

Administrative Resolution No. (603) of 2021
Issuing the Implementing Bylaw of Law No. (6) of 2006
Concerning Contribution of Beneficiaries to the Cost of
Roads and Public Transport Contracts^[1]

The Director General and Chairman of the Board of Executive Directors of the Roads and Transport Authority,

After perusal of:

Law No. (9) of 2004 Concerning the Dubai International Financial Centre and its amendments;

Law No. (17) of 2005 Establishing the Roads and Transport Authority and its amendments;

Law No. (6) of 2006 Concerning Contribution of Beneficiaries to the Cost of Roads and Public Transport Contracts;

Law No. (1) of 2016 Concerning the Financial Regulations of the Government of Dubai and its Implementing Bylaw;

Decree No. (22) of 2009 Concerning Special Development Zones in the Emirate of Dubai;

The Order of 1961 Establishing the Dubai Municipality;

Executive Council Resolution No. (8) of 2006 Establishing the Agencies Affiliated to the Roads and Transport Authority and Approving their Corporate and Organisational Structures;

Executive Council Resolution No. (18) of 2011 Determining the Fees Payable by Beneficiaries for Auditing Designs and Supervising the Implementation of Roads and Transport Projects; and

The legislation establishing and regulating free zones in the Emirate of Dubai,

Do hereby issue this Resolution.

Definitions

Article (1)

The following words and expressions, wherever mentioned in this Resolution, will have the meaning indicated opposite each of them unless the context implies otherwise:

Emirate:	The Emirate of Dubai.
RTA:	The Roads and Transport Authority.
Director General:	The director general and chairman of the Board of Executive Directors of the RTA.
TRA:	The Traffic and Roads Agency of the RTA.
Law:	Law No. (6) of 2006 Concerning Contribution of Beneficiaries to the Cost of Roads and Public Transport Contracts.
Beneficiary:	A natural person or a public or private legal person, including a Government Entity, a Master Developer, a Sub-developer, or any authority supervising a Special Development Zone or a free zone, such as the Dubai International Financial Centre, that has a Project generating a number of trips in excess of the maximum number prescribed by the regulations and technical standards and manuals adopted by the RTA.
Government Entity:	Any of the Government departments, public agencies and corporations, Government authorities and councils, or similar entities.
Master Developer:	A Person who is licensed to conduct real property development business in the Emirate and to sell Real Property units to others, and who is classified as a Master Developer in accordance with the legislation in force in the Emirate.
Sub-developer:	A Person who is licensed to conduct real property development business in the Emirate and to sell Real Property units to others; who

develops part of a Project owned by a Master Developer under an agreement concluded between them for this purpose; and who is classified as a Sub-developer in accordance with the legislation in force in the Emirate.

Developer:	A Master Developer or a Sub-developer.
Consultant:	An entity approved by the RTA and contracted by a Beneficiary to prepare a Traffic Impact Study and develop Traffic Solutions.
Project:	Any project that belongs to a Beneficiary, that is governed by the Law, and that is implemented in the Emirate for residential, commercial, industrial, mixed-use, or other purposes.
Generated Trips:	The number of traffic trips generated by a proposed Project on roads and Junctions in the vicinity of the Project and on its access roads and exits, measured at Peak Hours and calculated in accordance with the technical manuals and Traffic Models adopted by the TRA.
Cost-sharing Agreement:	An agreement concluded between the RTA and a Beneficiary whereby the Cost-sharing Area; the amount payable by the Beneficiary as contribution to the cost of construction, implementation, and maintenance of the elements of Traffic Solutions; and the process for payment of this amount are determined.
Peak Hours:	The hours at which the traffic volume on the roads affected by the concerned Project, and on the access roads and exits of the Project, reaches its maximum limit, and which are determined in accordance with the technical standards and manuals adopted by the TRA.
Trip Generation and Parking Rates Manual:	A manual that is adopted by the TRA and that contains the technical and regulatory standards and processes for predicting the number of Generated Trips during Peak Hours and for determining the minimum number of parking spaces required for a Project.
Traffic Solutions:	The alterations and improvements required to be made to road networks, transport systems, and car parks in the vicinity of the

concerned Project to accommodate present and projected traffic volume and prevent degradation of the standards of the traffic services provided by these networks and systems to unacceptable levels due to the traffic volume generated by the Project.

