

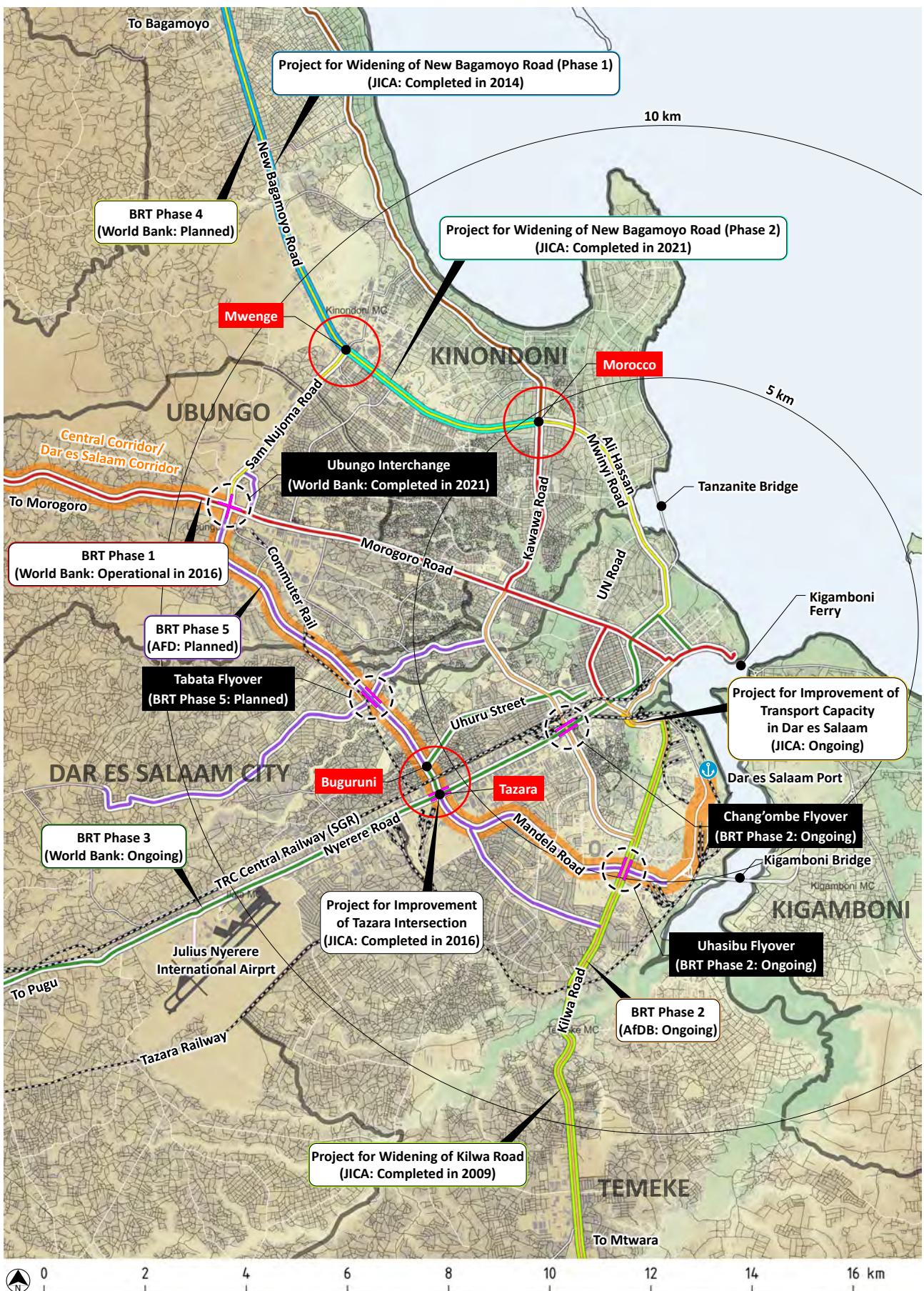
**MINISTRY OF WORKS  
UNITED REPUBLIC OF TANZANIA**

**Preparatory Survey for  
Dar es Salaam Intersection Improvement Project  
in the United Republic of Tanzania**

**ABBREVIATED RESETTLEMENT ACTION PLAN  
(ARAP)**

**July 2025**

**JAPAN INTERNATIONAL COOPERATION AGENCY**  
**ORIENTAL CONSULTANTS GLOBAL CO., LTD.**  
**EIGHT-JAPAN ENGINEERING CONSULTANTS INC.**  
**NIPPON KOEI CO., LTD.**  
**INGEROSEC CORPORATION**



<b>1. Executive Summary .....</b>	<b>1</b>
<b>2. Acknowledgement.....</b>	<b>3</b>
<b>3. Background of the Project .....</b>	<b>4</b>
3.1 Project Description .....	4
3.2 ARAP Objectives.....	5
3.3 Disclosure of the ARAP .....	5
3.4 Guiding Principles of the ARAP.....	6
3.5 Defining PAPs .....	6
3.6 Methodology and Approaches .....	7
3.7 Report Structure .....	9
<b>4. Identification of Impacts and Measures to Minimize Resettlement.....</b>	<b>10</b>
4.1 Location of the Area To Be Affected .....	10
4.2 Activities that Will Lead to Resettlement Impact .....	10
4.3 Measures to Minimize Relocation as Much as Possible During Project Implementation.....	11
4.4 Beneficiaries of Compensation and Livelihood Restoration Assistance.....	11
<b>5. Legal Framework of Land Acquisition and Resettlement .....</b>	<b>12</b>
5.1 Tanzanian Legal Framework .....	12
5.2 Description of JICA Policies on Land Acquisition and Resettlement .....	16
5.3 Gap Analysis between JICA Policies and Tanzanian Laws and Legislation on Land Acquisition and Resettlement.....	17
5.4 Summary of the Compensation and Assistance Policy of the Project.....	22
<b>6. Location and Size of Land Acquisition and Resettlement.....</b>	<b>24</b>
6.1 Land and Asset Survey.....	24
6.2 Census Survey .....	29
6.3 Market Price Survey.....	33
6.4 Socio-Economic Condition of the Land and Structure PAPs .....	35
6.5 Socio-Economic Condition of the Street Vendors.....	39
<b>7. Measures of Compensation and Assistance .....</b>	<b>54</b>
7.1 Eligible PAHs/PAPs.....	54
7.2 Cut-Off Date.....	54
7.3 Entitlement Matrix.....	54
<b>8. Stakeholder Consultations .....</b>	<b>58</b>
8.1 Objectives of stakeholder consultation.....	58
8.2 Status of stakeholder consultations .....	58
<b>9. Grievance Redress Mechanism .....</b>	<b>67</b>
9.1 Disputes procedures under existing national laws .....	67
9.2 Grievance Committees .....	67
9.3 Responsibilities of the Grievance Redress Committees .....	68
9.4 Process of Handling Grievances .....	68

<b>10. Implementation Structure .....</b>	<b>69</b>
10.1 Institutional Arrangements for the ARAP .....	69
10.2 TANROADS.....	69
10.3 Ministry of Finance.....	70
10.4 Ministry of Lands, Housing and Urban Development .....	70
10.5 Kinondoni Municipal Council (KMC) .....	70
10.6 Ward and Mtaa .....	71
10.7 Reputable independent local NGO .....	71
<b>11. Implementation Schedule.....</b>	<b>72</b>
11.1 Implementation Schedule.....	72
<b>12. Cost and Budget .....</b>	<b>74</b>
12.1 Funding Agency .....	74
12.2 Estimated Costs for the Compensation and Assistances .....	74
<b>13. Monitoring and Evaluation of Overall Resettlement Actions.....</b>	<b>76</b>
13.1 Targeted Monitoring and Evaluation.....	76
13.2 Verifiable Indicators .....	76
13.3 Methods of Monitoring and Evaluation .....	76
13.4 Proposed Monitoring Forms .....	78
<b>14. Conclusions and Recommendations.....</b>	<b>80</b>
14.1 Conclusions.....	80
14.2 Recommendations .....	80
<b>15. Appendix .....</b>	<b>81</b>
15.1 Records of Stakeholder Meetings and Community Meetings .....	81
15.2 List of Affected Land, Structure and Business .....	102
15.3 Estimated Budget for Compensations and Assistances by the Order of Tanzanian Legal Frame).....	111

	Page
Figure 6.1.1 Locations of Land Acquisition at Mwenge Intersection (in pink color) .....	26
Figure 6.1.2 Locations of Land Acquisition at Morocco Intersection (in pink color).....	26
Figure 6.5.1 Mwenge Intersection Weekday Street Vendor Distribution .....	41
Figure 6.5.2 Morocco Intersection Weekday Street Vendor Distribution.....	41
Figure 6.5.3 Mwenge Intersection Weekend Street Vendor Distribution.....	42
Figure 6.5.4 Morocco Intersection Weekend Street Vendor Distribution .....	42
Figure 6.5.5 Age Distribution of Street Vendors .....	43
Figure 6.5.6 Working Hours of Street Vendors .....	45
Figure 6.5.7 Full Time/Part Time Work Style of Street Vendors.....	45
Figure 6.5.8 Vending Tools and Styles.....	47
Figure 8.2.1 Stakeholder meeting held on 28th June 2024 .....	60
Figure 8.2.2 Mwenge community meeting held on 01 <sup>st</sup> July 2024.....	61
Figure 8.2.3 Morocco community meeting held on 04th July 2024 .....	61

	Page
Table 3.1.1 Project Affected Municipality, Wards and Mtaa .....	5
Table 5.2.1 The Key Principles of JICA Policies on Involuntary Resettlement.....	16
Table 5.3.1 Gap Analysis.....	18
Table 5.4.1 Summary of the Compensation and Assistance Policy of the Project.....	22
Table 6.1.1 Summary of Land Requirement .....	24
Table 6.1.2 Affected Land at Mwenge and Morocco Intersections .....	25
Table 6.1.3 Summary of Affected Structures.....	27
Table 6.1.4 Affected Structures, Ownership, and Significance of Impact.....	27
Table 6.1.5 Affected Utilities.....	28
Table 6.2.1 Summary of PAPs/residential PAH.....	30
Table 6.2.2 List of Tenants to be Affected (Not including street vendors) .....	31
Table 6.3.1 Land Value Rates .....	34
Table 6.3.2 Structure and Rental Value Rates .....	35
Table 6.4.1 Number of Business Interviewed .....	35
Table 6.4.2 Items for Sale .....	36
Table 6.4.3 Number of Months/Years Operating at the Location.....	36
Table 6.4.4 Rental Payment .....	37
Table 6.4.5 Style of Business Management .....	37
Table 6.4.6 Stall/Assets/Space Ownership at Different Location.....	37
Table 6.4.7 Source of Capital to Set Up the Business .....	37
Table 6.4.8 Source of Capital to Maintain the Level of Stock for the Business.....	38
Table 6.4.9 Area Strengths for Business .....	38
Table 6.4.10 Experience on Change of Location in the Past.....	38
Table 6.4.11 Necessity of Business Closure during the Construction Phase and in the Operation Phase.....	39
Table 6.4.12 Opinion about Relocation .....	39
Table 6.4.13 Overall Opinion for the Project .....	39
Table 6.5.1 Total number of vendors interviewed .....	40
Table 6.5.2 Age Distribution of Street Vendors .....	43
Table 6.5.3 Gender of Street Vendors .....	43
Table 6.5.4 Marital Status of Street Vendors.....	44
Table 6.5.5 Education of Street Vendors .....	44
Table 6.5.6 Religion of Street Vendors.....	44
Table 6.5.7 Seasonal/Year-Round Operation.....	45
Table 6.5.8 Items for Sale .....	45
Table 6.5.9 Vending Style .....	46
Table 6.5.10 Vending Tools .....	47
Table 6.5.11 Stall/main assets ownership .....	47
Table 6.5.12 Number of months/years since started the business.....	48
Table 6.5.13 Number of months/years since operating at the location .....	48
Table 6.5.14 Experience of Relocation due to Road Project .....	48
Table 6.5.15 Payment for the Location.....	48
Table 6.5.16 Activities During Non-Business Hours.....	49
Table 6.5.17 Style of Management .....	49
Table 6.5.18 Vending Activities at Different Location .....	49

---

Table 6.5.19 Source of Capital to Start the Business .....	49
Table 6.5.20 Source of Capital to Maintain the Level of Stock .....	50
Table 6.5.21 Number of Working Members in the Household.....	50
Table 6.5.22 Contribution of business income in the whole household income .....	50
Table 6.5.23 Vulnerability of the Household.....	51
Table 6.5.24 Strengths of the Location.....	51
Table 6.5.25 Experience of Conflict.....	51
Table 6.5.26 Necessity of Business Closure During the Construction Phase.....	52
Table 6.5.27 Mitigation Measures During the Construction Phase.....	52
Table 6.5.28 Business Closure in the Operation Phase.....	52
Table 6.5.29 Mitigation Measures During the Operation Phase .....	52
Table 6.5.30 Overall Opinion for the Project.....	53
Table 7.3.1 Entitlement Matrix for the PAPs.....	55
Table 9.2.1 Grievance Committees.....	67
Table 10.1.1 Institutional Roles and Responsibilities in ARAP Implementation.....	69
Table 10.5.1 Committees and Responsibilities for RAP Implementation.....	71
Table 11.1.1 Provisional Schedule for Implementing the ARAP .....	73
Table 12.2.1 Estimated Costs for the Compensation and Assistances .....	75
Table 13.2.1 Proposed Indicators for Monitoring and Evaluation.....	76
Table 13.3.1 Responsible Stakeholders in ARAP Monitoring and Evaluation .....	77
Table 13.4.1 Progress monitoring form (for monitoring of compensation and support payments (person/TZS), relocation (number of cases), land acquisition (number of cases, m <sup>2</sup> ), number of complaints filed and resolved, etc.) .....	79
Table 13.4.2 Event monitoring form (Records of committees, grievances, etc.) .....	79

## List of Abbreviations

<b>A</b>	AFD	Agence française de développement
	AfDB	African Development Bank
	ARAP	Abbreviated Resettlement Action Plan
<b>B</b>	BRT	Bus Rapid Transit
<b>C</b>	CCTV	Closed-circuit Television
	CDO	Community Development Officer
	CMM	Community meetings
	Col	Corridors of Impact
<b>D</b>	DART	Dar es Salaam Rapid Transit
	DAWASA	Dar es Salaam Water and Sewerage Authority
	DCC	Dar es Salaam City Council
	DMDP	Dar es Salaam Metropolitan Development Project
	DSM	Dar es Salaam
	DSM-RAS	Dar es Salaam Regional Administrative Secretary
<b>E</b>	EHS	Environmental, Health and Safety
	EIA	Environmental Impact Assessment
	EIS	Environmental Impact Statement
	EMP	Environmental Management Plan
	EMoP	Environmental Monitoring Plan
	ESF	Environmental and Social Frameworks
	ESIA	Environmental and Social Impact Assessment
	ESMP	Environmental and Social Management Plan

---

	ESS	Environmental and Social Standards
	EU	European Union
<b>G</b>	GoJ	Government of Japan
	GoT	Government of Tanzania
	GRC	Grievance Redress Committee
<b>H</b>	HIV	Human Immunodeficiency Virus
	HSMP	Health and Safety Management Plan
	HSSE	Health, Safety, Security and Environment
<b>I</b>	IEE	Initial Environmental Examination
	IFC	International Finance Corporation
	ISO	International Organization for Standardization
	ITS	Intelligent Transport System
<b>J</b>	JICA	Japan International Cooperation Agency
	JICA GL	JICA Guidelines for Environmental and Social Considerations (January 2022)
	JNIA	Julius Nyerere International Airport
	JPY	Japanese Yen
<b>K</b>	KMC	Kinondoni Municipal Council
<b>L</b>	LGA	Local Government Authority
<b>M</b>	M/P	Master Plan
	MC	Municipal Council
	MD	Municipal Director
	MDGs	Millennium Development Goals
	MOFP	Ministry of Finance and Planning
	MOHA	Ministry of Home Affairs
	MOLHHSD	Ministry of Land, Housing and Human Settlements Development
	MOW	Ministry of Works
	MOWT	Ministry of Works and Transport
<b>N</b>	NBS	National Bureau of Statistics
	NEAP	National Environmental Action Plan
	NEMC	National Environment Management Council
	NGO	Non-Governmental Organisation
	NHC	National Housing Corporation
	NPV	Net Present Value
<b>O</b>	ODA	Official Development Assistance
	OECD	Organisation for Economic Co-operation and Development
	OSHA	Occupational Safety and Health Authority
<b>P</b>	PAH	Project Affected Household
	PAP	Project Affected Person
	PIT	Project Implementation Team
	PO-RALG	President Office, Regional Administration and Local Government
<b>R</b>	RAP	Resettlement Action Plan
	ROW	Right of Way
<b>S</b>	SEA	Strategic Environmental Assessment
	SHM	Stakeholder Meeting
<b>T</b>	TANESCO	Tanzania Electric Supply Company Limited
	TANROADS	Tanzania National Roads Agency
	TanTIP	Tanzania Transport Integrated Project
	TAZARA	Tanzania-Zambia Railway
	TDV	Tanzania Development Vision
	TIB	Tanzania Investment Bank
	TOD	Transit Oriented Development
	TOR	Terms of Reference
	TSIP	Transport Sector Investment Programme
	TZS	Tanzanian Shilling
<b>U</b>	US	United States
	USD	United States Dollar
<b>W</b>	WB	World Bank
	WHO	World Health Organisation



# 1. Executive Summary

## E1 Background

Dar es Salaam, Tanzania's economic hub, suffers from severe traffic congestion due to rapid population growth and motorization. To address this, a phased Bus Rapid Transit (BRT) system is being developed with support from international organizations like the World Bank and AfDB. However, BRT alone cannot meet rising transport demands.

In 2018, JICA and the Tanzanian government revised the city's Urban Transport Master Plan (2018–2040), proposing Intelligent Transport Systems, intersection upgrades, public transport terminals, and urban rail development. A 2020 JICA follow-up survey recommended grade separations at key intersections on New Bagamoyo and Nelson Mandela Roads.

In response, the Tanzanian government, via TANROADS, requested JICA support for the Mwenge and Morocco Intersection improvements. These intersections lie within Kinondoni Municipal Council, one of five in Dar es Salaam, and involve multiple wards such as Mikocheni, Kinondoni, and Msasani.

## E2 Objective of Resettlement Action Plan

The construction of flyovers at Mwenge and Morocco will require land acquisition, affecting nearby properties and utilities. This ARAP (Abbreviated Resettlement Action Plan) outlines resettlement and compensation measures for Project Affected Persons (PAPs). It aims to minimize displacement, restore or improve livelihoods, and ensure fair, timely compensation. The plan includes community engagement, relocation support, grievance mechanisms, and institutional arrangements for implementation.

## E3 Scope of Development of Resettlement Action Plan

Among others, the activities undertaken for developing the Abbreviated Resettlement Action Plan include the followings:

- (i) Literature review
- (ii) Data Configuration
- (iii) Detailed land survey and site visit
- (iv) Socio-Economic Survey of PAPs and Businesses
- (v) Socio-Economic Survey of Street Vendors
- (vi) Market Price Survey
- (vii) Stakeholder and Community Consultations

---

#### E4 Compensation and Rehabilitation Measures

The compensation and rehabilitation measures provided in this ARAP are tentative ones proposed for the Feasibility Study purpose. Final, actual measures shall be confirmed in the later phase of the Project, after the final Project Area is agreed by GoT and GoJ, during or after the Detailed Design phase.

Following the laws of GoT and the JICA Guidelines, following compensation and assistances are proposed for persons and businesses to be affected by the Project.

- PAPs with legal or traditional land rights will be compensated for the loss of land and assets attached to the land, and will receive livelihood restoration and relocation assistance.
- PAPs who lose commercial assets on public and private land but do not have land titles will receive relocation assistance and compensation for lost income opportunities.
- PAPs who are business tenants will be compensated for the loss of investments in lost properties and will receive livelihood restoration and relocation assistance.
- PAPs who lose their businesses, incomes and salaries will receive compensation for lost income.
- PAHs/PAPs who belong to vulnerable groups will receive additional assistance.

#### E5 Public Consultation

Comprehensive consultation meetings with various stakeholders were carried out in the Scoping Phase and in the Reporting Phase. These consultations were aimed to involve the communities and other stakeholders and seek their views on the Project plan and design, on the environmental and social impacts, and on the resettlement issues.

General consultation with Government Institutions who are the stakeholders of the Project were held with officials from TANROADS (Dar es Salaam Region), Officials from Kinondoni Municipal Council, National Housing Cooperation (NHC), Dar es Salaam Commuter Bus, Owners Association (DARCOBOA), Dar es Salaam Water Supply and Sanitation Authority (DAWASA), Dar es Salaam Rapid Transit Agency (DART), and Tanzania Electric Supply Company Limited (TANESCO).

Community meetings were also conducted near to the 2 target intersections, inviting interested local residents, businesses and officials from affected Wards and Mtaas, including Kijitonyama Ward, Mikocheni Ward, Makongo Ward, Mwenge Mtaa, Mikocheno B Mtaa, and Mlalakuwa Mtaa.

#### E6 Cost of ARAP Implementation

Preliminary cost estimation was done based on the Feasibility Study and following the JICA Guidelines. The final cost will be determined in the Detailed Design Phase.

## **2. Acknowledgement**

The RAP team wishes to convey heartfelt thanks and appreciation to all stakeholders who in one way or other supported the completion of this work. Thanks very much all of you. Special thanks to Kinondoni Municipal Council and TANROADS Dar es Salaam Regional Office, TANROADS and DART Headquarters for their prompt assistance during the fieldwork. We also appreciate many stakeholder institutions to be affected by the Project for their attendance in the Stakeholder Meetings and interviews and providing advises and opinions about the Project. Last but not least we thank Regional Admirative Secretary Offices in Dar es Salaam and respective mutaa and mutaa leaderships for their cooperation and assistance.

---

# 3. Background of the Project

## 3.1 Project Description

Dar es Salaam is the main economic center of the United Republic of Tanzania and faces severe traffic congestion due to rapid population growth and motorization. This problem has evolved into a significant social concern for the city. In order to reduce congestion and improve public transport, a phased development of the Bus Rapid Transit (BRT) system is underway with the support of international organizations such as the World Bank (WB), the African Development Bank (AfDB), and Agence française de développement (AFD). However, the implementation of BRT alone cannot be sufficient to meet the growing demand for transportation.

In 2018, the Japan International Cooperation Agency (JICA) conducted the “Project for Revision of Dar es Salaam Urban Transport Master Plan” in collaboration with the relevant organizations of the Government of Tanzania and formulated the Master Plan for Urban Transport in Dar es Salaam 2018-2040 (referred to as the “revised M/P”). The revised M/P proposed the introduction of Intelligent Transport System (ITS), improvement of intersections (specifically, eleven (11) major intersections), development of public transport terminals, and development of urban railways within the city to address chronic traffic congestion and make efficient use of existing road infrastructure.

In 2020, JICA conducted a follow-up survey called the “Data Collection Survey on Urban Transportation in Dar es Salaam” to confirm the progress of implementation of the recommended priority projects and the need for further support through Japanese ODA loan or grant. This data collection survey recommended the implementation of grade separations along New Bagamoyo Road at Mwenge and Morocco intersections and a continuous grade separation along Nelson Mandela Road between Buguruni and Tazara intersections.

With this recommendation, the Government of Tanzania, through the Tanzania National Roads Agency (TANROADS), requested JICA to support the grade separation project at these major intersections, and JICA decided to conduct a feasibility study called the “Preparatory Survey for Dar es Salaam Intersection Improvement Project”.

The proposed Mwenge and Morocco Intersections project, administratively is located within the Kinondoni Municipal Council (KMC) of the Dar es Salaam Region, Tanzania. The KMC is among the five Municipal Councils of the Dar es Salaam Region, the other four being the Ilala, Kigamboni, Ubungo and Temeke Municipal Councils. The KMC was established on 2000 under the Local Government (Urban Authorities) Act, 1982 No. 8 Sections 8 and 9 and has a total area of 321 square kilometres. Mwenge Intersection is found within the Mikocheni, Makongo and Kijitonyama Wards while Morocco intersection is within the Msasani, Kinondoni, Mwananyamala and Mikocheni Wards (table 1.2 below). The provisional coordinates of the Mwenge Intersection are  $06^{\circ}45'52.70$  south and  $-39^{\circ}13'46.41''$  east; and Morocco Intersection are  $06^{\circ}46'37.10$  south and  $-39^{\circ}15'50.79''$  east.

**Table 3.1.1 Project Affected Municipality, Wards and Mtaa**

<b>Sn</b>	<b>Intersection</b>	<b>Region</b>	<b>Municipal</b>	<b>Wards</b>	<b>Mtaa</b>
1.	Mwenge	Dar es Salaam	Kinondoni	Mikocheni	Mikocheni B
				Makongo	Mlalakuwa
				Kijitonyama	Mwenge
2.	Morocco	Dar es Salaam	Kinondoni	Msasani	Mikoroshini
				Kinondoni	Kumbukumbu
				Mwanayamala	Bwawani
				Mikocheni	Regency Estate

Source: JICA Survey Team

### **3.2 ARAP Objectives**

Construction of the Intersections at Mwenge and Morocco will require expanding the road space to accommodate the flyover, thus properties, business and several utilities that are located within the Mwenge and Morocco intersections proximity will have to be moved out to pave the way for the construction of the intersections. The main objective of this ARAP is to provide an agreed plan for the resettlement and compensation of PAPs by construction of flyover at Mwenge and Morocco Intersections. The plan provides a roadmap for resettlement and compensation of the PAPs and assets they own or use. To this end the main objectives of this ARAP is to:

- Minimize involuntarily (resettlement) taking of the land and impact on livelihoods through modification in design as much as possible;
- And if there are some impacts, as is the case of this project, then put mechanisms in place under this ARAP to assist the PAPs in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-project level.

Specific objectives of ARAP preparations are to:

- Develop mitigation measures to ensure that the affected people are not worse off as a result of the project and at least their livelihoods are restored to that of before the project.
- Engage PAPs and communities to gain understanding of project objectives and impacts
- Involve PAPs and other stakeholders in developing a plan for relocation and compensation for lost assets
- Provide information that will be used to implement the resettlement plan; and
- Put down the grievance mechanisms which will be used during the ARAP implementation; and outline institutional arrangements for the implementation of the ARAP

In addition, the proposed resettlement actions and measures will ensure:

- The provision of timely and fair compensation, with the ultimate goal that all project-affected persons would be compensated at least to restore their pre-project living standard levels;
- Necessary assistance for relocation to all PAPs whose property /home will be completely demolished, before displacement.

### **3.3 Disclosure of the ARAP**

This ARAP will be reviewed approved by JICA to put the Project toward implementation. The approved ARAP report will be available to the public at the following places:

- TANROADS Office/website
- DART website
- Ministry of Works and Transportation
- Offices of Dar es Salaam Region, Kinondoni Municipal Council, Ward Executive Office of Mikocheni, Makongo and Kijitonyama Msasani, and Mwanayamala.
- JICA website

---

In the Implementation Phase, a summary of information about the type of affected people and impact and the entitlement matrix must be translated into Kiswahili and distributed among the affected communities as part of the disclosure.

### **3.4 Guiding Principles of the ARAP**

This ARAP has been prepared consistent with the applicable policy provisions of the GoT and those of the JICA. This ARAP has been prepared as the proposed project and will involve land acquisition and displacement affecting shelter, livelihood and associated impacts. The ARAP presents an inventory of people likely to be affected by development of the road and assets that are likely to be displaced by the project and the proposed compensation and resettlement packages.

Specifically, the ARAP is prepared in order to:

- Ensure that the land acquisition process is per the requirements of the JICA Guidelines (2022) and those of the Tanzania
- Raise awareness of the project and its consequences among the general public and particularly among those people who will be directly affected by the project;
- Set out strategies to mitigate against adverse effects suffered by the PAP including provision of channels and platforms for negotiations;
- Assess the potential extent of involuntary resettlement relating to the Project;
- Identify the possible impacts of such resettlement;
- Identify and quantify different categories of PAPs who will require some form of assistance, compensation, rehabilitation or relocation;
- Provide guidelines to stakeholders participating in the mitigation of adverse social impacts of the project;
- To establish, explain and put in place the mechanism for grievances; and
- Estimate the costs necessary for resettlement and compensation.

### **3.5 Defining PAPs**

PAPs are those who have been or will be affected directly socially and economically by the project activities. PAPs include individuals and institutions with various interests in the land that is within the Project Area. PAPs should include all the economically and/or physically displaced persons, even those who may not be protected under the national land compensation legislation. The PAPs have been analyzed as follows.

#### **Affected Individual**

This is an individual who suffers a loss of assets or investments, land and property and/or access to natural and/or economical resources as a result of the proposed project activities. For example, an affected individual is a person whose farms, or who has built a structure on land that is now required by the project for purposes other than farming or residence by the initial individuals.

#### **Affected Household**

A household is affected if one or more of its members is affected by project activities, either by loss of property, land, loss of access or otherwise affected in any way by project activities. Compensation will not be limited to people who live together in a co-resident group, since this might leave out people whose labour contributions are critical to the functioning of the “household”. This provides for:

- Any members in the households including men, women, children, dependant relatives and friends, and tenants;
- Vulnerable individuals who may be too old or ill;
- Relatives who depend on one another for their daily existence and
- Other vulnerable people who cannot participate for physical or cultural reasons in production, consumption, or co-residence.

### **Affected Local Community**

A community is affected if project activities affect their socio economic and/or social- cultural relationships or cohesion. For example, project activities could lead into such improvement of socio-economic welfare that class-consciousness arises coupled with cultural erosion etc.

### **Vulnerable Households**

Vulnerable households may have different land needs from most households or needs unrelated to the amount of land available to them. This is the case of: -

- Female headed household Women
- Widows
- Elderly living without support from other family members
- People with disabilities or illness
- Orphans, children living without support from other family members

Each category of vulnerable person or household must be compensated according to the nature of the economic loss suffered by loss of access to, or use of the land acquired by the project. They will receive additional assistances depending on their types of needs.

## **3.6 Methodology and Approaches**

### **3.6.1 Overview**

The methodologies involved in developing this ARAP included the assessments of land uses and potentially affected properties within the road right of way such as affected land, building and business owners. This assessment was carried out from 5th July, 2024 to 9th August 2024. The methodologies involved in developing this RAP, is based on data obtained from the socio – economic study, census, observation, consultation, inventory, and valuation. The data from Mwenge and Morocco Intersections were collected by engineers, environmental and social specialists, and valuers for preparation of ARAP. The preparation of RAP involved various activities. The philosophical underpinning of the plan preparation is the use of a participatory approach of major stakeholders including affected communities and PAPs.

### **3.6.2 Literature Review**

Relevant existing literature related to the resettlement and road development were reviewed for clear guidance and resolving differences in resettlement and compensation guidelines between the national policies/laws, JICA and World Bank ESS5. Some of the documents/polices/acts reviewed include:

- JICA Guidelines for Environmental and Social Considerations (2022)
- Land Acquisition Act 1967
- Land Act No 4 of 1999
- Land Regulations (Assessment of the Value of Land for Compensation; Compensation Claims: and Scheme of Regularization) of 2001
- Resettlement Action Plan (RAP) for Dar es Salaam Bus Rapid Transit (BRT) System - Phase 4
- World Bank ESS5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

### **3.6.3 Data Configuration**

Data collection methods and activities were employed in the process of developing the ARAP. A set of questionnaires was designed and were used to collect the socio-economic condition of different PAPs and businesses with property within the proposed Corridor of Impact. All collected data used and obtained during the Survey were included in the ARAP report. (i) Maps (ii) Photos (iii) Data tables (iv) Original Questionnaire and (v) Proof photo of survey implementation.

