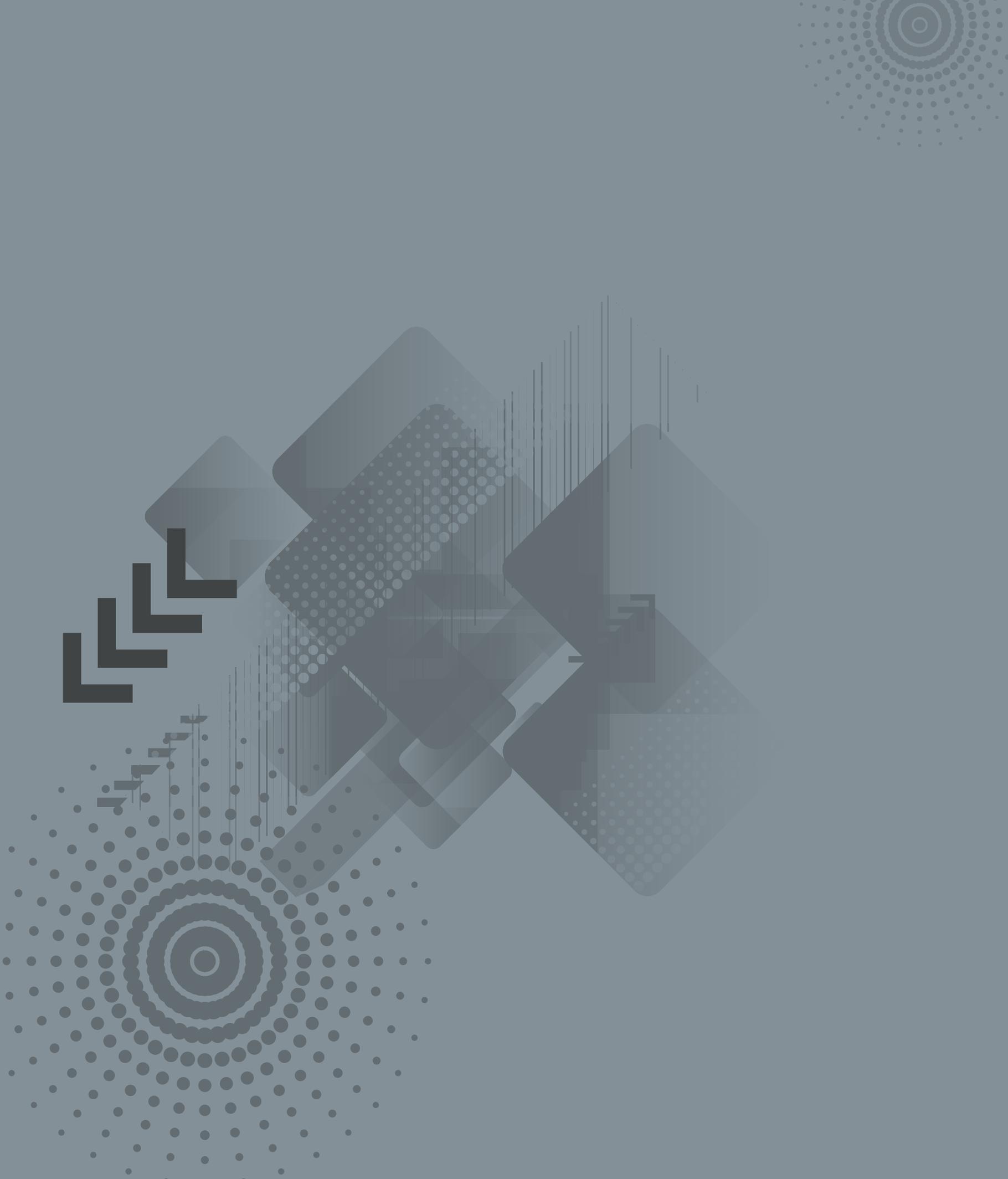


# Infrastructure, Cities and Urban Development Department

## Annual Report 2016



AFRICAN DEVELOPMENT BANK GROUP



# Foreword

In 2016 the Bank continued its long standing support for the development of transport and ICT infrastructure in Africa. By supporting industrialization with seamless movements along value chains, promoting the integration of Africa's markets, and playing a catalytic role in unlocking Africa's immense agricultural potential, transport and ICT infrastructure are critical for the achievement of the High-5s. Transport contributes as well to improving the quality of people's lives by providing safe and efficient access to socio-economic services and employment opportunities. The 2016 lending program successfully delivered support to the Bank Development Strategies amidst an evolving business environment.

During the year, the Bank financed 15 transport and ICT projects worth USD 1.6 billion. Portfolio diversification continued to improve with major investments in urban development which recorded exceptional growth with the financing of mega urban infrastructure projects in Abidjan, Kampala and Accra worth nearly USD 500 million. Investment in highways dominated the share of financing, while aviation and maritime finance growth remained flat pointing to the need to scale up pipeline development efforts in these sub-sectors. The ICT portfolio has continued to grow with more projects becoming ready to finance since the creation of the division in 2012.

Significant financing from the Bank continued to be channeled to regional projects with seven (7) transnational highway projects targeting the removal of physical and administrative constraints for cross-border trade and regional economic integration. Investment in ICT has gained momentum with the financing of over 2,000 km of fiber optic backbone cable in the Central Africa region coupled with support for the development of software applications, capacity building, and support to higher learning institutions. The impacts of ICT investments will significantly stimulate the growth of "jobs of tomorrow" and incubate home-grown and innovative start-ups. The financing of the rail project in Morocco will add to the countries competitiveness as it scales up its industrialization plans. Road investments in Southern Ethiopia and

Northern Cameroun included activities to boost growth of the agriculture sector. Overall the breadth of the Bank financing was designed to improve the livelihoods of over 20 million people through improved mobility and provision of access to information, social services, jobs and opportunities for social inclusiveness.

The Bank's role in supporting Infrastructure Development is evolving to include a more emphasis on urban mobility and sustainable cities development. A new Cities and Urban Development Division is expected to take shape in 2017 and will provide a platform for the Bank to provide a holistic response to Africa's growing urbanization and the emerging challenges related to urban development issues across the continent. Going forward, we will scale up analytical and advisory activities and pilot new initiatives meant to increase delivery and improve management of Infrastructure and Urban development projects on the continent. 2017 will also see the Infrastructure department's human resource footprint across the continent strongly reinforced with more staff being closer to the client to deepen dialogue, increase business development opportunities and provide an incentive for closer monitoring of the sector activities.

The Bank is registering another remarkable year in 2016 - having exceeded its target for supporting transport, ICT, and urban development on the continent. The achievements are owed to the strong contribution and dedication our Tasks Teams, the support of various units at the Bank Headquarters and the field, the guidance of management, and the cooperation and enthusiasm of member states that trust our partnership in their development efforts. It is with the same spirit that we shall take forward in 2017 to ensure that we deliver projects that will positively impact the lives of citizens on the continent.

**Amadou Oumarou**  
Director, Infrastructure, Cities  
& Urban Development Department



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A train station in the Casablanca - Marrakesh railway line. Since 2010 Morocco received more than USD 500M loans to modernize its railway infrastructures.

سكة  
voie 3



# Key Messages

With the Bank firmly focused on delivering against the high-5s, the Infrastructure, Cities and Urban Development Department continued to provide the necessary cross-cutting support by financing transport projects that significantly contributed to improved access and safe mobility throughout the continent. Transport continues to occupy a unique position in the delivery of the Bank's ambitious targets in the priority areas of industrialization, regional integration and agriculture development.

Investments in transport systems are catalyzing transformation in the agriculture sector by providing farmers with greater access to inputs and marketing opportunities. In addition, transport systems enable the integration of Africa's smaller economies, supporting the seamless functioning of value chains that are essential for growth and competitiveness of industry and importantly improving people lives by making cities livable, and providing access to jobs and social services. The Bank's deliverables were anchored on these core thrusts and achieved in an exciting and evolving business environment that is shaping the department to have stronger central sector analytical focus and greater support for emerging challenges in urban development.

## Playing a catalytic role in supporting Bank's top priorities

**Industrialization** on the continent is undoubtedly low, and its growth is key to fully unlocking Africa's potential. At the heart of industrialization is the requirement for an efficient and cost-effective transport and logistics system that ensures seamless movement of commodities and products along a value chain. By lowering the cost of transactions including mostly transport, Africa can make its goods more competitive and allow it to increase its share of regional and global trade. In 2016, the Bank provided support with investments in a rail project in Morocco, a road project in Cameroon and flagship urban infrastructure projects in Ghana and Cote d'Ivoire. The addition of a second rail line between Tangier-Casablanca-Marrakech in Morocco, whose viability is premised on exports of commodities, will not only more than double the capacity for passenger and commercial freight but will also enhance the logistical competitiveness of the national economy. The construction of the Grand Zambi – Kribi road in Cameroon, a critical missing link between Yaoundé to the recently commissioned Kribi industrial and port complex, creates a shortest link and is set to contribute to the competitiveness of the country's imports and exports. Investments in upgrading a number of urban roads and interchanges in Accra and Abidjan will significantly contribute to improved logistics chains and contribute to transforming the cities into major industrial and competitive hubs in West Africa.

**Regional integration** is a pre-requisite for addressing the dis-benefits and challenges that come with Africa's smaller and fragmented economies. Development of strong regional infrastructure systems remain critical to unlocking Africa's potential and provides opportunities for countries to reinforce their competitiveness and attractiveness for investments. Support for regional integration in 2016, continued to prominently feature as a key contributor to the high fives, making up about 40% of the lending cycle. The investments mainly aimed to provide reliable physical links, improvement of cross-border facilities and addressing trade and logistics challenges and were mainly spread across highways and ICT. The Bank financed six regional projects

that included completion of missing links on Abidjan-Lagos, Srihari corridor between Kenya-Tanzania (construction), Mozambique-Tanzania (construction), Senegal – Mauritania (bridge construction) and upgrading of a cluster of roads within Rwanda that opened up links to the great lakes region. The Bank also financed more than 2000km of fibre optic "backbone" cables to provide telecommunication services at affordable prices to Cameroon, Chad and Northern Congo.

**Agriculture** remains one of the most untapped resources that can lift Africa out of poverty and ensure food security. For that to happen the drivers of growth in the sector need to be transformed radically including the provision of all-weather transport access to farmers in the remotest parts of the continent. The provision of reliable and efficient transport systems can bring about as much as 30% reduction in post-harvest losses and contribute to the competitiveness of farm commodities. The road projects approved by the Bank in Northern Cameroon and Southern Ethiopia are investing in upgrading to all weather standard clusters of rural road networks linking to principal road arteries and are expected to boost production and attract agro-industries in areas with huge potential.

**Improving the quality of life:** The Bank's investments in transport have always placed poverty reduction and improvement of people's lives as principal motives. The investments have been in various forms including direct improvements in urban infrastructure such as in Accra and Abidjan and inclusion of social infrastructure in the various projects financed. In 2016, it is estimated that about 20 million in Africa will benefit from improved transport and ICT systems through the Bank lending. The Bank put a major emphasis on the provision of ancillary social infrastructure including school, health, water and sanitary facilities, support to local associations, equipping of multipurpose centers all mostly targeted to assist vulnerable groups particularly, women, girls, and youth. Activities included training for cross-border traders in Rwanda, as well as support for the creation of ICT centers in Congolese and Nigerian universities. In ICT, the "50 million women speak" platform, to be launched in 36 African countries, has been designed specifically to address the need of information and financial support for women entrepreneurs, through a peer-to-peer mentorship tool and social network.

The Ffulso Road project open up the agriculture potential of northern Ghana  
Photo by Nana Koffi Acquah for the AfDB



## Scaling up advisory support, technical assistance and knowledge sharing

The Bank is steadily scaling up its advisory, technical assistance, and knowledge sharing activities. In 2016, the Bank has advised and supported the creation of an agency dedicated to coastal protection in Togo and to prioritize preparation of master plan studies ahead of planned major infrastructure facelifts in Mozambique. Through the financed activities, the Bank is also building technical capacities in the telecommunications in Congo, assisting with the creation of a coordination structure for the development of the Lake Victoria basin and through ECOWAS actively providing a coordinating role across five countries for the development of the Abidjan – Lagos highway studies. These activities are expected to not only enhance the quality of the project results but will vitally add to a vast pool of knowledge to the Bank.

**The Jomo-Kenyatta Airport  
(Nairobi - Kenya), funded by the Bank in 2013**

Photo by Nana Koffi Acquah for the AfDB



## Sharper focus on Urban Development

The Bank's evolving business environment has created opportunities for the Department to address emerging challenges including urban development. Africa is faced with rapid urbanization, and it is estimated that by 2050 nearly 50% of the population will be living in cities. This is expected to exert pressure on existing infrastructure and if not properly addressed could lead to unlivable and uncompetitive cities that are unable to provide urban populations with access to jobs, social services, and means of economic production. In response to this challenge, the Bank has established a Division for cities and urban development that will provide a sharp focus on addressing urban development issues across the continent. The Bank will build on earlier urban development efforts including the BRT project in Dar es Salaam and mega infrastructure facelifts in Abidjan and Accra.



In Accra, the transport infrastructure project financed by the Bank in 2016 also includes an institutional support for the preparation of the Greater Accra Urban Master Plan.

# 2016 Lending Achievements

In 2016, the Bank approved 15 transport and ICT operations, for a value of USD 1.6 billion. The mix of operations was firmly aligned with the Bank's priority areas across a reasonably diversified portfolio of highway developments, urban infrastructure, railways, and ICT.

These projects are expected to not only positively impact the lives of over 20 million people on the continent but also boost trades and competitiveness of countries on the continent.

Support for industrializing Africa received a major boost with the financing of the second railway line between Casablanca and Marrakech that sets to double its capacity for both passenger and rail freight. The increased capacity will ease movement of commercial freight and provide easy access for import and export of commodities and allow Morocco to competitively participate in trans-continental trade.

