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**AFRICAN DEVELOPMENT  
BANK GROUP**

**PROJECT: DODOMA CITY OUTER RING ROAD (110.2KM)  
UPGRADING PROJECT, DODOMA REGION**

**COUNTRIES: TANZANIA**

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**RAP SUMMARY FOR THE PROPOSED UPGRADING OF THE  
DODOMA CITY OUTER RING ROAD (110.2KM) TO BITUMEN  
STANDARD, DODOMA REGION, TANZANIA**

*Date: August 2018*

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**PROJECT TITLE: DODOMA CITY OUTER RING ROAD (110.2 KM) UGRADING PROJECT (TO BITUMEN STANDARD)**

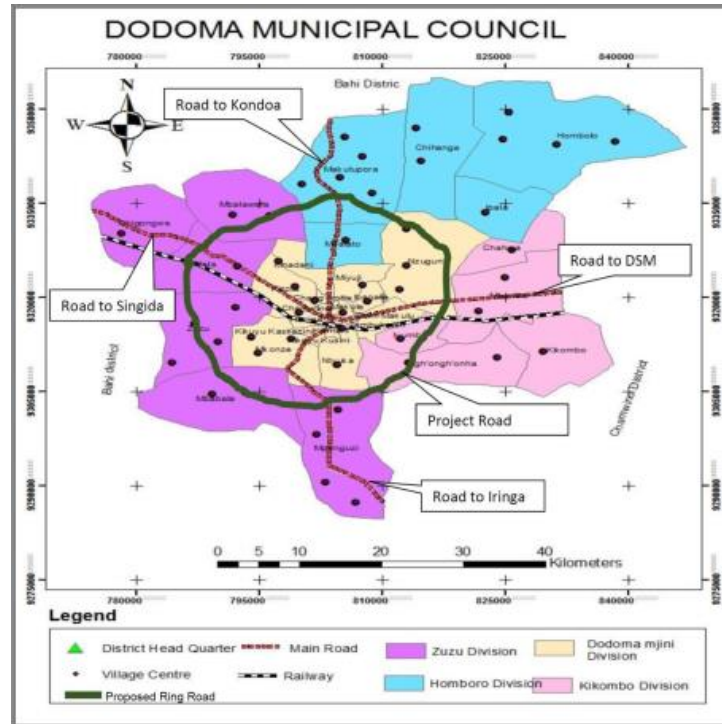
**PROJECT NUMBER: P-TZ-DB0-025-03**

**COUNTRY: TANZANIA**

**CATEGORY: 1**

## **1. INTRODUCTION**

- **The Government of the United Republic of Tanzania with the assistance from African Development Bank (AfDB) intends to upgrade the Dodoma City Outer Ring Road (110.2 km).** The project is being implemented by Tanzania Roads Agency (TANROADS). TANROADS is an Executive Agency under the Ministry of Works, Transport, and Communication; established under the Executive Agencies Act in 2000, with the duty of maintaining and developing trunk and regional road network in Tanzania Mainland. In broad terms, improvement will involve a construction of new road. The rehabilitation and/or replacement of existing drainage structures and the construction of new, additional drainage structures are also important features of the proposed works.
- **When the Ring Road is completed, it shall allow traffic not destined for Dodoma City to bypass the City along a number of high-speed freeways in a quick and easy fashion.** It is expected that heavy vehicles entering the Dodoma City from the four main trunk roads will be diverted into the ring road either to bypass Dodoma completely or to transfer to another radial route to suite their eventual destination and in doing so avoid the town center. There will also be transfer of traffic to the ring road from the traffic that currently uses a network of roads within the town. Below is the map of the proposed road.



