

CROSS-BORDER ROAD CORRIDORS

The Quest to Integrate Africa



AFRICAN DEVELOPMENT BANK GROUP

Foreword



Cross-border road corridors play a critical role in supporting Africa's regional economic integration. They improve transport communications between neighbouring countries and provide landlocked countries with access to seaports. They invariably promote international and intra-regional trade by reducing transport and shipping costs as well as transit time for imports and exports. By removing physical barriers to cross-border trade and expanding markets beyond national boundaries, international road corridors foster a conducive environment for the private sector and for attracting foreign direct investments. In addition to enhancing trade and strengthening regional integration, cross-border road corridors contribute to poverty reduction by increasing access to markets and social services.

The quest to *Integrate Africa* is one of the African Development Bank strategic High 5 priorities. The Bank Group has been a trusted partner and has played a lead role in supporting the development and construction of regional corridors throughout the African continent. In addition to removing infrastructure bottlenecks, the Bank has also supported trade and transport facilitation initiatives including the construction of one-stop-border-posts and the harmonization of documentation and customs procedures. Over the past 12 years, the Bank has financed nearly USD 8 billion of regional transport projects. As a result, close to 13,000 km of regional highways have been built on 17 road corridors, along with 26 one-stop border post facilities.

Enabled by the corridors, new trading routes have emerged, and positive development outcomes have been recorded along the way. In West Africa for example, 10 years after the Bank financed the Bamako-Dakar highway to the tune of USD 400 million, the route now carries more than 50% of Mali's import and export goods from and to the port of Dakar and has allowed the country to diversify its trading routes, reduce costs by more than 20% and increase international trade by 10%.

In Southern Africa, the Nacala Corridor connects Zambia and Malawi to the Mozambican port of Nacala. Despite being the shortest route to a seaport, it was under-used because of many missing links which made the journey long and difficult. Most international shippers preferred to make the journey to the port of Durban in South Africa, much further away than Nacala. The Bank injected USD 420 million to finance approximately half of the total 1900 km corridor between Lusaka and Nacala, facilitating regional trade among the three countries. Official Port Statistics show an average annual growth rate of 6.2% at Nacala port between 2012 and 2016.

In East Africa, the Mombasa - Nairobi - Addis Ababa corridor has received more than USD 1 billion from the Bank. The road now allows Ethiopia to trade at least 20% of its freight more competitively through the port of Mombasa. Bilateral trade between Ethiopia and Kenya has increased by 400%.

This publication provides an insightful new look at Africa's regional road corridors, the significant leadership role played by the Bank, and the tremendous development outcomes achieved or expected.

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Financed by the African Development Bank and officially opened in 2018, new one-stop border post facilities at the border between Tanzania and Kenya have increased trade by making the journey faster and smoother. Cargo clearance now takes 15 minutes, compared to 1 hour before the joint Kenyan-Tanzanian controls came into operation.

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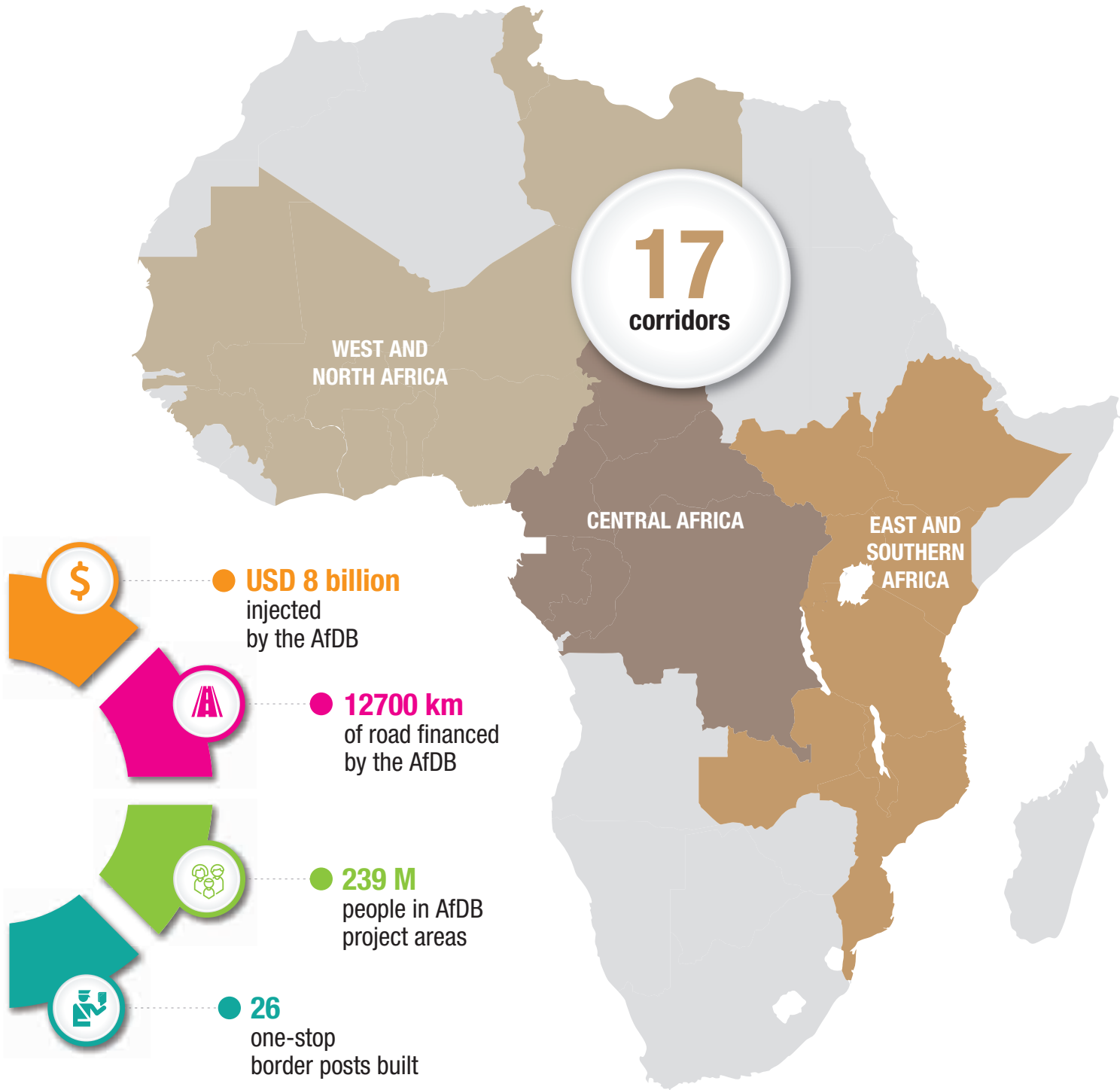
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Acronyms

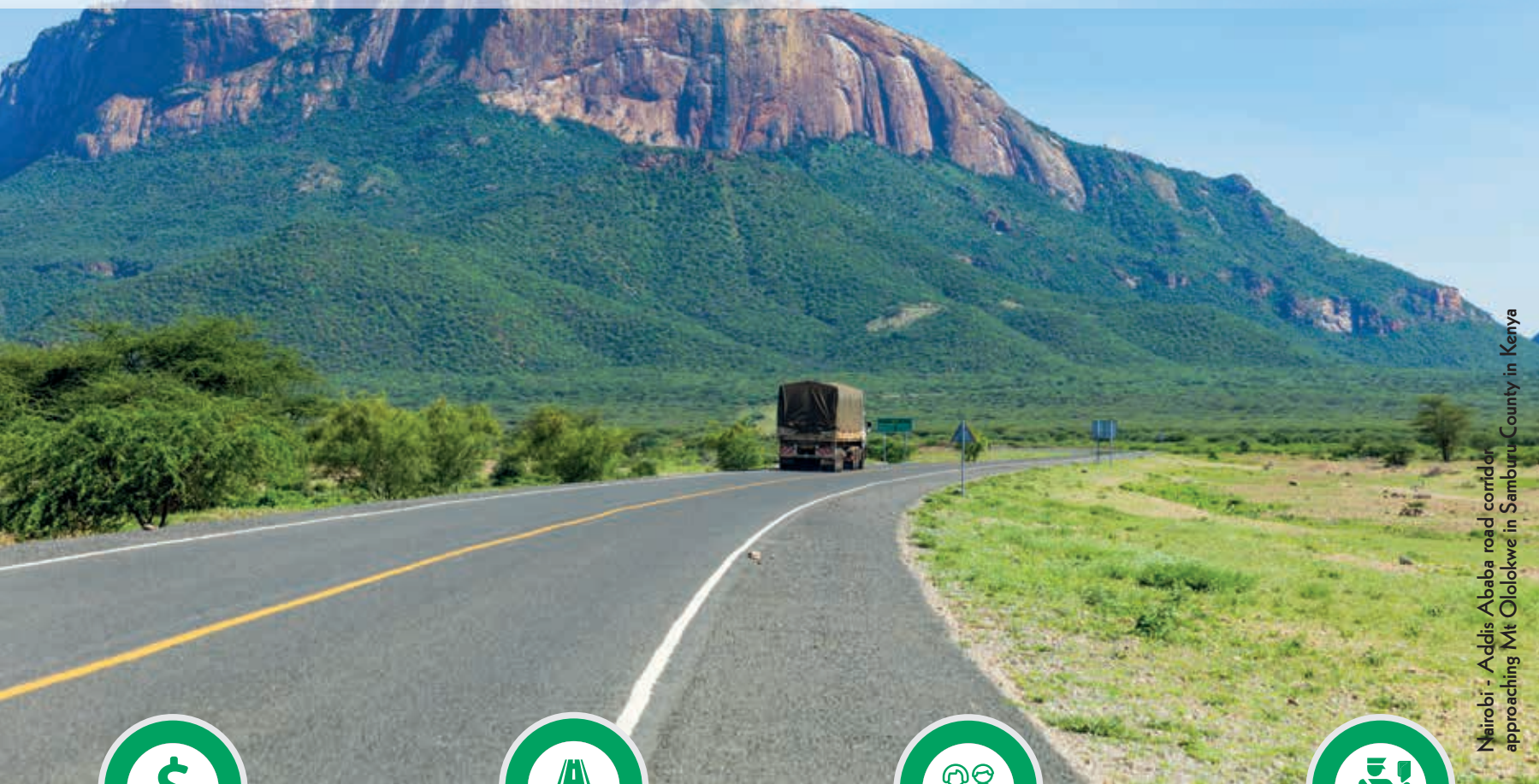
AfDB	African Development Bank
CAR	Central African Republic
CAEMC	Central African Economic and Monetary Community
COMESA	Common Market for Eastern and Southern Africa
DRC	Democratic Republic of Congo
EAC	East African Cooperation
ECCAS	Economic Community of Central African States
ECGLC	Economic Community of the Great Lakes Countries
ECOWAS	Economic Community of West African States
ICT	Information and Communication Technology
KJE	Kampala Jinja Expressway
KSH	Kenyan Shillings
NCTTA	Northern Corridor Transit and Transport Agreement
NEPAD	New Partnership for Africa's Development
OSBP	One-Stop Border Posts
PIDA	Programme for Infrastructure Development in Africa
REC	Regional Economic Community
SADC	Southern Africa Development Committee
TSH	Trans-Saharan Highway
UNECA	United Nations Economic Commission for Africa
USD	United States Dollars
WAEMU	West African Economic and Monetary Union
XAF	Central African CFA franc(s)

Panorama of Road Corridors Financed by the African Development Bank

AfDB interventions between 2004 and 2018 to facilitate regional integration and trade.



