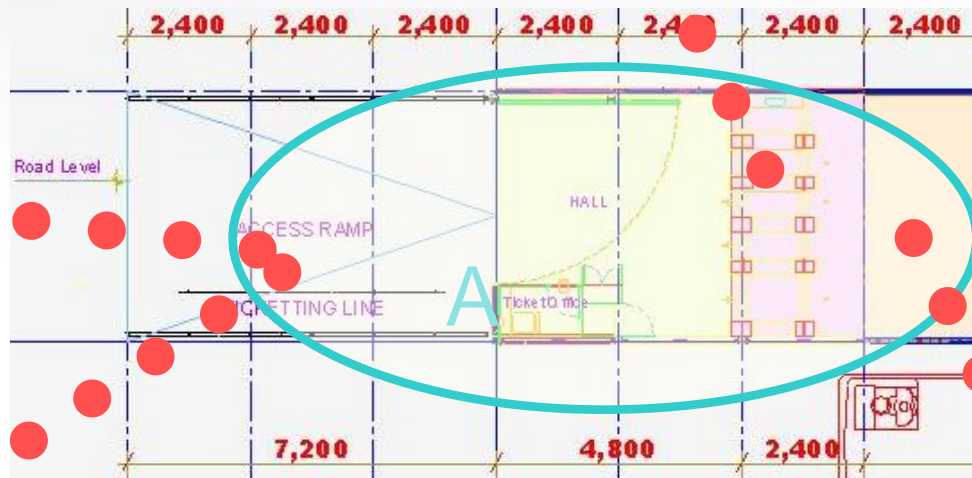
- ❑ The tendering process failed in September 2008 after receipt of non-responsive bids.
- ❑ retendering was done after splitting the initially large single package into seven smaller packages with buildings related works separated from road works.
- ❑ implementation has proven to be complex and many delays have been encountered.
- ❑ Implementation of Resettlement Action Plan, whereby some PAPs were unwilling to give way to the project development.

THE WAY FORWARD

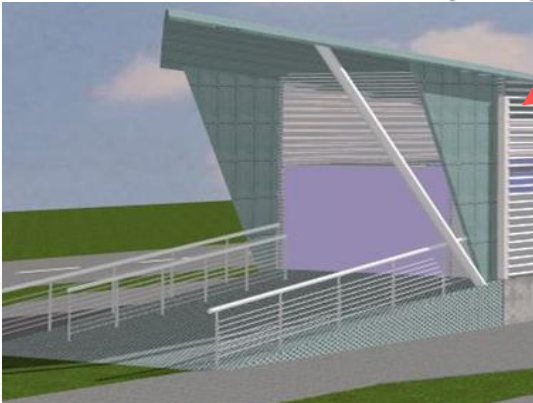
- ❖ Ensure the system is operational in mid 2015 with an interim service in 2014.
- ❖ Finalise Design of Phase 2 and 3 by Mid 2014
- ❖ Phase 2 and 3 fund request launched to ADB
- ❖ Design of DART communication centre and offices is completed and constructed by end of 2014.
- ❖ Speed up procurement of system operators.
- ❖ Daladala owners organised by May 2014
- ❖ Capacity Building for DART Agency Staff and key stakeholders



•The Transom Control Units



•The Access Ramp both for Disabled and other people



**IMPROVED ACCESSIBILITY
AND MOBILITY**

**ECO-FRIENDLY
TRANSPORTATION:
* EMISSION REDUCTION**

**ADVANTAGES OF THE
DART SYSTEM**

**CONVENIENT AND SAFE
PUBLIC TRANSPORT**

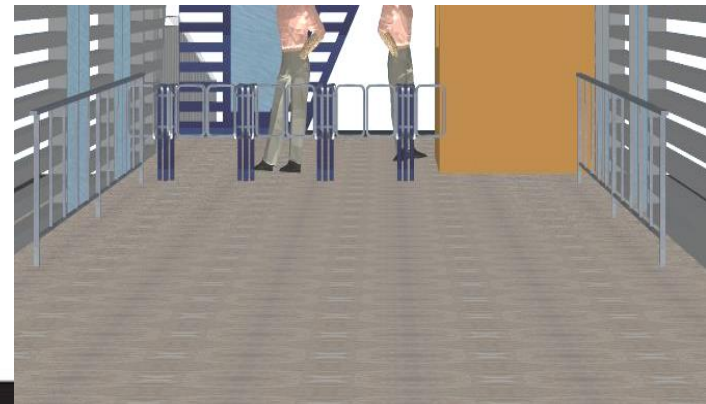
**EFFICIENT USE OF
URBAN SPACE**

DART- Station on a Typical Site



Floor Finishing.

- Heavy duty Porcelain Tiles
- Aesthetically appealing
- Wide colour range and patterns
- Easy to clean
- Can withstand heavy traffic



Digital Signage

- Good visible location
- Flexibility of changes





THANK YOU ALL.

