This year’s Annual Report of the Infrastructure and Urban Development Department underscores the Bank’s sustained financial support for the construction of roads, ports, airports and urban infrastructure. The 2018 portfolio of financing approvals has attained a record number of 19 projects and is made up of an unprecedented mix of sub-sectors and financing instruments. Indeed, infrastructure and urban development project approvals accounted for 21% of the Bank’s total portfolio in 2018, underlining a strong commitment to its High 5 priority to Integrate Africa.

Extending Africa’s road network is a high development priority. Projects approved by the Bank in 2018 include major regional corridors, which will boost competitiveness in international markets. 1084 km of new cross-border roads will open up trade opportunities between neighbouring countries and beyond. On the Central Corridor in East Africa, landlocked Burundi will gain an alternative access to a seaport through Tanzania. One of the largest projects of the year in terms of financing by the Bank, an expressway in Uganda, will benefit both urban transport users and rural communities as it extends out of the city of Kampala across an important trading corridor towards Jinja. Facts, figures and illustrations of all 12 of the new road projects are given in the pages dedicated to 2018 lending achievements.

The Bank’s transport and urban development projects are key drivers of social and economic transformation and contribute to the 2030 Sustainable Development Goals. The two urban development projects financed in 2018 will contribute to increased mobility, less pollution and a better quality of life for Africa’s growing urban population.

Two other important projects focused on the development of Africa’s ports. In Gabon, the Bank extended a senior loan to Gabon Special Economic Zone to finance the expansion of the Owendo port to cater for the growth in maritime trade. Similarly, the rehabilitation and expansion of port infrastructure on two islands in the Cabo Verde archipelago will enable the islanders and visitors to travel and trade more freely.

In the aviation sector, in addition to two airport infrastructure projects, the Bank developed a strategic framework to guide its future investments in consultation with continental and global stakeholders.

The Infrastructure and Urban Development Department of the Bank has a pivotal role to play as focal point and key strategic provider of analytical and advisory services. We are embracing the changes taking place in the African infrastructure ecosystem and moving forward with the same spirit of agility and versatility to effectively support the Bank’s High Five strategic priorities.
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 Africa Development Bank are expressed in the currency of the Project. This may be in US Dollars (USD), Euros (EUR) Units of Account (UA).

In the case of active portfolio representations, the amounts have been converted into USD at the conversion rates set forth below. Such presentations are made solely for convenience and may not be an exact conversion of the amount of financing at the time of approval.

All data on project funding from other sources and all socio-economic data is retrieved from the project appraisal report, where data sources are expressed.

2018 currency conversion rate used in this publication
UA 1=USD 1.40
UA 1 = EUR 1.19
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Regional Member Countries (RMCs) are pursuing their national and regional development strategies in infrastructure and urban development. 19 projects in Infrastructure and Urban Development were financed by the Bank in 2018, compared to 16 in 2017 and 14 in 2016.

The Bank has also stepped up its financial contribution, committing USD 1.9 billion in 2018 to projects, compared to USD 1.5 billion in 2017 and USD 1.6 billion in 2015.

Finance is only part of the story. RMCs will gain opportunities to grow their economies in a coherent and sustainable manner thanks to the Bank’s technical and advisory support for road and port constructions, urban development and aviation. Among this year’s portfolio focus, a strong boost to road corridors across Africa. 2018 projects reinforce the Bank’s High Five strategic actions to Integrate Africa by connecting cities across borders and by linking landlocked regions to seaports.

Holistic urban development also features strongly in the 2018 portfolio, with a showcase achievement in design of the forward-looking Urban Development Plan of Abidjan, Côte d’Ivoire and a non-sovereign PPP financing of urban transport solutions.

19 new examples in 2018 of how the Bank is embracing change in the African Infrastructure ecosystem. 19 new examples of strong dedication to accompanying RMCs to meet the new challenges and build their capacity to achieve sustainable development.
Road Corridors to Integrate Africa

Regional integration as articulated in the Bank’s High 5 priorities requires a combination of measures to provide opportunities for intra-regional trade and the movement of people, goods and services.

Road corridors are important multinational investments by countries to reinforce regional integration. They enable safe and efficient movement of people and goods across borders and link landlocked countries to sea ports. They open up opportunities for rural populations to sell locally produced food and wares and to purchase manufactured goods. The economic gains from lower vehicle operating costs, shorter travel time and fuel savings which bring down travel and freight costs and stimulate trade are the most tangible benefits of road corridors. Perhaps just as importantly, the people gain opportunities to travel more easily to meet their daily needs, send their children to school and pursue their ambitions. These all have a positive impact on poverty reduction and are instrumental in achieving sustainable regional peace and unity through an improved quality of life.

The strong financial commitments by the Bank in trans-national road corridor networks in 2018 affirm road infrastructure as an important means of responding to the high economic, social, political and security stakes associated with sustainable regional integration.

1 084 km of transnational roads approved in 2018

A section of the Mombasa, Nairobi, Addis Ababa corridor financed by the Bank
Construction of road corridors

Trade between neighbouring countries is often affected by the poor state of the road. Cross-border road links are critical to achieving inclusive and sustainable regional integration. They break the isolation of people in the rural areas crossed by the road and alleviate poverty by reducing the cost of transport, promoting cross-border trade and opening up routes to trade hubs and seaports. In 2018, the Bank approved the following road corridor projects:

- **Burundi and Tanzania**: Rehabilitation of 305 km of road and 117 km of feeder roads, improving regional integration and providing access to a seaport.

- **Mali**: Rehabilitation of 286 km of road on the Trans-Saharan Highway, improving national integration and integration with Algeria.

- **Cameroon**: Construction/rehabilitation of 280 kilometres of road, improving national integration and integration with Nigeria.

- **Benin**: Rehabilitation of 210 kilometres of road, improving regional integration by linking to the northern part of Togo and Burkina Faso, Mali, Niger and the northern part of Nigeria.

- **Senegal**: Rehabilitation of 165 km of roads and the improvement of 100km of access roads on the Dakar-Lagos Trans-African Highway 7, improving national integration and integration with the Gambia, Guinea Bissau and Guinea.

- **Guinea and Guinea Bissau**: Rehabilitation of 107 km of road, improving regional integration on the Dakar-Lagos Road Corridor or Trans-African Highway 7.

- **Madagascar**: Rehabilitation of 107 kilometres of road, providing improved access to 2 seaports.

- **Côte d’Ivoire**: Rehabilitation of 11 kilometres of road on the Ghana border, improving regional integration.

One-stop border posts and bridges

Trade and regional integration are greatly enhanced when border procedures are unified between the two countries. One-Stop Border Posts (OSBPs) at land border crossings address the challenges of lengthy delays and cumbersome procedures at borders. They enable goods, people, and vehicles to stop in a single facility in which they undergo unified controls to exit one country and enter the neighbouring country. In 2018, the Bank contributed to smoother border crossings with the following projects:

- **Burundi-Tanzania**: the construction of a one-stop border post at Manyovu/Mugina: the projected time to cross the border will be reduced from 2 hours in 2018 to 30 minutes at project completion in 2023.

- **Mano River Union countries**: cross-border facilities bridges, road checkpoints and border posts between Liberia and Côte d’Ivoire.

- **Guinea and Guinea Bissau**: 2 bridges to be built in Guinea and repairs to defects on 5 bridges in Guinea-Bissau. 2 relay antennae to connect customs offices located inland and on the corridor to main servers in Conakry and Bissau.
2018 Lending Achievements

In 2018, the Bank approved 19 projects in Transport and Urban Development for a total of USD 1.9 billion. This compares with 16 projects in 2017 (USD 1.5 billion) and 14 projects in 2016 (USD 1.6 billion).

12 road construction or renovation projects accounted for 65% of financing, the largest of the projects being the first phase of a PPP toll highway in Uganda. Innovative in design, the USD 800 million project is composed of 50% Viability Gap Funding (VGF) and 50% private capital. Half of the VGF is being financed by the Bank (USD 200 million).

22% of financing was for urban transport, including a flagship urban transport project for the city of Abidjan, Côte d’Ivoire which takes a holistic approach to urban development through road infrastructure and complementary project components.

11% of financing was for air transport projects, with infrastructure upgrades and an Air Safety Priority Project in Central Africa.

Two port capacity expansion projects in Gabon and Cabo Verde complemented the multimodal transport portfolio.

Of the UA 140 million approved for non-sovereign operations, there was an Urban Commuter Transit project in South Africa and a pan-African multi-sector project (African Infrastructure Investment Fund).

73% of non-sovereign operation approvals were in the form of loans, 27% in the form of equity participation.

In terms of regional distribution, 44% of the USD 1.9 billion of approvals in 2018 was attributed to projects in West Africa. Projects in East Africa accounted for 30%, Central Africa for 7%, Southern Africa for 12% and Northern Africa for 5%. The pan-African project accounted for the remaining 2%.

Promoting regional integration, 5 cross-border projects aimed at facilitating trade and movement of people, better connecting:
- Côte d’Ivoire and Liberia
- Guinea and Guinea Bissau
- Mali and Algeria
- Côte d’Ivoire and Ghana
- Burundi and Tanzania

People living in the projects direct impact areas will benefit on a daily basis from the improved access to trade hubs and social and health amenities gained from the road construction. For the above cross-border projects, over 6 million people living near the border roads will experience a direct improvement in their quality of life and gain economic opportunities. Countless more millions will enjoy the effects of improved infrastructure, cheaper and quicker transport and reduced prices of goods transiting the region.