---

### **3.6.4 Detailed land survey and site visit**

A detailed land survey was carried from 5th July, 2024 to 9th August 2024 to determine the project “footprint” on and around the way leave boundaries. Preparation of the ARAP involve collection of required information and data through an inventory of the expected losses and a socio-economic census of Project Affected People within the expected Corridors of Impact (CoI) to provide benchmark data for measuring the achievement of the objectives of the ARAP. Survey team of local consultant staff and field assistants, accompanied by local leaders, conduct a social survey including census of PAPs and inventory of the affected assets. The process involved interviewing PAPs, identifying and numerating affected properties, marking reference points for each affected asset at the Mwenge Intersection and Morocco Intersection. During the field visits, the following tasks were performed: -

- Observation of social and physical setting of the area;
- Identification of the structures that will fall within the RoW of Mwenge and Morocco Intersections and their distance from the proposed project centerline;
- Held interviews and discussions with officials from the project area and local government including Mtaa and Ward officials;
- Held interview with the affected people and other community members in the project area;
- Identify the livelihood activities of those affected; and
- Observed people’s activities and learnt their perception on the proposed project.

### **3.6.5 Socio-Economic Survey of PAPs and Businesses**

The socio-economic survey for businesses in the affected land and buildings at Mwenge and Morocco Intersections was carried out concurrently by two teams of three people (one team for each intersection) on Friday 5th and Saturday 6th July, 2024. The survey was carried out on the socio-economic condition of the listed PAPs and businesses. The purpose of the Socio-economic study was to collect baseline data within the project targeted areas thereby enabling the social assessment of the potential affected populations/communities. In carrying of the census, questionnaires were administered to get specific information that define and characterize the affected persons’ assets. The outcome of this survey provided an insight in to the socio-economic condition of these PAPs and businesses, their priorities, expectations and apprehensions. Businesses and stalls at the Mwenge Market (Soko la Wamachinga - Mwenge) were excluded from the Socio-Economic Survey of PAPs and businesses. The survey results, especially the answers on the positive and negative opinions and expectations about the project was aggregated by gender. Gender aspects were considered from the initial stage of designing questionnaires for census and socio-economic surveys. In addition, one of the most important reasons for doing Socio-economic survey/study was to get the view of the affected people on what to do to mitigate the adverse impact, including changing the design to reduce impacts.

### **3.6.6 Socio-Economic Survey of Street Vendors**

The survey for Street Vendors was carried out on Friday 5th and Saturday 6th July, 2024 and covered vendors operating on the target road section. Businesses and stalls at the Mwenge Market (Soko La Wamachinga - Mwenge) were excluded from the Survey of Street Vendors since the market shall be relocated by Kinondoni Municipality before the commencement of the construction works of the Project.

### **3.6.7 Market Price Survey**

Under The Valuation and Valuers (General) Regulations, 2018, it is imperative for the Registered Valuer assigned to a land access project to undertake comprehensive research to establish current and accurate market values and costs for all compensable items. This research is essential to ensure that Project Affected Persons (PAPs) receive compensation that is both fair and adequate.

The process involves analyzing up-to-date market trends, property values, and replacement costs to determine appropriate compensation rates. The results of this market research, along with the compensation rates determined by the Registered Valuer, are critical in guaranteeing that the compensation provided reflects the true market value of the affected assets and meets regulatory and legal standards. This approach ensures that PAPs are justly compensated for any losses incurred due to the project.

### **3.6.8 Stakeholder and Community Consultations**

Stakeholder and community consultations are central activity in the process of preparation of the ARAP. Effective consultation with stakeholders is key to understanding the concerns and requirements of PAPs and ensure their participation in the formulation and refinement of the ARAP. JICA Guidelines encourages project proponents etc. to consult with local stakeholders about their understanding of development needs, the likely adverse impacts on the environment and society, and the analysis of alternatives at an early stage of the project planning and then formulae basic consensus with local stakeholders.

In order to meet the above requirement of JICA Guidelines, stakeholder meeting (SHM) both intersections were held. Also, community meetings (CMM) were held for both intersections.

## **3.7 Report Structure**

The ARAP document is divided into thirteen chapters.

Chapter one is introduction and background of the project and methodology considered.

Chapter two explains the necessity of land acquisition and resettlement while Chapter three is about legal framework of land acquisition and resettlement, including analysis of gaps between local legal requirements and JICA Guidelines.

Chapter four provide the results of Land and Asset Survey and Census and Socio-Economic Surveys of the project affected persons (PAPs) while Chapter five presents measures of compensation and assistance.

Public participation and stakeholders' consultations is presented as Chapter six.

The Grievances mechanism is explained in Chapter seven and Chapter eight has highlighted on Implementation Structure.

Chapter nine is on ARAP Implementation Schedule and steps while Chapter ten gives Cost and Budget and preparation responsibility, and Chapter eleven presents the ARAP Monitoring and Evaluation.

Chapter twelve has delt with conclusion and recommendation.

The last chapter contains detailed information of the PAPs and the calculation of the compensations and assistances.

---

## **4. Identification of Impacts and Measures to Minimize Resettlement**

### **4.1 Location of the Area To Be Affected**

The two intersections targeted by the Project have additional BRT lines under construction. The Project further adds flyovers. The official drawings of the existing ROW boundary were not available. This survey assumed, therefore, that the existing boundary wall and building eave line identified in the field match with the ROW boundary.

The assumed ROW width is sufficient for most of the Project section, and construction will take place within the ROW. However, activities of land taking and restriction of land access during the Project mobilization through the end of the Construction Phase will be required at the following locations.

- The corner of Mwenge intersection (4 owners in 4 locations)
- On the southeast side of Sam Nujoma Road at the Mwenge intersection, it is assumed that flyover facilities will be built up to 7 m from the BRT boundary. Since the final approved drawings of the “BRT site boundary” was not available at the time this Survey in September 2024, the eave line of the existing buildings was assumed to be the ‘BRT site boundary’ and an additional 20 m wide maximum and approximately 340 m long land was assumed to be necessary for acquisition for the Project. The land taking will affect at 2 locations, 9 land owners, and 72 business tenants. If the ‘BRT site boundary’ is found to be closer to the center line of the road than assumed, the scope of impact will be reduced. On the other hand, if the ‘BRT site boundary’ is found to be further from the road centerline than assumed, the location of the Project's impact area will be changed.
- In the vicinity of the Morocco intersection, existing property boundary walls and building eave lines are protruding toward the road compared to the walls of the next properties. (7 locations, 23 owners to be partially affected)

### **4.2 Activities that Will Lead to Resettlement Impact**

#### **4.2.1 Mobilization Phase**

The main activities during mobilization phase of the Project will be the marking of the Project site, restricting general public in the Project Area, setting up the yard area, the transportation of construction equipment to the yard, and establishment of sources of locally available construction materials. Mobilization activities are expected to lead to loss of property and land acquisition that may necessitate resettlement. For the buildings that require slicing to allow the Project facilities to be realized, the timing of slicing shall be negotiated so that the works can be finished during the Mobilization phase. The yard is planned to be located in the government owned land. The JICA GL requires 100% payment of compensation and assistance before the physical relocation, and actual land taking by TANROADS.

#### **4.2.2 Construction Phase**

After the commencement of the Construction, additional land taking is not expected.

## **4.3 Measures to Minimize Relocation as Much as Possible During Project Implementation**

### **4.3.1 Design**

To minimize impacts of land taking and restriction of land access during the Project mobilization through the end of the Construction Phase, alternative comparisons for the technical alternative and for traffic flow improvement effects were conducted. As a result, a policy of minimizing the expansion of road right-of-way and maximizing the use of existing road ROW widths was adopted.

### **4.3.2 Yard Location**

The temporal camp yard for stockpiling materials, manufacturing components, repairing equipment, etc. during construction will be located in the vicinity of the project area on unused land that is free of squatters and residents. The candidate sites will be unused plot in the BRT camp yard site located in an army land.

### **4.3.3 Additional Measures**

In addition, the following methods will be adopted as measures to minimize impacts during project implementation:

- No workers' dormitories will be established in the Mobilization Phase since the Project is located in a major city.
- Quarries, sand pit, and earth dumping sites that are already in operation will be used, and no new quarries or other facilities will be established for the Project during the Construction Phase.

## **4.4 Beneficiaries of Compensation and Livelihood Restoration Assistance**

The following four groups of persons shall be considered as beneficiaries.

- Those who have legal rights to the land,
- Those who do not have legal rights to the land, but who, upon claiming their rights, will be granted rights under the Tanzanian legal system,
- Those whose legal rights and claims to the land they occupy cannot be verified (e.g. tenants, traders, workers, employees, illegal occupants, other building owners, etc.), and
- Those who lose their main means of livelihood due to the impact on the land or structure.

---

# **5. Legal Framework of Land Acquisition and Resettlement**

## **5.1 Tanzanian Legal Framework**

The Government of Tanzania has set out three overriding objectives to guide resettlement planning and implementation, i.e., avoidance, compensation and replacement. The basic premise is that the affected people should not be left in a worse position than they were before the project implementation. Resettlement planning is required to follow the legal provisions contained in the following, together with their associated regulations:

- The Constitution of the United Republic of Tanzania (1977 - as amended)
- The National Land Policy, 1995
- The Land Acquisition Act, 1967, Cap. 118 R. E. 2019
- The Land Act, 1999, Cap 113 R.E. 2019
- The Valuation and Valuers Registration Act, 2016
- The Valuation and Valuers (General) Regulations, 2018
- The Land (Assessment of the Value of Land for Compensation) Regulations, 2001
- The Land Disputes Courts Act, No.2 of 2002
- Land Use Planning Act, 2007
- The Road Act, 2007
- Road Sector Compensation and Resettlement Guidelines
- The Urban Planning Act, 2007

### **5.1.1 The Constitution of the United Republic of Tanzania (1977 - as amended)**

The Constitution provides for the protection of the rights and interest of citizens in matters concerning their property and acquisition.

Under Article 24 (1), every person is entitled to own property, and has a right to the protection of his property held in accordance with the law. Sub-article (2) prescribes that it is unlawful for any person to be deprived of property for any purposes without the authority of law, which makes provision for fair and adequate compensation.

### **5.1.2 The National Land Policy, 1995**

Section 3 of this Act gives the President of Tanzania powers to acquire any land for any estate or term where such land is required for public purpose. In this case the power is only used if the affected people within the project area and along the project route reject the project to take relevant lands for the proposed project.

### **5.1.3 Land Acquisition Act, 1967, Cap. 118 R. E. 2019**

Section 3 of this Act gives the President of Tanzania powers to acquire any land for any estate or term where such land is required for public purpose. In this case the power is only used if the affected people within the project area and along the project route reject the project to take relevant lands for the proposed project.

Section 11(1) requires the Government to pay compensation – where the President as may be agreed upon or determined in accordance with the provision of the Act acquires any land.

Section 12 (2) the President may with the consent of the person entitled to compensation under Section (1), make to the person entitled to compensation a grant of public land not exceeding in value the value of the land acquired in lieu of or in addition to any compensation payable.

On the other hand, Section 13 states provisions regarding any land that is acquired where there is a dispute or disagreement relating to any of the following matters:

- The amount of compensation
- The right to acquire the land
- The identify of persons entitled to compensation
- The application in respect of any land which is vacant
- Any right, privilege or liability conferred or imposed
- The apportionment of compensation between the persons entitled to the same; and that disputes or disagreement is not settled by the parties concerned within six weeks from the date of the publication of notice that the land is required for public purpose, the Minister, or any person holding or claiming any interferences in the land may institute a suit in the court for the determination of the dispute.

In general, the Land Acquisition Act, 1967, Cap. 118 R. E. 2019 does not cover all aspects of resettlement affecting people who are displaced from their old settlements. Additional provisions thus appeared in the subsequent Land Acts Act, 1999, Cap 113 R.E. 2019 following.

#### **5.1.4 The Land Act, 1999, Cap 113 R.E. 2019**

The Land Act, 1999 improves Section 13 (1) of the Land Acquisition Act of 1967 by referring to the Fundamental Principles of the National Land Policy.

Section 3(1) provides that all persons exercising powers under, applying or interpreting this act are to take into account that land has value and should be taken into consideration affecting that interest.

Section 3 (f) of the Act stipulates that one has “to take it to account that Land has value and that value is taken into consideration any transaction affecting that interest.” This means if one acquires land, owners must be compensated for any land including bare (vacant) land which was customary excluded from the target for compensation based on the Land Acquisition Act, 1967 Section 13 (1).

Section 3 (g) of the Act, requires “to pay full, fair and prompt compensation to any person whose right of occupancy or recognized long standing occupation or customary use of land is revoked or otherwise interfered with to their detriment under this act or is acquired under the Land Acquisition Act.” Registered Professional Specialist will determine the amount of compensation payable on the market value of land or property and the concept of opportunity cost shall be based on:

- Market value of real property which is arrived at by use of comparative methods evidenced by actual recent sales of similar properties, or by use of an income approach, or replacement cost method where the property is of special nature and not saleable,
- Disturbance allowance calculated by multiplying value of the land by average percentage rate of interest offered by commercial banks on fixed deposits for 12 months at the time of loss of interest in land,
- Transport allowance,
- Loss of profit or accommodation which covers the net monthly profit of the business carried out on the land, assessed, and evidenced by audited accounts and multiplied by 36 months in order to

- 
- arrive at the loss for profit payable,
- Cost of acquiring or getting the subject/land,
  - Any other cost loss or capital expenditure incurred to the development of the subject land, and
  - Interest at market rate which will be charged.

Balancing the assessment and payment of compensation for unexhausted improvements, loss of accommodation, loss of profit, disturbance and transport is governed by the regulations of this act.

### **5.1.5 The Valuation and Valuers Registration Act, 2016 and the Valuation and Valuers (General) Regulations, 2018**

Current land acquisition practice in urban area is guided by the Valuation and Valuers Registration Act (2016), the Valuation and Valuers (General) Regulations, 2018, and Land (Assessment of the Value of Land for Compensation) Regulations (2001), which provide that the basis for assessment of the value of any land and unexhausted improvement for the purposes of compensation is the market value of such land.

These regulations made under the Valuation and Valuers Registration Act of 2016 require a registered valuer to conduct valuation of affected properties.

Following Regulations have been superseded by the Valuation and Valuers Regulations of 2018.

- The Land (Compensation Claims) Regulations, 2001
- The Land (Schemes of Regularization) Regulation, 2001

#### **(1) Compensable items**

Section 54 of the Regulations, 2018 provides compensable items shall include land (no matter if the land is used or unused) and all unexhausted improvements permanently affixed to land such as (a) crops, plants and trees, (b) buildings and ancillary structures, (c) site works including landscape, fences, paved walkways, driveways, retaining walls and stone masonry, storm water drains, swimming pools, (d) canals and irrigation water systems, embankments, ponds and dams, (e) infrastructure systems including water piping, electrical distribution systems, road and railway systems, sewerage system, (f) water storage tanks-overhead or underground, water wells, boreholes, (g) children playgrounds structures, and (h) graves according to Graves (Removal) Act 1969.

#### **(2) Rates for the Assessment of Compensation**

Prior to undertaking valuation surveys, the Chief Valuer shall determine following rates for the assessment of compensation.

- The crop value rate in consultation with Ministry responsible for Agriculture, Forestry, or any other relevant Ministry (the Regulations Section 52),
- The land value rates that may involve a consultant to advise (the Regulations Section 53), and
- The building value rates (the Regulations Section 55).

In all cases, a registered valuer who is contracted to carry out the valuation shall undertake research and prepare the rates and submit to the Chief Valuer for endorsement before commencement of the valuation (the Regulations Section 55.2).

#### **(3) The Basis of Valuation**

Part 3 of the Regulations provide for the basis of valuation which is Market Value defined as

“…the estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm’s length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion. ”

#### **(4) Allowances**

Besides the assessed market value of the properties for compensation which may be arrived at in either through a sales-, income- or cost approaches, the Regulations, in concomitant with provisions of Land Act, require assessment of allowances. These allowances include:

- a. Disturbance allowance which is to be computed at the rate of ongoing commercial bank deposit rates for all the assets (as opposed to land only which was the case with the 2001 Regulation.),
- b. Transport allowance payable for only those PAPs losing residence for the transportation of their personal belongings not exceeding 12 tons over a distance of not more than 20 kms,
- c. Accommodation allowance for those losing residential accommodation for 36 months computed on a market rental value basis applicable to a similar house to that which is affected, and
- d. Loss of profit in the case of business computed on verifiable/audited business accounts payable over 36 months.

It is important to note that, under the Land Act No 4 of 1999 and the Regulations 2018 specifically Section 12 (2), entitlement to accommodation and transport allowance is applicable only when the house is built on the PAP's land, and is in use at the time of valuation.

#### **(5) Sensitization Meetings**

The Regulations Section 57 (1) provides that the valuation for compensation purpose shall be preceded by sensitization meetings for stakeholders and PAPs. The sensitization meetings shall be attended by a valuer, convey the purpose of valuation, procedures involved, duration of the valuation exercise, the rates applicable in valuation, and the legal rights and obligations of the PAPs.

#### **(6) Expressing and Solving Dissatisfaction**

If a PAP does not agree with the amount of compensation or method of payment or is dissatisfied with the time taken to pay compensation, he/she may apply to the High Court for redress. If proved justifiable, the High Court shall determine the amount and method of payment, determine any additional costs for inconveniences incurred, and order the plaintiff to be paid accordingly.

#### **5.1.6 The Land (Assessment of the Value of Land for Compensation) Regulations, 2001**

This legislation details what has been presented in the major act – Land Act, 1999, Cap 113 R.E. 2019. Section 3 (f) and (g).

It has taken into account the basis for assessment of the value of any land, including vacant (bare) land, and unexhausted improvement. The market value of any land either unexhausted or improved as well as compensation for loss of any interest in vacant (bare) land shall be compensated.

#### **5.1.7 The Land Disputes Courts Act, No.2 of 2002**

Every dispute or complaint concerning land shall be instituted in the Court having jurisdiction to determine land disputes in the given area (Section 3). The Courts of jurisdiction include:

- The Village Land Council
- The Ward Tribunal
- District Land and Housing Tribunal
- The High Court (Land Division)
- The Court of Appeal of Tanzania.

The Act gives the Village Land Councils powers to resolve land disputes involving village lands (Section 7). If the Council fails to resolve the dispute, the matter can be referred to the Ward Tribunal as established

---

by the Land Act (1999) and the Village Land Act. If any dispute will arise because of this Project, the provisions of this Act shall be observed.

### **5.1.8 The Land Use Planning Act, 2007**

The provisions on compensation in this Act are to a large extent similar to those of the Urban Planning Act, 2007. Section 39 of the Act provides that the compensation to land required will be determined and paid according to the Land Act, Cap 113 and Village Land Act, Cap 114.

### **5.1.9 The Road Act, 2007**

Part III, Section 16 of the Act addressed the issue of compensation for acquired land for road development. The Section emphasized that, where it becomes necessary for the road authority to acquire a land owned by any person for the purpose of this act, the owners of such land shall be entitled to compensation for any development on such land in accordance with the Land Acquisition Act (1967), Land and Village Land Acts (1999) and any other written law.

### **5.1.10 Road Sector Compensation and Resettlement Guidelines, 2009**

Road construction projects often necessitate the acquisition of land for the purposes of the road corridor and the road reserve. This may result into the encroachment of land and property, damage to the sites of cultural or personal importance, disruption of sources of income and in the displacement of people. In most cases, the disruption occurs against the wishes of those affected or without their informed consent, despite their status as project beneficiaries.

The purpose of the guidelines is to provide a consistent approach in the development and implementation of compensation and resettlement Plan in the road projects implementation. The use of the guidelines is one of the strategies to integrate compensation and resettlement process from the planning phase of the road projects.

### **5.1.11 The Urban Planning Act, 2007**

The Urban Planning Act, 2007, has repealed the Town and Country Planning Act, Cap 378. Under Section 67, the Urban Planning Act, 2007, states that, compensation shall be paid as provided under the Land Act, Cap 113 and Village Land Act, Cap 114.

Section 63 of the Act provides that the value of any land within a planning area for the purpose of determining the amount of compensation payable should be calculated in accordance with the provisions of the land act, Cap 113. This includes temporarily development of any land within the planning area unless planning authority gives a planning consent on condition that the value of such temporarily development shall not be taken into account for the purposes of assessing any compensation payable to the landholder of such land.

## **5.2 Description of JICA Policies on Land Acquisition and Resettlement**

The key principles of JICA policies on involuntary resettlement is explained in Table 5.2.1.

**Table 5.2.1 The Key Principles of JICA Policies on Involuntary Resettlement**

<b>The Key Principles of JICA Policies on Involuntary Resettlement</b>	
1	Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives. If avoidance is not possible even after such examination, effective measures to minimize impacts and to compensate for losses must be taken upon agreement with the affected people.
2	Project affected people, such as people to be resettled involuntarily and/or people who may lose their livelihoods by the project, must be provided sufficient compensations and supports by the project proponents in a timely manner. Compensations must be calculated at full replacement cost as much as possible, and provided in advance. Project proponents must make efforts for the affected people to improve or at least restore their standards of living, income opportunities and production levels to the pre-project levels. Measures to achieve this may include: Providing land or monetary compensations for losses of land or assets, supporting for alternative

	sustainable livelihood, supporting for expenses necessary for relocation, and supporting for re-establishment of communities at resettlement sites.
3	Compensation standards are disclosed and consistently applied. The project affected persons need to be aware of the compensation standards. In principle, the contents of the individual compensation to be agreed are explained to the project affected persons in writing, and the project affected persons can confirm the contents at any time.
4	Appropriate participation of the project affected people and their communities must be promoted in the planning, implementation and monitoring of measures against involuntary resettlement and loss of livelihood.
5	For projects that result in large-scale involuntary resettlement, a Resettlement Action Plans (RAP) must be prepared and made available to the public prior to the resettlement and provision of compensation and support. In preparing the RAP, consultations must be held with the project affected people and communities, based on sufficient information made available to them in advance. When consultations are held, explanations must be given in languages and forms that are understandable to the project affected people. It is desirable that the RAP includes elements laid out in the Environmental and Social Standard (ESS) 5 of the World Bank's environmental and social policies.
Above principles are complemented by World Bank ESS5, since it is stated in JICA Guideline that "JICA confirms that environmental and social considerations of a project do not deviate significantly from the World Bank's environmental and social policies.". Additional key principle based on World Bank ESS5 is as follows.	
1	The Borrower will, as part of the environmental and social assessment, conduct a census to identify the persons who will be affected by the project, to establish an inventory of land and assets to be affected, to determine who will be eligible for compensation and assistance, and to discourage ineligible persons, such as opportunistic settlers, from claiming benefits.(ESS5 para20).
2	Affected persons may be classified as persons: (a) Who have formal legal rights to land or assets (b) Who do not have formal legal rights to land or assets, but have a claim to land or assets that is recognized or recognizable under national law; or (c) Who have no recognizable legal right or claim to the land or assets they occupy or use. (ESS5 para10) The Borrower will offer affected persons compensation at replacement cost, and other assistance as may be necessary to help them improve or at least restore their standards of living or livelihoods, subject to the provisions of paragraph 26 through 36 of this ESS. (ESS5 para 12)
3	Where livelihoods of displaced persons are land- based, or where land is collectively owned, the Borrower will offer the displaced persons an option for replacement land in accordance with paragraph 35(a), unless it can be demonstrated to the Bank's satisfaction that equivalent replacement land is unavailable. (ESS5 para14)
4	Transitional support will be provided as necessary to all economically displaced persons, based on a reasonable estimate of the time required to restore their income-earning capacity, production levels, and standards of living. (ESS5 para36)
5	Particular attention will be paid to gender aspects and the needs of the poor and the vulnerable. (ESS5 para26)
6	To address the issues identified in the environmental and social assessment, the Borrower will prepare a plan proportionate to the risks and impacts associated with the project (ESS5 para21)
In addition to the above core principles on the JICA policy, it also laid emphasis on a detailed resettlement policy inclusive of all the above points; project specific resettlement plan; institutional framework for implementation; monitoring and evaluation mechanism; time schedule for implementation; and, detailed Financial Plan etc.	

Source: JICA Survey Team

### 5.3 Gap Analysis between JICA Policies and Tanzanian Laws and Legislation on Land Acquisition and Resettlement

The prepared ARAP has to be consistence with Tanzanian laws and JICA Guideline 2022, whichever is more stringent. A gap analysis has been undertaken in order to measure the difference between Tanzanian laws and the JICA Guideline requirements. Table 5.3.1 below provides a summary comparison of legal and international requirements and variances with Tanzanian legislation. Where there is a difference between the two standards, the higher standard will be followed in this ARAP, since that procedure also satisfies the requirements of the lesser standard.

**Table 5.3.1 Gap Analysis**

No.	JICA Guidelines/World Bank ESS5	Laws of Tanzania	GAP between JICA Guidelines/World Bank ESS5 and Laws of Tanzania	Policy taken in this Project
1.	Involuntary resettlement and loss of means of livelihood are <u>to be avoided</u> when feasible by exploring all viable alternatives. (JICA GL)	Tanzania laws insist on looking for best alternatives when implementing involuntary resettlement and loss of means of livelihood.	No gap between JICA GL and Tanzania policies. Thus, JICA GL will be applied here.	To avoid unnecessary loss of means of livelihood, the Project shall implement the plan that minimizes impacts.
2.	When population displacement is unavoidable, effective measures <u>to minimize</u> impact and to compensate for losses should be taken <u>with the agreement</u> with the people. (JICA GL)	Tanzania laws insist on looking for best alternatives when implementing involuntary resettlement and loss of means of livelihood.  The Valuation and Valuers Registration Regulations, 2018 Section 57 mandates sensitization meetings prior to the valuation for compensation where PAPs shall be informed about the rates applicable in valuation, and the legal rights and obligations of the PAPs, including the measures when the PAPs are dissatisfied with the amount and method of compensation.	There is no gap between Tanzania laws and JICA GL.	The Project shall be designed to minimize the negative impact.  The compensation of the losses shall be explained and agreed with the PAPs.
3.	Project affected people, such as people to be resettled involuntarily and/or people who may lose their livelihoods by the project, must be provided <u>sufficient compensations and supports</u> by the project proponents in a timely manner. (JICA GL)	Tanzanian law provide compensation in cases of compulsory land acquisition in full, promptly, and fairly before ownership or rights to land are transferred, to individuals who can prove that they own the land, either legally (with documents) or through long-term recognized use.  Tanzanian law does not recognize economically displaced persons.	No gap for land owners, with or without formal legal rights who are entitled to compensation prior to relocation.  In practice, TANROADS has history of following the guideline of the project donor when such guideline require higher provision compared to what is required by local law.	Applying the JICA GL, economically displaced persons such as affected business tenants and employees will be recognized as PAPs, and compensation and/or assistance will be provided.
4.	Compensations must be calculated at <u>full replacement cost as much as possible</u> , and provided <u>in advance</u> . (JICA GL)	The lost assets in Tanzania are valued for land and unexhausted improvements at market value. In this case, the value of improvements shall be less than the replacement cost.  Tanzania laws does not mention about processing fees when a relocating PAP acquire new land and/or building.  Compensation must be paid before relocation. (Land Acquisition Act, 1967 (15- (1)) and Land Act 1999- Cap 113). The existing occupiers are given 3 months to physically move out of the land.	In Tanzania compensation is based on market value, the depreciation is deducted from the replacement cost for developments on the land.  In practice, however, TANROADS has history of following the guideline of the project donor when such guideline require higher provision compared to what is required by local law.	The Project shall pay 100% of the compensation, at full replacement cost as much as possible, prior to relocation.
5.	Project proponents must make efforts for the affected people to improve or at least <u>restore their standards of living, income opportunities and production levels to the pre-project levels</u> . (JICA GL)	The Valuation and Valuers Registration Regulations, 2018 Section 12 states compensation shall include disturbance allowance, transport allowance, accommodation allowance and loss of profit that may assist restoring living standards of PAPs.  There are no legal provisions requiring the government to	There are no transitional measures to assist restoration of livelihood of PAPs under Tanzania Law.  In practice, however, TANROADS has history of following the guideline of the project donor when such guideline require higher	The Project is located in an urbanized commercial area and will not cause access limitation or other impacts to agricultural land.  The Project will monitor to ensure that cash compensation, including

No.	JICA Guidelines/World Bank ESS5	Laws of Tanzania	GAP between JICA Guidelines/World Bank ESS5 and Laws of Tanzania	Policy taken in this Project
		restore livelihood or to provide assistance towards the restoration of such livelihoods.	provision compared to what is required by local law.	loss of profit and wages, is paid prior to relocation.
6.	Compensation <u>standards are disclosed</u> and consistently applied. The project affected persons need to be aware of the compensation standards.	The Valuation and Valuers Registration Regulations, 2018 Section 57 mandates sensitization meetings prior to the valuation for compensation where PAPs shall be informed about the rates applicable in valuation, and the legal rights and obligations of the PAPs, including the measures when the PAPs are dissatisfied with the amount and method of compensation.	There is no gap between Tanzania and JICA GL.	The amount of compensation shall be calculated based on the disclosed compensation standards.  The replacement cost, not the price after consideration of depreciation, shall be used to calculate the compensation as much as possible.
7.	In principle, the contents of the individual compensation to be agreed are explained to the project affected persons <u>in writing</u> , and the project affected persons can confirm the contents at any time.	Affected persons are identified during the assessment process and contents of the individual compensation to be agreed are explained to the project affected persons in writing involving Mtaa, Ward, Municipal/District Authorities and Valuer from TANROADS.  The cut off date shall be the date of commencement of valuation according to the Valuation and Valuers Registration Act, 2016 Section 53.	No gap between JICA Guideline and Tanzania policies.	The details of the eligibility of compensation and assistance will be explained in writing to the individual PAPs.  The PAPs may review the details at any time at TANROADS Regional Office.
8.	For projects that result in large-scale involuntary resettlement, a <u>Resettlement Action Plans (RAP) must be prepared and made available to the public</u> prior to the resettlement and provision of compensation and support. (JICA GL)	There are no laws or regulations that require the preparation of a Resettlement Action Plan (RAP). RAPs are prepared on a project-by-project basis in accordance with the guidelines of each donor agency.  In cases where land acquisition and compensation payments are required, the approving authority is the Ministry of Land for the land, and the Ministry of Finance for the amount of compensation, as a part of the project costs.	Tanzanian law does not require the resettlement plans.  In practice, however, TANROADS has history of following the guideline of the project donor when such guideline require higher provision compared to what is required by local law.	For the Project, the ARAP is developed based on the JICA GL, and the compensation amount is estimated in the plan based on the Preliminary Design.  TANROADS will need to discuss with Ministry of Land regarding land acquisition and with Ministry of Finance regarding the project cost including the amount of compensation to secure the necessary funds.
9.	<u>In preparing the RAP, consultations must be held with the project affected people and communities</u> , based on sufficient information made available to them in advance. (JICA GL)	The Valuation and Valuers Registration Regulations, 2018 Section 57 mandates sensitization meetings prior to the valuation for compensation where PAPs shall be informed about the rates applicable in valuation, and the legal rights and obligations of the PAPs, including the measures when the PAPs are dissatisfied with the amount and method of compensation.	The provisions in JICA GL requiring consultation, options and disclosure from the feasibility study phase through the construction Phase have no equivalent in Tanzanian law.  In practice, public project owners, with the local government, meetings with PAPs, local communities and related organizations are held in early stage of a project to disseminate project information, to accept questions and to give explanations.	In accordance with JICA GL, the Project implemented consultations with affected institutions, local residents and businesses and their communities based on sufficient information available in advance.  The Project also recommend continuous communication between PAPs and TANROADS through activities of Resettlement, Compensation, and Grievance