Traffic Impact Study: A specialised study conducted by a Consultant to determine the number and types of Generated Trips and the distribution of these trips over the current and planned areas, road networks, and transport systems in the Emirate in order to determine the Traffic Solutions and the number of parking spaces required to serve a Project.

Traffic Impact Studies Manual: A manual that is issued by the TRA and that contains the technical and regulatory standards and processes for conducting Traffic Impact Studies.

Traffic Model: Databases and specialised computer software provided by the TRA for the purposes of studying road networks and transport systems and determining the projected traffic volume and distribution of traffic load on these networks and systems.

Study Zone: An area determined in accordance with the procedures stipulated in the Traffic Impact Studies Manual for which a Traffic Impact Study must be conducted to propose future alterations to road networks and transport systems, and estimate the number of parking spaces required to be made available, to ensure acceptable levels of Traffic Solutions.

Junction: An area where more than one road, including surface roads, bridges, and tunnels, intersect; and which is controlled by traffic lights or roundabouts.

Cost-sharing Area: An area determined in accordance with the procedures stipulated in the Traffic Impact Studies Manual in which a Beneficiary is liable to contribute to the cost of roads, public transport, and car park contracts in whole or in part.

Scope of Application

Article (2)

The provisions of this Resolution apply to Beneficiaries and to Projects implemented by those Beneficiaries in all zones of the Emirate, including Special Development Zones and free zones, such as the Dubai International Financial Centre.

Objectives of this Resolution

Article (3)

This Resolution aims to ensure the proper implementation of the Law in order to achieve the following:

1. providing the Traffic Solutions required for achieving smooth traffic flow on the public road network of the Emirate;
2. determining the contributions of Beneficiaries to the cost of roads and public transport contracts based on clear and transparent standards and principles;
3. connecting the Projects implemented in the Emirate to the road networks, transport systems, and car parks surrounding these Projects, in a manner that does not affect the smooth traffic flow on these networks and systems; and
4. facilitating the preparation and conduct of Traffic Impact Studies based on clear and specific standards.

Submitting Traffic Impact Studies

Article (4)

- a. Beneficiaries will contribute to the cost of roads and public transport contracts only for the Projects that require submitting Traffic Impact Studies in accordance with the standards and rules stipulated in this Resolution.

- b. Where the number of Generated Trips for a Project exceeds one hundred and fifty (150) trips during Peak Hours on affected roads, a Traffic Impact Study must be submitted in accordance with the Trip Generation and Parking Rates Manual and the provisions of this Resolution.
- c. The Traffic Impact Study referred to in paragraph (b) of this Article must be conducted at the expense of the Beneficiary and submitted by a Consultant, in accordance with the technical standards and procedures stipulated in Traffic Impact Studies Manual.

Procedures for Issuing Traffic Impact Study Approvals

Article (5)

A Traffic Impact Study approval will be issued in accordance with the following procedures:

1. An application for conducting the Traffic Impact Study will be submitted by the Consultant to the TRA on the form prescribed by it for this purpose, and the relevant prescribed fees will be paid.
2. The TRA will consider the application and verify that it meets all relevant requirements and is accompanied by all required documents. The TRA may require any other documents it may deem necessary for considering the application.
3. After verifying that the application meets the prescribed requirements and is accompanied by the required documents, the TRA will request the Consultant to provide it with the following:
 - a. the Traffic Impact Study, prepared in accordance with the technical standards and procedures stipulated in the Traffic Impact Studies Manual; and
 - b. the estimated amount of the Beneficiary's contribution to the cost of roads and public transport contracts, as determined under Article (11) of this Resolution.
4. After considering the Traffic Impact Study and the contribution amount, the TRA will issue its approval of the study and contribution amount; submit the same to the Director General for approval; and require the Beneficiary to pay the contribution amount in one payment or in instalments as per the provisions of this Resolution.

