

# Infrastructure and Urban Development

Annual Report

# 2019



AFRICAN DEVELOPMENT BANK GROUP



# Foreword



This year's Annual Report of the African Development Bank's Infrastructure and Urban Development Department features a record lending amount of USD 2.2 Billion for a diversified portfolio of 21 transport projects.

Cross-border road projects approved for funding in 2019 include both regional corridors which have received longstanding support from the Bank, and new corridors. The Nacala Road Corridor in Southern Africa is an example of the Bank's long-term commitment to regional connectivity not only by financing the physical infrastructure but also in providing technical assistance in support of trade and transport facilitation and in designing optimum solutions for legal frameworks, technical, economic, environmental and socio-economic options. Similarly, the Kenol-Sagana-Marua dual carriageway highway in Kenya will expand the capacity of the vital backbone corridor linking the capital city Nairobi to Addis Ababa, Ethiopia. The new regional transport corridors supported include the Ethiopia-Djibouti corridor through an alternative shorter route, and the Kenya-Tanzania coastal highway Malindi-Mombasa-Bagamoyo-Dar es Salaam linking the region's busiest ports and connecting industrial hubs and major tourist destinations along the coastal regions of the two countries.

Besides expanding regional road corridors, the 2019 portfolio included projects aimed at improving urban mobility. The Dodoma City outer ring road will help guide the urbanization of Tanzania's capital city by redistributing the location of activity centers,

reducing traffic congestion, and improving overall mobility. The Kampala City Roads project will improve the urban road network of Uganda and introduce pilot dedicated public transport routes with hybrid buses. The project will also provide institutional support to build capacity in the development and management of green infrastructure and planning of transportation investments.

A third category of transport projects supported by the Bank in 2019 targeted rural access and urban-rural connectivity to break isolation, connect farmers to markets and facilitate rural populations' access to education and health facilities. The Eastern Corridor Development Program in Ghana aims to turn challenged rural areas along the road into economically prosperous bread baskets. The project will impact the lives of over 5.4 million people, stimulate socio-economic development, and promote inclusiveness. The Eboni State ring Road in Nigeria is another important rural-urban connectivity project financed by the Bank in 2019. The project will connect farming communities in 13 Local Government Areas, and boost agricultural productivity.

In line with its High Five strategies, the Bank has supported Africa's infrastructure development in 2019 by providing comprehensive transport solutions for client countries and the private sector to address regional connectivity, urban mobility and rural access.

A handwritten signature in blue ink, appearing to read 'A. Oumarou', written in a cursive style.

**Amadou Oumarou**  
Director,  
Infrastructure and Urban Development Department

## Technical note

### Choice of currency and conversions

The Bank uses a Unit of Account (“UA”) equivalent to the IMF’s Special Drawing Right as its reporting currency. The value of the UA may vary from day to day.

Infrastructure and Urban Development projects approved by the Board of Directors of the African Development Bank are expressed in the currency of the Project. This may be in US Dollars (USD), Euros (EUR) or Units of Account (UA).

In the case of active portfolio representations, the amounts have been converted into USD at the conversion rates of the month and year of the project approval by the Board.

All data on project funding and all socio-economic data is retrieved from the project appraisal report presented to the Board.

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# Key Messages

## Commitments exceed \$2 billion

The Bank has increased its annual financial contribution to Infrastructure and Urban Development, committing **USD 2.2 billion to 21 projects in 2019**, compared to USD 1.9 billion to 19 projects in 2018 and USD 1.5 billion to 16 projects in 2017.

## Strong emphasis on Africa's roads

In 2019 the Bank has supported and accompanied RMC in **17 road projects**, in many cases from inception and through preparation to bankability point. **The Bank has financed close to \$2bn of road projects alone.** Indeed, **the road sub-sector accounts for a massive 86% of total financing** in Transport and Urban Development this year.

## Efficient transport networks

The 2019 portfolio of project financing also includes **2 airport** and **1 port projects**, demonstrating the will of Africa's regions to place emphasis on efficient transport networks for the movement of people and goods. In Tanzania for example, the financing of both the airport and the ring road in Dodoma are part of a holistic national strategy to stimulate development in the administrative capital.

## Trade facilitation and job creation

2019 projects support national and regional strategies to stimulate the economy and lift fragile communities out of their isolation.

Each of the 17 road sector projects in 2019 will generate an average **2500 jobs during construction works, and thousands more indirect jobs** created as economic activity grows thanks to the improved road network.

**1200 direct jobs and 3000 indirect jobs** will be created as a result of airport renovation, a further **665 direct jobs** from port construction.

**7.3 million urban inhabitants** of Banjul, Dodoma, Kampala and Libreville will all directly benefit from enhanced trade and job opportunities from projects funded in 2019.





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## Infrastructure and Urban Development

# 2019 Lending Achievements

In 2019, the Bank approved 21 Transport and Urban Development construction projects for a total exceeding USD 2.2 billion. The number of projects and the financial commitments in 2019 compare favorably with 19 projects in 2018 (USD 1.9 billion), 16 projects in 2017 (USD 1.5 billion), 10 projects in 2016 (USD 1.5 billion\*) and 14 projects in 2015 (USD 1.9 billion\*).

17 of the projects were in the roads sub-sector. These accounted for 86% of financing, the largest of them being a new cross-border corridor between Kenya and Tanzania. The Bank has committed \$350 million to the first phase of the Bagamoyo – Horohoro/Lunga- Lunga - Malindi road, a strategic coastal route which will serve the main East African ports.

12% of financing was for 2 air transport projects, the largest being the first phase of an important infrastructure upgrade to enable International air traffic to and from Dodoma airport in Tanzania.

A port capacity expansion project in Burundi supports the Central Africa's Great Lakes bid to increase maritime traffic as part of a multimodal transport mix for passengers and fret. The project is part of a lake-wide development initiative supported by the Bank from the project preparation phase.

In addition to several transport projects which contained urban green growth components, one project was dedicated to planning for Urban Development of Greater Banjul in the Gambia.

Over 91% of financing was in the form of loans from the Bank. The rest of financing came in the form of grants. The Ethiopia-Djibouti Road project alone attracted substantial grants totalling over USD 100 million.

In terms of regional distribution, the four largest projects approved in 2019 were all located in East Africa. Between them, the four projects accounted for half of the total

amount of financing by the Bank in the transport sector in 2019 (USD 1.1 billion). The road and airport constructions pertaining to these projects will be in Kenya, Tanzania and Uganda. The East Africa region took the lion's share of project funding. In total, the seven projects financed in East Africa covered 64% of Bank infrastructure project financing in 2019.

24% of the USD 2.2 billion of approvals in 2019 was allocated to projects in Central Africa, the largest being the second phase of an on-going road project in North Western Cameroon.

West Africa and Southern Africa accounted for 8% and 4% respectively of the remaining financing in 2019.

To promote regional integration ambitions, six projects aimed at facilitating trade and movement of people across borders.

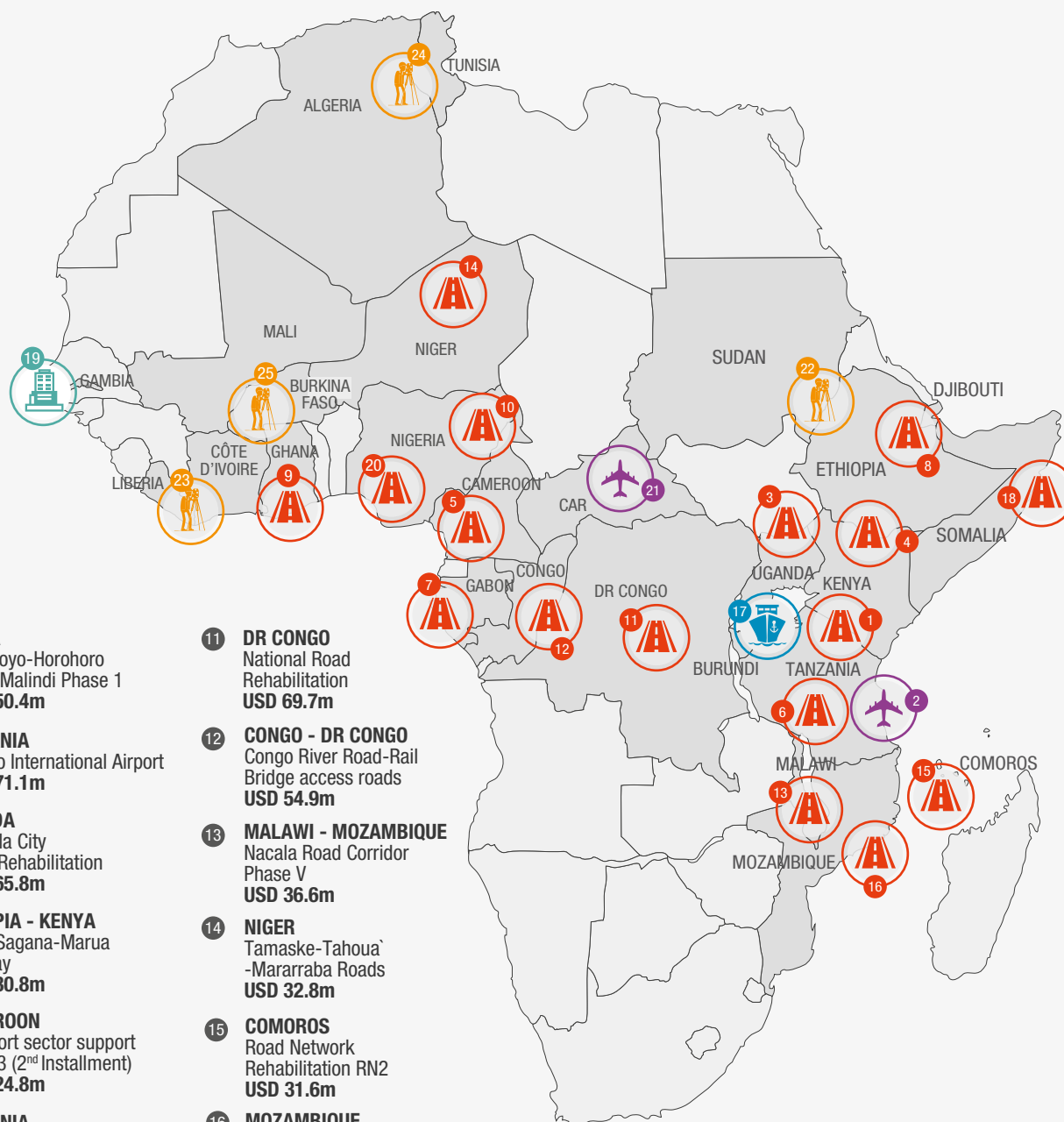
- Kenya and Tanzania
- Mozambique and Tanzania
- Mozambique and Malawi
- Ethiopia and Djibouti
- Gabon and the R. Congo
- R. Congo and the DR.Congo

Also in favour of regional integration, the NEPAD-IPPF financed four new project preparations, of which two in the transport sector and two new projects in the energy sector for a total of USD 5.37M.

Each project supported by the Bank contained components for ancillary works which promote green and inclusive growth and provide training and job opportunities for women and youth in the project area. As a result, over nine million people living in the vicinity of the roads will experience a direct improvement in their quality of life as the infrastructure financed in 2019 takes shape: more affordable and faster travel, lower fret and trading costs, and opportunities for sustainable and equitable social and economic development.

\* Figures exclude ICT projects, formerly part of the Bank's Infrastructure and Urban Development Department.

# 2019 Project Lending



- 1 **KENYA**  
Bagamoyo-Horohoro  
Lunga-Malindi Phase 1  
USD 350.4m
- 2 **TANZANIA**  
Msalato International Airport  
USD 271.1m
- 3 **UGANDA**  
Kampala City  
Roads Rehabilitation  
USD 265.8m
- 4 **ETHIOPIA - KENYA**  
Kenol-Sagana-Marua  
Highway  
USD 230.8m
- 5 **CAMEROON**  
Transport sector support  
Phase 3 (2<sup>nd</sup> Installment)  
USD 224.8m
- 6 **TANZANIA**  
Dodoma City Outer  
Ring Road  
USD 180m
- 7 **GABON**  
Infrastructure sector  
support Phase 1  
USD 151.4m
- 8 **ETHIOPIA - DJIBOUTI**  
Transport Corridor Phase 1  
USD 102.1m
- 9 **GHANA**  
Eastern Corridor Road  
USD 80.3m
- 10 **NIGERIA**  
Ebonyi State Ring Road  
USD 70.0m
- 11 **DR CONGO**  
National Road  
Rehabilitation  
USD 69.7m
- 12 **CONGO - DR CONGO**  
Congo River Road-Rail  
Bridge access roads  
USD 54.9m
- 13 **MALAWI - MOZAMBIQUE**  
Nacala Road Corridor  
Phase V  
USD 36.6m
- 14 **NIGER**  
Tamaske-Tahoua  
-Mararraba Roads  
USD 32.8m
- 15 **COMOROS**  
Road Network  
Rehabilitation RN2  
USD 31.6m
- 16 **MOZAMBIQUE**  
Mueda-Negomano Road  
Upgrade Phase 2  
USD 26.8m
- 17 **BURUNDI**  
Lake Tanganyika  
Rehabilitation-Bujumbura Port  
USD 26.1m
- 18 **SOMALIA**  
Road Infrastructure  
Programme  
USD 16.9m
- 19 **GAMBIA**  
Greater Banjul Area SUDP  
USD 3.0m
- 20 **NIGERIA**  
Abia State IIDP Preparation Study  
USD 1.7m
- 21 **CENTRAL AFRICAN REPUBLIC**  
Bangui-Mpoko Airport Modernisation  
USD 1.5m
- 22 **EAST AFRICA**  
Standard Gauge Railway  
Connecting Ethiopia And Sudan  
USD 3.2m
- 23 **WEST AFRICA**  
Côte d'Ivoire -Liberia Interconnection  
USD 1.88m
- 24 **NORTH AFRICA**  
Corridors Study: Algeria-Tunisia borders  
USD 1m
- 25 **WEST AFRICA**  
Ghana-Burkina-Mali Power  
Interconnection Phase II  
USD 0.61m

**LEGEND**

-  Road
-  Air
-  Project preparation
-  Port
-  Urban Development



# 2019 Lending Breakdown

**21**  
**PROJECTS**  
APPROVED

**USD 2.2**  
**BILLION**



2 148 km of road construction and rehabilitation in 16 countries, including 650 km of transnational roads of which a project initiating a new road corridor between Ethiopia and Djibouti.



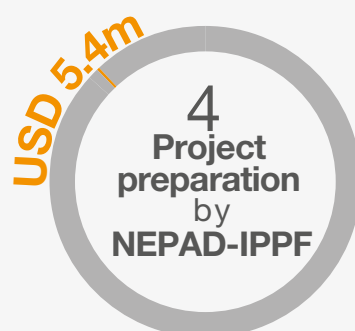
The new international airport in Dodoma: an important evolution for Tanzania's administrative capital and continued efforts to meet International air safety standards.



25 000 TEU container capacity and 15 000 ferry passengers on Lake Tanganyika, improving the regional integration of Burundi.



A Digital masterplan for Greater Banjul which focuses on green growth and environmental protection.



1 road project , 1 railway project  
2 energy projects

# Road Corridors for Mobility and Opportunities



**650 km**  
of multinational  
roads approved  
in 2019

Road corridor constructions in Africa reduce transport and logistic costs and promote cross-border trade and regional integration.

## Road corridor sections approved by the Bank in 2019

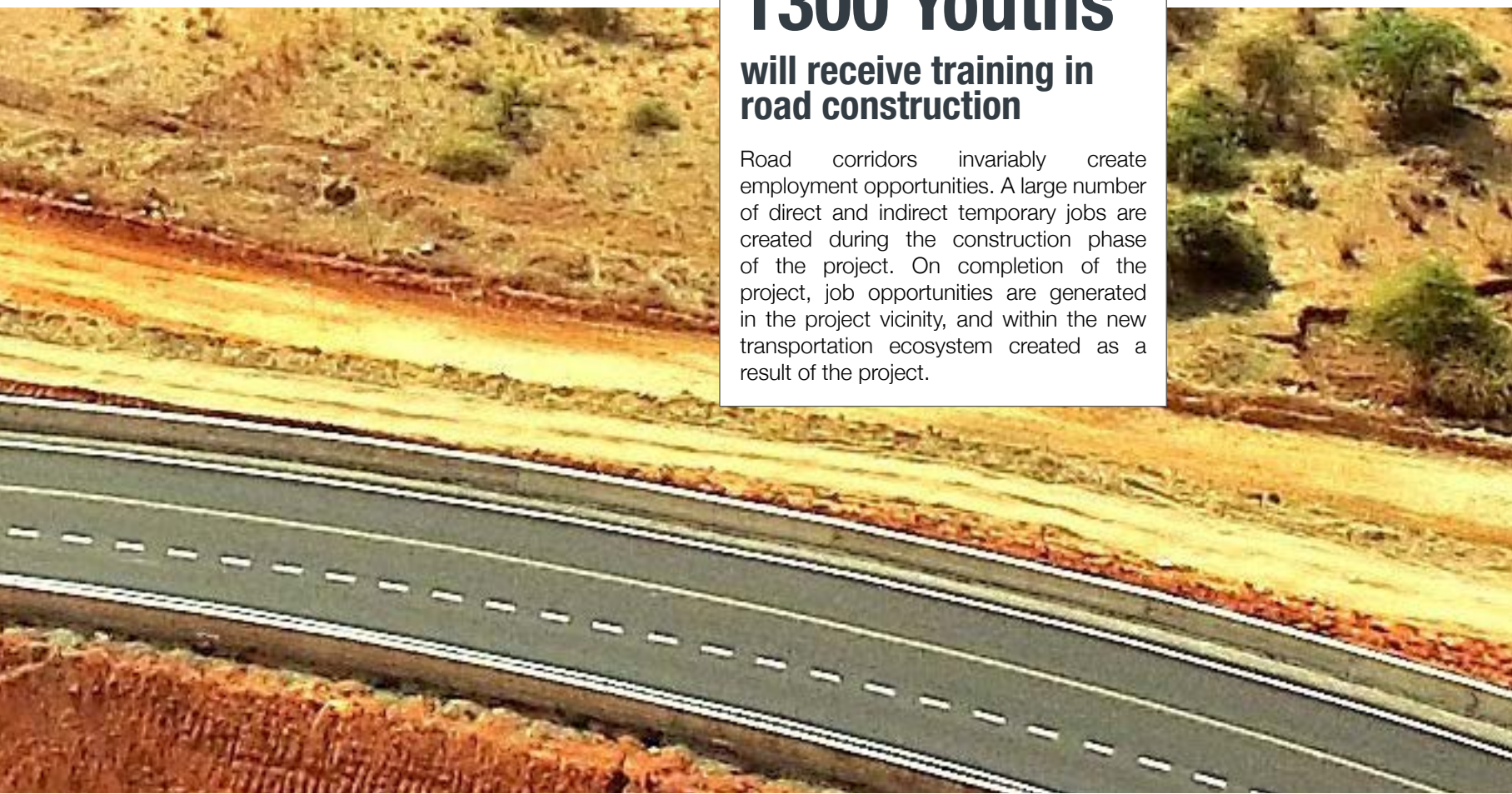
**Nigeria:** Construction of 178km of road which will serve as an international link between Ebonyi State and the Republic of Cameroon. The road links to the Enugu – Bamenda Road Corridor which was supported by the Bank and completed in 2013, thereby facilitating interstate mobility in Nigeria.

**Ghana:** 69km of road heading North from Ghana's ports to the region's landlocked countries on the Eastern Corridor route. Ghana has the ambition to become the Transportation and Logistic Hub of West Africa – 15,452 km of trunk roads run through the country connecting the region. The Bank's interventions include funding for Inter-Agency Coordination and Corridor Coordination with Burkina Faso and Mali.

**Gabon:** 49km of road on the Trans-Gabonese corridor towards the South, providing a gateway to the Republic of Congo. The project complements works underway in Congo between Dolisie and Ngongo on the Gabon/Congo border, part of the ECCAS Consensual Master Plan for Transport in Central Africa.

**Ethiopia-Djibouti :** 60km of a new 4-lane highway, part of the Ethiopia-Djibouti Transport Corridor Project. Imports and exports to Ethiopia represent around 80% of the activities of the ports of Djibouti. The Bank is an active partner in the Ethiopian transport sector and a co-financer in the development of the Ports of Djibouti.





## 1300 Youths will receive training in road construction

Road corridors invariably create employment opportunities. A large number of direct and indirect temporary jobs are created during the construction phase of the project. On completion of the project, job opportunities are generated in the project vicinity, and within the new transportation ecosystem created as a result of the project.

**Kenya:** Construction of 84km of road on the Trans-Africa Highway No. 4 (TAH-4) towards the border with Ethiopia. The Bank has already financed a significant part of the TAH-4 in the region : 800 km in Kenya, 300 km in Tanzania and 700 km in Ethiopia.

**Tanzania and Kenya:** 175km of road which runs along the Indian Ocean coast and bridges the link between the Northern and Central corridors which serve the ports of Mombasa and Dar es Salaam, respectively. The road is a priority project under PIDA and prioritized in the Bank's Eastern Africa Regional Integration Strategy.

**Mozambique:** 35km in the North of Mozambique complements the already constructed Unity Bridge on the border with Tanzania towards the ports of Pemba in Mozambique and on the Mtwara Development Corridor. 500 construction job opportunities will be created, with a target of 15% of these to be taken up by women. The road will create 50 permanent jobs, of which 10 reserved for youth.

**Malawi:** 55 km of road in Phase V of financing of the Nacala Corridor complements previous projects which have enabled over 1000km of road along the strategic corridor since 2009, in Zambia, Malawi, and Mozambique. The current project will create 400 jobs.

# 2019 Project Design Highlights

Transportation and urban development projects should be properly structured technically, economically, legally and commercially to ensure sustainability. As part of the Bank's drive for sustainable and inclusive development, the projects presented to the Board combine due diligence with best practices and expertise in new environmental trends. In 2019, the Bank pursued its efforts in mobilizing resources on behalf of its regional member countries and applying innovative responses adapted to the context of each project. The highlights of this year's project design reflect the focus on partnerships as well as cutting-edge solutions for sustainable development with green growth.

## Emphasis on Partnerships PAGODA, the EU Africa Investment Platform

In November 2019, The Bank and the European Union shook hands on a renewed commitment to unlock hundreds of millions in financing for African infrastructure and development needs. Collaboration between the two institutions also puts strong focus on de-risking projects in Africa, providing equity, guarantees and other types of non-grant support.

On behalf of recipient countries, the Bank acts as an administrator of projects financed by the European Union under PAGODA, an agreement concluded within the framework of the Africa Investment Platform (AIP) under the 11th European Development Fund.

The successful conclusion of 5 infrastructure projects in 2019 showcases the Bank's role in leveraging partner institutions to achieve greater development impact.

2019 Project	Amount MUSD
Nacala Phase V	47.2
Somalia Road Infrastructure Programme	42.2
Senegambia Bridge	17.5
Lake Tanganyika	21.7
Bagamoyo Lunga Malindi	33.1
<b>TOTAL EU contribution</b>	<b>161.9</b>

### The Nacala Road Corridor - Support for the Mozambican Government

In consultation with the Mozambican government, the Bank applied for an EU grant to supplement resources for two distinct phases of financing of the Nacala Road Corridor Development. The Bank and the EC signed a delegation agreement to define the activities entrusted to the Bank and lay down the rules governing the transfer of the EU's contribution. The Bank finalized 2 separate financing agreements from the EU-AIP in June and November 2019, totalling USD47.2M to be disbursed under a grant agreement with the Government of Mozambique.