Casting a much wider net, beneficiaries of transport sector projects financed by the Bank in 2018 extend to tourists and the tourist industry, to business travellers and to commuters who will benefit from more frequent and safer transport on roads, planes or ferries, thanks to improved infrastructure, facilities and capacity-building focused on improving safety for travellers.

2018 was a year of growth in financing, but also one of growth in high level strategic actions for continuous improvement, so that all projects achieve their maximum level of efficiency, effectiveness, relevance, impact and sustainability.
### 2018 Lending Breakdown

**USD 1.9 BILLION**

**19 Projects Approved**

- **12 Road projects**
  - 1 765 km of road construction and rehabilitation in 13 countries
  - Including 1 084 km of transnational roads
  - The longest of which stretches 300 km linking Burundi and Tanzania

- **2 Urban Development projects**
  - 88 km of expressways and urban development in Côte d’Ivoire
  - 8 000 vehicles for urban transport in South Africa

- **2 Port projects**
  - 14 000 more ferry passengers to improve island integration in Cabo Verde archipelago
  - 980 more tons of cargo in Gabon and Cabo Verde

- **2 Aviation projects**
  - Air safety program in D.R. Congo and 4 airports modernized in D.R. Congo and Morocco

- **1 Multisector project**
  - Pan-Africa equity funding

**USD 1.7 BILLION**

**USD 1.1bn**

**USD 490.2m**

**USD 70.2m**

**USD 215.5m**

**USD 40m**

**SOVEREIGN 1.7 BILLION**

**NON SOVEREIGN 194 MILLION**
2018 Project Design Highlights

Transport and urban development projects presented to the Board are crafted with expertise gained from over half a century of lessons learned, combined with today’s best practices and a mission of achieving sustainable and inclusive development. In 2018, the Bank pursued innovative channels and evidence-based recipes for success to design customized solutions in the context of each project. This year’s project design highlights reflect the strong emphasis on partnerships and innovative financing mechanisms.

Emphasis on a participatory approach by communities

In 2018, strong emphasis was given to the participatory approach during project preparation, technical studies, environmental and social impact assessments, and project appraisal mission.

All Infrastructure and Urban Development projects are designed according to the Bank’s inclusive strategy which sets out to increase socio-economic development for the population living in the project areas and to improve access to health, education, social services in a preserved ecological environment.

During the 2018 appraisal mission of the cross-border road between Tanzania and Burundi for example, the team members conducted thorough field visits along the project zone in both countries. Consultations with the population were organized in 6 towns in Tanzania, the largest being Kasulu with a population of 230 000, and also in Makere, Kibondo, Buhigwe, Mvugwe, and Manyovu. In Burundi, consultations were organized in the towns of Minago, and Gitaza. The participation of these communities was high and active: women, men, youth, children, the elderly, community leaders, and officials attended the meetings. The current challenges, the benefits of the project, community expectations, and their involvement during the pre and post construction was discussed.

Further consultations with development partners, ministries and authorities in both Tanzania and Burundi highlighted the need for effective coordination of monitoring and supervision of the implementation of the Project. Consultation will also continue during project implementation.

In the 2018 Senegal road project, socio-economic enhancement measures were identified, prepared and finalized during the project’s appraisal. Community infrastructure such as feeder or access roads, school enclosures, training and health centres and markets, and motor parks were budgeted for in the CFAF 6.78 billion allocated to related facilities, representing 6% of the total project cost.

An Environmental and Social Management Plan budgeted at CFAF 2.7 billion is borne by the project. It summarized the recommended mitigation measures, monitoring indicators, supervision and control of negative environmental impacts of the road project. These include displacements, noise, pollution and risk of sexually transmitted diseases from the influx of workers.

Equity participation in African Infrastructure Investment Fund 3

There is high demand for private capital to bridge Africa’s chronic deficit of public infrastructure. Africa’s infrastructure gap exists in part due to an insufficient number of bankable projects being developed. Recognizing the need for equity participation, the Bank continued its support for the African Infrastructure Investment Fund 3 (AIIF3), an equity vehicle with a target fund size of USD 750 million. In November 2018, the Bank approved an investment of USD 40 million into the fund. AIIF3 seeks long-term investments, with a focus on greenfield assets in a diversified portfolio of 10-14 transport, logistics, and power sector projects across Sub-Saharan Africa.

AIIF3 is the successor fund to SAIF and AIIF2 which the Bank previously successfully invested in 1996 and 2010 respectively. The Bank will play a counter-cyclical role in equity financing while strategically continuing to support the third fund managed by AIIM, a South-Africa based company with a solid track-record in achieving significant capital appreciation and development outcomes. The fund will support job creation at the project level and translate into capacity building and skills-transfer.
Emphasis on road safety

Road safety audits and sensitization programs for communities living along road project sections are systematically incorporated in the design of Bank interventions. In 2018, six projects were on roads where the Bank will finance over 150 linear km of paved road. Given the high number of linear kilometres on national and international highways, emphasis in the road safety component of projects was on infrastructure safety and capacity building.

Noting the critical shortcoming of capacity to move forward road safety in Africa, the Bank and the World Bank Group Road Safety staff met for a Portfolio Review session at the 2018 Annual Meeting of the SSATP African Transport Policy Program held in July in Abuja, Nigeria, with an aim to strengthen collaboration in road safety initiatives and create more synergies.

Leading the way in road safety, the Bank began a new initiative in 2018 to support the creation of Regional Centres of Excellence for Road Safety in Africa. The aim is to offer high quality courses and tailored trainings to build capacity in all areas of road safety. The centres of excellence will intervene in projects based on country-specific demands and availability of funding as components of road projects. The initiative was incorporated in 2 projects approved in 2018, with financial support from the Government of Cameroon (as part of its 2018 construction of a ring-road in the North) and the Government of Tanzania (as part of the road corridor project with Burundi). The latter provides for the rehabilitation of 305 linear km of road, the longest linear construction approved by the Bank in 2018. The funds will be used for capacity building by government entities in Cameroon and Tanzania to serve Central and Eastern African countries respectively.

Emphasis on public-private partnerships

2018 was a year of innovation in the infrastructure financing mechanism. In Uganda, the Bank worked closely with the Government to develop a business model for the proposed Kampala Jinja Highway project. As the project was not considered commercially viable under the traditional model, it was structured with a Viability Gap Funding (VGF) component to address affordability and financial viability. The Bank provided transaction advisory support throughout the project design process. For the first phase, the financing of the project will be made up of 50% VGF (or 400 million USD) and 50% private capital (400 million USD). The second phase will be entirely financed from private capital to the tune of USD 400 million.

In South Africa, the Bank provided advisory support to develop private sector lending and participation through lending to a transit financial solutions provider that on-lends to small and medium enterprises (SMEs). The project will catalyze funding for approximately 8,000 commuter transit vehicles across the country.

In Gabon, the Government initiated a Public Private Partnership (PPP) with Gabon Special Economic Zone Ports SA (GSEZ Ports) in 2014 to modernize and extend the existing port of Owendo. GSEZ is backed by three key shareholders: Olam international (40.5%), the Republic of Gabon (38.5%) and African Finance Corporation (21%). The Bank has been playing a major transaction structuring role and also leading in the project’s due diligence on behalf of the lenders by ensuring proper risk allocation and mitigation for the main risks, and the project’s compliance with the Bank’s E&S policies and standards. In 2018, the Bank approved a loan of 40 million euros to finance part of the project.
Description of Projects Funded in 2018

Infrastructure and Urban Development
The city of Abidjan in Côte d’Ivoire is considered the economic pulse of the West African sub-region. A port city and sixth largest metropolis on the continent, Abidjan is home to an estimated population of 4.71 million, forecast to grow to 8.5 million in 2030. The Abidjan Urban Transport Project (PTUA) was initiated by the Ivorian government and supported by the Bank in order to meet the dual challenge of population growth and a rapidly expanding car fleet in the city. Almost all intersections are experiencing severe congestion and the poor state of the roads results in road accidents, impaired economic activity and air pollution in the city.

Whereas phase one of the PTUA was allocated to financing the construction of the 4th bridge in Abidjan, this phase two, financed by the 2018 tranche of the AfDB loan, is allocated to the development of transformative roads in the city. It covers the development of 87.9 km of rapid urban roads, six interchanges, the rehabilitation of traffic lights at 89 intersections, the assessment of air quality, urban waste management and the strengthening of existing capacities in traffic regulation, urban planning, local revenue improvement and road safety. The Project also integrates a holistic strategy for adaptation and reduction of greenhouse gases in Abidjan, starting from an inventory of the impacts of climate change and a study for the protection of natural ecosystems. It includes a component for participatory management and conservation of the Banco National Park, on the outskirts of the city.
The AfDB also finances:

- 60 young graduate engineers employed during the construction phases
- 1 New car park
- 1 Renovated market
- Training for 50 young workers in traffic light maintenance

**Socio-economic actions for women and youth**

**Reduced environmental and social impact of urban transport**

**Institutional capacity building and studies**

**OUTPUTS**

- 88km of expressways
- Reduced environmental and social impact of urban transport
- Socio-economic actions for women and youth
- 176 Number of fatal road accidents
- 365 Number of fatal road accidents
- 15km/h Average speed on road
- 35km/h Average speed on road
- 8% annual cost of poor traffic conditions
- 3% annual cost of poor traffic conditions
- 180,800 tons CO₂ avoided per year

