

LEGEND

- TARMAC ROAD
- DRAINAGE
- RAILWAYS
- CARGO HANDLING
- INSTITUTION
- OIL STORAGE
- OPENSACE
- PORT AREA
- RESIDENTIAL
- PARKING
- OXIDATION PONDS
- COMMERCIAL
- SERVICE TRADE
- RAILWAY SIDING
- CEMETERY

By:
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 Ministry of Lands Housing and Human
 Settlements Development
 Dar es Salaam, Tanzania
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Short Bio



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Mr. Clemence Salmon Mero is a Principal Town Planner employed by the Ministry of Lands Housing and Human Settlements Development in the United Republic of Tanzania. His career in Town Planning dates back to 1986 when he joined the Ardhi Institute (Now Ardhi University) to study the Advanced Diploma in Urban and Rural Planning course. After graduation in 1989 he was employed as an Assistant Town Planner in Tanga Regional Town Planning Office. In 1991 he was transferred to the Ministry of Lands Headquarters in Dar es Salaam where he worked as a Town Planner in the Urban Design Section of the Town Planning Division.

From August 1997 – September 1998 he studied Geoinformation for Urban Planning and Management course at the *International Institute for Aerial Space Survey and Earth Sciences (ITC)- Enschede, The Netherlands* where he graduated with a Professional Masters Degree.

Mr. Mero has also attended short courses both in Tanzania and abroad. He participated in the first batch of the Integrated Urban Planning Course – Stockholm, Ronneby, and Kalskrona – Sweden from 28th February – 29th March 2006 and the second phase of the course in Kampala Uganda from 27th August – 6th September 2006. His Project work during the course was about the Redevelopment of Kurasini – the area adjacent to Dar es Salaam harbor.

Mr. Mero's experience in the profession has been enhanced by the international conferences he attended which include the World Urban Forum (WUF5) - Rio de Janeiro, Brazil March 2010, The Planning Africa Conference - Sandton Convention Centre, Johannesburg, Republic of South Africa April 2008 and The Conference of the East Africa Region of the Commonwealth Association Of Planners (CAP) - Speke Resort Munyonyo – Kampala, Uganda July 2007.

After gaining experience for 18 years as a planner, Mr. Mero was promoted to Principal Town Planner in 2007. One of the challenging assignments in his professional life was the design and implementation of the Dar es Salaam 20,000 Plots Project (June 2002 - November 2010) which he served as the Project Task Force Secretary. The multibillion shillings urban development project funded by the Government of Tanzania managed to survey and service about 40,000 plots in Dar es Salaam city and a total of 15,000 plots in the fast growing cities of Mwanza, Mbeya and Morogoro. The project was successful and shown a positive impact towards achieving sustainable development of the Cities involved and it is in the framework of the Global Millennium Development Goals (GMDGs).

Mr Mero became a Fully Registered Town Planner by the Tanzania Town Planners Registration Board in 2010. In November 2010 with 21 years experience in the profession he was transferred to Mbeya City to undertake Zonal Office planning duties in South Western Zone which consists of four regions with 28 Planning Authorities.

KURASINI AREA REDEVELOPMENT PLAN

DAR ES SALAAM, TANZANIA

PART ONE

1. BACKGROUND DESCRIPTION

1.1 REASONS FOR REDEVELOPMENT

Dar es Salaam Port was the headquarters of the East Africa Harbours during the existence of the East Africa Community of Tanzania, Kenya and Uganda. After the 1977 collapse of the economic community that lasted for 10 years the port continued to serve the landlocked Southern and Central African countries of Malawi, Zambia, Burundi, Rwanda, Uganda and the Eastern part of the Democratic Republic of Congo (DRC).

Transit goods destined to or coming from these countries need to be stored near or within the port area for easy handling. In the recent years the transit cargo to these countries has increased steadily. Transit traffic inclusive of both general cargo, containerized and bulk liquid products constituted 26.2% (1,312,511 tons) of the total port traffic during the year 2002/2003. This is an increase of 22% compared to 929,275 tons or 41.2% of the total traffic handled in 2001/2002. The land for port related facilities now available in and around the harbour will not be sufficient to cater for all the goods hence the need for the programme to redevelop the neighbouring area i.e. **Kurasini**.

More over, the immediate area around the port has been put into some other land uses that are not directly related to the port. These include residential - planned and unplanned, institutional and commercial use. The unplanned residential land use has always proved to be in conflict with other port related uses especially the oil storage facilities and warehouses. Most of the unplanned residential development has taken place near to oil storage tanks, warehouses and main traffic corridors like railway lines. This situation poses a great risk to the residents in case of accidents related to fire, oil leakages etc. In order to solve these problems, a more organized land use pattern is required. This will involve resettlement of families from the unplanned areas to other parts of the City, which are safer for residential purposes.

1.2 THE SETTING OF THE PROJECT IN THE CONTEXT OF INTEGRATED URBAN PLANNING

The proposed project is essentially an urban development project and therefore cannot be separated from the concepts of Integrated Urban Planning. At the initial stage the conformity of the project to existing policies and legislations was examined. The aim was to ensure that the project is legally acceptable, economically viable and socially supported. The Policies and Laws of the country related to the project include The 1995 National Land Development Policy, The year 2000 National Human Settlements Policy, The Town and Country Planning Ordinance 1956 (Cap 378 of the laws), The land Act No. 4 of 1999 and The National Investment Policy.