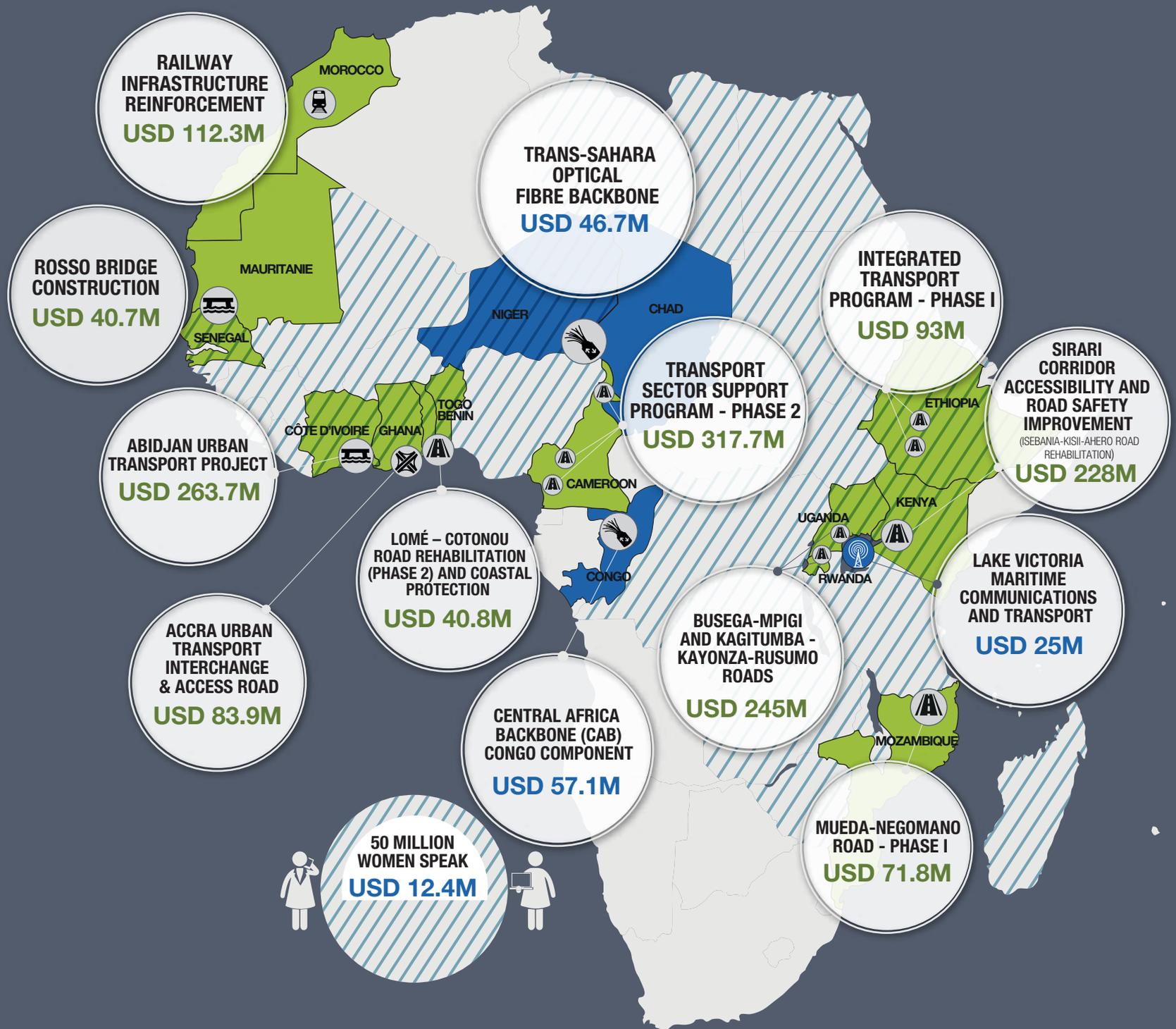
The Bank approved close to USD 900 million for paving of 1120km of regional highways in a number of countries including Togo-Benin, Kenya-Tanzania, and Cameroon – Chad as part of regional integration agenda. The projects are expected to facilitate trade and transit and contribute to integrating economies. A number of missing links financed as multinational projects are expected to make significant contributions including the 200 km of roads financed in Rwanda that open up trade links to the great lakes regions and a link in Mozambique that completes a major trade route with Tanzania. More than 2000km of optical fiber network have been financed in 2016, reinforcing interconnections in Central Africa by building “backbones” which will provide quality telecommunication services at an affordable price.

Major project investments of 240 km of roads in Southern Ethiopia have targeted to unlock the Agriculture potential of the region and will not only boost the production of coffee sesame but also support incubation of smaller farmers into efficient agro cottage industries with the capacity to participate in the lucrative coffee value chain. Road improvements to a cluster of 77km of rural roads in Northern Cameroon included as ancillary social infrastructure to the second phase of the Transport Sector Support Program will improve access for farmers to an all-weather road and reduce transaction costs of their farm produce.

The Bank's financing of core transport infrastructure are expected to positively affect close to 12 million people who will directly benefit from reduced transport costs, access to efficient and safe transport and socio-economic services. As part of the Bank's social inclusiveness agenda, the Bank has emphasized the inclusion of various socio-economic infrastructure including construction of education, health, water and sanitation facilities that are all expected to contribute to improving people's lives. 2016 has been exceptional, with mega investments of close to USD 500 million going towards modernization of the three (3) rapidly growing cities of Abidjan, Accra, and Kampala. The improvement of various urban transport infrastructures in the three (3) cities will assist to reduce traffic congestion, improve the economic competitiveness and change the daily life of five (5) million commuters.



# Transport & ICT Projects Lending 2016



# 15 projects approved, totaling USD 1.64 billion



Completing the missing links of international transport corridors



Facing the challenge of rapidly growing cities



- Installing **2060km** of optical fiber backbones in Central and West Africa: ICT contribution to national GDP is expected to double in Congo, Niger and Chad.
- Launching online applications dedicated to **Women entrepreneurs** in 36 countries: create jobs by empowering women
- Implementing **safety navigation systems** to save lives on Lake Victoria.



Responding to the growing transport demand



# Reinforcing inclusiveness and economic impact

Every infrastructure project funded by the Bank in 2016 included several ancillary socio-economic components to increase the project's impact on the local economy and people's lives. This double page illustrates the socio-economic components of projects financed in 2016 through the 15 projects approved by the Bank.

## IMPROVING THE LIVING CONDITION OF THE POPULATIONS

400km of feeder roads



## MITIGATING THE ENVIRONMENTAL IMPACT OF TRANSPORT PROJECTS



1500 women to be trained in marketing and trading activities



2 major environmental plans protecting natural reserves

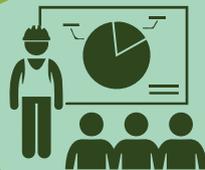
## EMPOWERING WOMEN



25 women associations to be supported (furniture of equipment's, access to finance and training...)

## EMPOWERING ADMINISTRATIONS AND LOCAL PARTNERS

## REINFORCING ICT IMPACT ON ECONOMY AND JOB CREATION



**250 staff** to be trained through capacity building programs



**50,000 people** to benefit for access to ICT through **solar panels**



**30 studies and masterplans** financed



**Data-centers** dedicated to administrations in Niger and Congo



**30,000 women** with access to ICT training program and services



**20 community centers** to be equipped in ICT



**8 new ICT applications** to be developed



## PREPARING THE JOBS OF TOMORROW



**14 schools** equipped in ICT



**5 universities** targeted for ICT deployment plans (50,000 students concerned)



**Development of curriculums** dedicated to ICT in Congo and Niger

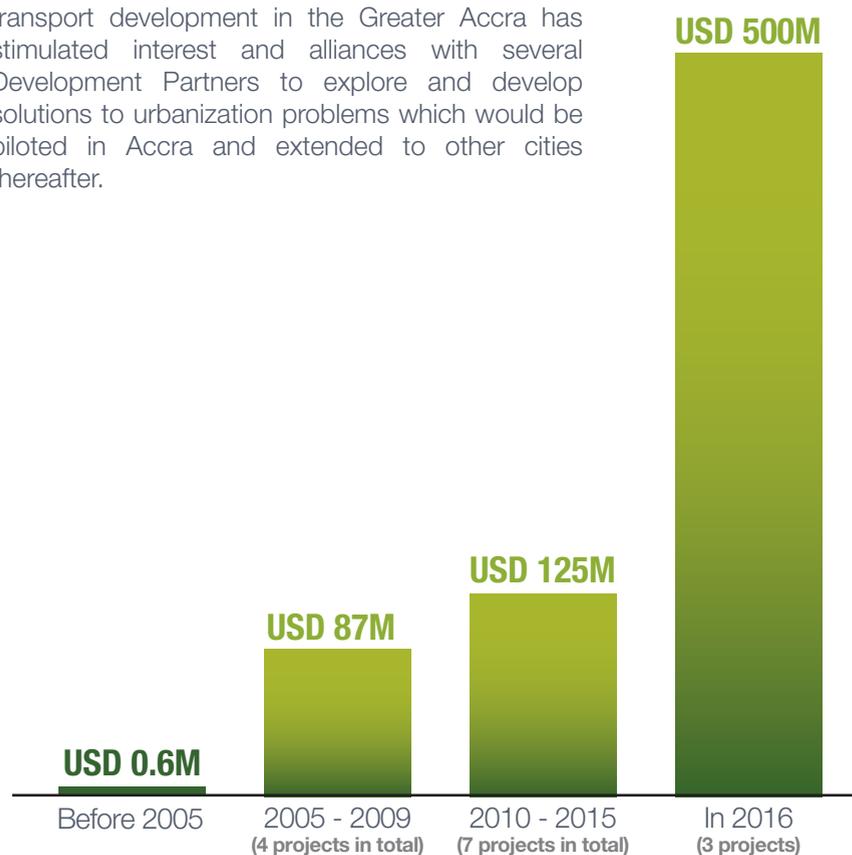
# Renewed focus on **urban development**

The Infrastructures, Cities and Urban Development Department has been the custodian of the Bank's urban development strategy. With a clear emphasis on the Bank's areas of priority, the department's business model has evolved to embrace a sharper focus on emerging urban development challenges through the establishment of a new division for "Cities & Urban Development". With an alarmingly increasing urbanization rate, African cities are headed for gridlocked, congested and unlivable cities if urgent measures are not put in place to address the challenges.

The creation of dedicated division provides an opportunity for the Bank to provide a holistic response and leadership under a single umbrella. In shaping the function of this new division, the department will build on the Bank's urban development efforts that have previously been delivered through various support to projects in public utilities, industry, transport, education, energy, health and other social interventions. The levels of investment in urban transport alone have steadily grown from about USD 90 million in 2005-2009, to an unprecedented USD 500 million in 2016.

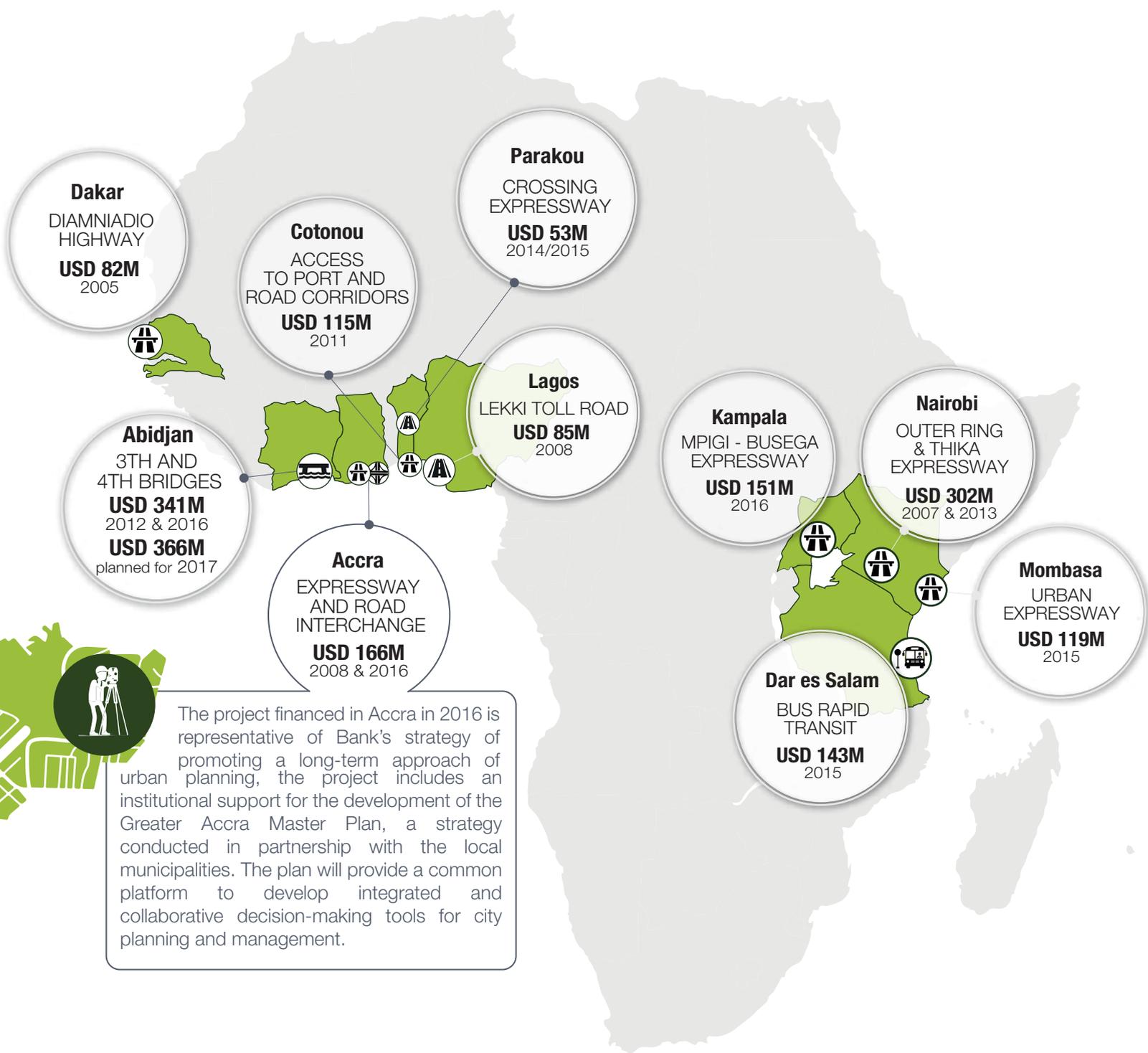
The exceptional investments in 2016 for Accra and Abidjan presents a strong flavor of the Bank's expected engagement and role in shaping the urban development agenda with its member states. In Accra, the project promoted long-term approach of urban planning by including institutional support for developing the Greater Accra Master Plan and development of strategies in partnership with local municipalities. The plan will provide a common

platform to develop integrated and collaborative decision-making tools for city planning and management. The Bank's leadership role in urban transport development in the Greater Accra has stimulated interest and alliances with several Development Partners to explore and develop solutions to urbanization problems which would be piloted in Accra and extended to other cities thereafter.



## Annual AfDB commitments in Urban transport (average, in USD)

# AfDB's urban transport projects since 2005



The project financed in Accra in 2016 is representative of Bank's strategy of promoting a long-term approach of urban planning, the project includes an institutional support for the development of the Greater Accra Master Plan, a strategy conducted in partnership with the local municipalities. The plan will provide a common platform to develop integrated and collaborative decision-making tools for city planning and management.



