

Transport & ICT  
Infrastructure department

Annual Report  
2015



AFRICAN DEVELOPMENT BANK GROUP





# Forewords

**A**frica's tremendous economic growth over the past decade has presented a unique opportunity for the continent to use its competitive advantage and attain real structural transformation. New mineral discoveries, increased foreign direct investments, increasing consumer base and a growing demographic dividend among other factors present tremendous opportunities for sustained growth. At the same time a number of challenges are constraining these gains and restricting the continent's ability to competitively participate in continental and global trade.

The relevance of transport and ICT as enablers for realizing Africa's competitive edge need not be overemphasized. Effective transport systems can minimize transaction costs, times and uncertainties and ensure a country's participation in Agri-food and manufacturing value chains, especially across smaller integrated regional economies. In addition, they improve access to social services, jobs and opportunities for social inclusiveness. Investments in ICT are essential to support smart solutions and spinoffs in information access, skills and job creation and innovation.

During the course of 2015, the Bank invested in a total of 17 transport and ICT operations for a value of US\$ 2 billion. Lending was 50% above target mainly due to increased access by ADF countries to the ADB window and greater use of leveraging co-financing such as the Africa Growing Together Fund (AGTF).

The Bank's active transport and ICT projects portfolio has reached USD11 billion for 114 projects under implementation in 44 countries across Africa. Forty percent of the portfolio is for regional cross-border road and highway corridors. The expected impacts over the next few years in integrating Africa, boosting agriculture and facilitating industrialization will be tremendous.

The Bank stepped up efforts to diversify the portfolio and steadily increased its involvement in aviation, maritime, railways and urban transport which collectively accounted for at least 30% of total lending. In particular the Bus Rapid Transit (BRT) project in Tanzania signaled the Bank's strong commitment to addressing urban development challenges. In addition to completion of 12 knowledge products across various transport thematic themes, the Bank successfully hosted an inaugural transport forum that provided a platform for transport experts from across the globe to discuss development challenges in Africa.

In 2016, the department looks forward to finalizing a new Bank transport policy and strategy that will assist shape its investments and refine business processes. More effort will be made to diversify the portfolio to include urban development, aviation, rail and maritime whilst retaining key focus on development of national and international road corridors. These thematic areas are expected to have a tremendous effect on the key areas of Bank emphasis in enhancing Agri-food and manufacturing value chains, regional integration and improving the quality life of people on the continent.

In making the end of remarkable year, the entire staff of the department demonstrated professionalism, dedication and hard work that cannot go without much appreciation. The department also received insurmountable support from various partner departments that made up and complemented the numerous teams that delivered the projects.

**Amadou Oumarou**  
Director Transport & ICT Department (OITC)



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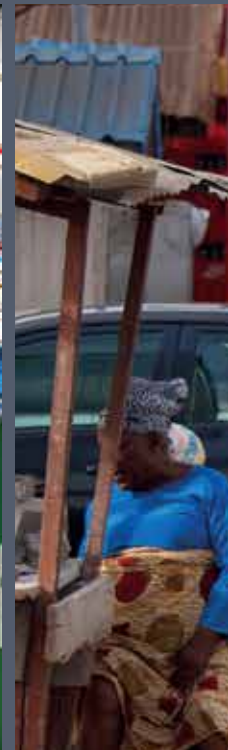
# Key Messages

In 2015, the Bank continued to invest in Transport and ICT sectors that aimed at developing efficient transport logistics and telecommunications to stimulate socio-economic activities and improve competitiveness. Investments in transport will support Regional Member Countries in minimizing transport and logistics costs, journey times, and uncertainties to ensure their effective participation in Agrifood and manufacturing value chains. In addition, they will improve access to social services, jobs and opportunities for social inclusiveness. The ICT projects financed by the Bank are expected to provide smart spinoffs in information access, skills and job creation and innovation.