- **Locational Characteristics:** The project road starts at Veyula settlement located along the Dodoma –Kondoia trunk road traverses south east towards Ihumwa settlement located along Dodoma-Morogoro trunk road. From Ihumwa the project road traverses towards south to the Matumbulu Settlement along Dodoma- Iringa trunk road then it precedes North West to Nala settlement located along Dodoma –Singida trunk road before it completes the ring at Veyula. The Dodoma Region lies in the heart of Tanzania in the eastern-central part of the country. The region, which is primarily semi-arid, covers an area of 41,311 square kilometres (15,950 sq. mi). The region is bordered by the Manyara Region to the north, the Singida Region to the west, the Iringa Region to the south, and the Morogoro Region to the southeast. Dodoma Municipal is one of the seven districts of the Dodoma Region of Tanzania. It is bordered to the west by Bahi District and to the east by Chamwino District. Its administrative seat is the city of Dodoma. It lies between Latitudes 6.00° and 6.30° south, and Longitude 35.30° and 36.02° East. It is 456 kms to Dar es Salaam and 426 kms to Arusha.
  - **Categorization:** In accordance with the laws and environmental guidelines in force in Burundi, as well as with Bank’s ISS policy and Environmental and Social assessment procedures, the project is classified as Category 1. The justification for this categorization relates to: (i) the scope of the project (above 50 km); (ii) the presence of environmental sensitive receptors in the Project area; (iii) and the number of Project affected Persons (PAPs) which is above 200.
- 1..1. RAP Requirements:** Realignment of the road, borrowing of naturally occurring construction materials, and construction of camps outside the Right of Way (RoW) will cause loss of properties in terms of buildings and land. Affected people will have to be compensated because payment of compensation is both a legal and constitutional right under Article 24 of the Constitution of the United Republic of Tanzania of 1977.

- **The scope of the study included the Direct Impact Zone (DIZ) and the Area of Influence (AI).** Direct Impact Zone (DIZ) - This is the Right of Way of the proposed Project Road which includes 75m from the centreline (150m in total), 150m on both sides for the four major junctions, borrow pits, quarry sites, campsites etc. Immediate Impact Zone (IIZ): These are immediate surrounding areas about 500m on both side of the proposed road (villages/mitaa along the road). Area of Influence (AI): - This covers the wider geographical areas that are influenced by this Project (e.g. Dodoma City).

## 2. DESCRIPTION OF PROJECT AND JUSTIFICATION

- **Project Location:** Dodoma town was declared the National Capital under The Presidential Decree No.320 of 1973. Since then, a series of successful stories have followed. In 1980, Dodoma City was established and in 1995 the Government decided that all parliamentary activities should take place in Dodoma and consequently The Tanzania National Assembly moved to Dodoma in February 1996.
- **The city of Dodoma covers the Capital District which is an area earmarked for the Capital Development Area.** The area involved includes the area earmarked for urbanization to a population of 1,000,000; future International Airport, underground water catchment area; agriculture and livestock grazing area, a forestation and conservation areas; and other necessary institutional and service facilities. Numerically therefore Dodoma Municipal covers an area of about 276,910 hectares, (equivalent to 2,769 sq. km), radiating 30-40 kilometres in each direction from the present centre of the existing town. It is the smallest district in Dodoma region representing 6.3% of the total area. Dodoma City is administratively divided into one parliamentary constituency, 4 divisions, 41 wards, 18 villages, 170 mitaa and 89 hamlets.
- **Design Concept:** Pertinent features of the road design include: a.) the width of the bitumen carriageway will be 6.5m. b.) The width of the (paved) shoulders will be 1.5m. c.) A road reserve corridor of 75m. d.) At the 4 major junctions a reserve of 150m on both side of the road will be maintained. d.) Cross-drainage structures, intersections and ancillary road works and e.) The road will have 20-year design life.
- **Mobilization and Preconstruction (4 months):** This phase entails mobilization of labor force, equipment and construction of offices/campsites as well as acquisition of various permits as required by the law. Other activities during this phase include Topographical Survey, Geo-technical Investigation, Soils and Construction Materials Investigation, Land acquisition (If any), material storage and material preparation, Identification sources of material including and source of water.
- **The construction phase of the Project,** which is estimated to take 3 years includes major construction activities such as;
  - Extraction and transportation of materials (gravel, sand, hard stones, aggregates, water and bitumen)
  - Clearing the Corridor of Impact (CoI).
  - Construction of drainage structures
  - Formation of the road embankment, establishment of sub-base and base, road surfacing
  - Construction of bus bays
  - Installation of road furniture
  - Pedestrian Crossings, Speed Humps and Rumble