No.	JICA Guidelines/World Bank ESS5	Laws of Tanzania	GAP between JICA Guidelines/World Bank ESS5 and Laws of Tanzania	Policy taken in this Project
10.	When consultations are held, explanations must be given <u>in languages and forms that are understandable to the project affected people.</u> (JICA GL)	<p>Under the Land Acquisition Act, land owners are informed about the President's need to acquire their land, and their right to give objections.</p> <p>The Land Act allows displaced persons to fill legal forms in Kiswahili.</p>	No gap between JICA Guideline and Tanzania policies.	Committees throughout the implementation and monitoring of this ARAP. Swahili, the official language of the country of Tanzania, will be used to communicate with the affected persons.
11.	Appropriate <u>participation of the project affected people and their communities</u> must be promoted in the <u>planning, implementation and monitoring</u> of measures against involuntary resettlement and loss of livelihood. (JICA GL)	<p>The Valuation and Valuers Registration Regulations, 2018 Section 57 mandates sensitization meetings prior to the valuation for compensation where PAPs shall be informed about the rates applicable in valuation, and the legal rights and obligations of the PAPs, including the measures when the PAPs are dissatisfied with the amount and method of compensation.</p> <p>For the preceding BRT project, discussions are held on an request-basis with the local government under the Kinondoni Municipality and with related organizations and local residents in response to requests from neighborhood residents, business operators, and others.</p>	During the implementation (construction) phase and the monitoring phase, Tanzanian law does not mandate community participation. During construction phase, TANROADS standard operation uses information boards on or near the project site and provide updated project information to the public.	In accordance with the JICA GL, information disclosure on the contents of the Project, gathering local information, and gathering opinions on the survey results were conducted twice, one at the beginning of this study and the other at the time of preparing the DFR. The Project also recommend continuous communication between PAPs and TANROADS through activities of Resettlement, Compensation, and Grievance Committees throughout the implementation and monitoring of this ARAP.
12.	A mechanism for handling concerns and grievances from people and communities affected by the project's environmental and social impacts must be in place. (JICA GL)	<p>Valuation and Valuers (General) Regulations, 2018 (Part V) provides procedures for the PAP to file a complaint to the Valuers Registration Board and to the High Court for redress when a PAP does not agree with the amount of compensation or method of payment or is dissatisfied with the time taken to pay compensation.</p> <p>In practice, public project owners often resolve grievances through public consultation with affected people.</p>	No gap between JICA Guideline and Tanzania standard operation. The mechanism is described in Chapter 9.	This ARAP proposes TANROADS to set up committees for compensation, resettlement, and grievance to implement the ARAP and to handle concerns from PAPs and communities.
13.	The Borrower will, as part of the environmental and social assessment, conduct a census to identify the persons who will be affected by the project, to establish an inventory of land and assets to be affected, to determine who will be eligible for compensation and assistance, and <u>to discourage ineligible persons, such as opportunistic settlers, from claiming benefits</u> (ESS5 para20)	<p>The identification of the affected persons will be conducted by the Valuer from the Project implementing agency with the cooperation of the Mtaa and Ward after the Project Area is finalized and approved by the Relocation Committee.</p> <p>Valuation Act, 2016 Section 53 declares the cut off date shall be the date of commencement of valuation.</p>	JICA GL requires the initial identification of affected people during the F/S phase. Final identification of the affected persons will be done after the Detailed Design is officially approved. No gap between JICA Guideline and Tanzania standard operation regarding the power of cut-off date as well as prevention	In accordance with the JICA GL, this ARAP identified the affected people based on the Preliminary Design without the boundary survey of the Project Area. It was agreed with TANROADS Regional Office to take responsibility of monitoring the ROW of the Project Area to avoid

No.	JICA Guidelines/World Bank ESS5	Laws of Tanzania	GAP between JICA Guidelines/World Bank ESS5 and Laws of Tanzania	Policy taken in this Project
		Inflow of population in the Project Area will be monitored by the Patrol Team of TANROADS Regional Office with the cooperation of the police and intruders will be ordered to vacate the area.	of influx after the cut-off date.	intruders when the Project Area is approved officially.
14.	<p><b>Affected persons</b> may be classified as persons:</p> <ol style="list-style-type: none"> <li>1)Who have formal legal rights to land or assets</li> <li>2)Who do not have formal legal rights to land or assets, but have a claim to land or assets that is recognized or recognizable under national law; or</li> <li>3)Who have no recognizable legal right or claim to the land or assets they occupy or use. (ESS5 para10)</li> </ol> <p>The Borrower will offer affected persons compensation at replacement cost, and other assistance as may be necessary to help them improve or at least restore their standards of living or livelihoods, subject to the provisions of paragraph 26 through 36 of the ESS. (ESS5 para 12)</p>	<p>Under Tanzanian law, a land owner holds ownership of all improvements attached to the land.</p> <p>Tanzanian law recognizes following groups as affected persons; 1) holders of formal rights to land/assets; 2) holders of land under customary law; and 3) those who have occupied the land under a deemed residential license for not less than three years. (Land Act 1999. S23)</p> <p>Tanzanian law does not recognize those who does not have residential license, or who has license but residing less than three years, including seasonal land and resource users as entitled to compensation/assistance.</p>	<p>Tanzanian law does not recognize those who does not have residential license, or who has license but residing less than three years, including seasonal land and resource users as entitled to compensation/assistance.</p> <p>In practice, however, TANROADS has history of following the guideline of the project donor when such guideline require higher provision compared to what is required by local law.</p>	<p>In accordance with JICA GL, the Project will include the Tenants of the building as an affected person.</p> <p>The ARAP proposes that the amount of compensation for buildings and other assets should be at the replacement cost as much as possible.</p> <p>The ARAP proposes the payment of income loss assistance to employees to support livelihood in transitional phase just after the relocation and slicing of buildings.</p>
15.	Where livelihoods of displaced persons are land-based, or where land is collectively owned, the Borrower will offer the displaced persons <b>an option for replacement land</b> in accordance with paragraph 35(a), unless it can be demonstrated to the Bank's satisfaction that equivalent replacement land is unavailable. (ESS5 para14)	Tanzanian law provides in principle for cash compensation based on market prices.	Tanzanian law does not envisage the provision of alternative land.	Since the Project is located in an urban commercial area, cash compensation and relocation to the existing Kinondoni Municipal Public Market will be offered as alternatives.
16.	Transitional support will be provided as necessary to all <b>economically displaced persons</b> , based on a reasonable estimate of the time required to restore their income-earning capacity, production levels, and standards of living. (ESS5 para36)	<p>Tanzanian law pays compensation for land/assets lost and income loss to holders of formal rights and to holders under customary law.</p> <p>Tanzanian law does not recognize economically displaced persons including employees at business tenants that may need temporal closure because of the Project.</p>	<p>There is no provision in the Tanzanian legal system for support during the transition period before the restoration of income, productive functions, and living standards.</p>	<p>Based on JICA GL, the Project proposes to include compensation for loss of income, rental support, and disturbance allowance in the Project cost to support the transition period until income, production functions, and living standards of the PAPs are restored.</p>
17.	Particular attention will be paid to <b>gender</b> aspects and the needs of <b>the poor and the vulnerable</b> . (ESS5 para26)	<p>There are no provisions in the Land Acquisition Act or the Land Act for special consideration of the poor, vulnerable groups, or gender issues.</p> <p>The Constitution of Tanzania provides that all citizens have the right to own property.</p>	<p>There is no provision in Tanzanian law for any additional support based on gender, income, age, ethnicity, and other vulnerabilities of ARAP.</p> <p>In practice, however, TANROADS has history of following the guideline of the project donor when such guideline require higher</p>	<p>At present, no households belonging to socially vulnerable groups have been identified among the PAPs.</p> <p>However, if such households are discovered in future phases of the project, additional support will</p>

No.	JICA Guidelines/World Bank ESS5	Laws of Tanzania	GAP between JICA Guidelines/World Bank ESS5 and Laws of Tanzania	Policy taken in this Project
			provision compared to what is required by local law.	be considered and implemented based on the needs of such affected persons.
18.	To address the issues identified in the environmental and social assessment, the Borrower will prepare a plan proportionate to the risks and impacts associated with the project (ESS5 para21)	The Environmental Management Act and the Environmental Management (EIA and Audit) (Amendment) Regulations, 2018, requires that EIA be undertaken for all new projects that may cause adverse environmental and social impacts.	No gap between JICA Guideline and Tanzania law.	For the Project, the ESIA is developed including impact management and monitoring plans.

Source: JICA Survey Team

#### 5.4 Summary of the Compensation and Assistance Policy of the Project

The policies basis and calculation method of compensation and assistance for affected persons are summarized in Table 5.4.1.

**Table 5.4.1 Summary of the Compensation and Assistance Policy of the Project**

Target	Compensation and Assistance	Legal Basis and Calculation Method
Land owner (100%-affected and Partially affected)	Land compensation	a) Compensation in cash, taking into account of market prices ➤ The handover of management of public lands will take place through a written procedure and no cash compensation will be provided.
Structure owner (100%-affected and Partially affected)	Structure compensation	b) Cash compensation at replacement cost for the lost part of structure and other fixed assets, at market value without depreciation. ➤ For partially affected structures, the Project may relocate the outer walls or may slice the building and re-install doors and shutters upon the request of the owners. When such action is taken by the Project, above cash compensation shall not be paid to the owners.
Relocating PAPs	Accommodation allowance	c) 36 months of monthly rent for an equivalent building in accordance with Regulation 13 of the Supplementary Regulations No. 11 (2018) of the Valuation and Appraiser Registration Act (Act No. 7 of 2016). This is based on the assumption that it will take 3 years to construct a new equivalent building on the relocated land. Monthly rent at market price is estimated as 25,000 TZS/month/m <sup>2</sup> . (Table 6.3.2) ➤ Accommodation allowance = Leased area before relocation x monthly rental price of comparable building (/m <sup>2</sup> ) x 36 months ➤ Note that if a business tenant at a KMC-owned building relocates to another KMC-owned property, this ARAP propose to reduce the allowance to the actual period of inconvenience caused by the relocation (e.g., 3 months).
Relocating PAPs	Transport cost	d) Transport costs are calculated in accordance with Article 16 of the Supplementary Provision No. 11 (2018) of the Valuation and Appraiser Registration Act (Act No. 7 of 2016), taking into account the actual costs of transporting 12 tons of goods by rail or road (whichever is cheaper) within 20 km from the relocation point. ➤ This ARAP applies a flat rate of 200,000 TZS, which is the standard amount adopted locally. ➤ If KMC or TANROADS provides trucks, drivers, fuel, etc. to relocating tenants for their relocation, this transport cost will not be paid.
Relocating PAPs (Business owner, Business tenant) Absentee landlords (KMC) (Structure owner)	Loss of profit (Business owner, Business tenant) Loss of rental income (KMC)	e) Compensation for loss of income will be assessed by multiplying the net profit per month, as evidenced by audited tax receipt, by 36 months. ➤ The official documents regarding the income and net profit of the relocating businesses were not collected for this ARAP. The median daily income of 500,000 TZS was used to estimate the monthly income of the 15,000,000 TZS (500,000 TZS x 30 days). And 1/3 of the monthly income (5,000,000 TZS) is used as the net profit per month to calculate the budget for loss of profit. ➤ KMC, which owns rental properties in the project area and earns rental income, will also lose income opportunities due to the Project. TANROADS will notify KMC of the impact area prior to the preparation of KMC's 2028/29 fiscal year budget so that no loss of profit compensation will be paid to KMC. On the other hand, this ARAP proposes that KMC to be paid for the 100% affected buildings by replacement cost as much as possible. ➤ Affected persons (tenants and employees) who do not need to be relocated will basically

Target	Compensation and Assistance	Legal Basis and Calculation Method
		be able to continue their business and will not be compensated for the loss of income opportunities. Those PAPs will be assisted by receiving the Disturbance allowance explained below.
Partially affected PAPs (Land and structure owner) (No need to relocate)	Disturbance allowance	<p>f) In b), if TANROADS provides cash compensation for the building at replacement cost without taking depreciation into account, no disturbance allowance will be paid. If the owner opt for the replacement of the loss constructed by the Project, no disturbance allowance will be paid.</p> <ul style="list-style-type: none"> <li>➤ If for any reason TANROADS provides cash compensation at the market value of the unexhausted value taking depreciation into account for a building, disturbance allowance will be paid. The disturbance allowance is the commercial bank's annual interest on the value of the property (total value of the land, building, and other structures) that is lost as a result of the project. In this Survey, 8% is used as the average interest rate offered by commercial banks. In implementation, the latest interest rate will be used.</li> <li>➤ Disturbance allowance = (land value lost + building value lost) x 0.08</li> </ul>
Partially affected PAPs (Business tenant) (No need to relocate)	Disturbance allowance	<p>g) Disturbance allowance is the commercial bank's annual interest share on the value of the property (total value of land, buildings and other structures) lost by the Project in accordance with Article 15 of Supplementary Provision No. 11 (2018) of the Valuation and Valuers Registration Act (Law No. 7 of 2016). In this Survey, 8% is used as the average interest rate offered by commercial banks. In implementation, the latest interest rate will be used.</p> <ul style="list-style-type: none"> <li>➤ Since the tenants do not own the land, the building value is used to calculate the disturbance allowance.</li> <li>➤ Disturbance allowance = (building value lost) x 0.08</li> </ul>
Employee (100%-affected and Partially affected)	Loss of wage	<p>h) Provide 150,000 Tsh/month, the minimum wage in the commercial and industrial sector in Tanzania for the year 2025, for the period of relocation or reconstruction (3 months if relocation is required, 1 month if no relocation is required)</p>

Source: JICA Survey Team

# 6. Location and Size of Land Acquisition and Resettlement

## 6.1 Land and Asset Survey

### 6.1.1 Impacts on Land

Summary of land requirement is shown in Table 6.1.1. The information of land owner is shown in Table 6.1.2.

As shown in Table 6.1.1, the Project requires permanent acquisition of 3,163 m<sup>2</sup> of public land and 4,302 m<sup>2</sup> of private land, for a total of 7,465 m<sup>2</sup>. Both public and private lands needed are currently used as urban purpose (commercial and industrial land).

In addition, a temporary camp yard of 33,000 m<sup>2</sup> is required for material storage, concrete parts manufacturing, and equipment storage and repair. The potential camp yard is assumed to be located at the BRT project yard on military land (public land) on New Bagamoyo Road towards Tegeta.

**Table 6.1.1 Summary of Land Requirement**

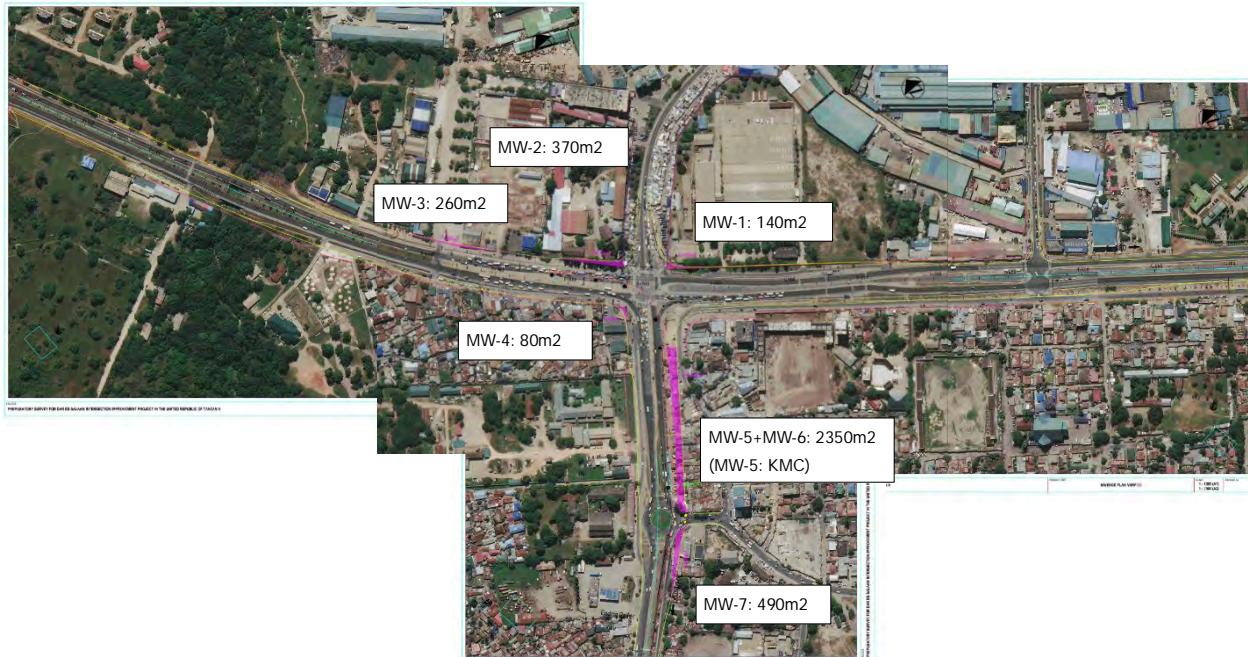
Sn	Item	Unit	Mwenge		Morocco		Yard	Total
			Sam Nujoma Road	New Bagamoyo Road	Ali Hassan Mwinyi Road			
1	Government Land							
1.1	Permanent	Sqm	1,941	0	0	1,222	0	3,163
1.2	Temporary	Sqm	0	0	0	0	33,000	33,000
1.3	Total Government Land	Sqm	1,941	0	0	1,222	33,000	36,163
2	Private Land							
2.1	Permanent	Sqm	899	850	1,205	1,348	0	4,302
2.2	Temporary	Sqm	0	0	0	0	0	0
2.3	Total Private Land	Sqm	899	850	1,205	1,348	0	4,302
2.4	Total Private Land by Intersection		1,749		2,553		0	4,302
3	Total Permanent Land	Sqm	2,840	850	1,205	2,570	0	7,465
4	Total Temporary Land	Sqm	0	0	0	0	33,000	33,000

Source: JICA Survey Team

**Table 6.1.2 Affected Land at Mwenge and Morocco Intersections**

ID of Plot	S/N	Ownership	Size (m <sup>2</sup> )
Mwenge	Intersection		
MW-1	1	Private	140
MW-2	2	Private	370
MW-3	3	Private	260
MW-4	4	Private	80
MW-5	5	Government	1,941
MW-6	6	Private	409
MW-7-1	7	Private	2
MW-7-2	8	Private	17
MW-7-3	9	Private	8
MW-7-4	10	Private	10
MW-7-5	11	Private	47
MW-7-6	12	Private	15
MW-7-7	13	Private	391
(MW-7 Total)			(490)
			3,690
Morocco	Intersection		
MO-1	1	Government	730
MO-2	2	Private	130
MO-3-1	3	Private	63
MO-3-2	4	Private	71
MO-3-3, MO-3-5	5	Private	207
MO-3-4	6	Private	71
MO-3-6	7	Private	155
MO-3-7	8	Private	408
(MO-3 Total)			(975)
MO-4	9	Private	100
MO-5	10	Government	492
MO-6-1, MO-6-2	11	Private	231
MO-6-3	12	Private	41
MO-6-4	13	Private	47
MO-6-5	14	Private	769
(MO-6 Total)			(1,088)
(MO-5+MO-6)			(1,580)
MO-7-1	15	Private	16
MO-7-2	16	Private	48
MO-7-3	17	Private	63
MO-7-4	18	Private	46
MO-7-5	19	Private	43
MO-7-6	20	Private	31
MO-7-7	21	Private	13
(MO-7 Total)			(260)
			3,775
	<b>Grand Total</b>		<b>7,465</b>

Source: JICA Survey Team



ID in the Figure matches with the ID in Table 6.1.2.

Source: JICA Survey Team

**Figure 6.1.1 Locations of Land Acquisition at Mwenge Intersection (in pink color)**



ID in the Figure matches with the ID in Table 6.1.2.

Source: JICA Survey Team

**Figure 6.1.2 Locations of Land Acquisition at Morocco Intersection (in pink color)**

### 6.1.2 Impacts on Buildings and Other Assets

As shown in Table 6.1.3, there are a total of 38 buildings affected by the project, 30 of which will be affected full and require relocation and 8 of which are partially affected but do not require relocation. All buildings and structures are used as stores, factories, etc., and none of which are used as houses or residences cum shops. The list of the buildings, the use and the level of impact is shown in Table 6.1.4. Photos of the buildings and other improvements to be affected are shown in 15.2.

A total of 23, out of which 21 required to relocate and 2 to be affected partially, are buildings on KMC-owned land (MW-5) at the Mwenge Intersection. Under Tanzanian law, the owner of the land is the owner of all the developments on the land. The rent from those buildings is included in KMC's annual budget. During this Survey, it was proposed by TANROADS that TANROADS shall notify KMC about the area to be affected prior to the preparation of KMC's 2028/29 fiscal year budget. By doing so, the Project shall not cause KMC the loss of income from the affected area.

On the other hand, the JICA Survey Team proposes TANROADS to compensate KMC for the 21 buildings to be fully demolished at replacement cost without depreciation, rather than at market price for the unexhausted value, as much as possible.

**Table 6.1.3 Summary of Affected Structures**

Location	Use	Number Affected	Full 100%	Partial
Mwenge Intersection	Building for business and commerce	34	30	4
	Boundary wall	3	0	3
	Pavement	1	0	1
Morocco Intersection	Building for business and commerce	4	0	4
	Boundary wall (including TANESCO)	16	0	16
	Pavement	11	0	11

Note: The land owned by Tanzania Police Force will be affected at Morocco Intersection. But the land is bare land and no building, wall, nor pavement will be affected.

Source: JICA Survey Team

**Table 6.1.4 Affected Structures, Ownership, and Significance of Impact**

S/N	Owner ID	Owner	Building Footprint (m <sup>2</sup> )	Impact	Wall Owner ID	Wall Length (m)	Pavement Owner ID	Pavement Area (m <sup>2</sup> )
1	MW-1	Private			MW-1	66.28		
2	MW-2	Private			MW-2	78.00		
3	MW-3	Private	142.00	Partial				
4	MW-4	Private			MW-4	28.70		
5	MW-5-1	KMC	8.50	Full				
6	MW-5-2	KMC	168.70	Full				
7	MW-5-7	KMC	109.10	Full				
8	MW-5-7	KMC	12.58	Full				
9	MW-5-10	KMC	69.20	Full				
10	MW-5-11	KMC	18.36	Full				
11	MW-5-12	KMC	73.60	Full				
12	MW-5-13	KMC	89.10	Full				
13	MW-5-14	KMC	86.88	Partial				
14	MW-5-15	KMC	103.98	Full				
15	MW-5-19	KMC	296.00	Partial				
16	MW-5-25	KMC	81.84	Full				
17	MW-5-28	KMC	66.08	Full				
18	MW-5-32	KMC	169.33	Full				
19	MW-5-36	KMC	62.50	Full				
20	MW-5-40	KMC	31.50	Full				
21	MW-5-41	KMC	70.00	Full				
22	MW-5-44	KMC	107.80	Full				
23	MW-5-47	KMC	43.12	Full				
24	MW-5-51	KMC	49.28	Full				
25	MW-5-53	KMC	49.69	Full				
26	MW-5-55	KMC	45.43	Full				
27	MW-5-57	KMC	83.16	Full				
28	MW-6	Private	205.40	Full				
29	MW-7-1-1	Private	7.77	Full				
30	MW-7-2-1	Private	12.22	Full				
31	MW-7-2-3	Private	5.76	Partial				
32	MW-7-3	Private	10.26	Full				
33	MW-7-4-1	Private	6.32	Full				
34	MW-7-5-1	Private	8.58	Full				
35	MW-7-5-2	Private	18.10	Full				
36	MW-7-5-2	Private	14.86	Full				

S/N	Owner ID	Owner	Building Footprint (m <sup>2</sup> )	Impact	Wall Owner ID	Wall Length (m)	Pavement Owner ID	Pavement Area (m <sup>2</sup> )
37	MW-7-6-1	Private	14.52	Full				
38	MW-7-7-1	Private					MW-7-7-1	210.00
	MW Total		2,254.64	34	3	172.98	1	210.00
1	MO -2	Private			MO -2	40.40		
2	MO -3-1	Private			MO -3-1	23.44	MO -3-1	14.76
3	MO-3-2	Private			MO -3-1	1.26		
4	MO-3-3	Private			MO-3-2	20.85		
5	MO-3-4	Private			MO-3-2	1.40		
6	MO-3-5	Private	2.88	Partial	MO-3-3	26.73		
			8.14	Partial	MO-3-3	2.30		
7	MO-3-6	Private			MO-3-4	23.10		
8	MO-3-7	Private	10.56	Partial	MO-3-6	26.30	MO-3-6	1,480.50
9	MO-5	Government			MO-3-7	26.30		
10	MO-6-1, MO-6-2	Private			MO-5	68.98		
11	MO-6-3	Private					MO-6-1, MO-6-2	120.00
12	MO-6-5	Private					MO-6-3	43.28
13	MO-7-1	Private			MO-6-5	112.80	MO-6-5	800.12
14	MO-7-2	Private					MO-7-1	16.89
15	MO-7-3	Private			MO-7-2	21.40	MO-7-2	40.60
16	MO-7-4	Private			MO-7-3	20.32	MO-7-3	65.77
17	MO-7-5	Private			MO-7-4	16.90		
18	MO-7-6	Private	3.96	Partial			MO-7-5	46.75
19	MO-7-7	Private					MO-7-7	14.06
	MO Total		25.54	4	16	460.78	11	2,694.41

Source: JICA Survey Team

### 6.1.3 Impacts on Public Utilities

Utilities and other items that will need to be relocated or removed under the Project are listed in Table 6.1.5. Storm drainage ditches, road lighting, utility and telephone poles, traffic signals, bus stops, rest areas for traffic policemen, etc. will be relocated to appropriate locations prior to the start of construction of the Project so that there will be no service interruptions due to the Project.

Since a high-voltage transmission tower is located within the Project area and transformers are located on the area for acquisition, it may be necessary to review the power transmission and distribution network around the Oysterbay Substation and relocate related facilities located outside the Project area to implement the Project. In the future stage of the Project, TANROADS will need to discuss, and agree with TANESCO on the detailed plan regarding the relocation of TANESCO facilities, including their location and the costs required.

**Table 6.1.5 Affected Utilities**

Types	Target for Relocation		
	Mwenge	Morocco	Total
Billboards/Advertising Boards	29	34	63
Storm Drains	29	19	48
Barrier	30	3	33
Manholes	26	5	31
Street Lights	7	24	31
Solar-Powered Street Lights	24	1	25
Electric pole	9	11	20
Telephone pole	3	13	16
Road Signs	10	5	15
Traffic signal	7	7	14
Rainwater drainage	11	0	11

Types	Target for Relocation		
	Mwenge	Morocco	Total
Road Markings	6	3	9
Utility Cabinets (Electrical/Telecommunications)	2	4	6
Bus stops	4	2	6
Gas Pipes	4	0	4
Staircases	2	0	2
Police box	1	1	2
Footbridge	2	0	2
Fence	1	0	1

Source: JICA Survey Team

## 6.2 Census Survey

### 6.2.1 Survey Results

Based on the preliminary design of the Project, interviews were conducted between Monday, February 3 and Tuesday, March 25, 2025. The results showed that all of the affected buildings were used for business/commercial purposes and had no residential occupants. The figure provided in the following census survey is a tentative figure collected for the Feasibility Study purpose. Final, actual figure shall be confirmed in the later phase of the Project, after the final Project Area is agreed by GoT and GoJ, during or after the Detailed Design phase.

The 30 buildings that will be 100% removed are used by 67 businesses. Among the 67, one is business owner and 66 are business tenants. It is estimated that the 67 businesses employ approximately 134 employees. (Table 6.2.1, row 2)

Regarding the partially affected buildings that would not require relocation, 26 (Mwenge Intersection: 5, Morocco Intersection: 21) are privately owned businesses (owners) on privately owned land that would require setbacks of the existing perimeter walls in the areas that are currently parking lots and unused land. (Table 6.2.1, row 4-2) Those 26 businesses will not be closed during the construction of the Project.

Another 6 business tenants (2 business tenants on private land, 4 business tenants in buildings owned by KMC) will not require relocation, but their buildings may be required slicing. (Table 6.2.1, rows 4-3, 4-4) Out of the 6 businesses, one (MW-7-7) will only lose paved area along Sam Nujoma Road and will be able to operate during the Construction Phase. The 5 business tenants that may need short business closure during the Construction Phase employ approximately 10 employees. (Table 11.3.6, row 5)

In addition, 87 street vendors were identified during the Survey who are using the street space for commercial activities without a fixed business location, as explained in Section 11.3.5. (Table 6.2.1, row 4-5)

Based on the above, 99 businesses/business tenants (67 + 32) and 87 street vendors, a total of 186 persons/businesses are expected to be affected by the Project. (Table 6.2.1, row 1) It was found that all affected structures are used for business and commerce, and no residence nor residents were found in the affected area.

**Table 6.2.1 Summary of PAPs/residential PAH**

	Group	Number	By Tenancy
1	Total Project Affected Households (PAHs) (Including commercial use and institution) (Line 2 + Line 9)	186 persons/ businesses/ tenants	Title Holders: 99 persons/ businesses/ tenants
			Non-Title holders: 87 persons
<b>Required for Relocation</b>			
2	Fully Project Affected Households (PAHs) (Including commercial use and institution)	67 businesses/ tenants	Title Holders: 67 businesses/ tenants
			Non-Title holders: 0 HH / 0 persons
2-1	Resident owners who need to be resettled	0 HH / 0 persons	Title Holders: 0 HH / 0 persons
			Non-Title Holders: 0 HH / 0 persons
2-2	Residential tenants who need to be resettled	0 HH / 0 persons	Tenants: 0 HH / 0 persons
2-3	Business owners who need relocation	1 business owner	Title Holders: 1 business owner (MW-7-3)
			Non-Title Holders: 0 persons
2-4	Commercial Tenants on private land who need relocation	11 business tenants	11 business tenants MW-6: 2 tenants, MW-7: 9 tenants
2-5	Business tenants on Government (KMC) Land who need relocation	55 business tenants	55 business tenants (MW:55, MO:0)
3	Employees in the business lessees (excluded from Line 2 total)	134 employees*	134 employees*
<b>Not required for relocation</b>			
4	Partly Project Affected Households (PAHs) (Including commercial use and institution)	119 persons/ businesses/ tenants	Title Holders: 32 persons/ businesses/ tenants
			Non-Title holders: 87 persons
4-1	Resident owners who do not need to be resettled	0 HH / 0 persons	Title Holders: 0 HH / 0 persons
			Non-Title Holders: 0 HH / 0 persons
4-2	Business owners who do not need relocation (Just small corner of the land is to be affected. Impact on employees is not considered.)	26 business owners	Title Holders: 26 business owners (MW:5, MO:21)
			Non-Title Holders: 0 HH / 0 persons
4-3	Commercial Tenants on private land who do not need relocation but may experience short term business closure during the Construction Phase	2 business tenants	2 business tenants (MW-7-2-3, MW-7-7)
4-4	Business lessees on Government (KMC) Land who do not need relocation (Employer) but may experience short term business closure during the Construction Phase	4 business tenants	4 business tenants (MW:4, MO:0)
4-5	Street vendors (Mobile vendors, stalls) without fixed location for business	87 persons	Non-Title Holders: 87 persons
5	Employees in the business tenants and lessees (Excluded from Line 9 Total) who may experience short term business closure during the Construction Phase	10 employees* employed by the businesses counted in row 4-3 and 4-4	10 employees* (Employees in MW-7-7 are excluded since the Project affects only the front pavement area. Other business will experience building slice.)
6	Partially affected institutions	2 institutions	2 institutions (MW:0, MO:2) (TANESCO, Police)
7	KMC as the landlord who gets revenue from the tenant fee	Tenant fee consists of part of the annual income of KMC. Income of KMC will decrease by the Project since KMC will lose income from the 55 fully affected buildings and 4 partially affected buildings. After the Detailed Design of the Project, TANROADS shall inform KMC the area to be affected, and the income from the area will be reduced in 2028/2029 fiscal year. With the above advance notification, KMC shall not require compensation for the loss of income regarding the tenant fee.	