## Integrating Africa

The Bank continued its broad approach to economic development by supporting continent wide corridor development projects. Linking Africa's large number of landlocked countries and numerous small economies is expected to result in creation of larger markets that can attract investments and open up the countries to intra-African and global trade. This approach will ensure that the corridors become backbones for global and regional value chains and increase the competitiveness of economies that they influence. In 2015, our investments in regional transport projects were tailored towards provision of reliable physical links, improvement of cross border facilities and addressing trade and logistics challenges. Investment's in major regional highways linking Brazzaville (Congo) and Yaoundé (Cameroon) and Bamako (Mali) to the Ivorian Port of San Pedro in Côte d'Ivoire are typical examples of the Bank's commitment. Our portfolio also diversified to include major support to regional aviation sector with the financing of an aviation safety project for Central and West Africa. The regional ICT project will connect Central Africa with a 900km optical cable network to the global network and reduce cost of telephony services which in turn will spur entrepreneurship and support local economies.



## Improving people's quality of life

The Bank projects are designed to improve the livelihoods of people through facilitation of movement of goods and services, stimulation of economic activities and provision of access to social services, jobs and opportunities for social inclusiveness. In 2015, the majority of our projects included activities that targeted to support local communities along project zones of influence with provision of social and agricultural infrastructure as well as private sector investments. As an example the Nacala Corridor Project traversing three countries of Mozambique, Malawi and Zambia included major investments in education, water, sanitation and energy systems and soft support to vulnerable gender groupings across age and geographical spreads. With approval of the first BRT project for Tanzania in 2015, the Bank reaffirmed its commitment to development of sustainable cities. The project will not only reduce urban congestion and increase mobility and accessibility for city dwellers but also promote green growth and improved quality of health resulting from reduced emissions. The Bank's pipeline for 2016 includes a number of game changing urban projects in Ghana and Cote l'dvoire that will consolidate its effort in promoting sustainable urban development.





## Supporting agriculture development

Our investments in transport are expected to provide the catalytic effect in unlocking Africa's immense agriculture potentials. Development of integrated agricultural value chains and agribusiness is key to advancing the benefits for the African farmer. This is quite evident in recently closed operations in Nigeria where for instance, the Bank's transport investments in the Cross River Rural Access and Mobility Project, directly influenced agro-based cottage start-ups in cassava and palm oil processing. Going forward such investments will be scaled up to have the desirable transformative effect and unlock the sector's competitiveness across the continent.



## Facilitating industrialization of Africa

Faced with declining industrialization, Africa needs to add value to its expanse of natural resources in order to increase its share of global commodity based industrialization and propel the continent to long term diversification and competitiveness. Without substantive industrialization, the continent will find it increasingly difficult to participate in global value chains. Investments in modern transport and logistics systems have potential to catapult Africa's participation in manufacturing Global Values chains as they would provide seamless connectivity between the various levels of the chain. In 2016 and going forward, transport investments targeted at improving specific value chains will be scaled up to promote the competitiveness of economies on the continent.



## Generating and sharing knowledge with all stakeholders

As the continent's premier development finance institution, the Bank is positioned to provide leadership in knowledge and experience in transport. In fulfilling this role, the Bank successfully hosted an international transport forum in 2015 that provided a platform for transport experts from across the globe to discuss development challenges in Africa. The event brought together 60 speakers and over 250 participants from member countries, regional economic communities, academia, development partners, specialized institutions and NGOs. It was a moment of exchange for the Bank, an opportunity to listen to member countries, our clients, and better understand the new challenges. The Bank used the occasion to launch several sector publications on air safety in the Central and West Africa, on rail transport concession financing options as well as the new AfDB Road Safety Audit and Inspection Manuals for Africa. The AfDB Transport Forum, or ATF, has come to fill an important demand from member countries and partners to meet and exchange on a regular basis and going forward would be hosted bi-annually.





# 2015 Lending Achievements

In 2015, the Bank approved 17 transport & ICT operations for a value of over USD 2 billion.

With 10 projects representing close to US\$ 1.6 billion, roads and highways received the largest part of the funding. The mix of operations re-affirmed the Bank's commitment in the core areas of emphasis including integrating Africa, improving the quality of life of people and supporting agriculture development.

- integrate Africa, with major corridor projects in South and East Africa (Zambia, Tanzania) and West Africa (Mano River Union area, Mali – Côte d'Ivoire corridor)
- improve quality of life of people and support agriculture through investments in transport and social infrastructure aimed at improving livelihoods of people living in disadvantaged rural communities in countries including Sénégal, Tanzania & Tunisia. Urban infrastructure investments in Benin and Kenya will not only reduce traffic congestion but improve mobility and make the cities vibrant and livable.