In the context of integrated Urban Planning the Project was geared towards enhancing and integrating the economic social and environmental values of one of the prime areas in Dar es Salaam City. The SEA and EIA in conjunction with the project was studied in order to ensure that the affected families are resettled in acceptable manner with little social disruption. Public participation is indispensable in a programme that involves resettlement of families. The concept of public participation as advocated in Integrated Urban Planning was applied in order to have the peoples' voice in the whole process. Finally, the GIS Technology was applied throughout the project. The digital satellite image dated January 2005 covering the project area was available. This provided the basic data for planning purposes. The social economic data and updates from the fieldwork were finally linked to the spatial data supplied by the satellite imagery to facilitate formulation of planning proposals.

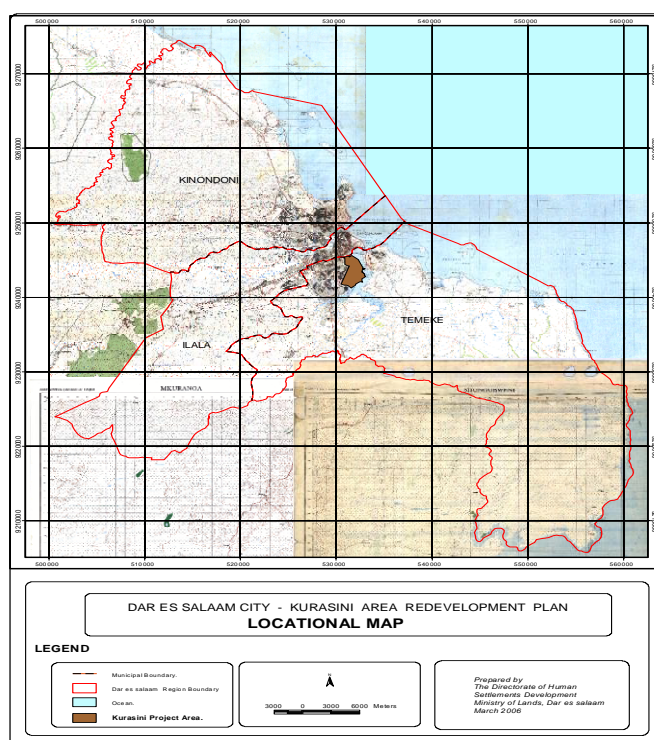
1.3 THE ROLE OF DAR ES SALAAM PORT IN THE GREAT LAKES REGION

Dar es Salaam is the major Commercial, Industrial and manufacturing center in Tanzania. The 1988 census of industrial manufacturing activities revealed that 36% of 771 industrial manufacturing units in Tanzania were located within the city. The high profile of industrial activities in the city has a major impact on the demand for supporting transportation services most of which are provided in the vicinity of the Dar es Salaam port. Further more, the city is the main hub of the national transport system with important international connections particularly through the harbour and Dar es Salaam International Airport. It is a terminal for two railway lines namely Tanzania and Zambia Railway Authority (TAZARA) and the Tanzania Railways Corporation (TRC) which link the city to several towns within Tanzania and beyond to the neighbouring countries of Zambia, The Democratic Republic of Congo (DRC), Malawi, Rwanda, Burundi, and Uganda.

1.4 LOCATION OF THE PORT AREA

Dar es Salaam Port is located in the area called **Kurasini**. The area extends East of Kilwa Road from the roundabout at Gerezani area. The area covers about 670 hectares inclusive rails and Roads.

Map No. 1.1 Location of Kurasini Area in the context of Dar es Salaam City Region



1.5 IDENTIFICATION OF PROBLEMS

(i) *Shortage of land for expansion of port related facilities.*

All the land in Kurasini Area is committed and there is no vacant land that can be allocated to port related facilities. Road and Rail crossing to Kigamboni is lacking and no one is certain as to when it will be constructed; hence limiting the possibilities for expansion of port facilities on the Eastern part of the harbour. It was expected that the road and the rail, crossing to Kigamboni would be constructed by the year 1988. Since the bridge has not been constructed, expansion of port facilities has not taken place on the eastern side of the harbour.

(ii) *Land use conflicts*

There are some land uses that are not compatible to harbour activities. These include residential mixed with urban farming and institutional areas located very close to oil storage facilities and warehouses. These land uses are not compatible hence resulting to a dangerous land use mix. Families residing in the area are at high risk in case of fire accidents or leakages from oil storage tanks and effluents from the warehouses, which sometimes store noxious materials.

(iii) *Poor transport network.*

Most of the roads in the area are congested because they are narrow. There are no areas reserved for Lorry Park; as a result lorries are parked haphazardly in the area, resulting to traffic chaos and constrained locational accessibility.

1.6 OBJECTIVES

The overall objective of the project is:

“To propose a redevelopment plan for the area that takes into account today’s conflicting land-uses and environmental issues”.