East & Southern Africa



Nairobi - Addis Ababa road corridor approaching Mt Ololokwe in Samburu County in Kenya



USD 4 billion
injected
by the AfDB



4781 km
of road financed
by the AfDB



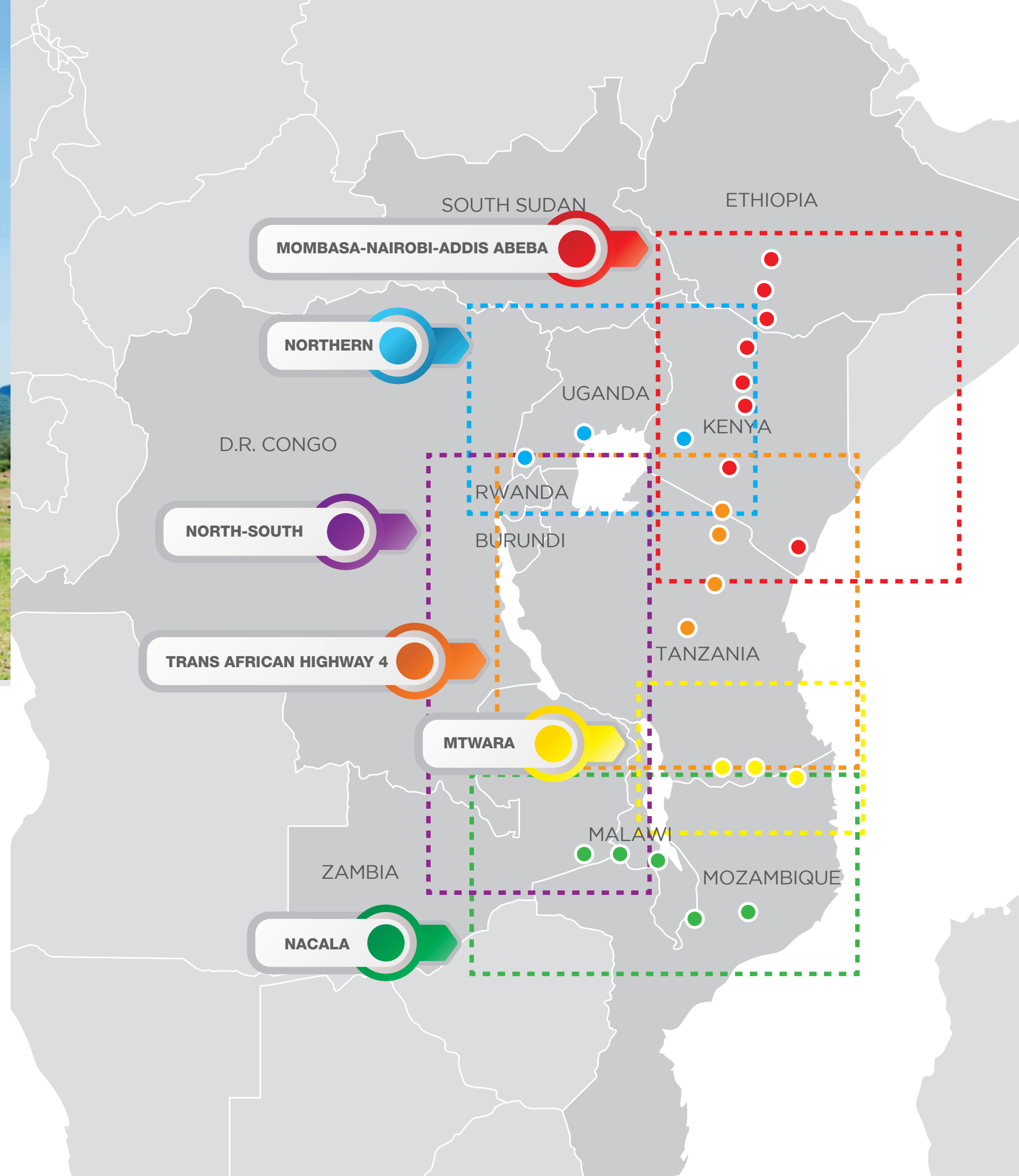
94 M
people in AfDB
project areas*



09
one-stop
border posts built

Most of East Africa's infrastructure development focuses on the region surrounding Lake Victoria, extending to the Great Lakes. Road corridors in the region strengthen trade between the inland states and facilitate access to the main ports of Mombasa and Dar es Salaam on the East African coast, or head South to reach the Southern Africa region and the seaport of Nacala in Mozambique. The African Development Bank has financed main sections and feeder sections of 6 strategic trading corridors: Nacala (1900km), Mtwara, (800km), North-South (from Rwanda to Zambia 2700km), Northern (2300km), Mombasa - Addis Ababa (2000km), and Nairobi - Lusaka (2300km), a total of over 12000 km of roads in the region.

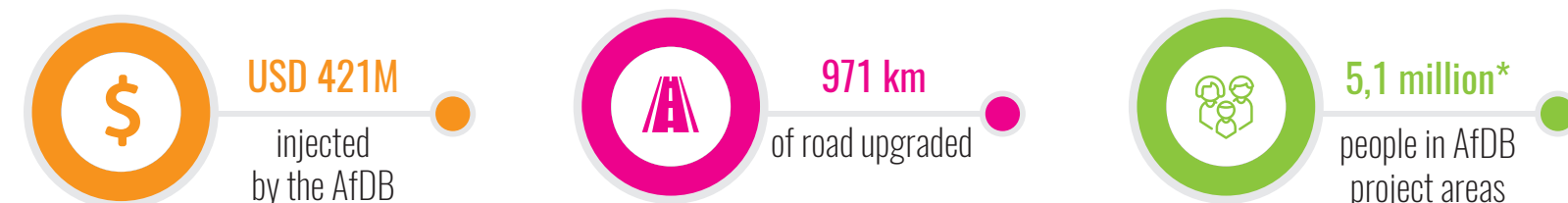
*Current population numbers in the project impact areas are calculated using software provided online by the Socioeconomic Data and Applications Center (sedac) Hosted by CIESIN at Columbia University. When the highway crossed a city, the metropolitan population is included in the calculation of beneficiaries.



EAST & SOUTHERN AFRICA

>>> Nacala Corridor

Connecting Zambia & Malawi to the Indian Ocean



Context

Long distance to the sea-ports grossly contributes to high transportation costs in Malawi and Zambia and is a major impedance to regional and international trade. The Nacala Corridor initiative is of strategic importance and is one of the priority projects of the SADC Secretariat Regional Master Plan (2012-2027). It seeks to build efficient transport links between the landlocked regions of Malawi, Zambia and the interior of Mozambique to Nacala Port in eastern Africa. It also improves accessibility of the communities in the zone of influence to markets and social services and contributes to the reduction of poverty.

Description

The 1900 km long Nacala Road Corridor runs from Lusaka in Zambia through Malawi and Mozambique to the Nacala Port. The Bank has financed 971 km of road upgrades and 2 one-stop border posts in 4 phases of financing.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Mozambique			
Nampula – Cuamba	2010	348 km	USD 160M
Cuamba – Mandimba – Lichinga	2012	175 km	USD 60M
Malawi			
Liwonde – Mangochi	2013	75 km	USD 65M
One-stop border post		2 One-stop border posts	USD 8M
Bypass road west of Lilongwe	2010	13 km	USD 22M
Zambia			
Luangwa Bridge – Mwami	2010	360 km	USD 106M

Outcomes

- Cumulated travel time on concerned sections : 30h before, 15h in 2017
- Reduced time for trucks at Malawi border crossing: 12h before, 3h in 2017
- Bank support for the “Doing Business” reform programme in Malawi and Zambia, which involves improvements in the trading process and upgrading of the customs information system and implementation of a National Single Window.
- Vehicle operating costs reduced by 36% in Mozambique and 20% Malawi.



Nampula - Cuamba	348 km
Cuamba -Mandimba-Lichinga	175 km
Liwonde - Mangochi	75 km
Bypass road west of Lilongwe	13 km
Luangwa Bridge - Mwami	360 km

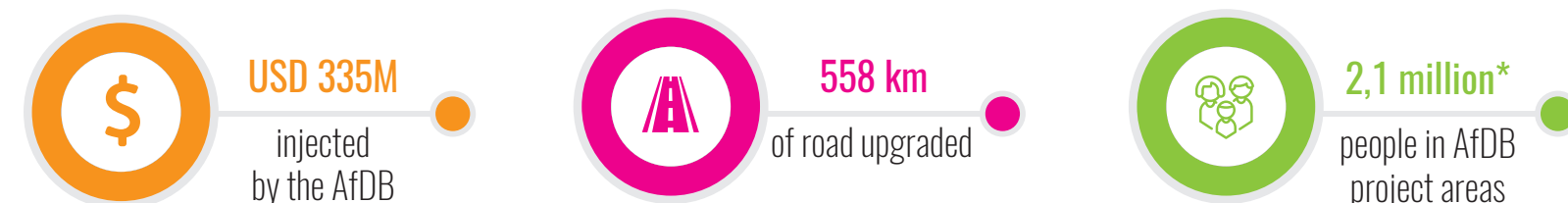
Map legend

- One-stop border post
- Section of the road financed by the African Development Bank
- Other sections

EAST & SOUTHERN AFRICA

>>> Mtwara Corridor

Opening-up access from southern Tanzania to Malawi and to Mozambique



Context

There is a strong need to open up links to an alternative port on Mozambique's coastline and also to ease access to the north of the country. Tanzania's road network also serves as transit from the land-locked countries of Zambia and Malawi to the port of Mtwara. The discovery of oil, gas and minerals has further stimulated the development of the corridor project. The Bank's support in upgrading two major road sections in Tanzania is in line with the country strategy and also the regional development of the SADC, EAC and COMESA communities.

Description

The 804 km long Mtwara road corridor provides connectivity from Southern Tanzania to Zambia, with Bank-supported road sections crossing Mozambique towards the Malawi Lake border, opening the way to Zambia. The Bank has financed 558 km of road upgrades and a one-stop border post between Tanzania and Mozambique in 4 phases of financing. The first two phases in 2009 and 2012 involved the East-West link towards the port of Mtwara. In 2016, the AfDB financed the construction of a road connection between Tanzania and Mozambique including a one-stop border post.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Tanzania			
Namtumbo – Tunduru	2009	193 km	USD 130M
Tunduru – Mangaka – Mtambaswala	2012	202 km	USD 130M
One-stop border post	2016	1 One-stop border post	
Mozambique			
Roma – Negomano	2016	70 km	USD 75M
Roma – Mueda	2019	93 km	To be confirmed

Outcomes

- Regional trade increased by 10% between 2009 and 2015
- Cumulated travel time on Namtumbo - Nagomano section: 10h before, 6h after
- 7m-wide paved road
- 10% increased tourism potential: Selous game reserve and Chief Songea historical sites
- Percentage of paved national roads increased from 39% in 2009 to 45% in 2015
- Human Development Index increase from 0.503 in 2009 to 0.611 in 2015.



Namtumbo-Tunduru	193 km
Tunduru-Mangaka-Mtambaswala	202 km
Negomano - Roma	70 km
Roma - Mueda	93 km

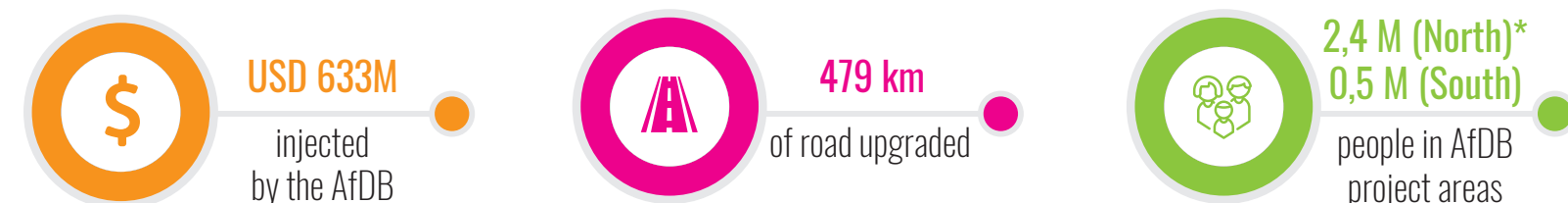
Map legend

- One-stop border post
- Bridge
- Port
- Section of the road financed by the African Development Bank
- Other sections

EAST & SOUTHERN AFRICA

>>> North-South Corridor (North section)

Reinforcing connectivity in the Great Lakes region



Context

The North-South axis of the Great Lakes region plays an important role in the development of national and international trade flows and stretched 2700 km from northern Rwanda to the South of Zambia. Landlocked countries Rwanda and Burundi have defined a corridor facilitation programme in their regional infrastructure development strategy. The North-South corridor is also among the priority roads selected for the ECGLC.