### The Senegambia Bridge - Continued Support for Transnational Traffic

Funding has been allocated to improve the sustainability of the Bank's achievements in financing the Senegambia bridge, commissioned in 2018. The PAGODA grant to the Senegambia bridge improvement project is a financing of EUR 16million awarded in 2019 that is exclusively intended for the strengthening of the 24 km of connecting roads between Farafenni and Senoba.

The Bank administers the AIP grant for the works, applying its own accounting, internal control and audit procedures, which have been positively assessed by the EC. The Bank will also apply its procurement policy and procedures. The grant mobilized from the EC by the Bank will make it possible to upgrade the approach road to prevent deterioration due to the increase in road traffic induced by the bridge.







## Focus on Integrated Urban Planning, Climate Change and Green Growth

Every financing proposal submitted to the Board contains mitigation measures to reduce environmental impacts. Examples of affirmative actions for the environment in 2019 include:

### Greenhouse Gas Reduction

As part of the multinational Kenya-Tanzania road project, the planting of trees along the project roads and within the degraded areas inside Saadani National Park (Tanzania) and forest mangroves (Kenya) is planned to support ecological resilience and carbon sequestration. In total, 200 ha of trees will be planted and will result in more than 60,000T of CO<sub>2</sub> sequestered over a 40-year period. Secondly, provision of non-motorized transport facilities and smart energy efficient street lightings in urban sections will contribute to long-term GHG emissions reduction goals.

### Urban Green Growth

The Bank and UNIDO will collaboratively support the City of Dodoma towards Climate Change resilience through studies for a rapid bus transit and other energy efficient urban infrastructure.

In Kampala, the project includes eco-buses and a green bus route aimed at de-carbonizing mobility solutions in the city. It also includes the provision of 1,600 energy efficient streetlights in the city and 123km of pedestrian sidewalks.

### Climate Change Resilience - Prevention of Flooding

In the Comoros Islands, climate change engenders potential risks including fiercer cyclones, rising sea-levels, sea-water encroachment and abundant rainfall. The road project will build climate resilience through the construction of coastal protection structures. Existing infrastructure will be modified to enhance climate resilience by protecting bridge structures from stripping and abrasion, raising the elevation of the road, increasing the solidity of retaining walls and strengthening bridge structures.

For the Dodoma Ringroad project in Tanzania's administrative capital, the low-lying nature of the terrain makes climate risk such as flooding problematic on some sections of the project. The project will support the City of Dodoma to integrate biodiversity and ecosystem values in urban planning. It will also assist in the restoration of degraded urban land and sustainable land management with funding for reforestation of the Dodoma city hill ranges, drainage system improvements to control rainwater runoff and soil erosion, and tree planting on the ring road embankments. Other components include the management of Dodoma's natural capital and development of green space recreation parks.

## Emphasis on Project Preparation

The New Partnership for Africa's Development Infrastructure Project Preparation Facility (NEPAD-IPPF) Special Fund, hosted by the Bank's Infrastructure and Urban Development Department, plays a catalytic role in mobilizing resources for preparation of regional projects and programs.

### Preparing Complex Regional Projects

In 2019, the IPPF completed 3 studies for important road corridor projects that the Bank has financed in several stages, due to the complexity and scale of multinational transport projects. These are:

- 1.** The project preparation study of the North-South Corridor Roads Rehabilitation aims to improve the regulatory environment on the corridor for subsequent financing rounds.
- 2.** The project preparation study of the Kampala - Juba - Addis Ababa - Djibouti Corridor intends to demonstrate the economic viability and thereby attract investment in the project to provide South Sudan and Northern Uganda with an alternative access to the Djibouti seaport.
- 3.** The project preparation study of the rehabilitation of selected road sections of the Central Corridor in Tanzania, Rwanda and Burundi Phase II intends to bring the project to bankability stage for subsequent financing. The project road will facilitate access to the port of Dar es Salaam for landlocked countries.

### Preparing the Bujumbura Port Project for Funding in 2019.

During 2019, the first phase of port rehabilitation of Lake Tanganyika was facilitated by IPPF project preparation. The Governments of Zambia and Burundi submitted a request to the Bank in 2013 for grant financing of a project preparatory study to rehabilitate and modernize Mpulungu Port and Bujumbura Port on Lake Tanganyika.

The IPPF intervention aimed to produce an optimum engineering design for a rapid return on investment. Specifically, the study identified specific rehabilitation and modernization plans, analyzed the technical and economic viability, carried out an environmental and social impact assessment, and prepared a detailed engineering design and tender documents. The output of the study, completed in January 2019, has contributed to the Lake Tanganyika Transport Corridor receiving project funding from the Bank in 2019.





# Emphasis on Preventing Road Accidents and Fatalities in Africa

Road safety is one of the priority areas in the Bank's Infrastructure and Urban Development Department. During 2019, the Bank's road safety interventions were both in the form of knowledge sharing to strengthen institutional capacity and at operational level, with road safety audits and sensitization for communities living near road projects.

## Urban Road Safety 2019 : Tanzania

The Dodoma Ring-road project in Tanzania features traffic calming and safety measures like rumble strips designed for 50km/h and repeated every 250m at the beginning of a village section; raised pedestrian crossings at local schools; standard bus bays and terminal points to provide a safe place for passengers to alight and board from public transport; 2m wide sealed shoulders on either side of the road to be used as pedestrian walkways and for cyclists/Non-Motorized Transport (NMTs); and security lights.

## Rural Road Safety 2019 : Gabon

The Road Improvement project in Gabon includes a study to update the *Strategic Road Safety Plan* and road safety audits on certain highly accident-prone asphalt sections, including Lambaréné-Mouila (190 km), Mouila-Ndendé (75 km) and Ndendé-Tchibanga (85 km). Firms contracted for road works will be required to apply the required standards relating to signage and road safety features. The project also incorporates road safety awareness campaigns targeting users and the local communities.



Road safety sign on the Léyou-Lastoursville road in Gabon







## Infrastructure and Urban Development

# Description of Projects Funded in 2019

① <a href="#">Multinational: Bagamoyo-Horohoro/Lunga-Lunga-Malindi Road Phase I</a>	P 18
② <a href="#">Tanzania: Msalato International Airport Construction</a>	P 20
③ <a href="#">Kampala City Roads Rehabilitation</a>	P 22
④ <a href="#">Kenol-Sagana-Marua Highway Improvement</a>	P 24
⑤ <a href="#">Cameroon Transport Sector Support - Phase III</a>	P 26
⑥ <a href="#">Tanzania: Dodoma City Outer Ring Road</a>	P 28
⑦ <a href="#">Gabon Infrastructure Sector Support - Phase I</a>	P 30
⑧ <a href="#">Multinational: Ethiopia-Djibouti – Transport Corridor, Phase I</a>	P 32
⑨ <a href="#">Ghana: Eastern Corridor Road Development Programme</a>	P 34
⑩ <a href="#">Nigeria: Ebonyi State Ringroad</a>	P 36
⑪ <a href="#">DRC – National Road No.1 Rehabilitation Kinshasa/Ndjili-Batshamba Section</a>	P 38
⑫ <a href="#">Multinational DRC-Congo: Access Roads to the Road-Rail Bridge over the Congo River</a>	P 40
⑬ <a href="#">Multinational – Nacala Road Corridor Development Project Phase V</a>	P 42
⑭ <a href="#">Niger: Tamaske-Tahoua And Tamaske-Mararraba Roads Development</a>	P 44
⑮ <a href="#">Comoros: Road Network Rehabilitation - RN2 (Moroni – Fomboumi)</a>	P 46
⑯ <a href="#">Multinational: Mueda–Negomano Road Upgrading Phase II</a>	P 48
⑰ <a href="#">Multinational: Lake Tanganyika Transport Corridor Development</a>	P 50
⑱ <a href="#">Somalia: Road Infrastructure Programme</a>	P 52
⑲ <a href="#">Digital Masterplan and Capacity Building Programme for the Greater Banjul Area</a>	P 54
⑳ <a href="#">Bangui-Mpoko International Airport Modernisation Support Project-Phase I</a>	P 56
㉑ <a href="#">Abia State Integrated Infrastructure Development Preparation Studies</a>	P 58
㉒ <a href="#">Standard Gauge Railway connecting Ethiopia and Sudan</a>	P 60
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㉔ <a href="#">Ghana-Burkina-Mali Power Interconnection Phase II</a>	P 62
㉕ <a href="#">Côte d'Ivoire-Liberia Interconnection</a>	P 63





## Multinational: Bagamoyo – Horohoro/Lunga-Lunga - Malindi Road Phase I

A strategic coastal route linking ports and enhancing regional integration.

**Project Team Leader :** Zerfu TESSEMA, Chief Transport Engineer

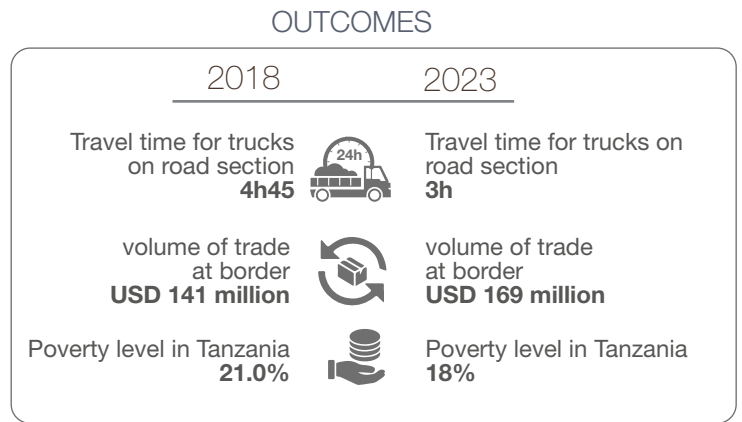
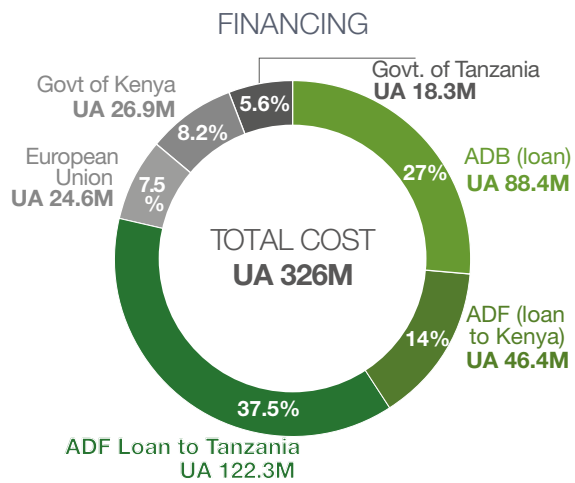
Poor infrastructure has been identified by the Governments of Tanzania and Kenya as one of the major constraints to regional integration and broader socio-economic development for both countries.

The project road is a strategic coastal trade route. It will constitute a link between the Northern and Central corridors, which serve the region's busiest ports of Mombasa and Dar es Salaam respectively. Complementary soft components of the project, in the form of a trade and transport facilitation study, aim at optimising the benefits of regional integration afforded by the coastal road. The study will identify key constraints to trade, bottlenecks affecting transit time and overall corridor efficiency. In particular, the study will prioritise the preparation of a coordinated border management system at the Lunga Lunga/Horohoro border post.

In Kenya, 83% of the local population live and work within the traverse area and are therefore the primary stakeholders to the Road Project. In Tanzania, most of the community members in the area of influence are small-scale farmers. An estimated 3 million people in the two countries will benefit from this project, in addition to regional traders and the tourist industry.









## Tanzania: Msalato International Airport Construction

Support for the development of Dodoma as a modern administrative capital.

**Project Team Leader :** Romain EKOTO, Chief Aviation Officer

Dodoma city is currently served by a small airport with an annual capacity of 50,000 passengers, located within the city and which operates only domestic flights via small aircrafts. Since the transfer of all ministries and key government agencies to Dodoma, population growth is higher than the national average, due both to the relocation of public servants and to others who relocate to take advantage of employment opportunities in supporting services. Consequently, travel out of Dodoma airport has increased faster than the national average at 13 percent annually.

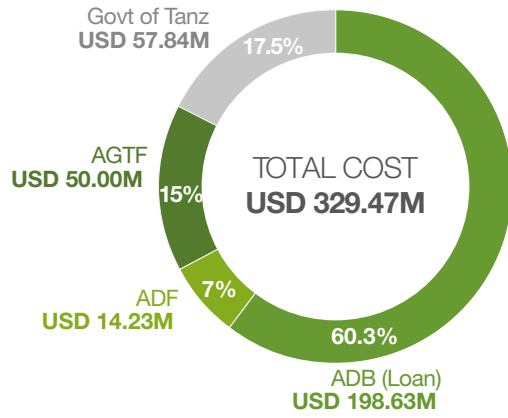
The Government of Tanzania has prioritized the construction of the new Msalato International Airport (MSIA) to stimulate business and economic development. It is projected that travel demand will exceed 200,000 passengers annually by 2023. The works financed include a new Terminal building, a Runway, taxiways with NAVaids/AGL, a control tower, access road and fence.

The airport is set to benefit an estimated regional population of more than 200 million people in East Africa and the international trade networks including business travellers and tourists.



A computer-generated image of the future Msalato International Airport in Dodoma, Tanzania.

### FINANCING



### OUTPUTS

- New terminal building**
- 3600m runway**
- Control Tower**
- Taxiways**
- 100 staff trained**

### OUTCOMES

2019	2024
Airline passengers at Msalato <b>46 500 Pax/year</b>	Airline passengers at Msalato <b>200 000 Pax /year</b>
<b>153 tons</b> of freight / year	<b>800 Tons</b> of freight / year
	<b>1200 direct jobs and 3000 indirect</b>







## Kampala City Roads Rehabilitation

The project will modernize the transport network in the Ugandan capital city, improving mobility, productivity and quality of life for the population.

**Project Team Leader :** George Makajuma, Principal Transport Engineer

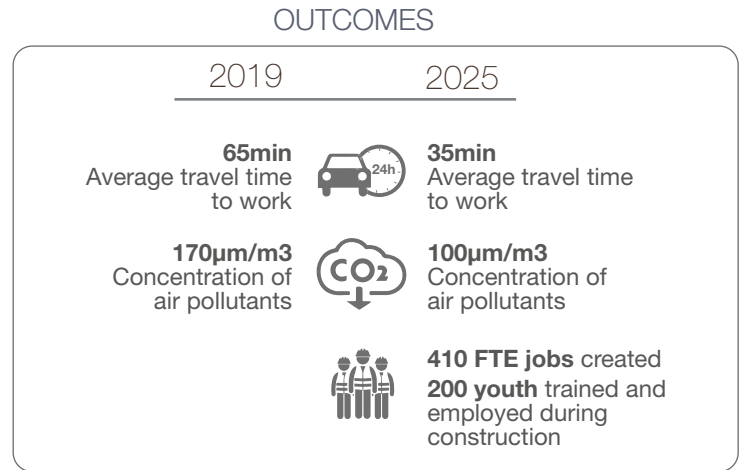
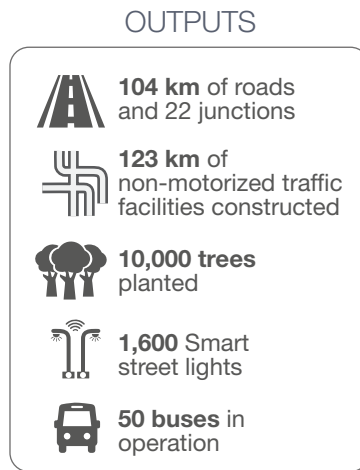
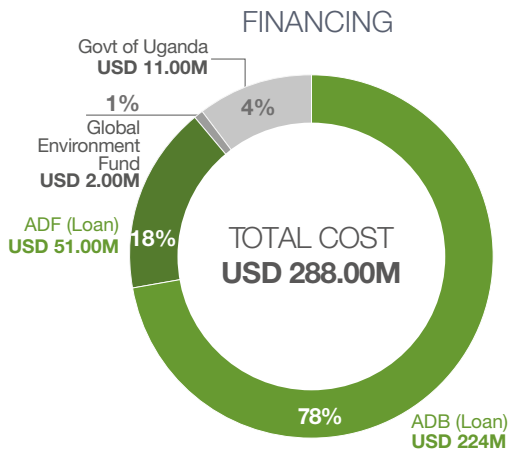
Kampala has a road network of 2,110km out of which only 30% is paved. Congestion and competing minibuses and motorbike taxis on the poor road network have increased accident risk and degraded air quality. In parallel, the concentration of industries in Kampala is driving demand for infrastructure improvements which will increase productivity and spur economic growth. Authorities are unable to keep pace with the required capital investments and insufficient capacity for planning, operating, and maintaining urban infrastructure and services.

The Kampala City Roads Rehabilitation Project (KCRRP) aims at improving the road network for cars and pedestrians, and at deploying pilot dedicated public transport routes coupled with the introduction of environmentally friendly hybrid buses. Institutional support under the project aims to build capacity in development and management of green infrastructure, sound planning of schemes and sustainability of public investments.

The improved transport network in the capital city is poised to strengthen foundations for higher productivity for Kampala's 1.6 million people, including commuters, businesses, and transporters, while ensuring better access to basic infrastructural services. It is further expected to foster a conducive environment for foreign direct investments.



This computer-generated image shows the future layout of bus lanes and facilities for public transport in Greater Kampala.







## Kenol-Sagana-Marua Highway Improvement

A sustained effort towards efficient and safe mobility in the Mount Kenya region.

**Project Team Leader :** Zerfu TESSEMA, Chief Transport Engineer

Part of the Mombasa - Nairobi - Addis Ababa Highway, the existing section of the project road is a two-lane asphalt road, which is congested and unsafe. The road links the capital Nairobi to some of the commercially and agriculturally prosperous localities in the Mount Kenya region. It serves as a gateway to the landlocked countries of Uganda, Rwanda, Burundi, the Democratic Republic of the Congo and South Sudan, and also serves Ethiopia via the border town of Moyale.

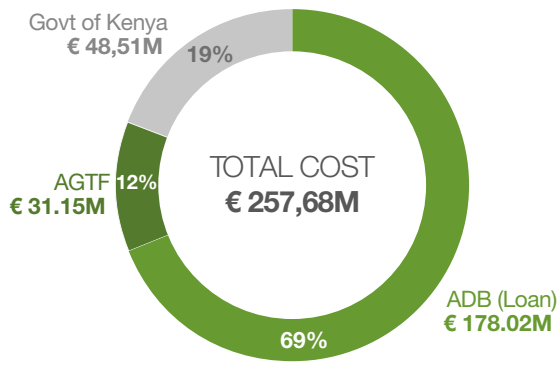
The Bank has already financed a significant portion of the Mombasa - Nairobi - Addis Ababa Highway. The construction work will result in a 4-lane highway, with two interchanges and numerous road safety facilities. Tree planting and complementary social activities are also an integral part of the project.

The main beneficiaries are the 2 million inhabitants of the five counties crossed, and in particular the traders and farmers of the area, who will gain better access to national, regional and international markets.

Marsabit, Kenya, on the Nairobi-Addis Ababa Highway.



## FINANCING



## OUTPUTS



## OUTCOMES

2019

2024

Truck journey time:  
Kenol to Marua  
**1.9 hours**



Truck journey time:  
Kenol to Marua  
**1.4 hours**

Gross product in  
project area :  
**1.98 billion USD**



Gross product in  
project area :  
**2.37 billion USD**



Karatina

5 counties crossed :  
Muranga, Machakos, Embu,  
Kirinyaga and Nyeri  
Population >3.5 million

Road surface  
doubled from 1 lane  
each way to 2 lanes

Sagana



Makutano Interchange

Kenol Town



## Cameroon Transport Sector Support - Phase III

This second installment of Phase III to improve conditions in the North West and add a transport link to Nigeria.

**Project Team Leader :** Pierre MORE NDONG, Principal Transport Engineer

The population of the programme area in the North West of Cameroon is estimated at 1.7 million, with a growth rate of 1.9%. About 62% of the population is aged below 20 years. The region lacks transport links for the growing population to trade with neighbouring Nigeria.

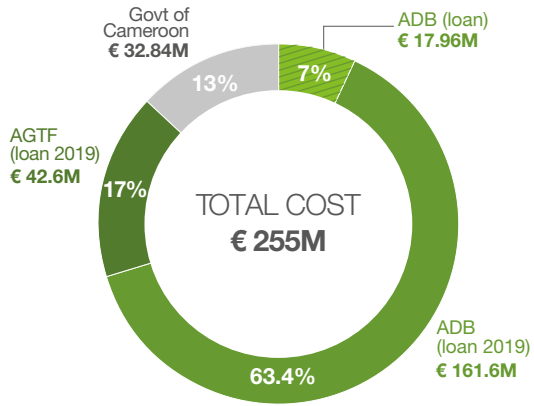
The Bank is financing 280 kilometres of the 365 km road loop. Works in this phase include the MisajeDumbo border section, linking Cameroon to Nigeria. This second instalment and the AGTF loan approved in 2019 are allocated to the works of the sections of the main road and urban roads; and support for the employability of youths in the project area.

Upgrading the ring road will contribute to diversifying the economy and opening up opportunities with neighbouring Nigeria. The annual average daily traffic on the ring road sections is projected to increase by 5% per year, to reach 2000 vehicles by 2022.





## FINANCING



## OUTPUTS



**280 km** of road,  
**36 km** of urban  
road networks and  
**206 km** of access  
roads



**2,500 jobs**  
on construction  
sites

## OUTCOMES

2018

2024

**300 veh/day**  
Average traffic



**1000 veh/day**  
Average traffic

**XAF 500/km**  
Vehicle operating  
costs



**XAF 300/km**  
Vehicle operating  
costs

**52%** of women  
below the income  
poverty line



**30%** of women  
below the income  
poverty line



NIGERIA

CAMEROON

NIGERIA

CAMEROON

Misaje

Nkambe

Kumbo

Bamenda



## Tanzania: Dodoma City Outer Ring Road

Inclusive and green growth in urban development plans for the city of Dodoma.