**OUTPUTS FINANCING**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount (€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Global Environment Facility (GEF)</td>
<td>6.4M</td>
</tr>
<tr>
<td>JICA</td>
<td>63.49M</td>
</tr>
<tr>
<td>Govt of Côte d'Ivoire</td>
<td>82.99M</td>
</tr>
<tr>
<td>AfDB (loan)</td>
<td>329M</td>
</tr>
</tbody>
</table>

**TOTAL COST:** € 482.35M

**OUTCOMES**

- 180,800 tons CO₂ avoided per year
- 8% annual cost of poor traffic conditions
- 365 Number of fatal road accidents
- 15km/h Average speed on road
- 176 Number of fatal road accidents
- 35km/h Average speed on road

**FINANCING**

- AfDB (loan) € 329M (68%)
- Govt of Côte d'Ivoire € 82.99M (17%)
- JICA € 63.49M (13%)
- Global Environment Facility (GEF) € 6.4M (1%)

**Annual Report 2018 17**
South Africa : Commuter Transit
A private sector-led solution to serve public transport needs

Project Team Leader : Fernando Balderrama - Senior Investment Officer

South Africa has a population of 56 million people spread across three main regions: Gauteng Province, KwaZulu-Natal, and Western Cape. Population density is relatively low, with only 45 people per km² in Western Cape for example, hence the strong need for a combination of means of transport which cover both trunk routes for inter-town connections and last-mile commuter transit. The minibus taxi industry is best suited to the transport mix needs and has grown at 15% p.a. since 2013. Other factors contributing to the high demand for minibus taxis in South Africa are their price affordability, their frequency of service and reach of the service network. The South African network of unscheduled, semi-regulated commuter transit services operates on a commercially self-sustainable manner. However, approximately half of minibus taxis currently in operation are considered to be unroadworthy, posing road safety and environmental concerns.

The Project entails funding of a mass transit financial solutions provider which will enable a modern and efficient network of commuter transit options. The provider is specialized in onlending to small and medium enterprises (SMEs) and currently has 30,000 SME clients who each own on average 1.2 minibuses. 90% of the SME clients do not qualify for the formal banking sector. The Bank’s contribution will contribute to the financial inclusion of thousands of SMEs while fostering a strongly private sector-led solution to public sector needs.

With the non-sovereign funding from the Bank, SMEs will acquire fuel efficient, environmentally-friendly, quality vehicles (minibus taxis) to be used for mass transit across South Africa. The Project will catalyze funding for approximately 8,000 commuter transit vehicles, or nearly 7% of the current need in the country, thereby supporting around 600,000 safer daily trips.

22 million daily commuters rely on public transport in South Africa. The Project will support the growth and expansion of one of Africa’s most innovative and financially-sound SME financiers. Since 90% of the vehicles are manufactured in South Africa, each minibus purchase will have a ripple effect on the economy and create jobs for drivers, conductors, mechanics, parts traders and retail/food vendors.
TOTAL COST: USD 500M

FINANCING
- AfDB USD 100M (22%)
- International commercial banks, DFIs, and other institutional investor USD 400M (78%)

OUTPUTS
- 5,600 new and 2,400 pre-owned minibus taxis

OUTCOMES
- 961 fatal road accidents in taxis
- Improved road safety: -2% fatal accidents/yr
- No tax revenues
- Taxes: USD 200 million
- Government revenues
- Access to finance for 23,500 owners
- Access to finance for 26,000 owners
- 57,000 jobs created by 2026

Share of transport choices
- Walk 21%
- Car 38%
- Other 1%
- Public transport 40%

Commuter transport in South Africa
- Train 13%
- Bus 20%
- Minibus Taxi 67%

Public Transport Usage versus Government Subsidies
- Commuters trips daily
- Government subsidy
- 1M: 44%
- 1.12M: 56%
- 15M: 0%
The Kampala Jinja Expressway
An innovative design and financing mechanism for Phase 1 of the expressway in Uganda

Project Team Leader: Mam Tut Wadda, Principal Transport Engineer

The Kampala-Jinja road is located along the Northern Corridor linking Uganda to its landlocked neighbours. It is a major gateway into and out of the country, carrying over 90% of Uganda’s imports and exports to neighbouring countries. The project is innovative in its financing and by design. The road will be developed into a limited access toll expressway to be implemented through PPP in two phases. As the first PPP toll highway in Uganda, financial viability of the KJE has been enhanced with a viability gap funding (VGF) component to address affordability. For the first phase, the total financing of the project is 800 million USD, made up of 50% VGF and 50% private capital. Half of the VGF is being financed by the Bank (USD 200 million). The Agence Francaise de Développement (AFD) and the European Union (EU) are co-financers of the VGF. In addition, private capital will be raised through 20% equity and 80% debt to be mobilized through DFIs and commercial banks.

The project design paid particular attention to restoring and conserving wetlands within Kampala, located along the corridor of the planned road. The Bank is playing a significant lead and catalytic role to ensure that the project is well structured and funded in an inclusive way. It is estimated that 1,500 jobs will be created during construction, with a further 250 jobs created for operations. Additionally, by 2028, over 200 PPP specialists (gender inclusive) will be trained to work in the region’s transport sector, as part of a human capital development component of the project.
AfDB (loan) USD 230M 50%
EU (grant) USD 105M 25%
Agence Francaise de Developpement USD 105M 25%

VGF: USD 440M + PSP: USD 400M
TOTAL COST: USD 840M

Outputs:
- 53 km of road in Phase 1
- Environmental and Social Plan Management and Livelihood Restoration Plan 100% implemented (2025)

Outcomes:
- 2018: $0.38/km Vehicle operating costs
- 2022: $0.16/km Vehicle operating costs
- -70min Kampala-Jinja transit time
- 1500 jobs created

VGF Financing:
- Approval: November 2018
- Completion: December 2025
- 2018: Comm. close
- 2020: Financial close
- 2021: Financial close
- 2026: Completion

Kenya
UGANDA
TANZANIA
RWANDA

Kampala
Jinja
Mukono
Namagunga
Lugazi
Bukwe
Nyenga

Kampala Northern Bypass
Kampala Southern Bypass
Kampala
Jinja
Mukono
Namagunga
Lugazi
Bukwe
Nyenga

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Owendo Port is the main gateway to Gabon for a wide range of cargoes including containers, palm oil, wood products, manganese and iron ore, hydrocarbons, and grains. The port was unable to accommodate the rapid increase of both container and general cargo flows as goods and services imports grew from USD 1.8 bn in 2000 to USD 4.0 bn in 2015 and total goods and services exports grew from USD 2.8 bn to USD 6.6 bn over the same period.

The government of Gabon initiated a Public Private Partnership (PPP) with Gabon Special Economic Zone Ports SA (GSEZ Ports) in 2014 to modernize and extend the existing port of Owendo. Works involve the construction of a new multi-purpose terminal, dredged to 14 meters from the present 10 meters, thereby allowing bigger ships to berth.

The New Owendo International Port started its operations in June 2017 and now includes integrated logistics services. The transit area of 18 hectares dedicated to containers and general cargo required additional investments to increase its capacity.

The Bank loan is specifically intended to support the construction of Phase 2, a 380m quay extension, which is an essential component of a larger project to build a multipurpose terminal that will have a handling capacity up to 4 million tons of general cargo per year and auxiliary storage facilities for palm oil and grains. The extension will alleviate the bottleneck of exports and imports by increasing the handling capacity of Owendo Port.

Trade flows at Owendo Port have increased by 6% year on year over the last decade. Construction of the new multi-purpose port terminal started in March 2016 and several key components of port have already been finalized. The quay extension financed by the Bank in 2018 will be 380 metres long, enabling a significantly higher volume of cargo handling by 2020.
Forex inflow attributed to the project on a cumulative basis € 78 millions

Export of non-oil products increased from €1.5 billion to € 2 billion

GDP increase from 2.3% to 4.6%

Equity funding € 225M 74%
AIDB € 40M 13%
Other senior loan € 40M 13%

TOTAL COST: € 305M

300 jobs created
380m of quay
Increased economic activities

Output

2018 2020
2.1M tons annual cargo
2.8M tons annual cargo
51 kTEU container volume
53 kTEU container volume
7 days Average waiting time
2 days Average waiting time
- 30 % Bulk handling costs

FINANCING

AFDB € 40M
Other senior loan € 40M

Approval
September
2018
2019
2020
Effective January
2022
2023
Completion
December

Old terminal to be extended

Annual Report 2018
Cameroon: Transport Sector Support Phase 3
A ringroad in the North West to boost regional integration with Nigeria
Project Team Leader: Pierre More Ndong, Principal Transport Engineer

In Cameroon, the density of the tarred road network (excluding urban road networks) was estimated at just 9 km/1,000 km² of the territory in 2015, less than half of the network in Ghana for instance, and at 0.185 km/1,000 inhabitants, (versus 0.354/1,000 in Ghana).

The construction of the Ring Road will strengthen the Bamenda-Enugu highway, built with the Bank’s financial support, which is struggling to play its full role of accelerating development in the region and regional integration with neighbouring Nigeria due to its isolation. The area has enormous economic potential in the agricultural, livestock and fisheries sectors.

The Bank is financing 280 kilometres of the 365 km road loop, corresponding to the Kumbo-Nkambe-Misaje section, including the Nkambe bypass road (96 kilometres), the Misaje-Dumbo-Nigeria border section (50 kilometres) and the Wum-Bafut-Bamenda road section (80 kilometres) and the Bambui-Ndop-Babessi junction, including the Babungo-Dawaa slip road section (54 kilometres). The road encompasses five of the seven divisions of the North West Region with several links to the Nigerian border, including one from Misaje.