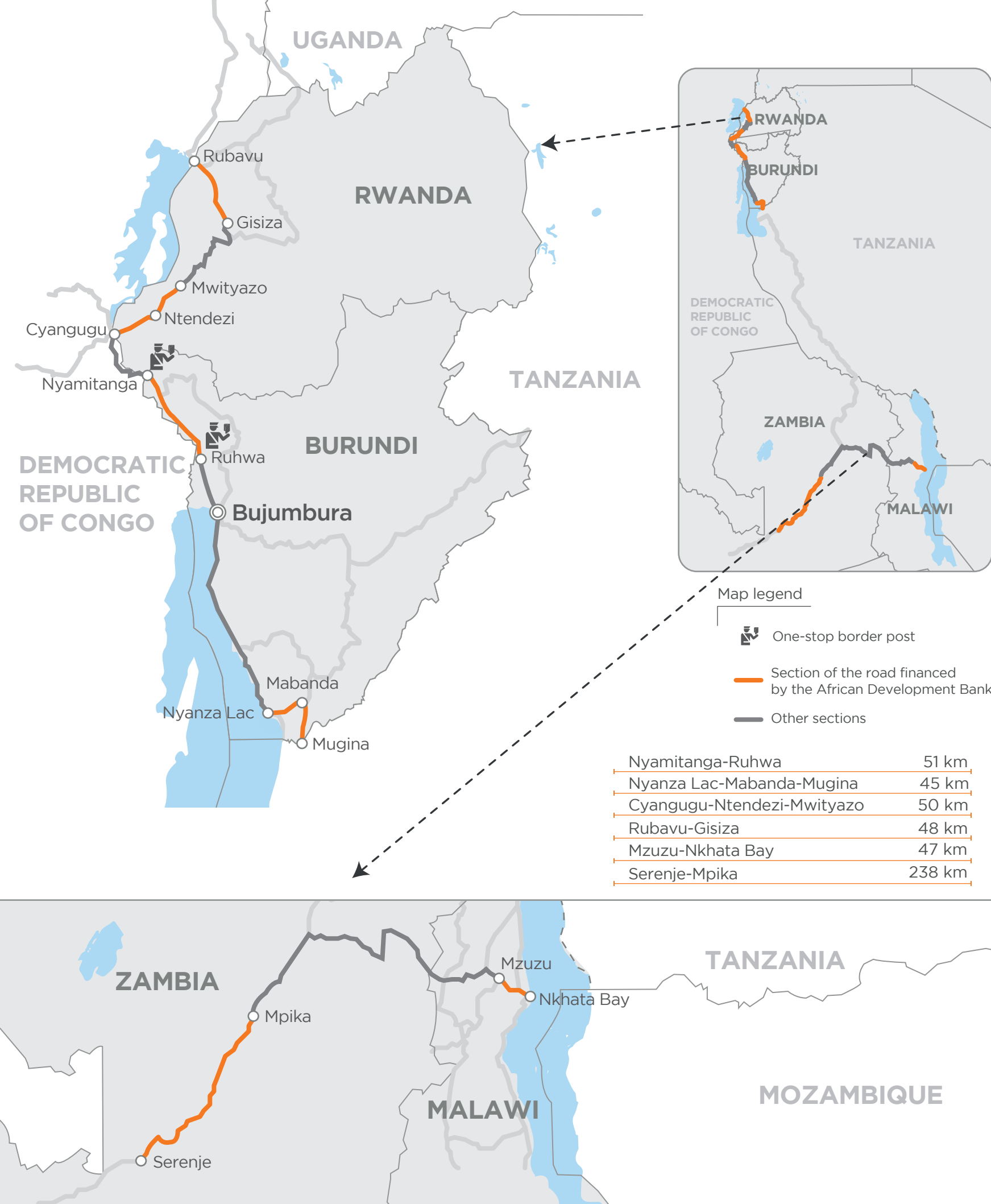
Description

The Bank financed a large portion of the 460km road section along the banks of Tanganyika and Kivu lakes, connecting the Tanzanian border to northern Rwanda. The road is now rehabilitated to a 6.5m wide carriageway with 1.5m shoulders on either side. The Serenje-Mpika section of the road in Zambia serves agricultural areas growing food crops and supports tourism as the gateway to various historic sites and national parks. In Burundi, construction centers around commercial border crossings to DRC and on enhanced road safety in Bujumbura through the installation of traffic lights.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Burundi			
Nyamitanga – Ruhwa	2008	51 km	USD 78M
Nyanza Lac – Mabanda – Mugina	2012	45 km	USD 43M
Rwanda			
Cyangugu – Ntendezi – Mwityazo	2009	50 km	USD 78M
Rubavu – Gisiza	2012	48 km	USD 70M
Zambia			
Serenje – Mpika	2017	238 km	USD 250M
Kazungula border projects	2011		USD 82M
Malawi			
Mzuzu – Nkhata Bay	2013	47 km	USD 32M

Outcomes

- Value of commercial exchanges within the EAC increase from USD 500 million in 2011 to USD 650 in 2020
- Average time spent at border Burundi/Rwanda for a light vehicle : 7 hours in 2011, 3.5 hours in 2016
- 5% increase in annual average daily traffic crossing the Burundi-Rwanda border between 2011 and 2016
- Vehicle operating costs reduced from USD 0.84 per veh./km in 2011 to USD 0.35 per veh./km in 2016.



EAST & SOUTHERN AFRICA

>>> North-South Corridor (South section)

A bridge to promote trade in the Southern Africa region.



Kazungula rail and road bridge

The 923-metre-long by 18.5-metre-wide Kazungula Bridge will link the town of Kazungula in Zambia with Botswana. Its location traverses the intersection of the Zambezi and Chobe rivers, where four countries meet (Botswana, Namibia, Zambia and Zimbabwe). The bridge will improve the regional connectivity of the North-South Corridor and contribute to the regional integration of the economies in the SADC region. The road and rail bridge construction has been facilitated by a tripartite arrangement between Botswana, Zambia and Zimbabwe and is part of North-South Corridor within the Southern Africa Development Community (SADC).

The Kazungula Bridge will have a single-line railway on the Moseitse-Kazungula line, a pavement for pedestrians and international border facilities. Construction commenced in December 2014 is expected to be completed by end 2019.

The 2 One-Stop Border Posts (OSBP) on the Botswana and the Zambia sides are also expected to be completed in 2019.

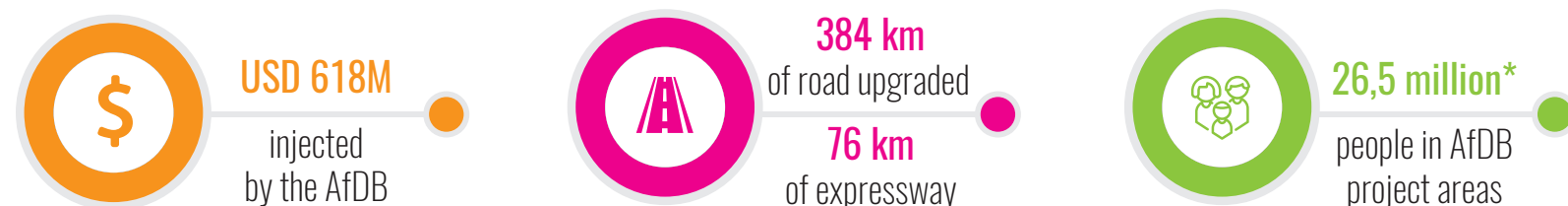


On-going works on the Kazungula Bridge 2018

EAST & SOUTHERN AFRICA

>>> Northern Corridor

Developing trade from between Kenya, D.R.Congo and Rwanda



Context

Four countries of the COMESA and Great Lakes Region established the Northern Corridor Transit and Transport Agreement (NCTTA) to oversee the implementation of a multi-party corridor agreement, to monitor its performance and to transform the Northern trade route into an economic development corridor. The Northern Corridor International Trunk Road serves as a major transit route for traffic from the port of Mombasa in Kenya, through Nairobi, stretching 2,3000 kilometres across Kenya and Uganda to Rwanda and Burundi and the Democratic Republic of Congo (DRC). The corridor also provides the shortest route for traffic between eastern DRC and Kampala, the Ugandan capital.

Description

The sections financed by the Bank connect with the Lagos – Mombasa Trans-African Highway. The corridor will be complemented by the Kampala Jinja Expressway (KJE) running across North Uganda, a strategic 95 km-highway carrying over 90% of Uganda's imports and exports to neighbouring countries. The Northern Corridor countries have adopted a Japanese Road Side Station concept. These provide four clusters of services: rest space for drivers (hotels, restaurants, recreation); information space (ICT services, banking, money transfer, etc.); specialized services (medical, wellness, counselling, training, safety education, etc.); and linkages into local economies (to support small business development).

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Uganda			
Fort Portal – Bundibugyo – Lamia	2007	103 km	USD 89M
Kampala – Mpingi	2016	23 km (expressway)	USD 151M
Kampala – Jinja	2018	53 km (expressway)	USD 230M
Kenya			
Timboroa – Eldoret	2010	73 km	USD 54M
Rwanda			
Kagitumba – Kayonza – Rusumo	2016	208 km	USD 94M

Outcomes

- Volume of trade between Uganda and Mombasa Port to increase by 20% from 2017 to 2028.
- Cumulated travel time on road sections : 5h before, 3h after
- Vehicle operating costs USD 0.38/km in 2018, USD 0.16/km in 2022
- Time savings on Kamapla Jinja expressway : 70 minutes



Fort Portal - Bundibugyo - Lamia	103 km
Kampala - Mpingi	23 km
Timboroa - Eldoret	73 km
Kampala - Jinja	53 km
Kagitumba - Kayonza - Rusumo	208 km

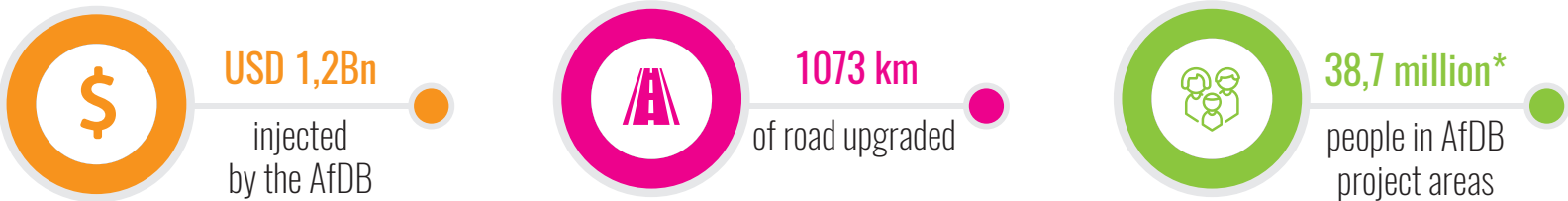
Map legend

- Section of the road financed by the African Development Bank
- Expressway
- Other sections

EAST & SOUTHERN AFRICA

>>> **Mombasa – Nairobi – Addis Ababa Corridor**

Connecting Ethiopia to the Indian Ocean



Context

Ethiopia and Kenya share more than 1000 km of common border, and have a combined population of more than 100 million people. The poor condition and congestion on the trans-border road represented a major constraint to trade between the two countries. Improvement of the corridor, as well as access to the port, will significantly enhance the efficiency of import and export activities.