**Project Team Leader :** Jeremy Bassy AGUMA, Principal Transport Economist,

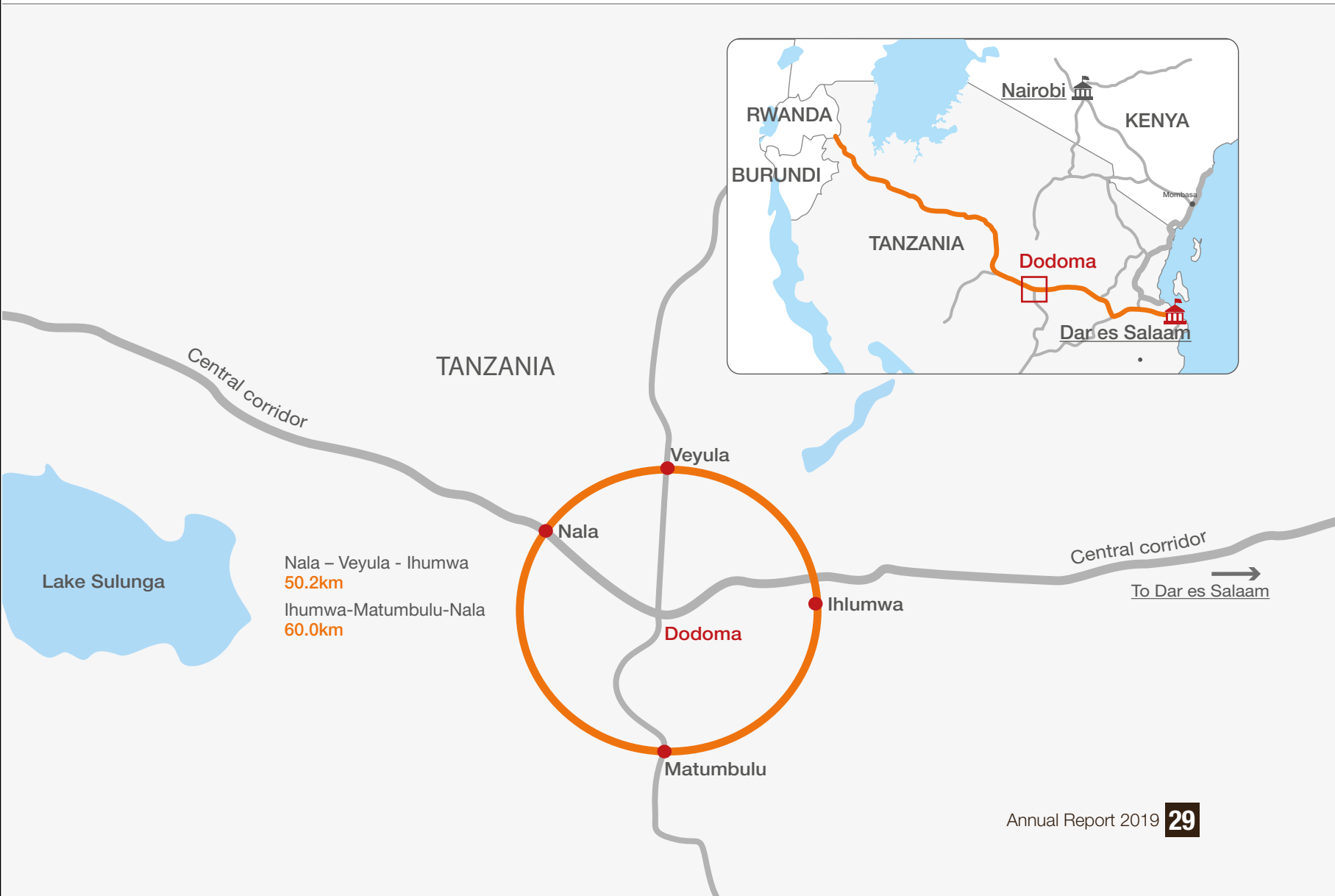
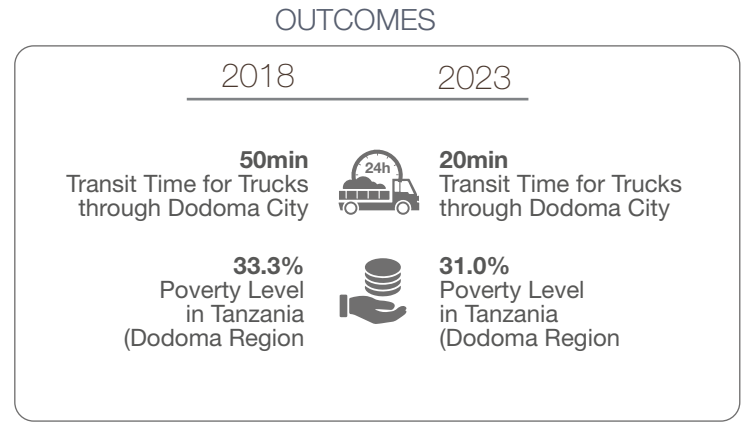
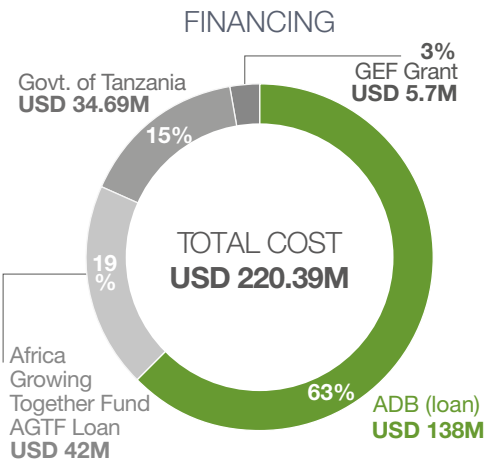
Dodoma is the new administrative capital of Tanzania. The city is experiencing rapid urbanization, increased motorization, and increased transit of goods, all of which are driving the need for coherent urban development

The project involves construction of a new bitumen standard dual-carriage ring road (110.2km) around Dodoma City, drainage capacity improvement, roadside stops and dedicated amenities for truck drivers and other motorists, and other social amenities that include water sources, schools and health centres. A pilot road safety improvement around Dodoma City is also one of the other project interventions. Heavy vehicles will be diverted onto the Outer Ring Road to bypass Dodoma City centre. The project is economically viable with an EIRR of 35.4%.

Reduced transit times and less traffic congestion will consequently result in a reduction in greenhouse gas emissions and improve the quality of life for the 2.4 million people living in Greater Dodoma and surrounding regions. Tanzania's efforts to address climate change challenges go a step further. An Urban Development component of the project will contribute to improving urban planning and management. Part of the funds are reserved for greening Dodoma through tree-planting on embankments of the Ring Road, and other areas within the City.



The Dodoma Ring Road will alleviate current bottlenecks from transiting vehicles crossing the city. The road will feature road safety features such as cycle lanes and vegetal road separators, as shown in this digital image. Pedestrian crossings will be placed at the approach to roundabouts.







## Gabon Infrastructure Sector Support - Phase I

A strong contribution to economic development and regional integration

**Project Team Leader :** Augustin KARANGA, Chief Transport Economist

The potential of Ngounié Province as a contributor to regional economic integration is undermined by the poor state of the Doussala-Ndendé section on the Libreville - Congo Border Road. The main road concerned by this project, as well as most of the feeder roads, are not motorable, especially during the rainy season. Timber, mining, metallurgy and the agro-industry all suffer from the difficulty to-market. The precarious rural situation has led to massive population exodus to the cities and hence a decline in agricultural production. Consequently, Gabon relies massively on food imports, especially from neighbouring countries Congo and Cameroon.

Phase I consists of construction work which will contribute to the connection of the capital cities of Gabon and Congo. Studies will be conducted for the control of road investment costs and the future implementation of a corridor management system. Phase I also caters for urban development, with the construction of 21 km of roads and their related facilities in Libreville. The project will address the crucial need to open up production areas, improve mobility, diversify the economy, and reduce poverty for the population living along the Doussala-Dolisie corridor.

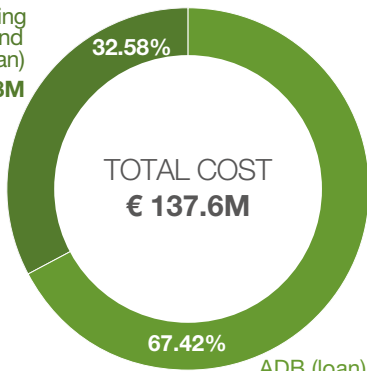
Main beneficiaries are the +100 000 inhabitants of Ngounié Province, with the 1 million population of Libreville also benefiting from the positive impact of the road.



This photo of road construction works financed by the AfDB on the Léyou-Lastoursville road in Gabon shows attention given to road safety. The new road project will provide a southern link to the national road network and a gateway to Congo.

### FINANCING

Africa Growing Together Fund AGTF (loan)  
€ 44.8M



ADB (loan)  
€ 92.8M

### OUTPUTS



49 km of road



19km of urban road network



2 bus stations



1 weighing station

### OUTCOMES

2018

2023



500 direct and indirect jobs created

10 hours

Travel time on the Libreville-Mouila-Ndendé-Doussala highway section



8 hours

Travel time on the Libreville-Mouila-Ndendé-Doussala highway section

25% Rural Accessibility Index\*



60% Rural Accessibility Index\*

\* The Rural Accessibility Index is the proportion of the rural population within 2 km of a road passable





## Multinational: Ethiopia-Djibouti Transport Corridor Phase I

The first stretch of a new Southern trade route to the Port of Djibouti.

**Project Team Leader :** Mumina WA-KYENDO, Chief Transport Engineer

The 900 km Addis Ababa-Djibouti corridor handles more than 90% of Ethiopia's imports and exports via Djibouti's ports and the Galafi border. Ethiopian trade accounts for around 80% of Djibouti port activities. The current northern corridor is long and degraded.

The project involves the construction of the first 60 km of a new 4-lane toll highway stretching 126 km from Adama to Awash on the alternative southern corridor, passing through the Dewele / Gaulile border post. This route will be 120 km shorter and reduce transportation costs and carbon emissions.

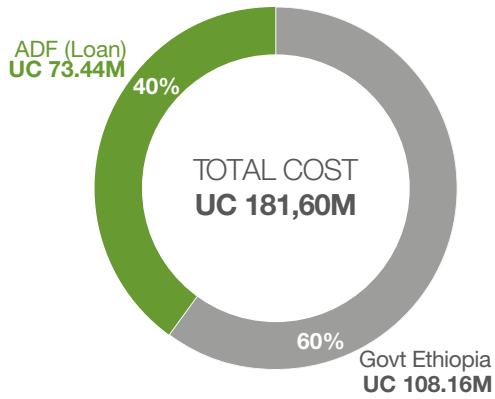
The beneficiaries of the project will be the 0.5 million people living in the project area on the Ethiopian side. Additional beneficiaries will be people working in agriculture, trade and import-export sectors, and include 3,000 truck drivers who cover the 900 km of road that connect Djibouti and Addis Ababa, as well as young people, who will benefit from more 95% of the job opportunities expected during the construction phase. Djibouti will benefit from the development of trade, port revenues, jobs as well as bankable projects, and improved capacity in the management of the transport sector.



The Adama – Awash expressway project is an extension of the existing Addis Ababa - Adama Expressway pictured here, and will have similar features.



FINANCING

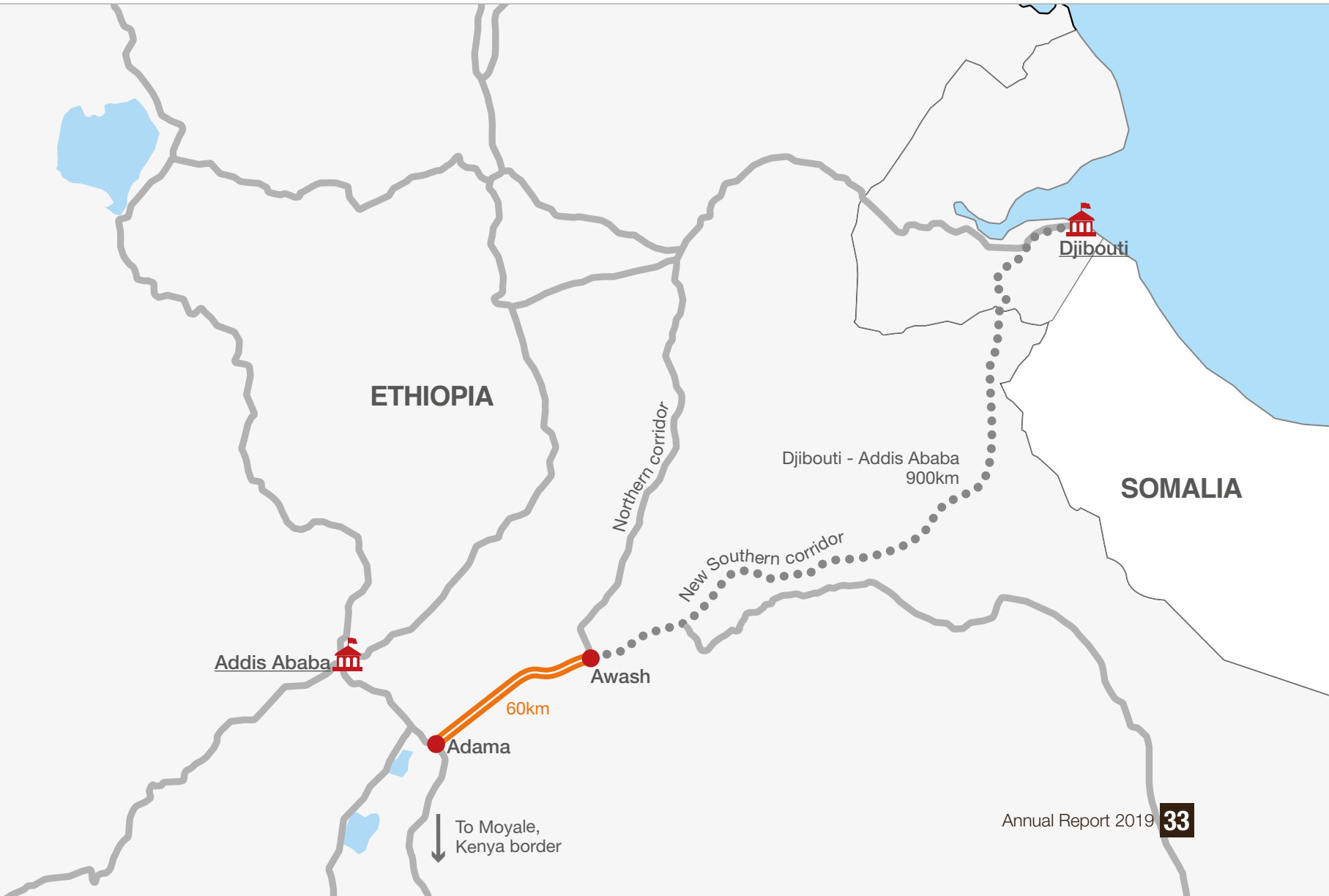


OUTPUTS



OUTCOMES

2019	2028
	50% of Ethiopian import/export transit through the border at Dedele
2 936 Average daily traffic	3 718 Average daily traffic
1.4 hours Journey time from Adama to Awash	1 hour Journey time from Adama to Awash





## Ghana: Eastern Corridor Road Development Programme

A strategic trade corridor from Ghana's coastal region to the hinterlands

**Project Team Leaders:** Mam Tut WADDA, Principal Transport Engineer and Sheila Akyea, Senior Transport Infrastructure Engineer

The Central Corridor which links Ghana's coast to the northern hinterland suffers chronic congestion, particularly in the urban zones it crosses. The Eastern Corridor provides a strategic alternative route.

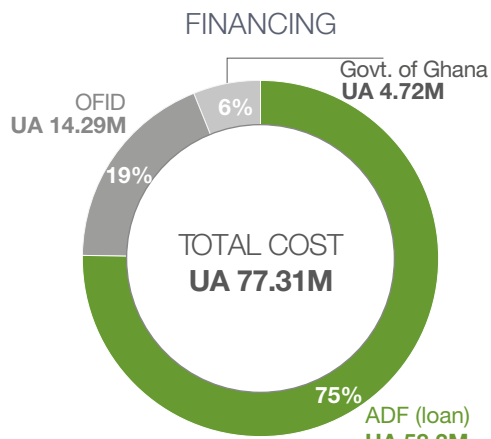
Phase 1 of the Eastern Corridor Road Development Programme includes road construction and civil works whilst incorporating community support activities. The project envisages to turn challenged rural areas along the road corridor into economically prosperous bread baskets. On completion, the roads will be tolled and axle weighing facilities will be provided to control overloading and contribute towards government's efforts to assure the sustainability of the road infrastructure.

The main objective of the project is to contribute towards an efficient transportation system that promotes Ghana's ports and corridors to enhance inclusiveness, stimulate socio-economic development and facilitate domestic and regional trade and integration. It will address the needs of an estimated 230,000 people and impact the lives of over 5.4 million inhabitants. From the outset, the project will address the human capital deficit in the construction sector by training over 500 youth (at least 40% female) in skills such as masonry, steel fixing and auto mechanics. Longer term job creation will be achieved through the support of District and Community Level Agro-Processing Facilities for women and youth.



The upgraded Ffulso-Sawla road has improved economic opportunities in the Northern Region of Ghana. The 2019 Eastern Corridor project aims to replicate the success.



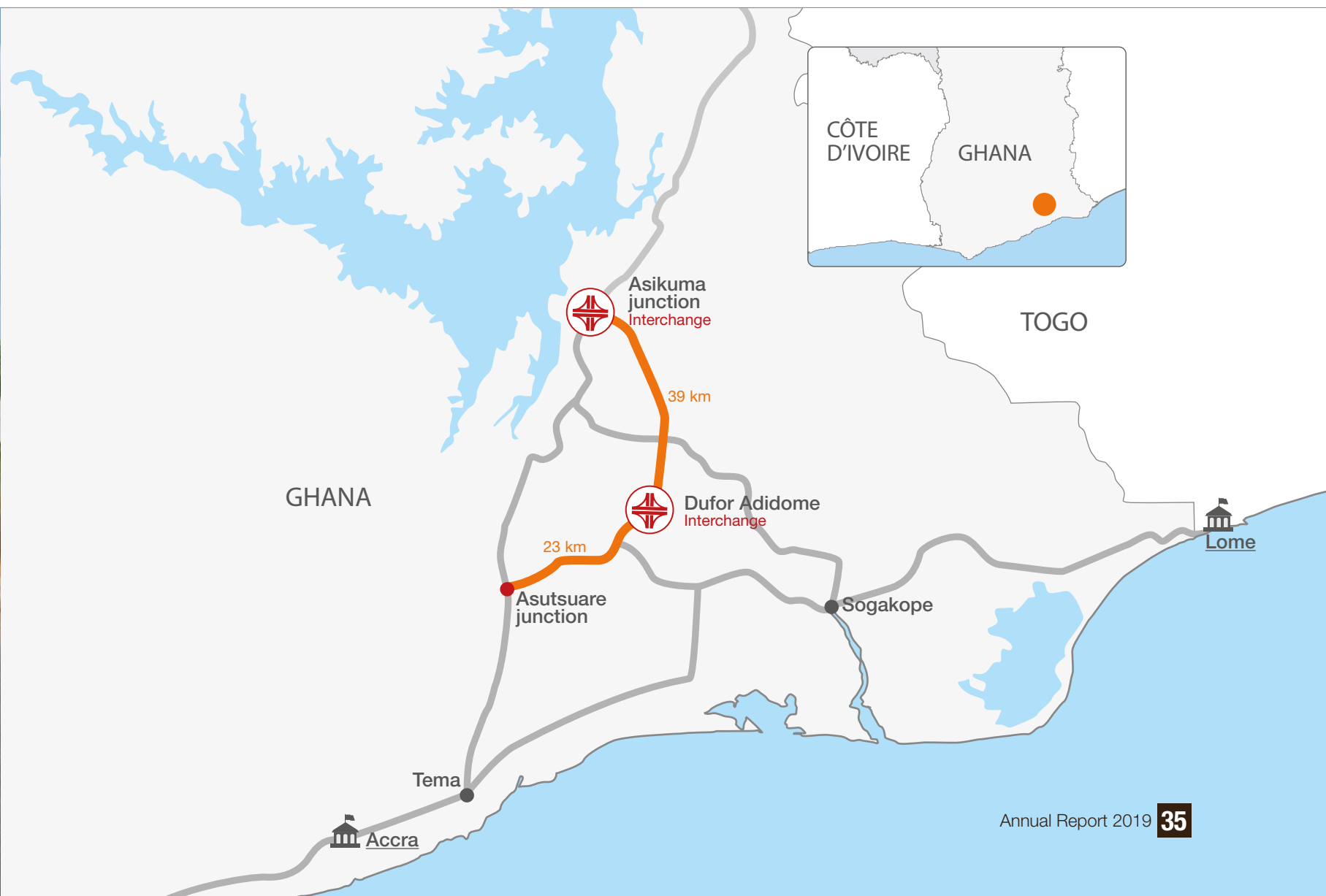


### OUTPUTS

- 62.1 km** of road, including 2 interchanges
- 1,500 (30% women)** receive TVET support and **500 youth (40% women)** benefit from Labour Intensive Public Works;
- 15 schools, 6 health facilities and 3 markets** constructed/rehabilitated

### OUTCOMES

2019	2024
<b>15 days</b> transit time	<b>9 days</b> transit time for goods between Ghana and Burkina Faso
<b>2 hours</b> Tema to Asikuma travel time	<b>1 hour</b> Tema to Asikuma travel time
	Road accident mortality rate <b>reduced by 40%</b>
	<b>1,500 direct jobs</b> (at least 30% women) during construction and <b>850 indirect jobs</b> (250 youth – at least 40% women).





## Nigeria: Ebonyi State Ringroad

A strong contribution to the agriculture sector and to the national economy.

**Project Team Leader :** Patrick MUSA, Senior Transport Engineer

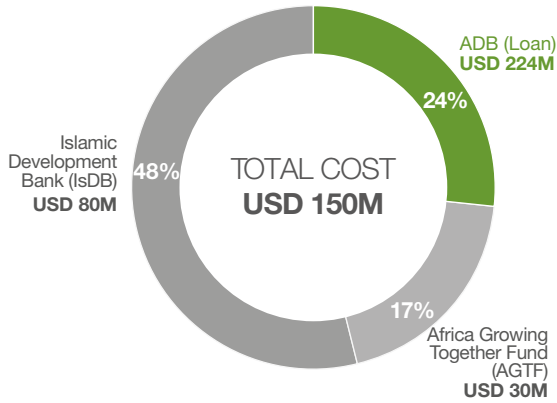
Ebonyi State is well known for the production of rice and cassava. Other cash crops produced in the region are yam, cashew nuts, palm oil, cocoa and rubber. There is a very high potential for improvement in agricultural productivity (1.12 MT annual yield of rice with a potential 1.375 million and 1.3 MT annual yield of cassava with a potential 2.1 million), yet the movement of agricultural produce is heavily impacted by the poor condition of the road. Most sections of the road have lost their asphalt surfacing, and some sections become impassable during the rainy season. The main form of transportation in most of the project areas is by bicycle and walking, resulting in spoilage at farm gate and en-route to markets.

In addition to rehabilitation and upgrade of the ringroad, the project contains a capacity building components and a Social Infrastructure component to stimulate opportunities and provide the population with the means to develop their commercial activities.

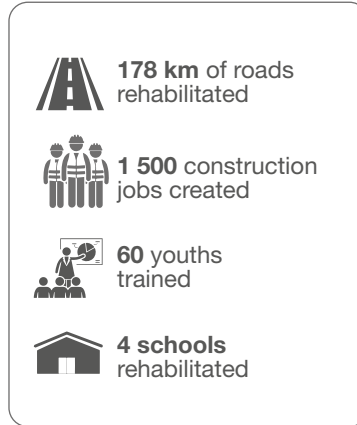
The road is expected to serve as an international link between Ebonyi State and the Republic of Cameroon, and to provide interstate access between Ebonyi, Benue and Enugu States. It will serve as a link connecting farming communities in the 13 Local Government Areas, accounting for 70% of the State population.