- Strips shall be provided in all built up areas, near schools and trading centers
  - The landscaping of areas covered by the project road and establishment of vegetation for functional and aesthetic purposes on cut and fill slopes
  - The final finishing and cleaning up of the road after construction, treating of old road and temporary diversions.
- **Decommissioning Phase:** After completion of road construction, Engineer's camps shall be reverted to the TANROADS who will decide on their future use. However, Contractors' camps shall be closed out. The main activities during demobilization phase, which will take 3 months, will entail the following:
- Demobilization of temporary structures will be done for proper restoration of the site (e.g. removing/spreading top-soils piled along the road, removing all temporary structures, sites offices may be left to the local governments depending on agreements that will be reached during the mobilization phase.
  - Other activities include rehabilitation of the workshop and stockpile yard, rehabilitation of site at least to the original condition, clearance of all sorts of wastes including used oil, sewage, sewage, solid wastes (plastics, wood, metal, papers, etc).
  - Deposit all wastes to the sanitary landfill at Chidaya
  - Restoration of water ponds to a natural and useable condition
  - Termination of temporary employment.
- **Required Site Investments:** *The main construction materials* for the road include sand, gravel, hard stones (aggregates), reinforcement iron bars, water and bitumen. Most of the materials shall be obtained locally (within Tanzania) except bitumen which shall be imported. Material investigations have been made with the aim of identifying sources for suitable construction materials including borrow pits, sand pits, construction water sources and quarry sites.
- **Water:** Due to geographical nature of Dodoma region, there is no any perennial water source identified along the route, thus the only water sources identified and sampled for laboratory testing is from DUWASA located at town center.
- **Other site investments will include** Fuel storage tanks; Storage facilities for construction materials (cement, bitumen, paints, steel, timber etc.); Mechanical workshop for repair and maintenance of construction machinery, equipment, and vehicles and Accommodation and offices for the Contractor and Engineer (Engineer) key and support staff.

### 3. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

- **Sustainability Triggers:** The National Land Policy (1995) provides that a dual system of tenure, which recognizes both customary and statutory right of occupancy as being equal in law be established. The policy further establishes that the land has value, and that land rights and interests of citizens owning land shall not be taken without due process of law and with full, fair and prompt compensation once land is acquired. In principle the Minister responsible for land matters is the sole authority inland issues. But the policy involves the public and private institutions whose functions are associated with land i.e. local authorities, communities, nongovernmental organizations and community based development organizations to participate and co-operate with the minister at different levels during the implementation of the policy and utilization of land.

- **The Land Act, No 4 of 1999** regulates the urban land while Village Land Act, No 5 of 1999 regulates land in rural areas. For the Tanzania Mainland, the Land Act (1999), Village Land Act (1999) , Land Regulations of 2001 and government standing Order on expropriation for public utilities prescribes that holders of occupancy rights on land pre-empted for the public works must be compensated and assisted in relocating their assets to the nearest suitable place. Most expropriation disputes, on similar public works, are due to disagreement on the value at which an estate and its improvements are to be compensated. The compulsory resettlement of buildings, farms and businesses premises must ensure at least equal compensation values. Accordingly the expropriated owner must be compensated with a price equal to the value that the “un exhausted improvement” (buildings, infrastructure, plantations etc) would fetch if sold on the open market. That value is defined as the cost of acquiring a similar estate and putting up such improvement as those existing when evaluated. Allowance is made for the age, state of repair and economic obsolescence.
- **The Land Acquisition Act of 1967** stipulates the power and the procedures for acquiring land and the required degree of compensation. Section 3 & 4 of the acts provide that, the president may acquire any land for any estate or term provided such land is required for public purposes such as for exclusive government use, general public use, any government scheme, development of social services or commercial development of any kind including declamation.
- **The Town and Country Planning Ordinance cap 378** makes elaborate provisions on urban development. It empowers the relevant Minister to declare a certain area as a “Planning Area”. Once it is so declared no person shall develop any land within a “Planning Area” without planning consent. It has been established, through law reviews and statutes that declaring an area as a planning area does not extinguish customary right of occupancy.
- **Part III, Section 16 of the Road Act (2007) addressed the issue of compensation for acquired land for road development.** The Section emphasized that, where it become 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.
- **The project triggers all the Operational Standards in the African Development Bank’s Integrated Safeguard Policy** including
  - *Operational Safeguard 1:* Environmental and social assessment – The project is Category 1 requiring a full environmental and social assessment.
  - *Operational Safeguard 2:* Involuntary resettlement land acquisition, population displacement and compensation – The project will lead to involuntary resettlement and a resettlement action plan has been developed.
  - *Operational Safeguard 3:* Biodiversity and ecosystem services – The project location includes water systems, forests and communities, the application of the mitigation hierarchy is key in ensuring the sustainability of the project. Minimising impact on ecosystem services was considered and social considerations integrated in the design.
  - *Operational Safeguard 4:* Pollution prevention and control, hazardous materials and resource efficiency – The project will handle hazardous waste that has to handled well in order to minimize pollution
  - *Operational Safeguard 5:* Labor conditions, health and safety – The project is implemented through a contract and workers welfare and safety is key to the successful implementation process.

