



AFRICAN DEVELOPMENT BANK GROUP

African Regional Workshop

Evidence-based Approaches to Integrated Planning African Urban Renewal – Experience from the AfDB

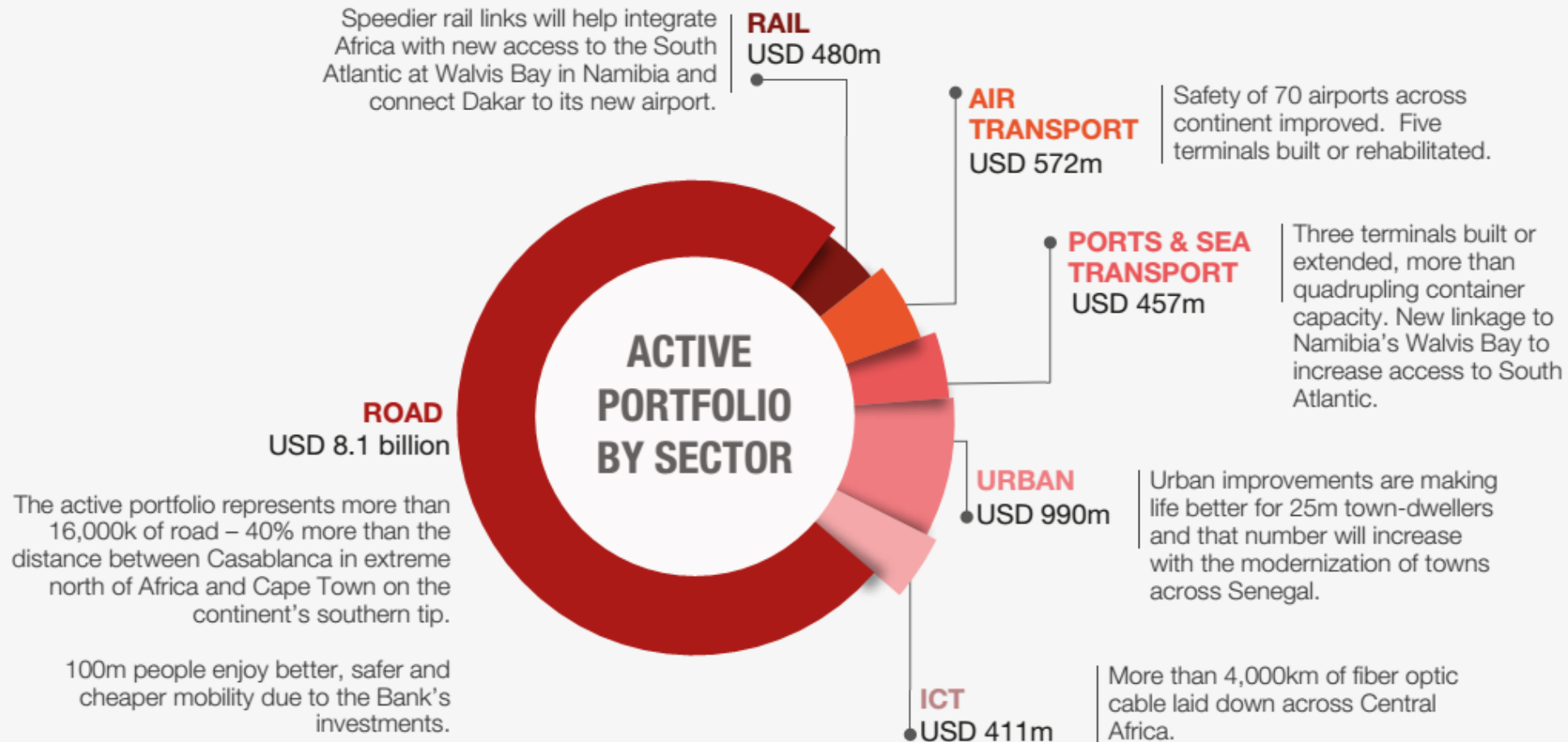
Infrastructure and Urban Development Department
African Development Bank

14 May 2018, Abidjan

Infrastructure and Urban Development.