Description

The Bank has financed a large part of this 2000 km long corridor in several phases and over a ten-year period. Phase I of the project was aimed at providing enhanced integration of Kenya’s north-eastern arid lands. The Thika Road 8-lane controlled-access highway in the north section in Kenya was completed in 2016. Construction of the six lane Mombasa– Mariakani road will serve people living in the urban area of the coastal city of Mombasa and facilitate the movement of goods by heavy duty vehicles to and from the port. The last part of the road in Ethiopia will be operational in 2019.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Ethiopia			
Modjo – Zeway (Highway)	2013	93 km	USD 130M
Hawassa – Agere Maryam	2011	198 km	USD 190M
Agere Maryam – Mega	2009	193 km	USD 130M
Kenya			
Turbi – Moyale	2011	122 km	USD 166M
Merille River – Marsabit – Turbi	2009	245 km	USD 191M
Mombasa – Mariakani (urban Highway)	2015	41 km	USD 120M
Nairobi – Thika (urban Highway)	2007	45 km	USD 181M
Merille – Isiolo road section	2004	136 km	USD 136M

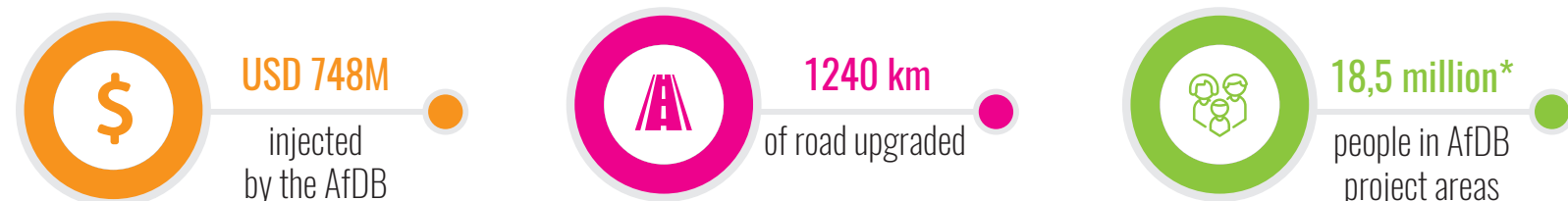
Outcomes

- Trade between Kenya and Ethiopia increase from USD 35 to 175 million by the end of 2019 (900,000 tons per year)
- Cumulated travel time on concerned sections: 30h before, 10h after
- Average spent at border: 24h before OSBP, 6h after
- Average transport costs between Isiolo and Merille down from 0.49 to 0.28 cents/km, fare reduced from KSH 2,500 to KSH 1,500
- Kenyan customs revenue along the corridor in 2017 was 17 million dollars.

EAST & SOUTHERN AFRICA

>>> Nairobi – Lusaka Corridor

Section of the Trans-African Highway 4 (Cape to Cairo)



Context

The central section of the Trans-Africa Highway 4, linking Cape Town to Cairo, runs from Kenya, crossing through Tanzania to Zambia. 41% of Kenyan cross-border trade with Tanzania crosses the border at Namanga. From Tanzania, export trade links to the port of Mombasa or to the Mariakana highway. The region of Arusha is a hub for tourism, many of whom arrive from Kenya via the Arusha-Namanga-Athi River Road. In southern Tanzania the route facilitates trade with Zambia and is the main access route to Dar es Salam port.

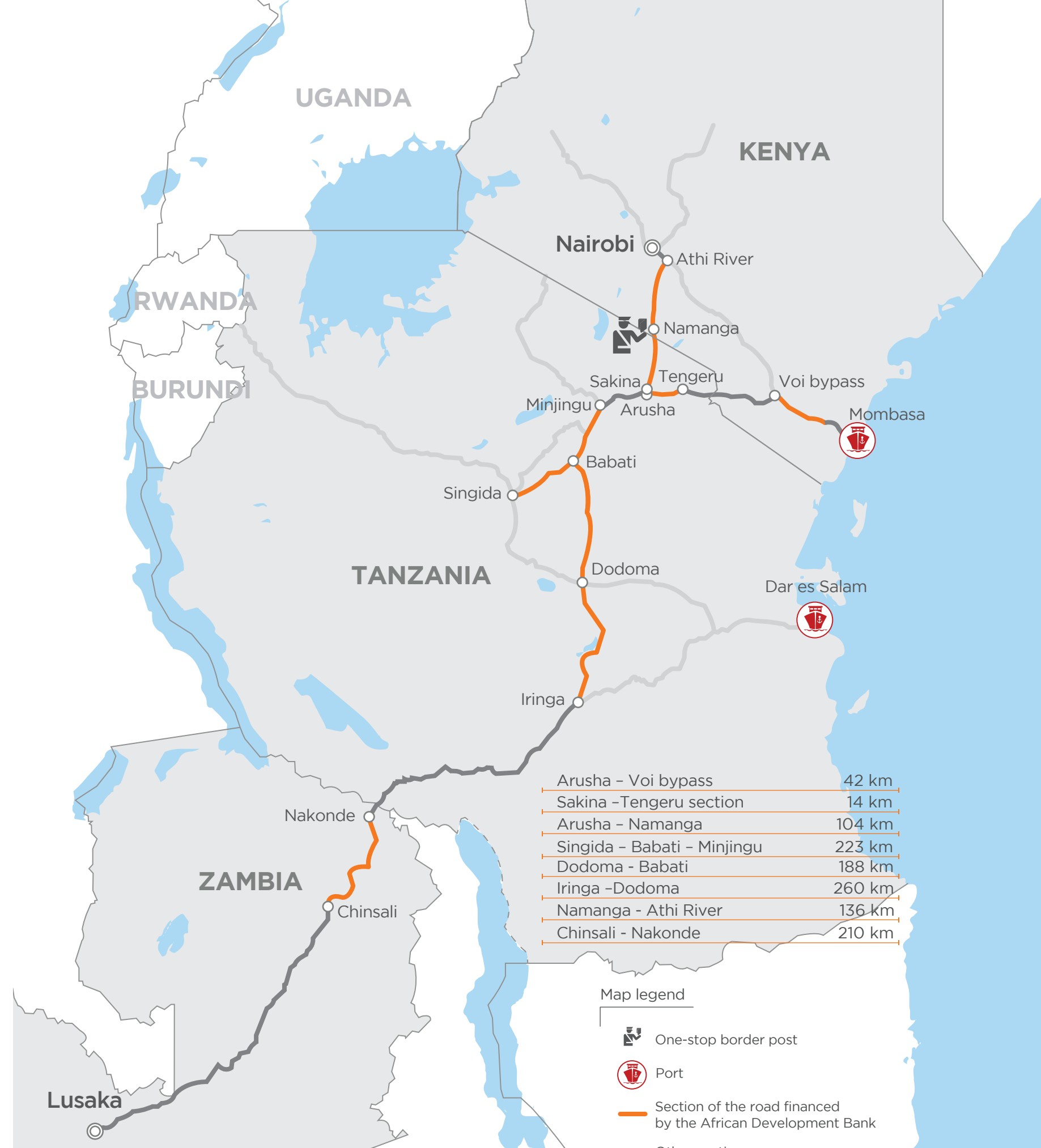
Description

2 300 km separate the Kenyan and Zambian captales. The Bank has financed around half of the length of road on the Trans-African Highway 4 running from Nairobi to Lusaka via Arusha. In 2006, the Bank first financed the border crossing at Namanaga to a 7 mts carriageway with 2 mts shoulders on either side and has since extended support in phases which have included urban sections around Arusha to improve traffic flow through the city, and longer stretches of highway both North and South out of Arusha towards Kenya and Tanzania.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Tanzania			
Arusha – Voi Bypass	2013	42 km	USD 112M
Sakina – Tengeru section South	2013	14 km	
Arusha – Namanga	2006	104 km	USD 78M
Singida – Babati – Minjingu		223 km	
Dodoma – Babati	2012	251 km	USD 110M
Iringa – Dodoma	2009	260 km	USD 115M
Kenya			
Namanga – Athi River	2006	136 km	USD 90M
Zambia			
Chinsali – Nakonde	2015	210 km	USD 243M

Outcomes

- Trade volume between Kenya and Tanzania increase from 0.4 MT in 2011 to 3 MT in 2020
- 1 one stop border post built (Namanga) - Time at Namanga border reduced from 24h to 2h after the OSBP
- Journey time from Chinsale to Nakonde reduced from 4 h to 2h30
- Transit time from Nakonde border to Lusaka reduced from 6 days to 5 days.



Central Africa



USD 1,6 billion
injected
by the AfDB



2216 km
of road financed
by the AfDB



35 M
people in AfDB
project areas*

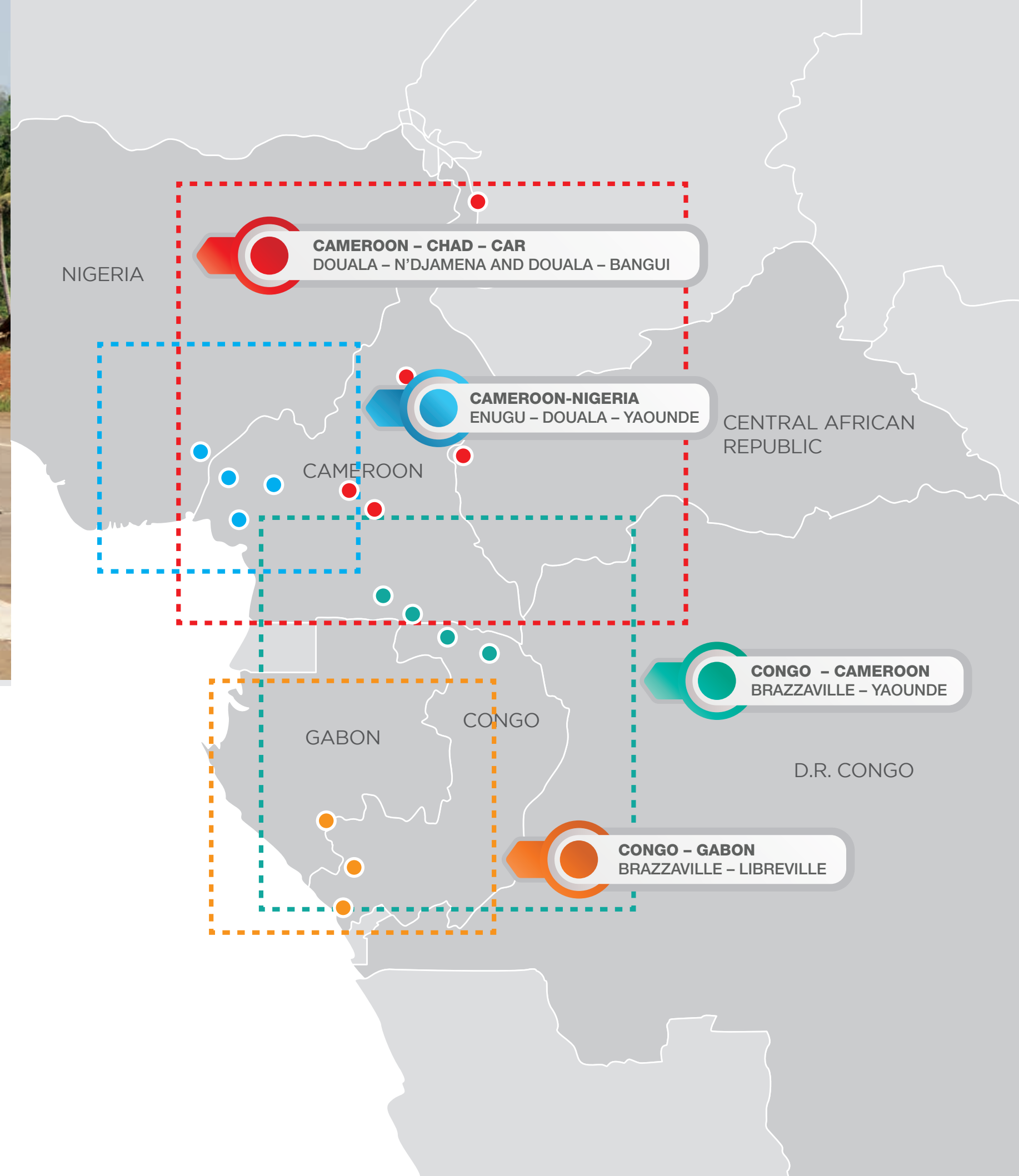


05
one-stop
border posts built

Roads carry nearly 90% of domestic passenger and goods in the CEMAC zone, constituting the principal mode of movement of goods and people, despite the low road density which characterizes Central Africa compared to the rest of the continent. The paved road links between countries are also among the weakest in the continent (15.7% of a network of 147 314 km). Moreover, no two capitals are linked by a fully paved road.