The ten road projects approved will impact positively on the life of 18 million people.

In Tanzania, the support to the Dar Es Salaam bus rapid transit represented the first strong commitment of the Bank for public transport in urban areas.

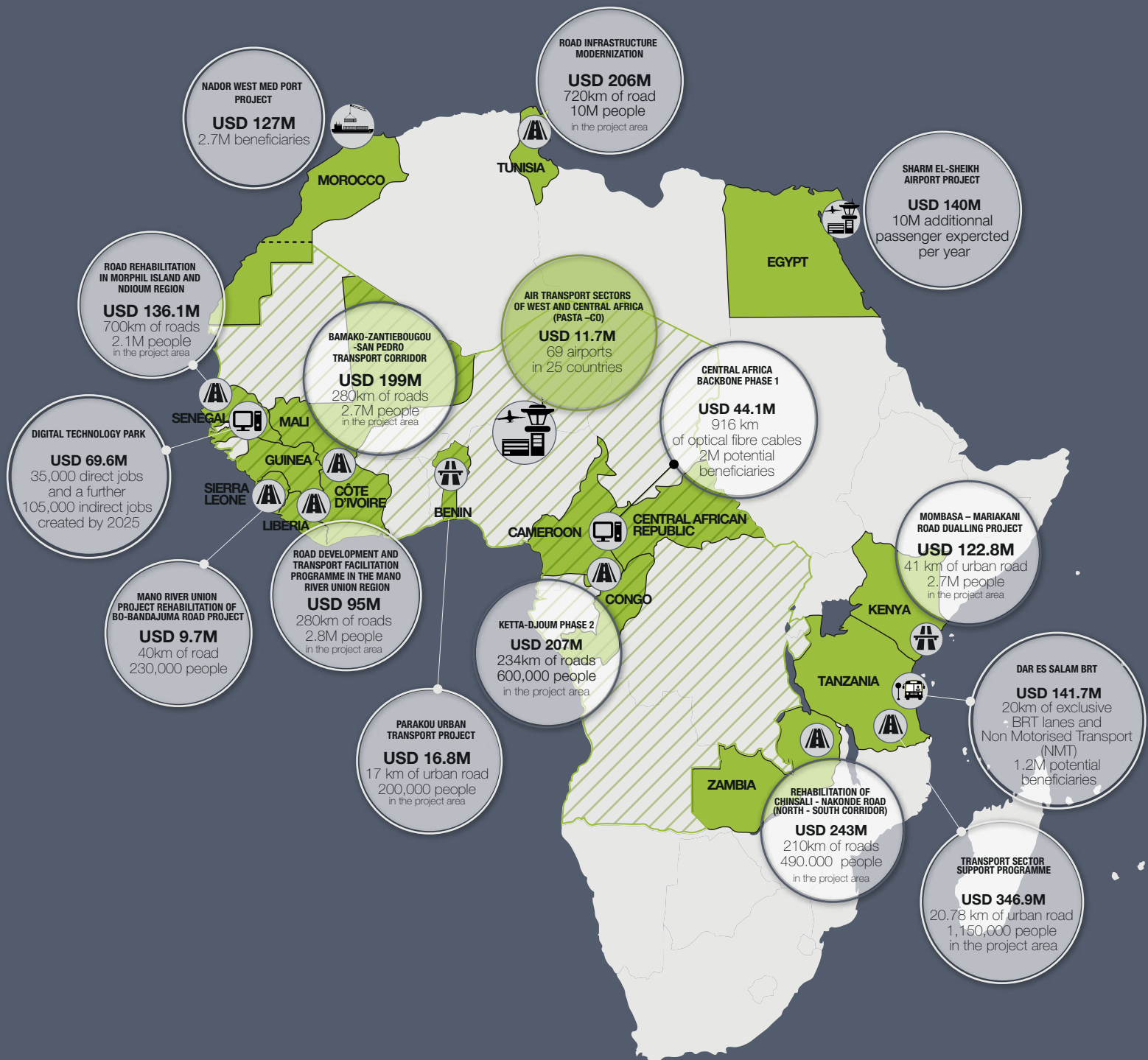
Morocco made a major investment in Nador Port, close to Gibraltar, a key location for shipping activities. That integrated project will attract industries and boost the development of northern Morocco.