- Other AfDB guidelines, procedures and policies are likely to be triggered by this project:
- Guidelines under the Handbook on Stakeholder Consultation and Participation in ADB Operations;
- Cooperation with Civil Society Organizations Policy and Guidelines;
- Gender Policy , 2001;
- Involuntary Resettlement Policy, 2003;
- The African Development Bank Group Policy on Disclosure of Information, 2005; and
- African Development Bank Group’s Policy on the Environment; 2004

**The administrative and institutional arrangements:** A number of organizations and institutions will be involved in the RAP implementation processes at different stages. The overall coordination of RAP activities will be under TANROADS and other institutions that have the legal obligations to carry out functions related to resettlement and or compensation including various local authorities.

- TANROADS will support sensitization of stakeholders on RAP, preparation and monitoring of RAP;
- Local Government Authorities will sensitize communities on RAP, provide technical support in preparation of RAP, screen and appraise and monitor the implementation of RAP;
- Communities, Villages, Wards, affected groups as the final owner of land, landed properties and assets to be acquired or affected will be the participants in the process;
- Independent NGOs/CBOs and other stakeholders may be engaged to witness the fairness and appropriateness of the whole process. The NGOs will be involved in the monitoring of the resettlement process, establishing direct communication with the affected population, community leaders, TANROADS to facilitate the completion of RAP;
- External Audits shall include the evaluation of the implementation of the resettlement action plans in routine annual audits. Without undue restrictions, the audits may include assessment of:
  - Resettlement conditions where relevant;
  - Consultation on compensation options, process and procedures;
  - Adequacy of compensation; and
  - Adequacy of specific measures targeting vulnerable people.

TANROADS shall set up Resettlement Committee comprising representatives of key Ministries and a local NGO involved in similar projects. The following committees shall be established at district levels with representation from the PAPS /Wards: The following committees shall be established at district levels with representation from various stakeholders

- Resettlement Committee;
  - Chair - Regional Commissioner
  - Member – TANROADS, Dodoma
  - Member - Ministry of Lands
  - Member - District Commissioner
  - Member - Consultant
  - Member - Representative of a Local NGO
  - Member - Representative of PAPS
- Compensation Committee; and
  - Chair - District Commissioner
  - Member – TANROADS, Dodoma

- Member - Ministry of Lands
- Member - Consultant
- Member - Representative of PAP
- Member – Valuer
- Dispute Resolution Committee.
  - Chair - District Commissioner
  - Member – TANROADS, Dodoma
  - Member - Ministry of Lands
  - Member – Valuer
  - Member - Representative of a Local NGO
  - Member - Representative of PAPs

**4. ELIGIBILITY:** The eligible individual(s) are those who are directly affected socially and economically by the road project caused by:

- a) The compulsory taking of land and other assets resulting in the following:
  - Relocation or loss of shelter;
  - Loss of assets or access to assets; and
  - Loss of income sources or means of livelihood whether or not the affected persons must move to another location.
- b) The forceful denial to access legally designated social economic services, with adverse impacts on livelihood of the displaced individuals
- The PAPs were considered irrespective of their tenure status, with respect to land that they own, occupy or use provided they own, occupy or use the affected land prior to the cut-off-date. **Cut-off date for eligibility to resettlement entitlements for the project road is the 31st August 2018 which is the last day of valuation of properties.**
- Properties that are eligible for compensation are buildings, land, assets on the land such as crops, trees, plantations etc.
- Affected public social services such as power supply were enumerated for costing, replacement and construction at suitable sites.
- Local communities losing land or access to assets under customary rights are eligible for compensation.
- These criteria have been used to determine which PAPs are considered eligible for compensation and other resettlement assistance, in accordance with Tanzania Laws.
- For purposes of compensation, cut-off dates take into account only properties which existed before the enumeration of properties and assets along the project roads was completed.