Specific objectives include:

- 1) To reorganize land use pattern so as to eliminate the conflicting land uses.
- 2) To reorganize the land use pattern so as to provide enough land for storage of transit goods within the immediate surrounding of the harbour.
- 3) To prepare resettlement plan for the affected families
- 4) To improve transport network in the area in order to facilitate smooth movement of traffic especially lorries.
- 5) To provide parking areas for lorries

1.7 EXPECTED OUTPUTS

The end product of the redevelopment project will be:

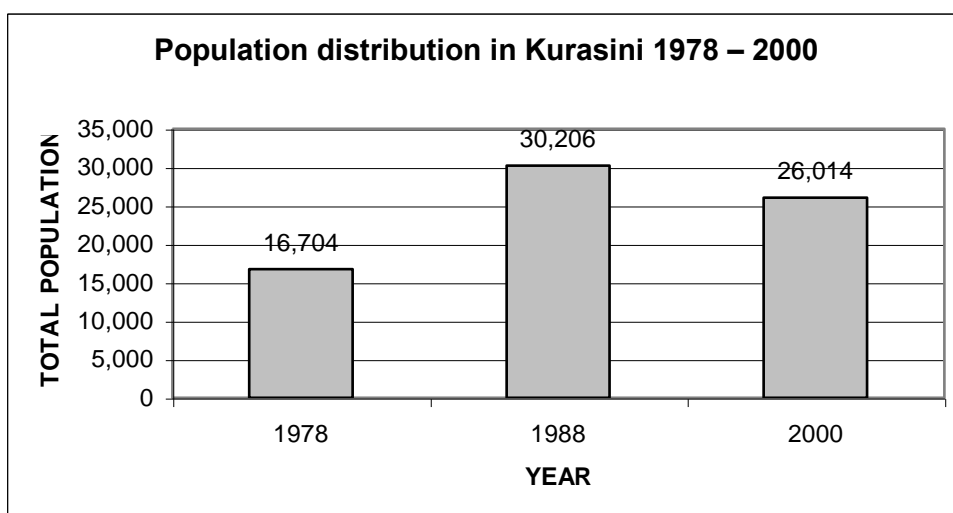
- 1) A land use plan for Kurasini Area.
The plan will earmark areas for port related facilities i.e. construction of warehouses, oil storage tanks, lorry park etc. This will involve proposals for resettlement of part of the population current living in the area.
- 2) Proposals for Resettlement of part of the existing population.
Residents of Kurasini will identify suitable area for resettlement and a detailed layout plan for the neighbourhood(s) will be prepared.
- 3) Efficient Transportation network for the area.
The plan will come up with a suitable road network for the area. The proposed road network should be able to meet the current and future needs of Kurasini area.
- (4) Increase government revenue in terms of land rent and property tax
- (5) Increased employment opportunities
- (6) Improved security in the port vicinity

2 EXISTING SITUATION

2.1 KURASINA POPLATION

According to the 1978 census, the population of Kurasini area was 16,704. The 1988 Census indicated that the population of the area nearly doubled to 30,206. The annual population growth rate in that inter-census period was 6.1%. In the year 2000 the population dropped to 26,014. The negative growth between 1988 and year 2000 due to the fact that some houses were demolished to facilitate construction of port related facilities like the Malawi Cargo Centre and Zambia Cargo Centre (ZAMCARGO).

Chart 2.1 Population distribution in Kurasini 1978 – 2000



2.2 DEMAND FOR LAND IN THE KURASINA AREA

Sources from the Tanzania Ports Authority indicate that at present three neighbouring countries (Uganda, Burundi and Rwanda) have applied for land in Kurasini area. The sources further disclosed that following the closure of the Oil Refinery in Dar es Salaam the import of refined petroleum products has increased drastically thus raising the demand for oil storage facilities. About 17 applications for oil storage sites were submitted to Port Authorities by 2006.