The African Development Bank has financed main sections and feeder sections of 4 strategic trading corridors: Brazzaville - Libreville (1100km), Brazzaville - Yaounde (1800km), Enugu - Yaounde (800km), and Douala- N'Djemena (1900km), a total of over 5600 km of roads in the region.

*Current population numbers in the project impact areas are calculated using software provided online by the Socioeconomic Data and Applications Center (sedac) Hosted by CIESIN at Columbia University. When the highway crossed a city, the metropolitan population is included in the calculation of beneficiaries.



CENTRAL AFRICA

>>> Brazzaville – Libreville Corridor

Connecting Congo to Gabon



Context

The Libreville-Brazzaville-Pointe Noire Corridor seeks to provide the region with a multimodal transport system whose infrastructure and services will facilitate the free movement of persons and goods in accordance with the Central African Consensual Transport Master Plan adopted by the Heads of State and Government of the Economic Community of Central African States (ECCAS). Specifically, the project seeks to promote the socio-economic development of the sub-region; the opening-up of access to local communities and the subregion and the development of local and international trade.

Description

The 272km Ndendé-Doussala-Dolisie section is the missing link on the corridor connecting Brazzaville to Libreville. Prior to the road construction, the road was unpaved. The financed section is part of the Tripoli/Windhoek Trans-African Highway, identified as a priority of the Programme for Infrastructure Development in Africa (PIDA). The main beneficiaries are the agricultural communities, who will gain economic and social benefits from the sale of their products. The works entailed the paving of 144km and rehabilitation of 130km of the Kibangou-Ngongo earth road section, as well as the implementation of transport facilitation measures.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Congo (to Gabon)			
Dolisie – Nyanga (Gabon Border)	2013	223 km	USD 43M
Gabon			
Ndendé – Doussala (Congo border)	2013	49 km	USD 97M

Outcomes

- Intra-community trade (ECCAS) increase from 1% in 2012 to 3% in 2019
- Cumulated travel time on concerned sections decrease from 6 hours to 2 hours
- Average spent at border decrease from 48 hours to 3 hours
- Journey time for a truck from Ndendé to Dolisie decrease from 3 days in 2013 to 4,5 hours in 2019
- Transit traffic increase from 5% in 2013 to 35% in 2019
- Vehicle operating costs reduced by 36% in Mozambique and 20% in Malawi.



CENTRAL AFRICA

>>> Brazzaville – Yaounde Corridor

Promoting Inter-regional Integration



Context

Regional integration in Central Africa hinges on linking Cameroon, Congo, DRC, Gabon, Equatorial Guinea and the Central African Republic. The Ketta-Djoum road (503 km long) is an important segment of the 1624 km long highway linking the capitals of Congo (Brazzaville) and Cameroon (Yaounde). It will open up areas of significant economic potential in Northern Congo (agriculture, ore, timber, etc.) and in Cameroon’s South East.

Description

Project components of the Bank's interventions stem from technical studies which were updated in 2014 with financing from the two countries. The economic, environmental and technical results prompted a two-phase development. In Congo, the first phase of the works consisted of developing and asphaltting the section between Ketta and Sembe, including space for the laying of optical fibre, followed by Sembe-Souanke and Souanke-Ntam on the Cameroon border. In Cameroon the works consisted of developing and asphaltting the section Djoum-Mintom, , including space for the laying of optical fibre, followed by Mintom-Lele and Lele- Ntam. A One-stop border post was designed to enable juxtaposed checks of persons, vehicles and goods through harmonized and simplified procedures.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Congo			
Ketta – Biessi	2009	121 km	USD 87M
Sembé – Cameroon Border	2015	143 km	USD 136M
Cameroon			
Mintom – Djoum	2009	83 km	USD 83M
Mintom – Lélé – Ntam	2015	90 km	USD 69M

Outcomes

- Commercial transactions between Cameroon and Congo increase from 55 billion XAF in 2009 to 65 billion CAF in 2014
- Travel time for a truck from Yaoundé to Brazzaville decrease from 4 days in 2012 to 1 day in 2020
- Cumulated travel time on concerned sections decrease from 20 hours to 7 hours
- Average time spent at border decrease from 48 hours to 3 hours
- Vehicle operating costs: decrease from XAF 349 per km for a light vehicle in 2015 to 285 XAF in 2020.



Djoum - Mintom	98 km
Mintom - Lélé	67 km
Lélé - Ntam	27 km
Ntam - Souanké	63 km
Souanké - Sembé	80 km
Sembé - Ketta	169 km

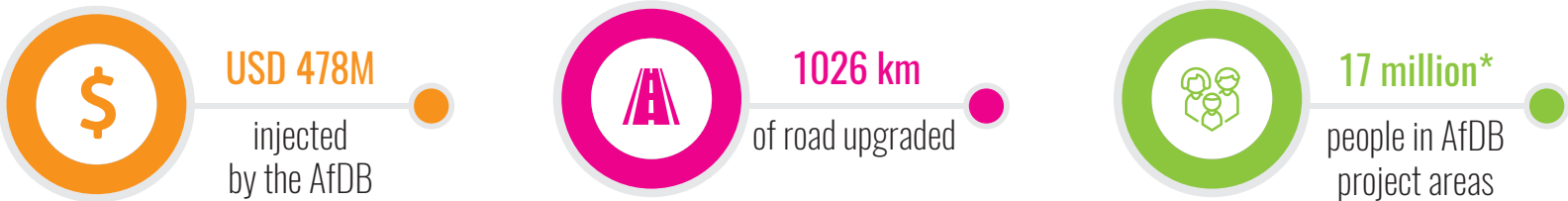
Map legend

- One-stop border post
- Section of the road financed by the African Development Bank
- Other sections

CENTRAL AFRICA

>>> Douala – N’djamena and Douala – Bangui Corridor

Connecting Cameroon to Chad and Central African Republic



Context

The estuary port of Douala attracts over 95% of national port traffic and plays a vital role in sub-regional integration. The rehabilitation/ reconstruction of road sections on the Douala – N’djamena and Douala - Bangui corridors and the development of related infrastructures will enhance the area’s agricultural potential.

Description

The Bank has financed sections and ramifications of the Douala N’Djamena and Bangui corridors in several phases since 2007. The Bank also financed 230 m of the two-lane N’Djamena bridge over the Logone River between Cameroon and Chad, opening the way by road to Cameroon’s seaports via the Maroua Pouss road section. 3 one-stop border posts between Chad and Cameroon, two between Cameroon and CAR have been financed

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Cameroon to Chad and Central African Republic			
Garoua – Figuil	2007	93 km	USD 153M (includes CAR section)
Garoua Bouläi – Ngaoundéré		259 km	
Batchenga and Ka’a, railways		125 km	
Batchenga – Yoko – Lena	2014	248 km	USD 190M
Maroua – Pouss	2016	93 km	USD 108M
Kribi – Garnd Zambi		53 km	
Central African Republic			
Garoua Bouläi – Bouar	2007	155 km	

Outcomes

- Intra-regional trade increase from 27% in 2015 to 33% in 2020
- Maroua-Pouss section: average travel time decrease from 4 hours in 2015 to 2 hours in 2020
- Average spent at border decrease from 30 hours to 10 hours

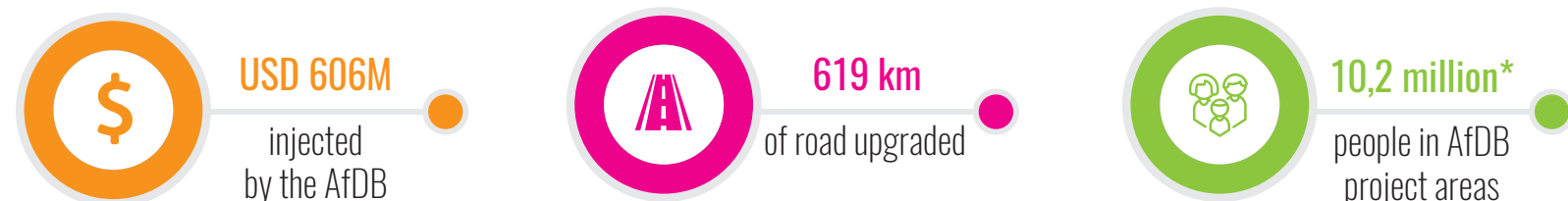
* Project impact area calculated from Ndjamenena to Garoua M'Boulai and from Garoua M'Boulai to Bangui and from Garoua M'Boulai to Douala



CENTRAL AFRICA

>>> Cameroon – Nigeria Corridor

Promoting Inter-regional integration



Context

The road corridor linking Cameroon with Nigeria belongs to two different Regional Economic Communities (RECs) – ECOWAS for Nigeria and CAEMC/ECCAS for Cameroon. Two roads, running South from Nigeria down the West Region of Cameroon leading to both Douala and Yaounde were hampered by problems of access, mostly during the rainy-season when the region was virtually cut off from the rest of the country. The roads facilitate the sale of manufactured and agricultural products between the two countries and give impetus to food production.

Description

In 2008, the Bank first financed the sections running from Nigeria into the North of Cameroon, the bridge over the Munaya River in Cameroon (100 m) and the 230 m long border bridge over the Cross River which was financed by the Bank to the tune of 20 million USD. The sections running down the Western region of Cameroon and the Eastern region towards Douala were financed separately in 2012 and 2016 respectively.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Cameroon			
Mamfe – Batibo – Numba	2008	83 km	USD 148M
Mamfe – Kumba	2012	150 km	USD 70M
Bamenda – Ebebda	2016	146 km	USD 227M
Grand Zambi – Kribi			
Nigeria			
Mamfe – Ekok – Enugu	2008	240 km	USD 161M

Outcomes

- Volume of exports from Cameroon to Nigeria increase from 8% in 2011 to 15% in 2020
- Cumulated travel time on concerned sections decrease from 20 hours to 12 hours
- Average travel time from Mamfe to Kumba decrease from 5 hours in the dry season and 8 hours in the rainy season in 2011, to 2 hours all year round in 2017
- Volume of average daily traffic on the road network of the South-West Region to increase by 33% between 2011 and 2020.