Transport, Urban & ICT Implementing more than 116 projects in 44 African countries

Active Portfolio 2017



- The Bank's active Transport & ICT projects portfolio is **USD 11.1 billion**, with more than **116 projects** across **44 countries** in Africa.
- 37% of the portfolio goes to **multi-national projects**.

The Urban & Municipal Development Fund (UMDF) a fund design to

- address gaps and support cities:

The Fund's objective is to support African cities and **municipalities** improve resilience and better manage urban growth and development by improving planning, governance and quality of basic services.

The UMDF's role is **catalytic**. The fund will enhance **technical assistance and capacity building**, with an initial focus on global priority areas such as :
resilience, mobility and energy efficiency.

Each UMDF grants are expected to be **modest in size**, with a foreseen maximum threshold of US\$ 1 million per project.

Beneficiaries are key local development institutions including municipalities, development agencies, and government agencies...

Activities

Improved Urban Planning and management
ex: climate adaptation/mitigation strategies, city development strategies ; infrastructure investment programs.

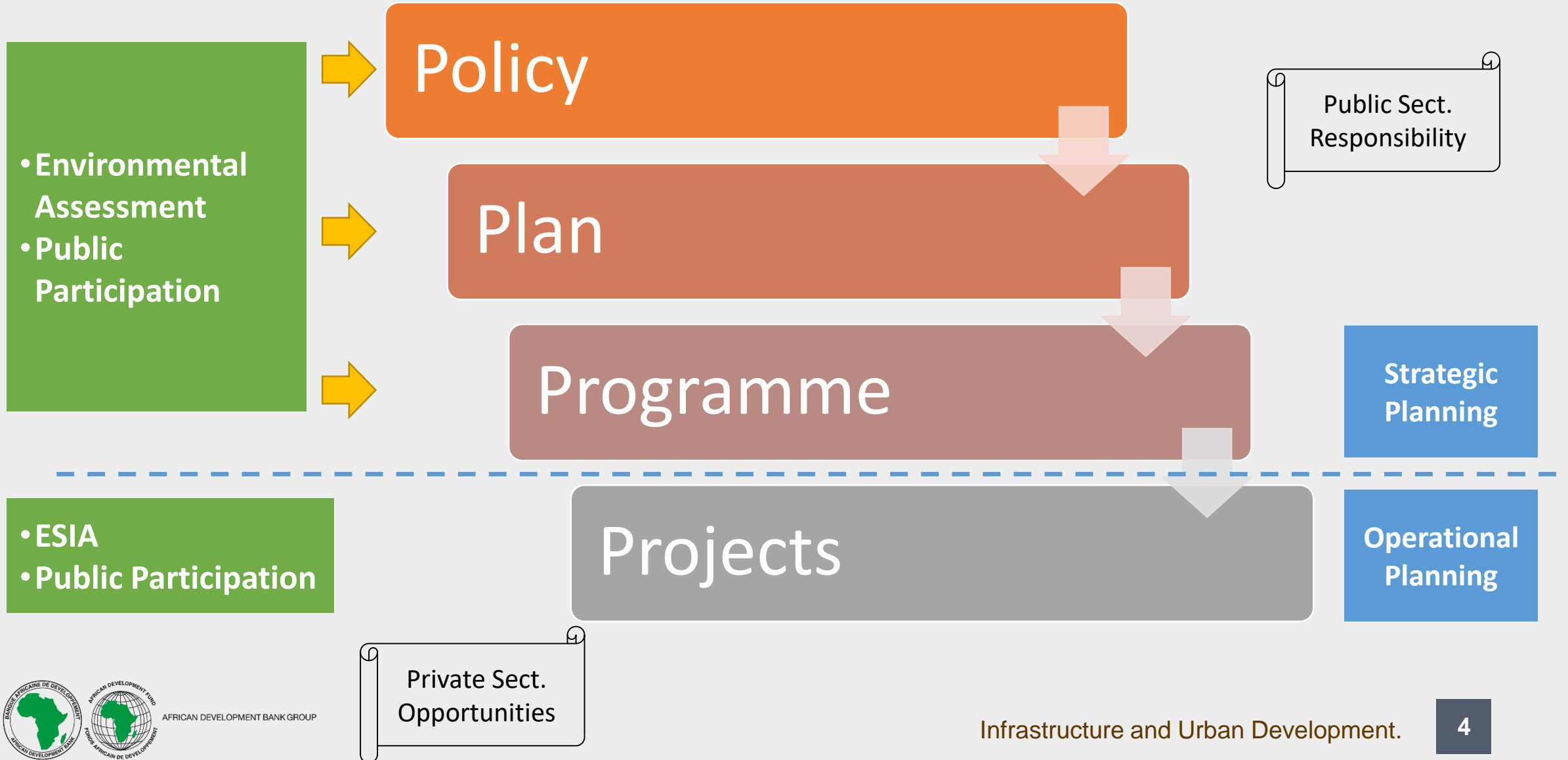
Improved Project Preparation (ex: pilot projects including climate change, resilient infrastructure, feasibility and engineering studies for sustainable urban infrastructure and service delivery.