**Title Holders:** people with formal ownership of land and structure.

**Non-Title Holders:** people without formal ownership of land, including commercial encroachers, and residential squatters.

MW: Mwenge Intersection, MO: Morocco Intersection

\*: Number of employees are estimated from the site observation. Average size of the businesses is 1 employer and 2 employees.

Source: JICA Survey Team

**Table 6.2.2 List of Tenants to be Affected (Not including street vendors)**

S/N	Plot ID	Business ID	BUILDING/ BUSINESS IMPACT	Business Ownership	Plot/ Building ID	Building Ownership
1	MW-1	MW-1	Partial	Private	MW-1	Owner
2	MW-2	MW-2	Partial	Private	MW-2	Owner
3	MW-3	MW-3	Partial	Private	MW-3	Owner
4	MW-4	MW-4	Partial	Private	MW-4	Owner
5	MW-5	MW-5-1	Full	Private	MW-5-1	MW-5-2
6		MW-5-2	Full	Private		
7		MW-5-3	Full	Private		
8		MW-5-4	Full	Private		
9		MW-5-5	Full	Private		
10		MW-5-6	Full	Private		
11		MW-5-7-1	Full	Private	MW-5-7-1	
12		MW-5-7-2	Full	Private	MW-5-7-2	
13		MW-5-8	Full	Private		
14		MW-5-9	Full	Private		
15		MW-5-10	Full	Private	MW-5-10	MW-5-11
16		MW-5-11	Full	Private	MW-5-11	
17		MW-5-12	Full	Private	MW-5-12	
18		MW-5-13	Full	Private	MW-5-13	
19		MW-5-14	Partial	Private	MW-5-14	
20		MW-5-15	Full	Private		MW-5-15
21		MW-5-16	Full	Private		
22		MW-5-17	Full	Private		
23		MW-5-18	Full	Private		
24		MW-5-19	Full	Private		
25		MW-5-20	Partial	Private		MW-5-19
26		MW-5-21	Full	Private		
27		MW-5-22	Partial	Private		
28		MW-5-23	Full	Private		
29		MW-5-24	Partial	Private		
30		MW-5-25	Full	Private		MW-5-25
31		MW-5-26	Full	Private		
32		MW-5-27	Full	Private		
33		MW-5-28	Full	Private		
34		MW-5-29	Full	Private		
35		MW-5-30	Full	Private		MW-5-28
36		MW-5-31	Full	Private		
37		MW-5-32	Full	Private		
38		MW-5-33	Full	Private		
39		MW-5-34	Full	Private		
40		MW-5-35	Full	Private		MW-5-32
41		MW-5-36	Full	Private		
42		MW-5-37	Full	Private		
43		MW-5-38	Full	Private		
44		MW-5-39	Full	Private		
45		MW-5-40	Full	Private	MW-5-40	MW-5-36
46		MW-5-41	Full	Private		
47		MW-5-42	Full	Private		
48		MW-5-43	Full	Private		
49		MW-5-44	Full	Private		
50		MW-5-45	Full	Private		MW-5-41
51		MW-5-46	Full	Private		
52		MW-5-47	Full	Private		
53		MW-5-48	Full	Private		
54		MW-5-49	Full	Private		
55		MW-5-50	Full	Private		MW-5-44
56		MW-5-51	Full	Private		
57		MW-5-52	Full	Private	MW-5-51	

S/N	Plot ID	Business ID	BUILDING/ BUSINESS IMPACT	Business Ownership		Plot/ Building ID	Building Ownership	
58		MW-5-53	Full	Private		MW-5-53		
59		MW-5-54	Full	Private				
60		MW-5-55	Full	Private		MW-5-55		
61		MW-5-56	Full	Private				
62		MW-5-57	Full	Private		MW-5-57		
63		MW-5-58	Full	Private				
64		MW-5-59	Full	Private				
65	MW-6	MW-6-1	Full	Private		MW-6	Tenant (Private land)	
66		MW-6-2	Full	Private				
67	MW-7-1	MW-7-1-1	Full	Private		MW-7-1	Tenant (Private land)	
68		MW-7-1-2	Full	Private				
69	MW-7-2	MW-7-2-1	Full	Private		MW-7-2	Tenant (Private land)	
70		MW-7-2-2	Full	Private				
71		MW-7-2-3	Partial	Private				
72	MW-7-3	MW-7-3	Full	Private		MW-7-3	Owner	
73	MW-7-4	MW-7-4	Full	Private		MW-7-4	Tenant (Private land)	
74	MW-7-5	MW-7-5-1	Full	Private		MW-7-5-1	Tenant (Private land)	
75		MW-7-5-2	Full	Private		MW-7-5-2		
76		MW-7-5-3	Full	Private		MW-7-5-3		
77	MW-7-6	MW-7-6	Full	Private		MW-7-6	Tenant (Private land)	
78	MW-7-7	MW-7-7	Partial	Private		MW-7-7	Tenant (ORYX ENERGIES TZ)	
	Mwenge	Total	78 Businesses			38 Buildings/Structures		
1	MO-1	MO -1	Partial	TANZANIA POLICE FORCE		MO -1	Owner (Institutional)	
2	MO-2	MO -2	Partial	Private		MO -2	Owner	
3	MO-3-1	MO -3-1	Partial	Private		MO -3-1	Owner	
4	MO-3-2	MO-3-2	Partial	Private		MO-3-2	Owner	
5	MO-3-3, MO-3-5	MO-3-3, MO-3-5	Partial	Private		MO-3-3	Owner	
6	MO-3-4	MO-3-4	Partial	Private		MO-3-4	Owner	
7	MO-3-6	MO-3-6	Partial	Private		MO-3-6	Owner	
8	MO-3-7	MO-3-7	Partial	Private		MO-3-7	Owner	
9	MO-4	MO-4	Partial	Private		MO-4	Owner	
10	MO-5	MO-5	Partial	TANZANIA ELECTRIC SUPPLY COMPANY		MO-5	Owner (Institutional)	
11	MO-6-1, MO-6-2	MO-6-1, MO-6-2	Partial	Private		MO-6-1, MO-6-2	Owner	
12	MO-6-3	MO-6-3	Partial	Private		MO-6-3	Owner	
13	MO-6-4	MO-6-4	Partial	Private		MO-6-4	Owner	
14	MO-6-5	MO-6-5	Partial	Private		MO-6-5	Owner	
15	MO-7-1	MO-7-1	Partial	Private		MO-7-1	Owner	
16	MO-7-2	MO-7-2	Partial	Private		MO-7-2	Owner	
17	MO-7-3	MO-7-3	Partial	Private		MO-7-3	Owner	
18	MO-7-4	MO-7-4	Partial	Private		MO-7-4	Owner	
19	MO-7-5	MO-7-5	Partial	Private		MO-7-5	Owner	
20	MO-7-6	MO-7-6	Partial	Private		MO-7-6	Owner	
21	MO-7-7	MO-7-7	Partial	Private		MO-7-7	Owner	
	Morocco	Total	21 Businesses			21 Buildings/Structures		
	Grand	Total	99 Businesses			59 Buildings/Structures		

Shaded partially affected businesses: Employees at those business tenants will be entitled to receive loss of wage compensation.

For the impacts on street vendors, see Section 6.5.

Source: JICA Survey Team

## **6.2.2 Cut-Off Date of the Survey and the Project**

The last day of the census in this Survey is March 25, 2025. Therefore, the cut-off date for this ARAP is March 25, 2025.

The actual (final) valuation of affected properties shall be carried out by TANROADS in cooperation with KMC after the completion of the Detailed Design of the Project. The final date of the actual valuation will be the final cut-off date for the Project.

The cut-off dates will be communicated to each PAP during valuation exercise. Any person who undertakes any development activity in the newly demarcated project area after the cut-off date will not be eligible for compensation.

It should, however, be noted that the implementation of the cut-off date should also be observed by project implementer who is required to compensate the PAPs 6 months after the valuation report has been approved. This ARAP recommends that TANROADS as the project implementer to have frequent communication with PAPs to update PAPs on when they should expect to receive their compensation or any other changes associated with implementation of the Project.

## **6.2.3 Measures to Avoid Influx After the Cut-Off Date**

The Dar es Salaam Regional Office of TANROADS has the ROW Patrol Team who is responsible for securing the road reserve without any obstacles. The Team works everyday together with the Traffic Police, and has right to instruct any person to move out from the road reserve. Influx after the Cut-Off Date shall be avoided by the ROW Patrol Team.

## **6.3 Market Price Survey**

### **6.3.1 Overview**

The market survey was carried between February and March 2025 depending on the availability of PAPs information such as validated coordinates. The market survey report was finalized on April 15 2025.

After the Detailed Design for the Project is finalized, the prices shall be updated and formalized by gazettlement, pursuant to the relevant provisions of the Land Acquisition Act (Cap. 118 R.E., 2010).

### **6.3.2 Market Survey Results**

#### **6.3.2.1 Land Value Rates**

To determine land value rates for the project, research along the road corridor employed a mixed-method approach. This involved both quantitative and qualitative methodologies to ensure a comprehensive analysis. The quantitative component utilized statistical techniques to make data-driven inferences, while the qualitative aspect, based on deductive reasoning, provided context and insight into the findings. The research focused on land market activities within Kinondoni Municipality, specifically examining land transaction activities to establish current land value rates for compensable parcels along the corridor. Initially, transaction documents, including sales agreements, were gathered from local leaders, serving as the primary source of data. Following this, interviews were conducted with responsible local leaders, and discussions were held with peer land professionals to supplement the data and provide additional perspectives. This combined approach ensured a thorough and accurate assessment of land values for the compensation process.

---

**Table 6.3.1 Land Value Rates**

	Urban, Commercial Land Use Unit Price (TZS/m <sup>2</sup> )		
Mwenge Intersection	1,400,000	-	1,700,000
Morocco Intersection	1,190,000	-	1,350,000

Unit price: Published February 1, 2025.

Source: JICA Survey Team

### **6.3.2.2 Building Construction Rates**

Building construction rates were derived as average figures by dividing the total construction cost of a building by its Gross External Area (GEA). Essentially, these rates represent the average cost to construct a similar building per unit area. To establish these construction rates for buildings or structures, we first determine the overall cost of a typical building and then divide this cost by the total area of the building.

The total construction cost is calculated using the Quantity Surveyor's elemental cost estimation approach, where each building element is individually priced. Additionally, allowances for professional fees are incorporated into this calculation. This method ensures that the construction rates accurately reflect the comprehensive cost of building, providing a reliable metric for estimating the cost of constructing a similar structure on a per-unit-area basis.

The buildings to be affected by the Project was found to belong to Building Class A, and to Double Storey class as shown in Table 6.3.2.

### **6.3.2.3 Structure and Rental Value Rates**

Market rental value rates establishment process involved a detailed categorization of properties based on key factors such as the type of building, the materials utilized in its construction, and the quality of workmanship. These categories were rigorously verified by cross-referencing with photographic evidence to ensure accuracy and consistency. By classifying buildings in this manner, we established a comprehensive framework that allows for precise analysis and comparison across different property types. This systematic approach ensured that the unique characteristics of each building category are taken into account, providing a robust foundation for further market analysis.

Once the building categories were defined, we gathered rental values from commercial properties, including shops and offices, associated with each category. These rental values were then averaged to derive a simple mean rental value per square meter per month. To ensure the reliability and relevance of these figures, we conducted a thorough statistical analysis, calculating the minimum, maximum, range, and mean values for the collected data. This analysis enables us to establish realistic and market-reflective rental values for each building category within the project footprint. The resulting rental values are expressed in Shillings per Square Meter per Month, providing a standardized measure.

Rental rate of 25,000 TZS/month/m<sup>2</sup> was used in this Survey for calculation of compensation and allowance as shown in Table 6.3.2.

**Table 6.3.2 Structure and Rental Value Rates**

Building Class	Typical Construction	Rate per m <sup>2</sup> (TZS)	Rental per Month per m <sup>2</sup> (TZS)
<b>A</b>	Aluminium roof, concrete block walls, top rollup steel door, sand and Tiles floor finish	600,000	25,000
<b>B</b>	CIS roof, concrete block walls, steel side doors, cement floor	550,000	20,000
<b>D</b>	Wall Structures (Cement block, Sand block)	80,000	-
<b>J</b>	Double Storey	800,000	-
<b>K</b>	Concrete pavement	120,000	-
<b>L</b>	Sand cement pavement	100,000	-

Source: JICA Survey Team

#### **6.3.2.4 Crops and Trees**

Crops and trees are currently appraised based on the Crop Compensation Schedule issued by the Chief Valuer in 2023. This schedule provides standardized guidelines for determining the value of various crops and trees, ensuring that compensation is fair and consistent across different types of agricultural assets. By adhering to this official schedule, we ensure that the valuation process is transparent, equitable, and in line with current market conditions and regulatory standards.

It was found that all trees affected by the Project grow on land managed or owned by TANROADS and KMC, hence no cash compensation for the trees is required.

#### **6.3.3 Restrictions on Public Disclosure of the Results of this Study**

The appraisal of the compensation value was performed by a qualified Valuer. The appraisal results are disclosed to JICA and TANROADS in accordance with Article 64.4 of the Valuation and Appraisers (General) Regulations, 2018, but must be kept private to outside parties in principle.

Therefore, the names of tenants/lessees and photographs of the building will be kept confidential to third parties and general public, and will be deleted from the version to be disclosed by JICA and TANROADS.

### **6.4 Socio-Economic Condition of the Land and Structure PAPs**

As explained in Section 6.2.1, it was found that all affected structures are used for business and commerce, and no residence nor residents were found in the affected area. Therefore, the following information explains all PAPs who are committed in business and commerce in the affected area.

#### **(1) Number of Businesses**

Socio-economic survey for the businesses were conducted from Monday 08th July 2024 to Friday 02nd August 2024 at Mwenge and Morocco intersections using a questionnaire developed to capture all necessary information about the businesses. During the survey a total of 30 businesses at Mwenge and 4 businesses at Morocco were interviewed out of the 99 PAPs to be affected (See Table 6.2.1 row 1). It was found that none of the business PAPs involve persons who belong to the vulnerable groups defined in Section 3.5.

**Table 6.4.1 Number of Business Interviewed**

Intersection	Total	
	Number	%
Mwenge	30	88
Morocco	4	12
Total	34	100

Source: JICA Survey Team

## (2) Items for Sale

Most (82%) of the business are allocated along Sam Nujoma Road at Mwenge Intersection. The majority of the businesses were hardware shops (38%), followed by cloth shops (12%) and Automobile yards for selling vehicles (8%). Other businesses include shops for selling electronics, Mobile phone and accessories, Homeware, Mobile Money Services, Pharmacy. Also, there is an pharmaceutical factory, construction company office and office building where by small part of their plots are to be affected.

**Table 6.4.2 Items for Sale**

Type of business (at the timing of interview)	Mwenge	Morocco	Total	
			Number	%
Construction Company	1	0	1	3
Liquor Store	1	0	1	3
Medicine production Industry	1	0	1	3
Mobile Money Service	1	0	1	3
Parking Space	0	1	1	3
Selling Automobiles	0	3	3	8
Selling Clothes	2	0	2	6
Selling Electronic accessories	2	0	2	6
Selling Fabrics	1	0	1	3
Selling furniture & Electronic Equipments	1	0	1	3
Selling Hardware	11	0	11	32
Selling Hardware & Timber	1	0	1	3
Selling Homeware	1	0	1	3
Selling New and Used Bags	1	0	1	3
Selling Paint & Homeware	1	0	1	3
Selling Pharmacy	1	0	1	3
Selling Phones & Electronic accessories	1	0	1	3
Selling Sportware	1	0	1	3
Selling Timber	1	0	1	3
Selling Used Shoes	1	0	1	3
Grand Total	30	4	34	100

Source: JICA Survey Team

## (3) Number of Months/Years in the Business

All 34 businesses have been operating in their current location for more than four years.

**Table 6.4.3 Number of Months/Years Operating at the Location**

Businesses Years at Location	Mwenge	Morocco	Total	
			Number	%
Less than 1	0	0	0	0
1 - 2	0	0	0	0
3 - 4	0	0	0	0
4 - 5	1	0	1	3
6 and above	29	4	33	97
Total	30	4	34	100

Source: JICA Survey Team

## (4) Rental Payment

Twenty-three (23) businesses who are tenants at Mwenge pay the rental changes to Kinondoni Municipality while 7 do not pay any rental charges due to existing conflict with the Municipality. Four (4) businesses at Morocco are land owners.

**Table 6.4.4 Rental Payment**

Businesses	Payee	Mwenge	Morocco	Total	
				Number	%
Non-Payers	N/A	7	4	11	32
Payers	Group Leader	0	0	0	0
	Municipal Council	23	0	23	68
	Street leader	0	0	0	0
Total		30	4	34	100

Source: JICA Survey Team

#### **(5) Style of Business and Employment**

Out of 34 businesses, 19 manage their businesses by hiring a person while 8 businesses their business is managed by the family and finally 7, the business is managed by individual owner (one person).

**Table 6.4.5 Style of Business Management**

Business Management	Mwenge	Morocco	Total	
			Number	%
Involves hired individual	15	4	19	56
Involves family member	8	0	8	23
Involves one-person	7	0	7	21
Total	30	4	34	100

Source: JICA Survey Team

#### **(6) Business Locations**

Thirty-one (31) businesses have a business at one location only while 3 have similar kind of business at another location other than Mwenge/Morocco area. Two homeware businesses and one Pharmacy have other locations doing the same business.

**Table 6.4.6 Stall/Assets/Space Ownership at Different Location**

Space Ownership at other location	Type of Business	Mwenge	Morocco	Total	
				Number	%
No	NIL	27	4	31	91
Yes	Homeware	2	0	2	6
	Pharmacy	1	0	1	3
Total		30	4	34	100

Source: JICA Survey Team

#### **(7) Set Up Capital Source**

Out of all interviewed businesses, 14 businesses representing 41% noted to obtain the business capital from own servings, 10 vendors (29%) obtained from loan, 9 businesses (26%) were not able to disclose their capital sources, and only one disclose to obtain from family/friends.

**Table 6.4.7 Source of Capital to Set Up the Business**

Source of Capital	Mwenge	Morocco	Total	
			Number	%
Borrowed (family, friends)	1	0	1	3
Loan (cooperative, bank, etc.)	10	0	10	29
Prefer not to disclose	5	4	9	27
Savings	14	0	14	41
Total	30	4	34	100

Source: JICA Survey Team

#### **(8) Stock Capital Source**

Table 2.18 shows the source of capital to run the businesses in which 12 businesses (35%) noted to obtain from savings, 10 businesses (29%) from loan, similarly 9 businesses (26%) were not in position to disclose, and 3 vendors (9%) obtains from profit generated over time.

**Table 6.4.8 Source of Capital to Maintain the Level of Stock for the Business**

Stock capital source	Mwenge	Morocco	Total	
			Number	%
Loan (cooperative, bank, etc.)	10	0	10	29
Prefer not to disclose	5	4	9	27
Profit generated with time	3	0	3	9
Savings	12	0	12	35
Total	30	4	34	100

Source: JICA Survey Team

### **(9) Businesses Income**

Information on daily income was obtained from 25 businesses. The mean and median daily income for the five 100% affected businesses was 620,000 TZS and 500,000 TZS, respectively. The daily income of the 20 partially affected operators varied widely, with a mean of approximately 1.26 million TZS and a median of 500,000 TZS, the same as the 100% affected businesses. Based on the above, the JICA Survey Team estimates that the average income of the businesses affected by the project is 500,000 TZS per day and 15,000,000 TZS per month (500,000 x 30 days). In addition, net income per month is estimated to be 1/3 of the income (= 5,000,000 TZS).

### **(10) Adaptability Survey**

#### **Strength of the Area for the Business**

All the interviewed businesses had confidence with their areas with respect to busy location, target market for business, safety of an area, easy access and adequate space. On availability of basic facilities 32 businesses (94%) were confidence with their area while 6% were not. On good rent value 14 businesses (41%) were not in support of that while on regular events only 3 businesses equivalent to 9% were in support of this. Other noted strengths were established customer base and proximity go sourcing point of the materials.

**Table 6.4.9 Area Strengths for Business**

Businesses perception on Area strength	Mwenge	Morocco	Total	
			Number	%
Busy Location	30	4	34	100
Target Market	30	4	34	100
Safe Area	30	4	34	100
Easy Access	30	4	34	100
Basic Facilities	28	4	32	94
Adequate Space	30	4	34	100
Good Rent Value	16	4	20	59
Regular Events	3	0	3	9
Other Strengths	1	0	1	3

Source: JICA Survey Team

#### **Experience on Change of Location in the Past**

Twenty-two businesses (22) equivalent to 65% had no experience in change of workplace due to road improvement projects while 35% acknowledged to have such experience.

**Table 6.4.10 Experience on Change of Location in the Past**

Workplace Change experience	Mwenge	Morocco	Total	
			Number	%
No	18	4	22	65
Yes	12	0	12	35
Total	30	4	34	100

Source: JICA Survey Team

### **Possibility of Business Closure**

Twenty-seven of the 34 responding firms, or 80%, indicated that they did not feel the need to shut down operations in the Construction and Operation Phases. Seven businesses at the Mwenge Intersection indicated that they may need to close their business because of the Project.

**Table 6.4.11 Necessity of Business Closure during the Construction Phase and in the Operation Phase**

	Mwenge	Morocco	Total	
			Number	%
Yes	7	0	7	21
No	23	4	27	79
Total	30	4	34	100

Source: JICA Survey Team

### **Opinion about Relocation**

With the exception of six businesses, all of which are partially affected landowners, the 28 businesses at the Mwenge intersection that are business tenants were asked if there are markets elsewhere that are suitable for their businesses and if they would be willing to relocate to such an area to conduct business. The results indicated that 24 businesses were willing to relocate to a marketable area; 4 were unwilling to relocate.

**Table 6.4.12 Opinion about Relocation**

Opinion about Relocation	Mwenge	Morocco	Total	
			Number	%
Positive	24	N/A	24	86
Negative	4	N/A	4	14
Total	28	N/A	28	100
Land owner (Excluded)	2	4	6	

Source: JICA Survey Team

### **Overall Opinion for the Project**

When asked about their opinion on the Project, 94% (32 businesses) expressed positive opinion. On the other hand, one business was negative about the Project because of the expected impact on their business.

**Table 6.4.13 Overall Opinion for the Project**

Businesses Project Opinion	Mwenge	Morocco	Total	
			Number	%
Positive	28	4	32	94
Negative	1	0	1	3
Don't know/Need more info	0	0	0	0
No Opinion	1	0	1	3
Total	30	4	34	100

Source: JICA Survey Team

## **6.5 Socio-Economic Condition of the Street Vendors**

### **6.5.1 Purpose of the Survey**

Site observation found that there are street vendors (Street Vendor/Mobile Vendor/ Stall) operating in the road space at the two intersections, and that they may need to temporarily change their business locations due to traffic restrictions, especially during the Construction Phase of the Project. On the other hand, it was observed that these street vendors, whose main customers are pedestrians, bus users, and private car users, can continue their business if the traffic flow does not stop, and that they can move to similar roadside or road spaces outside of the Project Area.

The target road of the Project will always be open to traffic during the Construction Phase. Although there will be no unused land between the private land and the road space in the Operation Phase, the sidewalk width will be wider than it is now, the road space including BRT will also be wider than it is now. In addition, many street vendors were observed at the intersections with flyovers in Dar es Salaam. Therefore, it is expected that street vendors will be able to continue their business near the current location or change their location both in the Construction Phase and in the Operation Phase.

On the other hand, previous RAP reports in 2015 and in 2016<sup>1</sup> studied street vendors, and no recent reports were found. where street vendors have been the subject of socioeconomic studies, was only found and no recent information was available.

Therefore, this survey was conducted to investigate the socioeconomic situation of the street vendors in order to clarify the type of people who are active and to confirm the adaptability of the street vendors to the Project.

## 6.5.2 Survey Results

### (1) Census Survey of the Street Vendors

A total of 87 persons, all operating in the Project Area of the Mwenge and Morocco Intersections were interviewed on one weekday and one weekend day each (Friday, July 5 and Saturday, July 6, 2024), between 10:00 and 19:00.

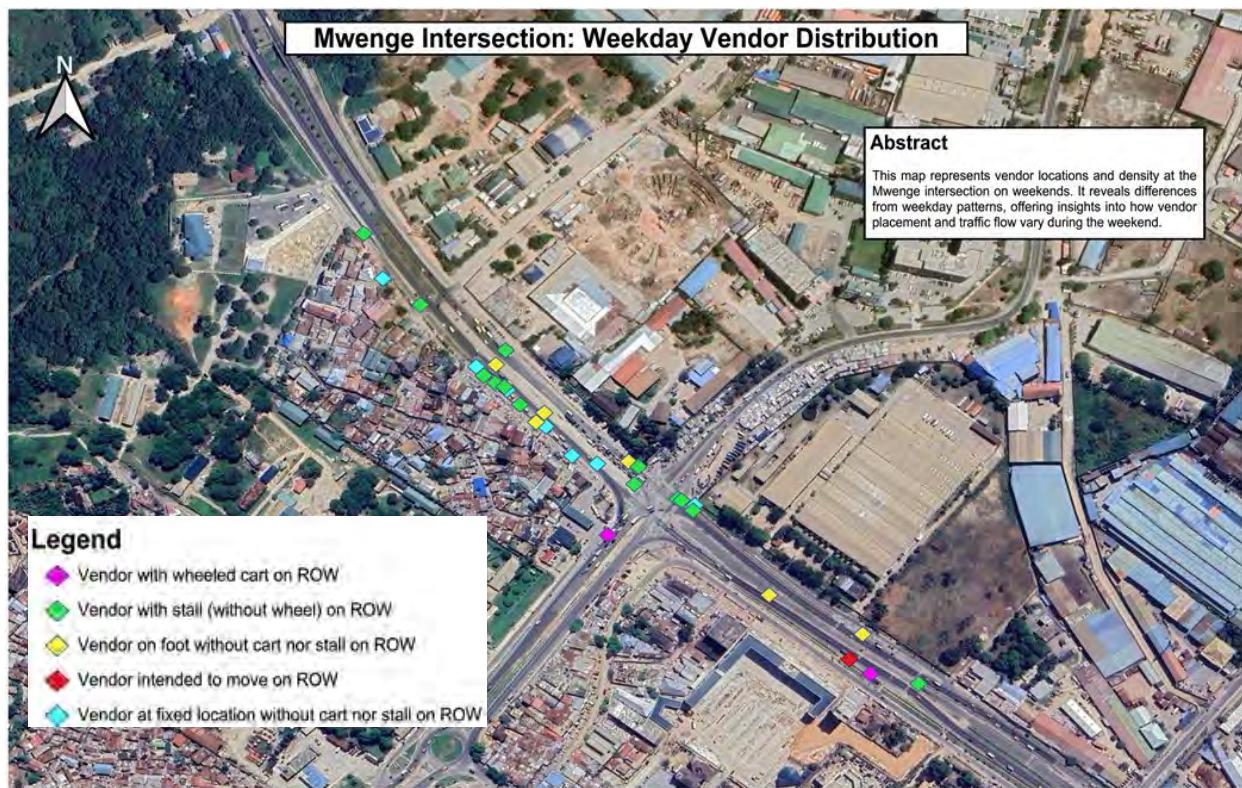
There was no significant difference in the number of street vendors between weekdays and weekends. But at Mwenge Intersection, more street vendors were observed on Sam Nujoma Road on weekends. At Morocco Intersection, more street vendors gathered near the intersection on weekends than on weekdays. (Figure 6.5.1 through Figure 6.5.4)

**Table 6.5.1 Total number of vendors interviewed**

Intersection	Total	
	Number	%
Mwenge	48	55
Morocco	39	45
Total	87	100

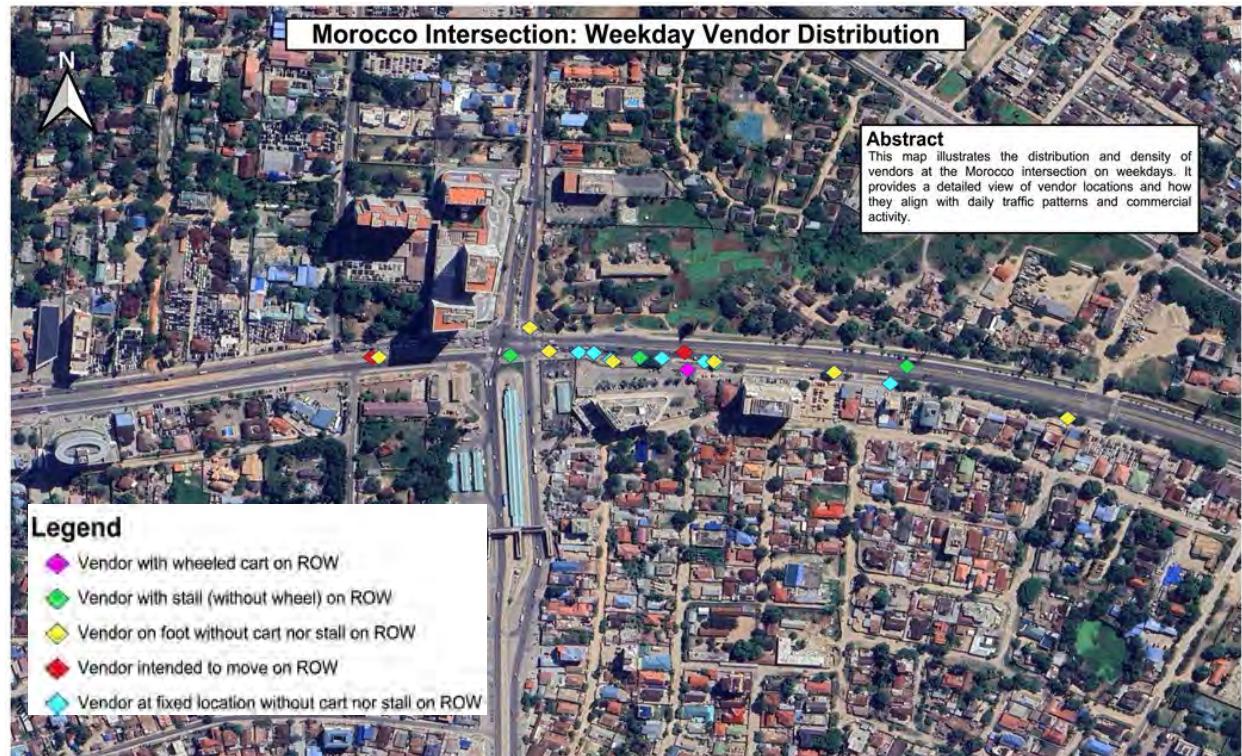
Source: JICA Survey Team

<sup>1</sup> The 2015 Design, Detailed Engineering Design and Preparation of Tender Documents of the Ubungo Intersection Resettlement Action Plan Report June 2015, And 2016 Resettlement Action Plan for Rapid Transit System for Phase 2 and 3 in Dar es Salaam City World Bank December, 2016