The Road Safety Commission of the Cameroon Ministry of Transport and the Bank are coordinating to conduct an audit of the road safety and sensitisation on road safety in the project area. A budget of UA 1.7 million has been earmarked to conduct feasibility studies for the establishment of a road safety authority, and a regional road safety centre of excellence.
**Outputs**

- **2018**
  - 280 km of road, 36 km of urban road networks and 206 km of access roads
  - 35,000 women trained
  - 5 schools, 4 maternities, 3 health centres built

- **2024**
  - 300 veh/day Average traffic
  - 1000 veh/day Average traffic
  - XAF 500/km Vehicle operating costs
  - XAF 300/km Vehicle operating costs
  - 30% of women below the income poverty line
  - 52% of women below the income poverty line

**Financing**

- ADB (loan 2020) € 42.6M (17%)
- ADB (loan 2020) € 161.6M (63.4%)
- Govt of Cameroon € 32.84M (13%)
- AGTF (loan 2020) € 17.96M (7%)

**Total Cost:** € 255M
Multinational road upgrading project

On the Central Corridor between Burundi and Tanzania.

Project Team Leader: John Ndikumwami - Transport Engineer

Burundi is landlocked and has very high transport costs and transit times. The project road will serve as a strategic economic link connecting Bujumbura to Dar es Salaam and constitutes a spur of the Central Corridor, connecting Tanzania, Burundi, D.R. Congo, Uganda and Rwanda. The cross border roads and facilities will reduce the distance to the sea by 200 km compared to the existing alternative route through the Kobero border.

The Project area population is 3.7 million inhabitants, with a population density of 400 people/km2 on the Burundi section compared to 57 people/km2 on the Tanzania section. At the local level, petty cross-border trade is largely dominated by women, who use the road for their business needs and for daily visits to the market or travel for social services. Due in part to the poor state of the road, women and girls face many daily challenges to collect water, to attend school and to access health services.

Components aimed at lowering transport costs and improving transit time and overall corridor efficiency have been mainstreamed in the project design. These include a OneStop-Border Post (OSBP) and operationalization of Coordinated Border Management (CBM) at the Mugina (Burundi)/Manyovu (Tanzania) border. The Project also includes measures to improve corridor efficiency and a simplified trade regime for local vendors and informal cross-border traders by means of financing the Central Corridor Transport Observatory. Improved cross-border transport is expected to contribute to poverty reduction and improved living conditions of the women and girls located along the road.

The 2018 project will finance the construction and equipping of a One-stop border post at the Manyovu -Mugina border.

USD12m Tanzania
USD12m Burundi.
### Outputs
- 305 km of road rehabilitated
- 120 km of feeder roads
- One-stop border post at Manyovu/Mugina
- 4 Markets, 4 health centers, 3 schools rehabilitated

### Outcomes
- USD 0.52/km Vehicle operating costs
- USD 0.34/km Vehicle operating costs

#### Burundi
- 12,100 tons annual volume of exports transiting the road
- 20,000 tons annual volume of exports transiting the road

#### Tanzania
- 1.1M tons annual volume of exports transiting the road
- 2M tons annual volume of exports transiting the road

### Time Table
- Approval: November 2018
- Effective: February 2020
- Completion: December 2023

### Financing
- AfDB (loan to Tanzania): UA 93M
- ADF (loan to Burundi): UA 47m
- ADF (loan to Tanzania): UA 90M
- Government of Tanzania: UA 18M
- Govt. of Burundi: UA 1M
- Others: UA 1M

**Total Cost:** UA 250M

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**Annual Report 2018**
Rabat-Salé airport modernization
An effective response to increased air traffic, tourism and economic potential.

Project Team Leader: Ali Ismael Mohamed, Principal Transport Economist

The transport sector is one of the key drivers of Morocco’s economic development and is consequently high on the Government’s agenda. Air transport plays a special role in supporting tourism and industrial development. The implementation of sector plans at country level (the Green Morocco Plan, the Industrial Acceleration Plan, the Halieutis Plan among others) and the signing of free trade agreements with 55 trade partners has resulted recently in significantly higher logistical flows and freight needs. In terms of contribution to exports, the aviation sector has grown by 59% over the last 6 years.

The Rabat-Salé Airport Extension and Modernization Project falls within the framework of the National Airport Master Plan (Ajwae 2035) aims at supporting tourism, logistics and industrial sector initiatives. Air passenger traffic at Rabat-Salé airport has increased by 21.3% in the last five years and is expected to grow by 6% annually to reach 3 million passengers and 5,500 tons of freight by 2035. Current annual handling capacity is 1.5 million passengers.

The project components are the construction works and equipment of a new terminal to increase capacity. Related facilities (aircraft parking areas, car parking lots, slip roads and access roads) and terminal security and safety equipment will improve the quality of service to passengers and users.
The project impact area covers the Rabat-Salé-Kénitra Region, ranked second after the Casablanca-Settat Region in terms of demographics, with a population of 4,580,866 in 2014, i.e. 13.53% of the country’s total population. The new Kénitra economic zone will employ thousands of persons in the tertiary and offshore sector and requires good connections with the rest of the world. The region will benefit from the development of air freight and a boost in logistics and industrial competitiveness.
Benin: Cotton Road development project

Enabling trade of cotton and agricultural products in Benin

Project Team Leader: Maimounatou Ndiaye Diop, Transport Engineer

The cotton sector is one of the leading employers and plays a key role in Benin’s economy, accounting for 45% of tax revenue (excluding customs duties). In terms of value added, it accounts for 13% of national GDP formation and 80% of official export earnings. At the industrial level, cotton accounts for about 60% of Benin’s industrial fabric through 18 ginning plants, 5 textile mills, 3 cotton seed crushing plants and an absorbent cotton manufacturing plant.

The 210-kilometre-long Djougou-Péhunco-Kérou-Banikoara road serves the country’s three main cotton producing administrative departments yet has a low traffic capacity because of the poor condition of the road. Travel speed is extremely slow, aggravating mobility and impeding trade on the road, especially in periods of heavy seasonal rainfall. At the regional level, the roads are a shortcut to travel from or to the northern part of Togo and Burkina Faso, Mali, Niger and the northern part of Nigeria.

The Project involves developing and tarring over 200 km of road, building two toll/weighing stations for sustainable maintenance of the road and developing over 150km of feeder roads.

The «Cotton Road» will contribute to better exploiting large cotton and cereal production basins, and a reduction in generalised transportation costs on the road will lead to a fall in the cost of production and export of cotton. It will also improve national food security by increasing the reliability of supply of food products to consumer centres.

“Never mind the state of the road, you should see the bridges. When it rains, it is impossible for vehicles coming from Djougou to reach our village. The drivers of heavy goods vehicles fear toppling over with their load.”

A resident of Pehunco, speaking of the state of the road
200 youths trained in public works, civil engineering and road maintenance

210 km of road constructed, including 4 km of dual carriageways

152 km of rural roads upgraded

2018 2022

13% contribution of cotton to GDP
15% contribution of cotton to GDP

10 hours Truck travel time
4 hours Truck travel time

21% Road accident mortality rate
11% Road accident mortality rate

20% Rural Accessibility Index*
30% Rural Accessibility Index*

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

24h
Truck travel time

10 hours
Truck travel time

13% contribution of cotton to GDP
15% contribution of cotton to GDP

10 hours Truck travel time
4 hours Truck travel time

21% Road accident mortality rate
11% Road accident mortality rate

20% Rural Accessibility Index*
30% Rural Accessibility Index*

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

Annual Report 2018
Rehabilitation of the Senoba-Ziguinchor-Mpack link
Strengthening regional integration on the Dakar-Lagos Trans-African Highway 7

Project Team Leader: Mohamed Wade - Transport Engineer

Senegal’s southern regions, especially those of Sédhiou and Ziguinchor are among the country’s poorest and most fragile, with an incidence of poverty exceeding 60%. The poor state of the road hampers trade between the two regions and the country’s other regions and also with neighbouring countries the Gambia, Guinea Bissau and Guinea.

The project road is part of the Dakar-Lagos Trans-Africa Highway (TAH 7) corridor. The Project comes in anticipation of a significant increase in traffic which will follow the commissioning of the new Senegambia bridge. The rehabilitation of 165 km of roads and the improvement of 100km of access roads on the Highway 7 will contribute to structural transformation of the economy and gains in human capital, social protection and sustainable development, governance, peace and security. Specifically, the project will reduce customs control points and time spent for controls on the Dakar - Bissau road corridor. In addition to an anticipated positive impact on tourism in Casamance, the road will help strengthen trade and sub-regional integration through the transit of agricultural and fruit production towards the country’s key consumption and processing centres. Food exports will be enabled with neighbouring countries the Gambia, Guinea Bissau and Guinea.