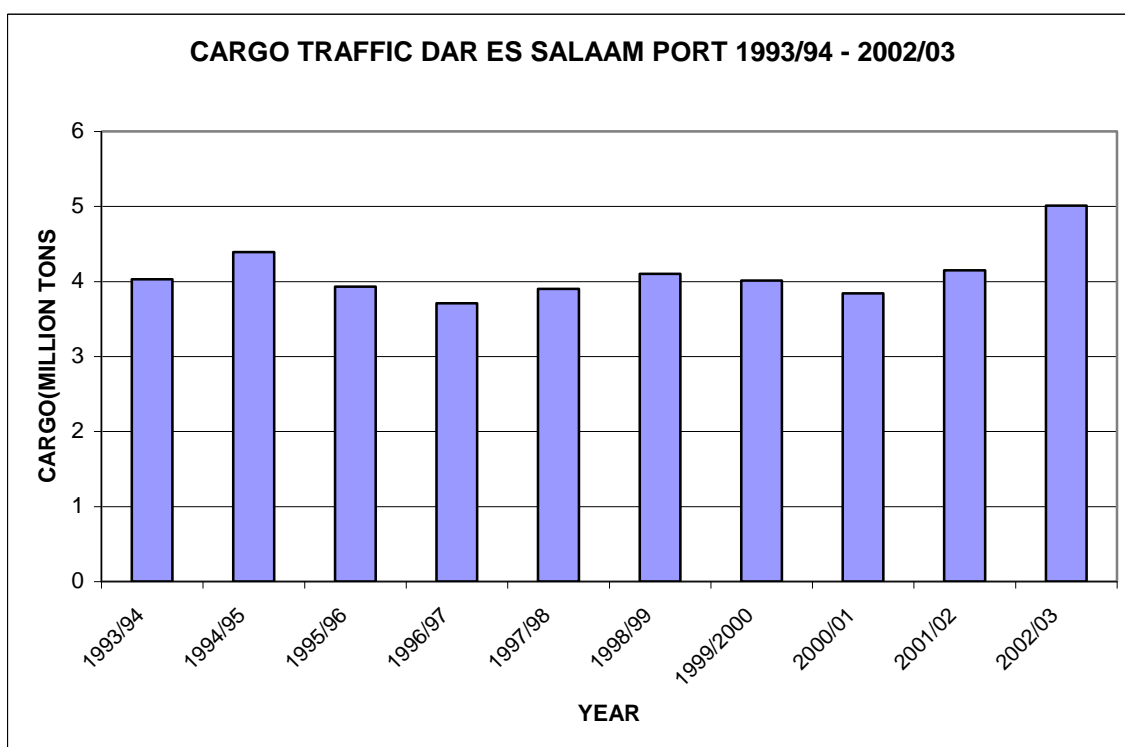
2.3 CARGO TRAFFIC

Historically, the Dar es Salaam port was the headquarters of the East African Harbours during the existence of the East African Community of Kenya, Uganda and Tanzania as member countries. After the collapse of the Economic Community, the port continued to serve the landlocked Southern and central African countries. About 50% of Dar es Salaam through cargo traffic is destined to or originate from neighbouring states. The volume of goods passing through Dar es Salaam Port has been fluctuating mainly due to state of economy of Tanzania, the port user countries and the opening of South Africa and Beira Routes. Nevertheless, transit goods destined to or coming from these countries need to be stored in the vicinity of the harbour for easy handling. Chart No. 2.2 Show the cargo traffic through the port between 1993/94 and 2002/3.



Containers on transit: Need to be stored near to the port for easy handling

Chart No. 2.2. Cargo traffic through Dar es Salaam port between 1993/94 and 2002/3.



Source: Tanzania Ports, February 2006

2.4 EXISTING LAND USE

The project area has different land uses including residential, port area, port related facilities, institutional areas, transportation and open spaces. The existing distribution of land use is summarized in chart No. 2.3 below.

2.4.1 Residential

Residential development constitutes about 30% of the total land. There are two categories of residential land namely planned and unplanned. The planned residential areas include housing areas for Harbours and Railways workers, government quarters and some few houses occupied by private individuals. The planned residential areas occupy about 127 hectares.

Unplanned residential areas are mainly concentrated in Shimo la Udongo, the area between the TRC railway siding and Kilwa Road and Mivinjeni area. The unplanned residential areas occupy 68 hectares with a total 2,472 houses.



Unplanned residential area occupying potential land for port related facilities

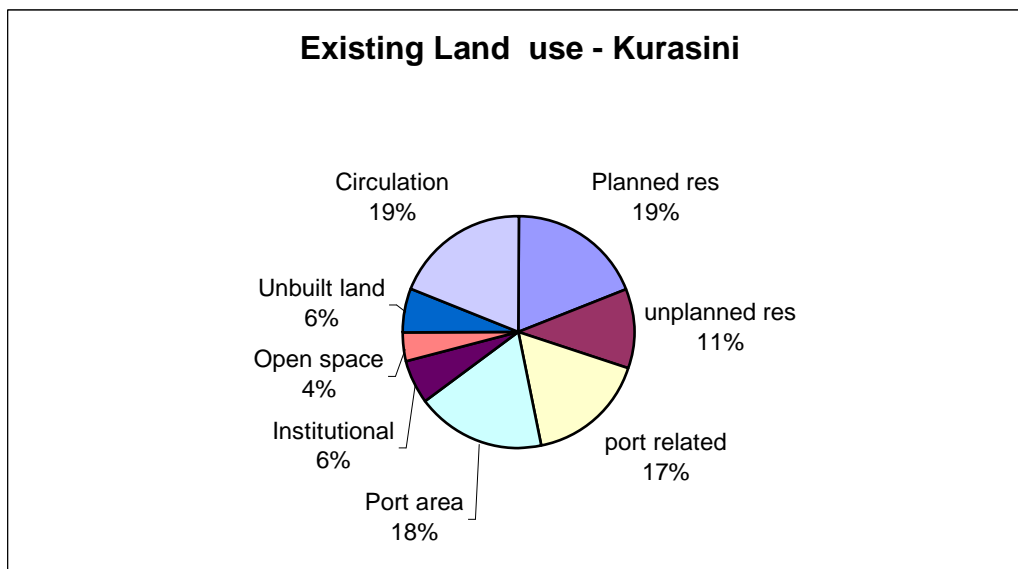
2.4.2 Port area

The port operational area is the predominant land use in the Eastern side of Kurasini area. The Port covers the whole area east of Mandela Expressway from the existing petrol station to Gerezani roundabout in the North. The area accommodates cargo handling and storage facilities along the harbour and covers about 112 hectares, which is equivalent to 17% of the total land in the redevelopment area.

2.4.3 Port Related Facilities

Port related facilities include transportation, warehousing, oil storage and workshops related to these uses. The area covered by these uses in Kurasini area is 220 hectares, which account for nearly 33% of the available land.

Chart No. 2.3. Existing land use distribution - February 2006



The area occupied by warehouses is situated around the junction of Kilwa road and Bandari road. Some of these warehouses belong to the Tanzania Electric Supplies Company (TANESCO), Tanzania Elimu Supplies (TES), Tanzania Cotton Marketing Board, Interfreight, Tanzania and Zambia Railways etc. The warehouses occupy 58 hectares in total.

2.4.4 Oil storage

Oil storage is one of the prominent port related facilities in the area. There is a concentration of oil storage tanks around Gerezani Creek and Shimo la Udongo area. The oil storage tanks occupy about 47 hectares.