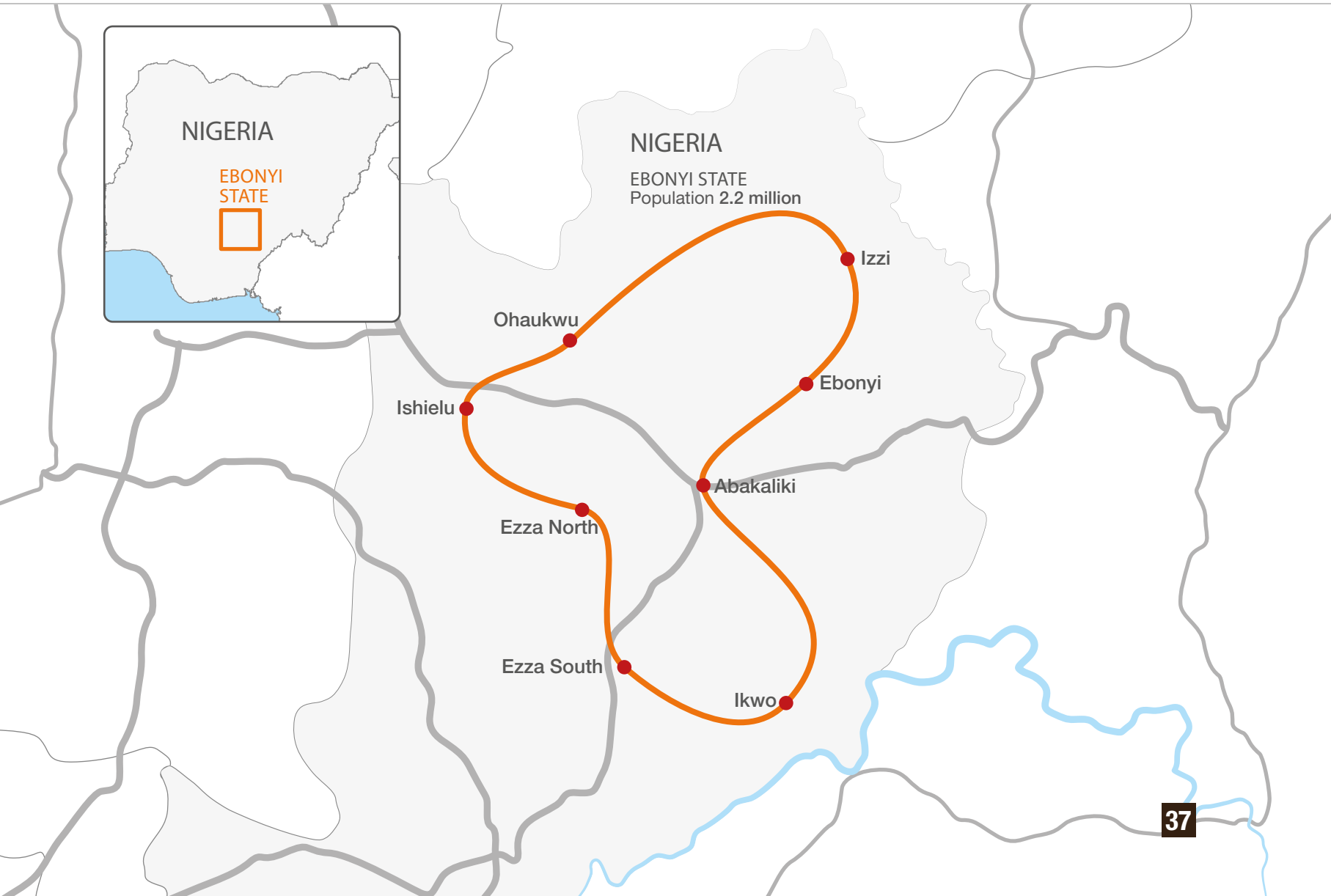
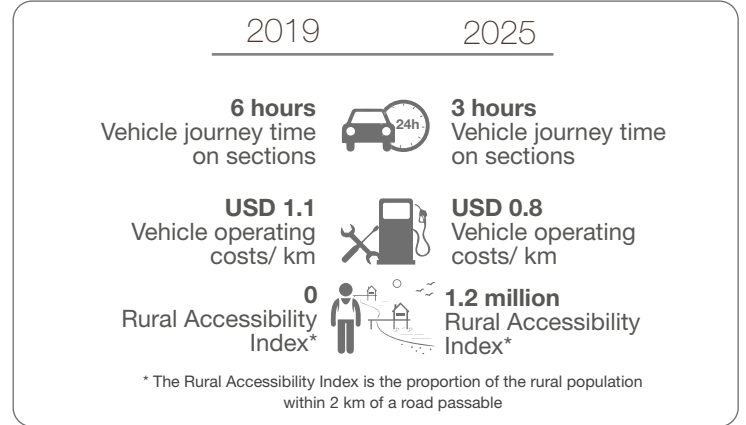
## FINANCING



## OUTPUTS



## OUTCOMES







## DRC: National Road No.1 Rehabilitation Kinshasa/Ndjili – Batshamba Section

A key road to the interior and an important facilitator of regional integration.

**Project Team Leader :** Anatole BIZONGO, Senior Transport Engineer

The RN1 is a major corridor for internal and inter-regional transit and trade between Central Africa, East Africa, and Southern Africa. The Kinshasa-Batshamba link, including the 72.80-km Kwango-Kenge section financed by the Bank, is currently badly degraded due to erosion which could potentially cause the road to collapse.

The project follows the existing road along the section from Moanda to Kasumbalesa. and covers land with very variable relief. The Government has devoted most funding from donors involved in the transport sector to its gradual rehabilitation. The project will serve to safeguard and ensure the sustainability of investments, for year-round connectivity. The construction of parking areas around urban centres (Bankana, Kenge, Masimanimba and Kikwit) and speed limit measures and signs will help reduce the risk of accidents. The project intends to treat embankments and cuttings along the RN1 with systematic revegetation to reduce erosion on ditches, drains and collectors.

Beneficiaries are the inhabitants of Kinshasa and of the provinces Mai Ndombe, Kwango, and Kwilu, particularly traders and farmers, for whom the road will improve food security, increase the availability of agricultural products, reduce travel time and build the capacity of support services.





FINANCING



ADF Loan  
UA 50.57M

OUTPUTS

-  **622 km of road + 131 km of feeder road** in 2021
-  **1,500 youths trained**
-  **5 markets constructed**
-  **Revegetation of embankments**

OUTCOMES

2018	2024
<b>11 h</b> Travel time 2018	<b>8 h</b> Travel time 2024
<b>232 veh/day</b> Average traffic	<b>357 veh/day</b> Average traffic
<b>55,680 tonnes</b> Goods transported	<b>94,099 tonnes</b> Goods transported
<b>USD 380</b> Farmers monthly income	<b>USD 660</b> Farmers monthly income





## Multinational DRC-Congo: Access Roads to the Road-Rail Bridge over the Congo River

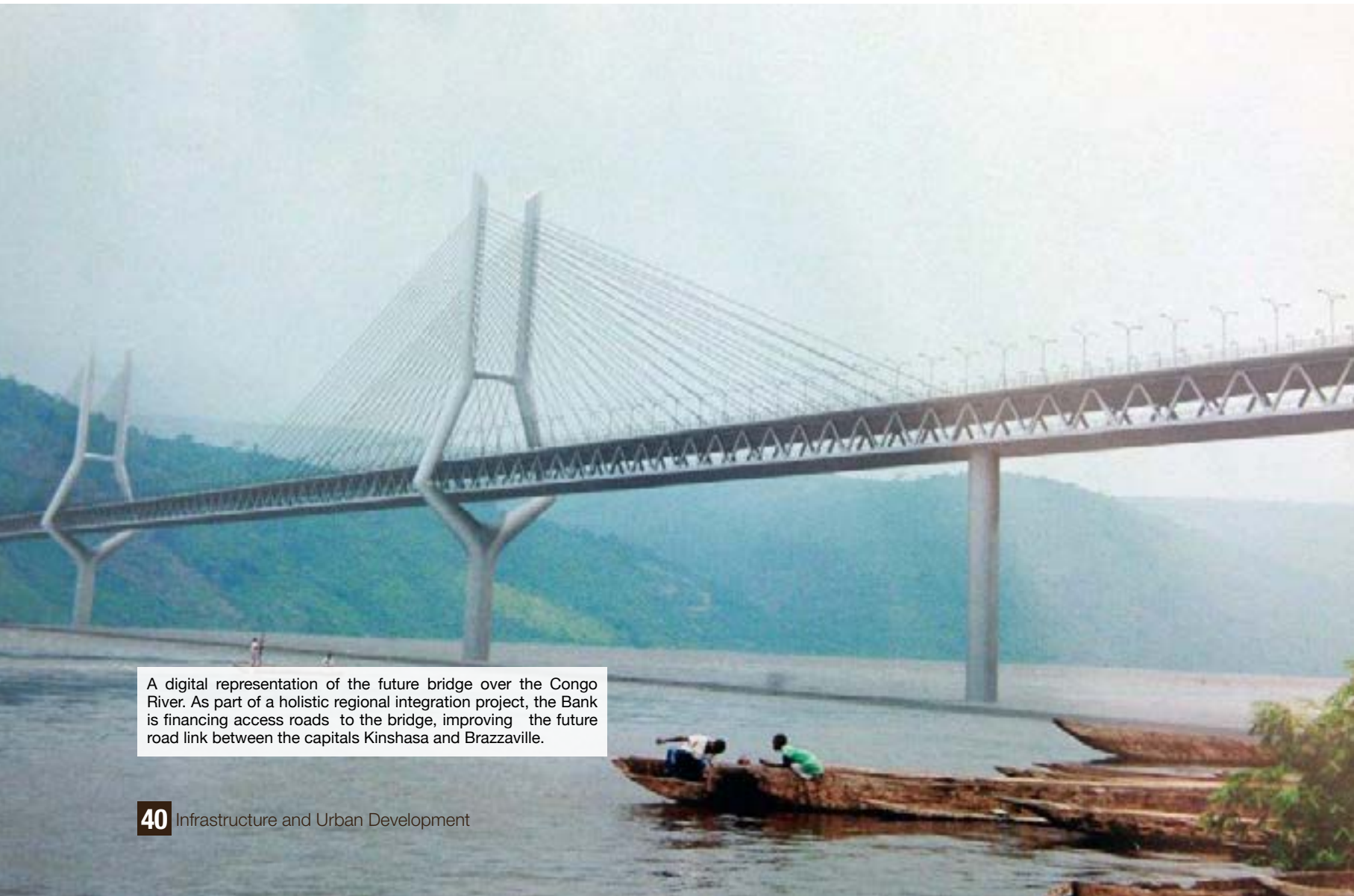
Part of a holistic project to link capital cities and improve regional integration.

**Project Team Leader :** Augustin KARANGA, Chief Transport Economist

The construction of a road-rail bridge between Kinshasa and Brazzaville will link two fast-growing cities across the Congo River border and take into account traffic growth prospects, the continued urbanisation of both Kinshasa and Brazzaville and the establishment of special economic zones in Maluku in the Democratic Republic of Congo (DRC) and Maloukou in the Republic of Congo (RC).

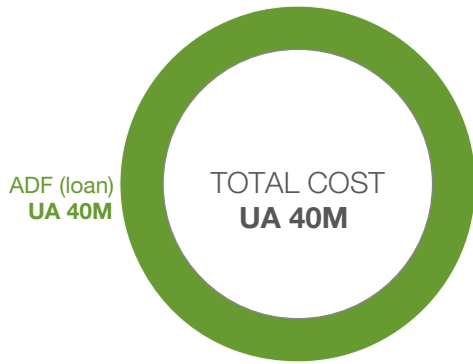
The access road links leading to the bridgeheads are 10 kilometres long, of which 6.8 kilometres on the left bank (DRC) and 3.2 kilometres on the right bank (RC) of the Congo River. The first phase of the project will cover the construction of the 6.8km access roads on the DRC side and studies on other infrastructure, including the Kinshasa bypass and on access roads on the RC side.

The project is in line with the drive to develop border trade on RDC's four main trade corridors, in the North with Brazzaville-Douala, in the East, with Brazzaville-Kinshasa, and in the South with Cabinda-Nzassi and along the Dolisie-Doussala highway. The main project beneficiaries are finance, trade, transport, mining, electricity and agricultural sector operators. Local and foreign enterprises in both countries and private carriers will benefit from the facilities developed by the project, as will the 700 000 inhabitants of Maluku and the 30 000 persons expected to move to the Maloukou Special Economic Zone.



A digital representation of the future bridge over the Congo River. As part of a holistic regional integration project, the Bank is financing access roads to the bridge, improving the future road link between the capitals Kinshasa and Brazzaville.

## FINANCING

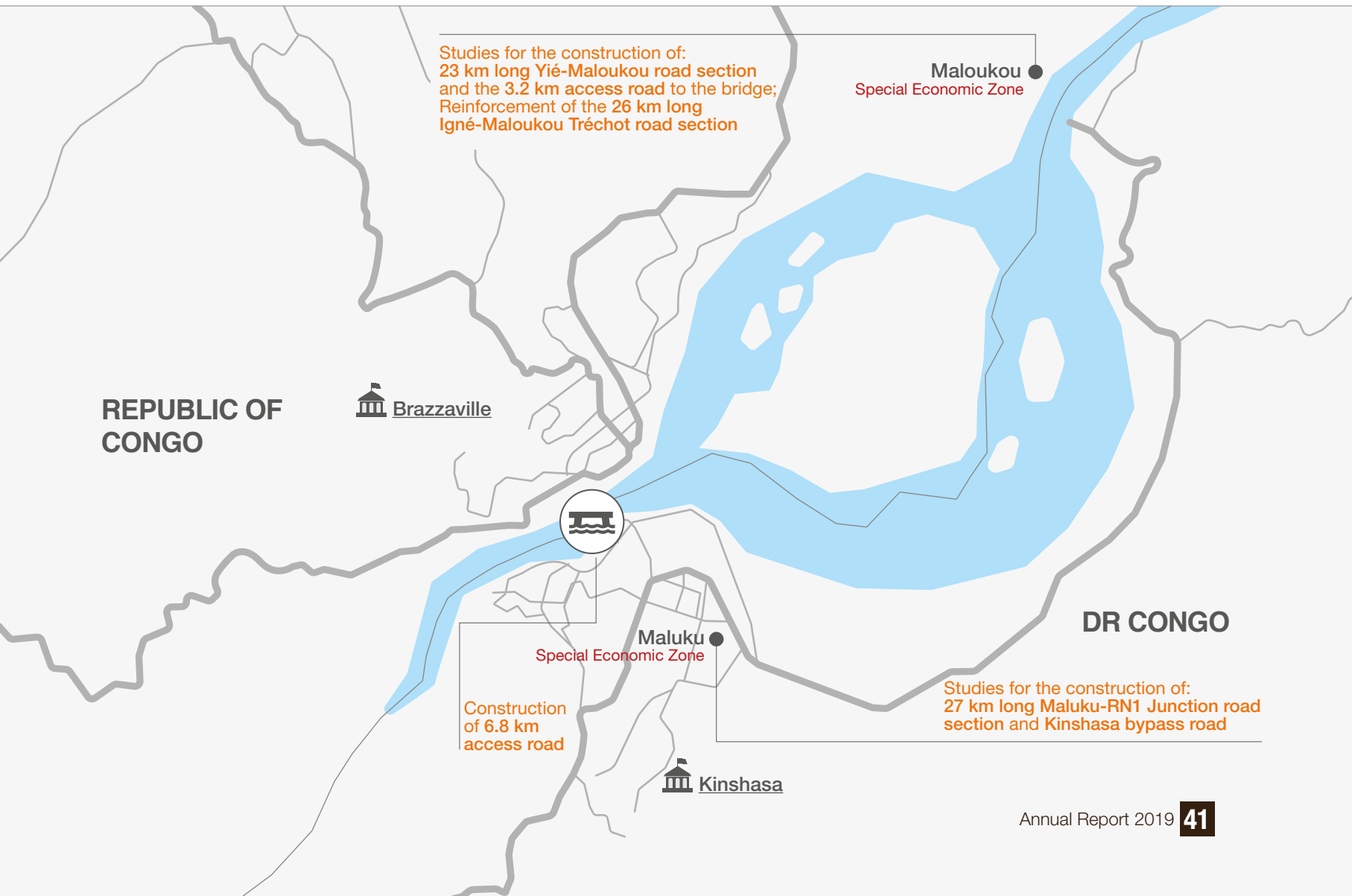
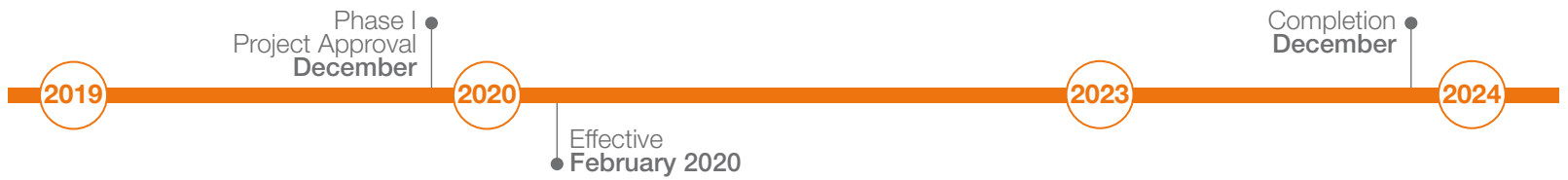


## OUTPUTS

- 6.8 km RRB-Maluku road section in DRC developed as a dual carriageway**
- Studies for upgrading access roads and special economic zones**

## OUTCOMES

2019	2025
<b>€ 39 per tonne</b> Average Freight cost	<b>€ 26 per tonne</b> Average Freight cost
<b>750 000</b> Number of passengers Pointe Noire - Kinshasa	<b>1 900 000</b> Number of passengers Pointe Noire - Kinshasa
<b>2 200 000 T</b> Freight traffic Pointe Noire - Kinshasa	<b>4 500 000 T</b> Freight traffic Pointe Noire - Kinshasa







## Multinational: Nacala Road Corridor Development Project Phase V

Continued development of a strategic corridor with road construction in Malawi and border facilities with Mozambique.

**Project Team Leader : Davies MAKASA, Principal Transport Engineer**

Malawi depends on international transport corridors leading to the seaports for its imports and exports. The Nacala Road Corridor is the shortest route to the seaport from Malawi yet due to the poor road infrastructure and lengthy clearing processes at the border crossing, only 15% of the country's international trade transits the corridor.

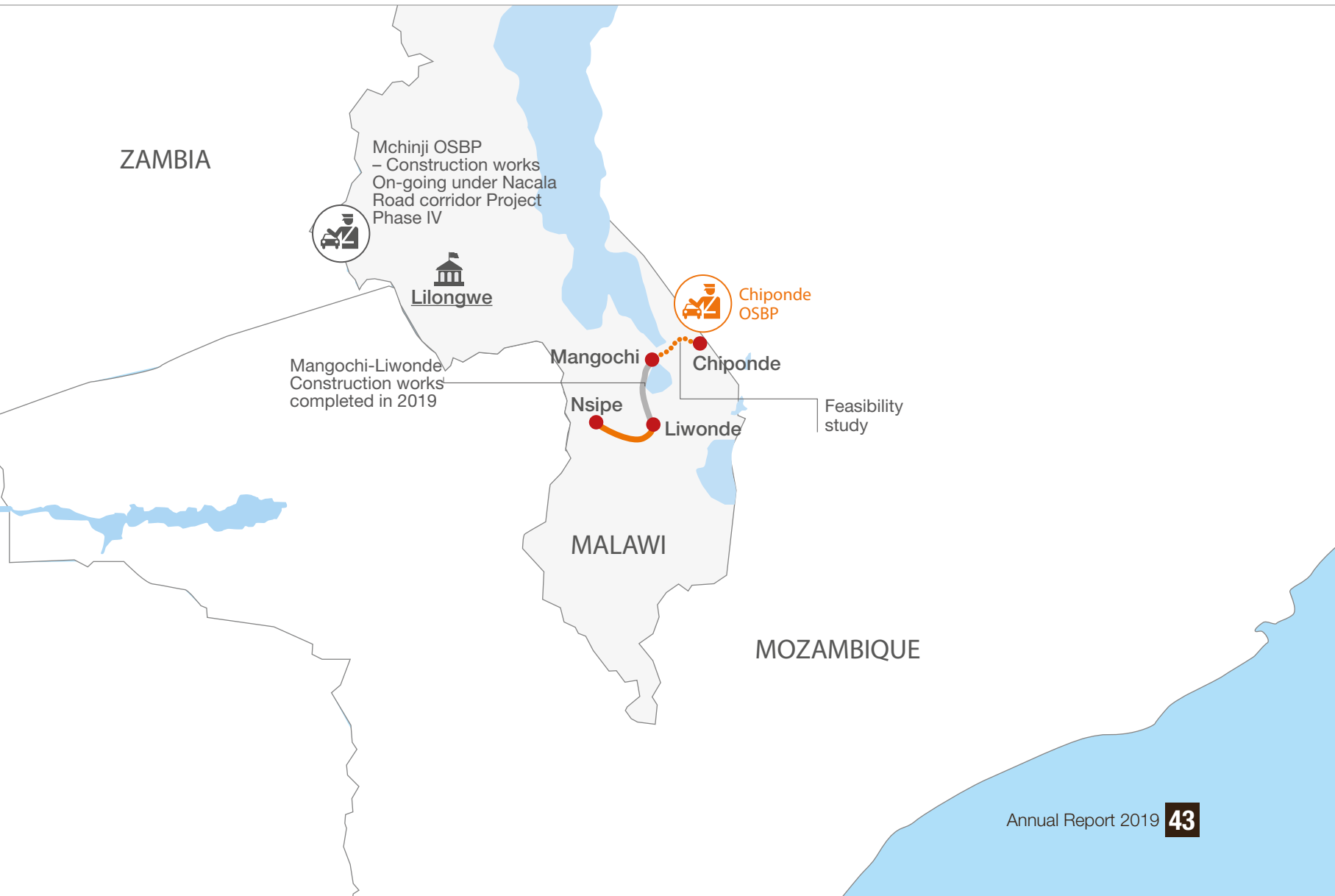
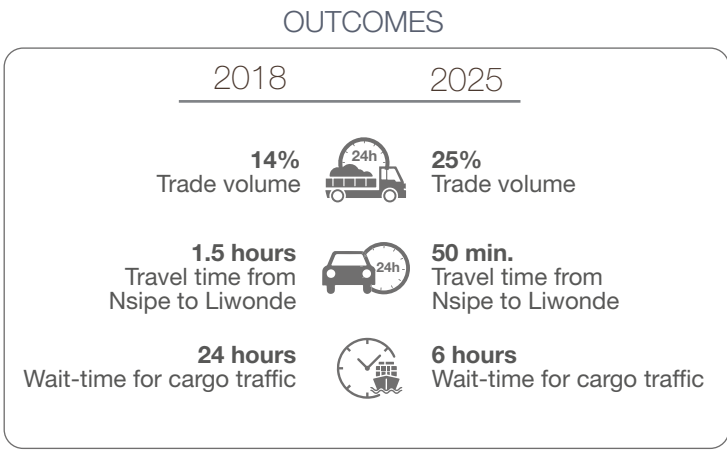
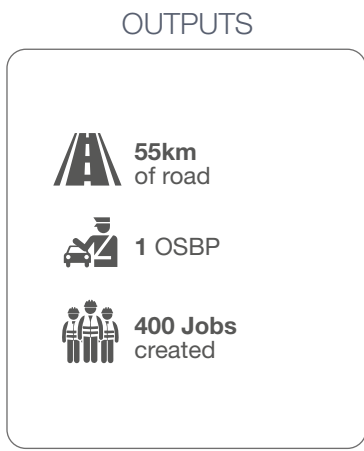
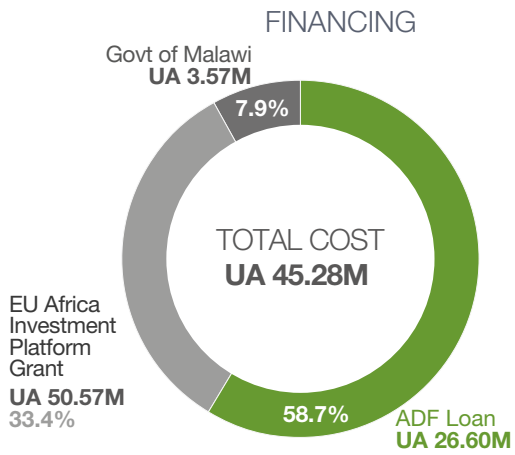
Phase V of the Nacala Road Corridor Project will contribute to maximizing the economic benefits of the on-going project phases III and IV. The project involves the rehabilitation of a 55 km road between Nsipe and Liwonde and the construction of a one-stop border post between Malawi and Mozambique at the Chiponde-Mandimba border post, financed on the Mozambique side under Phase III of the project. Works in Phases I and II, financed by the Bank in 2012, have since been completed. The projects have enabled the rehabilitation to bituminous standards of over 1,165 km of road in Malawi, Mozambique and Zambia, and an ongoing construction of a OSBP between Malawi and Zambia at the Mchinji-Mwami border post.