A truck on the Addis Ababa - Nairobi Corridor - Ethiopia  
The Bank invested more than one billion USD in this corridor  
within the last 10 years  
Photo by Nana Koffi Acquah for the AfDB



# **Description of Transport & ICT Projects Funded in 2016**



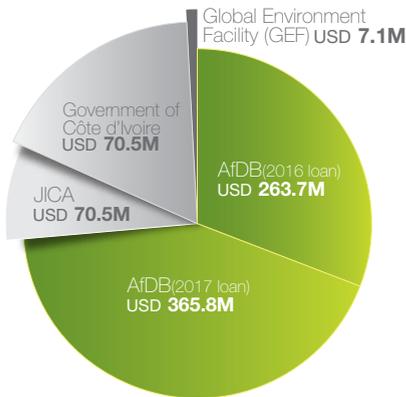
# Abidjan Urban Transport Project (PTUA)

A 4<sup>th</sup> bridge to link directly the business and administrative centers to the most populated neighborhood

Project Team Leader: Jean Noel Ilboudo - Infrastructure Engineer

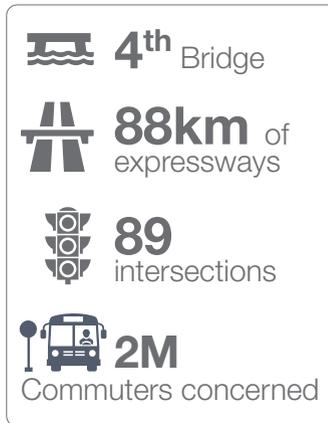


## FINANCING

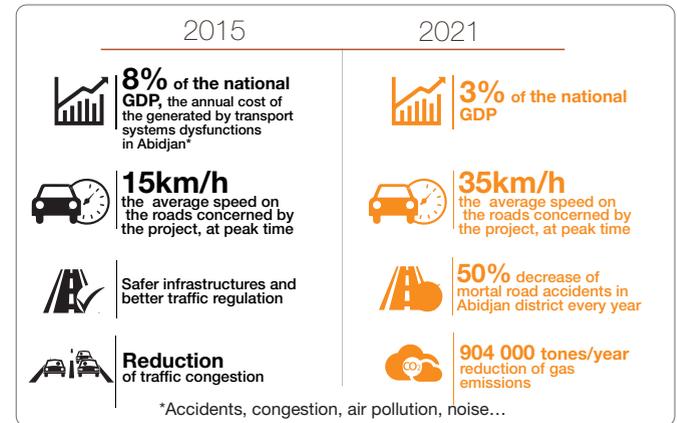


Total cost: **USD 854.6M**

## OUTPUTS



## OUTCOMES





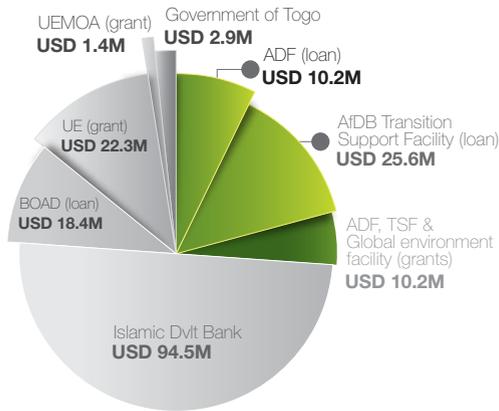
# Benin/Togo : Lomé-Cotonou Road Rehabilitation And Coastal Protection Phase II

## Building resilient infrastructure to face climate change

Project Team Leader: Lydie Ehouman - Principal Transport Economist



### FINANCING

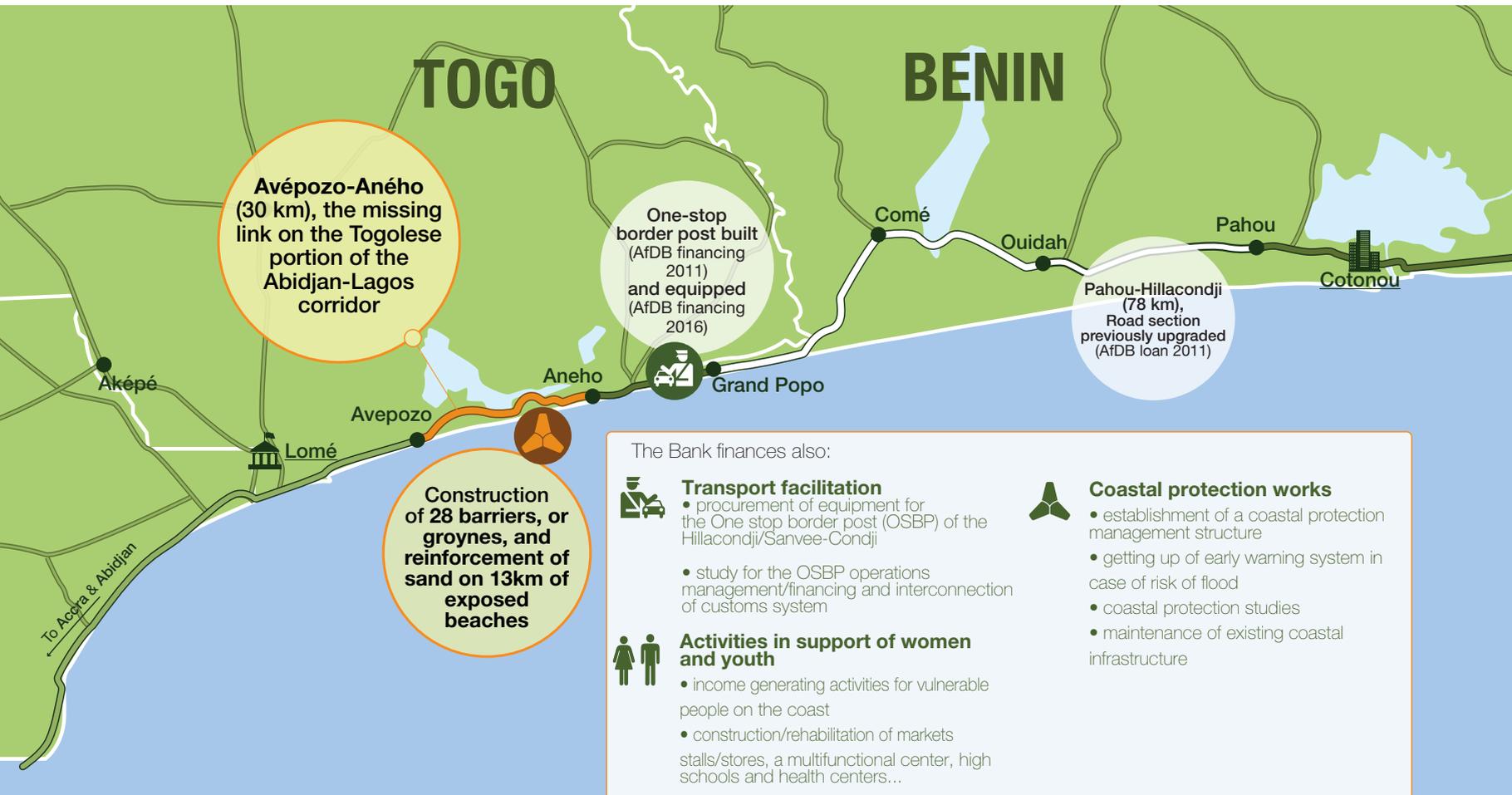
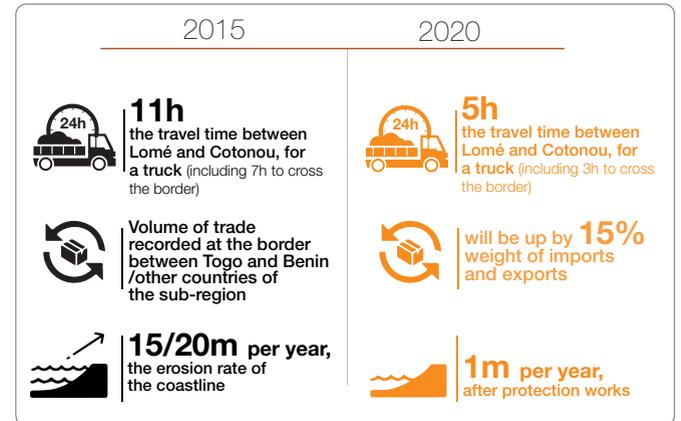


Total cost: **USD 189M**

### OUTPUTS



### OUTCOMES





# Senegal Mauritania

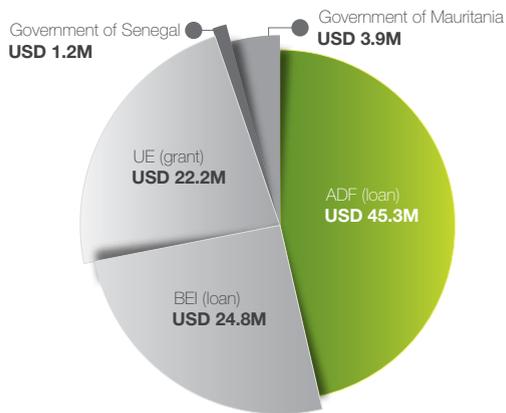
# Rosso Bridge Construction Project

The first direct road link between Senegal and Mauritania

Project Team Leader: Ali Ismael Mohamed - Principal Transport Economist



## FINANCING



Total cost: **USD 97.4M**

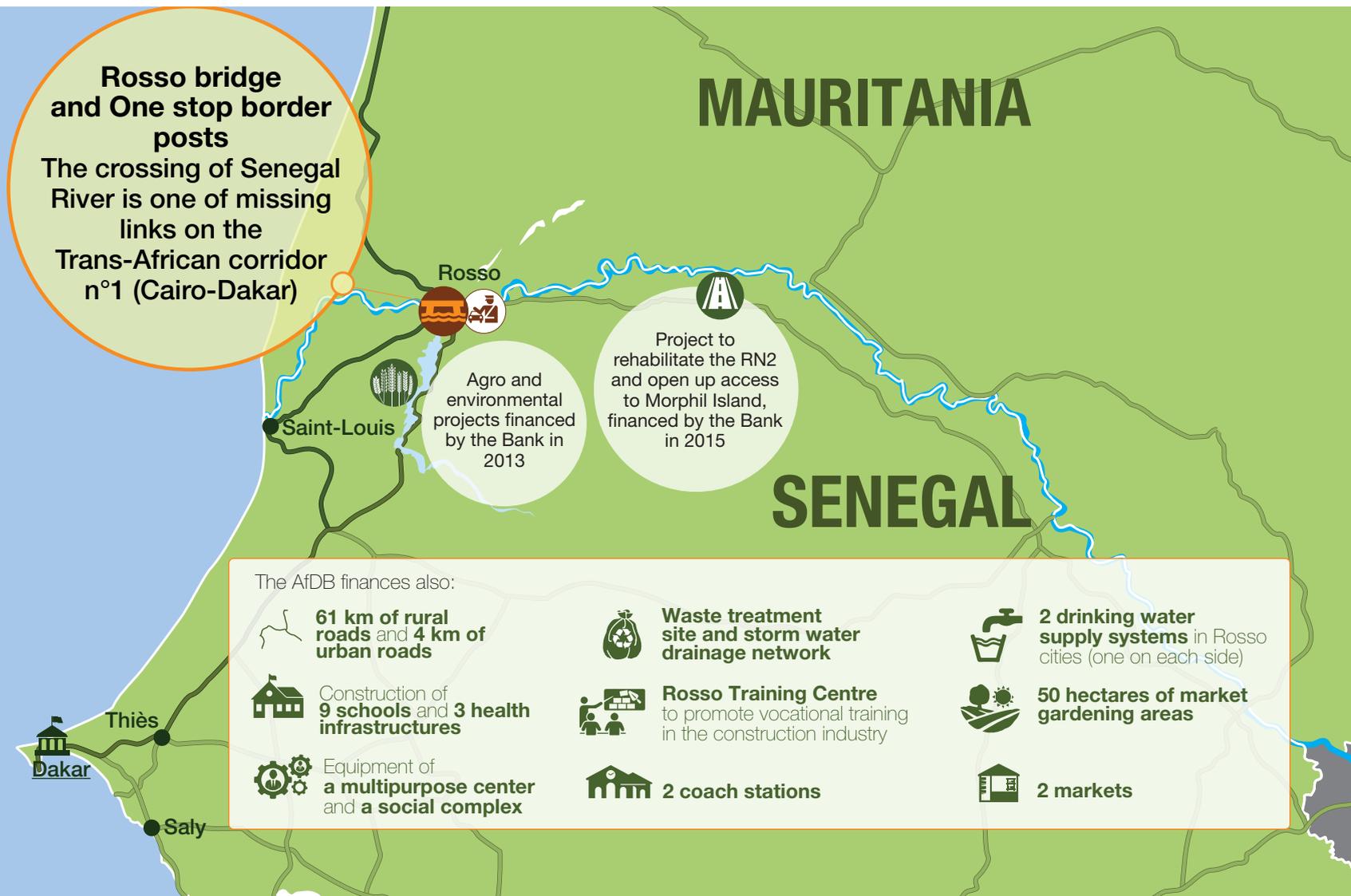
## OUTPUTS

- a cross border bridge
- 2 one stop border post
- 1.1M beneficiaries

## OUTCOMES

2015	2025
1h to cross the border	10min to cross the border
150 vehicles per day on the corridor	530 vehicles per day on the corridor
15% the Rural Accessibility Index* in the regions concerned by the project	35% the Rural Accessibility Index* in the regions concerned by the project

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



# Mozambique



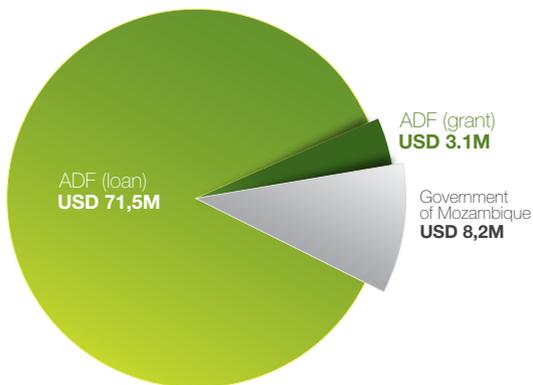
# Mueda – Negomano Road Project Phase I

## Improving connectivity between Mozambique and Tanzania

Project Team Leader: Osman Ali Aymen - Chief Transport Engineer



### FINANCING



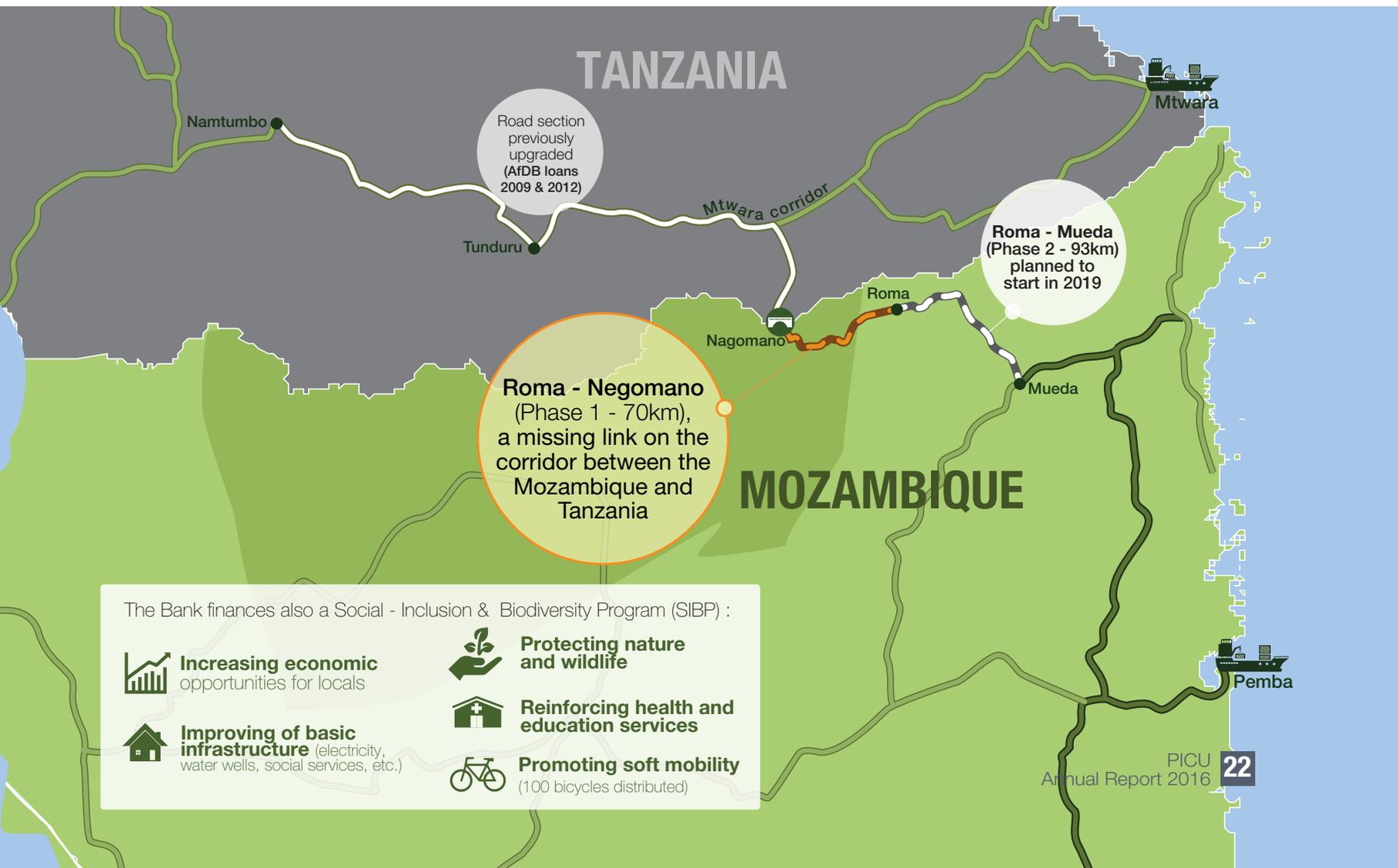
Total cost: **USD 83M**

### OUTPUTS

- 70km** of roads paved
- 1.8M** beneficiaries

### OUTCOMES

	2015	2020
Travel time	3h	1h
Travel cost per km	USD 2.42	USD 1.45
Annual trade	USD 10M	USD 30M