Mamfe – Numba – Batibo	83 km
Mamfe – Ekok – Enugu	240 km
Mamfe – Kumba	150 km
Kribi – Grand Zambi	53 km
Ebebda – Bamenda	93 km

Map legend

- Bridge
- Section of the road financed by the African Development Bank
- Other sections

West & North Africa



USD 2.6 billion
injected
by the AfDB



5682 km
of road financed
by the AfDB



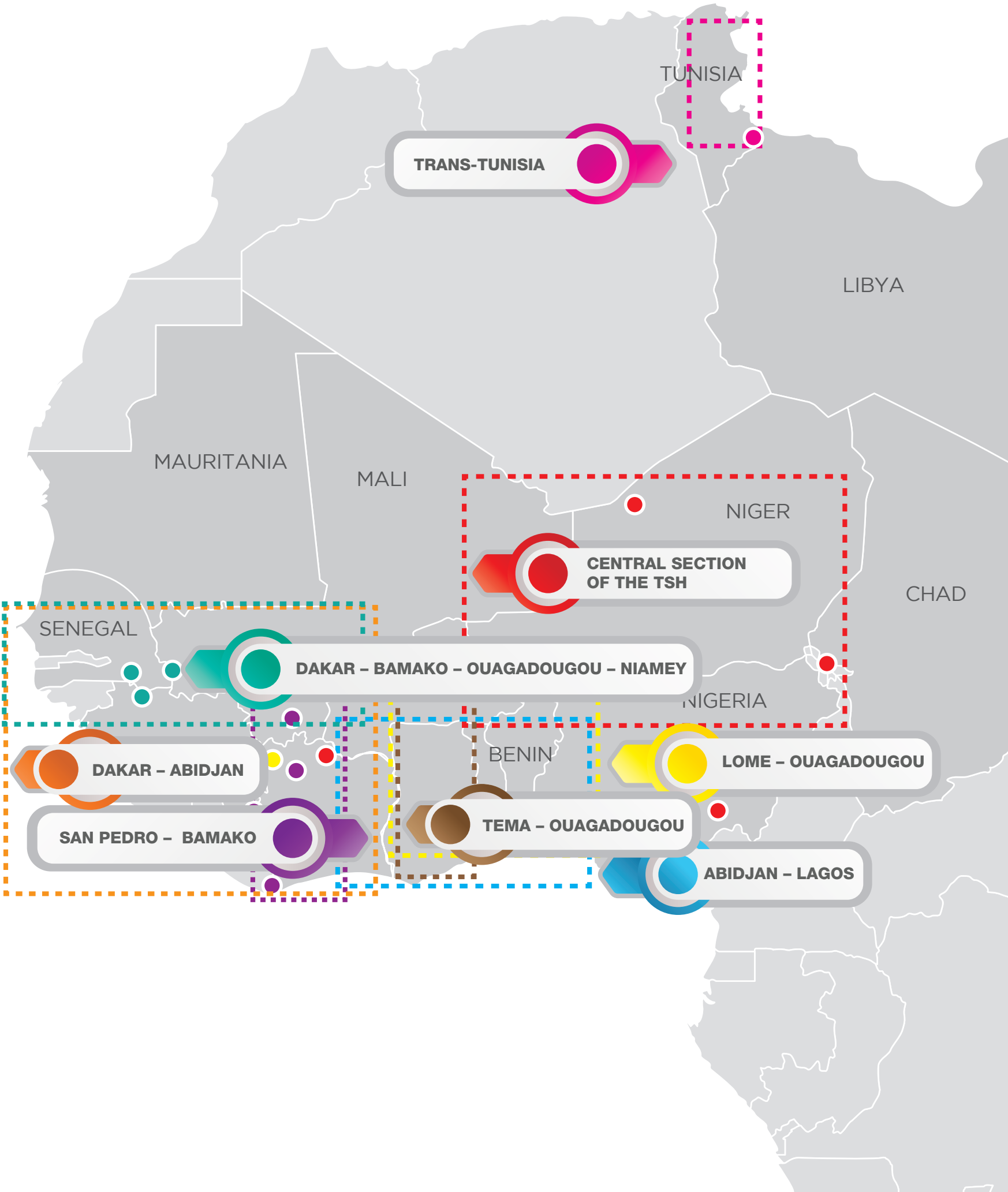
110 M
people in AfDB
project areas*



12
one-stop
border posts built

WAEMU States have six seaports (Cotonou, Abidjan, San-Pédro, Dakar, Lomé and Bissau), in addition to two ports of Ghana (Tema and Takoradi) and the ports of Conakry and Nouakchott. These ports handle the bulk of international traffic between West Africa and the rest of the world. The African Development Bank has financed 2 major cross-border bridges, main sections and feeder sections of 7 strategic trading corridors leading to sea ports in West Africa and 1 corridor in North Africa: Abidjan - Dakar (2950km), Tema-Ouagadougou-Bamako-Niamey (3300km), Dakar - Bamako - Ouagadougou-Niamey (2800km), San Pedro- Bamako (1100km), Abidjan - Lagos (1000km), Lome - Ouagadougou (1000km), N'Djamena - Mali border (2500km) a total of over 14650 km of roads in the region of West Africa and Trans-Tunisia, and a total of 600km in North Africa.

*Current population numbers in the project impact areas are calculated using software provided online by the Socioeconomic Data and Applications Center (sedac) Hosted by CIESIN at Columbia University. When the highway crossed a city, the metropolitan population is included in the calculation of beneficiaries.



WEST & NORTH AFRICA

>>> Central Corridor of the TSH

Part of the Trans-Sahara Highway



Context

The Trans-Sahara Highway (TSH) is one of the major integration projects promoted by NEPAD. It directly links six countries belonging to three of the eight Regional Economic Communities of the African Union, namely Algeria, Tunisia, Mali, Niger and Nigeria (ECOWAS) and Chad (ECCAS). The TSH has a total length of 9 022 linear kilometers. 80% of the road has already been asphalted. The section in the northern zones of Mali will help to open up the Gao and Kidal regions and increase trade between Mali and Algeria.

Description

The Bank first financed a section of the TSH in 2005. In 2013, then followed up with cross-border sections in Niger, Chad and on the Algeria border and the construction of a 543 meter-long bridge on the River Niger. The second phase of the project in 2018 concerned the Bourem-Kidal section in Mali.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Niger			
Arlit – Assamaka-Algerian border	2013	225 km	USD 112M
Farié Bridge on River Niger	2013		
Tibiri – Dakoro	2005	116 km	USD 32M
Chad			
Ngouri – Daboua – Niger Border	2013	331 km	USD 58M
Mali			
Bourem – Kidal	2018	286 km	USD 55M

Outcomes

- Customs value at borders: Algeria/Niger: CFAF 5 billion in 2013, CFAF 26 billion in 2018 (+420%)
- Customs value at borders: Niger/Chad: CFAF 2 billion in 2013, CFAF14 billion in 2018 (+600%)
- Average time spent at Burkina Faso / Niger border : 24h before, 2h after
- Vehicles crossing the Algeria/Niger border :62 /day in 2013, 116 /day in 2018
- Heavy vehicle transit from European ports to the cities of Northern Niger (Arlit Assamakka, Agadez) :40 days in 2013, 18 days in 2018
- Average traffic on the Mali section- of 104 veh/day in 2018, 190 veh/day in 2024



Arlit – Assamaka - Algerian border	225 km
Ngouri – Daboua – Niger Border	331 km
Bourem - Kidal	286 km
Tibiri - Dakoro	116 km

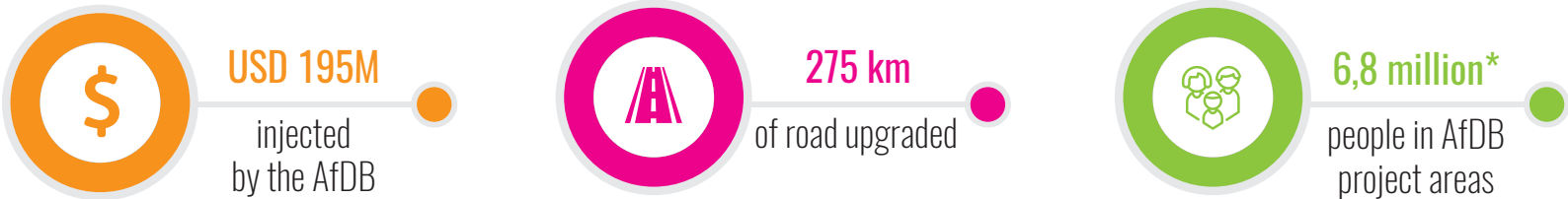
Map legend

- One-stop border post
- Bridge
- Section of the road financed by the African Development Bank
- Other sections

WEST & NORTH AFRICA

>>> Bamako – San Pedro Corridor

Mano-River union: Connecting landlocked regions to the coastal South



Context

The Bamako-San Pedro corridor in Mano River Union area is included in the priority programs of WAEMU and ECOWAS. The Port of San Pedro will become a transit port for Mali and Burkina Faso. The road sections in Southern Mali and Northern Côte d’Ivoire go through major farming regions. The corridor project is in two phases and is complementary to the Mano River Union Road Development and Transport Facilitation Programme.

Description

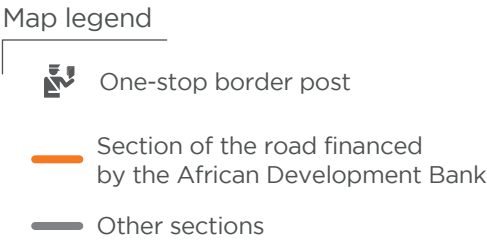
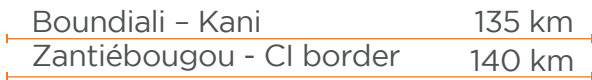
The projects supported by the Bank are part of the missing regional links on the Trans West African Coastal Highway (Lagos-Dakar-Nouakchott Corridor). The works consisted of asphaltting the sections and including reservations for optical fibre. Solar-powered lighting systems are in a number of locations.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Côte d’Ivoire			
Boundiali – Kani	2015	135 km	USD 195M (includes Mali section)
Mali			
Zantiébougou - CI border	2015	140 km	

Outcomes

- Cumulated travel time on concerned sections: 25h before, 10h after
- Average time spent at border : 24h before, 2h after
- Vehicle operating costs for trucks in 2014: 1.7 USD/km, 0.8 USD/km in 2020

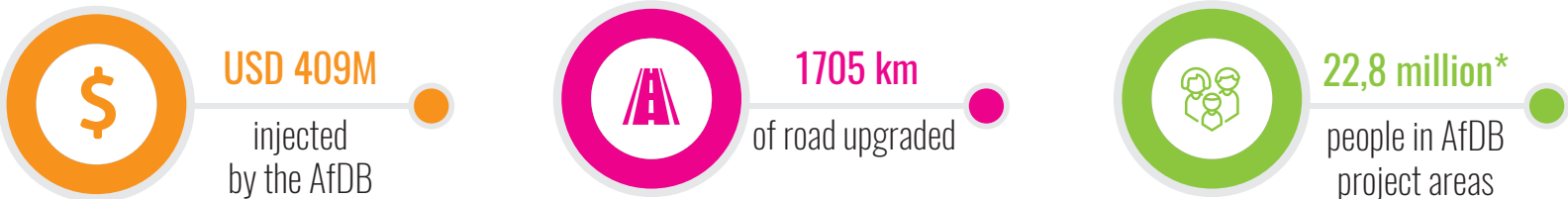
* Project impact area calculated from San Pedro to Bamako



WEST & NORTH AFRICA

>>> **Dakar – Bamako – Ouagadougou – Niamey Corridor**

Linking corridors towards the port of Dakar



Context

The merging of corridors between Mali and Guinea towards the port of Dakar contribute to strengthening the economic integration and sub-regional cooperation of the WAEMU and ECOWAS member countries and opening up of the hinterland countries. The Labé-Tambacounda road between Guinea and Senegal crosses a region with high agricultural and livestock potential.