Improved Municipal Governance and finance
Technical assistance, training and capacity building programs ; improve access to climate finance, credit facilities, and enhance revenue collection.

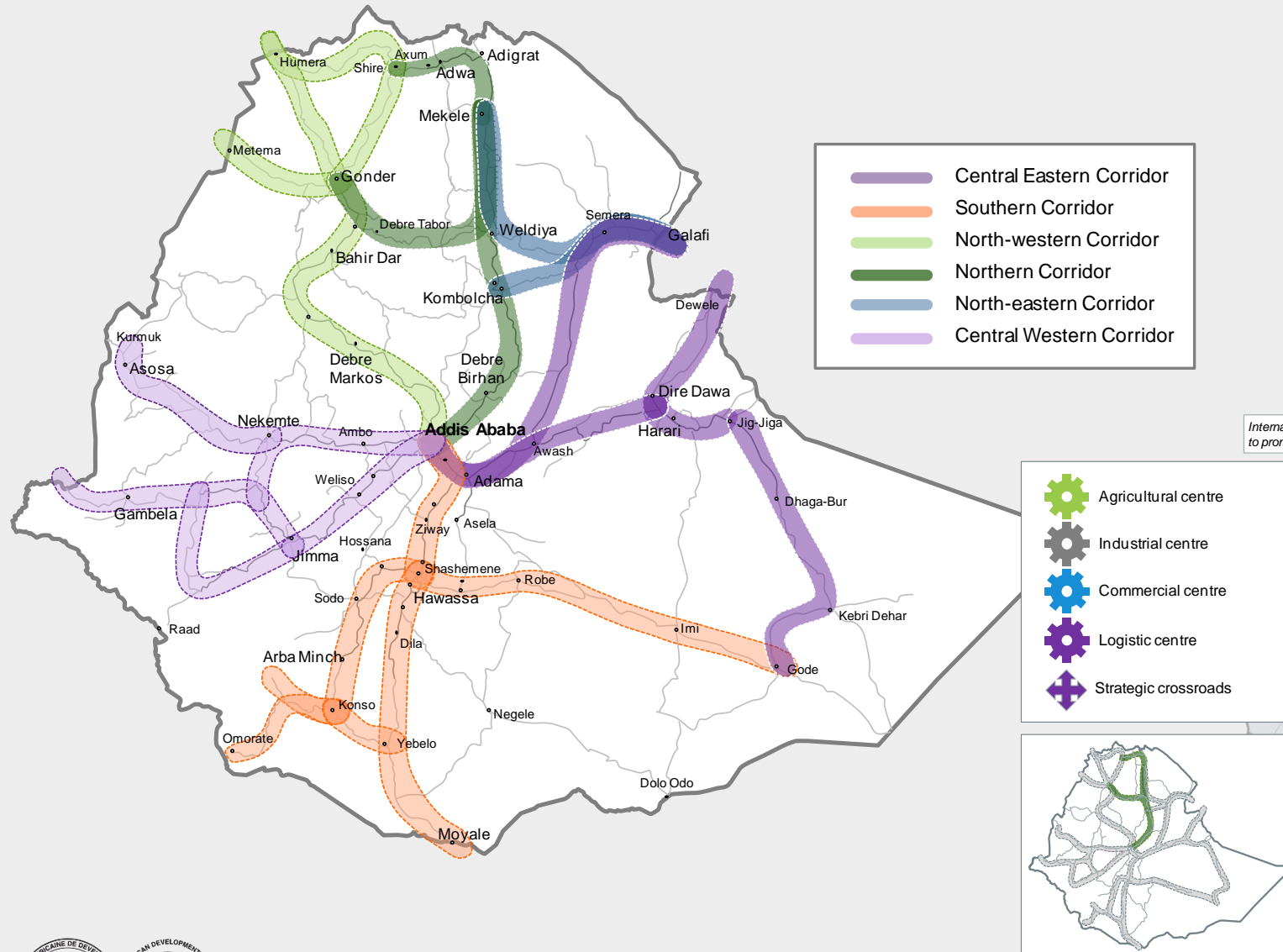
Increased Bank Capacity to support integrated urban development: Finance analytical studies and knowledge work on emerging issues relevant to Africa.