In Sharm El Sheikh, Egypt, the building of a new passenger terminal will double the capacity of the airport and consolidate tourism as a firm pillar of the Egyptian economy.

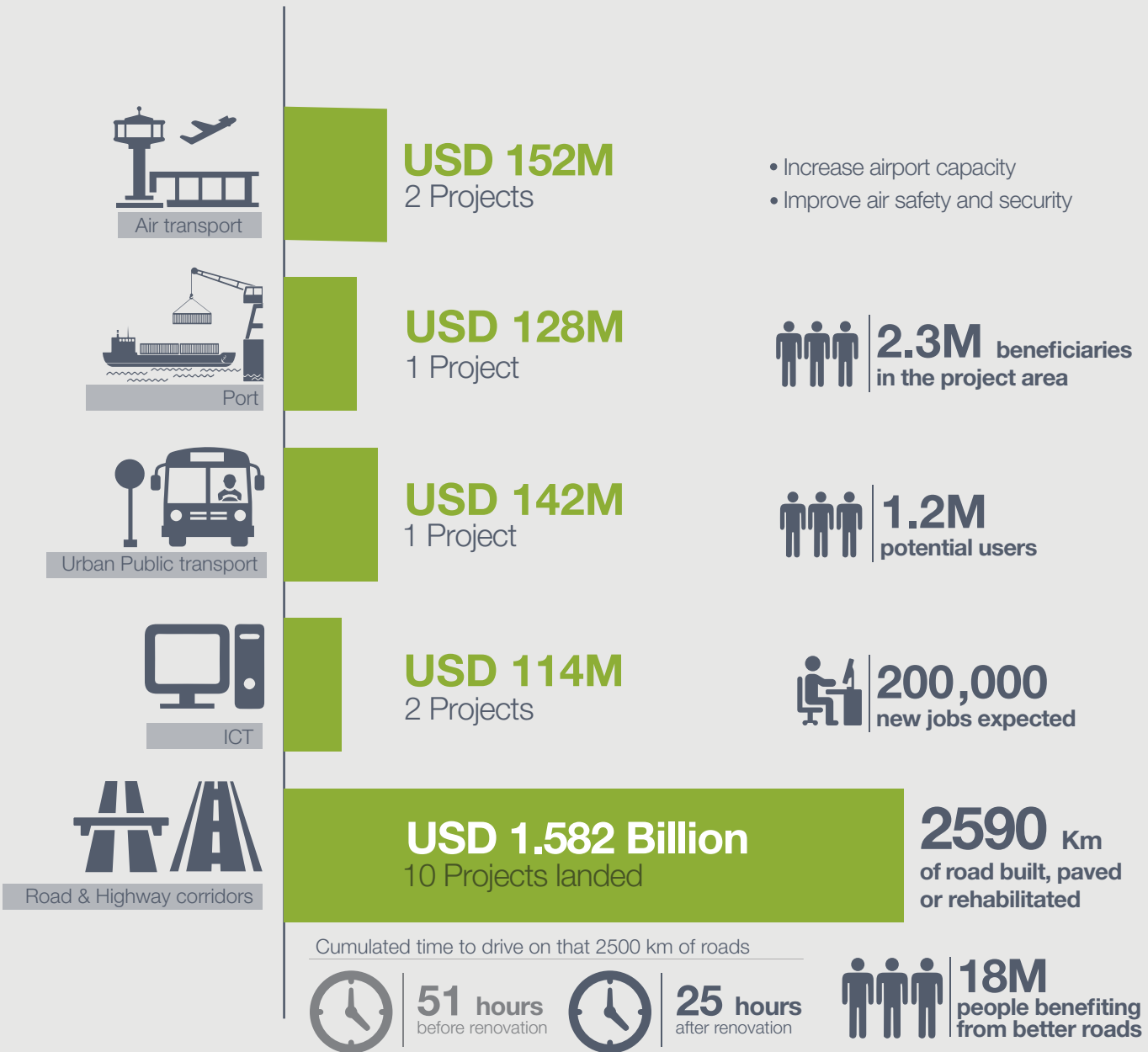
Air sector has also been targeted through the PASTA-CO program, reinforcing aviation safety in the 25 countries of the ECOWAS and ECCAS. The number of airport certified compliant with ICAO safety standard will jump from 3 to 20 airports by 2019.