Description

On the Bamako to Dakar corridor, 2 bridges of a total length of 328 m were built; and a 250 m bridge built with a one-stop border post was built on the Falémé river at the border between Mali and Senegal. Heading east, the Dori Tera section of the corridor is now a 7m wide road with additional urban roads in both towns.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Senegal and Guinea			
Tambacounda – Medina Gounass	2006	89 km	USD 83M
Medina Gounass – Labé		385 km	
Senegal			
Sékokoto – Kédougou & Dakar Port	2006	332 km	USD 124M
Dakar – (Malick – Pikine – Diamniadio)	2009	32 km	USD 67M
Mali and Senegal			
Kita – Senegal border	2005	429 km	USD 96M
Mali border – Saraya		51 km	
Saraya – Kédougou		61 km	
Tambacounda – Birkilane		235 km	
Burkina/Niger			
Dori – Téra	2006	91 km	USD 39M

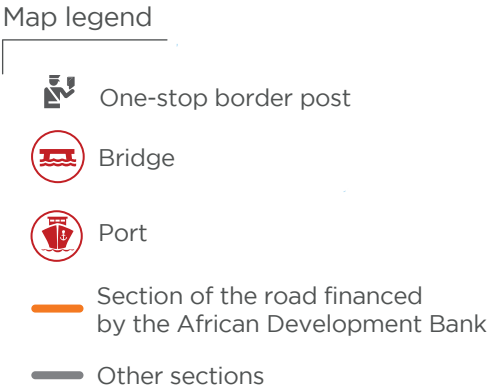
Outcomes

- Intra-community trade increase from 10% in 2005 to 30% in 2015 and foreign trade increase by 10% in same period
- Time at the Senegalese border reduced from 1 day in 2005 to 2 hours in 2015
- Time to transit Senegal reduced from 3 days in 2005 to 1 day in 2015.

* Project impact area calculated from Dakar to Bamako to Ouagadougou to Niamey and Tambacounda to Labé



Tambacounda - Labé	474 km
Dakar - (Malick - Pikine - Diamniadio)	32 km
Kita - Border	429 km
Border - Saraya	51 km
Saraya-Kédougou	61 km
Tambacounda - Birkilane	235 km
Dori - Téra	113 km



WEST & NORTH AFRICA

>>> Dakar – Abidjan Corridor

Enhancing trade in and beyond the Mano River Union countries



Context

The Dakar Abidjan corridor is also part of the Dakar-Lagos Trans-Africa Highway 7. Heading south, the road improvements in Southern Senegal and the Senegambia bridge enable the transit of agricultural production towards neighbouring countries the Gambia, Guinea Bissau and Guinea. In Liberia, the Mano River Union Road Development programme centres around breaking the isolation of rural areas and improving integration at the Côte d'Ivoire border.

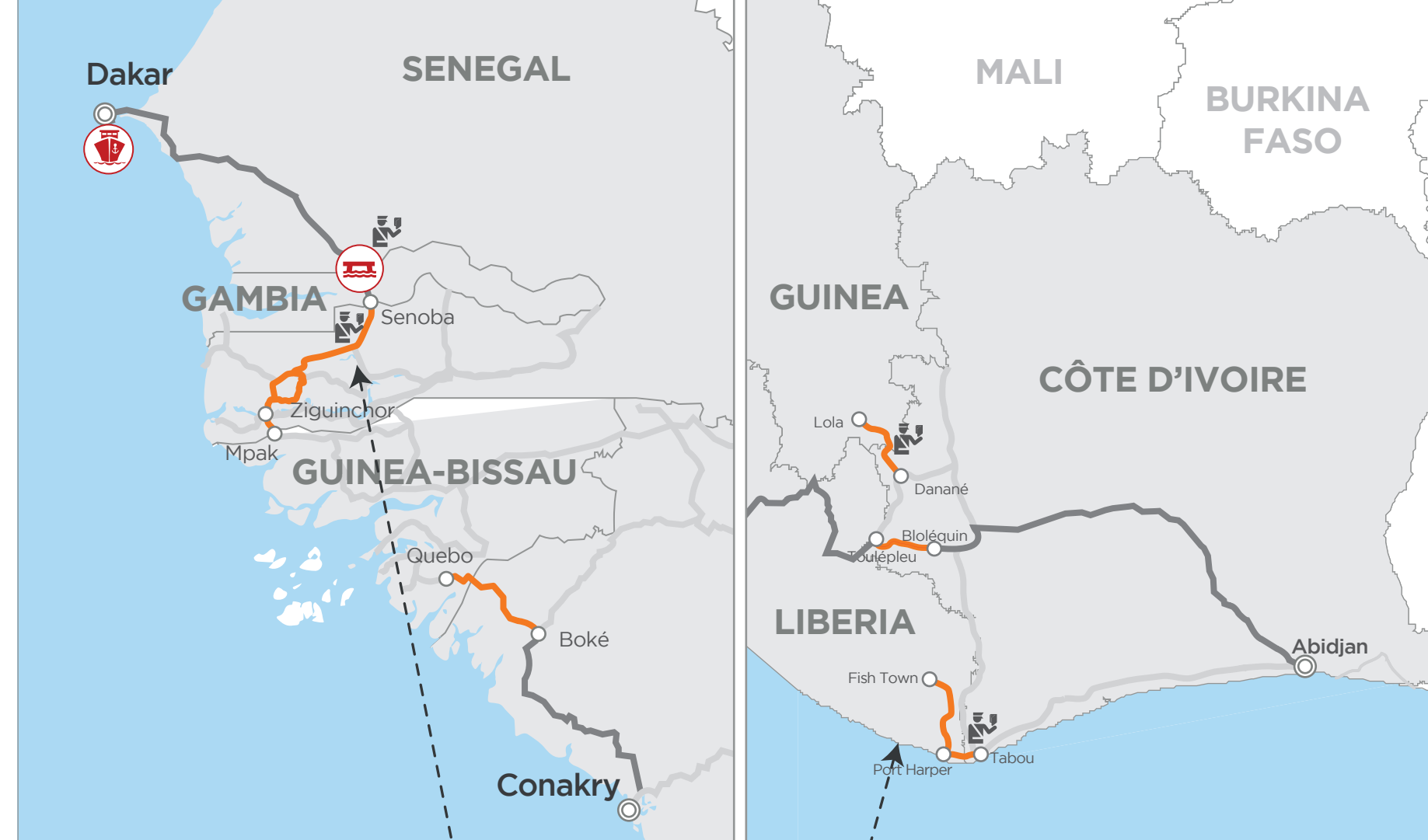
Description

Rehabilitation of the Senoba-Ziguinchor stretch in Senegal completes a missing link on the road South. The 942m long bridge over the River Gambia and two one stop border posts were officially opened in 2019. Between Guinea Bissau and Guinea, a new paved road and bridge across the Kogon river will replace the current mud roads and ferry crossing. Feeder roads to the corridor in Liberia are under construction, facilitating cross-border trade with Cote d'Ivoire on the corridor.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Guinea and Guinea Bissau			
Boké – Quebo	2018	107 km	USD 58M
Senegal			
Mpak – Senoba	2018	165 km	USD 100M
Gambia and Senegal			
Senegambia Bridge	2011		USD 92M
Liberia			
Danané – Lola	2014	88 km	USD 75M
Bloléquin – Toulepleu – Liberian border		65 km	
Tabou – Port Harper		44 km	
Harper – Fish Town Phase 1	2013	130 km	USD 60M
Harper – Fish Town Phase 2	2018	67 km	USD 29M

Outcomes

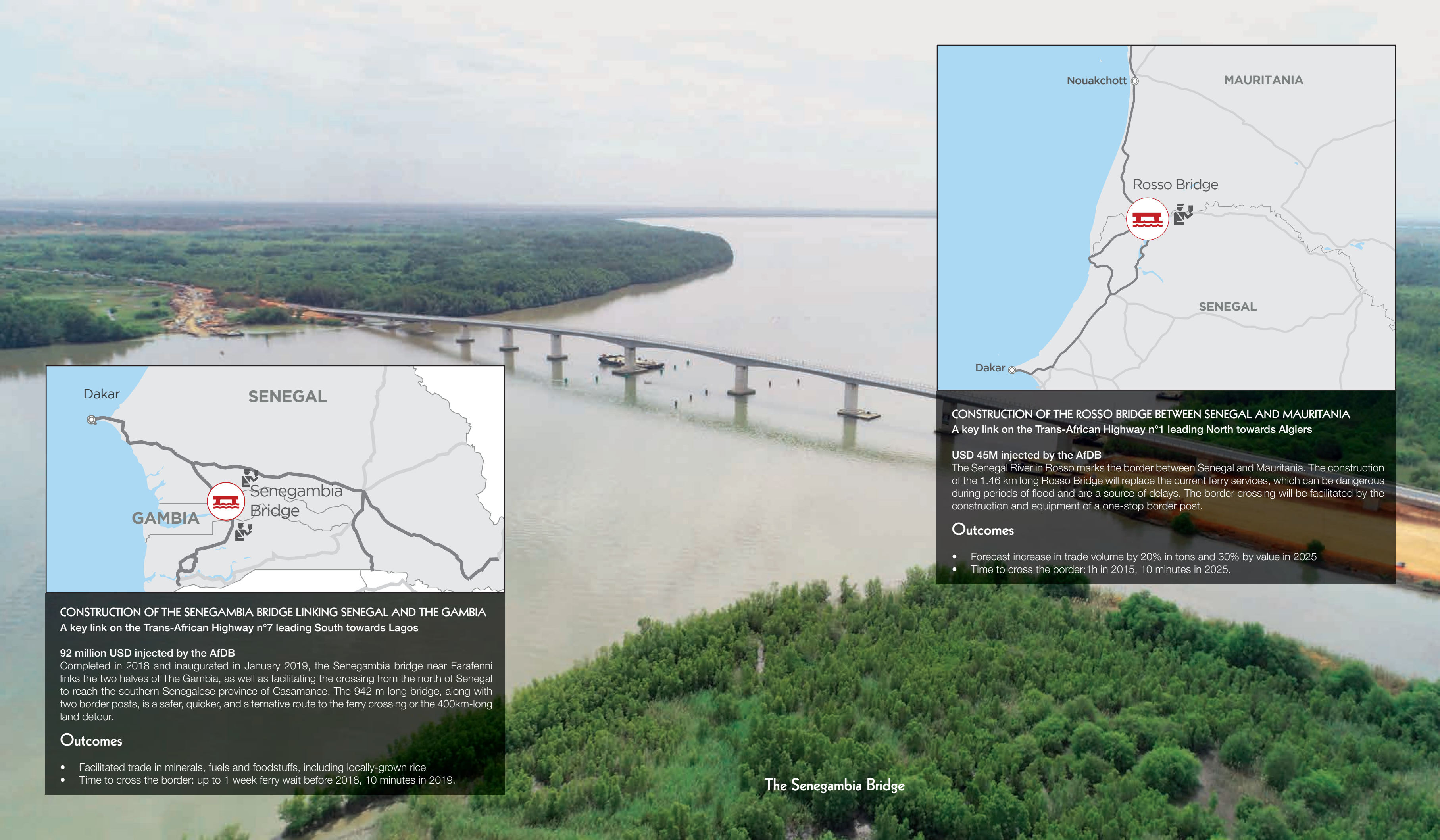
- Annual trade volumes of Côte d'Ivoire-Guinea increase from 103 million tons in 2013 to 139 million tons in 2019
- Annual trade volumes of Côte d'Ivoire-Liberia increase from 445million tons of goods in 2017 to 560 million tons in 2022
- Customs formalities reduced from 4 hours in 2011 to 2 hours in 2016
- Global Competitive Index on Infrastructure in the Gambia increase from 3.8 to 4.8 and in Senegal from 2.7 to 3.7



Tambacounda - Labé	474 km
Dakar - (Malick - Pikine - Diamniadio)	32 km
Mpak - Senoba	165 km
Kita - Border	429 km
Border - Saraya	51 km
Saraya-Kédougou	61 km
Tambacounda - Birkilane	235 km
Boké - Québo	107 km

Map legend

- One-stop border post
- Bridge
- Port
- Section of the road financed by the African Development Bank
- Other sections



CONSTRUCTION OF THE SENEGAMBIA BRIDGE LINKING SENEGAL AND THE GAMBIA
A key link on the Trans-African Highway n°7 leading South towards Lagos

92 million USD injected by the AfDB
Completed in 2018 and inaugurated in January 2019, 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 942 m long bridge, along with two border posts, is a safer, quicker, and alternative route to the ferry crossing or the 400km-long land detour.