2.5 million euros was allocated for urban infrastructure in the secondary cities crossed by the project (Bounkiling, population 6000 and Bignona, population 30000), in particular for parking and waste management. The initiative comes in support of the City Modernization Program, «Promovilles-1», launched in 13 municipalities.
**OUTPUTS**

- 165 km of paved roads rehabilitated
- 14 km of earth roads upgraded to paved roads with public lighting
- 52 km of tracks widened, improved and paved
- 100 km of rural roads upgraded

**OUTCOMES**

<table>
<thead>
<tr>
<th>Year</th>
<th>Journey Time</th>
<th>Rural Accessibility Index*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>2h30 Journey time</td>
<td>20%</td>
</tr>
<tr>
<td>2022</td>
<td>45 min. to assist road victims</td>
<td>40%</td>
</tr>
</tbody>
</table>

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

**FINANCING**

- AfDB UA 71.8M (50%)
- European Union (grant) UA 21.1M (15%)
- European Investment Bank (loan) UA 50.7M (35%)
- Govt of Senegal UA 0.4M (<1%)

**TOTAL COST:** UA 144M

**THE GAMBIA**

- Approval: June 2018
- Completion: December 2021

**SENEGAL**

- Approval: June 2018
- Completion: December 2021

**OUTPUTS**

- 14 km of earth roads upgraded to paved roads with public lighting
- 52 km of tracks widened, improved and paved
- 100 km of rural roads upgraded

**OUTCOMES**

- 2h30 Journey time
- 45 min. to assist road victims

**RURAL ACCESSIBILITY INDEX**

- 20% (2017)
- 40% (2022)

* The Rural Accessibility Index is the proportion of the rural population within 2 km of a road passable during all seasons.
Mali: Trans Sahara Highway project

Phase 2 of the Trans Sahara Highway promotes social inclusion in Northern Mali.

Project Team Leaders: Abdoulaye Tandina, Transport Engineer, Barnabé Yougbare, Infrastructure Specialist

The 9,022-km TSH serves six countries (Algeria, Niger, Mali, Nigeria, Tunisia and Chad) and comprises one main trunk, Alger/Lagos (4,498 km) and three secondary sections: the Tunisian section (866 km); the Malian section (2,461 km) and the Chadian section (1,197 km). Since significant financial resources need to be mobilised to develop these corridors, the States concerned opted for a gradual and phased development strategy.

The 2,461 km long Malian section of the TSH includes sections towards Niger (203 km) and others towards Algeria (741 km). This Phase 2 of the TSH Project concerns the Bourem-Kidal section (285.83 km), an earth road in a very poor state. The absence of a paved road deprives many people in the region of access to basic services (health, education, markets and essential goods) and buttresses the feeling of exclusion among the population.

The project will open up the Kidal region and increase trade between Kidal and the other regions of Mali as well as between Mali and Algeria. It is also perceived by the Malian authorities as a means to strengthen the process of pacification of the Northern zones of Mali, contribute to national unity and reduce development inequalities.

Related works and measures are also planned, including socioeconomic facilities and boreholes, the development of pasture zones, support for the improvement of road safety and support for women’s and youth associations, especially to develop livestock products, as well as improvement of overall security in this Sahara region in general and Northern Mali in particular. The economic and social benefits concern directly or indirectly all the users of the Trans-Sahara Highway, but mainly the inhabitants of the project direct impact area at the Bourem and Kidal administrative divisions.

Inaccessibility in the area between Bourem and Kidal has resulted in instability and exodus. The project includes the drilling of boreholes, the laying out of pasture zones and support for animal feed making units and the processing of livestock products.
**FINANCING**

- **Govt of Mali** 11% UA 12.7M
- **EU (grant)** 53% UA 58.2M
- **TSF (loan)** 36% UA 25.9M
- **TSF (grant)** UA 7.9M
- **ADF (loan)** UA 5.8 M

**TOTAL COST:** UA 110.5M

**OUTPUTS**

- 286 km of road paved
- 20 boreholes
- 10 pasture zones laid out
- Support for women’s and youth associations

**OUTCOMES**

<table>
<thead>
<tr>
<th>2018</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>104 veh/day</strong></td>
<td><strong>190 veh/day</strong></td>
</tr>
<tr>
<td>Average traffic</td>
<td>Average traffic</td>
</tr>
</tbody>
</table>

**20% of population**

- less than 2 km from a drinking water point
- Improved regional trade and integration

**TSF (loan)** UA 25.9M

**TSF (grant)** UA 7.9M

**ADF (loan)** UA 5.8 M

**EU (grant)** UA 58.2M

**Govt of Mali** UA 12.7M

**TOTAL COST:** UA 110.5M

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Indian Ocean project to develop corridors

South Madagascar road rehabilitation linking rural areas to ports

Project Team Leader: Jean Jacques Nyirubutama, Chief Transport Economist

The economy of Madagascar has suffered from a sharp deterioration in the business environment since the 2009 political crisis and is constrained by high input costs due to the lack of road and energy infrastructure. Vulnerability to natural disasters such as droughts, floods and cyclones are an additional factor of fragility in Southern Madagascar, the most isolated part of the island. Travel in the area is difficult for two to four months in the year, exacerbating the extreme poverty rate which has reached 82%.

The project to rehabilitate 107km of road (RN9 and RN12A), build bridges and access roads to them is part of an ongoing program by the Government of Madagascar to improve the road network in Southern Madagascar. Approved in 2013, Phase 1 allocated an envelope of USD 81 million. This Phase 2 of the project will cover an area of 22 districts distributed over four regions. Its population is mainly made up of farmers, fishermen and agro-pastoralists.

Tuléar Port in the South-West and the Ehoala Mineral Port in the South-East will be easier to access, facilitating exports, especially to COMESA and Indian Ocean countries respectively. In addition to the two roads and six bridges, the project will provide capacity building for SMEs in the agriculture, fisheries, trade and tourism sectors.
Total Cost: UA 109M

**FINANCING**
- Govt of Madagascar: UA 5.5M (5%)
- ADF (loan): UA 22.68M (29%)
- EU (AfIF): UA 32.2M (57%)
- TSF: UA 8.45M (8%)
- OFID: UA 9.03M (9%)

**OUTPUTS**
- 6 bridges built
- 30 km of rural roads
- 300 Agricultural SMEs receiving business support

**OUTCOMES**

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>93 veh/day</td>
<td>Average heavy goods vehicles on project roads</td>
<td>174 veh/day</td>
</tr>
<tr>
<td>30 km</td>
<td>Average heavy goods vehicles on project roads</td>
<td>30 km</td>
</tr>
<tr>
<td>300 Agricultural SMEs receiving business support</td>
<td>Tuléar-Manja: 10h</td>
<td>Tuléar-Manja: 6h</td>
</tr>
<tr>
<td></td>
<td>Fort Dauphin-Vangaindrano: 16h</td>
<td>Fort Dauphin-Vangaindrano: 10h</td>
</tr>
<tr>
<td></td>
<td>910 MGA/km Vehicle operating costs</td>
<td>591 MGA/km Vehicle operating costs</td>
</tr>
</tbody>
</table>

**FINANCING**

- ADF (grant): UA 31.25M
- TSF: UA 8.45M
- EU (AfIF): UA 32.2M
- OFID: UA 9.03M
- Govt of Madagascar: UA 5.5M
- ADF (loan): UA 22.68M

**TOTAL COST:** UA 109M

**Approval:** November 2018

**Completion:** December 2025

**Effective:** March 2020

**Annual Report 2018 37**
Priority Air Safety Project Phase 2

D.R.Congo project to improve flight safety at airports and in the air.

Project Team Leader: Romain Ekoto, Chief Aviation Officer

Given the size of the Democratic Republic of Congo and the distances between cities, air transport is a particularly relevant alternative for the DRC in its bid to ensure territorial cohesion. With 0.7 airports per million inhabitants and 21 airports per million km², the DRC has very low coverage despite its 500 airstrips and 270 aerodromes, of which 101 are open to public traffic. Phase I of the Priority Air Safety Project (PPSA I) was approved in 2010 to improve safety in three airports. Safety assessments and diagnostics have since revealed obsolescence of airport equipment, inadequacy of air navigation systems and shortcomings in staff numbers and capacity.

The airports of the city of Mbuji-Mayi (3.3 million inhabitants), Kisangani (1.6 million inhabitants) and Kindu (454,000 inhabitants), which are strategic on account of their use for international traffic, require urgent intervention to mitigate major safety risks. These cities are also geographically strategic in opening up access to the hinterland.

The project will improve air safety in the DRC by enhancing the quality of airport infrastructure, expanding space coverage with air navigation equipment and training for technical staff.
FINANCING

TOTAL COST: **UA 85.8M**

**FINANCING**

- ADF (grant) UA 75M
- TSF (grant) UA 5M
- Govt. of DRC UA 5.8M

OUTCOMES

<table>
<thead>
<tr>
<th>2018</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8 million Annual passenger traffic</td>
<td>2 million Annual passenger traffic</td>
</tr>
<tr>
<td>5 flights controlled simultaneously</td>
<td>10 flights controlled simultaneously</td>
</tr>
<tr>
<td>37% of compliance with ICAO requirements related to ANS</td>
<td>50% of compliance with ICAO requirements related to ANS</td>
</tr>
<tr>
<td>19% of compliance with ICAO requirements related to technical staff training</td>
<td>50% of compliance with ICAO requirements related to technical staff training</td>
</tr>
</tbody>
</table>

**INSTITUTIONAL SUPPORT**

**UA 7.48 million**

- **200 controllers** (incl. 30 women): 100 service technicians (incl. 10 women) trained
- **40 firefighters** trained as trainers
- **60 civil aviation inspectors** (incl. 5 women) trained

**PROJECT MANAGEMENT, MONITORING AND AUDIT**

**UA 5.34 million**

- Improved supervision and operational effectiveness with a mid-term review to recalibrate project implementation
- Financial audit of project
- Operating budget

**AIR NAVIGATION AND SAFETY**

**UA 14.95 million**

- 1 electricity power station
- 6 DVOR/DMEs installed
- 8 VHF radio channels
- 6 solarized stations
- 1 control tower rehabilitated and equipped
- 2 fire stations and access roads to runway built

**AIRPORT INFRASTRUCTURE**

**UA 46.84 million**

- 8000 m of runway rehabilitated
- Airport lighting systems rehabilitated
- 59,000 m² of parking created

**Development of a civil aviation master plan for the DRC with a focus on the three targeted airports of the project**

**Community awareness-raising and social studies**
Multinational: Boke - Quebo road improvement project
Unlocking agricultural and mining potential between Guinea and Guinea Bissau
Project Team Leader: Abdoulaye Tandina, Transport Engineer

Part of the Dakar-Lagos Road Corridor or Trans-African Highway 7, the Boke-Quebo road is currently a dirt road in very bad condition, depriving a high proportion of the population in the area of access to basic services. It is also the main cause of low cross-border trade with neighbouring Senegal and low economic returns from mineral resources, such as bauxite mining in Guinea. Consequently, there is strong reliance on agriculture, though the internal and external isolation of the two regions impedes the development of cereal crops and cashew farming.

