



SOMALILAND ROADS AUTHORITY SRA

Somaliland Road Sector Developments

Presented by

Eng. Hussein Abdi Ali

Horn of Africa Conference on Infrastructure and Investment
KICC, Nairobi - Kenya

12 –13 March, 2012

INTRODUCTION

Somaliland is a sovereign state in the horn of Africa.

Somaliland is bordered by Ethiopia in the south and west, Djibouti in the northwest, the Gulf of Aden in the north, and Somalia to the east

INTRODUCTION

Somaliland map



INTRODUCTION

The civil war in Somaliland of 1988 not only resulted in severe damage to and deterioration of the country's road network but also in the collapse of the authorities responsible for the provision and maintenance of such infrastructure.

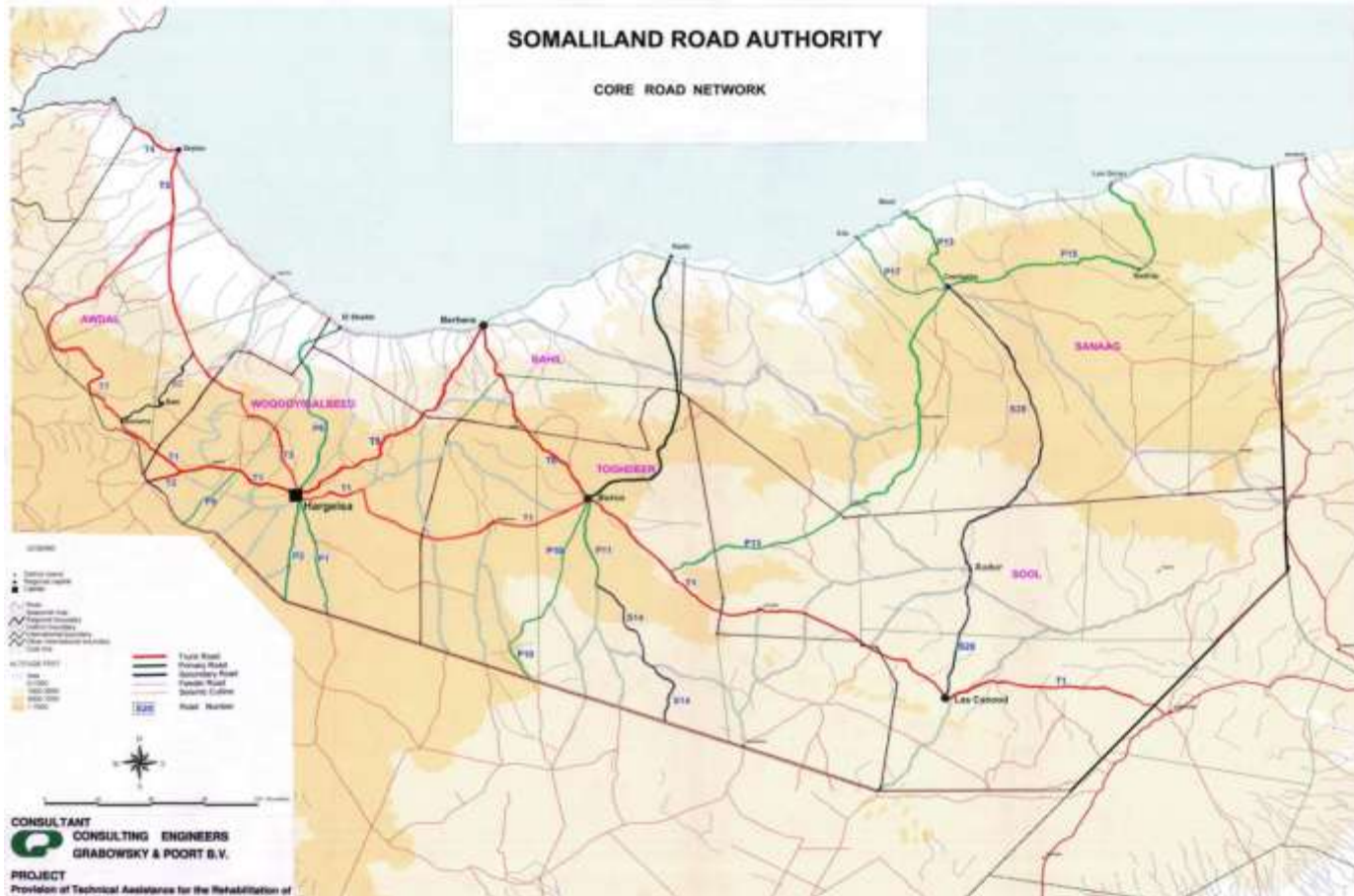
BACKGROUND

Somaliland has a road network extending some 8,770kms out of which 770kms are paved road (tarmac) and 8,000 kms are earth and gravel roads.