The beneficiaries include an estimated population of over 2 million people who use the Nacala Road Corridor for personal travel and economic activities. Other beneficiaries include import and export firms in Malawi, Zambia, and northern Mozambique and tourists.



Photo of the Mangoche section the Nacala Corridor Development project. Financed by the Bank, the section was completed in 2019.







## Niger: Tamaske-Tahoua and Tamaske-Mararraba Roads Development

Support for improved resilience and trade opportunities.

**Project Team Leader :** Jean Noel ILBOUDO, Division Manager

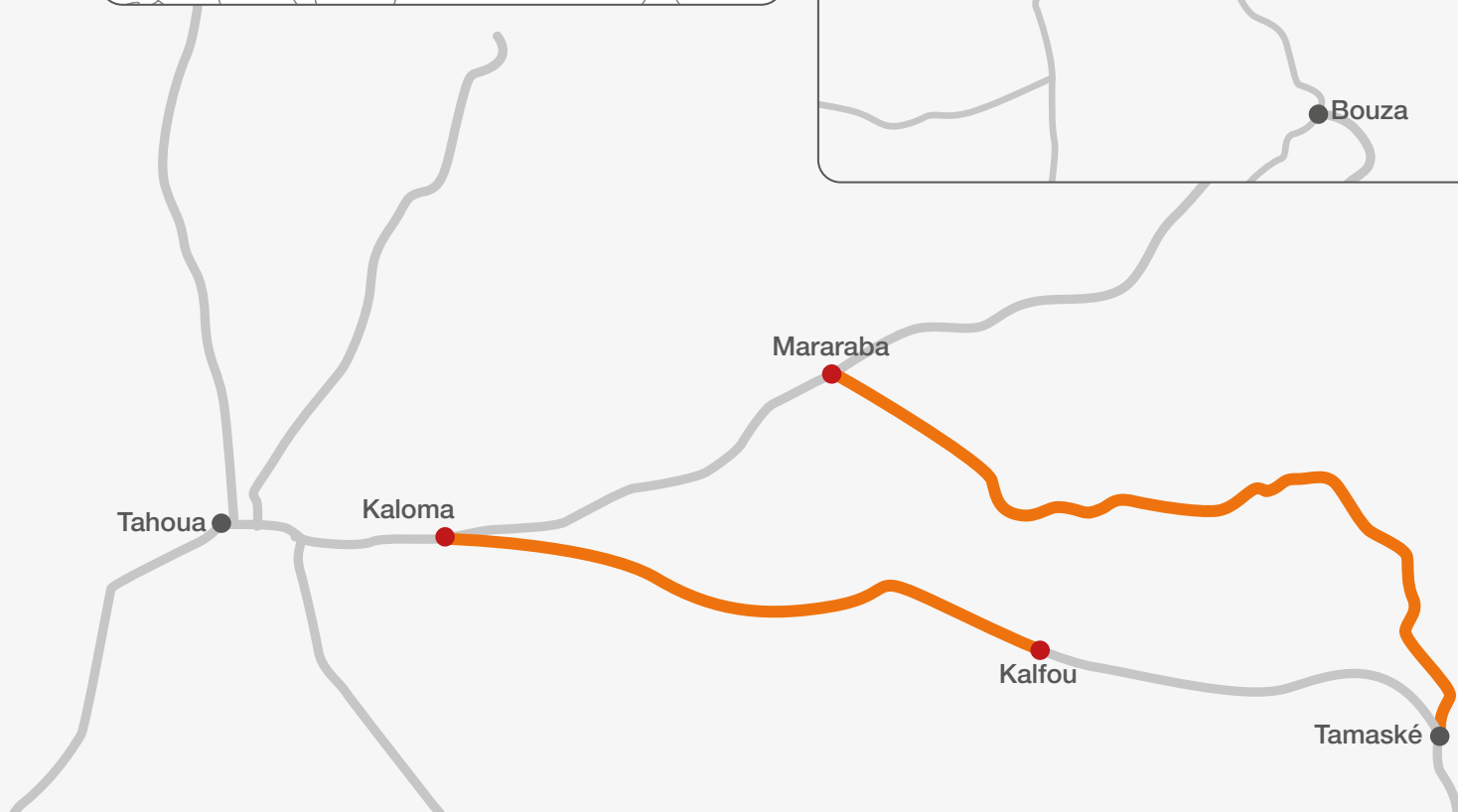
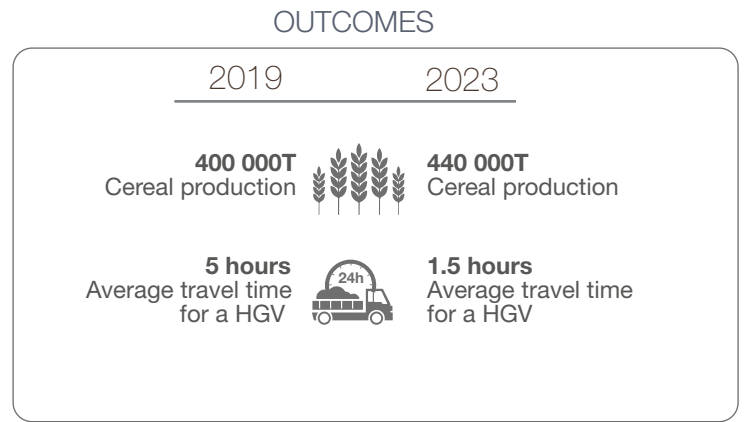
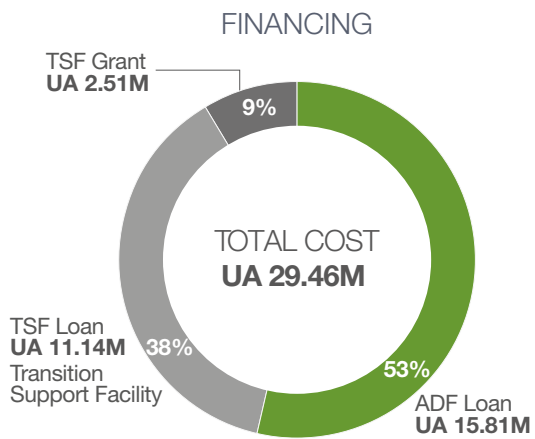
As the main migrant route to the Sahara and Europe, Niger is a key transit country for migratory flows and is also prey to illegal trafficking in contraband. The economy of Niger is largely dominated by agriculture and livestock, but movement of goods to market is thwarted by the poor state of the road. Aware of the critical role that transport plays in the Niger economy, the Government has allocated significant resources in recent years to improve transport sector performance, despite the context of a drop in uranium prices and heavy pressure from security and humanitarian challenges.

The project road will connect the Keita and Tahoua Divisions of Niger, a region with high agro-pastoral potential. It includes financing of a building for youth training in light industry such as masonry, stone cutting, mechanics, welding and carpentry, and market sheds for agricultural produce.

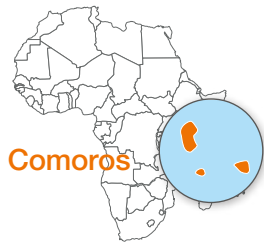
Beneficiaries are the 4m people living in the district, particularly the 400 000 in the project area, who will gain job opportunities and enhanced access to basic social services. The road will open up several localities in Tahoua region thereby contributing to revitalising the local economy, improving food security and building resilience among the youth and poor segments of the population.



Preparing the road apron at PK185, part of the works on the Arlit-Assamaka road in Niger, financed by the Bank in 2013







## Comoros: Road Network Rehabilitation - RN2 (Moroni – Fouvoumi)

The Moroni - Ouvevini Section will continue the investments made in sustainable road development on the islands.

**Project Team Leader :** John NDIKUMWAMI, Transport Engineer

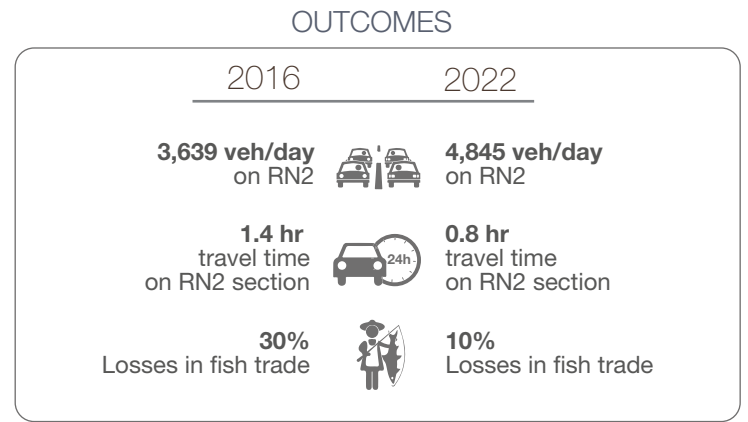
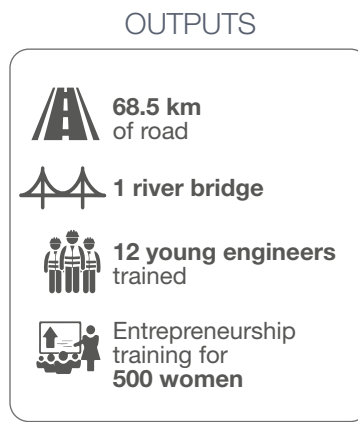
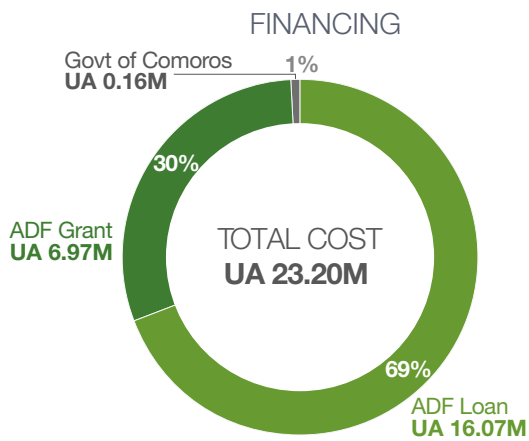
Road infrastructure constructed in Comoros in the 1980s and 1990s has deteriorated due to lack of regular maintenance. The dilapidated sections targeted by this project account for 57.6% of the total road network which carries 90% of the goods and passenger traffic in Comoros. Phase I of the Road Network Rehabilitation was approved in 2017, but a funding gap reduced the extent of planned construction.

Supplementary financing will allow the continuation of works started in 2018 in addition to ancillary works to protect the coast from marine intrusion and climate change-induced floods. The new road coating will withstand higher temperatures and the capacity of road drainage systems will be increased. Climate resilience of existing infrastructure will be reviewed to strengthen and protect bridge structures, to raise the elevation of the road and increase the solidity of retaining walls.

The rehabilitation and extension of the national road network will contribute to the development of the tourism and fishing sectors, identified as potential growth poles for the national economy. The new financing package also provides support for the financial empowerment of women in the project area, who will for example be enabled to smoke and package fish.









## Multinational: Mueda–Negomano Road Upgrading Phase II

Enabling regional trade and a better quality of life for inhabitants of the project area.

**Project Team Leader : João Mabombo, Senior Transport Engineer**

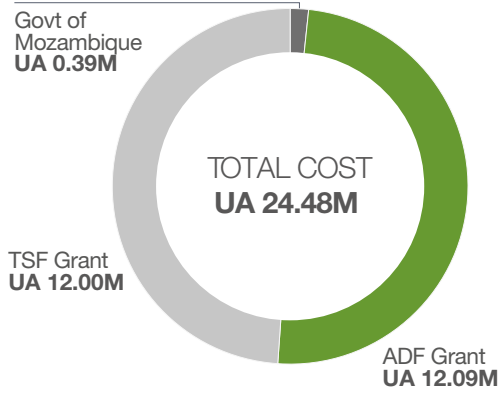
The Mueda – Negomano road section is an important link along the Mtwara Corridor to the border with Tanzania at Unity Bridge. The road link to the bridge on the Mozambican side has remained unpaved and in poor condition. Heavy Goods Vehicles spend up to a week to travel the full length of the road of only 163km during the rainy season. The main cash crop is cotton, yet the value chain is small and localized due to spatial exclusion imposed by the Zambezi River and and poor road links to markets.

The current Phase II (Lot A) financing serves to extend the stretch financed by the Bank in Phase I beyond Roma to Mueda. The section will be upgraded to a 7 metre wide bituminous standard road, properly signed and with all the bridges and culverts rehabilitated. It will include the construction of access roads, weigh bridges, roadside stations, and a cycle lane, in addition to support for women’s entrepreneurship environmental and social mitigation measures along the corridor, especially water-related facilities to ease the burden of water collection.

Journeys to the ports of Pemba in Mozambique and Mtwara in Tanzania will be more direct, effectively enhancing regional integration and trade opportunities for the 1.8 million people living in the Cabo Delgado province.



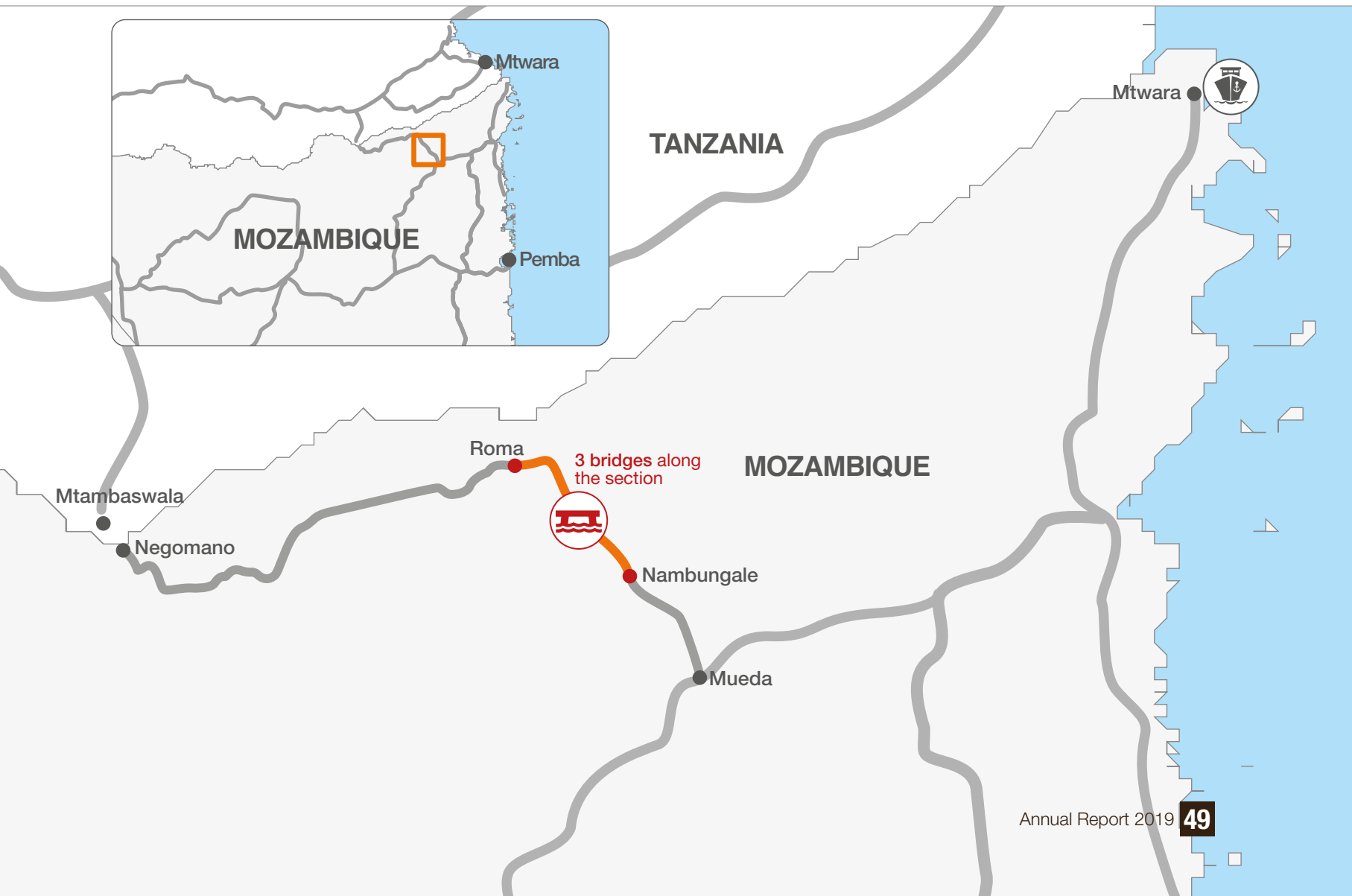
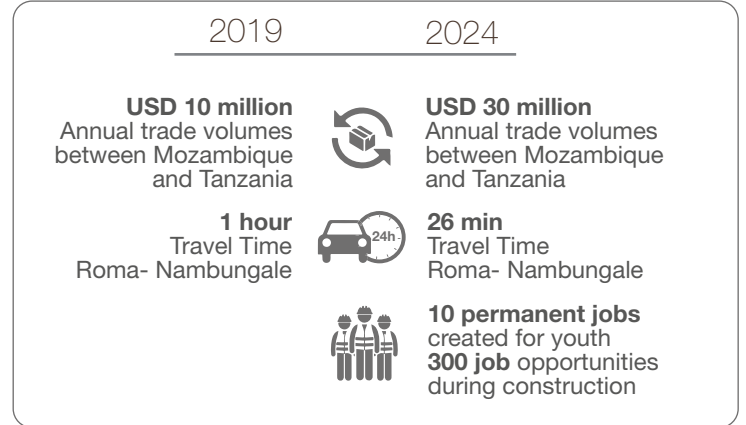
### FINANCING



### OUTPUTS



### OUTCOMES







## Multinational: Lake Tanganyika Transport Corridor Development

Phase I concerns the rehabilitation of Bujumbura Port, opening up new possibilities for maritime transport.

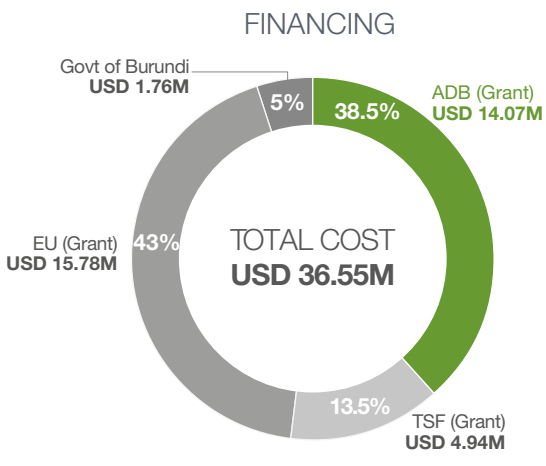
**Project Team Leader :** John NDIKUMWAMI, Senior Transport Engineer

Transport on the Tanganyika Lake Corridor is hampered by inadequate port and navigation infrastructure and lack of harmonised measures to facilitate cross-border trade and movement of people. Infrastructure at Bujumbura Port has not been upgraded since the port was built in the 1950s and therefore cannot meet future demand.

The project involves upgrading and expanding port infrastructure, including the number of quays and the basins for navy vessels. Port facilities will also be acquired, including cranes, patrol and rescue ships, and lighthouses.

The rehabilitation of Bujumbura Port will reduce port of call times for vessels and increase the capacity of terminal, thereby creating economic opportunities and stimulating cross-border trade with countries bordering the lake. Additionally, the rehabilitation of the port will unlock multimodal transport potential via the railway and the lake, thereby offering a more cost-effective, safe and environmentally friendly transport mix for the 1.25 million inhabitants, 53% of which are women. The project will also boost trade in a wide range of agricultural, manufactured and fishery products.





### OUTPUTS

- 590m** of quay constructed
- 11 km** of access roads to the port
- 3** lighthouses

### OUTCOMES

2019	2023
<b>28 TEU</b> Container capacity	<b>25 000 TEU</b> Container capacity
<b>0</b> Number of passengers	<b>15 000</b> Number of passengers
<b>4 days</b> Vessel waiting time	<b>1.1 day</b> Vessel waiting time
	<b>665 Jobs</b> created





## Somalia: Road Infrastructure Programme

**An important contribution to value chains in the livestock and agriculture sectors, and an adequate response to fragility.**

**Project Team Leader : Jumbe Katala, Senior Transport Engineer**

Transport infrastructure in Somalia has suffered from years of neglect. Their condition has deteriorated in particular due to the difficulties encountered in carrying out maintenance and improvement works in the difficult prevailing institutional and security context.

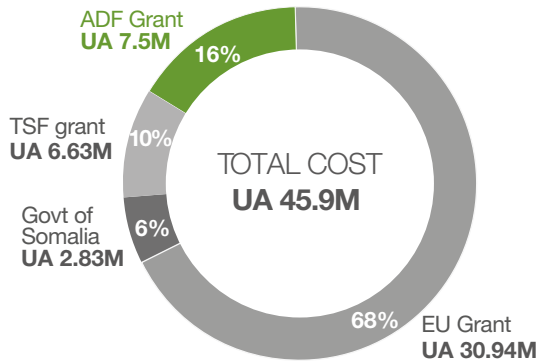
The total length of the country's main roads is 4,124 km, of which 2,860 km are surfaced and 1,264 km are unpaved or gravel. 90% of paved roads are severely degraded and unsuitable for vehicles. Restoring and improving connectivity is essential for economic revitalization and political integration.

The project area is home to a population of over 2 million people who will benefit from improved connectivity, reduced travel time and transportation costs, and a better quality of life. This project will offer employment opportunities to women and young people; Project communities will also benefit indirectly from the improved environment and economic activities. Along the Galkayo-Hobyo section for example, the population suffers from severe water scarcity, with families collecting water runoff from the road. A budget of \$0.68M for ancillary works will serve to drill boreholes and build solar water systems for these communities.