Rehabilitating the Boke Quebo road will connect Conakry to Bissau with a paved road and is a response to the critical need to exploit production areas in the two countries. The project includes asphalt ing 107 km of road, 86 km of which are in Guinea and 21 km in Guinea-Bissau, the construction of Tinguilinta and Kogon bridges in Guinea and repairs on 5 existing bridges in Guinea-Bissau. Phase 1 of the project concerns works on the border section, including the construction of the bridge over the Kogon River in Guinea and the installation of 2 relay antennae to connect customs offices on the corridor to main servers in Conakry and Bissau.

Both countries will implement ancillary projects and measures comprising socio-economic and commercial infrastructure, rural feeder roads, boreholes and support for women’s and youth groups, especially to enhance cashew nut production.
62 km of asphalt concrete roads with 7 m wide pavements and two 1.5 m wide shoulders

A 2-lane bridge built over the Kogon River

**Outputs**

- 51 veh/day
- Average traffic
- 12 systematic customs escort for trucks in transit

**Outcomes**

- 427 veh/day
- Average traffic
- 4 systematic customs escort for trucks in transit
- 10% Rural Accessibility Index*
- 30% Rural Accessibility Index*

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

**Total Cost:** UA 67.5M

**Financing**

- Govt of Guinea UA 0.6M 0.8%
- Govt of Guinea Bissau UA 0.1M <0.1%
- EU (grant) UA 25.3M 22%
- AfDB (loan) UA 41.5M 61%

**Rural Accessibility Index**

- 2018: 10%
- 2024: 30%

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Over the past 24 years, successive crises within the Mano River Union have aggravated the poverty rate, which is 21% higher than in other regions of the continent. The project area has over time become a hotbed of tension due to its economic isolation, inequalities and the marginalisation of social groups. In Liberia, over half of the population in the road corridor area live below the poverty line. Only eight percent of the population, 10 years and above, can read and write.

In 2013, the Bank approved Phase 1 of a programme to support the transport sector in Liberia which included the development and paving of the Fish Town to Harper Road. This second phase of the Mano River Union Road Development and Transport Facilitation Programme centers around the construction of a 47km road section from Sanniquellie, in Nimba County, Liberia, to Loguatu and up to the Border town of Gbunta in Côte d’Ivoire, and a 20 km road from Fish Town to Kelipo in River Gee County. These road sections are still dirt roads, barely 6 metres wide and impassable for most of the year. The bridges spanning the numerous rivers in the area are built of makeshift timber and they have numerous road checkpoints and ill-adapted border posts that make trading long and fastidious. The project will be implemented along already existing mud roads which will be paved. At the border with Côte d’Ivoire, a 36-meter span bridge will be built over the Nuon River, along with joint border control posts.

The overall objective of the road corridor project to Côte d’Ivoire is to boost the post-conflict economic recovery in the region through directly and indirectly induced benefits for the 800,000 inhabitants in the project area. The road is in an area rich in mineral and agricultural resources such as rubber, coffee and cocoa, which could enhance socio-economic development and promote regional integration with Côte d’Ivoire.
TOTAL COST: UA 61M

OUTPUTS

- 67.1 km of road paved
- Institutional support, including studies and training
- Project Management and Technical Support consultancies

OUTCOMES

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction in CO₂ emission</td>
<td>21%</td>
<td></td>
</tr>
<tr>
<td>Journey time</td>
<td>3h30</td>
<td>1h30</td>
</tr>
<tr>
<td>Pollution from poor state of road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle operating cost</td>
<td>0.52 USD/km</td>
<td>0.39 USD/km</td>
</tr>
<tr>
<td>Checkpoints /10km</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

FINANCING

- European Union: UA 16.4M (27%)
- European Investment Bank: UA 14.29M (23%)
- TSF loan: UA 9.2M (15%)
- ADF loan: UA 13.4M (22%)
- Government of Liberia: UA 1.34M (2%)
- TSF grant: UA 3.9M (6%)
- ADF grant: UA 2.8M (5%)

TOTAL COST: UA 61M

Approval: September 2018
Effective: January 2019
Completion: December 2022

FINANCING:

- European Union: UA 16.4M
- European Investment Bank: UA 14.29M
- TSF loan: UA 9.2M
- ADF loan: UA 13.4M
- Government of Liberia: UA 1.34M
- TSF grant: UA 3.9M
- ADF grant: UA 2.8M

TOTAL COST: UA 61M

Annual Report 2018 43
Modernization of Cabo Verde ports

Linking the islands by modernizing and expanding Porto Inglês and Palmeira Port

Project Team Leader: Mohamed Wade - Transport Engineer

The geographical fragmentation of Cabo Verde gives rise to high transport costs. The country’s 10 islands are sprawled over a vast area. While the island of Sal has benefited from income from tourism, 32% of the population of the island of Maio lives below the poverty line and the island has a GDP per capita 50% lower than that of Sal. One of the measures taken by the government is to establish a reliable inter-island transport system that will strengthen economic links between the islands and cut transport and storage costs, thereby boosting inclusive growth.

The Project to modernize two Cabo Verde ports on the islands of Sal and Maio involves the rehabilitation of existing quays, the construction of two rollon/roll-off ramps, the construction of a 150 metre-long breakwater dike and the upgrading of access roads leading to the port. The works will improve access and ensure better supply of basic necessities to both islands, thus improving living conditions for the local communities and facilitating integration with the rest of the archipelago. The number of passengers, including tourists, is expected to increase by a third. The Project will also contribute to local industry by creating sales opportunities for the production and processing units for Maio Island products (salt, goat’s cheese, smoked and dried fish and shaped stones for wall cladding), with support for the Maio Island Salt Cooperative to boost economic activities through better conservation of fishery products and diversification towards the cosmetic use of salt.

For Porto Inglês in Maio, the project will entail rehabilitation of the existing quay, the construction of ramps and a 150-metre-long breakwater dike. For Palmeira Port in Sal, the construction of buildings, storage and parking areas will complete the port amenities and improve the level of service.
Palmeira
Port
Porto Ingles
Port
2021
Approval
December
Completion
February
2019
2022

Construction of two Ro-Ro ramps
Rehabilitation of maritime protection area
Upgrade of access roads
960 m2 passenger terminal

TOTAL COST: € 35.8M

FINANCING
Government of Cabo Verde € 17.9M 50%
AfDB € 17.9M 50%

OUTPUTS
Rehabilitation of the existing quay
Construction of two Ro-Ro ramps
Rehabilitation of maritime protection area
Upgrade of access roads
960 m2 passenger terminal

OUTCOMES

<table>
<thead>
<tr>
<th>2018</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>41 000 passengers</td>
<td>55 000 passengers</td>
</tr>
<tr>
<td>8 hours (Porto Inglês)</td>
<td>4 hours (Porto Inglês)</td>
</tr>
<tr>
<td>10 hours (Palmeira Port)</td>
<td>6 hours (Palmeira Port)</td>
</tr>
<tr>
<td>Port transit times</td>
<td>Port transit times</td>
</tr>
<tr>
<td>430 000 tons goods shipping</td>
<td>150 000 tons goods shipping</td>
</tr>
<tr>
<td>+17% annual increase revenues for port authority</td>
<td></td>
</tr>
</tbody>
</table>

CABO VERDE
Sal
Maio

Porto Ingles Port
Palmeira Port

Annual Report 2018 45
Eswatini: Development of Manzini junction interchange
Increasing road capacity at a central node of the MR3 corridor

Project Team Leader: Aaron Mwila, Principal Transport Engineer

With traffic exceeding 20,000 vehicles per day, the Manzini Golf Course junction has reached saturation point. The high volume of urban, national and regional traffic is explained by the fact that the location of the Manzini Golf intersection is a central node along the country’s only transboundary road corridor (MR3) that connects the country with South Africa (at Ngwenya) and Mozambique (at Lomahasha). Eswatini’s economy benefits from the spill-over of these countries’ economic activities. The road also passes through the country’s capital Mbabane and the second largest city Manzini.

The Project involves the upgrading of the current junction to a 3km long grade-separated interchange. 2 pedestrian bridges will be built across the most heavily trafficked links. It also includes a component for a feasibility study of the Swazi Rail Link Project between South Africa and Eswatini, conceived as a building block towards a more integrated national and regional rail system.