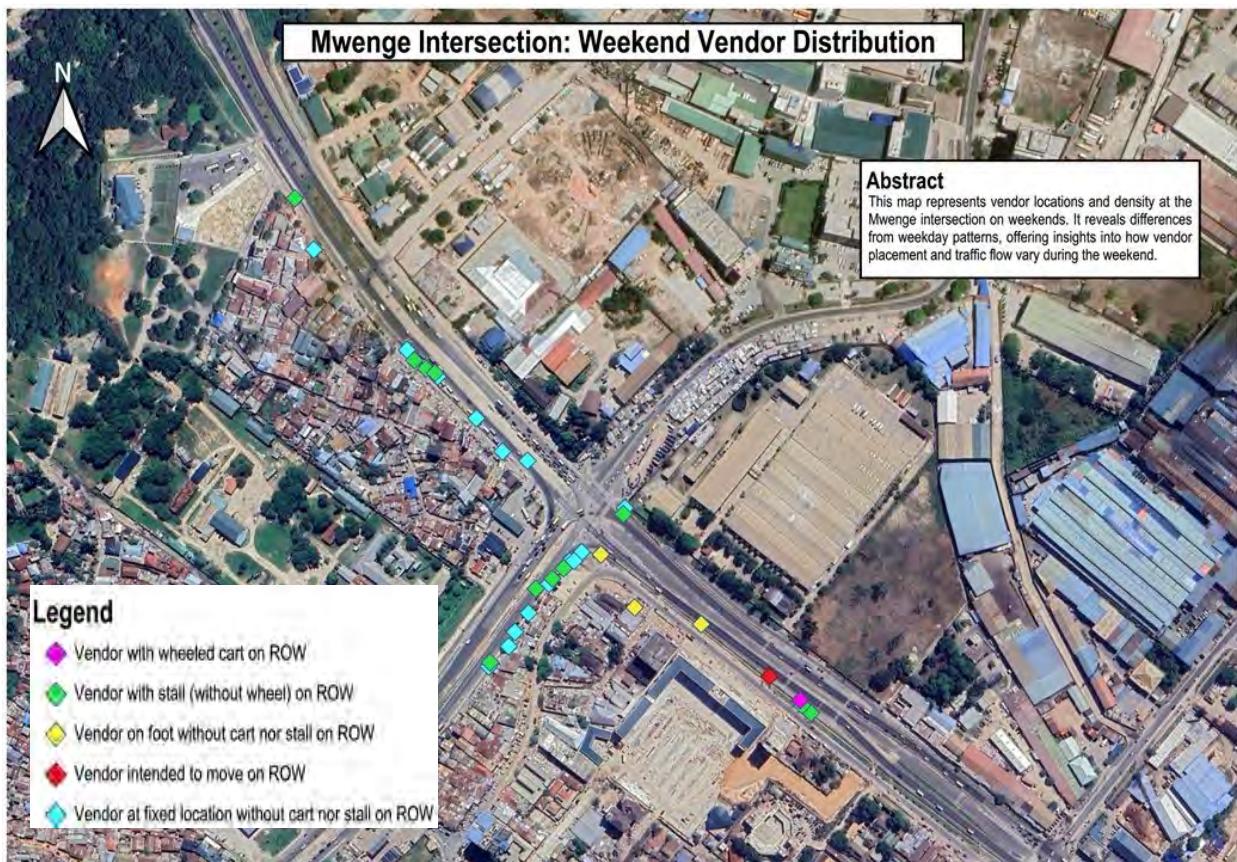
Source: JICA Survey Team

**Figure 6.5.1 Mwenge Intersection Weekday Street Vendor Distribution**

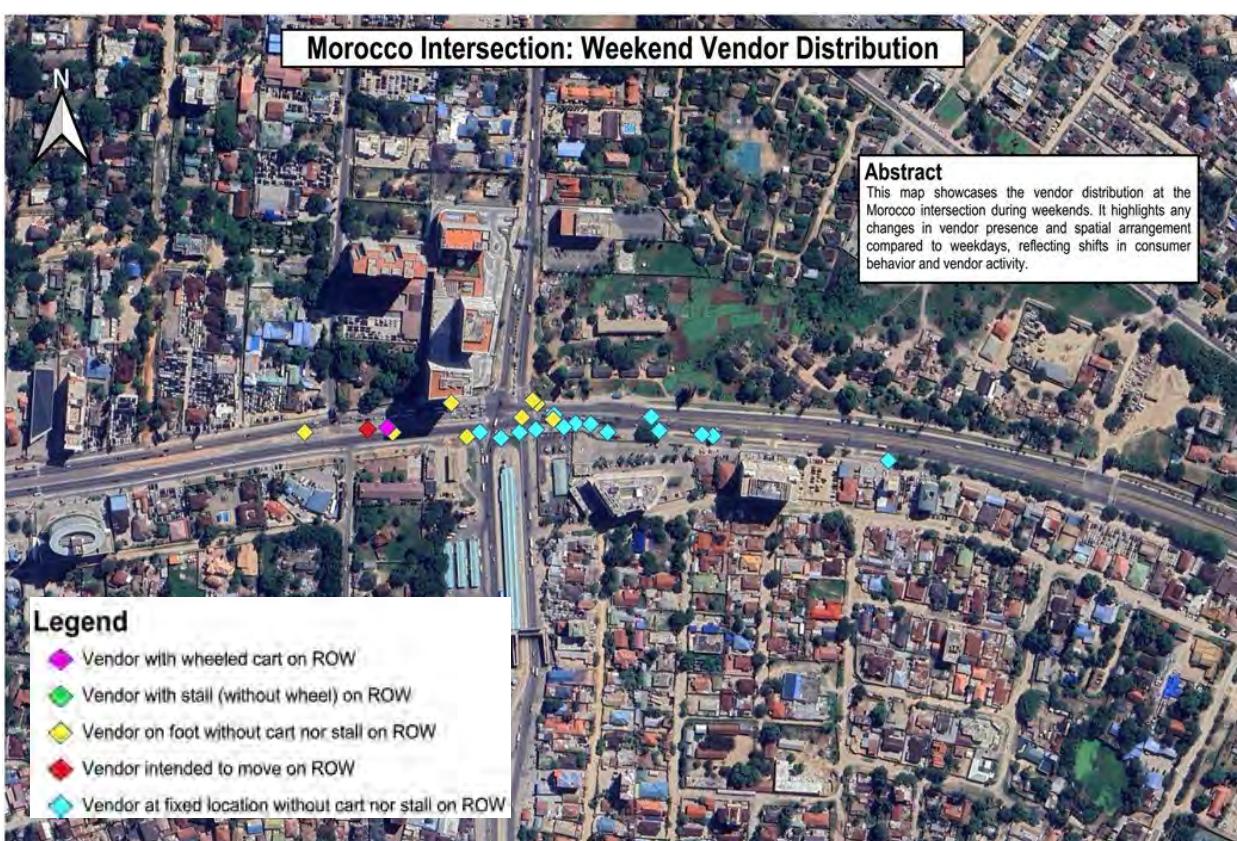


Source: JICA Survey Team

**Figure 6.5.2 Morocco Intersection Weekday Street Vendor Distribution**



**Figure 6.5.3 Mwenge Intersection Weekend Street Vendor Distribution**



**Figure 6.5.4 Morocco Intersection Weekend Street Vendor Distribution**

## (2) Attributes of Street Vendors

The demographics of the surveyed vendors showed a diverse range of ages, genders, and business types.

### Age

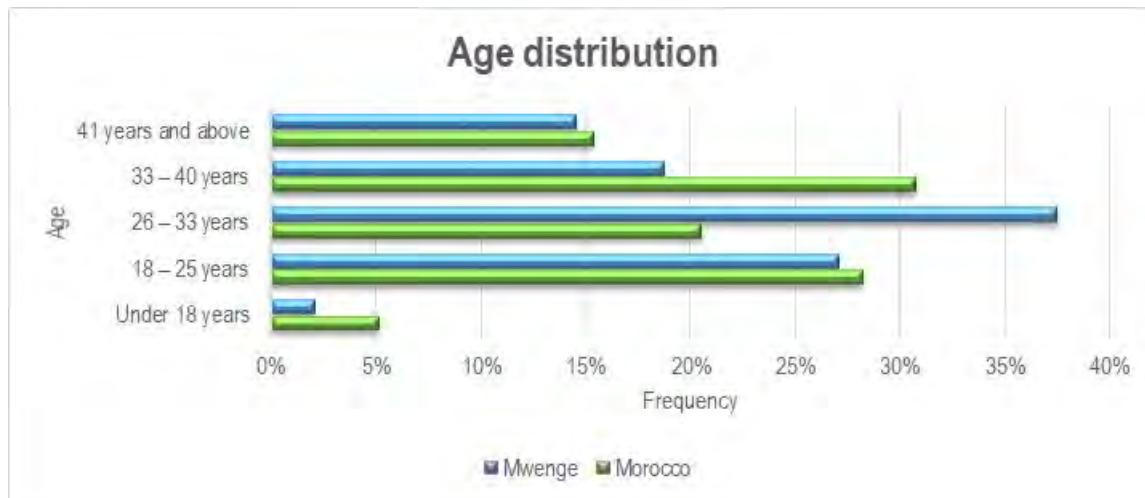
The age distribution of the street vendors showed that 80% of them were between 18 and 40 years old.

Three street vendors under the age of 18 were identified as child labor in the Tanzanian law. One (female) at the Mwenge Intersection had primary education and was selling food items such as octopus and potatoes. All three under 18 were working under the direction of their parents. Those vendors under 18 may belong to vulnerable PAPs. In the implementation of the ARAP, it is advised that the vendors under 18 together with their parents to be consulted by community development officer or any respective advisors to understand the needs of child labour of the particular households, and provide any available assistance to minimize the burden of child labour in the family.

**Table 6.5.2 Age Distribution of Street Vendors**

Vendors Age Range	Mwenge	Morocco	Total	
			Number	%
Under 18 years	1	2	3	3.5
18 – 25 years	14	11	25	28.7
26 – 33 years	14	12	26	29.9
33 – 40 years	12	9	21	24.1
41 years and above	7	5	12	13.9
Total	48	39	87	100.00

Source: JICA Survey Team



Source: JICA Survey Team

**Figure 6.5.5 Age Distribution of Street Vendors**

### Gender

Eighty-five percent of the street vendors were male. There were few female street vendors at either intersection.

**Table 6.5.3 Gender of Street Vendors**

Intersection	Gender of Vendors		Total	
	Mwenge	Morocco	Number	%
Male	42	32	74	85
Female	6	7	13	15
Total	48	39	87	100

Source: JICA Survey Team

### **Marital Status**

Almost half (52.9%) of the respondents were married.

**Table 6.5.4 Marital Status of Street Vendors**

Intersection	Marital Status of Vendors		Total	
	Mwenge	Morocco	Number	%
Married	27	19	46	52.9
Single	21	20	41	47.1
Total	48	39	87	100

Source: JICA Survey Team

### **Education**

10.3% of respondents had no formal education. 44.8% had primary education and 42.5% had secondary education.

**Table 6.5.5 Education of Street Vendors**

Vendors Level of Education	Mwenge	Morocco	Total	
			Number	%
Uneducated	3	6	9	10.4
Primary Education	23	16	39	44.8
Secondary Education	21	16	37	42.5
Certificate / Diploma	1	1	2	2.3
Total	48	39	87	100.00

Source: JICA Survey Team

### **Religion**

Respondents were almost equally to be Christian (50.6%) and Muslim (48.3%).

**Table 6.5.6 Religion of Street Vendors**

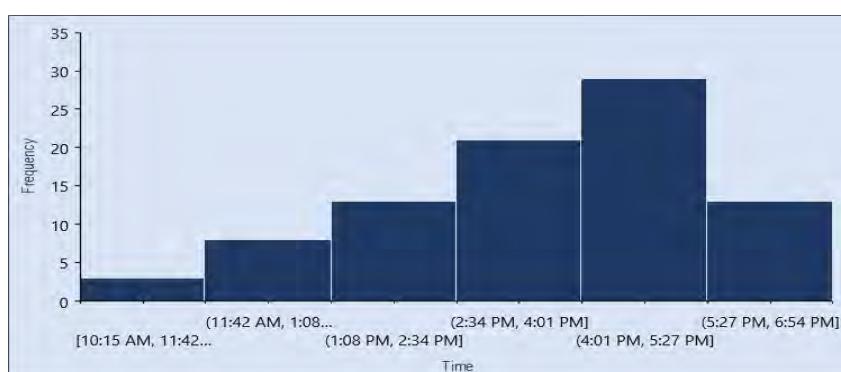
Religion of Vendors	Mwenge	Morocco	Total	
			Number	%
Christian	25	19	44	50.6
Muslim	22	20	42	48.3
Pagan	1	0	1	1.1
Total	48	39	87	100.00

Source: JICA Survey Team

### **(3) Vending Activity**

#### **Working Hours**

Site observations found that most of the street vendors open between 4:00 p.m. and 5:30 p.m., suggesting that the commuter's rush hours and evening shopping demand are the main targets of the street vendors.



Source: JICA Survey Team

**Figure 6.5.6 Working Hours of Street Vendors**

**Full Time/Part Time Work Style**

Street vending is the primary occupation for most street vendors. The majority of street vendors reported that it is their full-time occupation, 89% at the Morocco Intersection and 84% at the Mwenge Intersection.



Source: JICA Survey Team

**Figure 6.5.7 Full Time/Part Time Work Style of Street Vendors**

**Seasonal/Year-Round Operation**

The majority (95.4% of respondents) indicated that they operate year-round. Only 4.6% of respondents indicated that they operate seasonally.

**Table 6.5.7 Seasonal/Year-Round Operation**

Operation mode	Mwenge	Morocco	Total	
			Number	%
Throughout the year	47	36	83	95.4
Seasonally	1	3	4	4.6
Total	48	39	87	100.00

Source: JICA Survey Team

**Items for Sale**

More than half of the items sold by the street vendors were food items, and about 30% were clothing items. A diverse range of goods were sold, including edible grasshoppers, baobab seeds (as snacks), and weight measurement scales.

**Table 6.5.8 Items for Sale**

	Items	Mwenge	Morocco	Sum	Total	%
Food and drink	Snacks	8	5	13	46	52.9
	Ice cream	3	3	6		
	Snacks & drinks	3	1	4		
	Food	3	1	4		
	Fruits	2	2	4		
	Cassava, coconut, carrots	0	3	3		
	Drinks	0	2	2		
	Food (octopus, potatoes)	2	0	2		
	Roasted maize	2	0	2		
	Fresh juice	1	0	1		
	Onghorn grasshopper (senene)	1	0	1		
	Snacks, drinks & food	1	0	1		
	Eggs	0	1	1		
	Lemon grass	0	1	1		
	Snacks, drinks, handkerchiefs, bags	0	1	1		

	Items	Mwenge	Morocco	Sum	Total	%
Clothing	Shoes	5	7	12	26	29.9
	Clothes	2	2	4		
	Used shoes	2	0	2		
	Bags	2	0	2		
	Bags, balls, pillow	0	2	2		
	Shoes & sandals	1	0	1		
	Belts, roasting corn	1	0	1		
	Caps	0	1	1		
	Used bags	1	0	1		
Furniture and Home items	Cleaning materials	1	1	2		
	Drinks, cleaning materials, pads and other materials	0	1	1		
	Furnitures	2	0	2		
	Pillows	1	0	1		
Electronics	Inflatable swimming buoys & pools	0	1	1		2.3
	SIM cards	1	0	1		
	Decoders	0	1	1		
Car accessories	Car accessories	0	2	2		
	Wipers, canvas	1	0	1		
Others	Books	1	0	1		3.4
	Canvas, balls	1	0	1		
	Toys	0	1	1		
Total		48	39	87	87	100

Source: JICA Survey Team

### **Vending Style**

About 30% each of the street vendors were either laying out their wares on the ground, walking among passing cars, or selling from a stall on the sidewalk or hinterland. Those using wheeled carts were rare.

**Table 6.5.9 Vending Style**

Vending Style		Mwenge	Morocco	Total	
				Number	%
Mobile vendor	Vendor at fixed location without cart nor stall on ROW	15	16	31	35.6
	Vendor on foot without cart nor stall on ROW	11	18	29	33.3
	Vendor with wheeled cart on ROW	2	2	4	4.6
Stall	Vendor with stall (without wheel) on ROW	20	3	23	26.4
	Total	48	39	87	100.00

Source: JICA Survey Team

### **Vending Tools**

Sixty percent of respondents do not own any particular vending tools. Eight percent of the respondents operate using carts or tricycles. When those two groups combined, about 70% of the street vendors are easy to move or change locations. The remaining 30% of street vendors operate using stalls, umbrellas, and gas ranges, with relatively low mobility.

**Table 6.5.10 Vending Tools**

Type of asset	Mwenge	Morocco	Total	
			Number	%
None	21	31	52	59.8
Stall with Umbrella	10	2	12	13.8
Stall	3	1	4	4.6
Stall with Roof	3	1	4	4.6
Stall with Umbrella and a Juice machine	1	0	1	1.1
Wheeled Cart	1	0	1	1.1
Wheeled Cart with Umbrella	1	1	2	2.3
Cart with Stove	1	0	1	1.1
Wheeled Cart with Roof	0	1	1	1.1
Tricycle with Ice Cream Cab	1	1	2	2.3
Stove	2	0	2	2.3
Umbrella	1	0	1	1.1
Stove with Umbrella	1	0	1	1.1
Others	2	1	3	3.5
Total	48	39	87	100.00

Source: JICA Survey Team



None (Fixed location)



None (Walking)



Tricycle with Ice Cream Cab



Stall



Stall with Umbrella



Selling Various Snack and Drink

Source: JICA Survey Team

**Figure 6.5.8 Vending Tools and Styles**

### **Ownership of Vending Tools**

90.5% of respondents own the sales tools they use. Only 9.5% rent/lease their sales tools.

**Table 6.5.11 Stall/main assets ownership**

Vendors main Asset Ownership	Mwenge	Morocco	Total	
			Number	%
Own	25	23	48	90.5
Rented/ leased	3	2	5	9.5
Total	28	25	53	100.00

Note: In Table 6.5.10, 35 respondents (=87-52) use vending tools, while in above table, 53 respondents are using vending tools. The reason for this discrepancy is not clear.

Source: JICA Survey Team

### **Vendor's Year in Business**

The majority of respondents have been in their current occupation for less than two years. On the other hand, there are 20% of respondents who have been in their current occupation for more than 6 years.

**Table 6.5.12 Number of months/years since started the business**

Vendor's year in business	Mwenge	Morocco	Total	
			Number	%
Less than 1	10	8	18	20.7
1 - 2	13	15	28	32.2
3 - 4	9	6	15	17.2
4 - 5	5	3	8	9.2
6 and above	11	7	18	20.7
Total	48	39	87	100.00

Source: JICA Survey Team

### **Years at the Location**

More than 60% of respondents have been operating in their current location for less than 2 years. On the other hand, there are 10% of respondents who have been operating in their current location for 3-4 years, 4-5 years, and 6 years or more, respectively.

**Table 6.5.13 Number of months/years since operating at the location**

Vendors years at location	Mwenge	Morocco	Total	
			Number	%
Less than 1	16	13	29	33.3
1 - 2	12	13	25	28.7
3 - 4	8	5	13	14.9
4 - 5	7	2	9	10.4
6 and above	5	6	11	12.7
Total	48	39	87	100.00

Source: JICA Survey Team

### **Experience of Relocation due to Road Project**

Nearly 90% of respondents indicated that they had changed their business location in the past due to road construction.

**Table 6.5.14 Experience of Relocation due to Road Project**

Workplace Change experience	Mwenge	Morocco	Total	
			Number	%
Yes	39	38	77	88.5
No	9	1	10	11.5
Total	48	39	87	100.00

Source: JICA Survey Team

### **Payment for the Location**

Nearly 90% of the respondents did not make any kind of place payment for running a street vendor. Of those who do make payments, three respondents each pays money to group leader, Mtaa leader, and KMC.

**Table 6.5.15 Payment for the Location**

Vendors	Payee	Mwenge	Morocco	Total	
				Number	%
Non-Payers	N/A	43	35	78	89.7
Payers	Group Leader	2	1	3	3.4
	Municipal Council	1	2	3	3.4
	Street leader	2	1	3	3.5
Total		48	39	87	100.00

Source: JICA Survey Team

### **Activities During Non-Business Hours**

73.6% of the respondents use non-business hours for rest, and 8.6% of the respondents indicated that they stock and prepare their products. This data shows that the most of the interviewed street vendors are fully engaged in this business.

**Table 6.5.16 Activities During Non-Business Hours**

Non- business days activities	Mwenge	Morocco	Total	
			Number	%
Rest	38	26	64	73.6
Purchasing & Preparing new Stock	4	3	7	8.0
Extracurricular activities	5	1	6	6.9
Social Activities	1	5	6	6.9
Worshiping	0	4	4	4.6
Total	48	39	87	100.00

Source: JICA Survey Team

### **Style of Management**

Ninety percent of the respondents were sole proprietors. Those employed by a company and those working as a group each accounted for about 5%. According to local consultant, these street vendors purchase goods at low prices at the Kariakoo Market and sell them on the street at higher price to gain profit.

**Table 6.5.17 Style of Management**

Business Management	Mwenge	Morocco	Total	
			Number	%
Involves one-person	45	34	79	90.8
Involves hired individual by a company	2	2	4	4.6
Involves member of a group	1	3	4	4.6
Total	48	39	87	100.00

Source: JICA Survey Team

### **Vending Activities at Different Location**

All respondents indicated that they do not own stall/assets/space at different location.

**Table 6.5.18 Vending Activities at Different Location**

Stall/Assets/Space ownership at different location	Mwenge	Morocco	Total	
			Number	%
Yes	0	0	0	0
No	48	39	87	100.00
Total	48	39	87	100.00

Source: JICA Survey Team

### **Source of Capital to Start the Business**

The majority of respondents (63.2%) reported that they opened their businesses from their savings; 17.2% borrowed from family and friends; 10.3% borrowed from family and friends.

**Table 6.5.19 Source of Capital to Start the Business**

Source of Capital	Mwenge	Morocco	Total	
			Number	%
Savings	29	26	55	63.2
Given (family, friends)	8	7	15	17.2
Borrowed (family, friends)	7	2	9	10.3
Loan (cooperative, bank, etc.)	3	4	7	8.9
Company Business	1	0	1	1.1
Total	48	39	87	100.00

Source: JICA Survey Team

#### **Source of Capital to Maintain the Level of Stock**

81.6% of the respondents indicated that they are using their savings to purchase the operating funds to maintain the business's inventory of merchandise. Only 6.9% of respondents were purchasing from their profits.

**Table 6.5.20 Source of Capital to Maintain the Level of Stock**

Stock Capital Source	Mwenge	Morocco	Total	
			Number	%
Savings	41	30	71	81.6
Profit generated with time	3	3	6	6.9
Given (family, friends)	2	3	5	5.6
Loan (cooperative, bank, etc.)	1	2	3	3.4
Borrowed (family, friends)	1	1	2	2.3
Total	48	39	87	100.00

Source: JICA Survey Team

#### **(4) Survey on Vendor Household**

##### **Number of Working Members in the Household**

As shown in Table 6.5.4, 52.9% (46) of the respondents were married and 47.1% (41) were single. In light of this, it appears that 21 of the 62 respondents who reported a household with one worker were married (=62-41). The number of working persons in a households is one in 21 households, two in 22 households, and three or more in 3 households. It can be concluded that more than half of the respondents have income source in their households in addition to their own income.

**Table 6.5.21 Number of Working Members in the Household**

Working Members Category	Mwenge	Morocco	Total	
			Number	%
Single Income HH	35	27	62	71.3
Dual Income HH	11	11	22	25.3
Multiple Income HH	2	1	3	3.4
Total	48	39	87	100.00

Source: JICA Survey Team

##### **Contribution of Business Income in the Whole Household Income**

Sixty respondents (69.0%), almost as many as those who reported one employed person in the household (62 person, 71.3%), reported that 100% of their household income came from their own street vending.

**Table 6.5.22 Contribution of business income in the whole household income**

Income Contribution	Mwenge	Morocco	Total	
			Number	%
100%	34	26	60	69.0
75%	1	4	5	5.8
50%	9	8	17	19.5
25%	4	1	5	5.7
Total	48	39	87	100.00

Source: JICA Survey Team

##### **Vulnerability of the Household**

According to the survey, 54.2% of the respondents did not fall into any vulnerable group. 27.7% (23 respondents) indicated that they were households headed by elderly persons. But only 12 respondents answered they are 41 years old or older (Table 6.5.2). Those two data are not consistent. Other

vulnerabilities included respondents belonging to households that include chronically ill patients, households composed entirely of children, and households that include physically challenged persons.

**Table 6.5.23 Vulnerability of the Household**

Vulnerability	Mwenge	Morocco	Total	
			Number	%
None	28	17	45	54.2
Elderly	10	13	23	27.7
Chronic Disease	7	2	9	10.8
Orphan	2	2	4	4.8
Disabled	0	2	2	2.4
Total	47	36	83	100.00

Source: JICA Survey Team

### **(5) Adaptability Survey**

#### **Strengths of the Location**

When asked to choose multiple answers for the strengths of their current location, most respondents indicated busy location, existence of target market, easy to access, and safety in the area are the strong points.

**Table 6.5.24 Strengths of the Location**

Vendors perception on area strength	Mwenge	Morocco	Total	
			Number	%
Busy Location	40	34	74	35.9
Target Market	31	21	52	25.2
Safe Area	13	11	24	11.6
Easy Access	26	21	47	22.8
Basic Facilities	1	0	1	0.5
Adequate Space	1	1	2	1.0
Good Rent Value	0	0	0	0.0
Regular Events	0	1	1	0.5
Other Strengths	4	1	5	2.4
Total	116	90	206	100

Source: JICA Survey Team

#### **Experience of Conflict**

67.8% of respondents did not experience any particular problems or other issues while in business. Respondents who experienced problems or conflicts were with the police (21.8%), the Quinondoni District (9.2%), and customers (1.2%).

**Table 6.5.25 Experience of Conflict**

Experience of Conflict	Conflict with	Mwenge	Morocco	Total	
				Number	%
No	N/A	29	30	59	67.8
Yes	Customer	0	1	1	1.2
	Government	7	1	8	9.2
	Police	12	7	19	21.8
Total		48	39	87	100.00

Source: JICA Survey Team

#### **Necessity of Business Closure During the Construction Phase**

Eighty percent (78.2%) of respondents indicated that they did not need to close their business during the Construction Phase.

**Table 6.5.26 Necessity of Business Closure During the Construction Phase**

Vendors need of closure during the Construction Phase	Mwenge	Morocco	Total	
			Number	%
Yes	12	7	19	21.8
No	36	32	68	78.2
Total	48	39	87	100.00

Source: JICA Survey Team

#### **Mitigation Measures During the Construction Phase**

Nearly 80% of respondents answered that they would move out of the Project Area to mitigate negative impacts during the Construction Phase. When combined with the 13.8% who responded that they would maintain the status quo, over 90% of all respondents are expected to keep their operation during the Construction Phase. Some respondents also stated that it would be easy to move to outside of the Project Area and continue their business, as there are many markets and bus terminals in the Kinondoni Municipality.

**Table 6.5.27 Mitigation Measures During the Construction Phase**

Vendors Mitigation Measures	Mwenge	Morocco	Total	
			Number	%
Change business	3	0	3	3.4
Relocate to outside of the Project area	38	30	68	78.2
Remain	5	7	12	13.8
Stop business	2	2	4	4.6
Total	48	39	87	100.00

Source: JICA Survey Team

#### **Business Closure in the Operation Phase**

When asked about whether they would need to close business in the Operation Phase, the majority (63.1%) said that there was no possibility of shutting down. However, about one-third (36.9%) answered that if the traffic flow at the intersection changes in the Operation Phase, the number of customers may decrease significantly and a shutdown may be necessary.

**Table 6.5.28 Business Closure in the Operation Phase**

Vendors need of closure post construction	Mwenge	Morocco	Total	
			Number	%
Yes	18	13	31	36.9
No	29	24	53	63.1
Total	47	37	84	100.00

Source: JICA Survey Team

#### **Mitigation Measures During the Operation Phase**

Nearly 80% of respondents indicated that one way to mitigate negative impacts in the Operation Phase is to move out of the Project Area.

**Table 6.5.29 Mitigation Measures During the Operation Phase**

Vendor's mitigation measure	Mwenge	Morocco	Total	
			Number	%
Relocate to outside of the Project area	37	30	67	77.0
Relocate to outside of the Project area & Change business	1	2	3	3.4
Change business	3	0	3	3.4
Stop business	1	0	1	1.1
Other	6	7	13	15.0
Total	48	39	87	100.00

Source: JICA Survey Team

### **Overall Opinion for the Project**

63.2% of respondents were positive about the Project, while 14.9% were negative. Positive opinions expect that the Project will reduce traffic congestion. Those who have negative opinions acknowledged that the intersection improvements could benefit the entire community. But they were concerned that the current regular customers, such as drivers and bus passengers, may not be accessible in the Operation Phase and their sales would decrease.

**Table 6.5.30 Overall Opinion for the Project**

Vendors project opinion	Mwenge	Morocco	Total	
			Number	%
Positive	33	22	55	63.2
Negative	6	7	13	14.9
No Opinion	8	10	18	20.7
Don't know/Need more info	1	0	1	1.1
Total	48	39	87	100.00

Source: JICA Survey Team

---

# 7. Measures of Compensation and Assistance

## 7.1 Eligible PAHs/PAPs

In accordance with the JICA GL, all persons and businesses recognized as PAPs as of March 2025, the cut-off date for the census survey, are eligible to receive compensation and assistance depending on the types and the significance of the impact by the Project.

- PAPs with legal title or traditional land rights will receive compensation for loss of land and assets associated with land, and assistance for livelihood restoration and relocation.
- PAPs that lose commercial assets on public and private land but do not have title to land will receive assistance with relocation and compensation for loss of income opportunities.
- PAPs that are business tenants will be compensated for the loss of their investment in the properties they lose and will receive assistance for livelihood restoration and relocation.
- PAPs who lose business, income, or salary will receive compensation for lost income.
- PAHs/PAPs belonging to vulnerable groups will receive additional support.

## 7.2 Cut-Off Date

The last day of the census in this Survey is March 25, 2025. Therefore, the cut-off date for this ARAP is March 25, 2025.

The final evaluation of the affected properties and other assets will be conducted by TANROADS in cooperation with KMC after the completion of the Detailed Design of the Project. The start date of this evaluation will be the final cut-off date for the Project.

The cut-off date will be communicated to each PAP during the evaluation. Development activities after the cut-off date will be prohibited and, if implemented, will not be compensated.

TANROADS will be responsible for paying compensation to the PAPs within 6 months after the final evaluation report of the affected properties is approved by Ministry of Lands, Housing, and Urban Development.

## 7.3 Entitlement Matrix

The entitlement matrix of the Project is shown in Table 7.3.1.