Existing oil storage tanks: The demand for more space is ever increasing

There are two main areas with a concentration of workshops and garages. One of these workshops includes the depot used by the Dar es Salaam Public Transport Corporation (UDA), which is situated along Bandari Road with an area of 4 hectares. Private workshops along Kilwa Road near Mivinjeni area occupy 1.5 hectares.

2.4.5 Institutional Areas

The main institutions in the project area include those related to educational, military, police and religious activities. The Dar es Salaam School of Accountancy (DSA) occupies 7.5 hectares while The Police College and the International Relations Institute occupy 16.7 and 2.5 hectares respectively. The area covered by Kurasini Primary School is about 4 hectares.

The project area has several churches owned by various denominations including The Roman Catholic Church, Lutheran church, Assemblies of God and the Anglican Church. Other religious facilities in the area include the offices of The Tanzania Episcopal Council (TEC) and a mosque. The religious facilities occupy about 9 hectares. Office facilities located in the project area include the headquarters of the Tanzania Ports Authority and the BP Tanzania Ltd, which in total occupy 5 hectares.

2.4.6 Open spaces

There are no areas designated as public open spaces. The existing open areas are either hazard lands or vacant undeveloped areas, which are already committed. The open areas occupy 24.3 hectares. Hazard lands extend from the planned areas across Nelson Mandela Expressway and TAZARA line to Mzinga Creek.

Table 2.1 Existing land use distribution

Land use	Area (HA)	Percent (%)
Residential	196.31	29.3
Port Related facilities (Warehousing, oil storage, Workshops)	143.38	21.4
Port area	113.9	17
Institutional	38.19	5.7
Open spaces & Unbuilt land (Vacant)	60.97	9.1
Circulation (Roads, Rails)	117.25	17.5
Total	670	100

Kurasini Area Redevelopment Plan, Clemence Salmon Mero – IUP1 2006



2.5 INFRASTRUCTURE

2.5.1 Electricity

The area is well served with electricity from a Sub-station situated near the TEC centre. This sub-station has ample capacity to meet all the current electrical energy requirements for Kurasini and is sized to meet future demand.

2.5.2 Roads

The main access roads for Kurasini are:

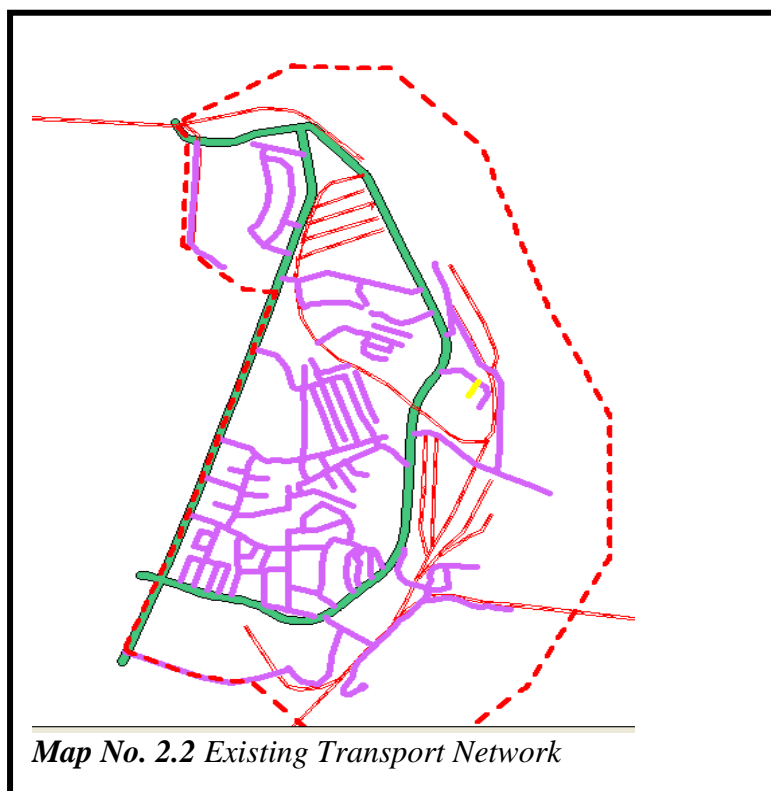
- Nelson Mandela Expressway
- Kilwa Road
- Bandari Road
- Chang'ombe Road
- Muungano road

The main road hierarchy comprise of Trunk Roads (70m, 50m), and local distributors with Right of ways between 10m and 15m. Within the area, these main roads are complemented by an internal system of minor roads. However, not all the roads in Kurasini are in good condition with the result that access into some parts is poor and needs to be improved in order to:

- Improve linkages between Nelson Mandela Expressway and Kilwa road.
- Facilitate integrated development of port related facilities.
- Improve internal mobility and accessibility within Kurasini.

The wide road reserves, also present opportunities for development of:

- Pedestrian and cycling routes along main access routes.
- Tree planting and landscaping.



2.5.3 Water supply

The area is served by piped water from Mtoni as well as Lower Ruvu Plants. However, the supply of piped water is not reliable and the majority depend on deep or shallow wells scattered all over the area. Presently there are 5 deep wells fitted with electric pumps. Shortage of water is experienced during power cuts.

2.5.4 Storm water

The area is poorly served with storm water drainage. Mandela Expressway and the Kilwa Road are the only roads with storm water drains. Storm water flows naturally to existing stream leading to the Indian Ocean. However, there are individuals who have tried to construct drains in the frontage of their houses. Since these efforts are not coordinated, situations become worse during heavy rains.

