European Investment Bank

Luxembourg, 24.09.2025

Environmental and Social Data Sheet

Overview

Project Name:	DAR ES SALAAM BUS RAPID TRANSIT - BRT
Project Number:	2024-0130
Country:	Tanzania
Project Description:	Construction of BRT line 4 and 5 in Dar Es Salaam, Tanzania, including separated bus lanes, bus stations, depots, P&R facilities and non-motorized transport (NMT) infrastructure. The project seeks to improve the overall accessibility, sustainability and penetration of the city-wide network of dedicated bus-lanes.
EIA required:	yes
Project included in Carbon Footprint Exercise[1]:	yes

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

Environmental and Social Assessment

Environmental Assessment

Compliance to applicable environmental legislation: Environmental requirements for projects in Tanzania are governed by the Environmental Management Act (EMA) No. 20 of 2004 and the Environmental Management (Environmental Impact Assessment and Audit) (Amendment) Regulations of 2018. The National Environment Management Council (NEMC) is the environmental authority and responsible for undertaking enforcement, compliance, review, and monitoring of environmental impact assessment, facilitation of public participation in environmental decision making as well as exercising general supervising and coordination over all matters relating to the environmental management in the country.

An Environmental and Social Management Framework (ESMF) for the Msimbazi basin that covers the Dar es Salaam metropolitan area, and the project was adopted by the project promoters[2] in 2021 and updated in 2024. In accordance with the ESMF, and in accordance with the Environmental Management Regulations and subsequent decisions of the NEMC, an ESIA was done for the project. The ESIA for phase 4 was done in between 2021 and 2023 and the approval certificate was issued by the NEMC in August 2023 and works started at the end of 2023. As required by the ESMF, the drainage works along Bagamoyo road were subject to a separate ESIA which was completed in December 2024, and the approval by the NEMC is expected in 2025. The EIA for phase 5 was done in between 2017 and 2020 and the approval certificate to be issued by the NEMC is expected mid-July 2025. Works are expected to start in 2025. The ESIAs include ESMPs, and the Promoter undertakes to implement these ESMPs and include them in the relevant construction contracts.

Assessment of alternatives: the project follows the existing right of way of existing roads and the routes are derived from the Dar es Salaam Urban Transport Master Plan of 2008, updated in 2018, and which has been subject of on Strategic Environmental Assessment (SEA). After assessing different mobility alternatives for the city, the plan identified development of a BRT

[1] Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.

[2] The Tanzania National Roads Agency (TANROADS) and Dar es Salaam Rapid Transit (DART)

network as the preferred case and identified several suitable BRT corridors, including those addressed by the project. These corridors were further investigated during a feasibility study that took place in 2019 and covered the project corridors. The promoter examined alternative vertical alignments, to reduce the adverse impacts of the BRT on traffic and traffic safety, but opted for standard at-grade intersections with priority for the BRT.

Environmental impacts and mitigation: Overall, the project is expected to have positive environmental impacts once in operation, as the BRT is expected to provide a cleaner and competitive urban mobility alternative, allowing people to shift from car or informal minibuses (Daladala's) to regulated bus services. This will help to reduce traffic congestion, the emission of noise and air pollutants from traffic in dense urban neighbourhoods, the emission of GHG, and the risk of road traffic accidents.

Construction activities will result in some community disturbance and nuisance, though negative impacts will be mostly short-term and occur mainly during construction phase. The main adverse impacts identified in the ESIA are noise and vibrations emission and creation of air pollution due to dust emission from construction activities, risk of illegal dumping of solid wastes on the road during operation, increased risk of traffic accidents due to construction activities. These risks are mitigated by the measures agreed in the Environmental and Social Management Plan (ESMP).

The project is located within heavily built-up urban environment with high rise or multi-storey buildings. According to the ESIA, most of the existing flora is comprised of planted grass and ornamental or shade trees along the road sections and within the road median. There are no protected natural sites nearby and there is no significant presence of unique, threatened, or endangered species in the project area.