Strategic and Operational Planning

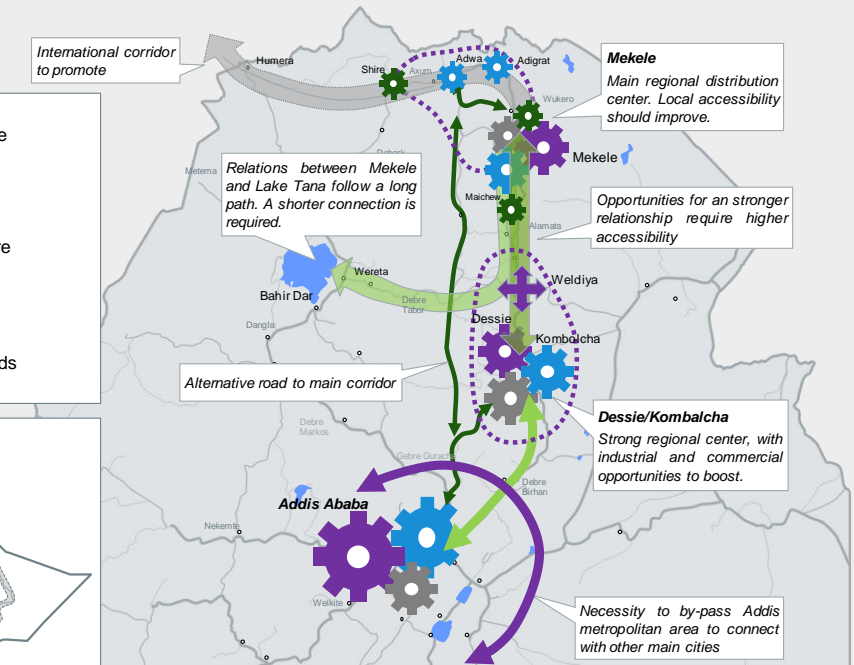
Policy, Plan, Programme and Projects



Mobility planning Alignment with National and regional Development Strategies



Ethiopia: Aligning Industrial Goals with Strategic Transport Corridors - Planning



Urban Mobility Project **Thika Freeway, Nairobi Kenya**

- Some 50 km of urban freeway, including 10 interchanges, access roads and pedestrian facilities.
- Total project cost US 360 million.
- Travel time from Nairobi to Thika was reduced by 60% from 2.5 hours to 1 hour.
- Redistribution of urban development pattern around the new freeway since completion.
- Important link for regional integration.



Project impact **testimony from users**

Commute reduced from two hours to 30 minutes! – Njoki, resident of Kasarani

"While it took about 2 hours from Mwiki to Nairobi and fare of Sh 100, it now takes only 30 minutes at most at almost a third of the fare," said Njoki Wairimu, a resident of Kasarani.

"We could miss lectures when stuck in the traffic" – Emily, student

"We could miss lectures when stuck in the traffic. But now the situation has changed. Some students are even able to live outside campus and still commute comfortably to attend lectures," said Emily Kimathi Mukiri, a 21 year old third year Bachelor of Education student at Kenyatta University. ■



"I now can have dinner with my kids!" – Norah, drugstore owner

Norah Gesare, who runs a drug store together with her husband in Kasarani, can enjoy now family life thanks to the road.



"I have been able to expand my business to include mobile cash transfer services, selling of airtime besides running the drug store. This is because of a considerable increase in traffic. I am also able to close the business late and reach home in good time to help my kids with their homework," said Gesare, 30.