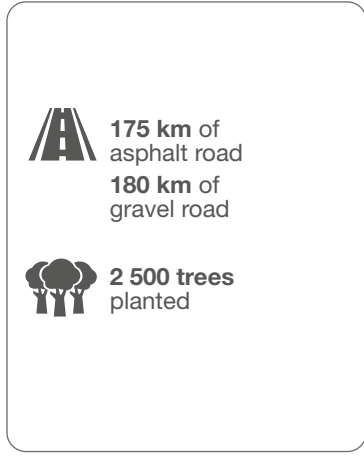




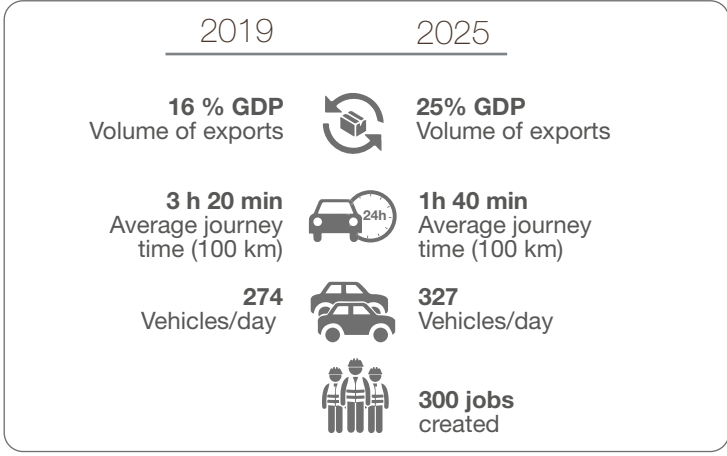
### FINANCING



### OUTPUTS



### OUTCOMES





## Digital Masterplan and Capacity Building Programme for the Greater Banjul Area

Technical assistance to assist the Gambia in achieving sustainable urban development.

**Project Team Leader** : Victoria Flattau, Senior Urban Development Officer

The Gambia has one of the fastest urbanisation rates in Sub-Saharan Africa, with the Greater Banjul Area already accounting for 68% of the population. Environmental and socio-economic problems have arisen from uncontrolled urban sprawl: deforestation, soil pollution, pollution and waste, in addition to stress on social services.

The project comprises three components. Firstly, project financing will assist in producing a Greater Urban Digital Masterplan for Banjul. Secondly, as part of a capacity building initiative, authorities will be assisted in setting up innovative mechanisms to manage revenue collection, enable development action and leverage private investments in infrastructure, all with the aim of ensuring the sustainability of metropolitan investments. Thirdly, technical support will enable the municipality to set up coordinated and unified platform for project management, with the ability to interpret new data, manage land and recover revenue, among others.

The Bank's Urban and Municipal Development Fund will offer assistance in urban planning to the Government of the Gambia, Banjul City Council (BCC), Kanifing Municipal Council, and Brikama Area Council, the Gambia Port Authority and the Ministry of Lands and Regional Government in the Gambia.



FINANCING



TSF  
(Transition  
States Facility)  
UA 2.15M

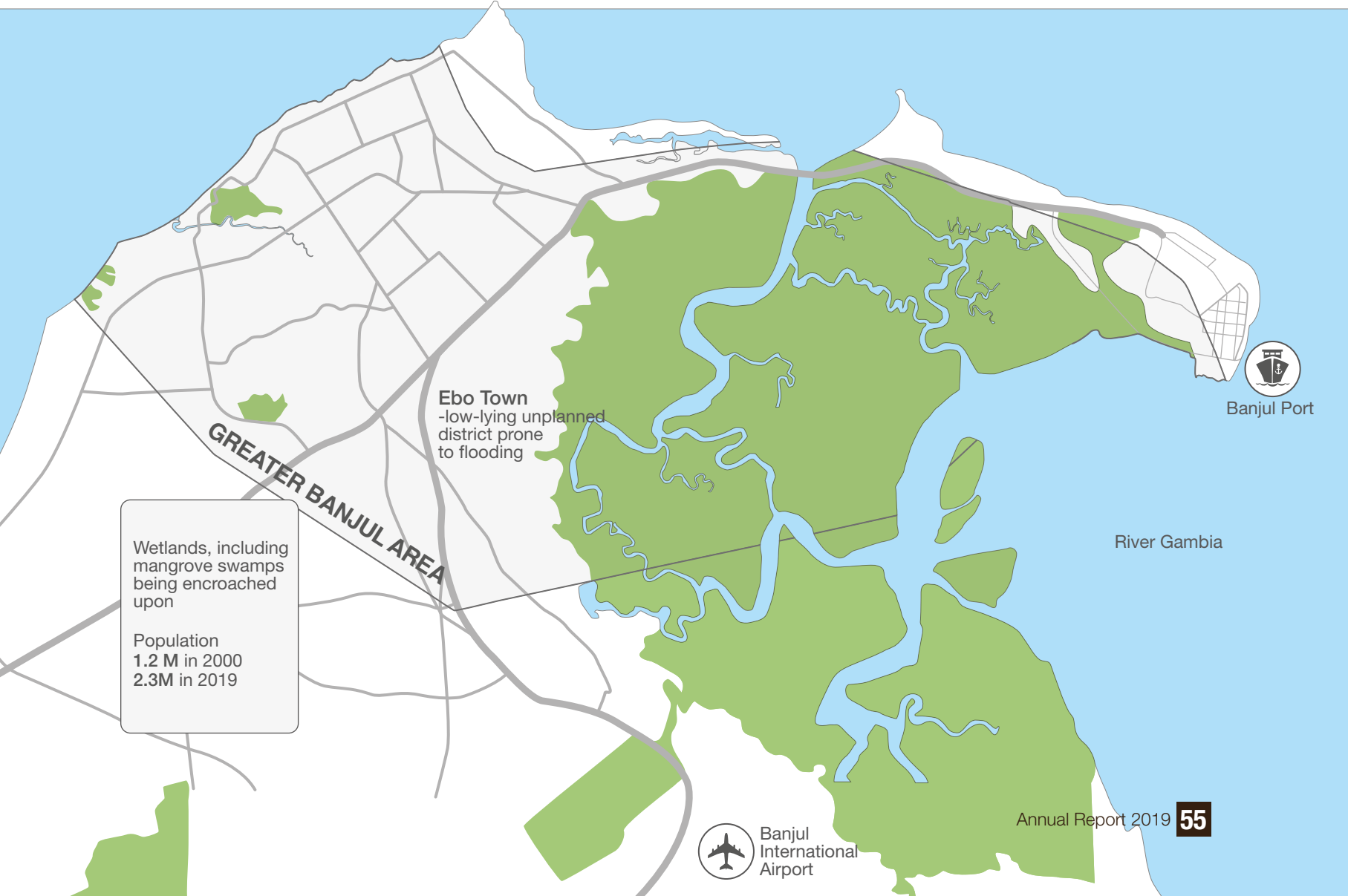


OUTPUTS

-  Digital Masterplan
-  3 Urban development investment plans
-  5 Ministries receive training in Project Management

OUTCOMES

2019	2022
Uncontrolled encroachment of wetlands	 Sustainable environmental protection of the peninsula
Lack of bankable projects	 Increased private investments in urban infrastructure







## Bangui-Mpoko International Airport Modernisation Support Project – Phase I

Raising safety and security standards in the Central African Republic's only international airport.

**Project Team Leader :** Augustin KARANGA, Chief Transport Economist

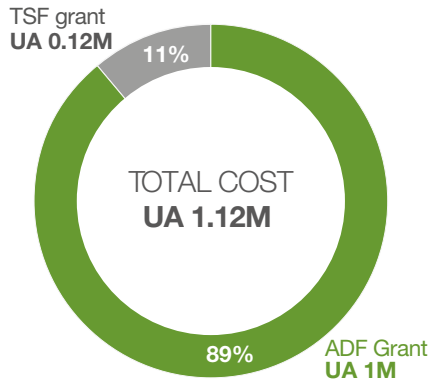
Bangui-Mpoko is the Central African Republic's only international airport. Commissioned in 1967, it no longer meets the operational requirements of a modern international airport in terms of security, safety, available surface area, arrival capacity, passenger processing, baggage delivery times, facilitation and amenities offered to operators. Failure to meet ICAO Recommended Standards and Practices could ultimately lead to its closure to leading regional and international airlines.

Despite the poor level of service, international traffic rose by 10% between 2017 and 2018 to reach 339,000 passengers. The project is designed to enable the airport to cater for more passengers, with modern equipment for luggage handling and screening. It will be implemented in two phases, with phase I consisting of works on the air terminal and phase II financing complementary works and capacity building of the Civil Aviation Administration.

The project will be a source of construction-related short-term jobs using unskilled labour, including women and young people. In the operational phase, the project will create jobs by contributing to the development of passenger and freight transportation particularly in the agricultural, trade and tourism sectors, in addition to job creation in airport services. Air travellers will benefit from new airline destinations, greater comfort, more regularity and enhanced flight security.



### FINANCING



### OUTPUTS

- 2 complete baggage conveyor systems installed
- 11 baggage drop-off and weighing belts
- 6 security check-points equipped
- Solar panel air-conditioning for terminal building

### OUTCOMES

2019	2022
372,000 Number of passengers / year	450,000 Number of passengers / year
2 000 tons Freight traffic level / year	5 000 tons Freight traffic level / year
8% Compliance rate (with government standards)	50% Compliance rate (with government standards)





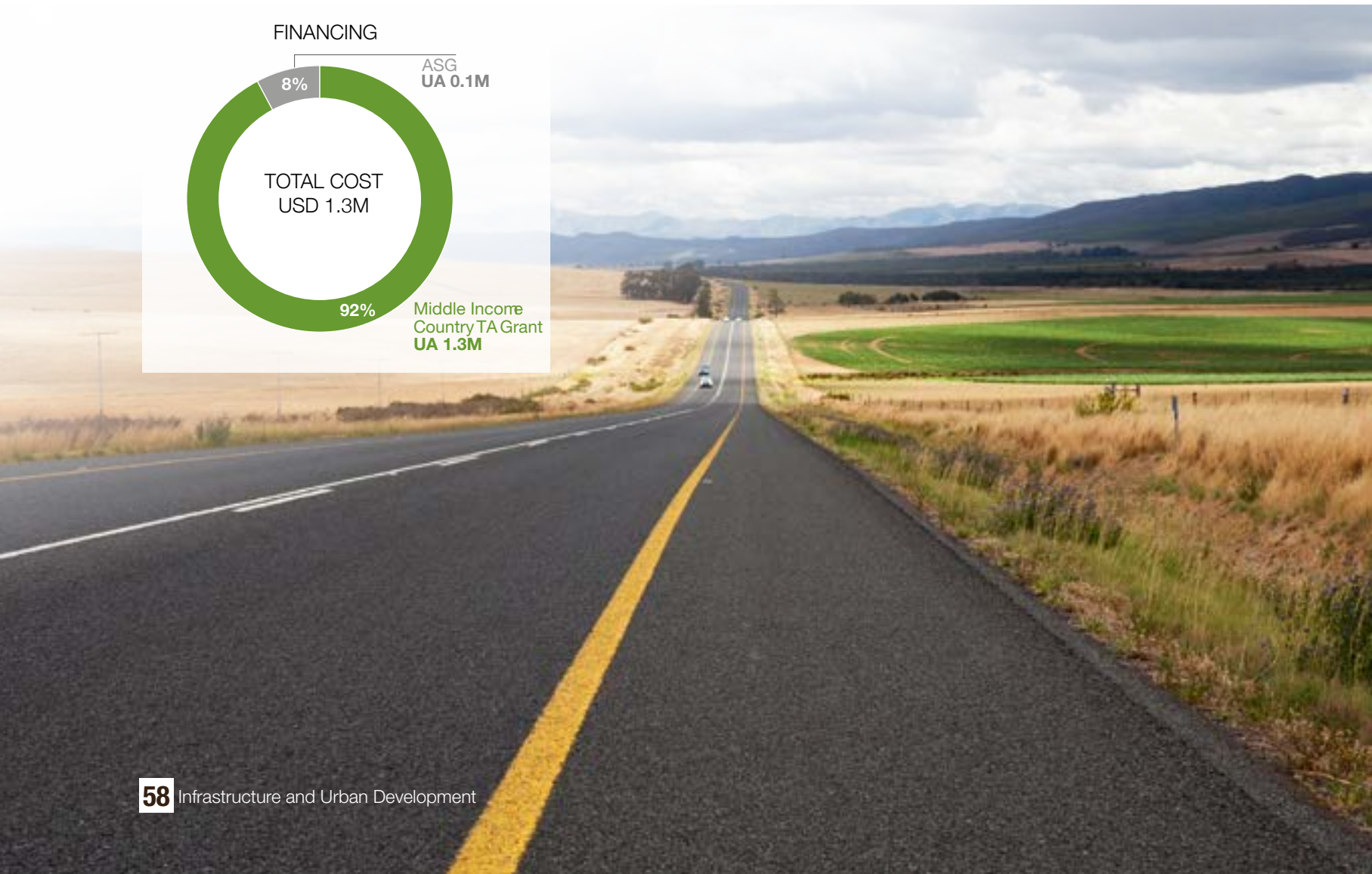
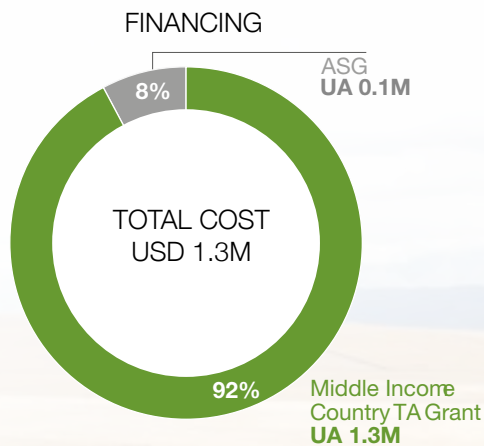
# Abia State Integrated Infrastructure Development Preparation Studies

A holistic project to improve roads and waste management.

Umuahia, the Capital of Abia State, and Aba, the commercial hub, are both characterized by serious infrastructure deficiencies. Over 95% of the roads are in poor and the situation is compounded by gully erosion and illegal dump sites on roadsides.

A feasibility study and detailed engineering design are planned to bring the project to bankability stage.

The development objectives of the studies are the reduction of transport costs for the combined populations of around 1 million people, through the rehabilitation of the road network to all-weather standard, gully erosion control, improved sanitation in the two cities and support for institutional reform.





The background of the page is a photograph of a shipping yard. In the foreground, there are several stacked shipping containers. A prominent red container has the 'CARU' logo in yellow. Below it, a blue metal frame holds two white cylindrical tanks, one labeled 'KRONOS' and the other 'NRS'. In the background, more containers are visible, including yellow ones with the 'MSC' logo. A crane's hook and cables are visible at the top of the frame. The sky is blue, and the water is visible in the distance.

# NEPAD-IPPF

The New Partnership for Africa's Development Infrastructure Project Preparation Facility (NEPAD-IPPF) Special Fund, hosted by the African Development Bank, is a leading project preparation facility in Africa which plays a catalytic role in mobilizing resources for preparation of regional projects and programmes.

The NEPAD-IPPF is currently supported by the African Development Bank and receives regular or targeted funds from Canada, Germany, United Kingdom, Norway, Denmark, and Spain. Participation in the special fund is open to donors, institutional funds and other special infrastructure funds.

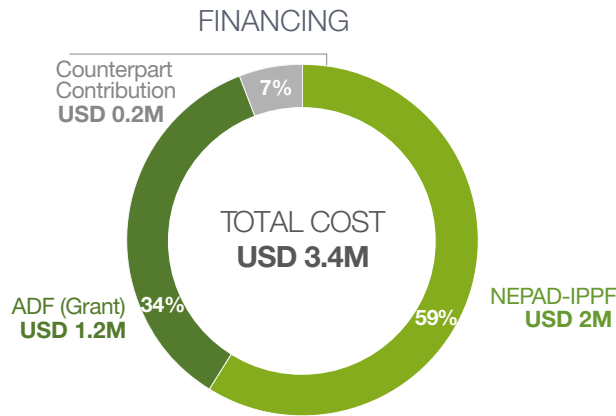
## Description of NEPAD-IPPF Project Preparation Funding in 2019

22	<a href="#">Standard Gauge Railway connecting Ethiopia and Sudan</a>	P 60
23	<a href="#">Corridors Study: Algeria-Tunisia borders</a>	P 61
24	<a href="#">Ghana-Burkina-Mali Power Interconnection Phase II</a>	P 62
25	<a href="#">Côte d'Ivoire-Liberia Interconnection</a>	P 63



# Standard Gauge Railway connecting Ethiopia and Sudan

The Ethiopia-Sudan Standard Gauge Railway project will improve transport connectivity between two neighbouring and trading countries and provide an alternative seaport access for land-locked Ethiopia. The IPPF intervention aims to attract PPP investors.

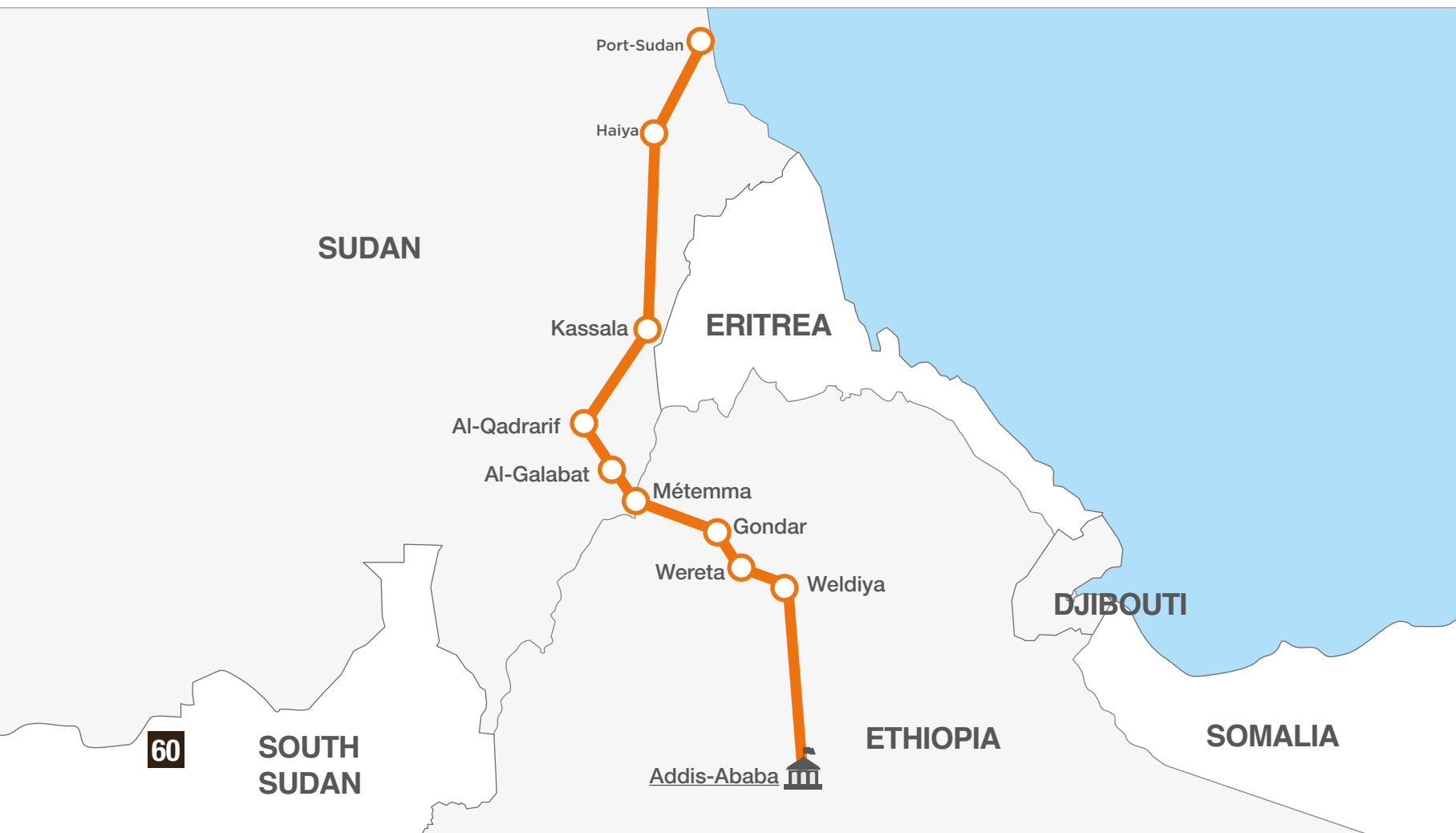


**NEPAD IPPF SCOPE**

- Conduct a feasibility study
- Analyse a potential Public Private Partnership (PPP) model

**OUTPUT**

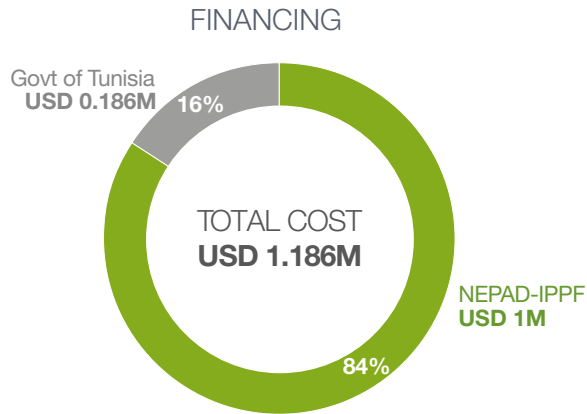
- Increased traffic & trade volumes between the two countries





## Corridors Study: Algeria-Tunisia borders

Development of a transport corridor and a logistics zone to facilitate regional trade between Algeria, Tunisia, and Libya. The IPPF intervention aims to implement a PPP business model.



### NEPAD IPPF SCOPE

- Conduct a feasibility and design study
- Prepare tender documents
- Analyse eligibility for PPP

### OUTPUT



Increase in trade between the countries of the Arab Maghreb Union



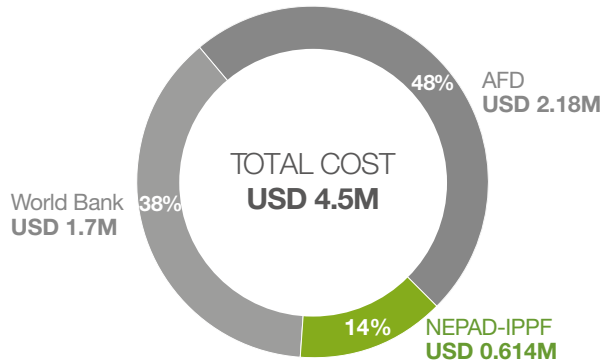




# Ghana-Burkina-Mali Power Interconnection Phase II

The project will increase interconnectivity and enhance the reliability of power exchanges of the West African Power Pool (WAPP) through the diversification of electricity provisioning. The IPPF intervention aims to bring the project to bankability stage.