The year has been marked by an increase of investments in ICT. The Bank financed a major optical fiber backbone project in Central Africa, and an important data center in Senegal which will stimulate the service sector and accelerate job creation.

# Transport & ICT Projects Lending 2015



# 16 projects approved, totaling USD 2 billion







# Description of Transport & ICT Projects Funded in 2015

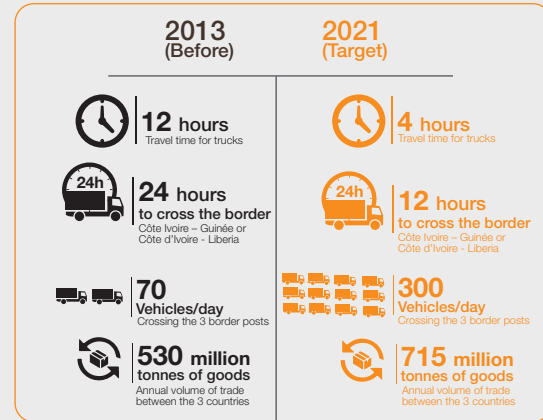
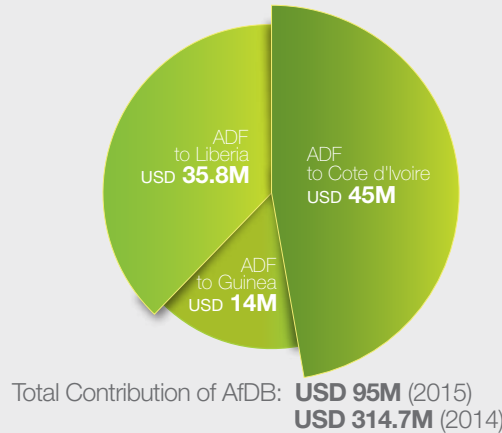




# Mano River Union Transport Facilitation Programme

Project Team Leader: **Jean Noel Ilboudo - Infrastructure Engineer**

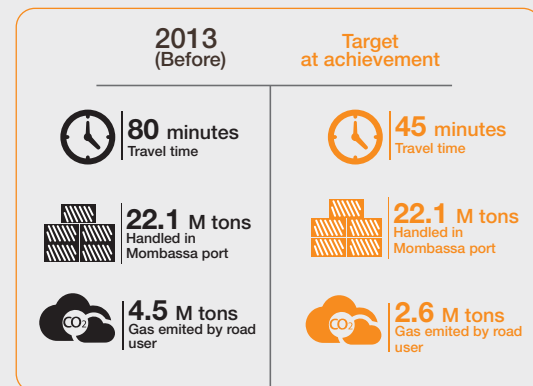
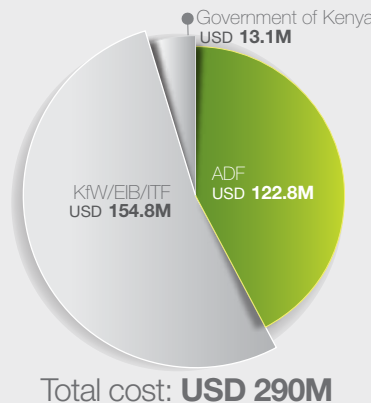
The project aims to sustain the post-conflict economic revival of the MRU region through the improvement of road infrastructure and promoting intracommunity trade. The renovated infrastructure and training program will facilitate the crossing in 3 different border points, between Côte d'Ivoire & Liberia (2) and between Côte d'Ivoire & Guinea (1).



# Mombasa-Mariakani Highway Project

Project Team Leaders: **George Makajuma - Infrastructure Specialist**  
**Zerfu Tessema - Chief Transport Engineer**

The project will address the persistent traffic congestion on this strategic route, which is the only gateway from the City of Mombasa to the western mainland. The road is also the very start of the Northern Corridor (NC) which links the port of Mombasa with the land locked eastern and central African countries of Uganda, Rwanda & Burundi. More than 90% of the regional and domestic traffic is carried by road along the corridor. The project will improve the mobility of the habitants of the urban area and facilitate the international trade.