**5. SUMMARY OF IMPACTS:** A total of 2890 PAPs along the road are affected as follows:

- 3400 have their residential properties affected, some fully and or partially affected;
- 440 have their land, and trees and crops affected.
- A total of 1209 structures are affected by the project of which 1112 are fully completed whereas the remaining is under construction. The various uses of the affected completed structures are described below.
  - buildings are used for residential including 20 of them with business premises as well;



- 6 of them is a community structure i.e. 3 Churches, 1 primary school and 1 Dispensary

## 6. GENERAL SOCIAL AND DEMOGRAPHIC CHARACTERISTICS OF THE PROJECT AREA

- **According to the 2012 National Housing and Population Census**, the population of Dodoma City was 410,956 consisting of 199,487 males and 211,469 females representing (24%) and (1%) of the Dodoma region and National population respectively. Basing on the annual growth rate of 2.4 % of 2012, the population of Dodoma City is exponentially projected at 463,353 in 2017 (five years since 2012 census) and 522,428 in 2022 (ten years after the 2012 census). The population density for the then Dodoma Municipality was 116.6 persons per sq. km in 2002, 148.4 persons per sq.km in 2012 and in 2013 is 151.7 persons per sq.km as obtained from the projected population. In the next census which will be in 2022 the population density is projected to be 202.3 persons per sq.km.
- **Culture.** Dodoma City is one of the districts in Tanzania that is endowed with cultural practices. The major tribes in the City include; Gogo, Rangi, Sandawe, and few of the other tribes. The polygamist, extended families and male dominating decision making are among of the key culture of the areas. The most common languages spoken in the council include Kiswahili, Kigogo, Kisandawe, Kirangi and other minor tribes. The common food stuff for the indigenous people in DMC include Ugali (Stiff porridge) served with dried green vegetables and milk in some families. Mlenda is common for gogo people and Sandawe people and they are normally collected during wet seasons and dried for future use.
- **Ethnicity:** The main ethnic groups in the project area are Wagogo and Warangi who resided in Hombolo and Kikombo divisions respectively. Other small ethnic groups include the Wahehe, Wanyaturu, Wasandawe and Wasukuma. Most of the ethnic groups are predominantly agriculturalists. Regarding religion, 78% of residences are Christians and 22% are Muslims and the rest never indicated their religion.
- **Settlement:** The route corridor is densely populated. Settlement patterns include dispersedly (though by no means isolated) dwelling nucleated villages and small urban centres. Most of the settlement reveal the influence of the Government Institution like Makutupora Jkt, Ihumwa Army division, University of Dodoma, in that houses are built in straight lines – though much infilling has since occurred. Buildings in the densely populated centres of large wards like Ihumwa, Nala, Makutupora and Matumbulu do face the proposed road, other places the houses are far from the proposed road, and instead there are farms.
- **Livelihoods:** 87.8% of the interviewed households solely depend on agriculture as their source of income. Other groups depend on agriculture but also are involved in other activities like small business, formal employment (teachers, village government officials) as well as livestock keeping.
- **Energy:** Some of the households are connected with electricity while others not. Majority 76% of the households are connected with electricity while the rest 20% use solar as a source of light and 4% use kerosene.
- **Water Supply:** There are different sources of water in the project area. This includes house connection, communal hand pumps as well as natural springs. There are water problems especially in ward like Matumbulu, Nghong'onha and Mbambala wards because of this

majority of people don't have a permanent source of water. Villagers travel long distances looking for water. Makutupora, and Zuzu have no water problem compared to other wards.