## FINANCING

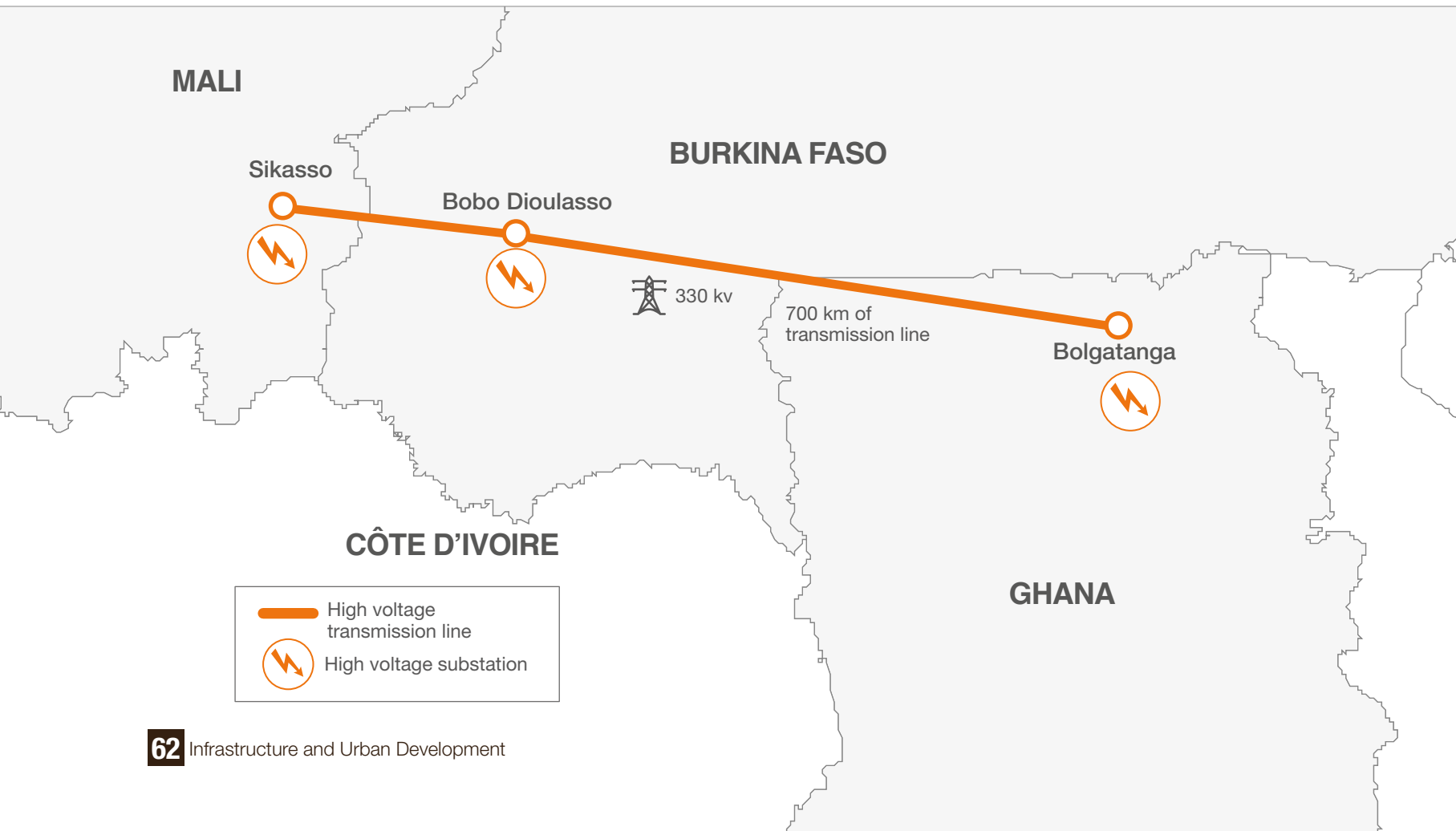


## NEPAD IPPF SCOPE

- Conduct a feasibility study,
- Prepare engineering design
- Prepare tender documents
- Conduct an ESIA with a Resettlement Action Plan

## OUTPUT

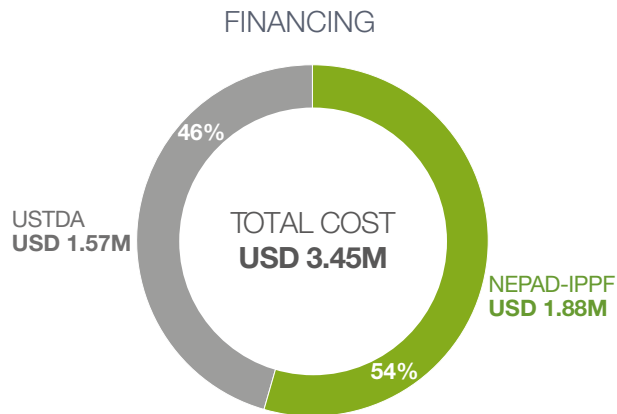
Exports represent **15%** of the capacity of the line by 2024





# Côte d'Ivoire-Liberia Interconnection

The interconnection is a priority project in the ECOWAS Master Plan for the Development of Regional Power Generation and Transmission Infrastructure 2019 - 2033. The IPPF intervention aims to bring the project to bankability stage.

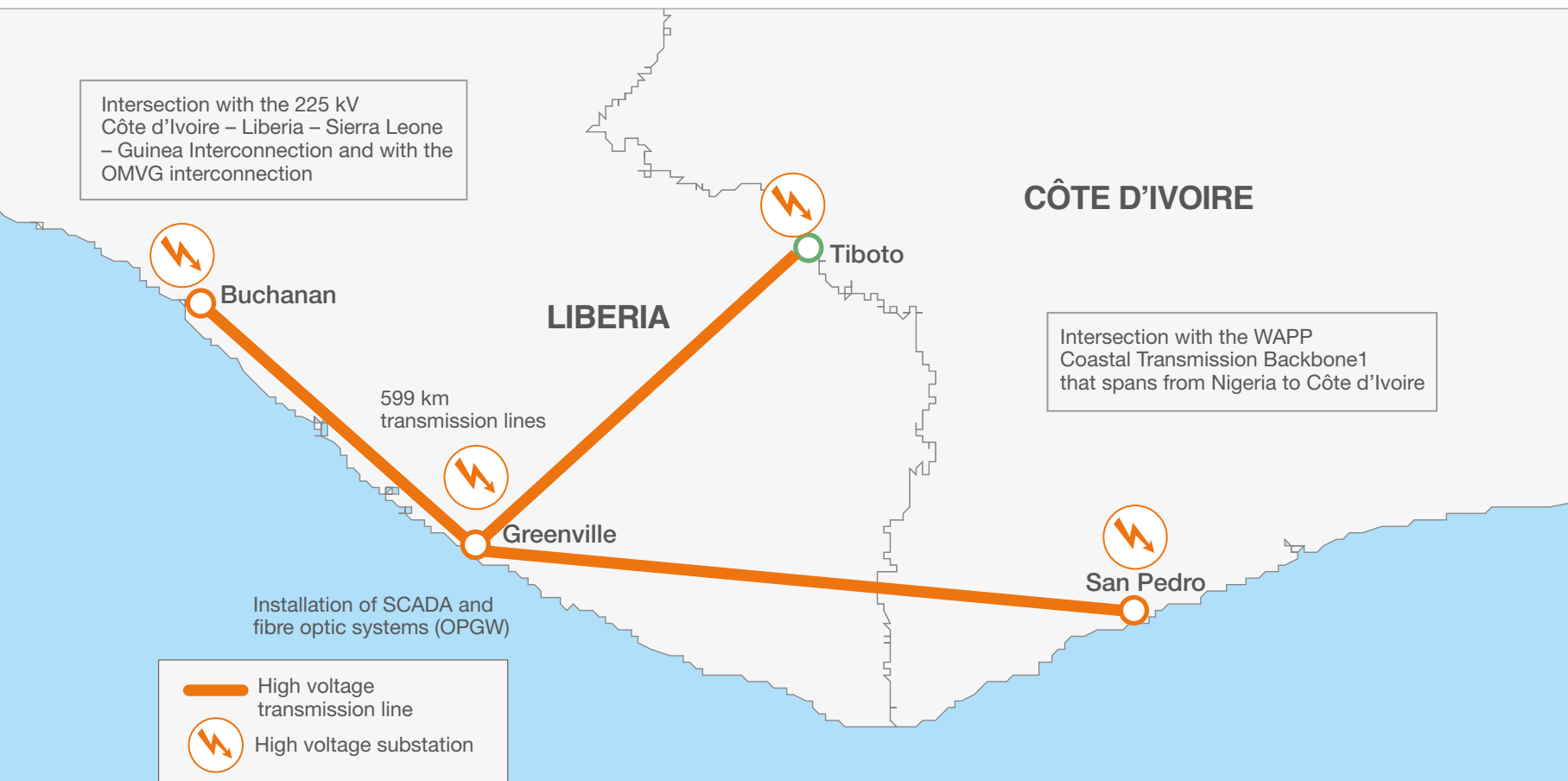


## NEPAD IPPF SCOPE

- Feasibility Study and Preparation of Bidding Documents
- Line Route and Environmental and Social Impact Assessment Study

## OUTPUT

Exchange **10%** of the energy capacity of the line by 2024







Infrastructure and Urban Development

# Active Project Portfolio



# Implementation Status of Selected Ongoing Projects

## The Accra Urban Transport Project

In 2016 the ADF approved a UA 60 million loan for the Accra Urban Transport Project in Ghana's capital. Scheduled for completion end 2021, the project has reached 60% disbursement and is approximately 65% complete.

The objective is to improve urban mobility and livelihoods in the project area of influence. A major component of the works, the Pokuase Interchange will facilitate traffic between two key roads, the Tema-Ouagadougou-Bamako corridor and the Awoshie-Pokuase road, both financed by the Bank.

Community support began in the last quarter of 2019 including support to the local women's group and procurement of school equipment.

**65%**  
complete  
in 2019



The four-tier Pokuase interchange with 10km of feeder roads



**Completed**  
in 2019

## The Arusha - Holili/ Taveta-Voi Road

The Arusha-Holili/Taveta-Voi Road between Tanzania and Kenya links the Northern Corridor at Voi to the Central Corridor across the common border at Holili/Taveta through Arusha, Babati to Dodoma and Singida. Approved in 2013, ADF loans of UA 80 million and UA 75 million to the respective governments were disbursed at around 75% in 2016. The new road was commissioned in 2019.

The Project Completion Report of November 2019 found that all the expected outcomes of the project related to increased cross border trade and tourism had been achieved and often exceeded. Socio-economic benefits have also exceeded the initial targets. For example, over 2 300 new jobs have been created in Tanzania, compared to the original estimation of 1500. Also, the improved road has attracted new investors in the Education sector, including two new higher education campuses.





## The Liwonde-Mangochi Road

Approved in 2013, the 51 million UA financing by the Bank for the 75km road between Malawi and Zambia was completed in Sept 2019. The road construction, under the Nacala Road Corridor Development Phase 4, included 2 large bridges which have considerably reduced travel time along the stretch. The districts covered by the road have a combined population of approximately 1,3 million, comprising 70% youth. The road construction has created around 100 permanent jobs.

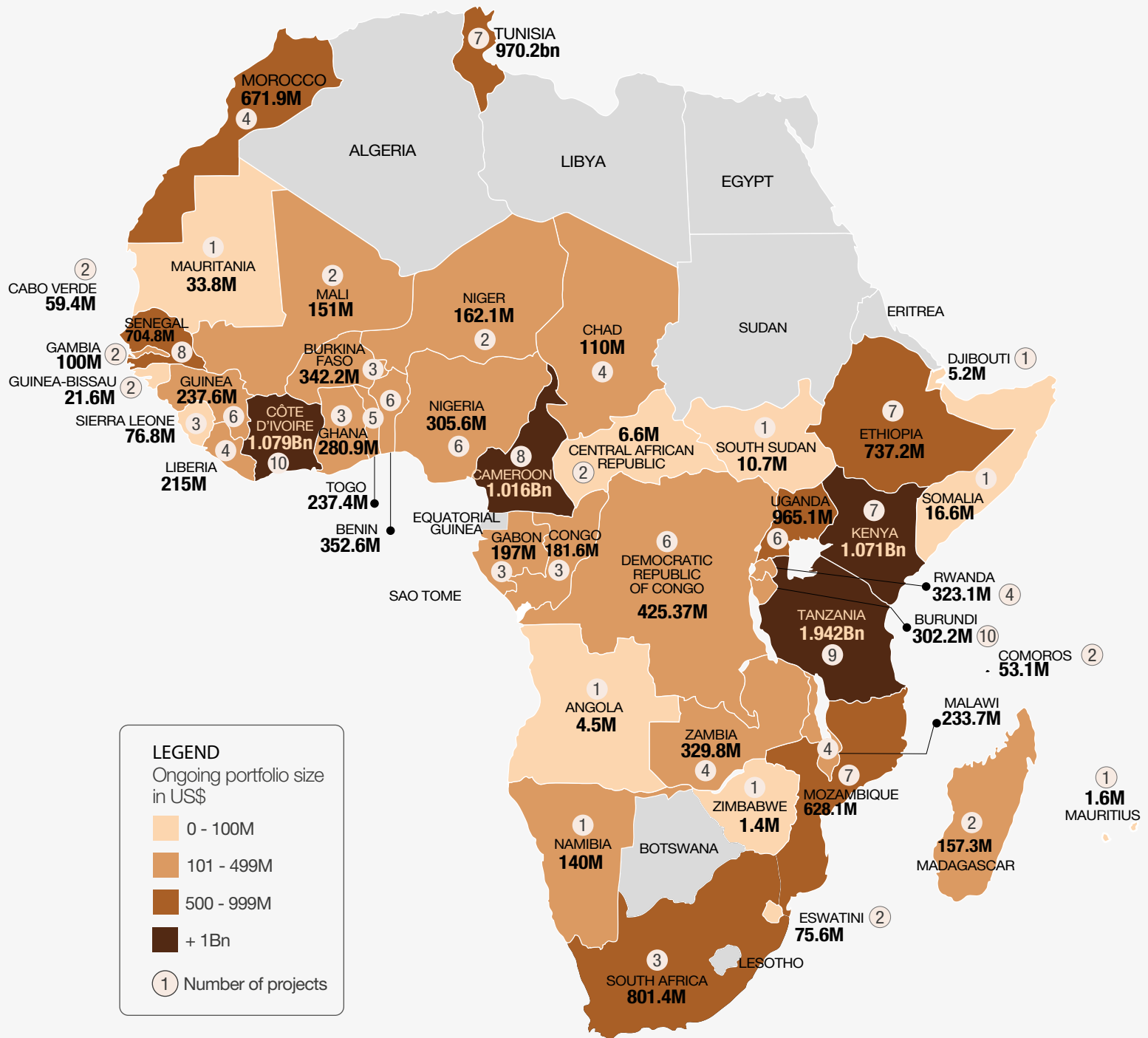
**Completed  
in 2019**





# Active Projects Portfolio 2019

An overview of ongoing infrastructure and urban development projects per country, and the amounts committed by the Bank, end 2019.

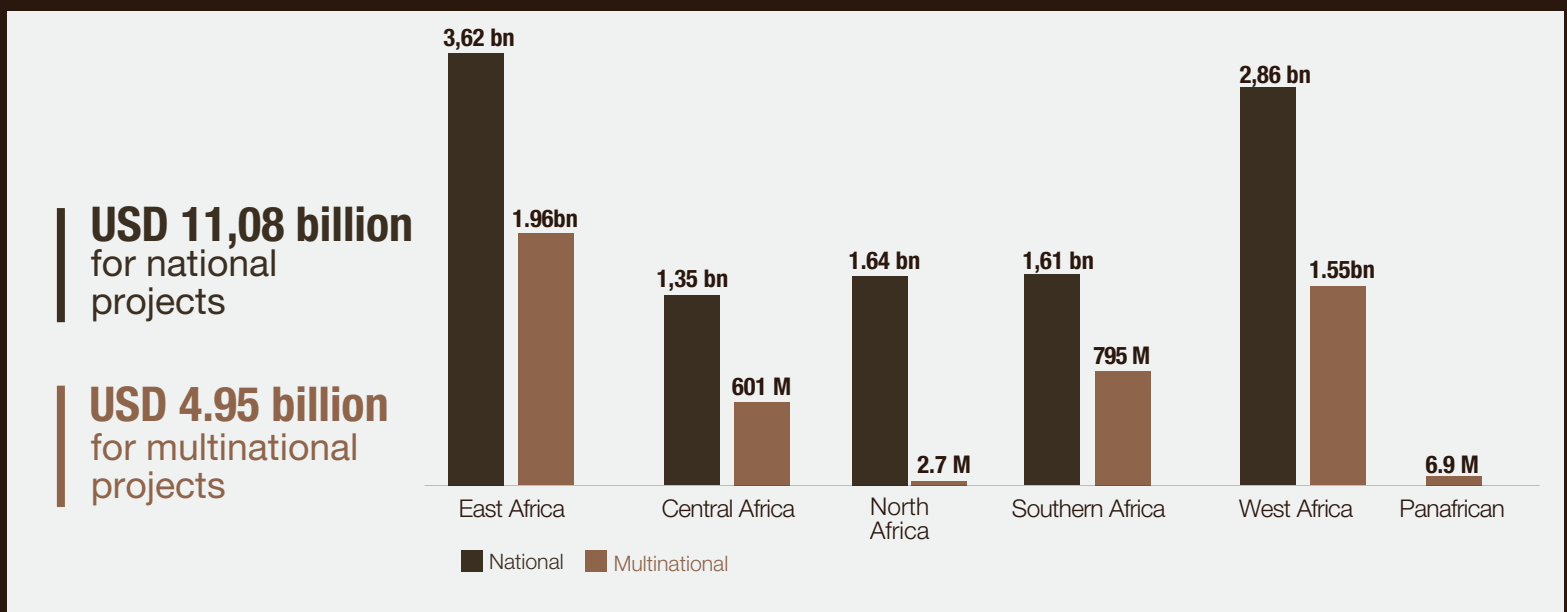
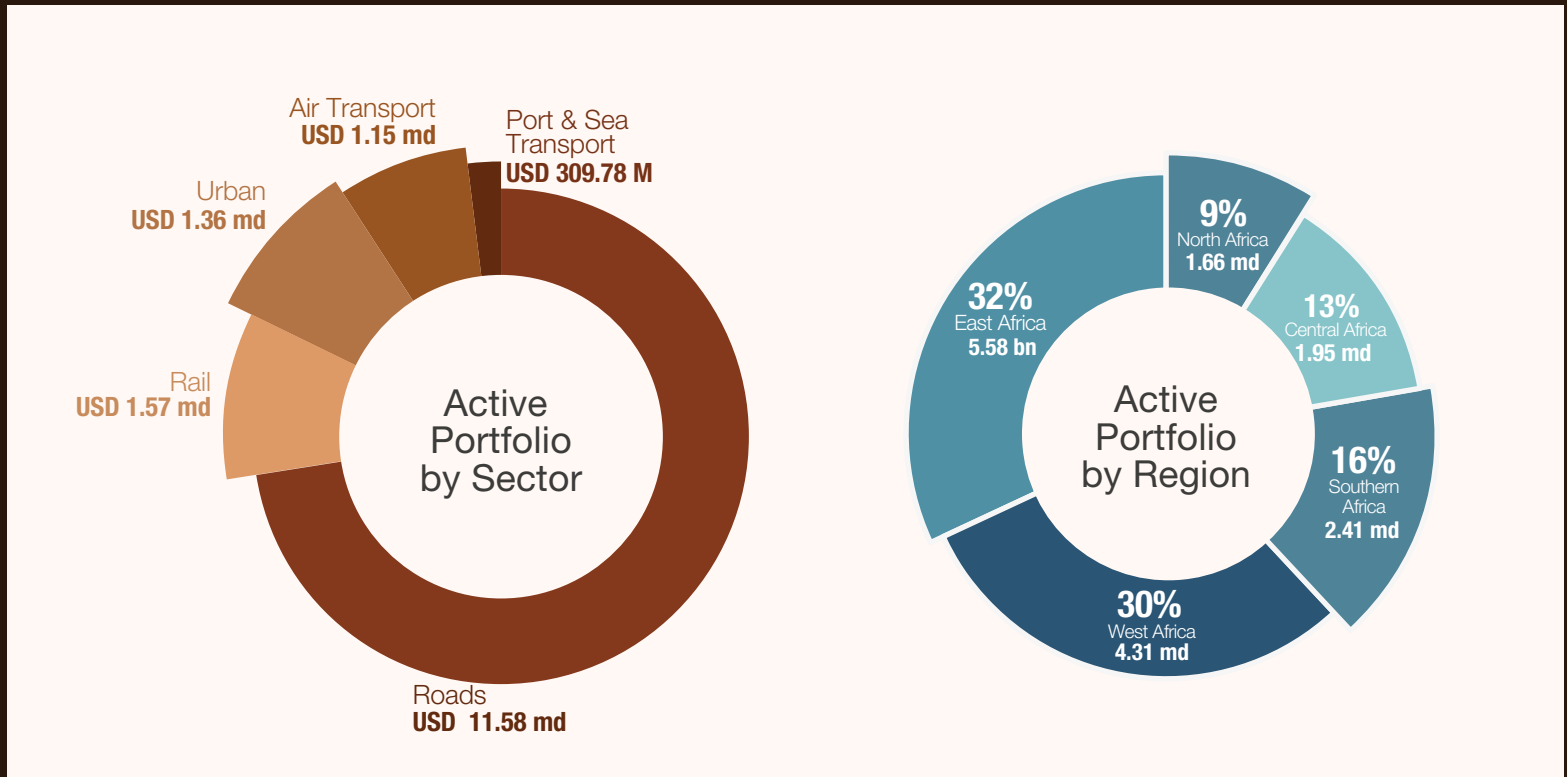


# Portfolio Breakdown


**Total portfolio**  
**USD 16.03 billion**

**Sovereign**  
**13,92 billion**

**Non sovereign**  
**2.11 billion**

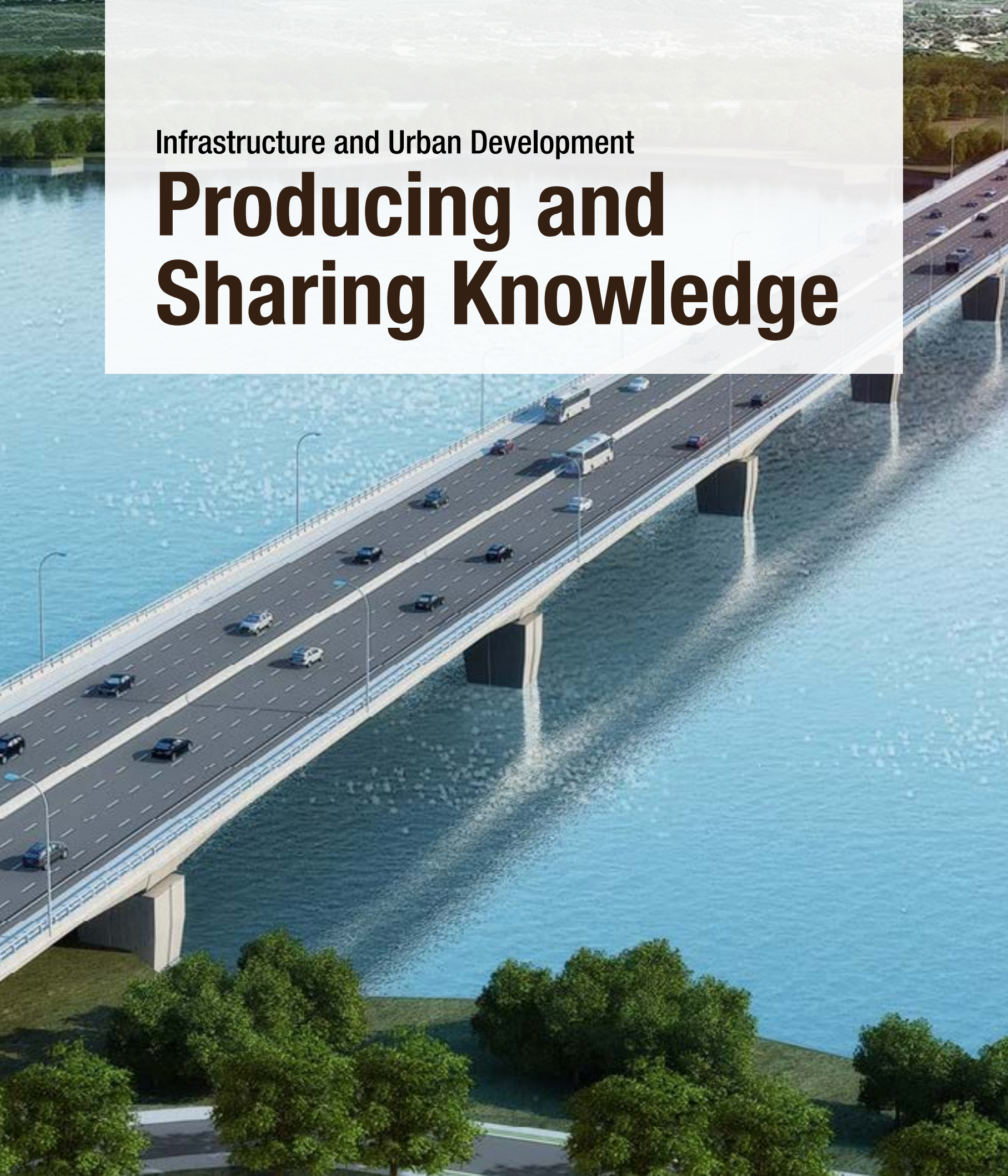






Infrastructure and Urban Development

# Producing and Sharing Knowledge





# Urban Development : Making Headway with Strategic Partners

## Donor support : The Urban and Municipal Development Fund (UMDF) is Officially Launched

The Bank hosted the launch event of the Urban and Municipal Development Fund (UMDF) at the Bank's Headquarters in Abidjan on April 3<sup>rd</sup> 2019. The initial donors of the UMDF are the Nordic Development Fund (NDF), the Wallonne Exports and Foreign Investments Agency (AWEX), Belgium, and the State Secretariat for Economic Affairs (SECO), Switzerland. The overall objective of the Fund is to support African cities and municipalities to better manage urban growth and climate-resilient development by improving governance and quality of basic services.