2.5.5 Sewerage system

Pit latrines and few septic tanks serve most of the houses in the area. Pit latrines are predominant in the unplanned areas, while in the planned areas both pit latrines and septic tanks are in use. The area has about 3.7 hectares of oxidation ponds that serve various parts of the City. The ponds are accessible from Nelson Mandela Expressway via a narrow earth road that passes through unplanned areas of Shimo la Udongo. The ponds are surrounded by residential houses and the only market existing in Kurasini area is located adjacent to the ponds. The septic emptying tankers from different parts of the City frequently use the ponds every day to empty the sewage. The sewage is not treated at all thus causing air pollution and health hazards to the residents of the area.



Informal Residential development near Oxidation ponds: A health hazard

PART TWO:

REDEVELOPMENT PROPOSALS

4.0 PROPOSALS

4.1 MAIN FINDINGS

In accordance with the 1979 Dar es Salaam Master plan it was expected that the road and the rail crossing to the Kigamboni would be constructed by the year 1988. It was expected that in conjunction with the development of different land uses in Kigamboni area, there would be a major expansion of port facilities on the eastern side of the harbour.

To date the proposed road and rail crossing to Kigamboni, which is vital for the development of Kigamboni area, is yet to be constructed. The delay has caused great pressure on land around the harbour and has made it difficult for the harbour to expand with the increasing volume of cargo handled within the harbour.

The Master Plan proposed development of Tabata and Mbezi Industrial areas as alternatives in the event of the crossing not being constructed but recommended an evaluation and necessary adjustments to the Master Plan in view of any new developments.

The 1979 Dar es Salaam Master plan has been under review since 1992 under the Sustainable Dar es Salaam Project. The Draft Plan has been produced and one of the key recommendations is to redevelop Kurasini Area as a strategy to solve land constraints affecting operations of the harbour.

4.2 PLANNING CONSTRAINTS

In the process of finding a solution to the land problem in relation to the expanding harbour activities, the following constraints were identified:

- All land within Kurasini area is committed.
- There is limited vacant land in Kurasini which can be allocated for port related facilities (Ref. Existing Land use Map)
- Road and rail crossing to Kigamboni is lacking, hence limiting the possibilities for expansion on the eastern side of the creek.
- Land conflicts: There are some land uses that are not directly related to harbour activities these include residential (both planned and unplanned) and institutional.
- There are no parking areas to serve the increasing number of lorries within the harbour areas.

In order to overcome the above constraints, the redevelopment scheme has attempted to restructure existing land uses within Kurasini to meet the rising demand of space for port related facilities and oil storage.

4.3 PROPOSED LAND USE

The future land use proposed has increased the amount of land for port related facilities by 68 hectares (see table No.2.1). The amount of land to be used for residential is reduced from 192 ha to 109 ha in the process. Most of the affected areas are unplanned settlements i.e. Shimo la Udongo and Mivinjeni

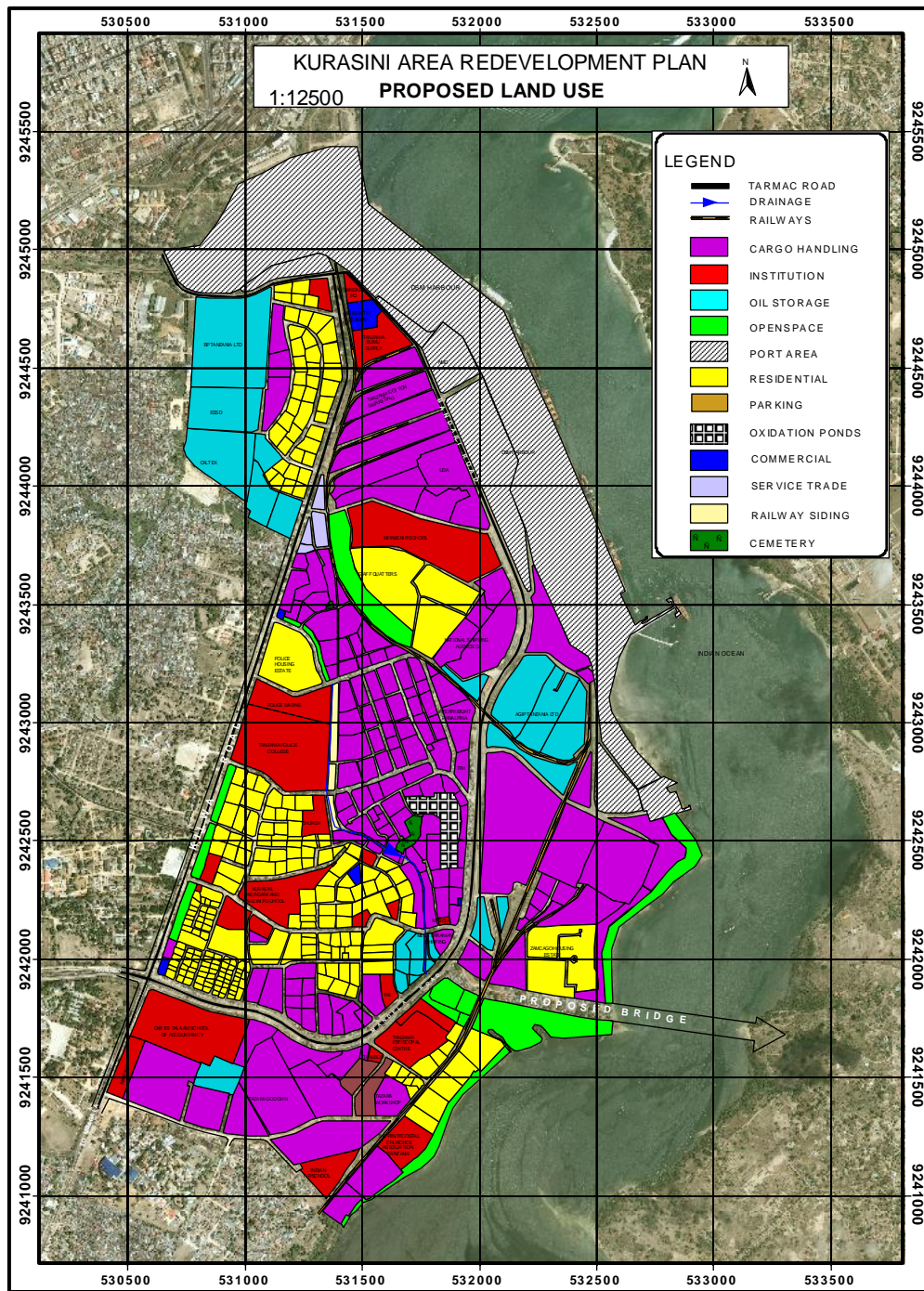
unplanned settlements (Ref. Map No. 3). All vacant developable land is similarly proposed for port related facilities and oil storage. Consequently, about 40% of all land will be used for port related facilities and oil storage.