Paris alignment: The project is compliant with the Paris Agreement according to the criteria set out in the updated Bank's climate roadmap because it includes investments in infrastructure associated with public transport and will emit on average less than 50 gCO2e/passenger kilometre.

Climate adaptation: The project includes additional drainage to accommodate increased rainfall and address climate change concerns, in line with Tanzania's National Climate Change Strategy 2021-2026. The northern section of the BRT along Bagamoyo road has a high risk of (flash) flooding in case of heavy rainfall, and the project therefore includes extensive construction of a storm water drainage system infrastructure at Kunduchi, Wazo, and Bunju Wards, in the Kinondoni Municipality, benefiting not only the BRT but also the adjacent neighbourhoods.

EIB Carbon Footprint Exercise

With the project, the annual emissions in a standard year of operation were estimated at 63.4 kT CO2 equivalent per year (absolute emissions). Without the project, extrapolating the current modal split between fossil fuelled minibuses, private vehicle and mopeds, the annual emissions were estimated at 143.1 kT equivalent per year. Therefore, the emissions savings for the project in a standard year of operation were estimated to be approximately (-) 79.7 kT of CO2 equivalent per year. These calculations are based on the current country grid.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

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Social Assessment

The Project is expected to generate important social benefits during the operations phase by enhancing mobility and accessibility within the Dar Es Salaam Metropolitan Region, and by reducing travel time and improving comfort and overall service quality for users. Access to a safe, reliable, and affordable public transport system has been shown to alleviate poverty, especially for women and serves as a catalyst for women's economic empowerment. Also, during construction and operation the Project will contribute to local employment generation for both skilled and unskilled labour and procurement of local goods and services.

The main adverse social impacts will occur during the construction phase and are related to the acquisition and expropriation of land needed for the Project. The Project design and planning phases have aimed to minimise as much as possible the acquisition and expropriation of lands and the related negative impacts on the local communities located nearby or on the Project sites. While most of the affected land falls within an existing Right of Way (RoW) or is government-owned, some privately owned land will still need to be required.

The construction of the Project will result in some physical and economic displacement along the BRT routes, either because of land acquisition or because of temporary access restrictions along the road working sites disrupting economic activities and potentially resulting in revenue losses, in particular for commercial traders and vendors. The Promoter prepared two Resettlement Action Plans (RAP), one for phase 4 that was published in 2024 and another for rephase 5 of the BRT that was first published in 2019 and was updated in 2023. Both RAPs have been completed in accordance with the applicable World Bank Environmental and Social Standard. The RAP describes affected properties, people and livelihoods, the compensation, and the livelihood restoration for both temporary and permanent impacts arising from the implementation of the Project. The resettlement process for phase 4 commenced in 2024 and by the beginning of 2025 about half of the PAPs had been compensated, whereas the implementation of the RAP for phase 5 of the BRT is planned to begin in the latter half of 2025.

According to the RAPs, the phase 4 works will affect a total of 335 residential and 50 commercial structures, and this results in 131 Project Affected People (PAPs) that permanently lose their home due to the project and need to be relocated. In addition to this, the phase 5 works will affect a total of 995 properties of which are 429 residential and 466 are commercial or institutional structures, This makes a total of 265 PAPs that will be physically displaced due to the project. Moreover, the Project affects residential and commercial tenants, which will also be identified, verified and compensated. The PAPs affected by phase 4 of the BRT are mostly located at the depot sites while the PAPs affected by phase 5 of the BRT are mostly located along the alignment, as phase 5 is going through narrow residential areas and the required road widening therefore is affecting the surrounding properties. The number of affected properties may still be further reduced, as part of an ongoing design review.

In addition to permanent relocation, temporary relocation is needed at the SIMU2000 depot site in phase 4. A temporary relocation plan has been agreed in consultation with the traders. The traders are provided alternative kiosks nearby to ensure continued livelihood, and after completion of the depot moved back to a newly constructed market at the same site. Implementation of the relocation is ongoing.