Outcomes

- Facilitated trade in minerals, fuels and foodstuffs, including locally-grown rice
- Time to cross the border: up to 1 week ferry wait before 2018, 10 minutes in 2019.



CONSTRUCTION OF THE ROSSO BRIDGE BETWEEN SENEGAL AND MAURITANIA
A key link on the Trans-African Highway n°1 leading North towards Algiers

USD 45M injected by the AfDB
The Senegal River in Rosso marks the border between Senegal and Mauritania. 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 are a source of delays. The border crossing will be facilitated by the construction and equipment of a one-stop border post.

Outcomes

- Forecast increase in trade volume by 20% in tons and 30% by value in 2025
- Time to cross the border: 1h in 2015, 10 minutes in 2025.

The Senegambia Bridge

WEST & NORTH AFRICA

>>> Abidjan – Lagos Corridor

The central section along the Gulf of Guinea



Context

The Abidjan – Lagos Corridor is a subset of the longer Dakar-Lagos Corridor, and its development falls under the Programme for Infrastructure Development in Africa (PIDA). The corridor is 1028 km long and crosses 4 coastal borders. It connects the most densely populated and economically active parts of the sub-region and interconnects with a rail network, major ports and airports. The corridor currently supports approximately 75% of trade activities of the sub-region and considered as the spine for multi-modal trade logistics.

Description

Supported by the WAEMU, the Bank's project to facilitate Transport on the Abidjan-Lagos Corridor began with projects in trade hubs in Ghana, which were followed by the upgrading of coastal road sections in Benin and Togo, including a 2x2 expressway. The Bank also financed works to protect the existing infrastructure against coastal erosion. A one stop border post was built between Benin and Togo. In 2018, the Bank funded feasibility studies on the effective implementation of a proposed new six-lane (3-lane dual) carriageway highway on the corridor.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Benin			
Pahou – Ouidah	2011	18 km	USD 126M
Ouidah – Hillacondji		59 km	
Togo			
Avépozo – Aného (Expressway)	2016	30 km	USD 46M
Port Roundabout – Avepozo	2009	10 km	USD 34M
Ghana			
Awoshie – Pokuase	2009	15 km	USD 116M
Akatsi – Aflao	2001+2008	50 km	USD 49M
Akasti – Dzodze – Akanu	2001+2008	30 km	USD 20M

Outcomes

- Intra-trade volume among ECOWAS countries increase from 11% in 2011 to 15% in 2025
- 15% increase in trade after completion of works on the Togo-Benin expressway
- Cumulated travel time on concerned sections: 75h before, 36h after
- Average time to cross the Benin-Togo border: 7 hours in 2015, 3 hours in 2020
- Volume of trade recorded at the Hillacondji border between Benin and Togo increase by 20% from 2010 to 2014.



Pahou – Ouidah	18 km
Ouidah - Hillacondji	59 km
Avépozo – Aného	30 km
Awoshie – Pokuasi	15 km
Akatsi - Aflao	50 km
Dzodze – Akanu	30 km

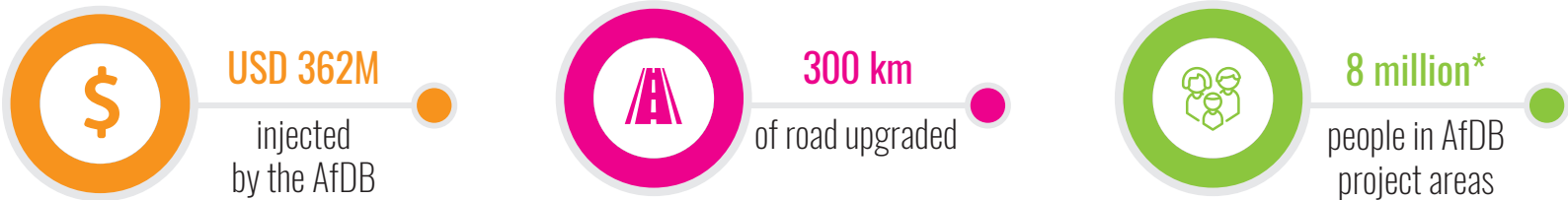
Map legend

- One-stop border post
- Port
- Section of the road financed by the African Development Bank
- Expressway
- Other sections

WEST & NORTH AFRICA

>>> Lome – Ouagadougou Corridor

The missing links on the road South to the Gulf of Guinea



Context

The Lome port in the Gulf of Guinea serves as a transshipment hub on the West African coast and as a gateway to landlocked Mali, Niger and Burkina Faso, as well as the northern parts of Nigeria. The Lomé-Ouagadougou Road Corridor forms part of the priority highways of the West African Economic and Monetary Union (WAEMU) community road network. The 975 km-long corridor comprises road sections with different levels of service.

Description

The Bank works covered over 300km of road on the Lome – Ouagadougou corridor and a one stop border post between the two countries. The Lomé port project involved the construction, development and operation of a new transshipment container handling terminal with an annual handling capacity of 1.5 million 20-foot container units.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Togo			
Atakpamé – Blitta – Aouda	2012	150 km	USD 110M
Lomé port	2011	Construction of a new container terminal	USD 84M
Burkina Faso			
Cinkansé – Bittou – Koupéla	2012	150 km	USD 168M

Outcomes

- Average transit time on the Lomé – Ouagadougou corridor by heavy vehicles reduced from 6 days to 3 days in 2016
- Average time spent at border : 48h before, 2h after
- 7% annual increase in the volume of intra-community trade in WAEMU zone, from 10 million tonnes in 2011, 19 million tonnes in 2016
- 4% annual increase in the volume of traffic on the corridor transiting to or from Burkina Faso, Niger and Mali, from 1.56 million tonnes in 2011 to 1.91 million tonnes in 2016.

* Project impact area calculated from Lome to Ouagadougou



WEST & NORTH AFRICA

>>> Tema – Ouagadougou Corridor

Connecting landlocked Burkina Faso and Niger to the main port of Ghana



Context

The Bamako-Ouagadougou-Accra-Tema corridor, almost 2000 km long, is an asphalted highway comprising sections with different technical features. The corridor handles 30% of the transit traffic of the landlocked countries of the zone.

Description

The corridor upgrade financing of 2003 was complemented by 2 juxtaposed border control posts. The Fufulso-Sawla road is the shortest link in terms of distance between Tamale, the largest city in Northern Ghana and Wa (the capital of the Upper West Region). In 2010 the Bank including lined drains at major settlements along the road; construction of 4 main markets, 4 main lorry parks located at Fufulso, Damango and Sawla including toll booths and ticketing offices and construction of 2 computerised weigh in motion Bridge Stations at Damango and Sawla for Axle Load Controls.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Mali			
Bamako – Bougouni – Sikasso	2003	150 km	
Burkina Faso			
Bobo-Dioulasso – Ouagadougou – Pô	2003	500 km	USD 99M (includes Bamako – Sikasso and Kitampo – Kumasi section)
Koupela – Niger Border	2017	218 km	USD 108M
Ghana			
Fufulso – Sawla	2010	178 km	USD 164M
Kitampo – Kumasi	2003	190 km	
Kumasi – Anyiman	1985	136 km	USD 36M

Outcomes

- Since 2008, + 15% increase in overseas trade of land-locked UEMOA countries through the ports of UEMOA countries and Ghana
- Since 2008, average 50% reduction in journey time
- Nontraditional export values between Ghana and ECOWAS : increase from US\$ 365 million in 2007 to US\$ 417 million in 2014
- Average journey time from Koupela in Burkina Faso to Niger border reduced from 7.4 hours in 2017 to under 5 hours in 2022



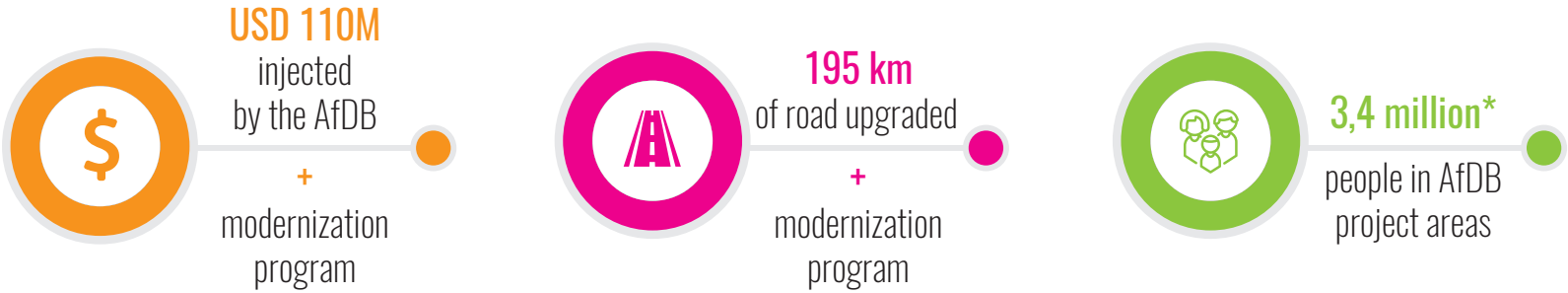
Bobo-Dioulasso – Ouagadougou – Pô	500 km
Swala - Fufulso	178 km
Kitampo – Kumasi	190 km
Kumasi – Anyiman	136 km
Koupéla – Niger Border	218 km
Bamako – Bougouni- Sikasso	150 km

Map legend

- Section of the road financed by the African Development Bank
- Other sections

>>> Trans-Tunisia Corridor

Part of the Trans – Maghreb Highway



Context

The Trans-Maghreb Highway is intended to bring closer the five Arab Maghreb countries by establishing a highway corridor linking Nouakchott, Mauritania to Cairo, Egypt. Despite its economic potential, South-eastern Tunisia is struggling to gain competitiveness and generate sufficient employment opportunities.

Description

In 2011 in coordination with the Japan cooperation Agency and the Tunisian government, the Bank financed a project linking the city of Gabes to the Tunisian-Libyan border. The road is a two by two lane highway with 5 interchanges to serve towns along the way. Gabes-Médenine and Medenine-Ras Jdir sections will be completed in 2019 and 2020 respectively. In 2015, the Bank approved the financing of the Tunisia-Road Infrastructure Modernization Project to improve the quality of the road network and the traffic conditions of users in the targeted areas, which cover all regions of the country.

	AfDB project approval	km road/Bridge/ OSBP	AfDB financing (USD)
Tunisia			
Gabès – Ras Jdir	2011	195 km	USD 110M
National road modernization	2015	719 km	USD 206M

Outcomes

- Average annual growth of 8% in the daily flow of goods transported by road between 2015 and 2020

* Project impact area calculated from Tunis to Ras Jdir



Annex

Trans-African Highways

The Trans-African Highway network comprises transcontinental road projects being developed by the African Union, the African Development Bank (AfDB) and the United Nations Economic Commission for Africa (UNECA) in conjunction with Regional Economic Communities. The total length of the nine highways in the network is 56,683 km.



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