The amount of land for institutional activities and open spaces has been retained without change while more land has been allocated for circulation including additional access roads and railway sidings for new oil tank farms and warehousing sites. The summary of the proposed land use is given in the following table.

Table 4.1 Proposed land use

TYPE OF LAND USE	AREA (Ha)	PERCENTAGE
Residential	110.55	16.5
Port related facilities (Warehousing)	187.6	28
Institutional	39.53	5.9
Open Space	30.82	4.6
Circulation	123.28	18.4
Oil storage	56.95	8.5
Port area	113.9	17.0
Oxidation ponds	4.2	0.6
Commercial	0.67	0.1
Lorry park	2.68	0.4
TOTAL	670.18	100

Map No. 4.1 Proposed Land use



5.0 IMPLEMENTATION STRATEGIES.

5.1 PHASING

The Redevelopment process in Kurasini is scheduled to be undertaken in six phases. The phases were proposed depending on the availability of funds for compensation. In phase one, emphasis was put on acquisition of 5.5 Ha of land in unplanned area surrounding the oxidation ponds. The first phase was considered as a pilot project and the lessons drawn were applied in the implementation of the other phases.

5.2 MAKING LAND AVAILABLE FOR PORT RELATED FACILITIES A number of land locked countries of Eastern and Central Africa depend on the services of the Dar es Salaam harbour. If these countries were given first priority in land allocation, their commercial bonds with Tanzania will be enhanced. These countries will construct permanent infrastructure, which will facilitate the use of the harbour services for years hence generating substantial foreign exchange income to the Government.

To facilitate implementation of the redevelopment plan, it is suggested that all underutilised and undeveloped land in Kurasini should first be used effectively. Those functions, which bear no relation to the harbour activities, should be shifted to other areas. Considering the extent of the existing developments and the land available for port related facilities in Kurasini, as proposed in the redevelopment plan, it is clear that compensation can not be met from the central Government or the Dar es Salaam City council resources.

It was therefore, decided to allocate all the surveyed plots through tender procedures and the highest bidders were successful. This procedure enabled the government to meet compensation costs for existing developments in Kurasini as well as in the areas earmarked for resettlement of the affected population.