Levels of Traffic Impact Studies

Article (6)

Traffic Impact Studies will be conducted at three (3) different levels as follows:

1. Level One

This level will be adopted for any Project generating from one hundred fifty (150) to five hundred (500) trips during Peak Hours on the roads affected by the Project. The following rules will apply to this level:

- a. The Study Zone at this level will be restricted to the access roads and exits of the Project and to the traffic flow thereon.
- b. The Traffic Impact Study at this level must cover the elements specified in the Traffic Impact Studies Manual.
- c. Using the Traffic Model is not required at this level.
- d. Concluding a Cost-sharing Agreement is not required at this level.
- e. Notwithstanding the provisions of paragraph (c) of Article (4) of this Resolution, the Beneficiary may, at this level, request the RTA to appoint a Consultant, provided that the Beneficiary undertakes to bear all relevant costs prescribed by the RTA.

2. Level Two

This level will be adopted for any Project generating from five hundred and one (501) to one thousand and five hundred (1,500) trips during Peak Hours on the roads affected by the Project. The following rules will apply to this level:

- a. The Study Zone at this level will cover the access roads and exits of the Project, the traffic flow within the Project, and the nearest Junctions in all directions.
- b. The Traffic Impact Study at this level must cover the elements specified in the Traffic Impact Studies Manual.
- c. Using the Traffic Model is not required at this level.

d. Concluding a Cost-sharing Agreement is not required at this level.

3. Level Three

This level will be adopted for any Project generating more than one thousand and five hundred (1,500) trips during Peak Hours on the roads affected by the Project. The following rules will apply to this level:

- a. The Traffic Impact Study at this level must cover the elements specified in the Traffic Impact Studies Manual.
- b. Using the Traffic Model is required when conducting the Traffic Impact Study at this level.
- c. Concluding a Cost-sharing Agreement is required at this level.

Elements Covered by Contributions of Beneficiaries

Article (7)

Contributions by Beneficiaries to the cost of roads and public transport contracts will cover all Traffic Solution elements related to the roads and public transport network, including:

1. bridges and tunnels;
2. Junctions;
3. railways;
4. railway stations;
5. roads and transport networks and related facilities;
6. any other public transport facilities and car parks directly serving the Project, as determined by the RTA in this respect; and
7. any other works pertaining to the Traffic Solution elements related to the public utilities of concerned entities in the Emirate, as determined by the RTA in coordination with these entities.

Full Contribution

Article (8)

Beneficiaries will bear the total costs of constructing, implementing, and maintaining the following Traffic Solution elements:

1. the surface roads, bridges, tunnels, and Junctions located within the boundaries of the Project;
2. the surface roads, bridges, tunnels, and Junctions located outside the boundaries of the Project and directly serving and leading to the project;
3. the railways that serve the Project exclusively, whether they are located within or outside of the boundaries of the Project, where these railways are constructed at the request of the Beneficiary;
4. the railway stations that are constructed within the boundaries of the Project at the request of the Beneficiary, the pedestrian bridges connected to these stations, and any other Traffic Solutions required for their construction;
5. any other public transport facilities and public parks constructed at the request of the Beneficiary within the boundaries of the Project; and
6. any other works pertaining to the Traffic Solution elements related to the public utilities of concerned entities in the Emirate, as determined by the RTA in coordination with these entities.

