

**Notes on meeting between UWABA and JICA**  
**1<sup>st</sup> June 2009**

**Attendance**

Asuka Tsuboike	Transport representative, JICA
Tomoko Tauchi	Programme Advisor, Infrastructure, JICA
Fumiko Adachi	Public Relations, JICA

Mejah Mbuya	Chairman, UWABA
Elaine Baker	Secretary, UWABA
Juma Jongo	Treasurer, UWABA
Sosthenes Amlima	Committee Member, UWABA
Prosper Nyaki	UWABA
Filbert Mbecha	UWABA
Hamadi Bwaja	UWABA
Mussa Omari	UWABA

UWABA introduced ourselves – UWABA is an organization of ordinary cyclists set up in 2006. All our members are volunteers and we meet once a week on Saturdays. Mejah outlined some of our activities including the annual cycle caravan, road safety training and letter writing to and meetings with the Government to campaign for better and safer conditions for cyclists.

Asuka from JICA explained JICA's projects in the transport sector. JICA funded and Japanese consultants and contractors constructed Kilwa Road. JICA is also supporting a road in Masasi in Mtwara and New Bagamoyo Road. In addition JICA works to build capacity within TANROADS. JICA also advises on the use of labour based technology for road maintenance in local roads. In August 2008 JICA completed the Dar es Salaam transport master plan. This included surveys of traffic, plans for roads, capacity building recommendations and recommendations for institutional set up to plan transport in Dar es Salaam. The plan recommended the formation of a Dar es Salaam Urban Transport Authority.

UWABA said that in relation to Kilwa Road, UWABA had written to CPC consultants and also TANROADS requesting separate lanes for cyclists and other measures (e.g. cycle lane passing behind bus stop not in front of). CPC replied to say that Kilwa Road would have a general “service road” but not a separate cycle lane. However, TANROADS replied promising to put separate cycle lanes and include the other measures. UWABA has copies of these letters and will provide to JICA. After the road had already been built, we saw that parts of Kilwa Road have service roads only (no cycle lane) and parts of the road do not have any provision for non-motorized transport, only a narrow footpath. Even the parts with a service road do not prevent vehicles entering and vehicles are already using it as parking space. JICA said that maybe the Government could not make the road wider due to compensation issues. UWABA said that this is a matter of priorities, as they managed to find the funds for compensation for the motorized transport part of the road.

UWABA asked JICA how they had considered non-motorized transport in these activities. JICA said that the surveys done as part of the Master Plan had not included non-motorized transport. The plan does mention non-motorized transport but only very limited mention is included. JICA said that this issue could have been considered more, and that they will consider this issue more in the future.

UWABA outlined our reasons for considering non-motorized transport in plans and road building. Cycling is pro-poor and the city should be planned for the majority of people who do not have private cars and not for the minority who do. Our surveys indicate that those who do not cycle mainly site safety as the reason. Cycling is environmentally friendly. Cycling also helps to create a “people-friendly” city. UWABA gave JICA a copy of a CD we have made on these issues.

UWABA said that we see the same institutional coordination issues as JICA reported in the master plan – there are so many authorities with relevancy for cycle safety including Ministry of Infrastructure, TANROADS, city council, three municipal councils, traffic police. UWABA said that we have tried to promote the idea of a monthly non-motorized transport forum where all these institutions and donors and NGOs would attend to coordinate their efforts on this issue. UWABA got this idea from a similar initiative which was implemented in Cape Town, South Africa. The city council, TANROADS and traffic police are all willing to attend this type of meeting and the Dutch embassy are willing to provide a venue. However the city council are not willing to invite people unless there is a funder for transport allowances for participants from the Government to get to the meeting, and we have failed to get any funder for this. JICA said that maybe this monthly forum would not help unless it had a clear agenda. UWABA said that an agenda and workplan could be made once the forum was established.

JICA said had UWABA managed to get some data to present a case. UWABA said that we do not have capacity to do proper research but that we are cooperating with researchers from Ethiopia and Rwanda who are studying in Holland and who are doing case studies here. UWABA said they are willing to help and cooperate with any researchers.

UWABA asked if JICA had any policy before approving Government road projects, for example that a percentage of the funding had to be allocated to provisions for non-motorized transport, or that certain road safety conditions for cyclists and pedestrians be met as a condition for funding. JICA said they do not have such policy.

JICA asked about the car parking issue. UWABA said that car parking causes problems for cyclists as cars park on service roads blocking the way for cyclists, and cars parked along the road sometimes open their doors causing danger for cyclists passing close by. UWABA said that it is better to limit parking in the city centre or make it expensive so as to discourage the use of private cars in the city centre.

UWABA said that some projects for improving conditions for cyclists are large projects such as constructing cycle lanes, but other measures can be taken which are very inexpensive, for example making minor repairs in holes in the roads, clearing obstructions such as parked cars and piles of construction materials, putting barriers to prevent cars going onto the service roads, putting provision for part of the service road for cyclists to pass behind bus stops, making sure kerbs do not force cyclists to mount and dismount. JICA pointed out the example of Nyerere road and UWABA agreed that Nyerere road is the major best road for cyclists in Dar es Salaam. JICA said they would consider ways of making road project in the future more cycle friendly using some of these measures such as dividing the service road in two and making half of it for cyclists. They asked about width and UWABA said that the part of the road for cyclists should be at least wide enough for a disabled arm-cyclist or a three-wheeled goods-transport cyclist to pass.

JICA said that if the new Dar es Salaam Urban Transport Authority is set up, they will try to make sure that there will be a communication with stakeholders including people non-motorized transport.

UWABA thanked JICA for their time and welcoming reception.