The 250,000 population in Manzini will directly benefit from fewer traffic jams, more efficient and safer transport. Small-scale commercial and agriculture activities will also directly benefit through reduced transport costs of inputs and produce along the value chain. It will also benefit nearby satellite cities, including the industrial heartland of Matsapha. At the national level, the intersection will provide easy access to the new international airport. and facilitate freight traffic to commercial and industrial sites. At the regional level, the intersection will benefit traffic transiting between Mozambique and South Africa.

The interchange will cater for the increased traffic: the section registers an annual average daily traffic growth rate of 5.3% for cars and utilities, 5% for buses and 4.6% for trucks.
**FINANCING**

- Kingdom of Eswatini
  - UA 5.3M
  - 20%
- AfDB (loan)
  - UA 21.1M
  - 80%

**TOTAL COST:** UA 26M

**OUTPUTS**

- 3 km of interchange constructed
- Swazi Rail Link study

**OUTCOMES**

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<tr>
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<td>80 seconds</td>
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<tr>
<td>on section</td>
<td>on section</td>
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<tr>
<td>3127/year</td>
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<td>UA 1.33/km</td>
<td>UA 0.86/km</td>
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<tr>
<td>Vehicle operating</td>
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<td>costs</td>
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**TODAY**

- Approval: October
- Effective: December
- Completion: December

**SWAZI RAIL LINK**

3 km of interchange constructed.
Côte d’Ivoire project to upgrade roads to border areas, Phase 1
Addressing fragility and promoting regional integration with Ghana
Project Team Leader: Jean Noel Ilboudo - Division Manager

Côte d’Ivoire has 285km of cross-border roads with its 5 neighbouring countries Guinea, Liberia, Mali, Burkina Faso and Ghana. The cross-border areas of Côte d’Ivoire are among the hotbeds of insecurity and fragility in the country, and their contribution to national output falls far short of their significant economic potential. Furthermore, their landlocked nature severely undermines the transportation and evacuation of crops destined for export. The cross-border roads go through large farming areas but do not attract much national and international traffic. Border access in the Project area on the Côte d’Ivoire side is still on dirt roads, whereas the segments on the Ghanaian side have already been paved.

Phase 1 of the Project will develop 11km of one of the porous cross-border roads bordering Ghana, largely frequented by trucks and currently in very poor condition. This highway serves the city of Bondoukou and the small town of Soko which lack urban infrastructure and whose inhabitants suffer from high unemployment and social exclusion.

The Bondoukou-Soko road will strengthen initiatives to support intraregional trade with Ghana and generally reduce transport costs. More mobility and opportunities to generate income from the marketing of agricultural produce in the project area will improve living conditions for the population. The Project will also improve cross-border security by enabling better deployment of security forces in a shorter time and in all seasons.

A specific objective of the Bondoukou-Soko project is to improve schooling conditions and the employability of youth and women in the project area, which will have an impact on the number of girls dropping out of school and teenage pregnancies.
A college and a women’s vocational centre built

11 km of roads upgraded and paved, including 5 km of dual lane

2018 2022

OUTCOMES

227 veh/day
Average traffic

676 veh/day
Average traffic

22 min. (trucks)
Travel time on road section

15 min. (trucks)
15 min. (light vehicles)
Travel time on road section

15 min.
7 min. (light vehicles)

30% Rural Accessibility Index*

50% Rural Accessibility Index*

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

TOTAL COST: UA 25.3M

ADB (loan) UA 8.7M
34%

ADF (loan) UA 11M
44%

Govt. of Côte d’Ivoire UA 5.6M
22%

FINANCING

2018 November
Effective February
Completion May 2023

CÔTE D’IVOIRE

GHANA

Bondoukou
Soko
Cross-River State in Nigeria is predominantly an agricultural region, with a large proportion of the adult population engaged in subsistence farming. The main cash crops produced in the state include oil palm, cocoa, rice, cassava and bananas. In 2008, the Rural Access and Mobility Project (RAMP) received funding to rehabilitate 477km of rural roads in the Cross-River State. The preliminary study to be financed by the 2018 loan will serve to determine Phase 2 of the project. The primary objective is to provide information leading to the rehabilitation of rural roads in Cross River State, thereby improving mobility and economic opportunities for a population of 3.8 million people.
Work at the One-Stop Border Post in Moyale, on the Kenya-Ethiopia border.
Infrastructure and Urban Development

Active Project Portfolio
Selected ongoing projects to integrate Africa

Focus on North Africa

The Trans-Mahghreb railway
In 2014, the Bank approved a grant for the Arab Maghreb Union to finance the cost of preparatory activities for a feasibility study of a Trans-mahghreb railway. The railway line that will connect the three Maghreb countries of Morocco, Algeria and Tunisia will be 2350 km long and cost an estimated $ 3.8 billion. The study was finalized in 2018. It identified key steps to ensure complete modernization of the trans-Maghreb railway liaison between Casablanca-Alger-Tunis and improve interoperability between the networks. It will also serve to commercialize the project through the development of a marketing package and to prepare the donor round table in March 2019. The railway will facilitate trade and boost tourism in the Maghreb region.

Nador West Med Port
In 2015, the Bank approved a loan of € 113 million to finance the construction of port infrastructure during the first phase of the complex in Nador West, on the Mediterranean coast of Morocco. Located on the sea routes, between the Suez Canal and the Straits of Gibraltar, the project will strengthen North Africa’s positioning on shipping routes. The complex is structured around a port and a trading, industrial, logistic and tertiary hub. At the end of 2018, 34% of planned works had been executed. The new complex will be progressively opened to operation from 2021.

Focus on Southern Africa

The Kazungula Bridge
Part of the North South road corridor, the 923-metre-long by 18.5-metre-wide Kazungula Bridge will link the town of Kazungula in Zambia with Botswana. The bridge is being built at the intersection of the Zambezi and Chobe rivers, where four countries meet (Botswana, Namibia, Zambia and Zimbabwe). The bridge will have a single-line railway on the Mosetse-Kazungula line, pavement for pedestrians and international border facilities. The bridge was showcased during the 2018 Programme for Infrastructure Development in Africa (PIDA) Week. As of October 2018, the project had created about 1,485 new jobs including employment for 118 women.

Nacala Rail and Port
Approved in 2013, the ongoing multinational Nacala Rail and Port Project will provide a 912 kilometers rail line from the Tete province western in Mozambique to the Nacala port on the eastern coast of the country, through Malawi. The project also includes the construction of a deep sea port and associated terminal infrastructure at Nacala and One-Stop-Border-Posts (OSBPs) between Malawi and Mozambique and between Malawi and Zambia. The works are scheduled for completion by the end of 2019.
Focus on Eastern Africa

The Mombasa-Nairobi-Addis Ababa Road
In 2018, the Bank finalized works provided for in Phase II of the Mombasa-Nairobi-Addis Ababa Road Corridor Development Project. The road project first received financing from the Bank in 2009. Part of the Lamu Port South Sudan and Ethiopia Transport (LAPSSET) Corridor, with sections forming part of the Greater Trans-African Highway linking Cape to Cairo, the corridor has also opened up Northern Kenya and integrated it into the national economy. Transit and travel time between Addis-Ababa and Nairobi has been reduced from 5 days in 2009 to 3.35 days in 2018. Trade between Kenya and Ethiopia, Eastern Africa's largest economies has increased significantly. In the 10 year period 2007-2017, formal trading increased from USD48 million to USD255.2 million.

Focus on Central Africa

Yaounde - Brazzaville: the Ketta Djoum Road
The construction of the 504.5 km long road from Ketta in Congo to Djoum in Cameroon was first approved in 2009 and financed with UA 121.17 million. Phase 2 was approved in 2015 and works are ongoing in Congo on the sections Sembe-Souanke and Souanke-Ntam on the border, and in Cameroon on the sections Mintom-Lele and Lele- Ntam. The Ketta Djoum road, of major importance for regional integration in Central Africa, is one of the main links in the alternative corridor to the Windhoek-Tripoli corridor to link the Central African Republic to Cameroon, Gabon to the south and ensure interconnection with the Brazzaville-Pointe-Noire road in Congo.

Focus on Western Africa

The Senegambia Bridge
Completed in 2018, the Senegambia bridge near Farafenni links the two halves of The Gambia, as well as facilitating the crossing from the north of Senegal to reach the southern Senegalese province of Casamance. The construction of the 942 m long bridge, along with two border posts, is a safer and quicker alternative to the ferry crossing, which had a waiting time of up to a week, or the 400km land detour. The bridge was a component of the first phase of a road project to integrate Senegal with The Gambia, financed by the Bank through a grant of $88million to the Government of Gambia, and a $4 million loan to the Government of Senegal.

The Rosso Bridge
The Senegal River in Rosso marks the border between Senegal and Mauritania. The Rosso Bridge project was approved in 2016 and financed with 41 million euros in the form of ADF loans. On the Nouakchott - Dakar highway, the bridge construction promotes economic cooperation and trade between Mauritania and Senegal and will strengthen integration through its contribution to the Trans-African Corridor number1. Expected to open in 2020, the construction of the 1.46 km long Rosso Bridge will replace the current ferry services, which can be dangerous during periods of flood and which are frequently delayed. The border crossing will be facilitated by the construction and equipment of a one-stop border post.
**Portfolio Breakdown**

**Total portfolio**
USD 15.4 billion

**SOVEREIGN**
13.4 BILLION

**NON SOVEREIGN**
2 BILLION

**USD 5.4 billion**
for multinational projects

**USD 10 billion**
for national projects

*Africa Infrastructure Investment Fund 3*
Infrastructure and Urban Development

Producing and sharing knowledge
Transport and Cities Day at COP 24
8th December 2018

The 2018 UN Climate Summit (COP24) in Katowice, Poland was attended by over 20,000 participants. The central role that transport and cities play in the continent’s movement towards low carbon emissions was the theme of events hosted by the African Development Bank on 8th December 2018, the Transport and Cities Day of COP24. The Urban Municipal Development Fund of the Bank made its mark at the events and raised awareness of its mission to address upstream planning with municipalities to provide better planning and basic services for communities. The Bank organized three panel discussion events at the African Development Bank Pavilion of COP:

The State of African Cities:
Investing to build resilience

Key objectives of the event
- To highlight and debate the findings of the UN-Habitat State of African Cities 2018 and other data on the roles of current Financial Direct Investment (FDI) flows into African cities,
- To recommend policy strategies that would best fit Africa’s economic, social and environmental contexts,
- To discuss opportunities and challenges faced in attracting FDI into cities in Africa’s sub-regions in the context of climate resilience and green growth.