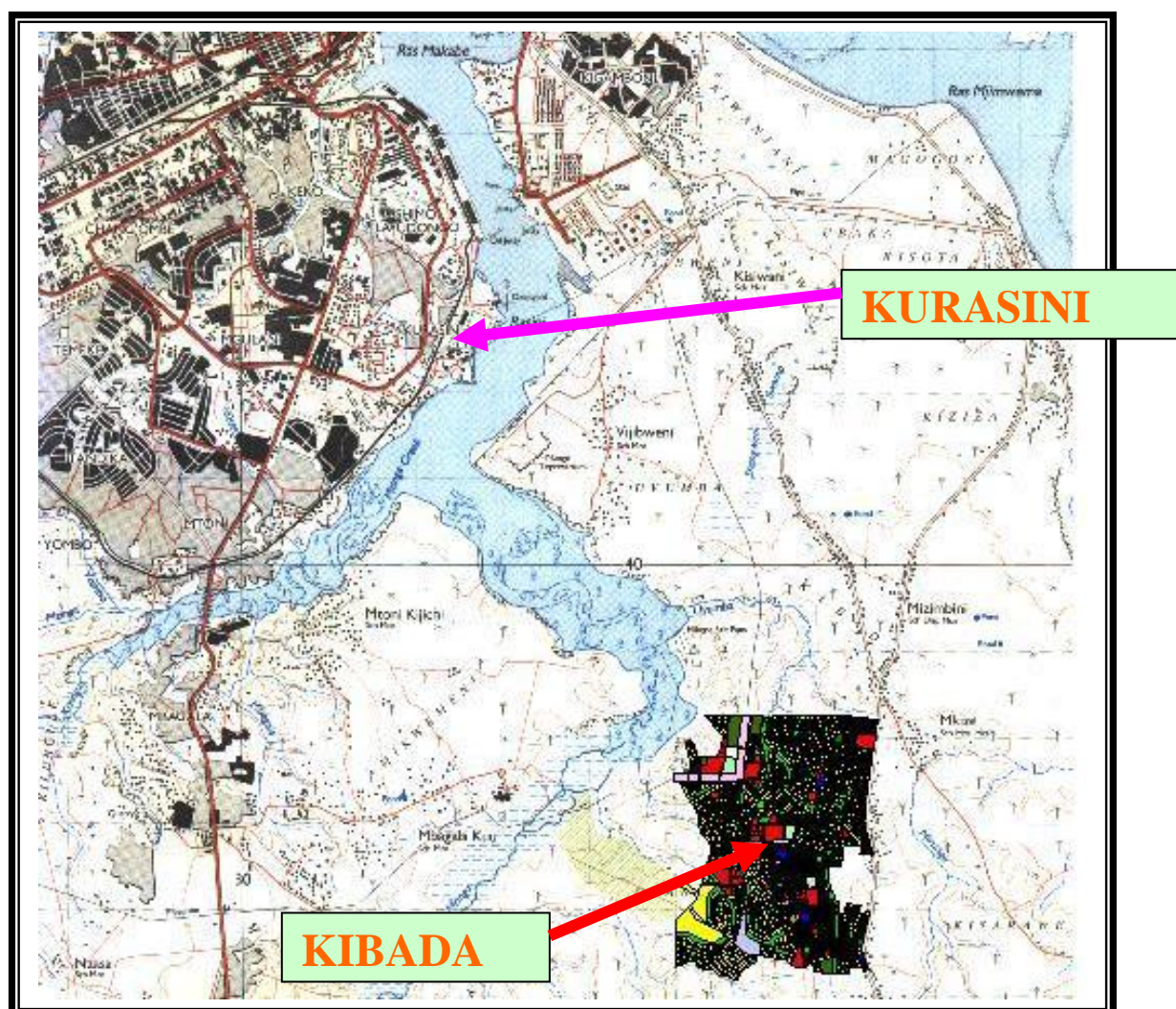
This approach has previously been tried in the case of the Malawi Government and Interfreight plots at Shimo la Udongo. Both the Government and the Dar es Salaam City Council should however reduce bureaucracy so as to minimize costs on the part of developers and the affected population.

5.3 PROPOSED AREAS FOR RESETTLEMENT

Kitunda and Kibada areas are earmarked as resettlement areas for the would-be displaced inhabitants under the redevelopment process. Kibada area is located in Kigamboni and is not far from Kurasini (See Map No. 5.1).

The proposed bridge linking Kigamboni and the rest of the City will create direct access to Kibada from Kurasini area, thus making Kibada the most convenient area for resettlement. Kitunda area, which is located about 20Km from Kurasini, has ample land suitable for residential development and is earmarked as an alternative site for resettlement. The displaced people were allowed to make their own choice whether to be resettled in Kibada or Kitunda Area.

Map No. 5.1 Location of the resettlement site in relation to Kurasini area



5.4 PILOT PROJECT

In order to test the strategies devised in the redevelopment plan of the area, unplanned land measuring 5.5 hectares adjacent to the oxidation ponds was earmarked as pilot area to be implemented in the first phase. The area has 261 houses and a population of 2,100. The government set aside 1 billion Tanzanian shillings (equivalent to US \$ 1,000,000 – year 2006 exchange rate) for implementation of the project in the Pilot area. The money was spent as indicated in the following table.

Table No. 5.1 Budget for the Pilot project area

No	ACTIVITY	COST
1.	Initial preparations, Purchase of project materials and equipments	36,175,000
2.	Public awareness campaigns	9,838,500
3.	Valuation of properties	20,820,000
4.	Plot survey	9,222,962
5.	Plot allocation	9,840,000
6.	Project administration	38,380,000
7.	Compensation	837,262,000
8.	Contingency	38,461,538
	Total	1,000,000,000

5.5 PUBLIC PARTICIPATION

The population of the project area was sensitized and the majority of the property owners accepted the project and they are ready to resettle in Kibada Area.

Compensation package included the following:

- (i) Compensation for land value of shilling 20,000,000/= per acre (US \$ 20,000)
- (ii) Compensation of existing houses based on valuation report
- (iii) Compensation of Crops and trees (e.g. coconut tree = shillings 24,000 (US \$24)
- (iv) Transport allowance to enable the displaced to move 3 tons of personal belongings a distance of not more than 20 kilometres
- (v) House rent allowance to enable the displaced property owners to rent equivalent accommodations for 36 months.
- (vi) Disturbance allowance based on commercial bank interest rate applied to items (i) – (ii) above.

5.6 CURRENT STATUS OF THE PROJECT

Presently we have managed to implement the project up to phase five. About 84 acres with 1,390 individual parcels have been acquired and compensated. Total compensation paid to date is in the tune of **35.4 billion Tanzanian shillings**. (US \$ 1 = TZS 1000 – Year 2006 exchange rate)

The number of plots surveyed and allocated in each phase is indicated in the following table

Table No. 5.2 Number of surveyed plots

Table No. 5.12 Number of surveyed plots			
PHASE NUMBER	NO. OF PLOTS	TOTAL AREA (ACRES)	REMARKS
Phase 1	5	84	Total Compensation 35.4 Billion shillings
Phase 2	6		
Phase 3	3		
Phase 4	12		
Phase 5	3		
Phase 6	Awaiting availability of funds		

Map No. 5.2 Proposed layout for the Resettlement site - Kibada