- **Education Services:** Education services are well developed. Almost in each ward there is a secondary school. The problem that was observed is the distance of walking to reach those secondary schools. For instance, students within Zuzu, Matumbulu and Nzuguni do walk more than 5 kilometres to reach to a place where the secondary school is located.
- **Land use and Ownership Patterns:** There are different systems of land tenure found along the project road. This includes; customary right-inherited from parents, village government allocation, buying as well as self-allocation. The primary data from the socio economic survey revealed that 45% of the interviewed households acquired land through buying while 47% inherited land from their parents the rest 5% reported to have been given land by village government. Only 3% of the interviewed households have been allocated land themselves. During the selling of land the village government normally witnesses the transaction and keep records for future reference in case of problem between a seller and a buyer.
- **Housing:** In the Dodoma Municipal communities, cement bricks are the usual walling materials. Good numbers of houses are roofed with corrugated iron sheets. These houses are normally owned by wealthier members of the community. The proportion of houses built with durable materials is significantly found at all Wards. All houses are either square or rectangular. All houses are single story and have two to three rooms. Houses are almost exclusively owners occupies, there are many houses which are rented by employees and other people working in the wards.

## 7. SOCIO-ECONOMIC PROFILE OF PROJECT AFFECTED PERSONS

- Census survey revealed that PAPs are mainly small scale farmers with limited sources of income and low levels of education. About 27% of PAPs are illiterate and do not know how to read and write while about 36% have attained only primary school education.
- There is a significantly high age dependency ratio. About 46% of all PAPs are children (1-17 years of age) and the elderly (over 65 years old). Age-wise this data indicate a high possibility of vulnerability among PAPs because of age factor.
- Male-headed households are the majority among the PAPs while 18% of all households are female-headed and 1% is child-headed. This has significant bearing on the level of poverty as female and child-headed households are often associated with high levels of poverty. The female and child-headed households are thus likely to face greater degrees of vulnerability because of social and economic dislocations brought about by the project.
- 84% of all households are extended families which imply significantly higher social and economic burdens and challenges even under normal circumstances. However this may depend on the nature and capacity of the extended family members to support each other because of potential socio-economic impacts that might arise from land acquisition to pave way for the project.
- Most of the PAPs live within fairly long distances from social service facilities such as health, primary and secondary schools with some variations between the project roads and between the facilities. For example large percentage 51% of PAPs lives between 1km and 2Km from health centers, primary and secondary schools and access to tap water.
- The most commonly owned assets are radio, mobile phones and bicycles which is indicative of typical poor social and economic conditions of most rural people in the country.

- Gender: Low levels of education, lack of ownership of property, limited decision-making powers in the households, pre-occupation with household chores are among the factors linking women with low socio-economic status in the households and families generally in Tanzania. Out of all the PAPs only 65 women were willing and able to freely disclose their participation in decision making within their homes, the remaining did not take part in making major decisions within their homesteads. However, some of the family decisions that women are able to fully participate include but not limited to; Child healthcare and education, day to day activities, social functions, money matters and purchase of assets.
- The main occupation for the majority of PAPs is farming (crop cultivation). However, a significant proportion (26.3%) of all PAPs indicated that they are unemployed. The employment status reveals another social and economic vulnerability for the PAPs to be able to cope with challenges that might arise from project impact.
- Majority of PAPs have more than one income to meet their basic livelihood requirements. The main sources of income are agriculture (64%); this is followed by livestock (22%).
- About 63% of PAPs are below poverty line (living on less than one dollar per day). In total 72% of all PAPs earn up to TShs 300,000 per month. Therefore majority of PAPs are poor in economic terms and with the household sizes coupled with inflation this level of income is even far from adequate.
- The nature and types of assets affected in all the project roads include: Land, buildings and surrounding trees and plantations; Land, trees and plantations; Trees and plantations and Land only.
- The affected building structures are generally residential units mainly made of mud-pole walling and thatch-roofing construction and few with concrete blocks. The mud-wall-thatch-roof structures account for **30%**, mud-wall-CIS-roof account for **68%**, and remaining **2%** are brick-wall structures. Few of these structures have retail business room outlets. The business outlets are in all cases owned by the house owners.
- Various trees and plantation on the entire project road that will be affected and these are of diverse types and common trees and plantation affected. However, the seasonal crops such as cassava, paddy, maize etc. were not included in the compensation since PAPs can be allowed to harvest before commencement of the construction.
- 68 PAPs can be categorized as being vulnerable. Major vulnerability indicators are PAPs who are below the poverty line; Female-headed households; and Child-headed households and the elderly.
- A total of 8 community facilities that will be affected. These include a Churches, Primary school, Dispensary and buildings at Makutupora Barracks etc. In addition, some public utilities such as electric poles and water pipes and wells will have to be relocated.
- Also there 168 graves along the road project will be affected.