Partial Contribution

Article (9)

Beneficiaries will bear part of the costs of constructing, implementing, and maintaining the following Traffic Solution elements located within a Cost-sharing Area:

1. the bridges, tunnels, and Junctions located outside the boundaries of the Project, whether they are implemented as new Traffic Solutions or with a view to developing an existing road network;

2. the railway, public transport, and marine transport stations constructed within the Project as part of implementing the strategic plans adopted by the RTA to develop the Emirate's infrastructure;
3. the railway, public transport, and marine transport stations constructed outside the boundaries of the Project but within the Cost-sharing Area; and
4. any other public transport or car park facilities constructed outside the boundaries of the Project and indirectly serving the Project.

Cases Where Contribution Is Not Required

Article (10)

A Beneficiary will not bear any of the costs of constructing, implementing, and maintaining any of the following Traffic Solution elements:

1. the surface roads that are located outside of the boundaries of the Project and that do not exclusively or directly lead thereto, including highways, main roads, local roads, or any other roads, whether or not they are located within the Cost-sharing Area;
2. the bridges, tunnels, and Junctions located outside the boundaries of the Cost-sharing Area; and
3. the public transport lines, railways, maritime transport lines, and car parks established as part of the strategic plans adopted by the RTA to develop the Emirate's infrastructure, whether or not these lines and facilities are located within the boundaries of the Project.

Determining Contribution Amounts

Article (11)

The amount of total or partial contribution of a Beneficiary to the cost of roads and public transport contracts will be determined in accordance with the relevant procedures, rules, standards, and formulas stipulated in the Traffic Impact Studies Manual and the Trip Generation and Parking Rates Manual.

Amending Traffic Impact Studies

Article (12)

- a. A Beneficiary may request any amendments to a Traffic Impact Study approved by the TRA for a Project, including changing land use, introducing new forms of land use, or making modifications to the road and public transport network adopted for the Project. In that case, the standards and procedures stipulated in the Traffic Impact Studies Manual must be observed.
- b. Where the TRA approves a request to amend a Traffic Impact Study in accordance with paragraph (a) of this Article, the following rules will apply:
 1. The conduct of a new Traffic Impact Study will not be required where the increase in the number of Generated Trips, during any of the Peak Hours, on the roads affected by the Project is less than five percent (5%) of the number of Generated Trips stated in the Traffic Impact Study approved by the TRA.
 2. The Traffic Impact Study of the internal roads and the access and exits roads of the Project must be amended if the number of Generated Trips, during any of the Peak Hours, on the roads affected by the Project is five percent (5%) to ten percent (10%) higher than the number of the Generated Trips stated in the Traffic Impact Study approved by the TRA.
 3. A new Traffic Impact Study must be conducted if the number of Generated Trips, during any of the Peak Hours, on the roads affected by the Project is more than ten percent (10%) higher than the number of the Generated Trips stated in the Traffic Impact Study approved by the TRA.
- c. The amount of contribution that must be paid towards the cost of roads and public transport contracts as a result of amending a Traffic Impact Study will be determined in accordance with the relevant procedures, rules, standards, and formulas stipulated in the Traffic Impact Studies Manual and the Trip Generation and Parking Rates Manual.
- d. The RTA may, upon the request of a Beneficiary and in accordance with the standards adopted by the RTA in this respect, refund any difference in the costs of constructing and implementing any of the Traffic Solution elements as a result of amending a Traffic Impact Study if the number of Generated Trips, during any of the Peak Hours, on the roads affected by the Project

is less than the number of the Generated Trips stated in the Traffic Impact Study approved by the TRA.

Payment of Contribution Amounts in Instalments

Article (13)

The RTA may, upon the request of a Beneficiary, accept the payment by the Beneficiary of his contribution to the cost of roads and public transport contracts in instalments. In that case, the amount and due date of each instalment must be determined in accordance with the rules, procedures, and conditions approved by the RTA in this respect.