The Bank finances also a Social - Inclusion & Biodiversity Program (SIBP) :



**Increasing economic opportunities for locals**



**Protecting nature and wildlife**



**Improving of basic infrastructure** (electricity, water wells, social services, etc.)



**Reinforcing health and education services**



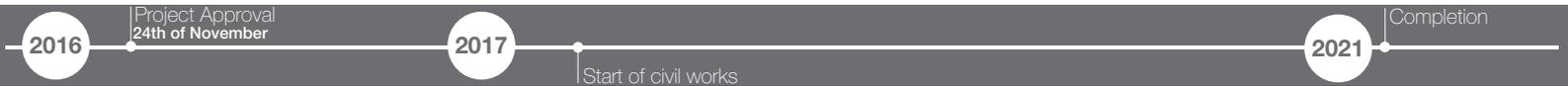
**Promoting soft mobility** (100 bicycles distributed)



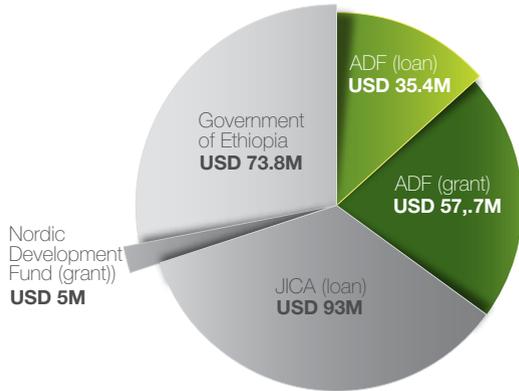
# Ethiopia integrated transport program - Phase 1

## Jimma - Chida & Sodo - Sawla road sections : opening up Western Ethiopia

Project Team Leader: Mumina Wa-Kyendo - Chief Transport Engineer



### FINANCING

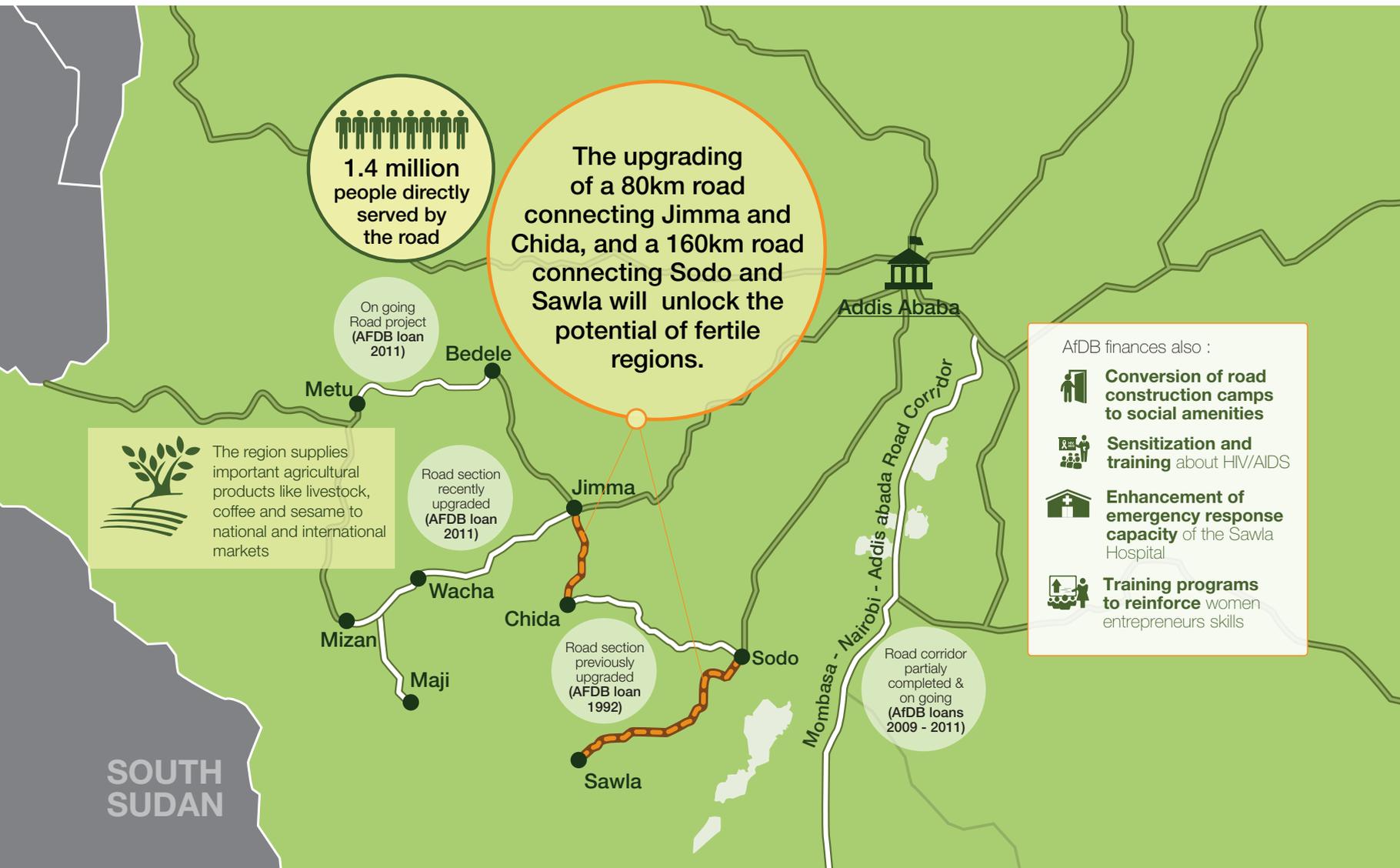
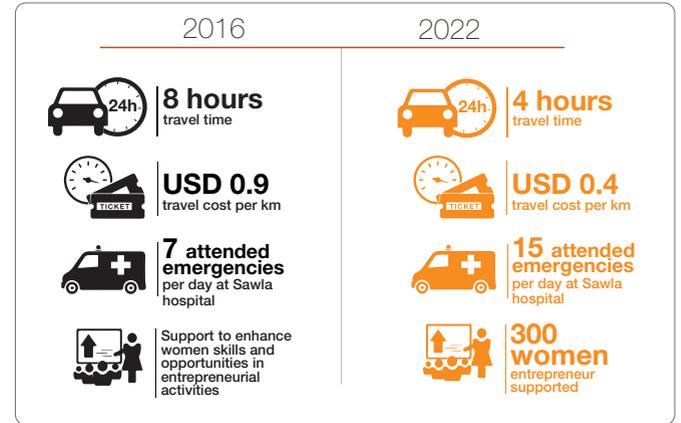


Total cost: **USD 854.6M**

### OUTPUTS



### OUTCOMES





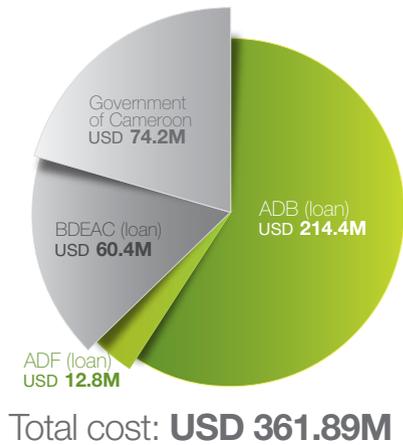
# Cameroon - Support Program for the Transport Sector, Phase II

The rehabilitation of the roads (i) Yaoundé - Bafoussam - Babadjou, (ii) Grand Zambi - Kribi and (iii) Maroua - Bogo - Pouss, will contribute to national connectivity and regional integration in Central Africa

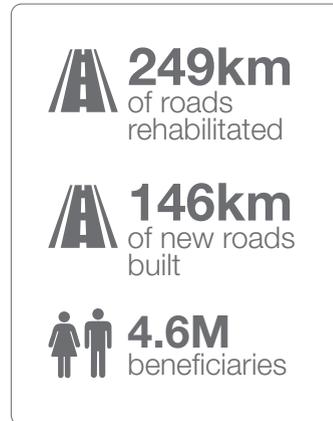
Project Team Leader: **Joseph Kouassi N'Guessan** - Chief Transport Engineer



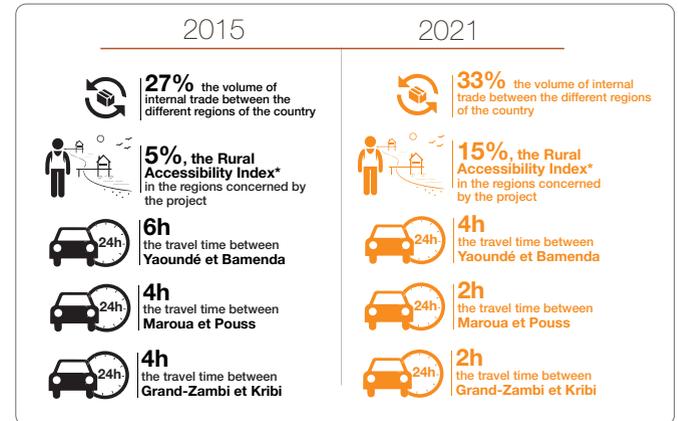
## FINANCING



## OUTPUTS



## OUTCOMES





**Ghana**

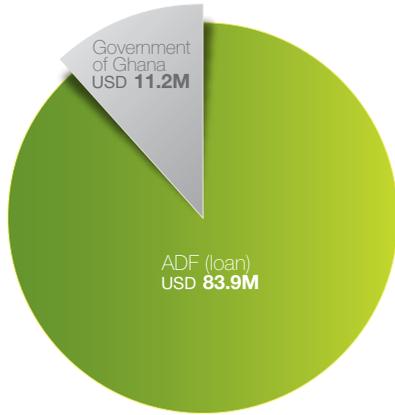
# The Accra Urban Transport Project

## Addressing the challenges of a growing city

Project Team Leader: Mam-Tutt Wadda - Principal Transport Engineer



### FINANCING



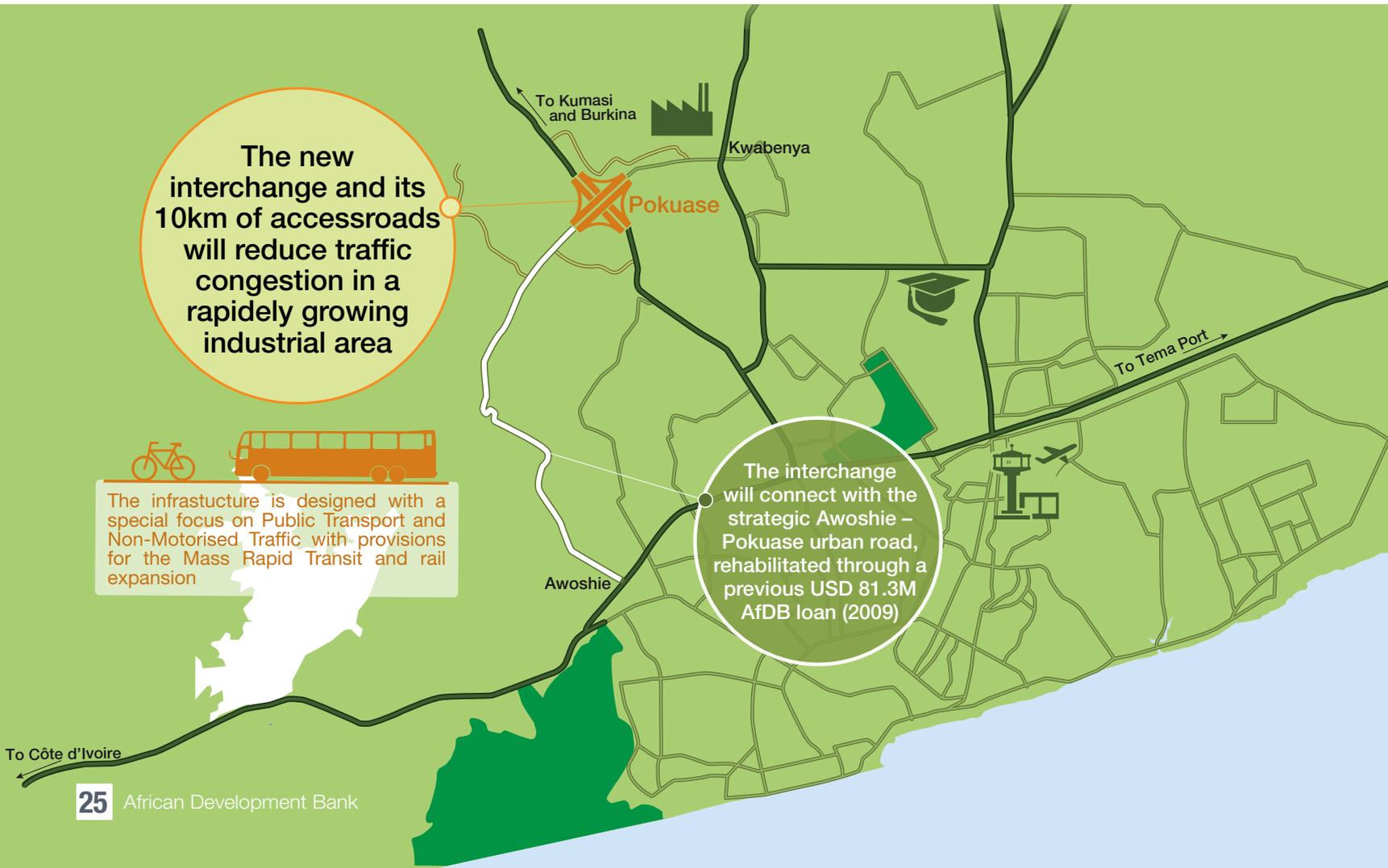
Total cost: **USD 95M**

### OUTPUTS

- a major interchange
- a traffic management system
- 50,000** daily users

### OUTCOMES

	2015	2020
	<b>2km</b> total queue lengths at peak times at Pokuase crossroads	No queue lengths at Pokuase crossroads
	<b>2h</b> journey time from Awoshie to Kwabenya at peak times	<b>30min</b> journey time from Awoshie to Kwabenya at peak times
	Projected traffic accident reduction	<b>-40%</b> Traffic accidents
	<b>1.3%</b> Agglomeration spatial coverage rate of the Urban Master Plan	<b>100%</b> Agglomeration spatial coverage rate of the Urban Master Plan





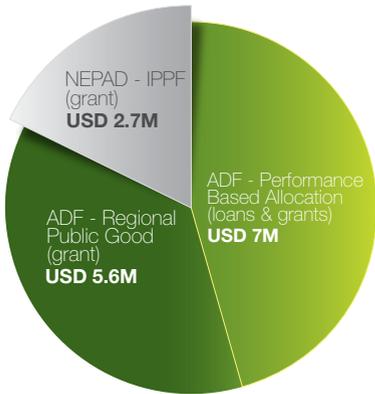
# Abidjan – Lagos corridor highway study

## West Africa Trade Spine

Project Team Leaders: **Lydie Ehouman** - Principal Transport Economist  
**P. Opoku-Darkwa** - Principal Transport Engineer