## **8. SUMMARY OF PUBLIC AND STAKEHOLDER CONSULTATIONS**

- Timely information on project design and road alignment was requested to be informed constantly regarding road design and alignment;
- Employment opportunity for local people: it was recommended that local people to be given priority in employment during the construction (for both skilled and unskilled labor);
- Fair and timely compensation payment: requested for timely and adequate compensation for any losses incurred due to project implementation; and
- Special consideration to vulnerable groups.

- Recommendations on the methods/procedures of engaging PAPs
  - The consultation with affected group or individual is carried out in collaboration with affected individuals from the local villages/wards where the project road transverse including the valuation of properties;
  - The compensation documents and transfer deeds relating to resettled assets will be signed by both affected groups/persons and local authority officials representing the particular area of concern;
  - Disclosure and meetings: meetings will be organized and conducted in the affected area. The principles for compensation for the various types of loss will be detailed. The list of proportion and assets affected will be mentioned in such meetings which include the names of the affected ones and the consultation meeting with all affected individuals in the list;
  - Amicable discussion will go hand-in-hand with the whole process of compensation and resettlement;
  - The disputes settlement procedures will be presented and legal as well community leaders will be made available to resolve the same;
  - Individual meetings: individual(s)-based meetings will be conducted with each affected household;
  - The valuation and compensation for the assets will be detailed and transparent;
  - The process will be made in accordance with the laws and procedures applicable, once affected person have agreed, a compensation report or certificate/agreement will be signed by the parties involved;
  - Compensation options: the options of compensation for resettlement will be explained to the affected group(s) or individual(s) for them to choose;
  - All parties will sign compensation certificate; and
  - All payments and transfers in kind will be made in the presence of the affected parties and VEOs.

## **9. GRIEVANCE HANDLING**

The mechanisms for grievance management and redressed mechanisms are to be “affordable and accessible,” and third parties independent of the implementers should be available at the appropriate point in the process. The grievance procedure will be simple, administered in the first instance at the local level to facilitate access, flexibility and open to various proofs taking into account the need for speedy, just and fair resolution of their grievances. In summary, those seeking redress will have to notify local government and Ward offices. If this fails, disputes can be referred to district level. Resolution of disputes should be speedy, just and fair and local NGOs that are conversant with these issues could also be engaged. Unresolved disputes can be referred to appropriate level of land courts established by the law. If local courts are unable to resolve the disputes application can be made to the High Court of Appeal of Tanzania, this is the highest appellate judge in the system and its decision will be final.

## **10. IMPLEMENTATION SCHEDULE**

Efficient implementation of RAP activities requires several measures to be taken prior to startup of implementation. These include setting up of relevant committees at district level, hiring of NGO or consultant etc. In principle project civil works may not start until all PAPs determined to be entitled to compensation are compensated. Therefore land acquisition and assets may take place

after compensation has been paid and other assistance required for relocation prior to displacement. The time frame of 12 months on the implementation schedule ensures that no PAP or affected household will be displaced due to civil works activity before compensation is paid and is undertaken when all necessary approvals have been obtained.

## **11. COSTS AND BUDGET**

The Consultants estimate **TShs 219,919,280 million** as the amount likely required for implementation, monitoring and evaluation of Resettlement Action Plan. These costs include the expenses to be incurred towards consultants, NGOs and cover both internal and external monitoring efforts needed. The budget proposed equals to about **2.5%** of the payable compensation - the latter is about **TShs 21,017,940,079.72Billion**. The total sum of payable compensation in respect of Project Road is TShs **21,017,940,079.72** billion this consists of:

- 32.18% towards buildings;
- 49.55% towards land;
- 2.92% towards trees and plantation;
- 6.77% towards disturbance allowances
- 6.23% towards accommodation allowances;
- 0.87% towards transport allowances’;
- 0.2% grave removal allowances

## **12. REFERENCE AND CONTACTS**

Resettlement Action Plan for the Proposed Upgrading of Dodoma City Outer Ring Road (110.2Km) to Bitumen Standard, Dodoma Region, Tanzania

For more information, please contact:

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