Liability of Sub-developers

Article (14)

- a. A Sub-developer will not be liable for any contribution amounts in relation to designing, implementing, and maintaining the Traffic Solution elements required to serve the Project of the Master Developer, provided that the Sub-developer observes the land use approved in the structure plan of the Master Developer.
- b. Where changes are to be made to the land use in a subproject which forms part of a master Project, the Sub-developer must obtain the approval of the Master Developer to these changes before submitting the same to the RTA. This will not apply where the Sub-developer observes the same land use but with smaller areas than those approved under the structure plan of the Master Developer.
- c. Unless otherwise agreed by the Master Developer and the Sub-Developer, the Master Developer will bear all legal and financial liabilities arising from the changes proposed by the Sub-developer.

Incomplete Traffic Impact Studies

Article (15)

Where the Consultant fails to follow up an application for Traffic Impact Study approval or delays in submitting the Traffic Impact Study as prescribed by the Traffic Impact Studies Manual, for more than eighteen (18) consecutive or non-consecutive months, the Traffic Impact Study will be deemed incomplete and will be removed from the relevant system maintained by the RTA. In this case, the Consultant must provide a new Traffic Impact Study and pay the relevant prescribed fees.

Master Plans

Article (16)

- a. The amount of contribution to the cost of roads and public transport contracts, as prescribed under this Resolution, will not be collected in respect of any master plan issued by the Dubai Municipality and regulating land use in the Emirate. Nevertheless, the Traffic Impact Studies required for these plans must be conducted by the RTA prior to disposing of the land.
- b. A Developer implementing a Project included in the master plan referred to in paragraph (a) of this Article must provide a Traffic Impact Study for the Project and pay the relevant amount of contribution to the cost of roads and public transport contracts as prescribed under this Resolution.
- c. Where a Master Developer is granted a number of land plots demarcated as per the master plan referred to in paragraph (a) of this Article to sell them to a Sub-developer, the Master Developer must, before disposing of these land plots, submit a Traffic Impact Study and pay the amount of contribution to the cost of roads and public transport contracts as prescribed under this Resolution.

Projects Implemented on Adjacent Land Plots

Article (17)

- a. Unless the relevant prior approval of the RTA is obtained, no land plot may be subdivided or amalgamated with another plot within the boundaries of a Project, and no rights of way attached thereto may be cancelled or modified, if that subdivision, amalgamation, cancellation, or modification would affect the traffic flow or increase the number of trips or the road or public transport network costs.
- b. Where more than one Project is implemented on a number of adjacent land plots that are owned by the same Developer and are not created by the subdivision of a single land plot, the Developer must submit a Traffic Impact Study and pay the relevant prescribed fees for each of these land plots separately.
- c. Where more than one Project is implemented on a number of adjacent land plots that are owned by the same Developer and are created by the subdivision of a single land plot, the Developer must provide one Traffic Impact Study and pay the relevant prescribed fees for all these land plots.

Modifications or Additions to Projects

Article (18)

Where the owner of a Project for which a permit is issued prior to the effective date of this Resolution requests making modifications or additions to the Project, the following rules will apply:

1. A Traffic Impact Study for the additions or modifications to be made to the Project will be submitted in accordance with the provisions of this Resolution.
2. Where the additions or modifications to the Project require submitting a Traffic Impact Study under this Resolution, this study must be submitted for the whole Project. However, the amount of contribution to the cost of roads and public transport contracts will be collected only in respect of the additions to the Project.

Issuing Implementing Instructions

Article (19)

The Chief Executive Officer of the TRA will issue the instructions required for the implementation of this Resolution.

Publication and Commencement

Article (20)

This Resolution will be published in the Official Gazette and will come into force on the day on which it is published.

Mattar Mohammed Al Tayer

Director General and Chairman of the Board of Executive Directors

Roads and Transport Authority

Issued in Dubai on 15 July 2021

Corresponding to 5 Thu al-Hijjah 1442 A.H.

©2021 The Supreme Legislation Committee in the Emirate of Dubai

^[1]*Every effort has been made to produce an accurate and complete English version of this legislation. However, for the purpose of its interpretation and application, reference must be made to the original Arabic text. In case of conflict, the Arabic text will prevail.*