Bus Rapid Transit in Tanzania

DEVELOPMENT CHALLENGE

Rapid urbanization in Dar es Salaam raised challenges of transport mobility and accessibility. On average commuters lost about 16 working days annually in traffic jams, highlighting the need for an efficient transit system. To help resolve the issue, the World Bank launched a project to implement the Bus Rapid Transit (BRT) system in Dar es Salaam.

DELIVERY CHALLENGES AND HOW PRACTITIONERS RESPONDED

Practitioners experienced delays and challenges in the project due to lack of organizational capacity, and opposition and lack of consensus. To move forward, the project was restructured in 2011, establishing a Steering Committee for the project to improve oversight and coordination. Changes were also made within infrastructure and BRT operational design and rendering of works to implement the resettlement action plan (RAP), which required close coordination with different municipalities. There was lack of consensus regarding the design and approval of the deal structure and process of selecting BRT operators. The World Bank proposed a number of options to build consensus among all stakeholders and the Tanzanian government ultimately changed the deal structure.

LESSONS FROM THE CASE STUDY

To successfully design and implement the project, practitioners had to understand Tanzania’s complex political and legal structure. Also, the project design had to ensure adequate cross-sectoral collaboration to maximize the development impact and deal with possible side effects from the project. For instance, after the first month of interim operations of the BRT system, a high number of accidents between BRT buses and other users were reported. The road safety assessment and audit including training of BRT drivers, and a public media campaign was conducted to raise awareness of the new system.

HOW THE CASE STUDY WAS USED

This project can serve as a useful reference for countries that seek to implement a BRT system or other new transit systems.