The mother of 4 says when she is out of stock it only takes her between 20 and 30 minutes to restock her pharmacy due to the ease of movement along the highway to and from Nairobi. *"The road has changed my life," she added with a smile.*

James, motor dealer, is now gaining new clients and seriously considers expanding!

"Traffic movement on this road used to be crazy. But now the superhighway has opened up areas like Kiambu and beyond Thika. We are now receiving an average of 20-30 clients walking through our doors on a good day, either to make queries or make a purchase," said James Mwangi Muturi, Managing Director-A plus Motors Limited.

Compared to the traffic flow along Mombasa road, Waiyaki Way, Ngong or Jogoo road, Nairobi-Thika road has a comparative advantage given its size and number of lanes, enabling easier and faster movement of traffic. *"Previously, clients were put off by the traffic on this road when we told them that we are located along Thika road. But all that has changed now," said Mwangi.*



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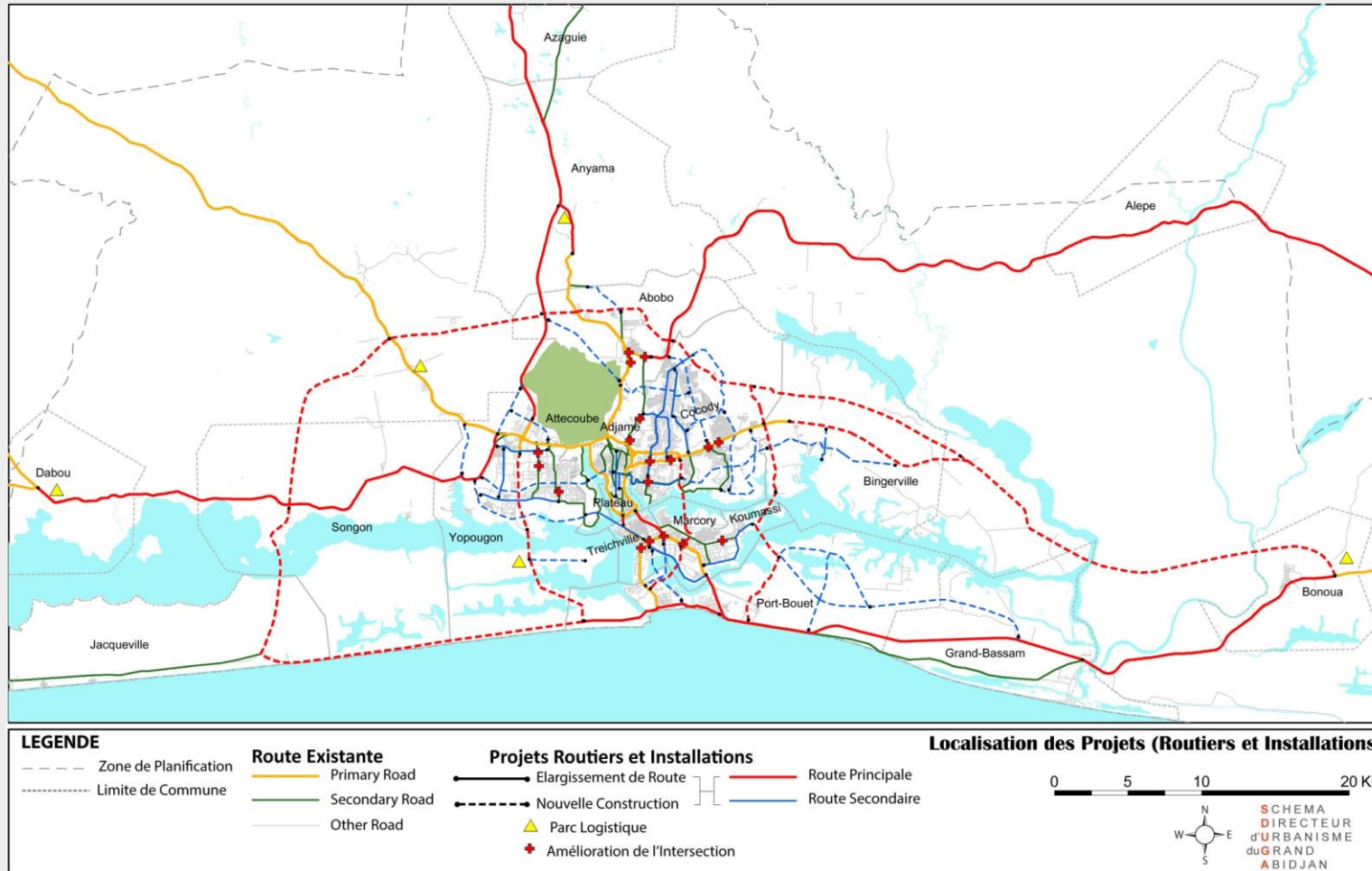
Project value added **Thika Freeway, Nairobi Kenya**

