

## 6.0. Operations

- Daily throughput put over 200,000 passengers
- Travel time reduction nearly more than 60%
- IPK on Trunk routes 8.7 and Feeder Route 6.8
- On average daily 107 trunk and 20 feeder buses in operation
- Each trunk bus and feeder bus daily operate nearly 297 km and 245 respectively
- Daily 19 hours of operation (05.00hrs-00.00hrs)
- Level boarding and Pre-boarding ticketing system enhance service efficiency
- In-bus facilities for Physically challenged and elderly persons and Wheel Chair arrangements at terminals
- Fare Integration with feeder system



UNITED REPUBLIC OF TANZANIA  
PRESIDENT'S OFFICE



REGIONAL ADMINISTRATION  
AND LOCAL GOVERNMENT

DAR RAPID TRANSIT AGENCY

**DART**  
DAR RAPID TRANSIT



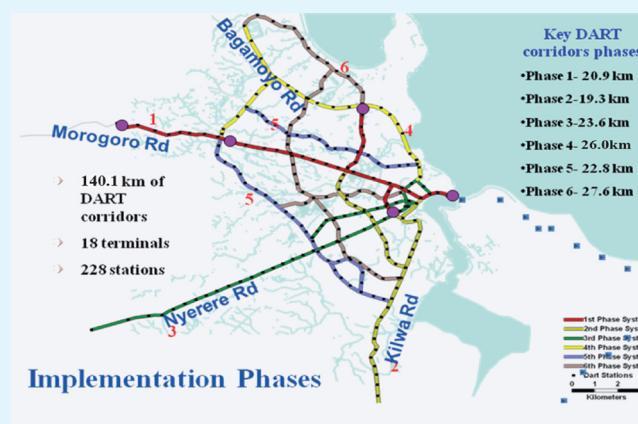
## 7.0. DART Control Center

A DART system Operations Control Center (OCC) is under construction at Jangwani depot premises. Currently, the OCC is limited to carry out centralized management of the Buses Operation, Fare collection systems, integrated transport system that handles real time information to the Schedulers, Drivers, Operation and all system counterparts.



## 8.0. Benefits of DART system

- Stimulators of PPP in transport sector in the City
- 90% reduction of Co2 emission, Zero sulfur
- reduction of travel time
- Urban renewal
- Economic benefits to the users
- Employment opportunities (915 employees)



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### VISION

To have a modern public transport system at a reasonable costs to the users and yet profitable to operators using high quality capacity buses which meet international standards, environmentally friendly operating an exclusive lanes, at less travelling times.

### MISSION

To provide a quality accessible, affordable mass transport system and improve urban mobility for the residents of Dar es Salaam which will subsequently enable poverty reduction; improve living standards; lead to a sustainable economic growth and act as a pioneer of private and public investments partnership in the sector.

## BRT MAIN FEATURES

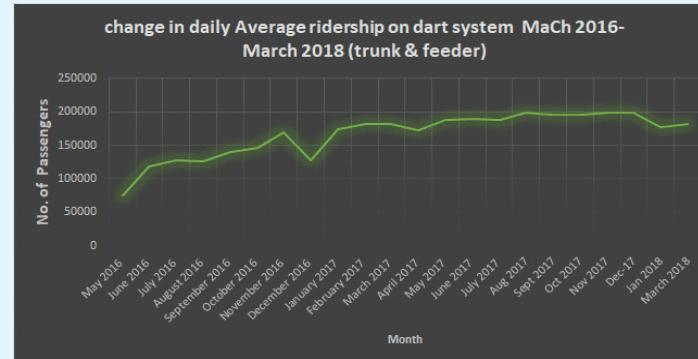
### 1.0. Full fledged BRT Infrastructure

- Fully dedicated right of way
- 27 Closed stations with amenities
- 90cm platform for level boarding
- Redesigned intersections
- Alignment in the centre of the road
- 5 Terminals
- 1 depot



### 2.0. Dar Rapid Transit System

- Peak hour Frequency: 3minutes
- 21 Km of trunk corridor with 27 stations and 5 terminals
- Automated Fare Collection System with Optic Fibre Cable (OFC) bone
- Trunk-Feeder integration at Kimara Terminal and 5 Feeder Stations
- Operational Crew consisting of approx. 900 staff inclusive of Station attendants, security, ticketing assistants and IT Support team



#### IPK

TRUNK ROUTES 8.7  
FEEDER ROUTES 6.8

#### PASSENGER CARRIED PER BUS

TRUNK ROUTES 1787 PASSENGERS  
FEEDER ROUTES 1355 PASSENGER

#### DAILY BUS DEPLOYMENT

107 BUSES  
20 BUSES

#### DAILY MILEAGE OF BUSES

297 KM  
253 KM

### 4.0. Technology

- Real Time Passenger Information system
- Bus tracking system (GPS)
- Smart card and barcode paper tickets
- OFC backbone support
- Modern ITS system under construction



### 3.0. Bus Specifications

- 140 Modern Buses.
- Gearbox By voith
- Engine By Cummins USA
- Articulation by Ekarus Hungary
- Euro III Engine Fuel Technology
- 18m Articulated for Trunk Services (39)
- 12m Hybrid buses on Trunk (79)
- 12m Rigid For Feeder Services (25)
- Online GPS Tracking System
- Rear Engine



### 5.0. Bus Depot

- Capacity of 360 buses
- Accommodate the Operator also contains a Conventional Control Center
- Maintenance shed and service pits
- Overnight and off peak bus parking
- Visitors parking
- Panel, beating, parts and repair, painting, tyre store and services, air pump services
- Fueling station

