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
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 active portfolio represents more than 16,000km of road – 40% more than the distance between Casablanca in extreme north of Africa and Cape Town on the continent’s southern tip. 100m people enjoy better, safer and cheaper mobility due to the Bank’s investments.

The active portfolio is USD 11.1 billion, with more than 116 projects across 44 countries in Africa.

- RAIL USD 480m
  - Speedier rail links will help integrate Africa with new access to the South Atlantic at Walvis Bay in Namibia and connect Dakar to its new airport.

- AIR TRANSPORT USD 572m
  - Safety of 70 airports across continent improved. Five terminals built or rehabilitated.

- PORTS & SEA TRANSPORT USD 457m
  - Three terminals built or extended, more than quadrupling container capacity. New linkage to Namibia’s Walvis Bay to increase access to South Atlantic.

- URBAN USD 990m
  - Urban improvements are making life better for 25m town-dwellers and that number will increase with the modernization of towns across Senegal.

- ICT USD 411m
  - More than 4,000km of fiber optic cable laid down across Central Africa.

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The Urban & Municipal Development Fund (UMDF) — a fund designed to address gaps and support cities:

The Fund’s objective is to support African cities and municipalities to 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 grant is 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.
Infrastructure and Urban Development.

Strategic and Operational Planning
Policy, Plan, Programme and Projects

- Environmental Assessment
- Public Participation

Policy

- ESIA
- Public Participation

Plan

Programme

Projects

Public Sect. Responsibility

Strategic Planning

Operational Planning

Private Sect. Opportunities
Ethiopia: Aligning Industrial Goals with Strategic Transport Corridors - Planning

- **Central Eastern Corridor**
- **Southern Corridor**
- **North-western Corridor**
- **Northern Corridor**
- **North-eastern Corridor**
- **Central Western Corridor**

**Agricultural centre**

**Industrial centre**

**Commercial centre**

**Logistic centre**

**Strategic crossroads**

- Relations between Mekele and Lake Tana follow a long path. A shorter connection is required.
- Necessity to bypass Addis metropolitan area to connect with other main cities.
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**

*“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.

*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.

*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 of 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.
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)
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**

<table>
<thead>
<tr>
<th>Amount</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Sector (debt + equity)</td>
<td>EUR 137 million</td>
</tr>
<tr>
<td>Government Grant</td>
<td>EUR 76 million</td>
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**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.
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

Stefan ATCHIA
Transport Policy and urban focal point
Infrastructure and Urban Development Department.

African Development Bank Group
Infrastructure and Urban Development (PICU)
Office 24Q, 24e Etage, Immeuble CCIA, Avenue Jean Paul II, Plateau
01 BP 1387 Abidjan, Côte d'Ivoire.

T: +225 2026 1611  s.atchia@afdb.org
Website:  www.afdb.org