

## **Minutes of meeting between Japanese International Cooperation Agency (JICA) and UWABA**

**Date:** 17 August 2010

**Location:** JICA office on Ohio Street, Dar es Salaam

### **Attendees:**

Shin Maruo	JICA
Elaine Baker-Guni	(UWABA Committee member and secretary)
Victoria Wilson	(UWABA Intern)
Paulo Hatibu	(UWABA Member)
Filbert Mbecha	(UWABA Committee member and treasurer)
Hamadi Bwaja	(UWABA Member)
Juma Ali Salehe Jongo	(UWABA Member)
Edgar Paulo	(UWABA Member)
Reachel H. Kayeye	(UWABA Member)
Amar Shanghavi	(UWABA Member)
Francis Mahimbwa	(UWABA Member)
Ryan Whitney	(UWABA Member and volunteer for Sustainable Cities NGO)

### **BACKGROUND**

UWABA previously contacted JICA to ask for designs for the reconstruction of New Bagamoyo Road from Morocco Junction to Tegeta Junction. JICA sent UWABA a link to the designs and UWABA subsequently reviewed them and submitted comments and recommendations. Members were very concerned about the absence of cycle lanes in the designs, the objective of increasing the speed of cars along the carriageway, and the lack of mention of cyclists or cycle safety in the narrative accompanying the designs. Furthermore, it was discovered that a stakeholders meeting had been held before the designs were finalized; yet, UWABA was not invited or informed even though the organization has had previous discussions with JICA last year where JICA promised to take cyclists into account in future projects. These concerns, along with an email from JICA stating the Morocco-Tegeta plans were in the tendering phase, prompted UWABA to request a face-to-face meeting with JICA.

### **MEETING EVENTS**

JICA agreed to meet with UWABA members at 3:30 PM at its office on Ohio Street on 17 August 2010. Mr. Shin was the representative for JICA at the meeting. The meeting began with UWABA listing our concerns regarding the reconstruction of New Bagamoyo Road from Morocco to Tegeta that were mentioned above and written in our comments document. Mr. Shin responded by saying that while he understands UWABA's stance on the designs, JICA was not in a position to incorporate cycle lanes. The project has been approved by the Tanzanian government, and JICA does not have enough finance to construct cycle lanes. He further added that future cycle lanes would have to be constructed with finance from the Tanzanian authorities.

Several members voiced disappointment at his response by adding that UWABA has communicated with JICA before about previous projects and the organization was always told that its suggestions could not be considered as they were received too late. This was frustrating as UWABA has never been directly approached to give comments on JICA projects early enough. In fact, UWABA has only heard about JICA road construction plans by third parties.

Furthermore, UWABA mentioned that cyclists are also not mentioned in the Dar es Salaam Transport Master Plan which was funded by JICA and done by Japanese consultants. In addition, other roads funded by JICA and done by Japanese consultants (Kawawa Road, Kilwa Road) are much worse and more dangerous for cyclists than roads funded by other donors. This suggests that donors do have substantial influence over designs, for example the designs of the roads to be funded by the World Bank are much more cycle friendly. UWABA also mentioned that the city of Bogota, Columbia rejected aid from JICA which was focused on motorized transport and instead built cycle friendly infrastructure, and it is now much less congested.

UWABA emphasized the need to incorporate cycle lanes along fast-moving carriageways, particularly in terms of reducing congestion, aiding the economic development of small businesses and improving the environment. In addition UWABA emphasized that it does not make sense for JICA to fund construction of roads without cycle lanes and then the World Bank to later come and fund the re-construction of the side parts of the road (which would involve destroying and rebuilding the narrow pedestrian footpaths built with JICA aid money). UWABA emphasized that the objective in the design document of reducing congestion is directly contradicted by discouraging cycling. In addition constructing a road which is dangerous for cyclists is anti-poor not pro-poor and is aiding more the rich car owning Tanzanians than poorer people. Sustainable Cities NGO also pointed out that cycle infrastructure is not costly and usually amounts to no more than 2% of project costs.

Once again, Mr. Shin stated it was too late to make any changes to the current road design as the designs are final and they are now tendering for a construction contractor. However, he suggested that UWABA should attempt to make policy changes regarding cyclists by lobbying Tanzanian government organizations to change regulations and manuals for road construction. Another recommendation was to contact the Transport Development Partners Group that is chaired by the European Union. Finally, he said that an expert would be coming from Japan in November to hold a forum with Tanzanian authorities about road safety; although, he added that he could not ask the Tanzanian side to invite specific NGOs.

The meeting ended by UWABA telling Mr. Shin that repeated attempts have been made to lobby the Tanzanian government but UWABA has still never been invited to a consultation by TANROADS and promises made in letters from TANROADS to UWABA have been broken. UWABA approaches organizations like JICA because it seems the government listens more to donors than to grassroots organizations, stakeholders and NGOs. UWABA requested the name of the contact for the Development Partners Group. UWABA also asked Mr. Shin to include road safety NGOs and NGOs representing all stakeholders including cyclists in meetings with the expert in November so that UWABA can present its ideas to JICA. Mr. Shin said he would need to be sent a reminder in October about this.