The paved road linking the towns of Dila, Hargeisa, Berbera, Buroa, Ainabo, and Las Anod is the only inter-urban paved road in Somaliland.

INTRODUCTION

Somaliland Road Network.



ESTABLISHMENT OF THE SOMALILAND ROAD AUTHORITY (SRA)

The Road Sector Administration Board (RoSAB), the Somaliland Road Authority (SRA), and the Road Fund Administration (RFA) were officially established by Presidential Decree in March 2000.

The SRA was established with the purpose to create an operational body responsible for the road maintenance and construction in Somaliland.

ESTABLISHMENT OF THE SOMALILAND ROAD AUTHORITY (SRA)

Funding of the road maintenance and construction is channeled through the Road Fund managed by the RFA. The Road Fund receives monies from Fuel levy, road tax, transport fees etc.

The RoSAB is the Board of Directors responsible for both RFA and SRA. The members are from government and private sectors and are all stakeholders.



ROAD SECTOR POLICY STATEMENT

“To provide and maintain national and regional road networks so as to help the people of Somaliland to meet their economic, social and development goals”

ROAD SECTOR POLICY OBJECTIVES

Operational management of all road sector activities will be undertaken by the Somaliland Road Authority (SRA);

Maintenance capacity will be developed to keep pace with reconstruction and rehabilitation, and priority will always be given to maintenance;

Road services cost recovery programmes will be expanded and improved, and maintenances, rehabilitation and reconstruction will be financed through the earmarked road user charges and external donor funds;

ROAD SECTOR POLICY OBJECTIVES

Environmental impact evaluations, management and mitigation will be improved;

Private sector consulting and contracting capacities will be improved so that they may be fully utilized in services delivery;

Community participation in infrastructure management and service delivery will be promoted, and also labour-based technology will be promoted.

PARTNERS AND CLIENTS

It is generally accepted that most road maintenance and construction services are best carried out by consulting and contracting firms.

The policy of SRA is to contract out all the road activities.

The main clients of the SRA are the private local and international contractors.

The main SRA partners are EU, IGAD, ILO, and Ethiopian Road Authority

COMPLETED PROJECTS (2000—2011)

A) WORKS DONE BY SOMALILAND ROAD AUTHORITY(SRA) (2000--2011)

S/NO	ITEMS	QUANTITY
1.0	REHABILITATION AND MAINTENANCE OR CONSTRUCTION OF ROADS AND BRIDGES	
1.1	Construction of Culverts (from Borama to Ainabo)	34 nos
1.2	Construction of new paved roads (Berbera coast way & Berbera-cement factory	8 Km
1.3	Resealing of Hargeisa - Berbera paved road	90 km
1.4	Construction of new gravel roads (Togwachale,tabca,Jarato,Amoud, Dila- Borama, Hargeisa - Odweine, Ina Afmadobe -Erigavo)	150 km
1.5	Construction of new Irish Crossings (Zeila-Toqoshi & Odweine earth roads)	500m
1.6	Rehabilitation of existing Bridges (Kalajab,Hargeisa 1st and Burao 1st & 2nd bridges)	4 nos
1.7	Making new road alignments (Hargeisa -Odweine)	125 km
1.8	Routine and periodic maintenance of existing paved roads and culverts (From Dila-Lasanod)	630 km
1.9	Construction of Dila Borama Road	4 Km
1.10	Construction of Hargeisa 2nd Bridge	1

COMPLETED PROJECTS (2000—2011)



Rehabilitation of Berbera--Burao Paved Road

COMPLETED PROJECTS (2000—2011)



Rehabilitation of Hargeisa--Berbera Paved Road

COMPLETED PROJECTS (2000—2011)



Reconstruction of culverts

COMPLETED PROJECTS (2000—2011)



Reconstruction of Bridges

COMPLETED PROJECTS (2000—2011)



Hargeisa 2nd Bridge

COMPLETED PROJECTS (2000—2011)



Demonstration in a SRA Lab.

COMPLETED PROJECTS (2000—2011)



Axle Load Control Survey.