Part of the project components included:

- Production of Nairobi Transit System masterplan,
- Extensive planning and harmonization of proposed public transport projects for Nairobi, and
- Complete design package for the proposed BRT line 4 (Kifaru BRT Line, 11 km) including EISA / tender documents.

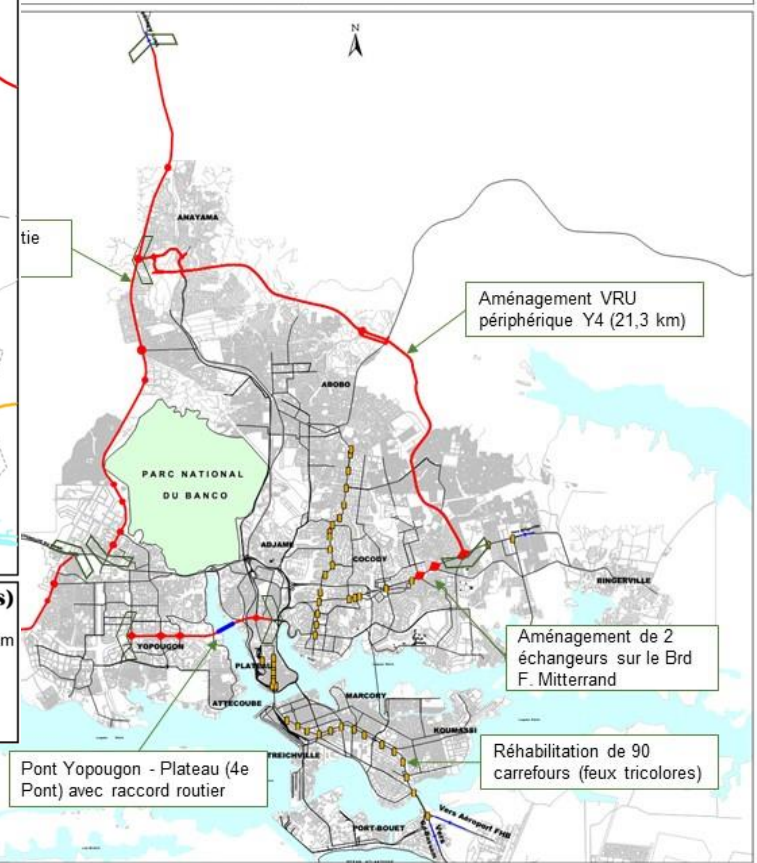


Urban Mobility Project Alignment with National and Regional Development Strategies



Cote D'Ivoire: Aligning transport infrastructure projects with SDUGA (JICA financed) - project coordination (PTUA)

TRANSPORT URBAIN A ABIDJAN, COTE D'IVOIRE



AfDB example Ivory Coast – HKB Bridge. Addressing mobility, social and Environmental impacts.



Key Features		
Bridge	1.9 km Toll Bridge including 4.7 km of approach lanes and interchanges.	
Concession	30-years	
Sponsor	Bouygues Group	
Political Risk Coverage	participants requested MIGA coverage	
Total Cost	EUR 213 million	
Sponsor	Bouygues&co 72% / Government 28%	
Financing Plan	Amount	Share
Private Sector (debt + equity)	EUR 137 million	64%
Government Grant	EUR 76 million	36%
Minimum Revenue Guarantee	A significant portion of the traffic risk is supported by the Conceding Authority.	
	Project completion and operation risks stay with the Concessionaire	

AfDB example Tanzania – Dar es Salaam BRT (phase 2)