**Table 7.3.1 Entitlement Matrix for the PAPs**

S.N.	Type of Loss	Entitled Persons	PAP and number	Entitlement	Responsible Organization
1	Loss of private land	Owner of private land	<p>Total area: 4,302 m<sup>2</sup>(34 Owner)</p> <ul style="list-style-type: none"> <li>• Mwenge: 1,749m<sup>2</sup> (13 Owner)</li> <li>• Morocco: 2,553m<sup>2</sup> (21 Owner)</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation in cash for land, based on replacement cost, taking into consideration the market value.</li> <li>• The Compensation will include registration fees and other taxes incurred in acquiring the subject land.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Land</li> </ul>
2	Transfer of government land	<ul style="list-style-type: none"> <li>• KMC land used for business lease revenue.</li> <li>• Tanzania Police Force land used for staff residences. (Only bare land at the corner of the plot will be affected by the Project)</li> <li>• TANESCO land used for the Oyster Bay Substation</li> </ul>	<ul style="list-style-type: none"> <li>• MW-5 (KMC) 1,941 m<sup>2</sup></li> <li>• MO-1 (Police) 730 m<sup>2</sup></li> <li>• MO-5 (TANESCO) 492 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Transaction of the management responsibility of government land will be done only by document procedure, without transfer of cash compensation so that the Project cost to be minimized.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC</li> <li>• TANESCO</li> <li>• Ministry of Land</li> </ul>
3	Loss of buildings and structures used for business  100 % loss or the remaining become insufficient for business purposes (need to relocate)	<p>Building owners (Under the Tanzania Law, Land owners are owner of the building and other development, crops, trees on the land)</p>	<p>Total 30 buildings</p> <ul style="list-style-type: none"> <li>• Buildings and structures used by private land title holder : 9</li> <li>• Lease building owned by KMC: 21</li> </ul> <p>TANESCO may need to relocate the substation. Detail of relocation shall be negotiated in the later phase of the Project.</p>	<ul style="list-style-type: none"> <li>• Cash compensation for entire structure and other fixed assets without depreciation and taking into account the market value. The Compensation will include registration fees and other taxes incurred in acquiring the subject building.</li> <li>• Regarding the compensation for the KMC owned buildings, TANROADS may negotiate with KMC to provide assistance to build or improve infrastructures such as school building as compensation.</li> <li>• Right to salvage materials without deduction from compensation.</li> <li>• Loss of rental profit = net profit/month x 36 months. However, the rental profit compensation to KMC will be avoided in advance by notifying the Project Area to KMC before KMC develops fiscal budget for 2028/29.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Finance</li> </ul>
4		<p>Relocating business tenants</p>	<p>Total 66</p> <ul style="list-style-type: none"> <li>• Business tenants in KMC buildings: 55</li> <li>• Business tenants in private buildings:11</li> </ul> <p>The number of relocating business is 67, since the owner-operated MW-7-3 is also to be fully affected.</p>	<ul style="list-style-type: none"> <li>• Accommodation Allowance = lost floor area m<sup>2</sup> x rent unit price 25,000 TZS per month x 36 months.</li> <li>• Transport cost = 12 tons x actual cost/ ton/ Km x 20Km = standard price of 200,000 TZS is used in this ARAP</li> <li>• Loss of profit: 36 months of net monthly profit (for this study, 5,000,000 TZS, 1/3 of the estimated monthly income is used.</li> <li>• If the tenant opt to move into another KMC property, the above revenue loss will be reduced to the number of months after the relocation until the new tenant opens (e.g., 3 months)</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Finance</li> </ul>
5		Employees of the above relocating businesses	<p>Estimated 134 employees</p> <p>Employees of the 66 business tenants and 1</p>	<ul style="list-style-type: none"> <li>• Loss of wage: Provide the minimum wage of 150,000 TZS/month in the commercial and industrial sector in Tanzania</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related</li> </ul>

S.N.	Type of Loss	Entitled Persons	PAP and number	Entitlement	Responsible Organization
			business owner (MW-7-3) (Estimated considering 2 employees per business in average)	in 2025 for the number of months until the actual relocation takes place and the new tenant opens (e.g. 3 months)	Ward, Mtaa • Local NGO • Ministry of Finance
6	Buildings and Structures (NO need to relocate)	Buildings and structures used by the land title holder	Total 26 • Private buildings used by the owner:24 • KMC buildings used by the tenants:2	<ul style="list-style-type: none"> <li>• Cash compensation for the lost structure and other fixed assets without depreciation and taking into account the market value. The Compensation will include registration fees and other taxes incurred in acquiring the subject building.           <ul style="list-style-type: none"> <li>◦ The above compensation will not be paid when the reconstruction of the structure is carried out by the Project.</li> </ul> </li> <li>• The right to salvage materials without deducting from the compensation.</li> <li>• If for any reason TANROADS provides cash compensation at the market value of the residual value, taking depreciation into account for the building, disturbance allowance will be paid additionally.           <ul style="list-style-type: none"> <li>◦ Disturbance allowance = (equivalent land area lost + floor area lost (building value)) x 0.08</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Finance</li> </ul>
7		Business tenants no need to relocate	Total 5 • Business tenants on KMC structures: 4 • Business tenant on private structure: 1 (1 business tenant (MW-7-7) will be able to operate during the Construction. MW-7-7, therefore, is excluded from this group.)	<ul style="list-style-type: none"> <li>• Disturbance allowances = equivalent floor area lost (building price) x 0.08</li> <li>• Since the tenant has no rights to the land, the disturbance allowance is calculated as a percentage of the building value.</li> <li>• If the business tenant opt for relocation rather than continue operations at the current location, compensation and assistance in line 4 will be provided.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Finance</li> </ul>
8		Employees of the above businesses not relocating	Employees of the 5 business tenants: estimated 10 (1 business tenant (MW-7-7) will be able to operate during the Construction. MW-7-7, therefore, is excluded from this group.)	<ul style="list-style-type: none"> <li>• Loss of wage: Provide the minimum wage of 150,000 TZS/month in the commercial and industrial sector in Tanzania in 2023 for the number of months needed for slicing and re-fitting the structure. (e.g. 1 month)</li> <li>• If the employer opt for relocation rather than continue operations at the current location, compensation and assistance in line 5 will be provided for the employee.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Finance</li> </ul>
9	Public Utilities	TANESCO	TANESCO Oyster Bay Substation facilities and connected transmission and distribution lines at Morocco Intersection Other transmission and distribution lines at Mwenge Intersection	<ul style="list-style-type: none"> <li>• Utilities will be relocated by the Project funding before the commencement of the construction works.</li> <li>• Other necessary coordination will be negotiated between the utility owners and TANROADS</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• Utility owners, managers and contractors</li> </ul>
		Tanzania Telecommunication Company Limited	Fiber cables, Copper cables and associated accessories		
		Dar es Salaam Water and Sewerage Authority (DAWASA)	Main water distribution pipes with all accessories		

S.N.	Type of Loss	Entitled Persons	PAP and number	Entitlement	Responsible Organization
		Tanzania Petroleum Development Corporation (TPDC)	Gas pipes with all the accessories		
		Kinondoni Municipal Council (KMC)	Street Lights, Rainwater drainage, Storm Drains		
10	Trees to be cut	Trees on Government land (TANROADS, KMC)	191	<ul style="list-style-type: none"> <li>• Trees on TANROADS/KMC land does not require cash compensation.</li> <li>• Affected trees are not the 'special tree' species and are not subject to cutting permission under regulation of Forest Agency.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC</li> </ul>
11	Disturbance of work area	Street vendors (Movable vendors, stall)	Street vendor 87	<ul style="list-style-type: none"> <li>• Project Information boards will be set up near to the boundary stakes for the Project. The boundary stakes will be placed by the KMC/TANROADS surveyors during the land acquisition and utility relocation phase. The information regarding the progress of the Project works will be posted periodically without delay.</li> <li>• The notice boards will announce the date of the commencement of the construction works well before (2 months) the commencement date. Street vendors will make decision whether to move to other place for their business.</li> <li>• The boards will be posted at locations where local population, including the street vendors, will easily notice.</li> <li>• Enough number of notice boards will be provided so that local population, including the street vendors, will easily notice.</li> <li>• The notice board will use local language(s) readable by all local population.</li> <li>• The notice will include information of the contact window so that anybody can ask question about the Project and learn about the grievance redress procedure.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> </ul>
12	Dwellings of vulnerable households (Full or partial)	Vulnerable households (Households only with minor members, Households with only elderly members, Households with person with disabilities, Households with women head)	0	<ul style="list-style-type: none"> <li>• No vulnerable households were found during this survey. When such households are found to be affected during the actual valuation phase, the following shall apply: <ul style="list-style-type: none"> <li>◦ Provide vulnerability allowances</li> <li>◦ Capacity building (Livelihood Restoration Assistance)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• KMC and related Ward, Mtaa</li> <li>• Local NGO</li> <li>• Ministry of Finance</li> </ul>
13	Other unpredicted negative impacts	Public facilities, structures, infrastructure, etc. damaged during the Construction Phase as a result of machine operation or other construction activities	Owners and tenants of land, real estate and businesses damaged as a result of the above-mentioned accidents	<ul style="list-style-type: none"> <li>• Depending on the nature of the damage or loss, compensation and assistance will be provided as described elsewhere in this table.</li> </ul>	<ul style="list-style-type: none"> <li>• TANROADS</li> <li>• Contractor</li> </ul>

Source: JICA Survey Team

# 8. Stakeholder Consultations

## 8.1 Objectives of stakeholder consultation

The objectives of the stakeholder consultations for the project were set as follows:

- Provide relevant, timely, accessible and appropriate information regarding the construction of the Mwenge and Morocco Intersections in an appropriate manner and understandable format to all stakeholders. Information will be disclosed as early and as comprehensively as possible,
- Identify structures through which information can be disseminated to stakeholders.
- Consult stakeholders on their opinions, concerns, preferences and perceived gains and risks with respect to the project planning and implementation, including the design and proposed management and mitigation measures to reduce potential impacts and to enhance possible benefits.
- Build mutually respectful, beneficial and lasting relationships with stakeholders (i.e., including regulators, communities, workers and shareholders), thereby securing and maintaining the project's social warrant to operate and to ensure compliance with both local regulatory requirements and international best practice, and
- Provide all stakeholders with the means to address concerns and grievances with the project, in a structured, reliable and responsive manner.

**Table 8.1.1 List of Stakeholders Consulted**

Sn	Stakeholders	Target Stakeholders
1	Project Proponent	TANROADS - Head Quarter
		Dar es Salaam Regional Manager Office
2	Land Transport Regulatory Authority	LATRA
3	Local government - Regional	Dar es Salaam Regional Commissioner Office
4	Local government - Municipality	Kinondoni Municipal Council
5	Wards - Mwenge intersection	Mikocheni, Kijitonyama and Makongo
6	Wards - Morocco Intersection	Msasani, Kinondoni, Mwananyamala and Mikocheni
7	Infrastructure / public companies/ authorities	Electricity, Telecommunication, Water, Drainage, etc.
8	Public transportation owners, managers, operators	BRT, bus, taxi, daladala, bodaboda, bajaj, etc.
9	Businesses and developers on and near to the target road section	National Housing Corporation
10	Others	Small Business Operators; Petrol Station Operators; Retail and Wholesale Shops Operators; Residents on and near to the target road section; Informal vendors, manager of such vendors, etc. on and near to the target road section

Source: JICA Survey Team

## 8.2 Status of stakeholder consultations

Stakeholder meetings (SHMs) for organisational stakeholders were held in two phases: the scoping phase and the reporting phase of the impact assessment results. The scoping phase was held on 28 June 2024 and the reporting phase of the impact assessment results on 27 September 2024.

Community targeted meetings (CMMs) were held in two phases, one at each intersection. For the community around the Mwenge intersection, it was held on 1 July 2024, and for the community around the Morocco intersection, it was held on 4 July 2024. The CMMs were publicized to local residents through Ward and MTAAs representatives around each intersection, and were held in a manner that allowed residents, not just representatives, to participate.

Detailed records of stakeholder and community meetings are shown in 15.1.

**Table 8.2.1 Participants of Stakeholders Meeting (Scoping Phase)**

Date & Venue	Participants	
28 <sup>th</sup> June 2024 PSSSF - Millenium Tower II	Organization 1	Kinondoni Municipal Council
	Organization 2	National Housing Cooperation (NHC)
	Organization 3	Tanzania Petroleum Development Cooperation (TPDC)/GASCO
	Organization 4	Dar es Salaam Commuter Bus, Owners Association (DARCOBOA)
	Organization 5	Umoja wa Watu Wenyewe Ulemavu waendesha Bajaji Mko wa Dar es Salaam (UWAWABADA),
	Organization 6	Chama cha madereva na wamiliki wa Pikipiki na Bajaji Mko wa Dar es Salaam (CMPD),
	Organization 7	Agenda for Environment and Responsible Development (NGO)
Number of total participants	Government: 6, NGOs and Community Specific Group: 5, JICA Survey Team (TRES) 4,	

Source: JICA Survey Team

**Table 8.2.2 Participants of Stakeholders Meeting (Reporting Phase)**

Date & Venue	Participants	
27th September 2024 PSSSF - Millenium Tower II	Organization 1	Tanzania National Roads Agency HQ (TANROADS)
	Organization 2	TANROADS – DSM Regional Office
	Organization 3	Kinondoni Municipal Council
	Organization 4	National Housing Cooperation (NHC)
	Organization 5	Dar es Salaam Water Supply and Sanitation Authority (DAWASA)
	Organization 6	Dar es Salaam Rapid Transit Agency (DART)
	Organization 7	Land Transport Regulatory Authority Agency (LATRA)
	Organization 8	Ward Executive Officers (Kijitonyama, Makongo, Mikocheni, Msasani, Kinondoni, Mwananyamala)
	Organization 9	Agenda for Environment and Responsible Development (NGO)
	Organization 10	Dar es Salaam Commuter Bus, Owners Association (DARCOBOA)
	Organization 11	Umoja wa Watu Wenyewe Ulemavu waendesha Bajaji Mko wa Dar es Salaam (UWAWABADA)
	Organization 12	Chama cha Madereva na Wamiliki wa Pikipiki na Bajaji Mko wa Dar es Salaam (CMPD)
Number of total participants	Government: 21, NGOs and Community Specific Group: 4, JICA Survey Team (TRES) 5,	

Source: JICA Survey Team

**Table 8.2.3 Participants of Community Meeting at Mwenge**

Date & Venue	Participants	
01 <sup>st</sup> July 2024 Jamirex Hotel, Mwenge	Organization 1	Kijitonyama Ward
	Organization 2	Mikocheni Ward
	Organization 3	Makongo Ward
	Organization 4	Mwenge Mtaa
	Organization 5	Mikocheno B Mtaa
	Organization 6	Mlalakuwa Mtaa
Number of total participants	Government: 13, Community Specific Group: 2, JICA Survey Team (TRES) 3, Community members & PAPs; 12	

Source: JICA Survey Team

**Table 8.2.4 Participants of Community Meeting at Morocco**

Date & Venue	Participants	
04 <sup>th</sup> July 2024 Chato Residency Conference Hall- Morocco area	Organization 1	Mwananyamala Ward
	Organization 2	Kinondoni Ward
	Organization 3	Mikocheni Ward
	Organization 4	Msasani Ward
	Organization 5	Mikoroshoni Mtaa
	Organization 6	Regent Mtaa
	Organization 7	Bwawani Mtaa
	Organization 8	Kumbukumbu Mtaa
Number of total participants	Government: 15, Community Specific Group: 1, JICA Survey Team (TRES) 3, Community members & PAPs; 15, Female 16, Male 18	

Source: JICA Survey Team



Source: JICA Survey Team

**Figure 8.2.1 Stakeholder meeting held on 28th June 2024**



Source: JICA Survey Team

**Figure 8.2.2 Mwenge community meeting held on 01<sup>st</sup> July 2024**



Source: JICA Survey Team

**Figure 8.2.3 Morocco community meeting held on 04<sup>th</sup> July 2024**

The major opinions from the stakeholder and community meetings are presented in Table 8.2.5 to Table 8.2.8. The Project objectives, Project schedule especially about the timing of the commencement of the Construction phase, and measures of compensation and assistance were fully explained to the relevant stakeholder institutions and local community, including the potential PAPs. No objections to the implementation of the Project were raised by the local community and stakeholders.

Detailed records of stakeholder and community meetings are shown in 15.1.

**Table 8.2.5 Major opinion and summary of the discussion of SHM (Scoping phase)**

Major opinion	Response from JICA Survey Team
<ul style="list-style-type: none"> <li>The business community who will be impacted/relocated by the project need to be informed early in advance and be given ample time in order to complete their stocks and hence to avoid conflicts and project delays due to court injunctions.</li> <li>Likewise, compensation for the affected community should be done early in advance and be given ample time for their relocation of their properties/stocks.</li> <li>The flyover designs should also consider dedicated road for bodaboda (motorcycle) and Bajaji (tricycle).</li> <li>There is a need also for the roads designs to have gardens for both purposes i.e. beautification of roads and for carbon sequestration from the vehicular exhaust emissions.</li> <li>Further beautification can be done to the concretes by painting with good colour other than the current practices of leaving concrete with cement colour.</li> <li>There should be clear messages/information to the project affected on the issues regarding the time for relocation/compensation for the project. It should also be known who will provide these information when the time for compensation/relocation comes.</li> <li>Generally in compensation issues when someone hears there will be compensation tend to either increase the value for the property or business just to create evidence for high amount for compensation. Thus, the information sharing with PAPs should be taken with great care to avoid escalated project costs due to some opportunistic people.</li> <li>The construction of flyovers in both interchange of Morocco and Mwenge will disrupt existing storm water drainage in or around the area. Proper storm water management structures should be considered in the designs to avoid flooding issues during heavy rains. The Morocco intersection should collaborate with DAWASA who have constructed big storm water drainage and pipes to convey the same towards the Indian Ocean.</li> <li>Likewise, at Mwenge junction and the point between Mwenge junction and ITV bus stand currently when there is heavy rains it becomes challenge for the vehicles to pass through the flooded area. Thus, the design of flyover in this area as also might disrupt the storm water drainage, the new storm water designs should take into account the existing condition provide with sustainable solution on storm water of the area. A good measure if technically will be possible is to have huge drainage directing towards Mlalakuwa River that flow towards the Ocean.</li> <li>Also, there is a need to work closely with the DAWASA for sewage infrastructures at Mwenge project area.</li> <li>Generally the project is good to alleviate the increasingly congestion in these major interchanges and thus the project is supported by the office.</li> <li>Between Mwenge and Morocco there are NHC land and building properties that might be encountered. It is recommended that, once evaluation has been done to the affected land/building properties under the NHC, the draft evaluation report should be shared with the NHC for reconciliation of the evaluated properties before sending to the Chief Government Valuer for endorsement, to avoid future grievances that might delay the project take off.</li> <li>TPDC has Natural Gas Pipeline at Mwenge Roads (Sam Nujoma Road and Bagamoyo Road) and during development of the BRT Roads these will be relocated to a new area and have a new gas alignment. Thus, it is the important for this study to consider the baseline of the new alignment under the BRT Roads which is currently ongoing other than the current condition. In this respect there is a need to work closely with DART.</li> <li>UWAWABADA is honored to be part of stakeholders to contribute towards road infrastructures development project as representatives of people with disabilities.</li> <li>The association have members who are disabled, but due to accidents caused there are new members joining including bodaboda and Bajaji drivers as well as pedestrians, but large number is from bodaboda group. One of the cause of accidents that cause disabilities is lack of proper infrastructures for Bodaboda and bajaji. Thus, for this project it is crucial to consider in the designs dedicated roads/paths on the flyover for the bodaboda and Bajaji which we believe will reduce the accidents and new members in our group.</li> <li>Some vehicle drivers tend to ignore bodaboda and Bajaji while on the road the aspect of which is risks to Bodaboda and Bajaji drivers but once will have dedicated roads this risk will be not be there.</li> <li>It is important for the pedestrians crossings to consider people with disabilities and some of them uses wheel chair. These need to be factored in the designs. Currently some crossing under the BRT have put some short concrete poles to avoid tricycle</li> </ul>	<ul style="list-style-type: none"> <li>JICA Survey Team recorded all the opinions and promised to convey them to the Project planners and engineers, as well as to TANROADS.</li> </ul>

Major opinion	Response from JICA Survey Team
<p>using pedestrians crossing the aspect of which denies people with disabilities using wheel chair to cross in these areas.</p> <ul style="list-style-type: none"> <li>• The bumps on the roads should be friendly other than small on series bumps normally referred to as Rastas.</li> <li>• The lumps for people with disabilities in the BRT terminal and in the crossing bridges are quite long and tiresome for people with disabilities and thus if there will be lumps for these intersections they should be improved to have more friendly alternatives.</li> <li>• The previous contributors have pre-empted our issues but it is worthwhile to stress on the issues which were part of the agenda of the association to present. The issue of having dedicated road for Bajaji/Bodaboda for flyovers is important as this is long term infrastructures and thus they should be socially inclusive. Socially inclusive to include roads for pedestrians, vehicles and Bodaboda/Bajaji.</li> <li>• Since Ali Hassani Mwinyi and Bagamoyo roads will be impacted during construction it is advised to improve first alternatives roads to include old Bagamoyo road before starting construction as these will be more used during construction and hence to reduce the impact severity.</li> <li>• During project constructions there should be proper directions for smooth flow of traffics and thus to avoid congestions.</li> <li>• The issue of compensation noted by the previous speakers is important to note, the evaluation should be done as early as possible before starting the project to avoid opportunistic people who normally encroaches the project area just for the sake of compensation.</li> <li>• It is important for local communities to be involved in the project to include in the emerging project opportunities like employment and thus to have project economic trickle-down effect to the local people. This at large brings local ownership of the public infrastructures which enhanced security to the development public infrastructures.</li> <li>• Communication and collaboration between public institutions should be strengthened for smooth project implementation as there are examples whereby the project is delayed dispute the contract being on site due to delay on the relocation of public infrastructures which is done by different government agency</li> </ul>	

Source: JICA Survey Team

**Table 8.2.6 Major opinion and summary of the discussion of SHM (Reporting phase)**

Major opinion	Response from JICA Survey Team
<ul style="list-style-type: none"> <li>• The Municipal is developing a re-development plan for Morocco Mwenge corridor (i.e. Transit Oriented Development) that aim to enhance potential of attractive urban development with the coming new BRT line. This involve among others provision of walk-ways and bicycle dedicated ways. The Town Planner thus noted there is a need to coordinate the upcoming fly over with the plan by sharing information of the project in order to compliment each other.</li> <li>• The Engineer from NHC noted that, there is a plan to construct a pedestrian bridge from the current BRT bus station to the Morocco Square Building to easy access to the building which will have a multipurpose commercial activities and thus integration of the design information is important to find appropriate alternative for integration. However, it was noted this is at initial stage and has not been shared to stakeholders including TANROADS.</li> <li>• The Engineer also requested for the project to consider provision of access to the Morocco Square building from the Road for easy traffic flow in and out of the building, without which will bring traffic flow problem in and out of the building. However, it was clarified that since there will be ground level road the entry to the building from Ali Hassani Mwinyi Road will not be closed but within the building compound enough space for vehicle entry/exit should be provided.</li> <li>• Likewise the Engineer noted that traffic flow in and out of the Morocco square should be looked at during construction to avoid nuisance to the public at the area.</li> <li>• Engineer also advised the TANROADS and DART to consider having parking space at the beginning of the BRT Stations to allow public leave their car and take BRT to the CBD the aspect of which will reduce traffic at the CBD by capitalizing the BRT services. On this TANROADS representative from DSM Regional office noted that there are space provided for parking area on this phase 4 BRT stations.</li> <li>• The member from KMC recommended that institutions such as TANROADS, DAWASA, and NHC should meet to plan the relocation of their infrastructure when necessary. In this regard, it was clarified that TANROADS has the responsibility to inform the heads of these institutions, as they have already</li> </ul>	<ul style="list-style-type: none"> <li>• The Team requested the Municipal plan need to be shared with TANROADS and stakeholders.</li> <li>• JICA Survey Team recorded all the opinions and promised to convey them to the Project planners and engineers, as well as to TANROADS.</li> </ul>

Major opinion	Response from JICA Survey Team
<p>assessed the areas and have all the relevant information. Additionally, it was noted that the experience from other projects, like the BRT, would be useful in addressing challenges related to infrastructure relocation that may arise in this flyover project.</p> <ul style="list-style-type: none"> <li>One member from NHC noted that from experience of Ubungo flyover the underneath space has been used as hideout for some people with illegal activities and hence there is a need to look on this. On this, it was clarified that, for the Mwenge and Morocco flyover the areas underneath will be used for the BRT and hence leaving no open space for misuse, unlike the Ubungo flyover.</li> <li>The members from DAWASA emphasized the need to avoid damaging potable water and sewer pipelines passing through the project areas during construction. Additionally he suggested close cooperation between TANROADS and DAWASA when water infrastructure needs to be relocated or adjusted to prevent confusion that may lead to water loss.</li> <li>The member from KMC suggested that, upon completion, the flyover should be painted to enhance its visual appeal.</li> <li>A member from DARCOBOA noted that, there is a need to consider pedestrian crossing along Sam Nujoma where the landing of flyover will happen to easy access towards Lugalo Hospital by the public. During discussion it was noted at the very same point there is BRT Station and thus integration between TANROADS and DART will need to be done to ensure all issues are integrated.</li> <li>The Ward Executive Officer of Msasani advised that occupational health and safety issues should be considered, including the provision of temporary sanitary facilities such as mobile toilets during the construction phase.</li> <li>The Ward officer from Msasani suggested the creation of alternative routes/roads for diversion, particularly during rush hours (morning and evening) to ease traffic congestion during the flyover construction around both Mwenge and Morocco areas.</li> <li>A member from CMPD insisted for both ongoing projects of BRT and flyovers to consider providing a parking area for Bodaboda and Bajaji to avoid haphazard parking for Bajaji and Bodaboda as these services is important for the public in the BRT Station areas and intersections.</li> <li>The Engineer from NHC recommended to TANROADS the construction of ring roads on the peripheries of the city to further alleviate congestion.</li> </ul>	<ul style="list-style-type: none"> <li>On this it was noted by TANROADS Regional Office that ring road designs are underway to address the issues.</li> </ul>

Source: JICA Survey Team

**Table 8.2.7 Major opinion and summary of the discussion of CMM (Morocco Area)**

Major opinion	Response from JICA Survey Team
<ul style="list-style-type: none"> <li>The member from Kumbukumbu Mtaa appreciated the initiatives of the government and international partners like JICA towards construction of flyovers in the two intersections to improve the transportation in the area. The member noted that the Morocco area specifically on Ali Hassani Mwinyi road is experiencing floods during heavy rains and the most affected area is Kumbukumbu area as there is no drainage to convey storm water towards the sea. With construction of flyover if this issue is not well considered will worsen the condition in the area.</li> <li>Other members noted that the existing storm water drainage in the project area should be improved along with this project in order to address the flooding during heavy rains.</li> <li>The members advised during construction of the project to pay attention on community health and safety issues to avoid construction hazards to the surrounding community and recommended some measures to include fencing the core construction site and putting and maintaining safety/warning signs.</li> <li>It was noted that most road construction projects do not provide sanitary facilities for their workers and this becomes a challenge and public health concern, thus it was advised for this project to provide mobile toilets for the workers on site to address the issue.</li> <li>One member recommended the inclusion of crossings for people with disabilities during the project's construction as in most cases this is ignored and becomes a challenge for people with disability to cross the road which is under construction.</li> <li>Members also suggested that job opportunities arising from the project should be prioritized to the youth from the local areas where the project is being implemented. Additionally, the project's contractor should create an effective system to collaborate with the surrounding community by sharing the information regarding the emerging opportunities such as supply of construction materials etc.</li> </ul>	<ul style="list-style-type: none"> <li>JICA Survey Team recorded all the opinions and promised to convey them to the Project planners and engineers, as well as to TANROADS.</li> <li>JICA Survey Team commented that proper sanitary facilities for the workers shall be provided on site.</li> <li>JICA Survey Team commented that, together with the BRT project, sufficient area of road islands shall be designed in the Project Area to assist people with various movement abilities to cross the roads safely.</li> <li>JICA Survey Team commented that the Team shall recommend the Contractor to announce job opportunities arising from the Project shall be notified to the local Mttaa for encouraging application.</li> </ul>

Major opinion	Response from JICA Survey Team
<ul style="list-style-type: none"> <li>It was noted that the Morocco and Mwenge are major junctions and the proposed measures of flyovers will only help for certain years and thus it is suggested if budget allows to have two flyovers on both junctions just like Ubungo interchange. It was also suggested if the budget does not allow there should be provisions for putting additional flyover in future. The essence is for designers to have designs that allows construction of another flyovers in future to avoid unnecessary costs if it is not considered at the beginning.</li> <li>Members noted that at Morocco area there are infrastructures belonging to other institutions such as Airtel, Halotel and Vodacom Optic Fiber Cable, DAWASA water pipes that provide services to the community and thus involved of these institutions is important before the commencement of the project.</li> <li>Members also noted that most project focus on specific project without considering possible indirect impacts to the surrounding community and thus it was suggested after completion of the project construction to do assessment of the project's impact and find solution to any unforeseen project impact. The example was given to some road projects after construction some drainage channels were blocked leading to flooding tendencies in areas where there was none.</li> </ul>	
<ul style="list-style-type: none"> <li>One member inquired if the increased number of people/workers due to project would still depend on existing health care infrastructures.</li> </ul>	<ul style="list-style-type: none"> <li>JICA Survey Team commented that there will not be a significant increase in the number of people working on the project that would jeopardize the existing health care infrastructures. Further, it was elaborated that the intention is to reduce medical cases by putting measures to avoid accidents and health issues at work.</li> </ul>

Source: JICA Survey Team

**Table 8.2.8 Major opinion and summary of the discussion of CMM (Mwenge Area)**

Major opinion	Response from JICA Survey Team
<ul style="list-style-type: none"> <li>The Participants stated that noise emission and air pollution due to dust emission during the construction are expected impacts especially to the residents with houses close to the main roads and to the business community around Mwenge junction, and thus measures to minimize the same considered.</li> <li>Also, the project will have impact to small traders in the area especially for those close or doing business along the roads.</li> <li>Mwenge is one of the busy junctions in Dar es Salaam and currently traffic congestion is experienced and if the roads will be closed it will bring more inconveniences for people going and returning from works. To reduce the impact internal roads (some under TARURA) should be improved so that they can be used as alternative roads during construction period.</li> <li>The participant mentioned that, the area near the PUMA petrol station, which is being discussed as part of the project for compensation, has underground fuel storage tanks, so proper procedures should be followed to avoid environmental pollution. However, the issue was clarified that the project will not affect the Puma Petrol Station;</li> <li>Member highlighted that, the proposed project area has several public infrastructures such as storm water drainage, DAWASA water pipeline/pipes, Sewer, Optic Fiber Cable, TANESCO high tension lines and electric poles, and TPDC natural gas pipelines, therefore, all concerned parties with infrastructures should be involved in the process before commencement of the project construction.</li> <li>It was stated that when these public development infrastructures are coming in the area the local community expects some of the related issues to be resolved by these projects however the experience shows that is not always the case. For instance when the road is flooded during heavy rains it is expected after construction/improvement of the same road the flood would be addressed. In the same vein Mwenge junction area is experiencing floods during the heavy rains and thus it is expected the project to address the same. Thus, this should be considered in the designs and eventually during construction.</li> <li>It was advised for the business community to be affected at Mwenge to be given information early in advance before starting the construction activities in order to give them ample time. Early information helps to eliminate unnecessary conflicts</li> </ul>	<ul style="list-style-type: none"> <li>JICA Survey Team recorded all the opinions and promised to convey them to the Project planners and engineers, as well as to TANROADS.</li> <li>JICA Survey Team informed that the Team held separate meeting with the utilities owners and further the study will engage them.</li> <li>JICA Survey Team informed that early notification will be given on the notice boards at the Project Area promptly.</li> </ul>

Major opinion	Response from JICA Survey Team
<p>and allow people to prepare adequately for upcoming changes.</p> <ul style="list-style-type: none"> <li>Also it was added that, the early notification and appropriate compensation will help ensure that their rights are protected and their business operations are not adversely affected. This can also help build trust between the authorities/government and the citizens, and prevent conflicts that could delay the project and increase costs. It is also important to clarify the compensation procedures and ensure that all those eligible receive their compensation on time and in appropriate manner.</li> <li>One member noted that, the issue of employment to the locals always it is heard during project preparations like these but when it comes during implementation contractors come with workforce from elsewhere and not from locality and thus this should be taken as a challenge for this project to address. One means is collaborate in sourcing laborer's with the local government offices.</li> <li>It was noted that, normally there is no proper point to channel an issue to the contractor during construction. Some laborers come to report to the local government offices for either being mistreated or not paid their salaries and as a leader you need to engage with the contractor and on this one faces difficulties. Other projects normally have committee to deal with community/employment issues and there is dedicated person (clearly known) to channel the issues to. Those kind of measures should be taken to ensure smooth project implementation during construction period.</li> <li>Other members suggested that there should be scheduling of some activities to reduce the impact of congestions at the junctions especially at peak hours, example was given that transportation of construction materials such as sand, stones or aggregates could be done at night.</li> <li>It is important for project contractor to consider occupational health and safety issues for the workers at site to include provision of Personal Protective Equipment (PPEs) to safeguards their health against construction related hazards.</li> </ul>	<ul style="list-style-type: none"> <li>JICA Survey Team informed that the JICA Guidelines require 100 % of payment prior to physical relocation and land taking.</li> <li>JICA Survey Team commented that the Team shall recommend the Contractor to announce job opportunities arising from the Project shall be notified to the local Mtaa for encouraging application.</li> <li>JICA Survey Team informed that heavy machines and construction materials shall be brought to the Project Area from the Yard avoiding peak hours.</li> <li>JICA Survey Team informed that it is the responsibility of TANROADS to instruct and monitor the Contractor to follow proper occupational health and safety measures.</li> </ul>

Source: JICA Survey Team

# 9. Grievance Redress Mechanism

## 9.1 Disputes procedures under existing national laws

Section 13 (1) of the Land Acquisition Act 1967, includes provisions regarding any land that is acquired where there is a dispute or disagreement. The Act elaborated typical disputes and stipulates timeframe (six weeks) for resolving them before the aggrieved party can institute a suit in a court of law for resolution of the dispute.