A ROAD SECTOR STRATEGY AND PLAN

Institution building and public and private sector capacity development;

A prioritized, defensible, investment programme covering maintenance, rehabilitation, reconstruction and development;

A financing plans covering national and external resources mobilization.

SRA 5 YEAR PLAN (2012—2016)

B) FUTURE PLANNED ROAD WORKS

1	Complete rehabilitation of Berbera Corridor.	241 Km
2	Construction of Kalabaidh--Borama Road	40 Km
3	Construction of Inaafmadobe--Erigavo Road	306 Km
4	Construction of Borama--Lowyado Road	280 Km

BACK GROUND OF BEREBERA CORRIDOR ROAD

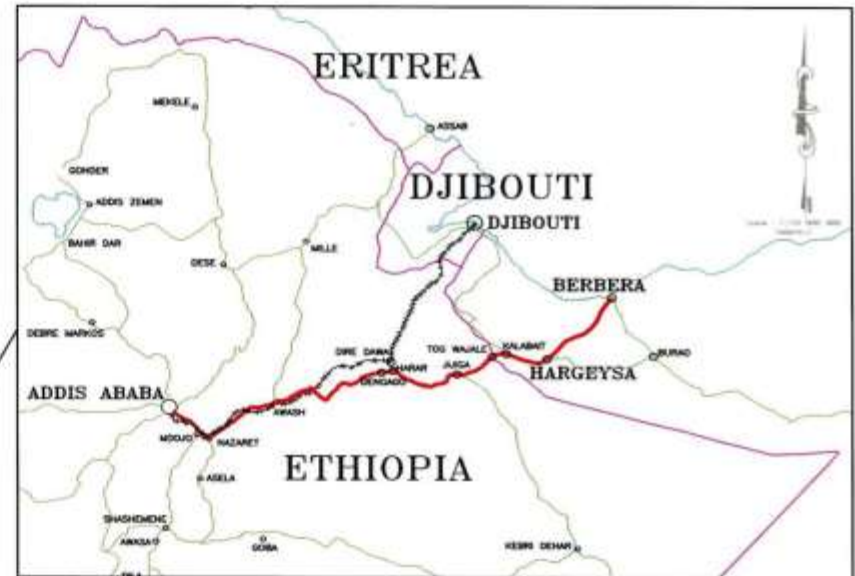
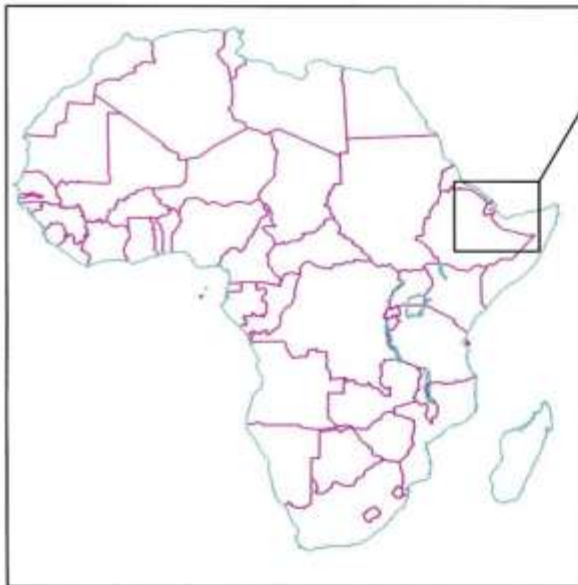
The paved road between Berbera – Hargeisa (153 km) is a tarmac road and was constructed in 1975 with a design life of 10 years.

The section between Hargeisa – Kalabaid (68Km) was constructed in 1982 with a similar design life it should thus noted that life span of these roads are surpassed with almost 30 to 20 years respectively.

The section between Kalabaid – Togwachale (20Km) is a gravel and was constructed in 2001 by ERA.

THE BERBERA CORRIDOR ROAD

BERBERA CORRIDOR LOCATION MAP



CONCLUSION

The Berbera Corridor, is the main road from Berbera port through the capital of Somaliland, Hargeisa to the Ethiopian border is a vital importance not only for Somaliland, but for Ethiopia. Ethiopia uses Berbera port for its' commercial goods starting on January 2006. Commercial traffic rates are also growing with constantly expanding trade from Berbera to Ethiopia.

CONCLUSION

- There fore government of Somaliland is kindly requesting from the E.U to speed up the feasibility study of Berbera corridor project within the Somaliland side (241 Km) as well as its implementation to the international standards.



THANK YOU