### FINANCING



Total cost: **USD 15M**

### STUDIES OBJECTIVES



- Prepare project faisability studies (technical, environmental, economic and financial)
- PPP transaction advisory
- Institutional arrangements for project development and execution

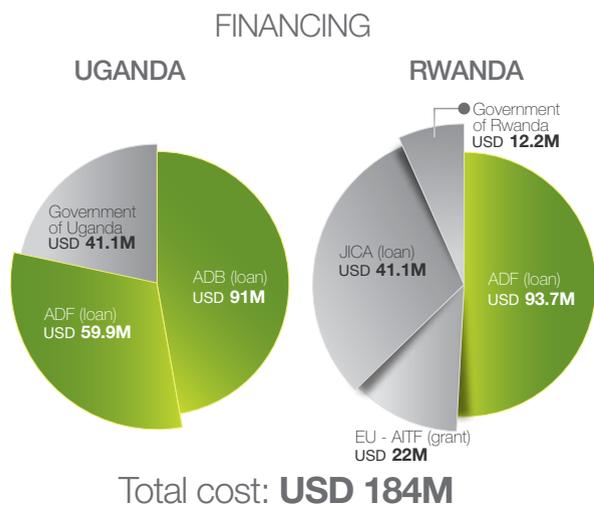




# Multinational Uganda/Rwanda : Kibuye - Busega - Mpigi and Kagitumba - Kayonza - Rusumo Roads Projects

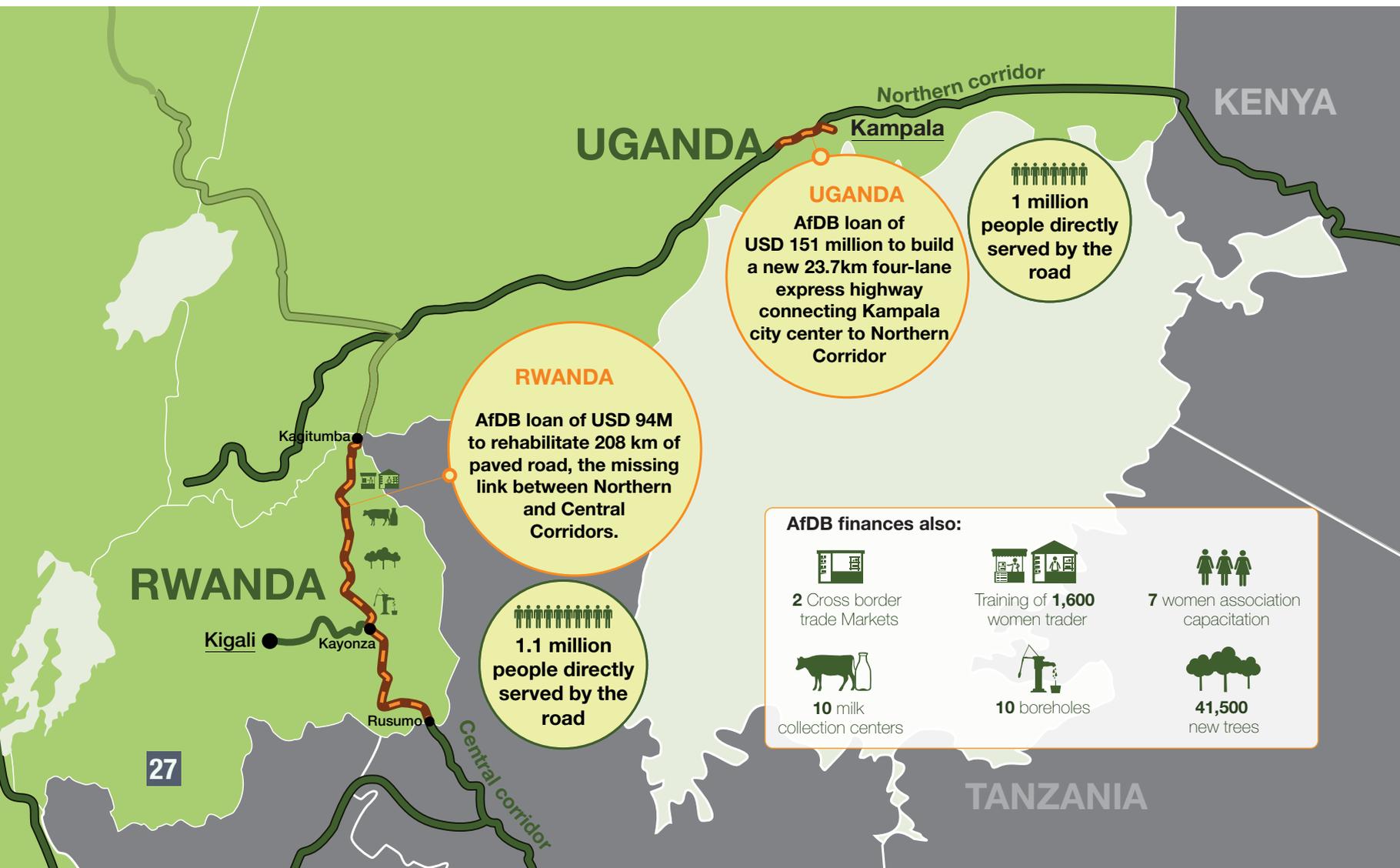
## AfDB reinforces roads interconnections in Great Lakes region

Project Team Leaders: Dawit Gebremedhin - Chief Transport Economist  
Philippe Munyaruyenzi - Infrastructure Specialist



### OUTCOMES

	2015	2020
<b>KIBUYE - MPIGI (UGANDA)</b>		
	<b>6 hours</b>	<b>3 hours</b>
	<b>USD 5</b> average passenger fare	<b>USD 4</b> average passenger fare
	<b>USD 0.66</b> travel cost per km	<b>USD 0.44</b> travel cost per km
<b>KAGITUMBA - RUSUMO (RWANDA)</b>		
	<b>1 hour</b>	<b>20min</b>
	<b>USD 1</b> average passenger fare	<b>USD 0.6</b> average passenger fare
	<b>USD 0.75</b> travel cost per km	<b>USD 0.3</b> travel cost per km



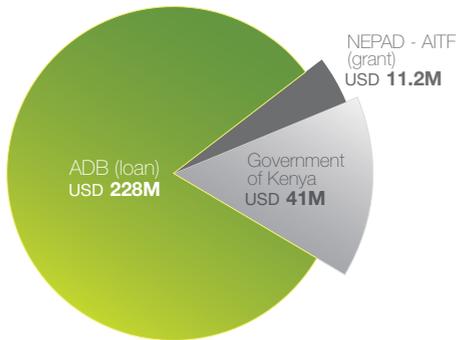


# Kenya - Sirari Corridor accessibility and road safety improvement project: Isebania-Ahero Road rehabilitation

Project Team Leader: **George Makajuma - Infrastructure Specialist**



## FINANCING

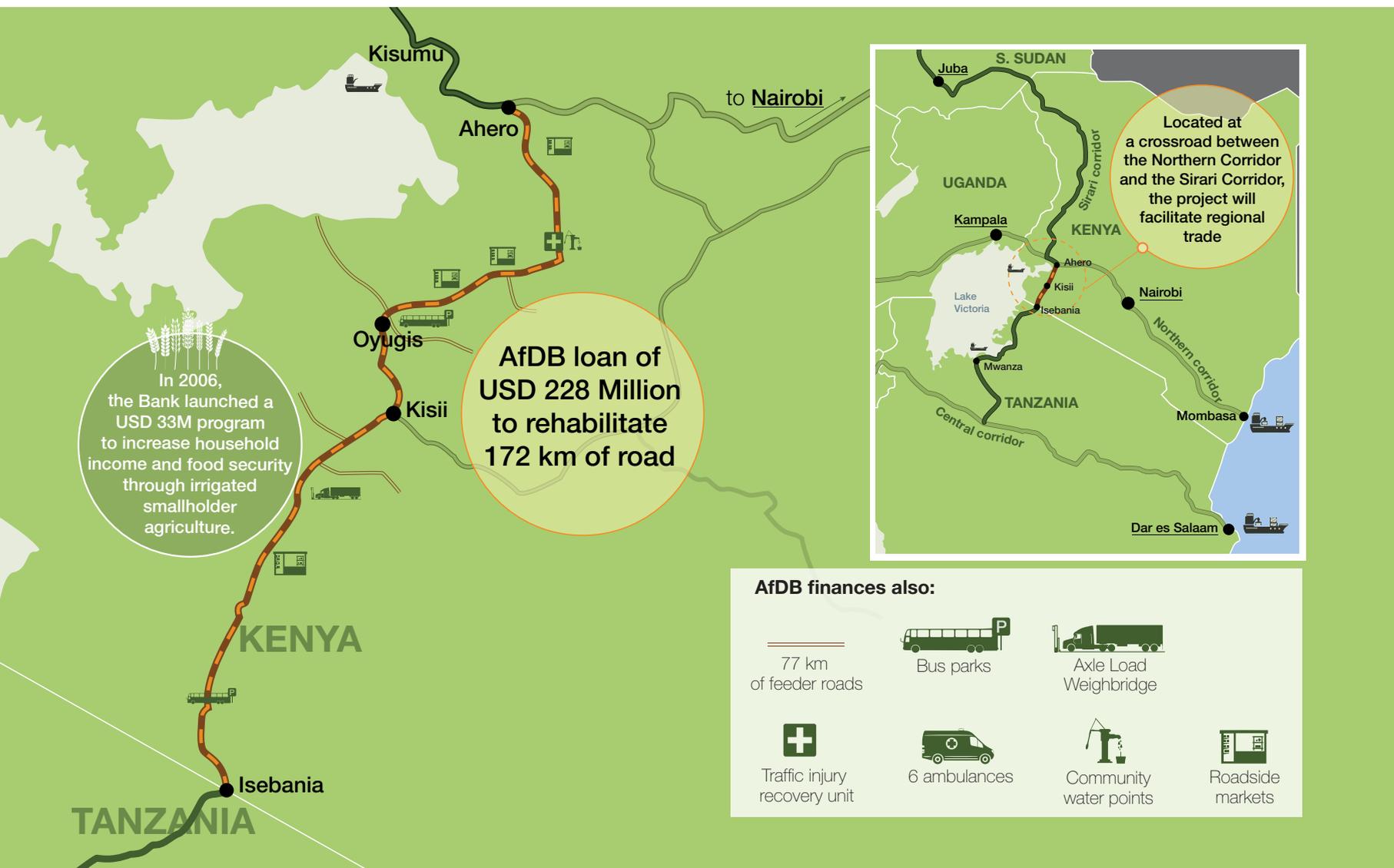
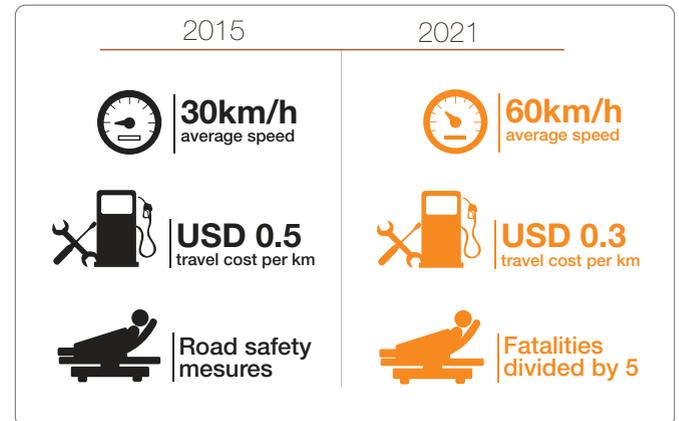


Total cost: **USD 280M**

## OUTPUTS



## OUTCOMES



### AfDB finances also:





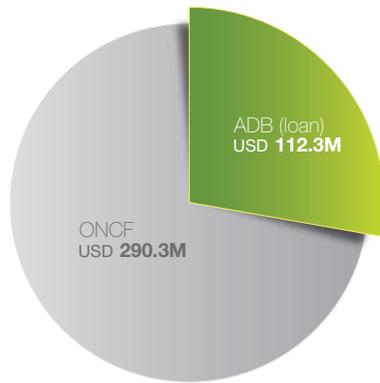
# Morocco: Railway Infrastructure Reinforcement Project

Facing the growing transport demand for both freight and passengers

Project Team Leader: Pierre More-Ndong - Principal Transport Engineer

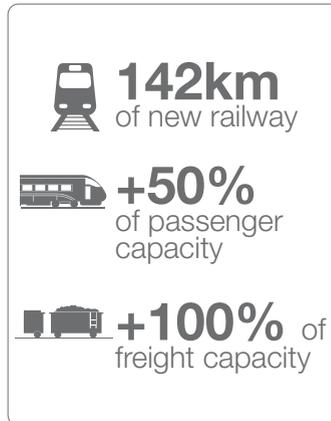


## FINANCING

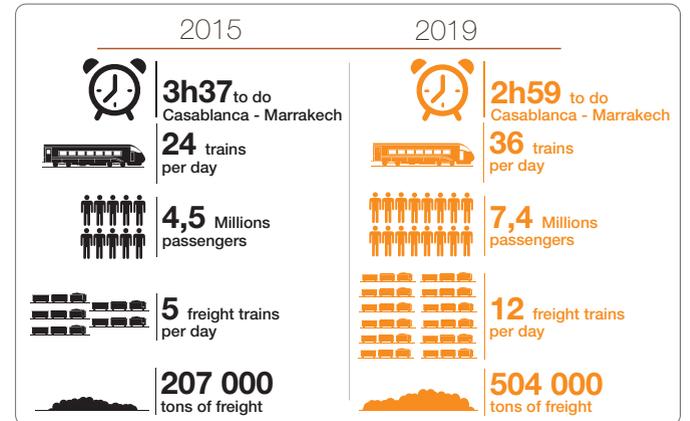


Total cost: **USD 403M**

## OUTPUTS



## OUTCOMES





Construction work on the bridge crossing the Gambia River, a project financed by the Bank in 2010 (USD 100M)



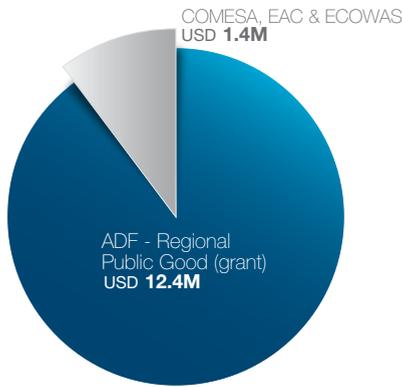
# "50 Million Women Speak"