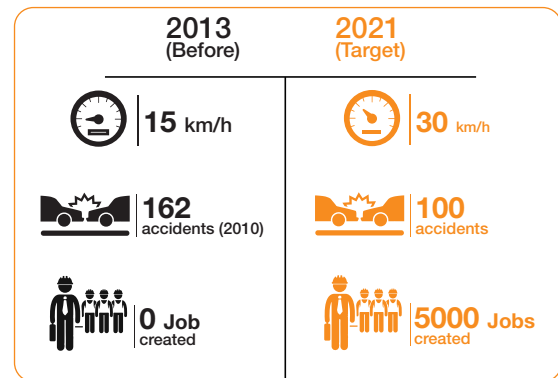
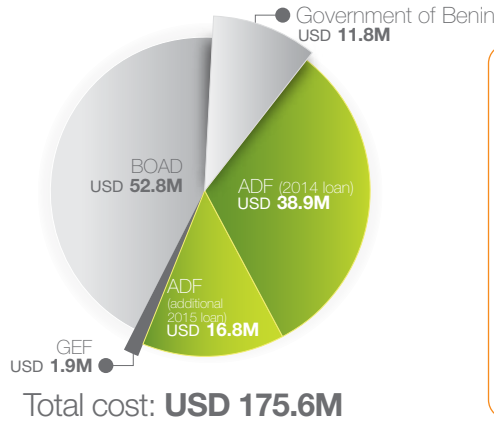
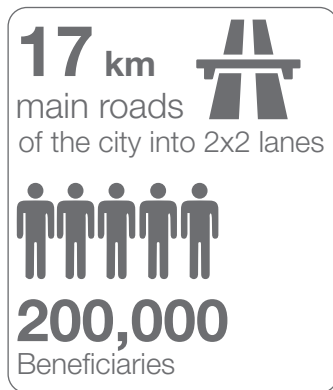


## Benin

# Parakou Urban Transport Project

Project Team Leader: **Jean Noel Ilboudo - Infrastructure Engineer**

The project aims to upgrade urban mobility in Parakou and improve living conditions of people in the project area. Parakou is the third largest city of Benin and is the regional capital of one of the most productive regions of Benin.



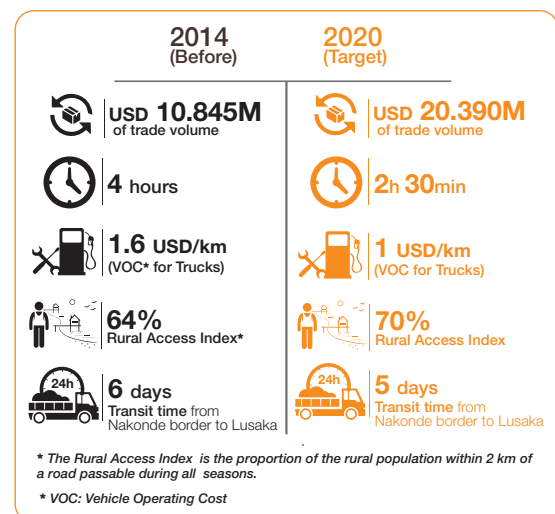
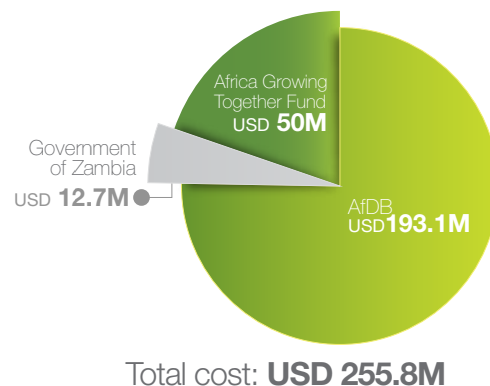
## Zambia

# Chinsali – Nakonde Road Rehabilitation

Project Team Leader: **Richard Malinga - Senior Transport Engineer**

The project primary aim is to reduce the time, and cost of transport along the North – South corridor, which links the port of Dar-es-Salaam in Tanzania to the Copper-belt in Southern Democratic Republic of Congo (DRC) and Northern Zambia. The country being landlocked is further constrained by high costs of transport, which are estimated to add up to 40% of the cost of the final product.