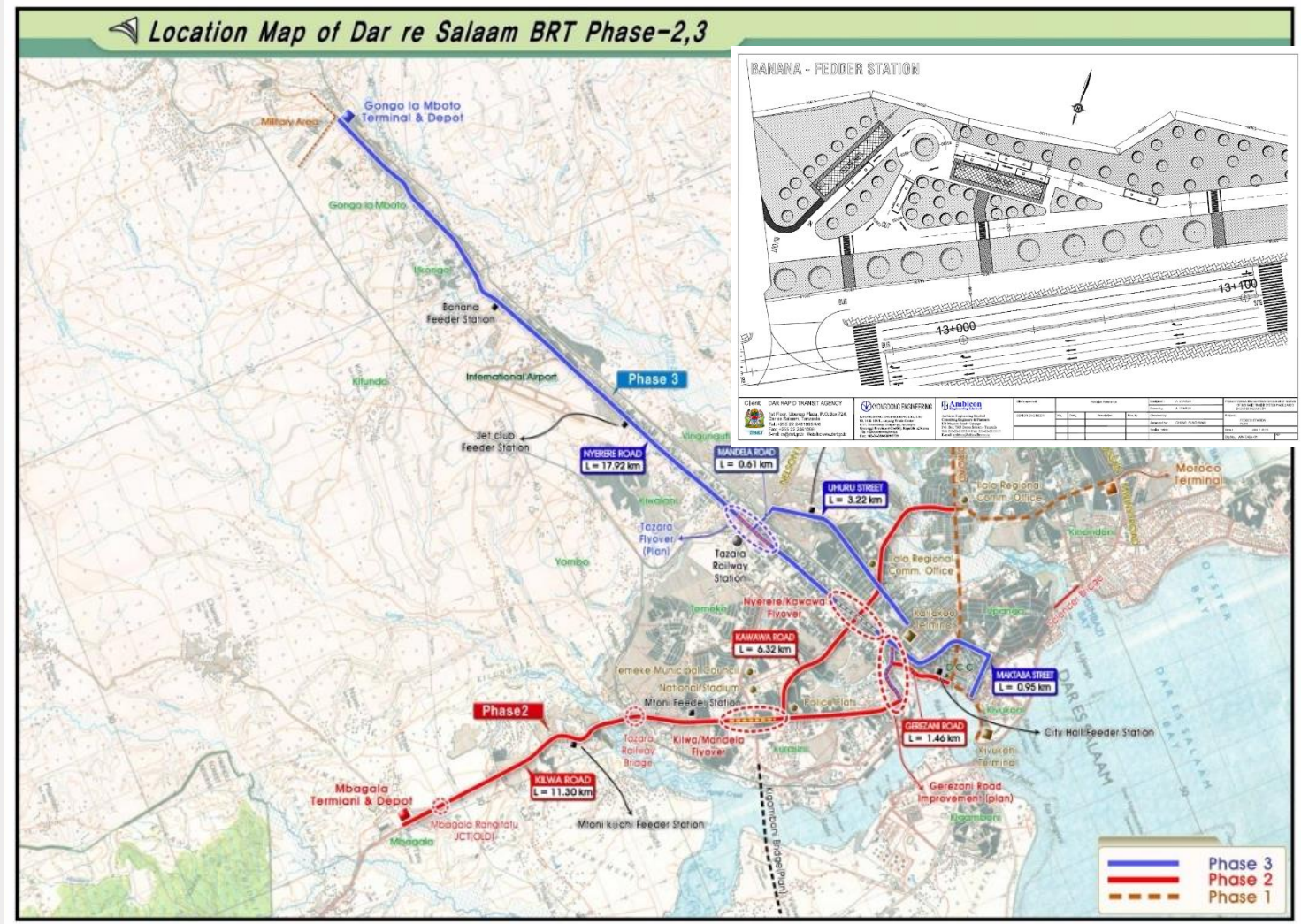
The Dar es Salaam Bus Rapid Transit system is being developed by the Dar es Salaam City Council as a high-quality, low-cost public transportation system.

Phase II will run from Mbagala to Kariakoo and Kivukoni along Kilwa Road over 20km.

The operator will procure the buses.

Will reduce travel time from current 95 minutes to 25 minutes

The total cost is USD 160m, with AfDB finance of USD 100m.



Thank you

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African Development Bank Group

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