## A digital platform to support women entrepreneurs

Project Team Leader: **Jack Salieu** - Chief Information and Telecom Engineer



### FINANCING



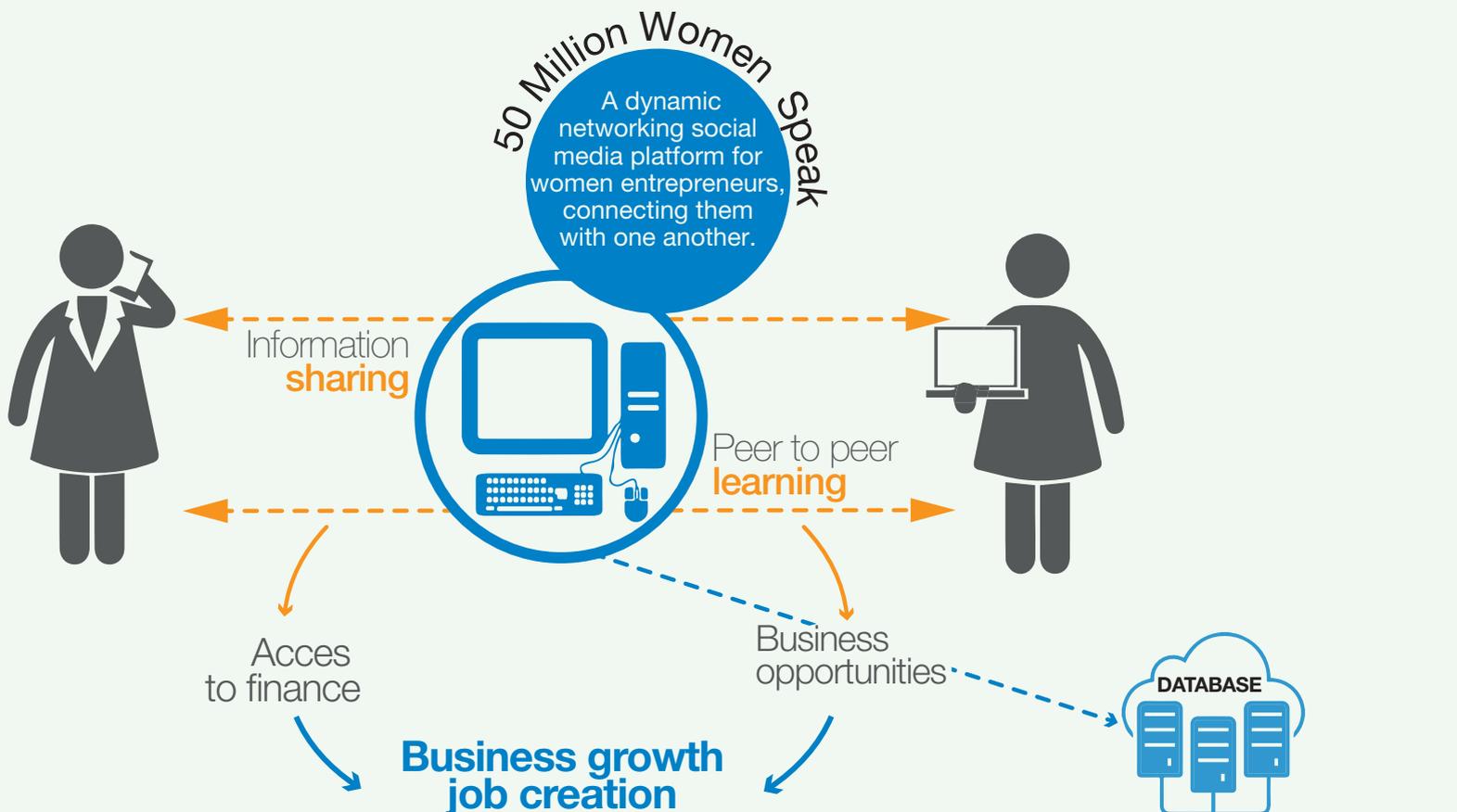
Total cost: **USD 13.8M**

### OUTPUTS

- an online platform**
- 36 countries** concerned (COMESA, EAC, ECOWAS)
- 50.000** monthly users expected

### OUTCOMES

2015	2022
Creation of <b>webplatform</b> and <b>mobile</b> application	<b>50,000</b> monthly active platform users
Deployment of <b>country-teams</b> for content gathering, sensitization and training	<b>80 teams</b> deployed and operational
<b>4%</b> of women entrepreneurs have access to loans	<b>10%</b> of women entrepreneurs have access to loans
<b>USD 50,000</b> average annual income of the businesses of platform users	<b>USD 100,000</b> average annual income of the businesses of platform users



"A statistical data base to strengthen countries' national monitoring and evaluation systems in the area of financial inclusion."



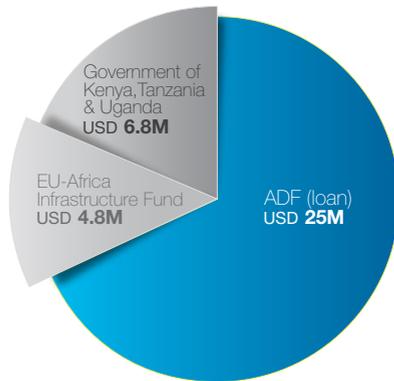
# The Multinational Lake Victoria Maritime Communication and Transport Project

Reinforcing navigation safety on the largest African lake

Project Team Leader: **Enock Yonazi** - Principal Telecom Engineer

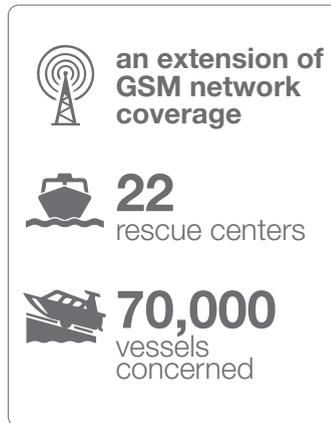


## FINANCING

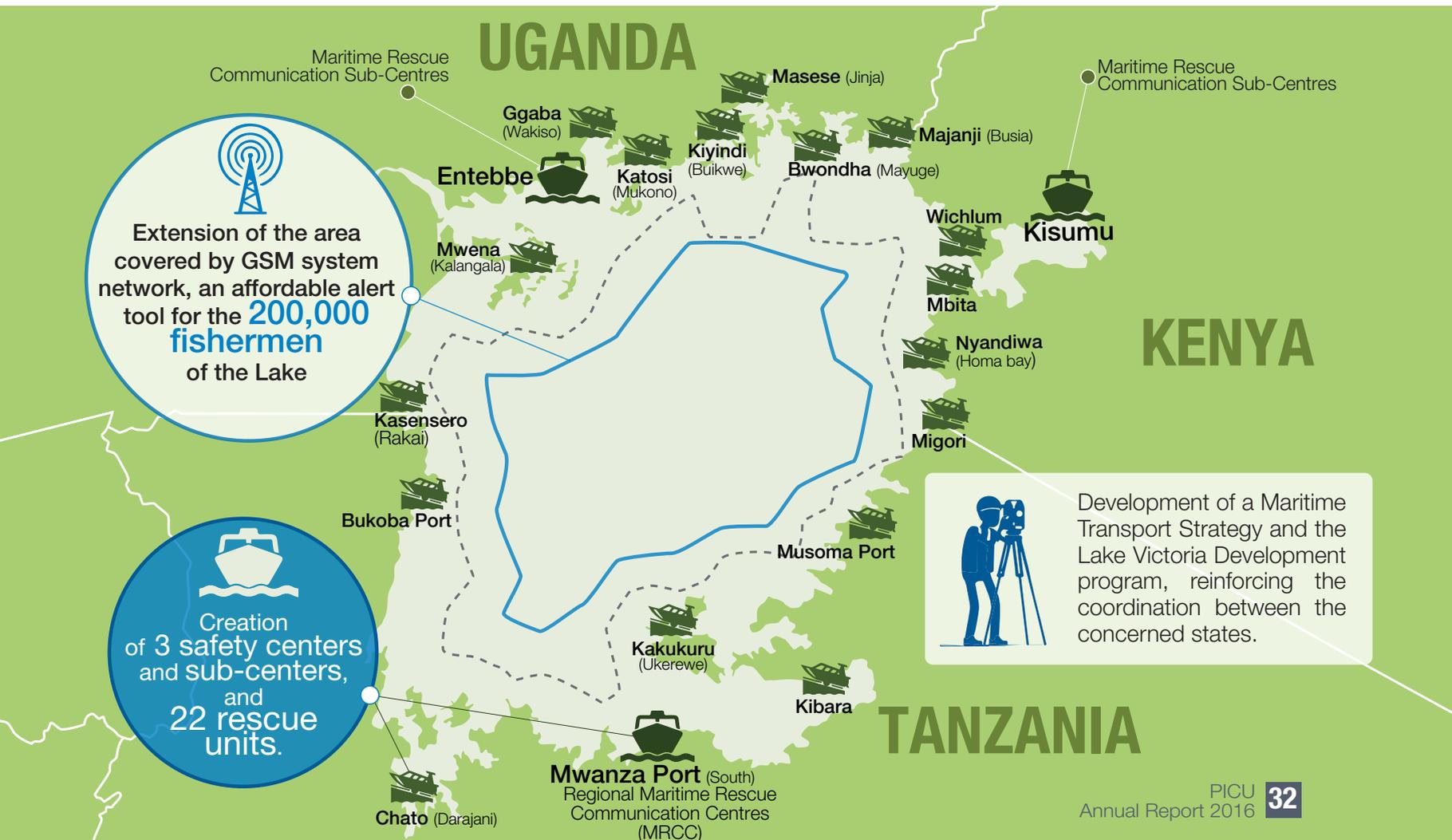
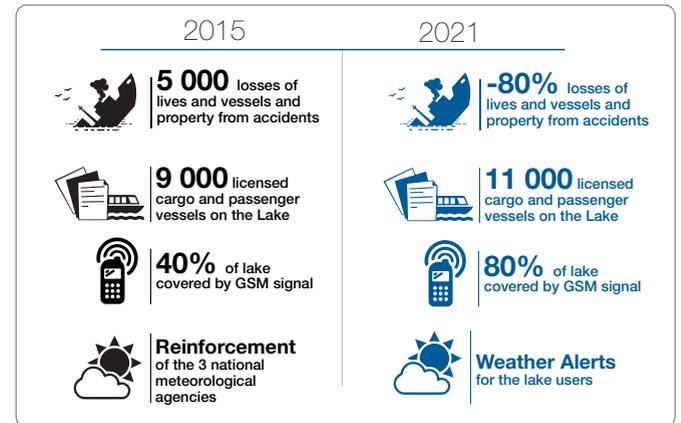


Total cost: **USD 37M**

## OUTPUTS



## OUTCOMES





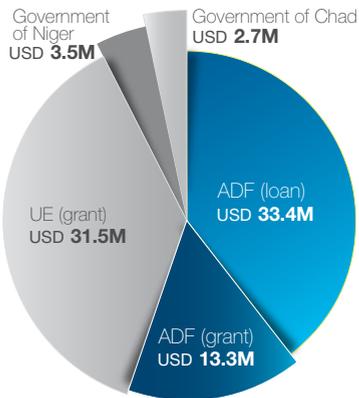
# Trans-Saharan fiber-optic backbone (DTS)

## Consolidating access to high speed broadband in Central Africa

Project Team Leader: **Samatar Omar Elmi** - Senior ICT Engineer



### FINANCING



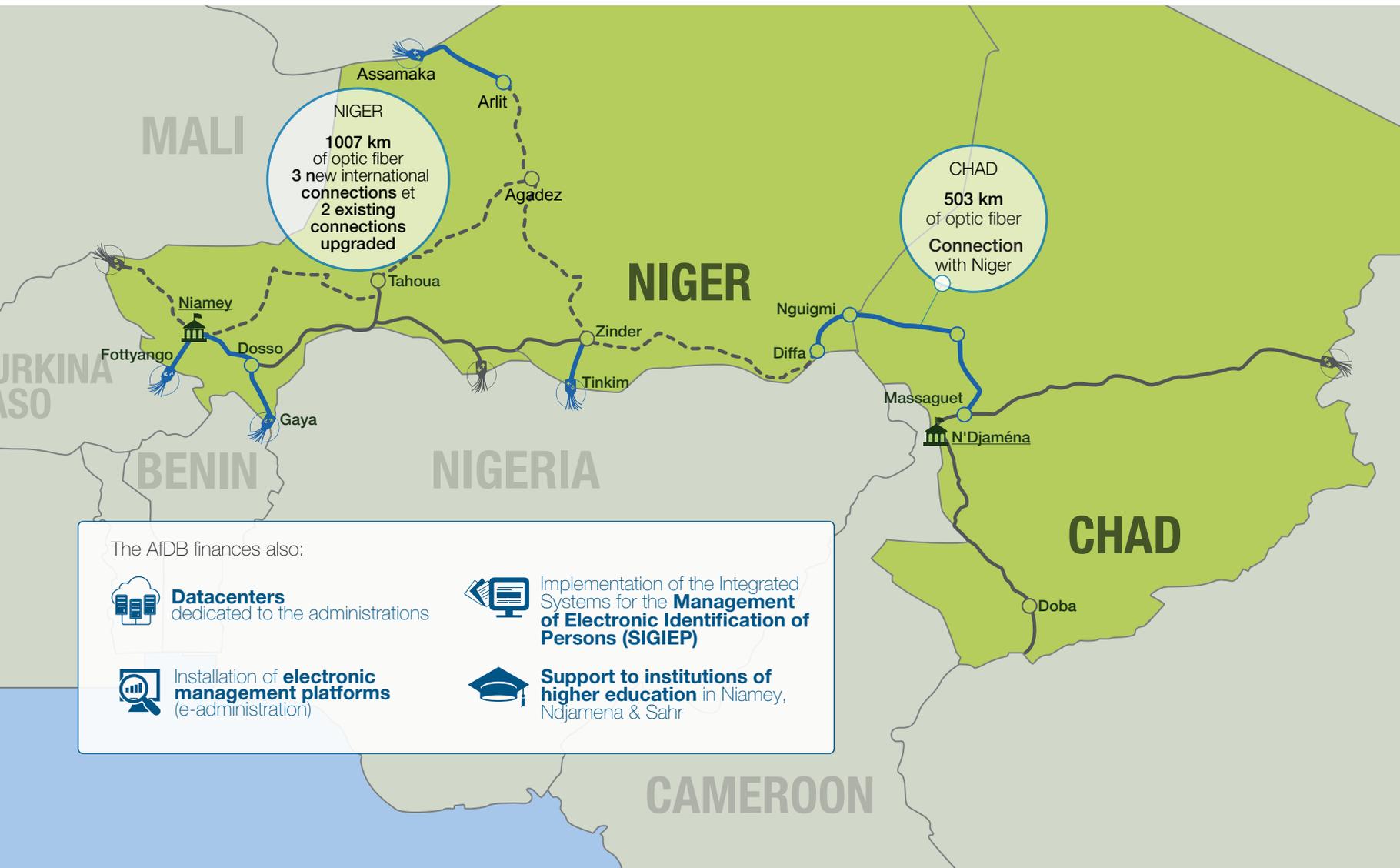
Total cost: **USD 84M**

### OUTPUTS

- 1510km** of optic fiber
- Strong institutional support**
- The internet penetration rate could double in 5 years

### OUTCOMES

	2015	2021
<b>NIGER</b>	<ul style="list-style-type: none"> <li>15% the household internet penetration rate</li> <li>2.5% (2014) the contribution of ICT in the Niger's GDP</li> <li>400,000 people benefiting of e-administration services</li> </ul>	<ul style="list-style-type: none"> <li>30% the household internet penetration rate</li> <li>5% the contribution of ICT in the Niger's GDP</li> <li>1.8 Million people benefiting of e-administration services</li> </ul>
<b>CHAD</b>	<ul style="list-style-type: none"> <li>15% the household internet penetration rate</li> <li>2.5% (2014) the contribution of ICT in the Niger's GDP</li> <li>350,000 people benefiting of e-administration services</li> </ul>	<ul style="list-style-type: none"> <li>30% the household internet penetration rate</li> <li>5% the contribution of ICT in the Niger's GDP</li> <li>1.2 Million people benefiting of e-administration services</li> </ul>



The AfDB finances also:

- Datacenters** dedicated to the administrations
- Implementation of the Integrated Systems for the **Management of Electronic Identification of Persons (SIGIEP)**
- Installation of **electronic management platforms** (e-administration)
- Support to institutions of higher education** in Niamey, Ndjaména & Sahr



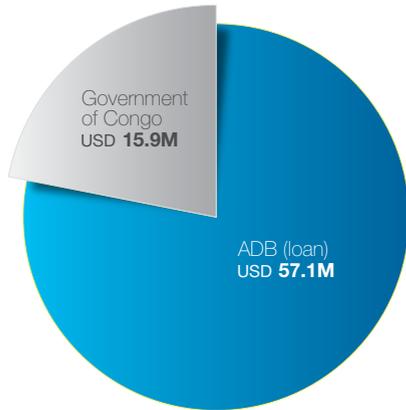
# Central Africa Backbone (CAB) project - Congo Component