The improvement to transport infrastructure shall enhance both national and intra-regional trade, and also the evacuation of agricultural commodities which further supports inclusive growth through trade and further supports this.





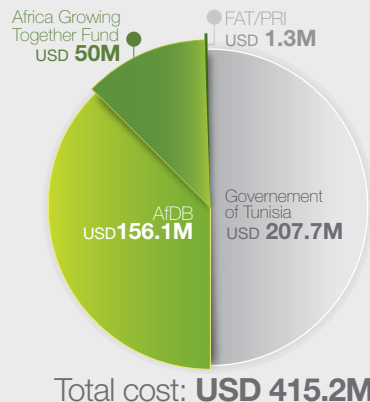
# Road infrastructure modernization project

Project Team Leader: **Papa Fall - Senior Transport Engineer**

The project aims to improve the quality of the classified road network and traffic conditions of users in the targeted areas. The project will be implemented in the Governorates within the country (West, Central West and North-West), which unlike the coastal regions are less equipped in economic infrastructure.

**719 km**  
of road rehabilitated

**21** Governorates  
(of the 24)



| 2015 (Before)                                | 2020 (Target)  |
|--|--|
| <b>0.27 USD/km</b><br>Vehicle Operating Cost | <b>0.2 USD/km</b><br>Vehicle Operating Cost                  |
| <b>75 % paved road</b><br>in good condition  | <b>85 % paved road</b><br>in good condition                  |
| <b>0</b> engineers or technicians trained    | <b>100</b> engineers or technicians trained (50 % are women) |



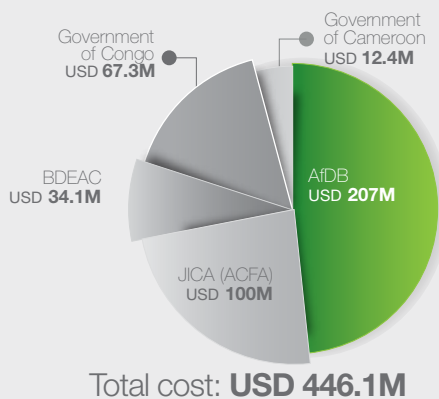
# Yaounde - Brazzaville Corridor Transport Facilitation Project - Phase 2

Project Team Leaders: **Joseph N'Guessan - Chief Transport Engineer**  
**Samuel Mba - Infrastructure Specialist**

Ketta Djoum is an important segment of the highway linking the capitals of Congo (Brazzaville) and Cameroon (Yaoundé). It is located in South and East Cameroon, and North Congo. The upgrading of that road section will stimulate regional trade, and enhance living conditions for project area communities.

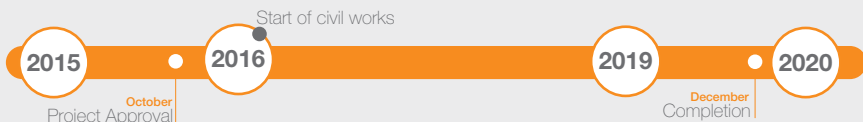
**234 km**  
paved roads

**600,000**  
Beneficiaries



| 2015 (Before)  | 2020 (Target)  |
|--|--|
| <b>15% (2014)</b> of trade between the 2 countries           | <b>20% (2025)</b> of trade between the 2 countries             |
| <b>3.5 USD/km</b> (VOC* for Trucks)                          | <b>3 USD/km</b> (VOC for Trucks)                               |
| <b>9.4%</b> of household with access to drinking water       | <b>20%</b> of household with access to drinking water          |
| <b>20%</b> Rural Access Index*                               | <b>30%</b> Rural Access Index                                  |
| <b>4 days</b> Truck transit time from Yaoundé to Brazzaville | <b>24 hours</b> Truck transit time from Yaoundé to Brazzaville |