The Land Acts 1999 and supporting regulations improves Section 13(1) of the Land Acquisition Act by establishing Land Tribunals at the Ward and District levels. If not satisfied with decisions of the Land Tribunal, then the aggrieved is obliged to take the matter to court. If the matter cannot be settled by the local courts and/or the Land Tribunals, the matter will go to the High Court for resolution. The High Court of Tanzania is the highest appellate “judge” in this system. The decision of the High Court would be final.

## 9.2 Grievance Committees

Prior to the start of compensation/support payments, three levels of committees must be established to deal with compensation disputes: Municipal, Ward, and Mtaa. The members of the committees are shown in the following table.

The Mtaa GRC may be combined with Ward GRC to minimize the bureaucracy. The best structure shall be discussed and implemented when the final and actual PAPs are identified in the later phase of the Project.

**Table 9.2.1 Grievance Committees**

Level	Municipal Grievance Redress Committee (DGRC)	Ward Grievance Redress Committee (WGRC)	Mtaa Grievance Redress Committee (MtGRC)
Appointments	The Municipal executive director shall appoint the Members of the Grievance Redress Committees and convene meetings when need arises.	The Ward Executive Officer (WEO) shall appoint the Members of the Ward Grievance Redress Committees.	The Mtaa Chairperson appoints the members of the Mtaa's Grievance Committee.
Member	<ul style="list-style-type: none"> <li>• District Commissioner (Chair)</li> <li>• Municipal Engineer (Secretariat)</li> <li>• Municipal Executive Director</li> <li>• Municipal Land Officer (member)</li> <li>• Municipal Legal Officer (member)</li> <li>• Independent Valuer (member)</li> <li>• Municipal Community Development Officer (member)</li> <li>• Ward Executive Officer from the area traversed by the road(member)</li> <li>• Mtaa Executive Officer from the area traversed by the road(member)</li> <li>• 2 Representatives (male and female) of Project Affected Persons (PAPs)</li> </ul>	<ul style="list-style-type: none"> <li>• Ward Executive Officer (Chair).</li> <li>• One Mtaa Executive officer (Secretary)</li> <li>• Other Mtaa Executive officer (member)</li> <li>• CDO at the ward level (member)</li> <li>• Ward councilor-member</li> <li>• Representative from local community who is neither interested nor affected person (member), including two influential women from the project area</li> <li>• Mtaa Chairperson - Member</li> <li>• Representative from the PAPs-member</li> <li>• Representative from NGO within ward level-member</li> </ul>	<ul style="list-style-type: none"> <li>• Mtaa Chairperson - Chair of the committee</li> <li>• Mtaa Executive Office - Secretary of the committee</li> <li>• Mtaa Member (Neutral Person) - Member of the committee</li> <li>• Representative from PAPs - Member of the committee</li> <li>• Community Dev't Officer from the Ward - Member of the committee</li> <li>• Representative from NGO within Mtaa level - Member of the committee</li> </ul>

Source: JICA Survey Team

---

### **9.3 Responsibilities of the Grievance Redress Committees**

The Grievance Redress Committee will seek to resolve grievances and disputes on the following issues related to land acquisition and compensation.

- Mistakes related to the identification of affected land or people, disagreements related to property ownership (including disputes related to inheritance or divorce)
- Disagreements regarding the valuation of land or property
- Disagreements related to other compensation and allowances
- Issues related to when and how compensation is paid (delivery of rights)
- Issues related to when, to whom and how Livelihood Restoration is provided (No vulnerable households were found during this Survey. When such households are found to be affected during the actual valuation phase, Livelihood Restoration Plan shall be developed based on the needs of the vulnerable households.)

### **9.4 Process of Handling Grievances**

The following procedures will be followed in the implementation of this ARAP to address grievances from affected persons.

- Complaints shall be addressed to the Mtaa Chairperson, Chairperson of the Mtaa-level Grievance Committee, within one month of the compensation payment. The Committee shall, within five (5) working days from the date of receipt of the grievance, give the best effort to mediate and amicably resolve the issue with the direct participation of the grievant and the aggrieved party. If the grievance is resolved and the PAP is satisfied, a written report will be prepared and a copy given to the grievant and the local authority leadership for their records and the matter closed.
- If the grievant is not satisfied, the case will be submitted to the Ward Level Grievance Committee chaired by the Ward Executive Officer.
- A decision will be taken within ten (10) days from the date of submission to the Ward Level Committee. If the grievant is still not satisfied, the case shall be submitted to the Municipal Level Grievance Committee chaired by the Kinondoni Municipal Council.
- The Municipal Level Grievance Committee shall render its decision within 20 days from the date of receipt of the grievance. If this does not result in an amicable resolution, the grievant will appeal to the judiciary. An NGO may provide assistance for the grievant in navigating the judicial procedure and in preparation of necessary documents.

# 10. Implementation Structure

## 10.1 Institutional Arrangements for the ARAP

The institutions that take part in the implementation of this ARAP are listed in Table 10.1.1. The roles of each institution are explained in the following pages.

**Table 10.1.1 Institutional Roles and Responsibilities in ARAP Implementation**

Sn	Institution	Responsibility
1	TANROADS	<ul style="list-style-type: none"> <li>Disclosing of RAP to the community after its preparation.</li> <li>Organize sessions for the affected PAPs and community at large</li> <li>Implement the valuation for compensation</li> <li>Explain the project cost including ARAP implementation and compensation costs to the Ministry of Finance for approval</li> <li>Liaise different government institution in RAP implementation</li> <li>Authorize the Contractor to start demolition works</li> </ul>
2	Kinondoni Municipal Council	<ul style="list-style-type: none"> <li>Dispatch the dislocation notices to the concerned affected PAPs</li> <li>Mediate relocation of eligible tenants, if they so desire.</li> <li>Convene the Municipal-level Grievance Committee to review unresolved grievances forwarded by the Ward-level Grievance Committee.</li> <li>Forward grievances not resolved by the Municipal-level Grievance Committee to the court.</li> </ul>
3	Ward and Mtaa Level	<ul style="list-style-type: none"> <li>Administrator at the local level</li> <li>Identification of PAPs as they are the ones who are familiar with them</li> <li>Receive and file grievances from the grievous affected party (PAP).</li> <li>Hears and rules grievances through Mtaa Grievance Committee</li> <li>Forwards unresolved grievances to Municipal Grievance Committee</li> </ul>
4	Ministry of Finance	<ul style="list-style-type: none"> <li>Review the ARAP compensation policy and secure the budget in consultation with TANROADS</li> <li>To disburse the compensation funds to TANROADS Regional office to pay the PAPs and Public Institutions eligible for compensation.</li> </ul>
5	Ministry of Lands, Housing and Urban Development	<ul style="list-style-type: none"> <li>Responsible in making sure that the amount of money paid to the PAPs is equivalent to the value of affected properties</li> <li>Signing of valuation reports.</li> <li>Administers the various Land Acts</li> <li>Deals with land allocation, acquisition, and registration and land management</li> </ul>
6	Reputable independent local NGO	<ul style="list-style-type: none"> <li>To raise public awareness on resettlement process</li> <li>To facilitate local community participation in RAP implementation.</li> <li>Member of Grievance Redress committee to help PAPs on technical issues and create awareness on various matters.</li> </ul>

Source: JICA Survey Team

## 10.2 TANROADS

The TANROADS will have the overall responsibility for implementation of the prepared ARAP. The TANROADS is a fully fledged agency with trained staff and full equipped for coordinating development and implementation of ARAP. At the national and regional levels, the Agency is constituted with a multi-sectoral social management team comprised of key staff involved in infrastructure projects (i.e., Engineers, Environmentalists, Community Development Officer (CDOs), public health officers, Land use planners, Valuers etc.) trained and registered to manage such project.

For the Project, TANROADS will organize sensitization meetings, one in each of the administrative Mtaa areas within the project area prior to implementation of the valuation for compensation following the Valuation and Valuers (General) Regulations, 2018 Section 64. The sensitization meetings will be chaired

---

by the ARAP specialist of TANROADS and attended by representatives of the Districts and Wards. Adequate display materials will be utilized. The valuer within TANROADS shall disseminate to the PAPs, local communities, and all interested parties information such as the project area, compensable items, value rates to be applied, and all statutory entitlements and obligations. After the meetings, TANROADS shall undertake the valuation for compensation.

After undertaking the valuation, TANROADS will prepare a list of the affected parties of the project and compile their entitlements to compensation and other benefits, as well as the nature and amount of compensation and support. This information will be submitted to the Relocation Committee and the Compensation Committee for review and approval, and then approved by the Ministry of Finance for the project cost including the compensation and support budget, and by the Ministry of Lands, Housing and Urban Development for land acquisition and land prices.

Upon receipt of the compensation and other funds from the Ministry of Finance, TANROADS Dar es Salaam Regional Office will pay the compensation and assistance to the eligible PAPs. After receiving 100% of the compensation, the relocating PAPs will be given an eviction period, usually 3 months (90 days). After the clearance period, TANROADS will authorize the contractor to begin demolition work on the Project Area. These activities will be reported to and monitored by the Relocation Committee and Compensation Committee.

TANROADS, as the Project owner, will monitor and evaluate project implementation. A local NGO will be hired to help raise public awareness on resettlement and to facilitate local community participation in the implementation of the ARAP.

### **10.3 Ministry of Finance**

Ministry of Finance through TANROADS will disburse the compensation funds to the respective TANROADS Regional offices to pay the communities eligible for compensation.

### **10.4 Ministry of Lands, Housing and Urban Development**

The Ministry of Lands and Urban Development is responsible for policy, regulation and coordination of matters pertaining to land in Tanzania. The Ministry administers the various Land Acts: Land Acquisition Act, the Land Act and the Village Land Act. Land use planning, management and land delivery activities are conducted by the Ministry. The Commissioner of Lands administers most issues dealing with land allocation, acquisition, and registration and land management.

All instances of acquisition of land for public purposes and the need for resettlement and/or compensation must be referred to the Commissioner with regard to this ARAP. The Ministry will be responsible in making sure that the amount of money paid to the PAPs is equivalent to the value of affected properties and signing of valuation reports.

### **10.5 Kinondoni Municipal Council (KMC)**

The Local Government (Kinondoni Municipal Council) in collaboration with TANROADS will set up the committees and the committees make decisions related to the ARAP implementation. At appropriate timing, KMC will dispatch the dislocation notices to the concerned Mwenge and Moroco Intersections affected PAPs whose land and properties will be affected by the Project.

The Committees composition and responsibilities are outlined in Table 10.5.1;

**Table 10.5.1 Committees and Responsibilities for RAP Implementation**

Unit	Responsibilities	Members
Resettlement Committee	<ul style="list-style-type: none"> <li>• Oversight management and coordination of RAP implementation activities and teams</li> <li>• Liaison with municipalities, districts, government agencies and other stakeholders</li> <li>• Review of periodic progress report in accordance with RAP guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Mayor (Chair)</li> <li>• Representative of TANROADS</li> <li>• Representative of Ministry of Lands, Housing and Urban Development.</li> <li>• Representative of a Local NGO</li> <li>• Two representatives of PAPs (One from business owner and business tenants)</li> <li>• Representative from Local community</li> <li>• Representative from project wards</li> </ul>
Compensation Committee	<ul style="list-style-type: none"> <li>• Coordinate management of compensation process</li> <li>• Ensure compensation is consistent with RAP guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Mayor (Chair)</li> <li>• Representative of TANROADS</li> <li>• Representative of Ministry of Lands, Housing and Urban Development.</li> <li>• Valuer</li> <li>• Two representatives of PAPs (One from business owner and tenants)</li> </ul>
Grievance Committee	<ul style="list-style-type: none"> <li>• Address entitlement issues and other disputes and concerns among PAPs and other stakeholders</li> <li>• Advice PAPs and other stakeholders on redress mechanisms which cannot be resolved</li> <li>• Liaise with other authorities and Resettlement Committee</li> </ul>	<ul style="list-style-type: none"> <li>• Mayor (Chair)</li> <li>• Representative of TANROADS</li> <li>• Representative of Ministry of Lands, Housing and Urban Development.</li> <li>• Valuer</li> <li>• Two representatives of PAPs</li> <li>• Representative of a Local NGO</li> </ul>

Source: JICA Survey Team

## 10.6 Ward and Mtaa

The local Government system in Tanzania is based on the Decentralization Policy and is enshrined in the Local Government (District Authorities) Act No.7, 1982, the Local Government (Urban Authorities) Act No. 8, 1982, and the Regional Administration Act (1997).

Local Government at Mtaa and Ward will be main focal points of the whole ARAP implementation activities. This includes identification of PAPs as they are the ones who are familiar with them as well as familiar with the actual loss of the PAPs. The leaders of these authorities are the representative of the local government at their respective levels. Any complaints from the Project Affected People will be presented to the Mtaa office to be discussed in the Mtaa Grievance Committee. If not resolved, the Mtaa Grievance Committee will forward the complaint to the Ward Grievance Committee for further action.

## 10.7 Reputable independent local NGO

Reputable NGOs will be hired to assist in raising public awareness on resettlement and facilitate local community participation in ARAP implementation. This NGO will be involved to witness the fairness and appropriateness of the whole process. It will also be involved in the monitoring of the resettlement process, establishing direct communication with the affected population and community leaders. Moreover, the local NGO will be involved in support of affected community in Grievance Redress and Resettlement committee respectively.

---

# 11. Implementation Schedule

## 11.1 Implementation Schedule

Based on the proposed project schedule, the ARAP implementation schedule is summarized in Table 11.1.1. After the ROW is determined through the Detailed Design, payment of compensation and assistance, relocation, and land acquisition must be completed within 22 months before the Construction begins.

Overall responsibility for the implementation of the ARAP for the Project is beared by TANROADS, following the TANROADS Administrative and Financial Management Rules and Manuals. Affected persons will receive compensation and assistance directly from the TANROADS Regional Office (Dar es Salaam). For affected persons who receive payment in cash, TANROADS will make the payment directly to the affected person's bank account. For affected persons who do not have a bank account, cash payments will be made in the presence of Mtaa and Ward officials. The payment of compensation and assistance must be carried out within six months after the official valuation of the property and other assets has been approved by the Ministry of Lands, Urban Development and Urban Development.

**Table 11.1.1 Provisional Schedule for Implementing the ARAP**

	Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
<b>PHASE I: Committee formation and Awareness Creation</b>																																					
Conducting Consultation/Sensitization meetings and create awareness among the PAPs	TANROADS, Kinondoni Municipal Council, local people & their representatives																																				
Formation of Grievance Committee	TANROADS / Mtaa Government / PAPs District Land Committee																																				
<b>PHASE II: Compensation</b>																																					
Detailed Design	TANROADS																																				
Reassess names of the affected people	TANROADS, Land Committee, DC office, MEOs, Chairpersons																																				
Reassess assets and properties of the affected people, preparation of Valuation Report	TANROADS, Land Committee, DC office, MEOs, Chairpersons																																				
Preparing and recording compensation payment for project affected people	TANROADS DSM																																				
Payment of cash compensation	TANROADS DSM																																				
Resolving Grievance	TANROADS / Mtaa Government / PAPs / District Land Committee																																				
<b>PHASE III: Relocation and Income Restoration</b>																																					
Staking at the Project Area	TANROADS DSM Office																																				
(After payment of compensation in 100%) Relocation, clearance of site	TANROADS / Mtaa Government / PAPs																																				
Assistance in income restoration (if any)	TANROADS																																				
Relocation of public services	TANROADS																																				
Construction of road and flyovers	TANROADS																																				
<b>PHASE IV: Monitoring</b>																																					
Monitoring	TANROADS																																				
Completion Audit	External Evaluator / Financer																																				
Evaluation	External Evaluator / Financer																																				
1. six-month post-relocation monitoring; 2. one-year post-relocation monitoring (see Section 11.9)																																					
Submission of Monitoring Report to JICA	TANROADS																																				

Source: JICA Survey Team

---

# 12. Cost and Budget

## 12.1 Funding Agency

For JICA-funded projects, the Government of Tanzania is responsible for funding of the RAP implementation costs. Therefore, TANROADS is responsible for ensuring that the implementation costs are secured through consultation with the Ministry of Finance.

## 12.2 Estimated Costs for the Compensation and Assurances

The costs for the compensation and assurances were estimated based on the following conditions. A total compensation and assistance costs necessary to implement the ARAP is estimated as about TZS 21.4 billion (See Table 12.2.1).

- Tanzanian law requires that building compensation should be at least the value after depreciation (unexhausted market price). In the following estimation, the Replacement Cost before depreciation is used as the compensation amount in accordance with JICA GL's policy. According to the results of the appraiser's survey, the unexhausted market value of the buildings to be affected is estimated to be 65-85% of the Replacement Cost.
- According to Tanzanian law, the affected persons who are not subject to relocation are eligible for receiving the Disturbance Allowance equal to the annual market interest rate (8%) of the total value of the land, the building and other assets on the land. In the following estimation, the affected parties (tenant businesses) that do not need to be relocated will be paid the Disturbance Allowance, considering the past investments.
- No Disturbance Allowance will be paid to the land/building owners as they receive compensation for their lost assets at the Replacement Cost. The cost for the Disturbance Allowance for the affected owners who are not subject to relocation was calculated for reference purpose to avoid generating significant difference in size of the compensation money between the standard operation of TANROADS and this Project.
- Accommodation Allowance to be paid to the business tenants subject to the relocation will be provided on the condition that there are no outstanding rents owed to the building owner. If there are unpaid rents, the amount of rental cost assistance will be determined based on discussions between the building owner and the lessor, or by judicial determination.
- The Loss of Income compensation for the business owners is estimated by multiplying the median daily income from the interviews. Monthly income is estimated by multiplying 30 times of the daily income. The net profit is estimated as the 1/3 of the monthly income. The actual Loss of Income compensation is to be calculated from the net profit shown on the tax certificate of the eligible businesses.
- The Livelihood Restoration cost was not included in Table 12.2.1 because of following two reasons; 1) All the PAPs are businesses and vendors and Loss of Profit and Loss of income assistance are planned to be provided instead (Table 12.2.1 rows 4 and 8) ; 2) PAPs who may belong to the vulnerable groups are the street vendors under age of 18 and family consultation and assistance by social welfare staff or NGO will be the first choice of supporting measures (Section 6.5.2(2)).

**Table 12.2.1 Estimated Costs for the Compensation and Assistances**

S.N.	Item	Breakdown	Budget (TZS)
1.	Private land		5,648,320,000
2.	Public land		0
3.	Building (100% affected)(including walls and pavements)		1,160,435,500
	Building (Private)	951,199,500	
	Building (KMC-own)	209,236,000	
4.	Compensation for Relocating Business Tenants		13,969,592,000
	Accommodation allowance	1,896,192,000	
	Transport costs	13,400,000	
	Loss of Profit (36 months)	12,060,000,000	
5.	Loss of income assistance for the employee of the relocating business tenant (3 months)		60,300,000
6.	Building (partially affected)		572,757,000
	Building (partially affected)(Private-own)	288,173,000	
	Building (partially affected)(KMC-own)	284,584,000	
7.	Disturbance allowance (assistance) for the partially-affected business tenant		22,997,120
8.	Loss of income assistance for the employee of the partially affected business tenant (1 month)		1,500,000
	Total		21,435,901,620
9.	Disturbance allowance (assistance) for the partially-affected business owner		474,425,194

Note: Breakdown and basis of calculation is shown in Section 15.3.

Source: JICA Survey Team

---

# 13. Monitoring and Evaluation of Overall Resettlement Actions

## 13.1 Targeted Monitoring and Evaluation

Business owners and tenants will be monitored. For street vendors, the content and number of petitions and grievances submitted to the Grievance Redress Committee will be monitored. No vulnerable households were found during this Survey. When such households are found to be affected during the actual valuation phase, Livelihood Restoration Plan and monitoring indicators shall be developed based on the needs of the vulnerable households.

## 13.2 Verifiable Indicators

A set of simple verifiable indicators will be adopted to monitor and evaluate the implementation of resettlement and compensation activities are as given (but not limited) in Table 13.2.1 below. Monitoring will cover other standard project parameters i.e., performance of planned activities, schedules, budgets and disbursement of funds.

**Table 13.2.1 Proposed Indicators for Monitoring and Evaluation**

Monitoring	Evaluation and Audit
A. Number of cases compensation/support was actually agreed upon and implemented, out of the number for which compensation/support was planned/budgeted	E. Evaluation of the adequacy of the ARAP (differences between the entitlement matrix originally developed and the actual compensation/support implemented, Reasons of the differences)
B. Number of cases the compensation has not been agreed upon and paid within 6 months	F. Evaluation of schedule (whether or not there were delays compared to the original schedule, and the causes of the delays)
C. Number of cases resolved out of all complaints received	G. Evaluation of effectiveness (comparison of the business conditions of the business tenants that were subject to compensation/support before and after implementation of the project)
D. Details and number of complaints submitted to the Grievance Committee by street vendors	

Source: JICA Survey Team

## 13.3 Methods of Monitoring and Evaluation

### 13.3.1 Internal Monitoring

Monitoring shall be internal monitoring by the PIT (Project Implementation Team) of TANROADS. The PIT of TANROADS shall confirm the progress of land acquisition and payment of compensation and allowances on a monthly basis. Information from interviews with committees and other parties implementing resettlement procedures at different level shall be used to supplement as necessary.

Monitoring will ensure the following:

1. Verification of land acquisition, property valuation, and economic rehabilitation whether these have been carried out as planned;
2. Information dissemination has been carried out;

3. Status of land acquisition and payments on land compensation;
4. Value of entitlements received is equal to the original structure or land acquired;
5. Use of entitlements and its misuse;
6. Compensation of affected structures and other assets;
7. Relocation of PAPs if applicable;
8. Payments for loss of incomes;
9. Implementation of rehabilitation measures;
10. Effective operation of grievances Committee;
11. Funds for implementing land acquisition and economic rehabilitation activities are available in timely manner, are sufficient for the purpose and spent according to Plan;
12. The Consultants shall submit reports on monthly basis documenting the RAP progress implementation;
13. Project Unit shall be responsible for monitoring day to day resettlement activities;

**Table 13.3.1 Responsible Stakeholders in ARAP Monitoring and Evaluation**

Activities	Responsible Stakeholders
Internal Monitoring	TANROADS Project Implementation Team
External Monitoring (Evaluation)	TANROADS
1. six-month post-relocation monitoring; 2. one-year post-relocation monitoring	External Evaluator / Financer commissioned by TANROADS
Completion Audit	External Evaluator / Financer commissioned by TANROADS
Submission of Monitoring Report to JICA and MoW	TANROADS

Source: JICA Survey Team

### **13.3.2 Post-Relocation External Monitoring**

External monitoring shall be engaged by TANROADS to carry out independent review of RAP implementation and project evaluation. External monitoring and evaluation can be done by independent researcher, consulting agency, university department or an evaluator / financer.

The evaluation of the effectiveness of the ARAP, including a comparison of the situation of the relocated business tenants before and after the implementation of the Project, will be conducted twice, once at the end of 6th month and again at the end of 12th month after the relocation. (See table in Chapter 11) In addition, the indicators E, F, and G shown in Table 13.2.1 will be evaluated at the end of 12th month after the relocation, or at the completion of all compensation and assistance payments, whichever is later.

Post-relocation external monitoring will focus on the following:

1. Verifying whether the objectives of enhancing or at least restoring the income levels and standard of living of PAPs have been met;
2. Assess overall compliance with the RAP requirements
3. Suggest modification in land acquisition and economic rehabilitation where necessary to achieve objectives;
4. Assess if all resettlement and land acquisition have been completed;
5. Evaluation of delivery and impacts of entitlements to determine if they are as per approved RAP;
6. Evaluation of consultation and grievances procedures especially at the level of public awareness of grievances procedures; access by PAPs and households to information and rapid conflict resolution; and

- 
7. Demographic baseline and household survey to monitor progress from pre-project, pre-settlement benchmarks;

### **13.3.3 Completion Audit**

TANROADS will contract an independent evaluator / financer to implement the completion audit.

The following are the objectives of the evaluation:

1. General assessment of the compliance of the implementation of the Resettlement Action Plan with general objectives and methods as set in this document;
2. Assessment of the compliance of the implementation of the Resettlement Action Plan with laws, regulations and safeguard policies;
3. Assessment of the consultation procedures that took place at individual and community level, together with the Central Government and Local Government levels in Tanzania;
4. Assessment of fair, adequate and prompt compensation as they have been implemented;
5. Evaluation of the impact of the compensation on income and standard of living; and,
6. Identification of actions to improve the positive impact of the programme and mitigate its possible negative impact if any.
7. Review of internal monitoring procedures and reporting to ascertain whether these are being undertaken in compliance with the RAP;
8. Review internal monitoring records as a basis for identifying any areas of non-compliance, any recurrent problems, or potentially disadvantaged groups or households;
9. Verification of internal monitoring;
10. Review grievance records for evidence of significant non-compliance or recurrent poor performance in resettlement implementation;
11. Evaluation of actual operation of grievances committee in assisting PAPs as required and acting as observers.

### **13.3.4 Reporting Requirements**

The following are the suggested reporting requirements:

1. The Consultants responsible for supervision and implementing RAP will prepare monthly progress report on resettlement progress activities;
2. TANROADS shall also monitor RAP implementation and submit quarterly reports to Ministry of Works and JICA
3. TANROADS shall prepare RAP Implementation Completion Report

The monitoring and evaluation results will be submitted by TANROADS to JICA four times a year in April (monitoring period: January to March), July (monitoring period: April to June), October (monitoring period: July to September), and January (monitoring period: October to December) as an attachment to the Project Progress Report.

## **13.4 Proposed Monitoring Forms**

Table 13.4.1 and Table 13.4.2 show the proposed monitoring forms for the Project.

**Table 13.4.1 Progress monitoring form (for monitoring of compensation and support payments (person/TZS), relocation (number of cases), land acquisition (number of cases, m<sup>2</sup>), number of complaints filed and resolved, etc.)**

		ARAP Plan Person /TZS/ m <sup>2</sup>	Most Updated Information Date of Update (DD.MM.YY)	Achievement at Last Month		This Month Achievement		Total Achievement		Remaining	
				Person /TZS/ m <sup>2</sup>	Progress %						
1	No. of Person/ Business Entitled (No. finished payment)	Employer 99 Full:67 Partial: 32 Employee 144 Full:134 Partial:10									
2	Compensation Payment at Replacement Cost (Total paid)	7.4 bil									
3	Allowance Payment (Total paid)	14.1 bil									
4	No. of Relocation (No. finished relocation)	67									
5	No. of Relocation after receiving compensation (No. finished relocation)	67									
6	Land acquisition (Location)	34 (yard lease excluded)									
7	Land acquisition (area m <sup>2</sup> )	7,465m <sup>2</sup>									
8	Securing the yard	33,000m <sup>2</sup>									
9	No. of grievances received	—	—								
10	No. of grievances solved	—	—								
11	No. of grievances ongoing	—	—								

**Table 13.4.2 Event monitoring form (Records of committees, grievances, etc.)**

SN.	Date(DD.MM.YY)	Location	Issues	Results (Solved/Ongoing)	Next Action

---

# 14. Conclusions and Recommendations

## 14.1 Conclusions

This ARAP outlined the impacts of the proposed flyover construction activities for the purpose of project review and budget preparation. This ARAP shall be reviewed and approved by TANROADS and JICA before the Project is moved to next phase including the Loan Agreement between GoT and GoJ.

It is planned that; Tanzanian-side official ARAP will be prepared and implemented before the construction activities start. The compensation for PAPs in the surveyed area of impact will be carried out by the TANROADS after the compensation packages have been prepared. Major resettlement for improvement of Mwenge and Morocco Intersections is relocation of the utilities. All the relocation is business and commercial, and no residential relocation is expected. It is therefore recommended that TANROADS should spearhead collaborating with utility authorities to complete estimate costs of relocating their utilities as soon as possible to avoid delays in implementation of the project.

## 14.2 Recommendations

This ARAP recommends fair and prompt compensation and all project affected people must receive cash compensation based on standards applicable in such cases so that the compensation renders them at least as well off and possibly better off than before the commissioning of the project.

Further it is recommended that in order to raise awareness on the implementation of ARAP, the Tanzanian-side official ARAP must be widely disclosed before the implementation of compensation. Methods that can be used to disclose the document include (but not limited to):

- Distribution of as many copies as possible to different institutions and community levels for comments and suggestions;
- Distribution of Swahili version to Persons Affected by the Project (PAP);
- Distribution to individuals and representative persons like Members of Parliament (MPs), Municipal Executive Director (MED), Ward Councilor and Mtaa officials;
- Conducting meetings and workshops for discussion of the plan. The meeting and workshops will be conducted at various places including the place where the resettlement will take place; and
- Disclosure of the plan on website of TANROADS and JICA.

# 15. Appendix

## 15.1 Records of Stakeholder Meetings and Community Meetings

### (1) June 28, 2024 Stakeholders Meeting on ESIA and ARAP (Mwenge and Morocco Intersections) for Scoping Stage

#### Participants of the meeting

Date & Venue	Participants	
28 <sup>th</sup> June 2024  PSSSF - Millenium Tower II	Organization 1	Kinondoni Municipal Council
	Organization 2	National Housing Cooperation (NHC)
	Organization 3	Tanzania Petroleum Development Cooperation (TPDC)/GASCO
	Organization 4	Dar es Salaam Commuter Bus, Owners Association (DARCOBOA)
	Organization 5	Umoja wa Watu Wenye Ulemavu waendesha Bajaji Mkoa wa Dar es Salaam (UWAWABADA),
	Organization 6	Chama cha madereva na wamiliki wa Pikipiki na Bajaji Mkoa wa Dar es Salaam (CMPD),
	Organization 7	Agenda for Environment and Responsible Development (NGO)
Number of total participants	Government: 6, NGOs and Community Specific Group: 5, JICA Survey Team (TRES) 4,	

Source: JICA Survey Team

#### Agenda for the 1st Stakeholders meeting

- Introduction and purpose of the meeting
- Presentation on the project (Project objectives, components and project area & ESS/ERAP)
- Stakeholders views, issues, concerns and discussion

#### Major opinion and summary of the discussion

TRES team initiated the proceedings and welcomed the invited members and made presentation about the project in brief and ESIA/ARAP studies on progress and some activities to commence. The meeting was then open for members to provide their views and concerns or issues for the project. Stakeholders were given enough time to air their views and where necessary some clarifications were made. Below is the summary of the opinions and views on the project per stakeholder.