550km of new fibre-optic cables to boost ICT sector

Project Team Leader: Samatar Omar Elmi - Senior ICT Engineer



## FINANCING



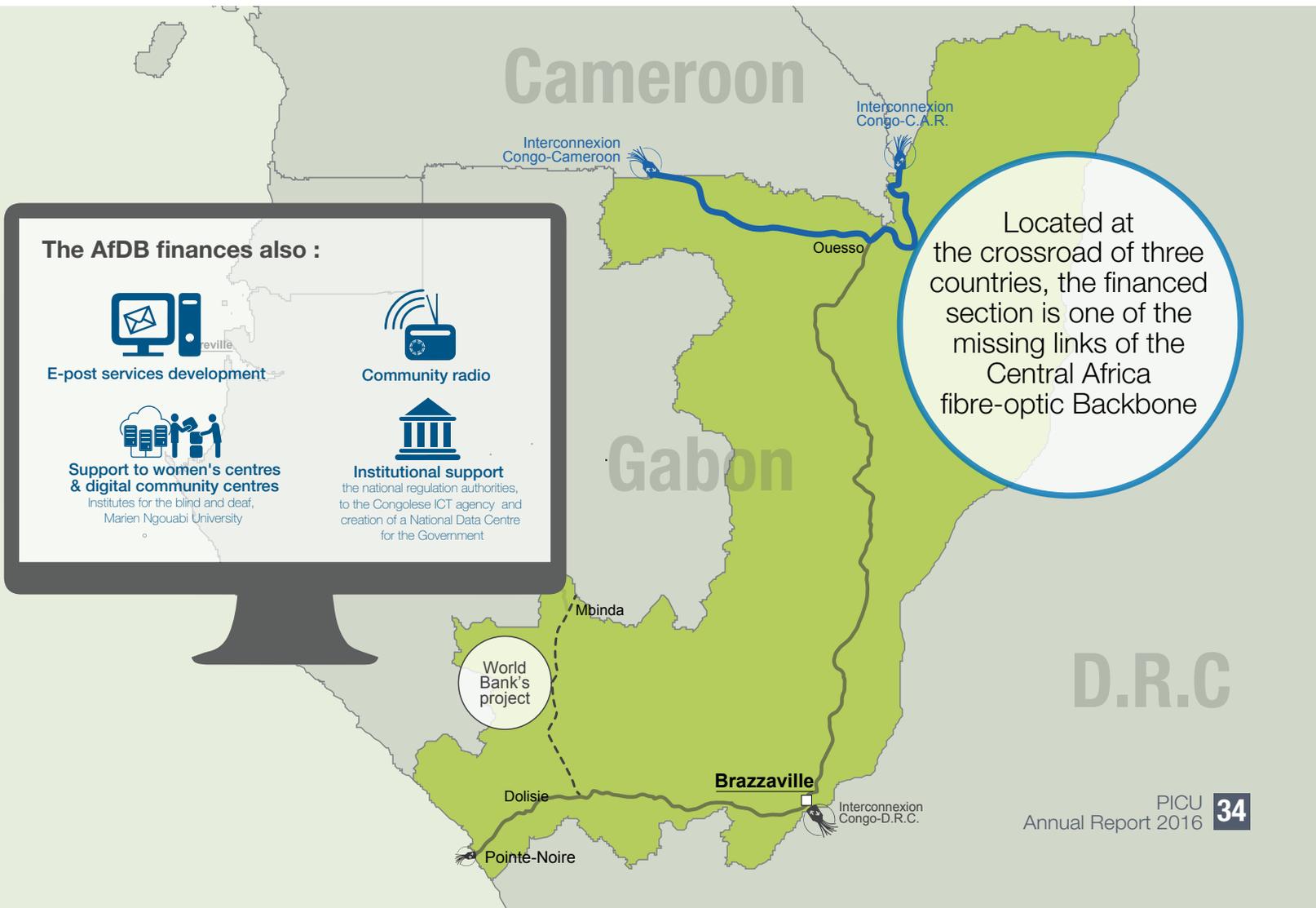
Total cost: **USD 73M**

## OUTPUTS

- 550km** of optic fiber
- Strong institutional support**
- The internet penetration rate could be multiply by 4

## OUTCOMES

2015	2020
<b>4.4%</b> (2014) the part of the ICT in the national GDP	<b>10%</b> the part of the ICT in the national GDP
<b>1</b> interconnexion with neighboring countries	<b>3</b> interconnexions with neighboring countries
<b>7%</b> the household internet penetration rate	<b>30%</b> the household internet penetration rate
Promotion of the e-administration	<b>50,000</b> people benefiting from e-administration
Partnership with universities	<b>30,000</b> students with access to ICT





Construction of Nador West Med Port,  
project funded by the Bank in 2015 - Morocco



# Transport & ICT Active Projects Portfolio

At the end of 2016, the portfolio of Bank's projects in Transport and ICT included 118 operations, valued at USD 11.8 billion. The portfolio is spread across 47 of the Bank's 54 regional member countries. It is estimated that more than 100M people will be benefiting from better transport system and infrastructures through these projects.

The investments approved in 2016 contributed to improving a balanced share of financing across the four regions. Eastern Africa, represents the largest share of the portfolio and remains stable from last year at USD 3.6 billion, while the others regions saw significant growth of portfolio: +16% for Central Africa (totaling USD 2 billion), +9% for West Africa (totaling USD 2.8 billion) and +6% for North Africa (totaling USD 2.1 billion). Loans and grants for multinational projects represent a third of the total portfolio, demonstrating the Banks strength in financing regional projects in transport and ICT.

Road projects dominate the portfolio, with USD 8.5 billion of operations, a slight decrease from 2015 by -4%. The other transport subsectors experienced significant growth include + 50% for urban transport, becoming the second largest subsector with USD 933M, and +25% in rail.

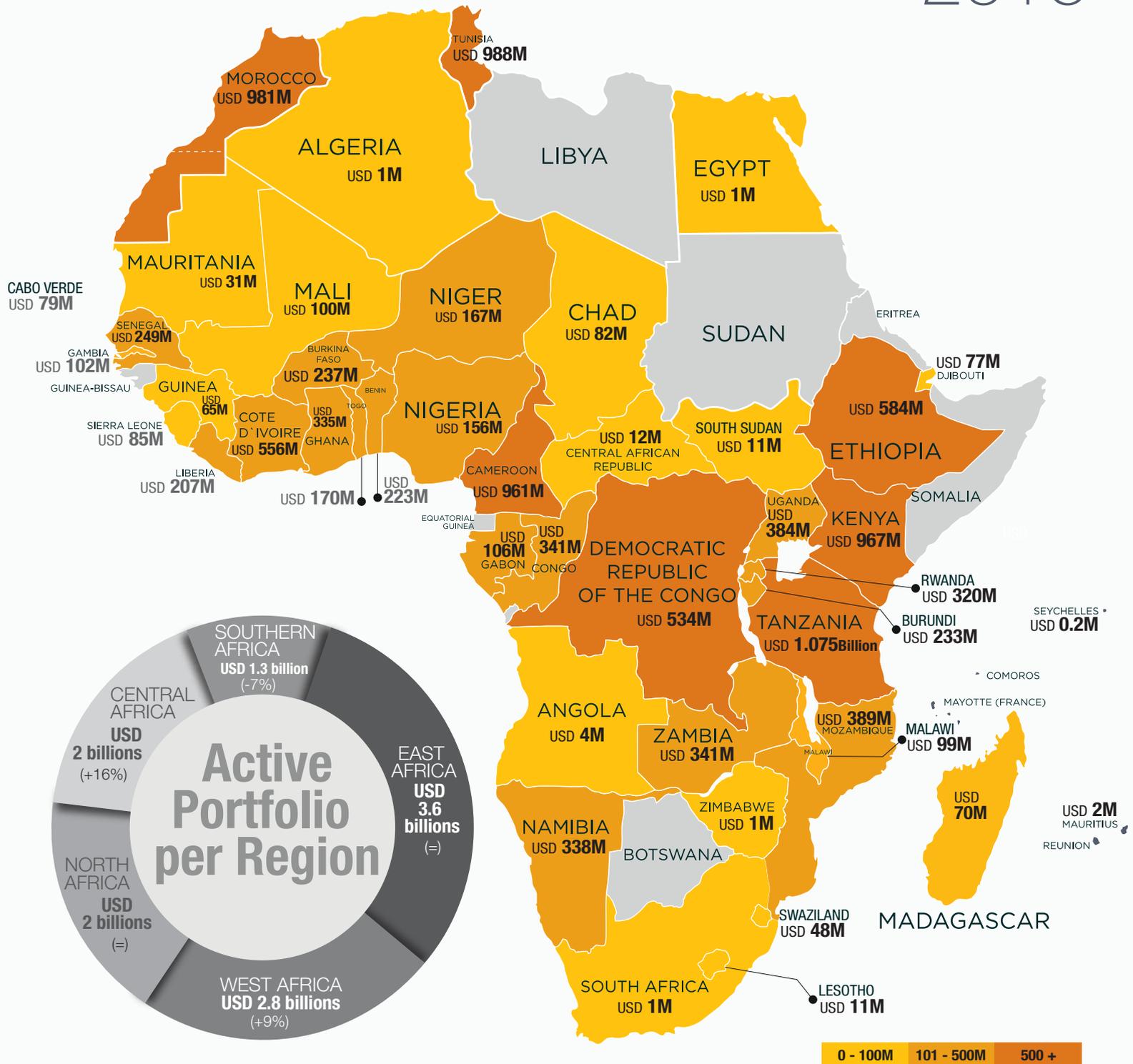
The growth in ICT was exceptional in 2016 with a record increase of +85%, premised on bringing to fruition an aggressive pipeline of projects that have steadily been developed since the setting up of the ICT division in 2012.

The share of investments in aviation and maritime however remained flat at USD 0.5 billion and USD 0.6 billion respectively, highlighting the need for more robust pipeline development efforts in these sub-sectors.

## Transport & ICT Active Projects Portfolio

**118 Project**  
**47 countries**  
**USD 11.8 billion**

# Transport and ICT active projects portfolio 2016



**ROAD**  
USD 8.5 billion

The active portfolio represents **16,000km** of road. It's more than the distance from Tunis to Cape Town.

**100M** people benefiting from better roads through Bank's interventions



\*Twenty foot equivalent unit

### Multinational projects represent one third of the Bank's transport and ICT portfolio.

The AfDB plays a leading rôle to promote regional integration, by improving the coordination between its members states, supporting in particular transport corridors and financing activities fostered by Regional economic communities.



#### National VS multinational transport projects by regions



# 50 years of supporting transport systems in Africa

In 1967 the Bank financed its first two projects, which included its first transport project: a road infrastructure in Kenya. This double-page summarizes the AfDB support for transport systems over the last 50 years.



**450**  
transport projects  
financed



**30 billion**  
USD of loans and grants



**450 million**  
africans  
benefiting from improved  
transport systems



**40,000Km**  
of main roads have been paved



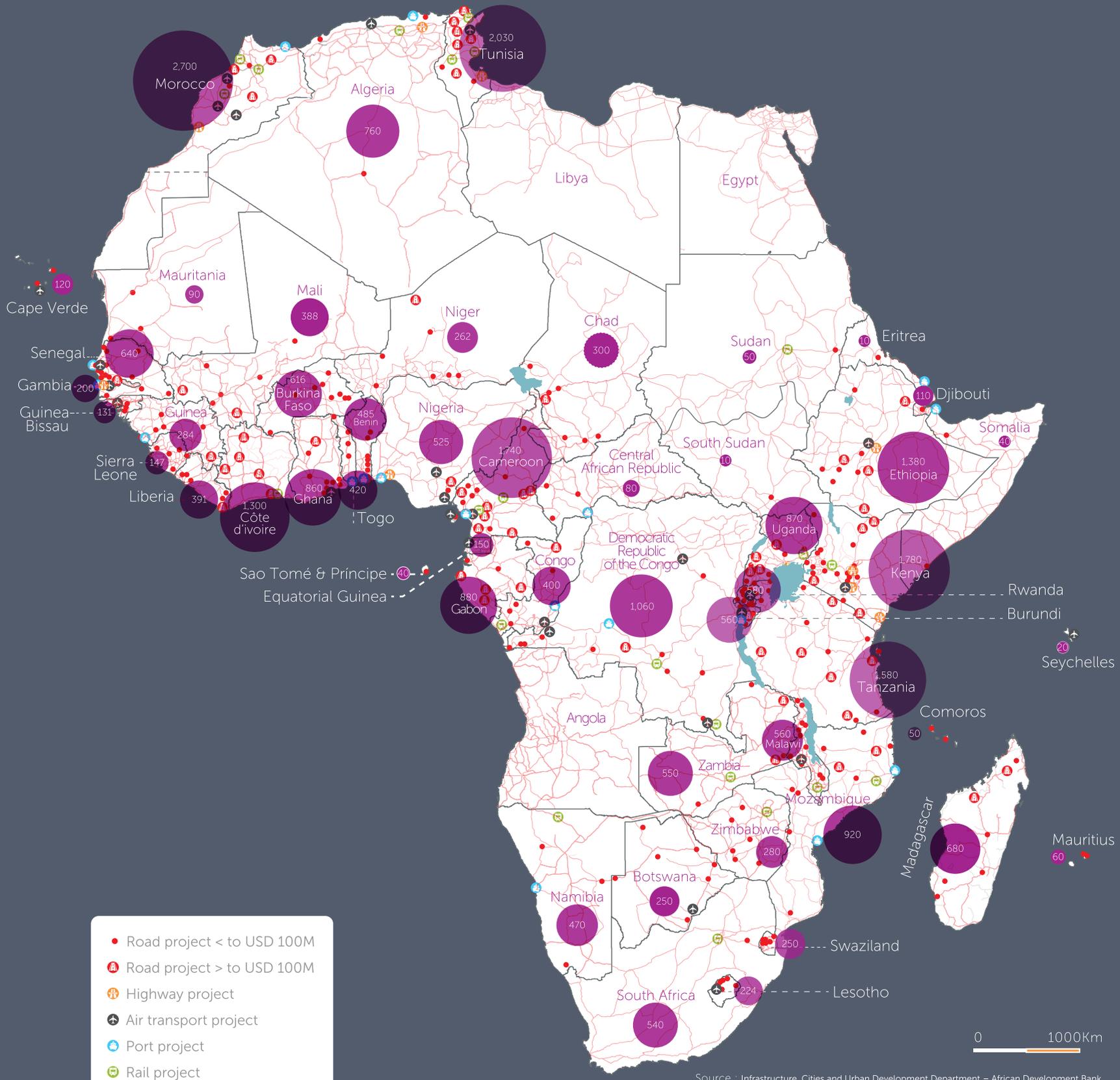
**14** countries received support to improve their railway systems



**30** airports terminals have been built or expanded



**16** ports terminals have been built or expanded



Source : Infrastructure, Cities and Urban Development Department – African Development Bank  
 This map has been drawn by the African Development Bank Group exclusively for the use of readers of this poster. The names used and the borders shown do not imply on the part of the Bank and its members any judgment concerning the legal status of a territory or any approval or acceptance of these borders.





# Producing and sharing knowledge

The Infrastructure, Cities and Urban Development Department continued its efforts to undertake more Analytical and Advisory Activities and knowledge sharing on various sector thematic areas. In 2016 the department published a number of studies and technical notes including a study on transport corridors in ECOWAS highlighting challenges and providing recommendations on cross-border mobility. The studies are expected to assist the Bank and its stakeholders in learning lessons and adopting best practices for future project design. The Bank also published transport sector diagnostic studies for Cameroon, Mali, and Togo. During the year the Bank organized four (4) major knowledge sharing events that included seminars on Gender in transportation, climate change, innovative tools for property taxes and a high-level workshop on road safety.