From L to R : Valerie Dabady, Division Manager of Resource Mobilization and Partnerships Department, Amadou Oumarou, Director of Infrastructure and Urban Development, Pierre Guislain VP for Private Sector, Infrastructure and Industrialization, Karin Isaksson, ED for Nordic countries and India and incoming Managing Director for the Nordic Development Fund (NDF), Hugues Chantry, Ambassador of Belgium in Cote d'Ivoire.

## Working with Development Partners

As part of the Greater Banjul City Urban Development program, partners AfDB and UNOPS are working together with stakeholders from the government in areas related to land-use planning, economic development, urban survey and data management, urban vision and project management training.



## Sharing Expertise with **Urban Development Stakeholders**

In close collaboration with the Infrastructure and Urban Development Department of the African Development Bank, Côte d'Ivoire is preparing its urban strategy by developing a supporting National City Policy document. In this context, a seminar on Urban Policy in Côte d'Ivoire entitled «Building Together the Ivorian City of the Future» was held from June 12<sup>th</sup> to 14<sup>th</sup> in Abidjan.

Urban Development Division Manager Stefan Atchia joined experts from the worlds of finance, politics and urban planning to converge for a panel discussion, in the presence of Dominique Strauss Kahn, guest of honor and presenter on the theme of «International Issues and African Cities».



## Capacity Building : **the Cities Leadership Workshop**

The Cities Leadership workshop, held on the 25<sup>th</sup> and 26<sup>th</sup> September 2019 in Abidjan in partnership with the Bank and the Korean Urban Landscape Fund- KOAFEC, marked the launch of the Urban Municipal Development Fund (UMDF) City Diagnostics for five pilot cities in Africa. The City Diagnostics program is fully funded by the UMDf and will benefit Antananarivo (Madagascar), Bizerte (Tunisia), Conakry (Republic of Guinea), Dodoma (Tanzania) and Libreville (Gabon) during the pilot phase 2019-2020. The workshop was attended by authorities of the pilot cities, in addition to city managers and international urban development experts. As a preamble to the event, a Cities Program Workshop took place in Abidjan, from 16<sup>th</sup> to 18<sup>th</sup> July 2019. The UMDf presented its Diagnostic, Prioritizing and Pre-Investment methodologies with the Bank's Management and conducted skills-building exercises for urban development stakeholders attending the workshop.





# Preventing Road Accidents and Fatalities in Africa

## Joining Forces with the Africa Transport Policy Program

The Bank hosted a Road Safety Leadership Program in Abidjan, which kicked off at the Bank's Headquarters in Abidjan on 4th February 2019. The programme, designed to develop leadership capabilities in road safety planning, implementation, management, and operations; and ultimately help reduce the number of road crashes on the roads of Africa, was organized by the Africa Transport Policy Program (SSATP, an international partnership hosted by the World Bank). Representatives from the World Bank, the United Nations Economic Commission for Africa, and academia shared their experiences on improving road safety through practical examples and best practices, with examples coming from successful operations in Australia, Europe and African countries.



## Developing a Road Safety Framework and Guidelines

The African Development Bank hosted a 2-day technical workshop on 7th and 8th May 2019 to develop a Road Safety Framework and Guidelines. High-level specialists from 25 African countries, including representatives of regional economic communities and regional road corridor organizations, were invited to attend the workshop.

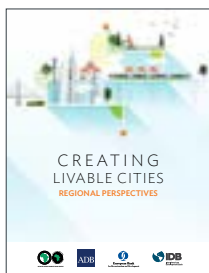
Against a backdrop of growing vehicle ownership and rapid urbanization which have increased the incidence of road accidents in Africa, the Bank is pursuing its efforts to assist RMC in developing their national strategy to improve road safety in Africa.



**“There is a strong need for regular and reliable data on road accidents, and this needs to be published and debated in public fora, including civil society organizations and the media...Raising public awareness of accident blackspots and the weak links in accident prevention will bring the issue to the forefront of public debate and help put road safety on political agendas.»**

Pierre Guislain, VP Private Sector, Infrastructure and Industrialization, speaking at the Road Safety Workshop in May 2019

# 2019 Knowledge Publications



## Creating Livable Cities : Regional Perspectives

This publication examines the urbanization trends and factors across Africa, Asia, Europe and Latin America that are informing operational strategies and approaches of urban development in developing and emerging economies across the four regional development banks—Asian Development Bank (ADB), African Development Bank (AfDB), European Bank for Reconstruction and Development (EBRD), and Inter-American Development Bank (IDB).



## African Ports Databook

The *Port Data Book* provides statistical data on port operations with the aim of improving the analytical capability of Governments, Port Authorities and Port operators to review, evaluate and benchmark their operations. The Port Data Book presents port performance through sets of ten comparable Key Performance Indicators (KPIs). The presentation contains data gathered and information collected from all the members operating seaports and covers 70 ports.



## Ghana Transport Sector Review

This Ghana Transport Sector Review provides a comprehensive diagnosis of the country's transport sector, with a view to reviewing key successes and identifying gaps that inhibit the country from realizing its objectives for the sector. This review covers all the relevant transport sub-sectors (roads, rail, ports and shipping, air, river and lake transport, urban transport) and provides analysis of key policies, institutions, and investment dynamics within the sector.



## Ancillary Works in the Bank's Road Projects

*Available in French only*

Ancillary Works were initiated to optimize the socio-economic impact of road projects and to meet the pressing needs expressed by the communities living along the main road. Community requests vary widely. This study takes stock of what has been done in the domain, with a focus on the problems encountered and the lessons to be learned.



## Burundi : Suspended Foot-bridges

*Available in French only*

This report presents the results of the ex-post evaluation, by the beneficiaries, of the socio-economic impact of the suspended foot-bridges built in Burundi in 2014. These foot-bridges were constructed as ancillary development works as part of the Burundi National Road Development Project (RN 15) between Gitega and Ngozi.







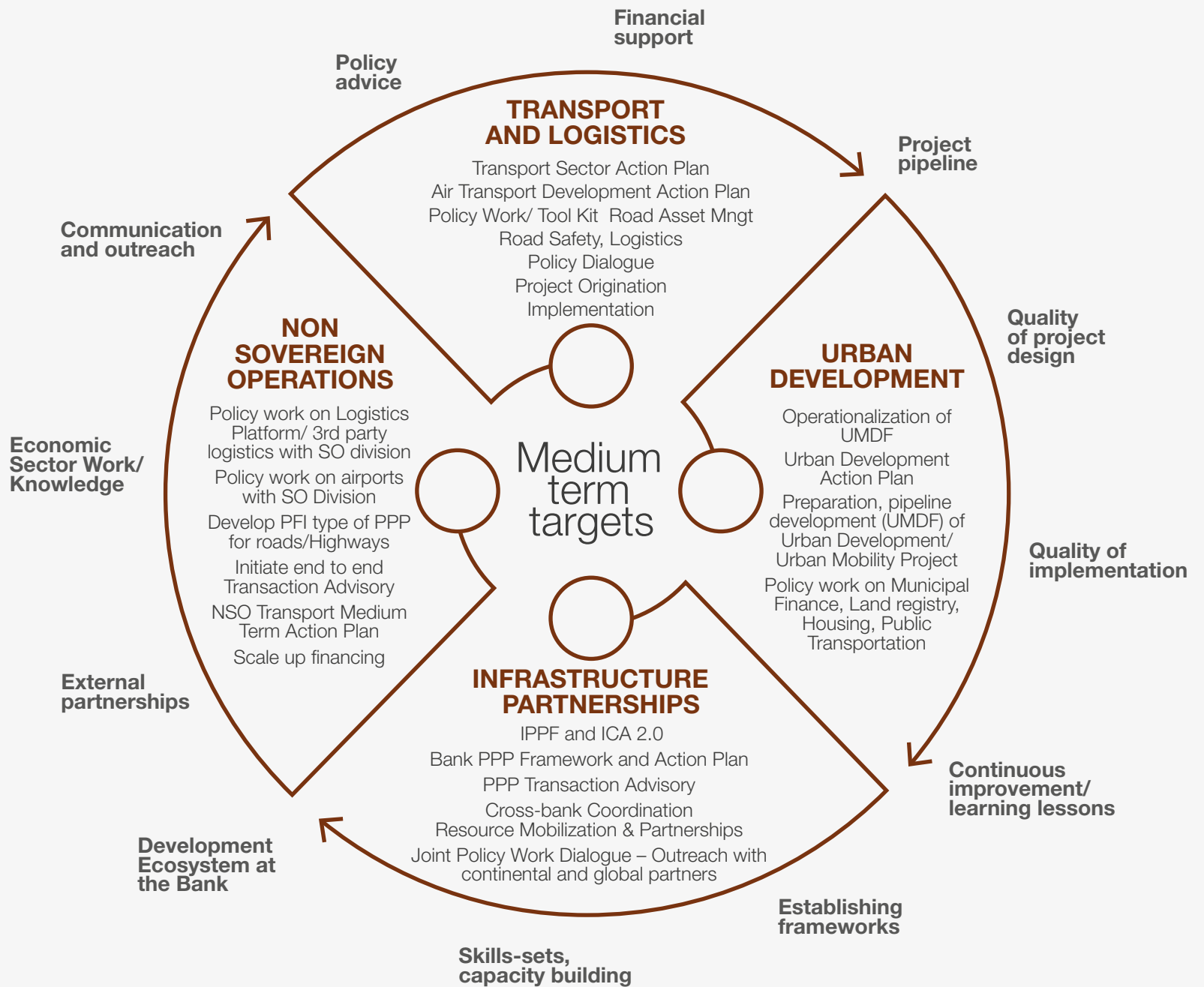
# About Infrastructure and Urban Development



# Overview

The Infrastructure and Urban Development Department provides assistance to the Bank's Regional Member Countries (RMCs) in the form of loans and grants to finance transport infrastructure and urban development projects and programs. The Department also provides analytical and advisory services which support lending programs, policy dialogue and sector reforms in RMC.

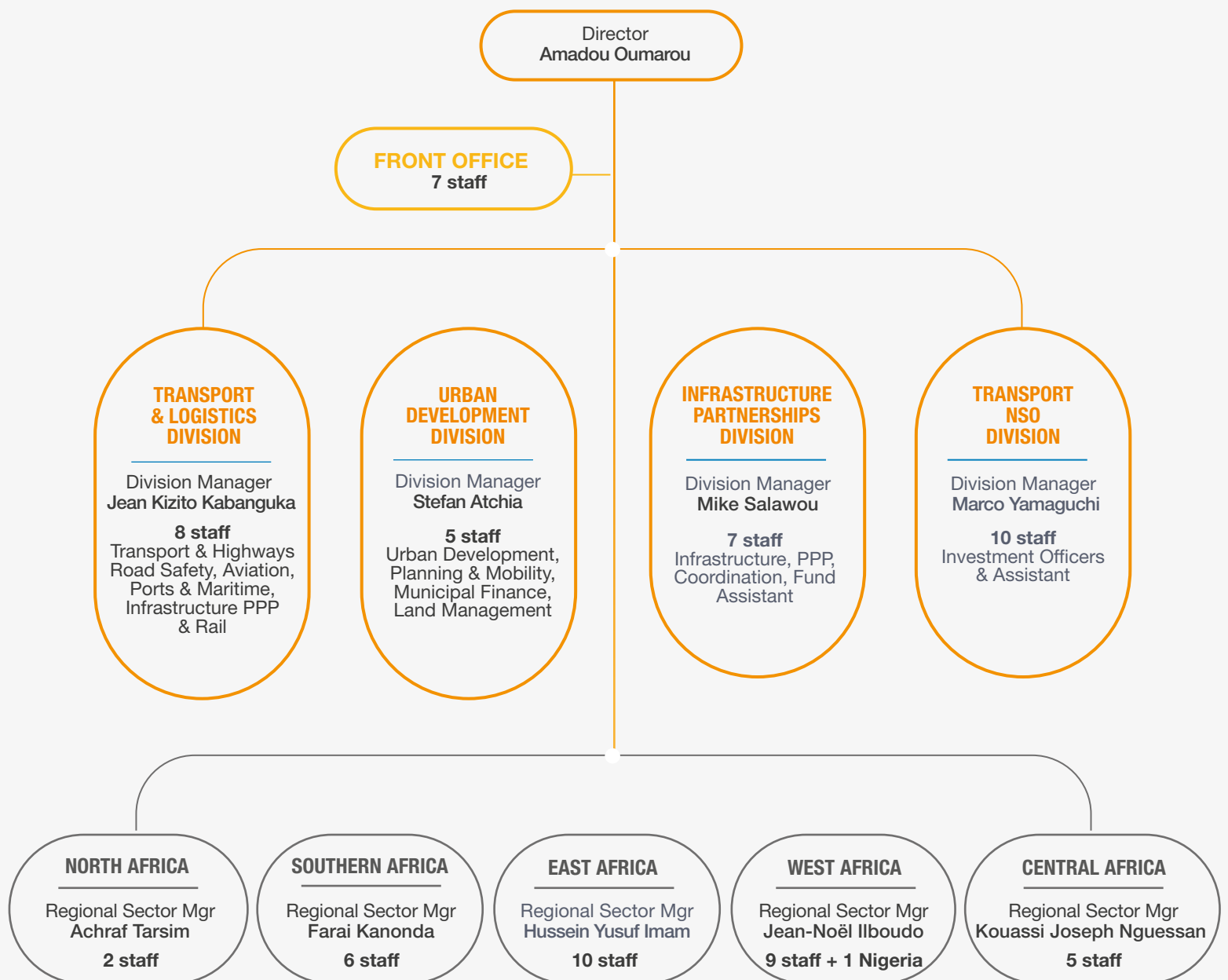
## Strategic Focus



# Department Organization

**38 STAFF  
IN REGIONS**

**42 STAFF  
AT HQ**





# Staff at Headquarters

OUMAROU Amadou	Director	a.oumarou@afdb.org	<b>PICU 0 FRONT OFFICE</b>
NONVIDE-GNANSOUNOU Espérance	Team assistant	e.nonvidegnansounou@afdb.org	
MALANDA Barthélemy	Senior Business Analyst	b.malanda@afdb.org	
OUATTARA-COULIBALY Yéné	Administrative Assistant	y.ouattara-coulibaly@afdb.org	
N'GUESSAN Aya Blonde Christelle	Team assistant	a.n'guessan@afdb.org	
KABANGUKA Jean Kizito	Division Manager	j.kabanguka@afdb.org	<b>PICU 1 TRANSPORT AND LOGISTICS DIVISION</b>
EKOTO Romain	Chief Aviation & Air Transport Officer	r.ekoto@afdb.org	
AWOYOMI Seye Rotimi	Principal Railway Infrastructure & PPP Officer	s.awoyomi@afdb.org	
NGANGA James	Principal Ports and Maritime Transport Officer	j.nganga@afdb.org	
BEZABEH Girma	Road Safety Specialist	g.bezabeh@afdb.org	
EHOUMAN Lydie	Chief Transport Economist	l.ehouman@afdb.org	
RUGUMIRE Patrick	Principal Transport Engineer	p.rugumire@afdb.org	
DOLLIE Charles	Young Professional	c.dollie@afdb.org	
NABALAMBA Alice	Chief Urban Planning Officer	a.nabalamba@afdb.org	<b>PICU 2 URBAN DEVELOPMENT DIVISION</b>
LARBI Neji	Principal Urban Mobility Officer	n.larbi@afdb.org	
FLATTAU Victoria	Senior Urban Mobility Officer	v.flattau@afdb.org	
SALAWOU Mike	Division Manager	m.salawou@afdb.org	<b>PICU 3 INFRASTRUCTURE PARTNERSHIPS DIVISION</b>
CODO Pamphile	Principal Transport Expert	p.codo@afdb.org	
CARVALHO DE MELO Epifanio	Principal Infr. Energy Specialist	e.carvalhodemelo@afdb.org	
KOUADJO Viviane Essui	Senior Administrative Assistant	v.kouadjo@afdb.org	
NJOCK OUKOUOMI Judith Laure	Operations Assistant	j.njockoukuomi@afdb.org	
KOUAME KOUAKOU André	Division Assistant	k.d.kouame@afdb.org	
OKERO Janet	Senior Program Officer	j.okero@afdb.org	
YAMAGUCHI Marco	Division Manager	m.yamaguchi@afdb.org	<b>PICU 4 TRANSPORT NON-SOVEREIGN DIVISION</b>
TOURE Ismael Beidari	Chief Investment Officer	i.toure@afdb.org	
WILSON Geraldine	Investment Assistant	g.wilson@afdb.org	
BEN AYED Hassen	Senior Investment Officer	h.benayed@afdb.org	
SONG Hyoin	Expert PPP	h.song@afdb.org	
BOADZO Adele	Young Professional	a.boadzo@afdb.org	
SOKONA Mohamed	Young Professional	m.sokona@afdb.org	
HARAMBE Celestin	Senior Investment Officer	c.harambe@afdb.org	
BALAYAH Mohamed Yusuf	Principal Portfolio Mgt Officer	m.balayah@afdb.org	
BONI Franck Obed	Team Assistant	f.boni@afdb.org	

# Staff in Regions

BASED IN NORTH AFRICA REGION			
TARSIM Achraf	Regional Sector Manager	RDGN Tunisia	a.tarsim@afdb.org
MOHAMED Ali Ismael	Principal Transport Economist	COMA Morocco	a.mohamed@afdb.org
NDIAYE DIOP Maimounatou	Principal Transport Engineer	RDGN Tunisia	m.ndiaye-diop@afdb.org
SHUNDO Kenji	Principal Investment Officer	RDGN Tunisia	k.shundo@afdb.org
BASED IN SOUTHERN AFRICA REGION			
KANONDA Farai	Regional Sector Manager	RDGS/South Africa	e.kanonda@afdb.org
ATCHIA Stefan	Officer in Charge PICU2	RDGS/South Africa	s.atchia@afdb.org
MWILA Aaron	Principal Transport Engineer	RDGS/South Africa	a.mwila@afdb.org
ISOOBA Daniel Mukunya	Senior Transport Engineer	RDGS/Uganda	d.isooba@afdb.org
MABOMBO Joao David	Senior Transport Engineer	COMZ/Mozambique	j.mabombo@afdb.org
MALINGA Richard	Principal Transport Engineer	RDGS/South Africa	r.malinga@afdb.org
NYIRUBUTAMA Jean Jacques	Chief Transport Economist	RDGS/South Africa	j.nyirubutama@afdb.org
CHIRWA Mtchera Johannes	Chief PPP Infr. Specialist	RDGS/South Africa	m.chirwa@afdb.org
EL GAZZAR Ahmed	Principal Investment Officer	RDGS/South Africa	a.elgazzar@afdb.org
MAKASA Davies Bwalya	Principal Transport Engineer	COMW/Malawi	d.makasa@afdb.org
BASED IN EAST AFRICA REGION			
IMAM Hussein	Regional Sector Manager	RDGE/KENYA	h.imam@afdb.org
AGUMA Jeremy Bassy	Principal Transport Economist	RDGE/KENYA	j.aguma@afdb.org
GARBADO Eriso	Infrastructure Specialist	RDGE/KENYA	e.garbado@afdb.org
MAKAJUMA Adongo George	Principal Transport Engineer	RDGE/Uganda	g.a.makajuma@afdb.org
MINJA Mariehellen	Principal Transport Engineer	COTZ/Tanzania	m.minja@afdb.org
NDIKUMWAMI John	Senior Transport Engineer	BIFO/Burundi	j.ndikumwami@afdb.org
WADDA -SENGHORE Mam Tut	Chief Investment Officer	RDGE/KENYA	m.wadda@afdb.org
KATALA Jumbe Nalgia	Transport Engineer	RDGE/KENYA	j.katala@afdb.org
TESSEMA Zerfu	Chief Transport Engineer	RDGE/KENYA	z.tessema@afdb.org
WA-KYENDO Mumina	Chief Transport Engineer	RDGE/KENYA	m.wa-kyendo@afdb.org
MUNYARUYENZI Philippe	Infrastructure Specialist	CORW/Rwanda	p.munyaruyenzi@afdb.org
BASED IN WEST AFRICA REGION			
ILBOUDO Jean-Noël	Regional Sector Manager	RDGW/Côte d'Ivoire	j.ilboudo@afdb.org
BOCKARIE Abu Sandy	Senior Transport Infr Engineer	COSL/Sierra Leone	a.bockarie@afdb.org
AKYEA Sheila Enyonam	Senior Transport Infr Engineer	COGH/Ghana	s.akeya@afdb.org
TAMBAH Prince Desea	Senior Transport Infr Engineer	COLR/Liberia	p.tambah@afdb.org
WADE Mohamed El Abass	Transport Infrastructure Specialist	COSN/Senegal	m.a.wade@afdb.org
MUSA Patrick Tamba	Senior Transport Engineer	RDNG/Nigeria	p.musa@afdb.org
BASED IN CENTRAL AFRICA REGION			
NGUESSAN Kouassi	Regional Sector Manager	RDGC/Gabon	j.nguessan@afdb.org
EDJODJOM'ONDO Jean Felix	Transport Specialist	RDGC/Gabon	j.edjodjom'ondo@afdb.org
BIZONGO Désiré Anatole	Senior Transport Officer	COCD/D.R.Congo	d.bizongo@afdb.org
MORE N'DONG Pierre-Simon	Principal Transport Engineer	RDGC/Cameroon	p.morendong@afdb.org

Infrastructure and  
Urban Development Department  
African Development Bank  
Tour B  
Cité administrative Plateau  
01 BP 1387 Abidjan 01, Côte d'Ivoire  
[www.afdb.org](http://www.afdb.org)



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