#### Kinondoni Municipal Commercial officer

- The business community who will be impacted/relocated by the project need to be informed early in advance and be given ample time in order to complete their stocks and hence to avoid conflicts and project delays due to court injunctions.
- Likewise, compensation for the affected community should be done early in advance and be given ample time for their relocation of their properties/stocks.
- The flyover designs should also consider dedicated road for bodaboda (motorcycle) and Bajaji (tricycle).
- There is a need also for the roads designs to have gardens for both purposes i.e. beautification of roads and for carbon sequestration from the vehicular exhaust emissions.
- Further beautification can be done to the concretes by painting with good colour other than the current practices of leaving concrete with cement colour.

- 
- There should be clear messages/information to the project affected on the issues regarding the time for relocation/compensation for the project. It should also be known who will provide these information when the time for compensation/relocation comes.
  - Generally in compensation issues when someone hears there will be compensation tend to either increase the value for the property or business just to create evidence for high amount for compensation. Thus, the information sharing with PAPs should be taken with great care to avoid escalated project costs due to some opportunistic people.

#### **Kinondoni Municipal Environmental Management Officer**

- The construction of flyovers in both interchange of Morocco and Mwenge will disrupt existing storm water drainage in or around the area. Proper storm water management structures should be considered in the designs to avoid flooding issues during heavy rains. The Morocco intersection should collaborate with DAWASA who have constructed big storm water drainage and pipes to convey the same towards the Indian Ocean.
- Likewise, at Mwenge junction and the point between Mwenge junction and ITV bus stand currently when there is heavy rains it becomes challenge for the vehicles to pass through the flooded area. Thus, the design of flyover in this area as also might disrupt the storm water drainage, the new storm water designs should take into account the existing condition provide with sustainable solution on storm water of the area. A good measure if technically will be possible is to have huge drainage directing towards Mlalakuwa River that flow towards the Ocean.
- Also, there is a need to work closely with the DAWASA for sewage infrastructures at Mwenge project area.

#### **National Housing Cooperation (NHC)**

- Generally the project is good to alleviate the increasingly congestion in these major interchanges and thus the project is supported by the office.
- Between Mwenge and Morocco there are NHC land and building properties that might be encountered. It is recommended that, once evaluation has been done to the affected land/building properties under the NHC, the draft evaluation report should be shared with the NHC for reconciliation of the evaluated properties before sending to the Chief Government Valuer for endorsement ,to avoid future grievances that might delay the project take off.

#### **Tanzania Petroleum Development Cooperation (TPDC)**

TPDC has Natural Gas Pipeline at Mwenge Roads (Sam Nujoma Road and Bagamoyo Road) and during development of the BRT Roads these will be relocated to a new area and have a new gas alignment. Thus, it is the important for this study to consider the baseline of the new alignment under the BRT Roads which is currently ongoing other than the current condition. In this respect there is a need to work closely with DART.

#### **BAJAJI DRIVERS WITH DISABILITIES (UWAWABADA)**

- UWAWABADA is honored to be part of stakeholders to contribute towards road infrastructures development project as representatives of people with disabilities.
- The association have members who are disabled, but due to accidents caused there are new members joining including bodaboda and Bajaji drivers as well as pedestrians, but large number is from bodaboda group. One of the cause of accidents that cause disabilities is lack of proper infrastructures for Bodaboda and bajaji. Thus, for this project it is crucial to consider

in the designs dedicated roads/paths on the flyover for the bodaboda and Bajaji which we believe will reduce the accidents and new members in our group.

- Some vehicle drivers tend to ignore bodaboda and Bajaji while on the road the aspect of which is risks to Bodaboda and Bajaji drivers but once will have dedicated roads this risk will be not be there.
- It is important for the pedestrians crossings to consider people with disabilities and some of them uses wheel chair. These need to be factored in the designs. Currently some crossing under the BRT have put some short concrete poles to avoid tricycle using pedestrians crossing the aspect of which denies people with disabilities using wheel chair to cross in these areas.
- The bumps on the roads should be friendly other than small on series bumps normally referred to as Rastas.
- The lumps for people with disabilities in the BRT terminal and in the crossing bridges are quite long and tiresome for people with disabilities and thus if there will be lumps for these intersections they should be improved to have more friendly alternatives.

#### **Boda boda and Bajaji Association**

The previous contributors have pre-empted our issues but it is worthwhile to stress on the issues which were part of the agenda of the association to present. The issue of having dedicated road for Bajaji/Bodaboda for flyovers is important as this is long term infrastructures and thus they should be socially inclusive. Socially inclusive to include roads for pedestrians, vehicles and Bodaboda/Bajaji.

#### **DARCOBOA**

- Since Ali Hassani Mwinyi and Bagamoyo roads will be impacted during construction it is advised to improve first alternatives roads to include old Bagamoyo road before starting construction as these will be more using during construction and hence to reduce the impact severity.
- During project constructions there should be proper directions for smooth flow of traffics and thus to avoid congestions.
- The issue of compensation noted by the previous speakers is important to note, the evaluation should be done as early as possible before starting the project to avoid opportunistic people who normally encroaches the project area just for the sake of compensation.

#### **Agenda for Environment and Responsible Development (NGO)**

- It is important for local communities to be involved in the project to include in the emerging project opportunities like employment and thus to have project economic trickle-down effect to the local people. This at large brings local ownership of the public infrastructures which enhanced security to the development public infrastructures.
- Communication and collaboration between public institutions should be strengthened for smooth project implementation as there are examples whereby the project is delayed dispute the contract being on site due to delay on the relocation of public infrastructures which is done by different government agency.

---

## **SIGNATURES OF CONSULTED STAKEHOLDERS**

JICA PREPARATORY SURVEY FOR DAR ES SALAAM INTERSECTION IMPROVEMENT PROJECT (MWENGE AND MOROCCO INTERSECTIONS). (Environmental and Social Impact Assessment and Preparation of Abbreviated Resettlement Action Plan).

STAKEHOLDER MEETING (SHM) HELD AT PSSSF MILLENNIUM TOWER II (1ST FLOOR), KIJITONYAMA, DAR ES SALAAM.

### **REGISTRATION FORM**

Date: 28<sup>th</sup> June, 2024

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

**(2) July 1, 2024 Community Meeting on ESIA and ARAP (Mwenge and Morocco Intersections)**

**Participants of the meeting**

<b>Date &amp; Venue</b>	<b>Participants</b>	
01 <sup>st</sup> July 2024  Jamirex Hotel, Mwenge	Organization 1	Kijitonyama Ward
	Organization 2	Mikocheni Ward
	Organization 3	Makongo Ward
	Organization 4	Mwenge Mtaa
	Organization 5	Mikocheno B Mtaa
	Organization 6	Mlalakuwa Mtaa
	Number of participants	Government: 13, Community Specific Group: 2, JICA Survey Team (TRES) 3, Community members & PAPs; 12

Source: JICA Survey Team

**Agenda for the 1st Community meeting**

- Introduction and purpose of the meeting
- Presentation on the project (Project objectives, components and project area & ESS/ERAP)
- Stakeholders views, issues, concerns and discussion

**Major opinion and summary of the discussion**

After project presentation and the Participants of the meeting understood the project and the goals of the meeting, views and issues of the project in the area were provided by participants and discussion was held with TRES Members as covered below;-

1. The Participants stated that noise emission and air pollution due to dust emission during the construction are expected impacts especially to the residents with houses close to the main roads and to the business community around mwenge junction, and thus measures to minimize the same considered.
2. Also, the project will have impact to small traders in the area especially for those close or doing business along the roads.
3. Mwenge is one of the busy junctions in Dar es Salaam and currently traffic congestion is experienced and if the roads will be closed it will bring more inconveniences for people going and returning from works. To reduce the impact internal roads (some under TARURA) should be improved so that they can be used as alternative roads during construction period.
4. The participant mentioned that, the area near the PUMA petrol station, which is being discussed as part of the project for compensation, has underground fuel storage tanks, so proper procedures should be followed to avoid environmental pollution. However, the issue was clarified that the project will not affect the Puma Petrol Station;
5. Member highlighted that, the proposed project area has several public infrastructures such as storm water drainage, DAWASA water pipeline/pipes, Sewer, Optic Fiber Cable, TANESCO high tension lines and electric poles, and TPDC natural gas pipelines, therefore, all concerned parties with infrastructures should be involved in the process before commencement of the project construction. This was noted and members were informed that we had separate meeting with the utilities owners and further the study will engage them.
6. It was stated that when these public development infrastructures are coming in the area the local community expects some of the related issues to be resolved by these projects however the experience shows that is not always the case. For instance when the road is flooded during heavy rains it is expected after construction/improvement of the same road the flood would be addressed. In the same vein Mwenge junction area is experiencing floods during the heavy rains and thus it is expected the project to address the same. Thus, this should be considered in the designs and eventually during construction.

- 
7. It was advised for the business community to be affected at Mwenge to be given information early in advance before starting the construction activities in order to give them ample time. Early information helps to eliminate unnecessary conflicts and allow people to prepare adequately for upcoming changes.
  8. Also it was added that, the early notification and appropriate compensation will help ensure that their rights are protected and their business operations are not adversely affected. This can also help build trust between the authorities/government and the citizens, and prevent conflicts that could delay the project and increase costs. It is also important to clarify the compensation procedures and ensure that all those eligible receive their compensation on time and in appropriate manner.
  9. One member noted that, the issue of employment to the locals always it is heard during project preparations like these but when it comes during implementation contractors come with workforce from elsewhere and not from locality and thus this should be taken as a challenge for this project to address. One means is collaborate in sourcing laborer's with the local government offices.
  10. It was noted that, normally there is no proper point to channel an issue to the contractor during construction. Some laborers come to report to the local government offices for either being mistreated or not paid their salaries and as a leader you need to engage with the contractor and on this one faces difficulties. Other projects normally have committee to deal with community/employment issues and there is dedicated person (clearly known) to channel the issues to. Those kind of measures should be taken to ensure smooth project implementation during construction period.
  11. Other members suggested that there should be scheduling of some activities to reduce the impact of congestions at the junctions especially at peak hours, example was given that transportation of construction materials such as sand, stones or aggregates could be done at night.
  12. It is important for project contractor to consider occupational health and safety issues for the workers at site to include provision of Personal Protective Equipment (PPEs) to safeguards their health against construction related hazards.

**SIGNATURES OF CONSULTED COMMUNITY MEMBERS**

JICA PREPARATORY SURVEY FOR DAR ES SALAAM INTERSECTION IMPROVEMENT PROJECT (MWENGE AND MOROCCO INTERSECTIONS). (Environmental and Social Impact Assessment and Preparation of Abbreviated Resettlement Action Plan).

STAKEHOLDER MEETING (SHM) HELD AT JAMIREX HOTEL BOARDROOM, MWENGE MTA, KIJITONYAMA WARD IN KINONDONI MUNICIPALITY, DAR ES SALAAM REGION.

**REGISTRATION FORM**

Date: 01<sup>st</sup> July, 2024

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

---

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

**(3) July 4, 2024 Community Meeting on ESIA and ARAP (Mwenge and Morocco Intersections)**

**Participants of the meeting**

<b>Date &amp; Venue</b>	<b>Participants</b>	
04 <sup>th</sup> July 2024  Chato Residency Conference Hall- Morocco area	Organization 1	Mwananyamala Ward
	Organization 2	Kinondoni Ward
	Organization 3	Mikocheni Ward
	Organization 4	Msasani Ward
	Organization 5	Mikoroshoni Mtaa
	Organization 6	Regent Mtaa
	Organization 7	Bwawani Mtaa
	Organization 8	Kumbukumbu Mtaa
Number of total participants	Government: 15, Community Specific Group: 1, JICA Survey Team (TRES) 3, Community members & PAPs; 15, Female 16, Male 18	

Source: JICA Survey Team

**Agenda for the 1st community meeting**

- Introduction and purpose of the meeting
- Presentation on the project (Project objectives, components and project area & ESS/ARAP)
- Stakeholders views, issues, concerns and discussion

**Major opinion and summary of the discussion**

TRES team initiated the proceedings, welcomed the invited members and made presentation about the project in brief and ESIA/ARAP studies on progress. The meeting was then open for members to provide their views and concerns or issues for the project. Stakeholders were given enough time to air their views and where necessary some clarifications were made. Below is the summary of the opinions and views on the project.

1. The member from Kumbukumbu Mtaa appreciated the initiatives of the government and international partners like JICA towards construction of flyovers in the two intersections to improve the transportation in the area. The member noted that the Morocco area specifically on Ali Hassani Mwinyi road is experiencing floods during heavy rains and the most affected area is Kumbukumbu area as there is no drainage to convey storm water towards the sea. With construction of flyover if this issue is not well considered will worsen the condition in the area.
2. Other members noted that the existing storm water drainage in the project area should be improved along with this project in order to address the flooding during heavy rains.
3. The members advised during construction of the project to pay attention on community health and safety issues to avoid construction hazards to the surrounding community and recommended some measures to include fencing the core construction site and putting and maintaining safety/warning signs.
4. It was noted that most road construction projects do not provide sanitary facilities for their workers and this becomes a challenge and public health concern, thus it was advised for this project to provide mobile toilets for the workers on site to address the issue.
5. One member recommended the inclusion of crossings for people with disabilities during the project's construction as in most cases this is ignored and becomes a challenge for people with disability to cross the road which is under construction.
6. Members also suggested that job opportunities arising from the project should be prioritized to the youth from the local areas where the project is being implemented. Additionally, the project's contractor should create an effective system to collaborate with the surrounding community by sharing the information regarding the emerging opportunities such as supply of construction materials etc.

- 
7. It was noted that the Morocco and Mwenge are major junctions and the proposed measures of flyovers will only help for certain years and thus it is suggested if budget allows to have two flyovers on both junctions just like Ubungo interchange. It was also suggested if the budget does not allow there should be provisions for putting additional flyover in future. The essence is for designers to have designs that allows construction of another flyovers in future to avoid unnecessary costs if it is not considered at the beginning.
  8. Members noted that at Morocco area there are infrastructures belonging to other institutions such as Airtel, Halotel and Vodacom Optic Fiber Cable, DAWASA water pipes that provide services to the community and thus involved of these institutions is important before the commencement of the project.
  9. Members also noted that most project focus on specific project without considering possible indirect impacts to the surrounding community and thus it was suggested after completion of the project construction to do assessment of the project's impact and find solution to any unforeseen project impact. The example was given to some road projects after construction some drainage channels were blocked leading to flooding tendencies in areas where there was none.
  10. One member inquired if the increased number of people/workers due to project would still depend on existing health care infrastructures. This was clarified by the TRES team member that there will not be a significant increase in the number of people working on the project that would jeopardize the existing health care infrastructures. Further, it was elaborated that the intention is to reduce medical cases by putting measures to avoid accidents and health issues at work.

**SIGNATURES OF CONSULTED COMMUNITY MEMBERS**

JICA PREPARATORY SURVEY FOR DAR ES SALAAM INTERSECTION IMPROVEMENT PROJECT (MWENGE AND MOROCCO INTERSECTIONS). (Environmental and Social Impact Assessment and Preparation of Abbreviated Resettlement Action Plan).

STAKEHOLDER MEETING (SHM) HELD AT CHATO RESIDENCY (Firs Floor) MIKOCHENI "B" MTA, MIKOCHENI WARD IN KINONDONI MUNICIPALITY, DAR ES SALAAM REGION.

**REGISTRATION FORM**

Date: 04<sup>TH</sup> July, 2024

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

---

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

**(4) July 19-22, 2024 Additional Stakeholder Interviews on ESIA and ARAP (Mwenge and Morocco Intersections) for the Institutions who were Absent in the Meeting on June 28**

**Participants of the meeting and their views and concerns**

S/N	Institutions / Date	Views and Concerns
1	Dar es Salaam Regional - Office, Tanzania National Roads Agency (TANROADS), July 19 <sup>th</sup> , 2024	<ol style="list-style-type: none"> <li>1. The officer informed that, the earmarked project areas have underground utility infrastructures to include the water pipes, gas pipeline which is marked and optic fibres which could be under TTCL, Vodacom, Tigo and/or Airtel which need to be considered in the course of the study.</li> <li>2. The office clarified to the question of presence of duct in the project areas that, there is no duct however there could be some utility structures crossing the roads. He noted that provision of ducts has come recently and thus it is considered nowadays in the new road construction projects.</li> <li>3. The office commented on BRT relocated utility structures that, if there has been relocated then would be few structures as BRT is mainly within main road section. However, he recommended to consult the Engineer for BRT Project from TANROADS HQ office.</li> </ol>
2	Dar es Salaam Water Supply and Sanitation Authority (DAWASA) July 19 <sup>th</sup> , 2024	<ol style="list-style-type: none"> <li>1. The officer informed the team that in proposed project areas (Mwenge and Morocco Junction improvements) there is an ongoing construction of Bus Rapid Transport (BRT) project, and some of the infrastructures have already been assessed for relocation. Therefore, the officer requested a physical site verification to mark some of the infrastructures that have not yet been assessed and will be affected by the flyover project so that it can be evaluated for relocation;</li> </ol>
3	Tanzania Electric Supply Company Limited (TANESCO) July 19 <sup>th</sup> , 2024	<ol style="list-style-type: none"> <li>1. The officer informed that, in the Morocco area there is a distribution substation for receiving electricity and for distribution to other areas. The area of substation is fully covered and thus if part of it will be affected then an alternative area on the back can be considered for acquisition for extension on that side.</li> <li>2. He also noted there are two power cables carrying 33kV and 133kV electricity and electric poles on both sides which might require relocation the project. However, these do not pose major challenge.</li> <li>3. On Mwenge side the office noted that there is a major power transmission line which carry 133 KV from the Ubungo station. This area presents a challenge because if the transmission line is affected by the project's in any way, it will need to be relocated. However, he noted to be very costly and highlighted that there was an attempt to relocate it for the BRT project but the attempt failed due to high costs, leading to a change in design of BRT. If this project could consider co-existing would be good but if it will be inevitable then all procedures must be followed, and TANESCO headquarters must be involved at every step.</li> <li>4. Additionally, the officer explained the procedures required to relocate the infrastructure, including writing to TANESCO's Director General to explain the need for the project and identify</li> </ol>

		the infrastructures that will be affected by the construction of the project so that the relocation process can begin.
4	Tanzania Telecommunications Corporation Limited (TTCL)  July 19 <sup>th</sup> , 2024	<ol style="list-style-type: none"> <li>1. The team was informed that the BRT project has already conducted a survey to relocate TTCL infrastructures that will be affected by their project. Therefore, a physical verification of the project footprint is needed to confirm which infrastructures have not been assessed and will be affected by this flyover project on both the Mwenge and Morocco sides.</li> <li>2. The offices noted that, no major environmental impacts are anticipated if utility infrastructures are relocated following the proper procedures.</li> </ol>
5	Dar es Salaam Rapid Transport Agency (DART)  July 22 <sup>nd</sup> , 2024	<ol style="list-style-type: none"> <li>1. Based on the information provided about the development of the flyover project in the Mwenge and Morocco areas, the consulted officer emphasized that the Bus Rapid Transit (BRT) route should pass underneath to assist with passenger mobility, service connectivity, and to extend the lifespan of the BRT buses. In this respect there is no need for BRT to use flyovers.</li> <li>2. The officer also advised that since the contractor for the BRT project is already onsite continuing with construction, it is important for the flyover designers to incorporate and protect BRT infrastructures to be built in the Mwenge and Morocco intersection areas.</li> <li>3. The officer informed the team that not all utilities along the road have been assessed for relocation but only for those affected by the BRT construction project.</li> <li>4. The officer shared the practice when dealing with utilities relocation in the project area that, DART has notified all stakeholders with utilities in the relevant areas to prepare their subcontractors ready for relocation should any of the utility required to be relocated during construction. Utilities are thus being relocated by the designated subcontractor of each utility owner.</li> <li>5. The officer also noted that, DART is aware of upcoming Mwenge and Morocco flyovers project and thus DART have not yet started construction to those two areas, because they are waiting for the final designs that will incorporate both projects. He added that in both areas there are five BRT stations with the following details: two stations along Bagamoyo Road (Mlalakuwa Station and ITV Station) and another along Sam Nujoma Road (Mwenge Station near Military Hospital) which will have an overhead crossing. In Morocco, there will be two stations, one near Vodacom office building and another after the Airtel office building. The designs should consider the existence of these stations and maintain them.</li> <li>6. Finally, the officer said that, DART welcomes experts from JICA for discussions on the best way to combine all designs to avoid unnecessary costs in the construction of these road infrastructures, especially in the two intersection.</li> </ol>

---

### **SIGNATURES OF CONSULTED STAKEHOLDERS**

JICA PREPARATORY SURVEY FOR DAR ES SALAAM INTERSECTION IMPROVEMENT PROJECT (MWENGE AND MOROCCO INTERSECTIONS). (Environmental and Social Impact Assessment and Preparation of Abbreviated Resettlement Action Plan).

REGISTRATION FORM

Date: 19<sup>th</sup> July, 2024

S/N	NAME	INSTITUTION	POSITION	CONTACT	SIGNATURE

#### **Name and Signature of Consulted Stakeholders**

DATE/TAREHE	NAME/JINA	INSTITUTION/TAASISI	ADDRESS/SIMU	SIGNATURES/SAHIHI

**(5) September 27, 2024 Second Stakeholder Meeting on ESIA and ARAP (Mwenge and Morocco Intersections) for Reporting Stage**

**Participants of the meeting**

Date & Venue	Participants	
27 <sup>th</sup> September 2024  PSSSF - Millenium Tower II	Organization 1	Tanzania National Roads Agency HQ (TANROADs) (1 person)
	Organization 2	TANROADs – DSM Regional Office (2 people)
	Organization 3	Kinondoni Municipal Council (3 people)
	Organization 4	National Housing Cooperation (NHC) (4 people)
	Organization 5	Dar es Salaam Water Supply and Sanitation Authority (DAWASA) (2 people)
	Organization 6	Dar es Salaam Rapid Transit Agency (DART) (2 people)
	Organization 7	Land Transport Regulatory Authority Agency (LATRA) (1 person)
	Organization 8	Ward Executive Officers (Kijitonyama, Makongo, Mikocheni, Msasani, Kinondoni, Mwananyamala) (6 people)
	Organization 9	Agenda for Environment and Responsible Development (NGO) (1 -person)
	Organization 10	Dar es Salaam Commuter Bus, Owners Association (DARCOBOA) (1 person)
	Organization 11	Umoja wa Watu Wenyewe Ulemavu waendesha Bajaji Mkoo wa Dar es Saalam (UWAWABADA),(1 person)
	Organization 12	Chama cha Madereva na Wamiliki wa Pikipiki na Bajaji Mkoo wa Dar es Salaam (CMPD), (1 person)
Number of total participants	Government: 21, NGOs and Community Specific Group: 4, JICA Survey Team (TRES) 5,	

Source: JICA Survey Team

**Agenda for the 2nd Stakeholders Meeting**

- Registration and administrative arrangements
- Mwenge and Morocco Intersections Design
- Stakeholders Views/Concerns and Discussion on design
- ESIA for Mwenge and Morocco Intersections findings
- ARAP for Mwenge and Morocco Intersections findings
- Stakeholders Views/Concerns and Discussion on ESIA/ARAP

**Major opinion and summary of the discussion**

TRES team initiated the proceedings and welcomed the invited members for the second meeting which aimed at providing feedback based on the study done. The officer from TANROADs HQ opened the meeting by welcoming the stakeholders for the fruitful meeting to the important two flyovers project and urge members to provide constructive comments for the project. Three presentations were thereafter done that included project Design, ESIA and ARAP findings. After each presentation members were welcomed to ask question(s) for clarification. After all presentations then the meeting was open for members to provide their views and concerns or issues for the project and discussion. Stakeholders were give enough time to air their views and based on that discussion was made along with clarifications to some issues. Below is the summary of the opinions and views on the project per stakeholder;

- 
1. A town planner from Kinondoni Municipality noted that, The Municipal is developing a re-development plan for Morocco Mwenge corridor (i.e. Transit Oriented Development) that aim to enhance potential of attractive urban development with the coming new BRT line. This involve among others provision of walk-ways and bicycle dedicated ways. The Town Planner thus noted there is a need to coordinate the upcoming fly over with the plan by sharing information of the project in order to compliment each other. During discussion it was noted that the plan also need to be shared with TANROADS as among stakeholders.
  2. The Engineer from NHC noted that, there is a plan to construct a pedestrian bridge from the current BRT bus station to the Morocco Square Building to easy access to the building which will have a multipurpose commercial activities and thus integration of the design information is important to find appropriate alternative for integration. However, it was noted this is at initial stage and has not been shared to stakeholders including TANROADS.
  3. The Engineer also requested for the project to consider provision of access to the Morocco Square building from the Road for easy traffic flow in and out of the building, without which will bring traffic flow problem in and out of the building. However, it was clarified that since there will be ground level road the entry to the building from Ali Hassani Mwinyi Road will not be closed but within the building compound enough space for vehicle entry/exit should be provided.
  4. Likewise the Engineer noted that traffic flow in and out of the Morocco square should be looked at during construction to avoid nuisance to the public at the area.
  5. Engineer also advised the TANROADS and DART to consider having parking space at the beginning of the BRT Stations to allow public leave their car and take BRT to the CBD the aspect of which will reduce traffic at the CBD by capitalizing the BRT services. On this TANROADS representative from DSM Regional office noted that there are space provided for parking area on this phase 4 BRT stations.
  6. The member from KMC recommended that institutions such as TANROADS, DAWASA, and NHC should meet to plan the relocation of their infrastructure when necessary. In this regard, it was clarified that TANROADS has the responsibility to inform the heads of these institutions, as they have already assessed the areas and have all the relevant information. Additionally, it was noted that the experience from other projects, like the BRT, would be useful in addressing challenges related to infrastructure relocation that may arise in this flyover project.
  7. One member from NHC noted that from experience of Ubungo flyover the underneath space has been used as hideout for some people with illegal activities and hence there is a need to look on this. On this, it was clarified that, for the Mwenge and Morocco flyover the areas underneath will be used for the BRT and hence leaving no open space for misuse, unlike the Ubungo flyover.
  8. The members from DAWASA emphasized the need to avoid damaging potable water and sewer pipelines passing through the project areas during construction. Additionally he suggested close cooperation between TANROADS and DAWASA when water infrastructure needs to be relocated or adjusted to prevent confusion that may lead to water loss.
  9. The member from KMC suggested that, upon completion, the flyover should be painted to enhance its visual appeal.
  10. A member from DARCOBOA noted that, there is a need to consider pedestrian crossing along Sam Nujoma where the landing of flyover will happen to easy access towards Lugalo Hospital by the public. During discussion it was noted at the very same point there is BRT Station and thus integration between TANROADS and DART will need to be done to ensure all issues are integrated.
  11. The Ward Executive Officer of Msasani advised that occupational health and safety issues

should be considered, including the provision of temporary sanitary facilities such as mobile toilets during the construction phase.

12. The Ward officer from Msasani suggested the creation of alternative routes/roads for diversion, particularly during rush hours (morning and evening) to ease traffic congestion during the flyover construction around both Mwenge and Morocco areas.
13. The Engineer from NHC recommended to TANROADs the construction of ring roads on the peripheries of the city to further alleviate congestion. On this it was noted by TANROADs Regional Office that ring road designs are underway to address the issues.
14. A member from CMPD insisted for both ongoing projects of BRT and flyovers to consider providing a parking area for Bodaboda and Bajaji to avoid haphazard parking for Bajaji and Bodaboda as these services is important for the public in the BRT Station areas and intersections

---

## **SIGNATURES OF CONSULTED STAKEHOLDERS**

### **Form of Attendees**

JICA PREPARATORY SURVEY FOR DAR ES SALAAM INTERSECTION IMPROVEMENT PROJECT (MWENGE AND MOROCCO INTERSECTIONS). (Environmental and Social Impact Assessment and Preparation of Abbreviated Resettlement Action Plan).

SECOND STAKEHOLDER MEETING (SHM) HELD AT PSSSF MILLENNIUM TOWER II (1ST FLOOR), KIJITONYAMA WARD IN KINONDONI MUNICIPALITY, DAR ES SALAAM REGION.

#### **REGISTRATION FORM**

Date: 27<sup>th</sup> September, 2024

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

S/N	NAME	SEX F/M	INSTITUTION	POSITION	CONTACT	SIGNATURE

---

## 15.2 List of Affected Land, Structure and Business

The final land requirements for the Project will be determined in the Detailed Design Phase. Since the following list was developed for the Preliminary Survey, the buildings images in the list are not for public disclosure.

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

Preparatory Survey for Dar es Salaam Intersection Improvement Project  
**DRAFT FINAL REPORT ARAP**

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

Preparatory Survey for Dar es Salaam Intersection Improvement Project  
**DRAFT FINAL REPORT ARAP**

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

Preparatory Survey for Dar es Salaam Intersection Improvement Project  
**DRAFT FINAL REPORT ARAP**

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

Preparatory Survey for Dar es Salaam Intersection Improvement Project  
**DRAFT FINAL REPORT ARAP**

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

S N	LOCATION ID	OWNER ID	OWNER NAME	BUILDING ID	TENANT/ BUSINESS ID	IMPACT (RELOCATION)	PROPERTY IMAGE	LAND AREA	BUILDING FOOTPRINT AREA (SQ.M)	WALL LENGTH METERS (M)	PAVED AREA (SQ.M)

### 15.3 Estimated Budget for Compensations and Assurances by the Order of Tanzanian Legal Frame

S.N.	Item		Budget (TZS)
1.	Private land	Commercial Land Value (TZS)	5,648,320,000
2.	Building and Structure at Replacement Cost	Building (100% affected)(Private-own)	951,199,500
3.		Building (100% affected)(KMC-own)	209,236,000
4.		Building (partially affected)(Private-own)	288,173,000
5.		Building (partially affected)(KMC-own)	284,584,000
6.		<b>Compensation Cost Total</b>	<b>7,381,512,500</b>
7.	Accommodation allowance	Assistance for the relocating business tenant to lease space for temporal operation	1,896,192,000
8.	Transport costs	Assistance for the relocating business tenant to move to new location	13,400,000
9.	Disturbance allowance	Assistance for the partially-affected business tenant	22,997,120
10.	Loss of profit and income	Loss of Profit compensation for the relocating business tenant (36 months)	12,060,000,000
11.		Loss of tenant fee compensation for KMC (building owner)	0
12.		Loss of income assistance for the employee of the relocating business tenant (3 months)	60,300,000
13.		Loss of income assistance for the employee of the partially affected business tenant (1 month)	1,500,000
14.		<b>Assistance Cost Total</b>	<b>14,054,389,120</b>
15.	Grand Total		21,435,901,620

Note: The Loss of Profit (No. 10) is an estimate calculated based on the daily income from the interviews. The final Loss of Profit will be calculated from the net earnings shown on the tax certificates of the eligible businesses. The income loss for employees (Nos. 12 and 13) is calculated using the minimum wage of 150,000 TZS/month in the commercial and industrial sector of the country of Tanzania in 2025.

Source: JICA Survey Team