## HIGH-LEVEL WORKSHOP TO OPERATIONALIZE BANK'S KNOWLEDGE PRODUCT ON ROAD SAFETY

On October 27-28 of 2016, with the financial support of the Global Road Safety Facility (GRSF), the AfDB brought together top management of road authorities and development partners to share knowledge and operationalize three road safety manuals prepared by the Bank. The manuals developed are based on safe system approaches that take into account road throughout the road's life cycle, from design to the completion and operation. The manuals can be accessed on Bank's website.

## A SEMINAR TO ADDRESS THE IMPACT OF CLIMATE CHANGE

The Bank's transport team held a seminar with Nordic Development Fund (NDF) climate team to share knowledge on the impacts of climate change on the design of new transport projects. It is well known that transport systems are highly vulnerable to climate change and require adaptation to avoid damage, and accidents. The seminar aimed to identify early sets of targeted actions that can create considerable cost savings in the long term. The seminar isolated best practice in Mozambique that has established a precise national diagnostics and map of vulnerabilities which has been developed with the assistance of NDF. Transport assets in Mozambique are now critically analyzed for climate change vulnerability. Mozambique now also has recently set up an alert system and an emergency repairing task force to respond to emergencies such as floods.

## A SEMINAR TO ADDRESS THE IMPACT OF CLIMATE CHANGE

On June 21, 2016, a seminar organized by the African Development Bank discussed the tools developed by Revenue Development Foundation (RDF), a non-profit organization, to mobilize urban revenue. These tools are developed to support local governments in defining and implementing viable methods for a fair and manageable property taxation system, with a focus on transparency, efficiency, and accountability.

"Urban communities in developing countries often struggle to generate enough capital to provide public goods and services. Property taxation faces a number of challenges including the management of those revenues and most of the time the systems in place for the management are very costly" explained Nolwenn Hemberger, RDF expert, who contributed to implementing new and efficient urban taxation administration programs in Sierra Leone and Malawi.

RDF develops software with free license and reputed user-friendly, that municipalities can manage entirely by themselves.

The software implemented in Mzuzu Municipality, Malawi had allowed the increase of 200 % of revenue generated from property taxation in 2015 compared to 2014 revenue. "The local communities should be motivated to continue to pay these taxes if they see the outcomes of the taxes paid. Citizens have to be involved in the whole process" pointed out the expert.

Such initiatives are closely monitored by the AfDB, which will increase its investments in cities and urban development in the next few years.



The workshop dedicated to Road Safety has been attended by representatives from 30 African countries.



Women commuter on the Addis Ababa - Nairobi Corridor - Ethiopia  
Photo by Nana Koffi Acquah for the AfDB

## “WOMEN IN TRANSPORTATION”: MAINSTREAMING GENDER EQUALITY IN TRANSPORT PROJECTS

The African Development Bank’s Inclusive Infrastructure initiative strives to identify and address gaps in gender equality that impact transport sector policies, as well as the design, planning, and provision of infrastructure and services. The African Development Bank Group partnered with UK Aid to share knowledge, and identify gender mainstreaming tools for the design and planning of transport infrastructure. Transport and gender experts at the Bank were invited to participate in the training, which took place on March 8-9 2016.

Global data shows that women and men have different travel and transport needs, and face different constraints in terms of access to transport due to gender defined roles and responsibilities in society. Women’s lack of financial resources make them very dependent on public transport – yet they have more limited access to available means of transport. Inadequate service routes and schedules further limit women’s transport use because they tend to not take into account their travel patterns or safety concerns due to pick-up and drop-off locations, and for example poor lighting at night. Women and

girls experience, and fear different types of sexual violence in public spaces including in and around public transportation. Thus limiting their freedom of movement, ability to participate in school, work and public life, access to essential services, and enjoyment of cultural and recreational opportunities. Understanding the specific needs of women is crucial to addressing their demand for transport and ensuring equitable access to mobility.

Gina Porter from Durham University (UK) invited the participants - the AfDB’s transport experts and managers of national roads agencies - to adopt the “user” point of view. The exchanges raised in particular, the importance of security for women - who are more vulnerable to harassment. In rural areas, the participants analysed the key role of public transport in improving access to basic services such as health and education.

“Gender has to be integrated at all stages of the project cycle – from inception to implementation to monitoring and evaluation. Cooperation with RMCs is crucial and it is also important to integrate gender into national policies and strategies. “That shift also has to be driven by women themselves”, insisted Porter, who raised the importance of incorporating more women into every level of the transport sector value chain, from regulation agencies to project design and construction teams.



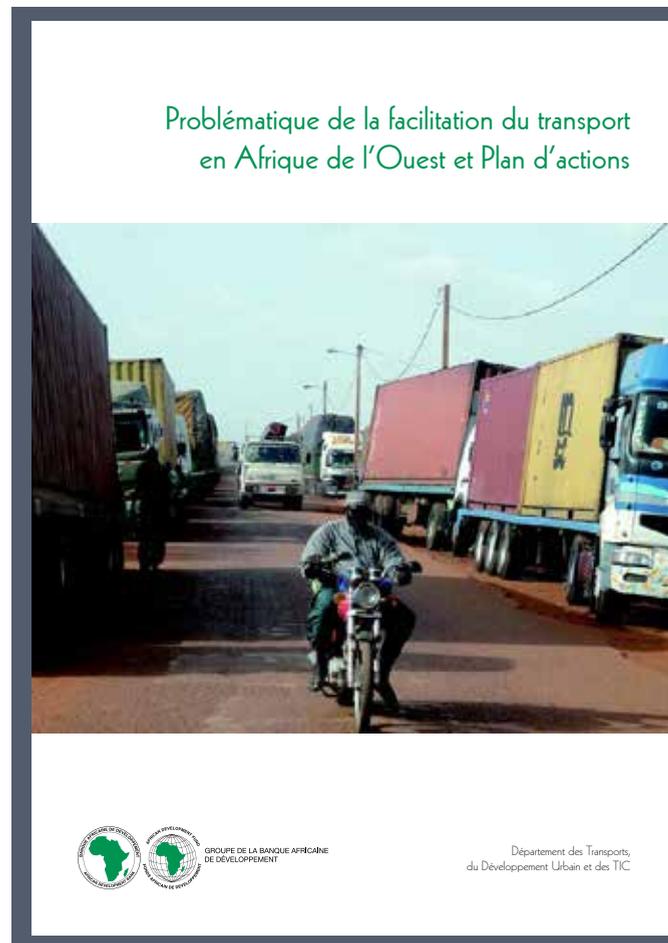
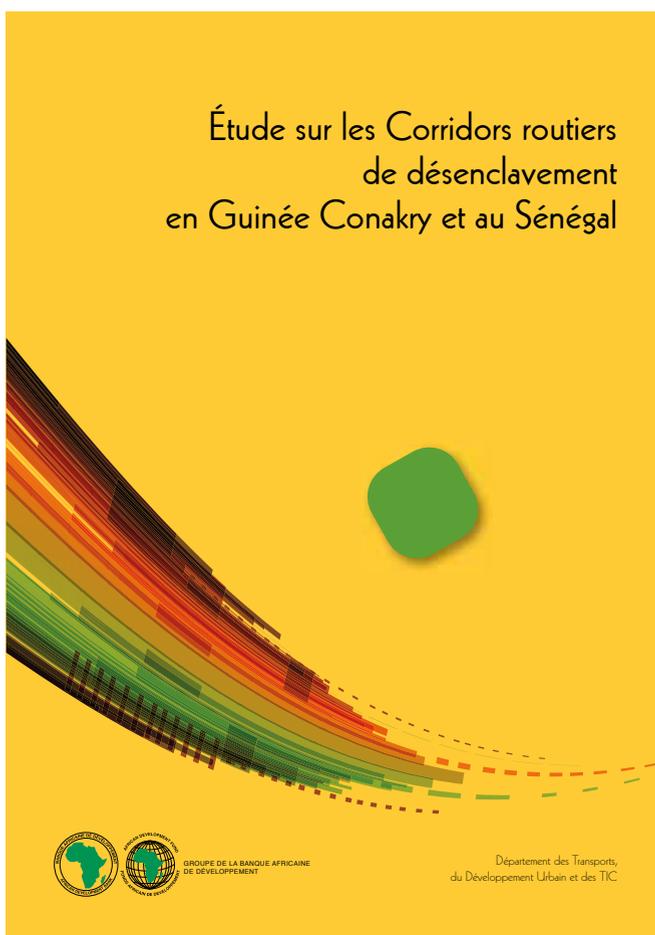
The seminar "Women in Transportation", in Abidjan, included many field expert testimonies.

# Publications

## 2 STUDIES ON TRANSPORT CORRIDORS

### Problem associated with transport facilitation in West Africa and Action Plan

Free movement of people and goods is a major challenge for the political and economic integration of countries of the Economic Community of West African States (ECOWAS). This report highlights the constraints and the challenges associated with transport and trade facilitation in the ECOWAS region. It includes a set of recommendations, and an action plan for policymakers, the private sector and civil society operators.



### A Study on Road Corridors in Guinea and Senegal

The study looked at the potential development of road corridors between Senegal, Guinea and the neighboring countries in West African. It identifies regional road transport projects that could be included in the Bank's pipeline for future financing.

## 4 NATIONAL TRANSPORT SECTOR BRIEFS

Understanding the dynamics and challenges of the transport sector in member countries is crucial for the implementation of public policies and effectively informing investment decisions. In 2016 the Bank published national transport sector diagnostic briefs for **Cameroon, Gambia, Mali and Togo**.

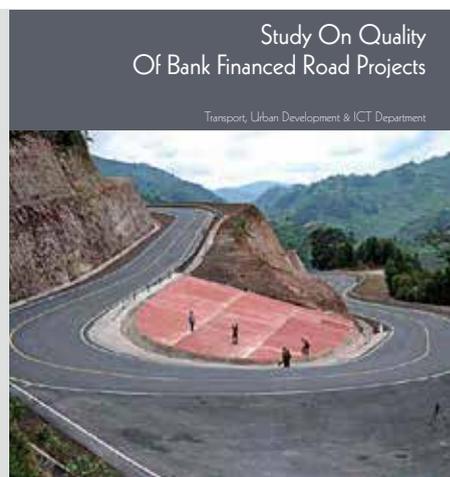


## TWO MAJOR STUDIES ON AFDB'S ROAD INVESTMENTS QUALITY & IMPACT

### Study on Quality of Bank Financed Road Projects

The Bank has promoted and supported the improvement of over 10,000 km of road on the continent since 2006. Are the roads built with Bank support of the right quality? Are these roads sustainable?

The Study looked at technical parameters to provide answers to the question of whether the standards and specifications adopted in Bank-financed projects are of international best practice, and furthermore if these are indeed adhered to. The Study was therefore akin to a technical audit of Bank-financed road projects, based on the sampling of recently completed projects in eight selected countries across the continent.



### Chad: Koumra-Sarh asphaltting road Project & Evaluation of ex-post socio-economic impact

The asphaltting of the Koumra-Sarh road is a project funded by ADB and completed in 2013. It was intended to contribute to the open up of Chad and to improve the efficiency of the transport logistic chain, accessibility and mobility of the populations in the Southern part of the country. The comparison of indicators measured before the beginning of the project works and after its completion was used to assess the changes.



# Perspectives and Focus

2017



Reinforcing **Technical assistance** to support RMCs develop **coherent strategies**

Leading on the Development of Infrastructure **Asset Management**

Operationalizing Urban & Municipal **Development Fund**

Providing **Advisory Support** to Develop **infrastructure Markets & Private Sector Participation**

Developing **Innovative** Infrastructure financial structuring and **Regulation**

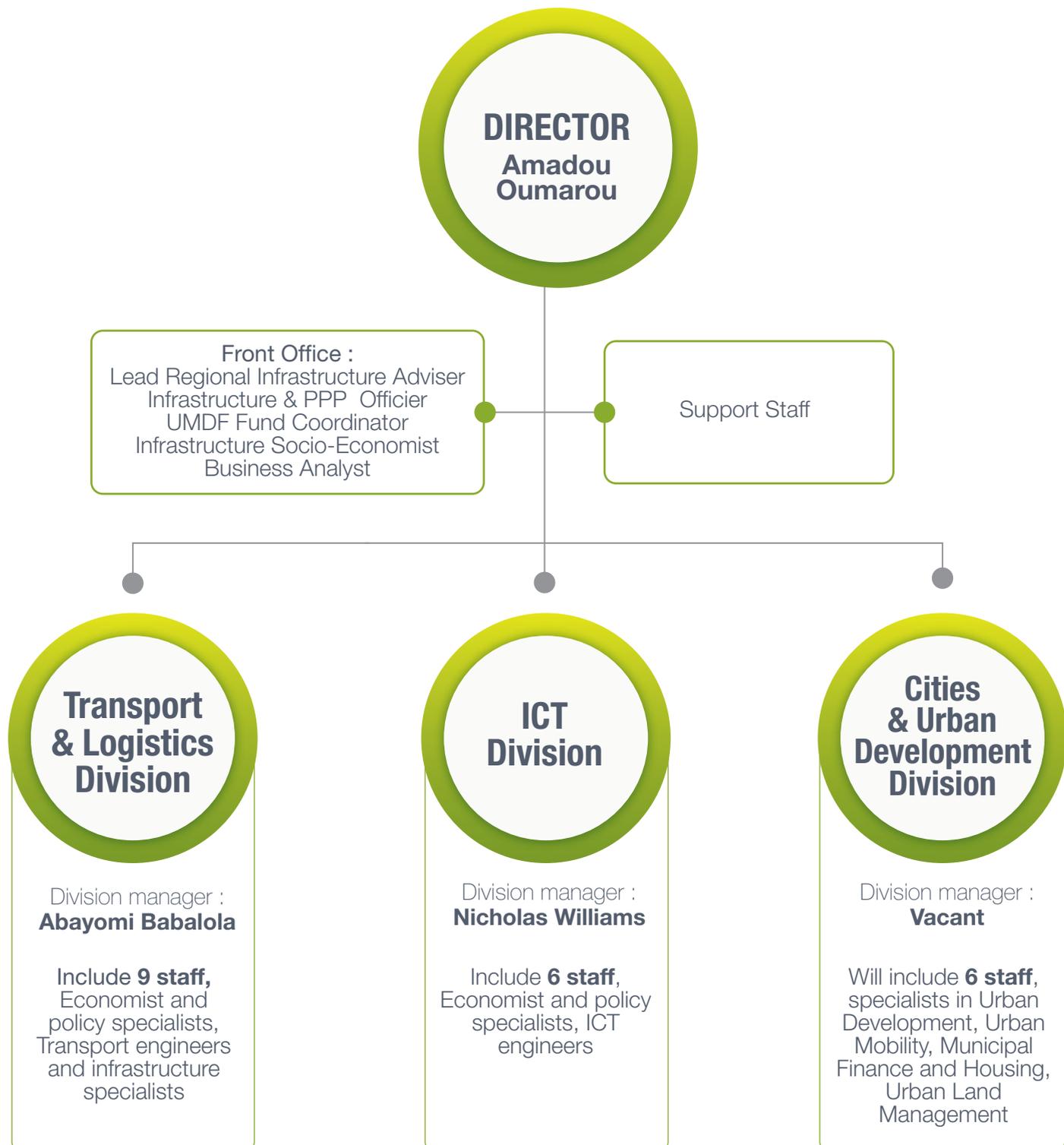




About  
**Infrastructure,  
Cities and Urban  
Development  
Department**

# Infrastructure, Cities and Urban Development Department

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