Key messages from the event
The session concluded with a set of five top priorities for cities to act on to attract types of foreign investments that can help cities become more climate resilient.

Transport emissions monitoring and mapping:
Experiences from African cities

Key objectives of the event
- To present the Bank’s 2018 Report on “Transport Emissions Monitoring and Mapping: Capacity Building in 5 Selected African Cities”,
- To discuss the challenges and opportunities African cities are facing in addressing transport emissions, delivering low carbon infrastructure and implementing policies that have improved air quality on national and local levels.

Key messages from the event
- Traffic Impact Assessments facilitate monitoring of air pollution trends in cities,
- Reliable data enables municipalities to project the impact of urban development investments on air pollution and carbon-finance benefits,
- There is a strong need to provide cities with technical assistance and capacity-building to limit emissions.
Resilient pathways for sustainable urban development in Africa

Key objectives of the event
- To showcase the Bank’s engagement in urban development, especially resilience building, integrated urban planning, improved drainage, air pollution and climate change mitigation. Examples given were the Abidjan Transport Project (5 million USD) and the Yaoundé Flood Resilience Project (4 million USD);
- To introduce the Urban Development Division’s new financing facility for municipalities to influence investment flows; designed in collaboration with financial and technical partners. The Urban and Municipal Development Fund will support African cities through the exchange of data, experiences, ideas and solutions to urban challenges.
- To discuss avenues for collaboration to decarbonize urbanization and build resilience with smart systems and slum solutions.

Key messages from the event
The AfDB intends to remain engaged in the urban space to:
- Become a key player in integrated planning and sound waste management of cities,
- Reduce emissions (including greenhouse gas),
- Implement sustainable solutions in infrastructure, mobility and transport against the negative effects of climate change,
- Build partnerships and cooperation with other key actors in the urban development space to scale-up ongoing initiatives and leverage impact,
- Further engage the private sector through the promotion of investment-friendly environments and the facilitation of collaborative work on bankable projects.

Coastal cities and ports feeling the impact of climate change.

Presented by the Urban Division at COP 24 on 8th December 2018.
Integrating a climate adaptation strategy: a holistic approach to urban development

The creation of the Bank’s Urban and Municipal Development Fund in 2017 was acknowledgement of the strong need for holistic urban development as an integral part of infrastructure projects at the Bank. In 2018, the Bank aimed to promote transport projects which improve accessibility, reduce congestion and CO2 emissions, and improve air quality.

The Abidjan Urban Transport Plan (PTUA) is a vast integrated program of urban development initiated by the Ivorian government and supported by the African Development Bank. The project integrates a holistic strategy for adaptation and reduction of greenhouse gases for the Greater Abidjan agglomeration, based on an inventory of the impacts of climate change.

One of the specific aims expressed in the project appraisal report is to improve Abidjan’s urban management capacity for sustainable development. To this effect, the Bank is advising the government of Côte d’Ivoire on the integration of components to ensure the sustainability of investments, including building resilience to climate change.

Abidjan residents will literally breathe better, thanks to a reduction in air pollution. The project includes a component to organize participatory management and conservation of the Banco National Park, the «green lung» of Abidjan on the northern outskirts of the city. According to atmospheric pollution data collected during project appraisal, 904,000 tons/year of greenhouse gases will be avoided thanks to the new road infrastructure. In order to minimize future climate risks, the PTUA also includes a detailed drainage plan that allows the city to evacuate and regulate rainwater, and reduce erosion and flooding during the rainy seasons.
The Study for Improved Road Safety in the District of Bamako

Despite encouraging progress in raising awareness of road safety, most African governments have not sufficiently committed to national road safety strategies with specific goals and a database system on road safety.

Published in 2018 in French, the publication presents a formal analysis of roads in Bamako using a combination of real-time accident geolocation methodology and the collection and analysis of data involving multiple road safety stakeholders. The report presents a clear diagnosis and solutions that will enable the Government of Mali to set realistic goals in the implementation of the Action Plan for the Decade of Action on Road Safety 2011-2020.

The study to improve road safety in the Bamako District deployed an innovative real-time accident geolocation system. It has shed new light on the problem of road safety on all the penetrating and central arteries of Bamako. As a result, a detailed report on accident risks and safety performance has provided recommendations and an action plan for the Government of Mali.

The Framework and Guidelines for Support to the Aviation Sector

Long-term market outlooks predict that once African airspace is fully de-regulated, air traffic levels on the continent will experience outstanding growth rates. The Bank is dedicated to this transformation and coordinated aviation sector development.

The Board of the Bank requested Management to articulate a framework and guidelines for the support of the aviation sector in light of the increasing demand for the Bank to support the aviation sector and also support the African Airlines’ industry in their fleet expansion and renewal programs.

Presented to the Board of the Bank in December 2018, the African Development Bank’s Framework and Guidelines for Support to the Aviation Sector is designed to sustain practical efforts by countries, regional organisations and African aviation sector companies, to achieve comprehensive transformation of the sector. The framework and guidelines publication provides recommendations for support of policies and institutional frameworks, airports, air Navigation Services Providers (ANSP) and airlines.
About
Infrastructure and
Urban Development Department
Infrastructure and Urban Development

The role of the Infrastructure and Urban Development Department is to foster advancement of infrastructure and cities in Africa by detailed development of appropriate interventions which the Bank might finance on a regional, national or a continent-wide basis. The Department provides assistance to the Bank Regional Member Countries (RMCs) in the form of loans and grants to finance transport infrastructure and Urban Development projects and programs. The Department also undertakes analytical and advisory activities to underpin lending programs and support policy dialogue with RMCs and assist them in formulating and implementing transport, and urban development sector reforms ensuring that best practices are mainstreamed in policy, planning, programming, institutional governance, and maintenance and operation.

CHALLENGES IN THE SECTOR
- Regional connectivity
- Rural and urban mobility
- Sector governance
- Sustainable funding
- Infrastructure asset management
- Road safety
- Climate change
- Urban sprawl
- Institutional capacity
- Coordination of infrastructure activities
- NSO project pipeline
- Affordability of infrastructure services
- PPP skills & transaction capacity in RMCs

APPROACH
- Intermodal Logistic Perspective
- Program-Based Operations
- Whole-of-Life-Cycle View
- Innovative Delivery (PPP/PSP)
- Maximum Asset Utilization (O&M)
- Training & Capacity Development
- Planning and Urban Development strategies
- Development of mortgage financing
- Municipal finance and capacity development, PPP, PSP
- Infrastructure partnerships
- Policy work and advocacy
- Transaction advisory support
- Credit enhancement / blended finance
- PFI type of PPP for roads

2019 FOCUS
- Transport Sector Action Plan
- Scale up analytical and advisory activities in regions
- Infrastructure asset management toolkit
- Harmonized infrastructure project design & quality assurance
- Training and capacity development
- Sustainable Urban Development Action Plan
- Bank PPP framework
- Sector work to increase and contextualize knowledge
- Scale up policy work for municipal finance, land registry, housing, urban transport
- Scale up Infrastructure NSO lending
- Scale up support to regions
Department organization

40staff in regions

67 staff at Hq

Director
Amadou Oumarou

FRONT OFFICE
8 staff

TRANSPORT & LOGISTICS DIVISION
Division Manager: Jean Kizito Kabanguka
10 staff
Transport & Highways, Road Safety, Aviation, Ports & Maritime, Infrastructure PPP & Rail

URBAN DEVELOPMENT DIVISION
Officer in charge: Stefan Atchia
6 staff
Urban Development, Planning & Mobility, Municipal Finance, Land Management

INFRASTRUCTURE PARTNERSHIPS DIVISION
Division Manager: Mike Salawou
8 staff
Infrastructure, PPP, Coordination, Fund Assistant

TRANSPORT NSO DIVISION
Division Manager: Marco Yamaguchi
11 staff, Investment Officers & Assistant

NORTH AFRICA
Regional Operations Mgr
Achrad Tarsin
3 staff

SOUTH AFRICA
Regional Operations Mgr
Epiphanus Kananda
6 staff

EAST AFRICA
Regional Operations Mgr
Iman Hussein Yussuf
10 staff

WEST AFRICA
Regional Operations Mgr
Jean-Noël Ilboudo
10 staff

CENTRAL AFRICA
Regional Operations Mgr
Nguessan Joseph Kouassi
6 staff
# Staff at Headquarters

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<thead>
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# Staff in regions

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<th>Regional centers and country offices</th>
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<tbody>
<tr>
<td><strong>BASED IN NORTH AFRICA REGION</strong></td>
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