PAPs will be entitled to different types of compensation as well as additional assistance and livelihood restoration support based on their eligibility and in line with Tanzanian requirements and WB standards, which are in line with EIB standards. Agreed entitlements include provision of cash compensation and allowances, replacement of structures (assisted self-build approach), livelihood restoration programme, access to Project development benefits such as formal wage-based employment, and assistance to vulnerable people, all subject to eligibility as defined in the RAP.

In addition to economic and physical displacement due to land acquisition for the Project, the operation of the new bus lines may affect the activity of existing private and informal minibuses operators ("Daladala's"). Therefore, it is foreseen that appropriate arrangements are made for the participation of the affected Daladala operators in the BRT operations, amongst others by enabling participation of the existing Daladala operators in its tenders for BRT bus operators.

For both phase 4 and 5, the Promoter strengthened its team by recruiting a social expert that leads the RAP implementation and that is supported by a dedicated social team of the Supervision Engineer consisting out of a RAP coordinator, livelihood specialist, community outreach specialist, database specialist. Furthermore, for both phases an external RAP monitoring consultant is recruited to provide lenders with regular updates on the progress of the implementation of the RAP.

Potential risks related to the project are poor application of obligations and working conditions towards employees during the construction and operation phase; non-compliance or partial compliance with occupational health and safety standards during the construction phase; risks of gender and sexual based violence. Compliance with these aspects is managed by Regional labour offices and the promoter's safeguard team, through a robust ESMP, which includes environmental audits and dedicated plans such as a Workers Management Plan and a Gender Based Violence and Harassment (GBVH) plan, all in compliance with Lender's standards.

Public Consultation and Stakeholder Engagement

The consultation with stakeholder representatives, ward and Mtaa leaders and small business operators was carried out in 2020 and then again in 2024 for phase 4, and in 2018 and 2019 for phase 5. The ESIA was disclosed to the public and the results of subsequent consultations are reported in the ESIA. Comments were about issues as the offered compensation to PAPs, clarification on the width and alignment of the projects, time frame of the project, employment to local communities especially during construction, road safety. Stakeholder Engagement Plans (SEP) were made for both phases of the BRT, and this outline which external parties are to be involved in the implementation and when, and what measures for engaging on the Project and associated activities are foreseen.

A grievance redress mechanism provides a formal avenue for displaced persons and other affected groups or stakeholders to engage with the promoter on issues of concern. The grievance mechanism for phase 4 is operational since 2024, and grievances are processed by a two-tier system. At first instance grievances are processed by a ward committee and if the issue cannot be resolved it can be escalated to a district level grievance redress. The RAP progress reports will document grievances received and how they are resolved. A similar grievance mechanism will be established for phase 5 prior to the start of the implementation of the RAP.

Conclusions and Recommendations

The project is expected to bring positive effects from both a social and environmental point of view, mainly in relation to the improved quality of public transport services, which on one side, are expected to result in a reduction of local air pollution, GHG emissions and road safety, and on the other side are expected to favour accessibility and social inclusion.

Based on the information provided by the Promoter, the Project will have some adverse impacts during the construction phase in terms of involuntary resettlement, loss of livelihood, as well as the usual construction impacts such as noise, dust, project-related traffic. These impacts have been considered in the ESIAs and the ESMPs as well as the RAPs and will be either mitigated or compensated according to the Bank's environmental and social standards.

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The Promoter will undertake to:

- procure and maintain a supervision engineer mobilised and procure and maintain a Grievance Management Procedure operational for as long as project related works are being implemented.
- implement phase 4 and phase 5 of the BRT in accordance with the ESMP and RAP applicable to that phase.
- submit to the Bank the ESIA approval certificate by the NEMC for a) phase 5 of the BRT and b) the drainage works along Bagamoyo road, as soon as available and prior to the starting works on these two components of the Project and prior to asking disbursements against these components.
- submit to the Bank six monthly progress reports for phase 4 and 5 on the implementation of the ESMP and the RAPs and submit to the Bank any project completion report or completion audit mentioned in these documents.
- assign the responsibility for the implementation of the ESMP and the RAP to staff members with adequate environmental and social expertise respectively,

Considering the above, the project is acceptable to the Bank in environmental and social terms.