\* The Rural Access Index is the proportion of the rural population within 2 km of a road passable during all seasons.  
\* VOC: Vehicle Operating Cost

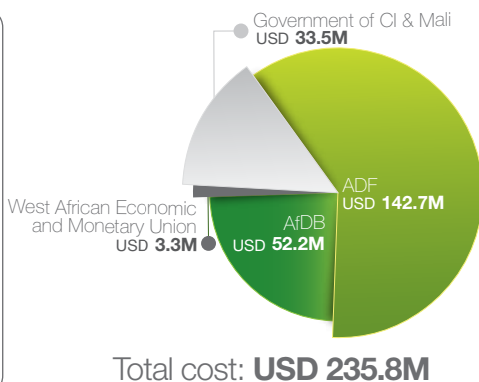
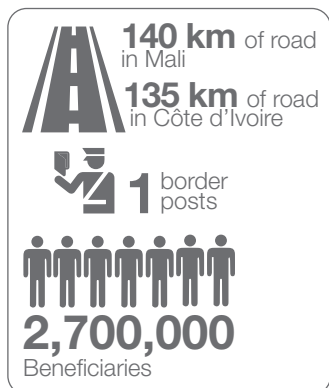




# Transport Facilitation on the Bamako Zantiebougou-Boundiali-San Pedro Corridor

Project Team Leaders: **Augustin Karanga** - Chief Transport Economist  
**Abdoulaye Tandina** - Infrastructure Expert

The project aims to contribute to improve the traffic flow and reduction of transportation time and costs between Mali and the port of San Pedro, located on the Gulf of Guinea. The corridor will serve as a transit route for neighbouring countries. The concerned road sections are located in the Southern Mali and Northern Côte d'Ivoire. The project also includes the construction & equipment of a common Border post.



|   | 2014 (Before) | 2020 (Target) |
|---|---------------|---------------|
| 59,200 tons traded through the land borders   | 59,200 tons   | 392,400 tons  |
| 1.7 USD/km VOC for Trucks                     | 1.7 USD/km    | 0.8 USD/km    |
| 12 hours                                      | 12 hours      | 5 hours       |
| 25% (2015) Rural Access Index*                | 25% (2015)    | 60%           |
| 3 days Cargo truck transit time at the border | 3 days        | 24 hours      |

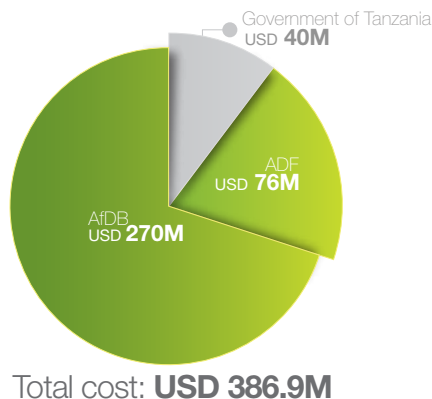
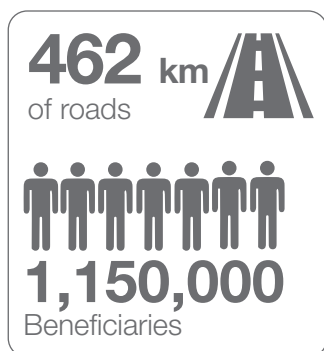
\* The Rural Access Index is the proportion of the rural population within 2 km of a road passable during all seasons.



# Tanzania: transport sector support program

Project Team Leader: **Patrick Musa** - Senior Transport Engineer

The project includes civil works for road rehabilitation and studies in railway and air transport sub-sectors. The road improvements will provide access to agricultural areas and thereby spur growth in productivity for the farming communities in the regions of northwest and southwestern Tanzania. In Zanzibar, the road improvements will benefit communities engaged in the tourism and agriculture sectors.



|                                    | 2014 (Before) | 2020 (Target)                               |
|------------------------------------|---------------|---|
| 1.08 USD/km Vehicle operating cost | 1.08 USD/km   | 0.64 USD/km                                 |
| 8 hours Tabora-Mpanda Travel Time  | 8 hours       | 3 hours                                     |
| None Pipeline Projects Developed   | None          | 2 Airports<br>1 Railway<br>2 roads prepared |

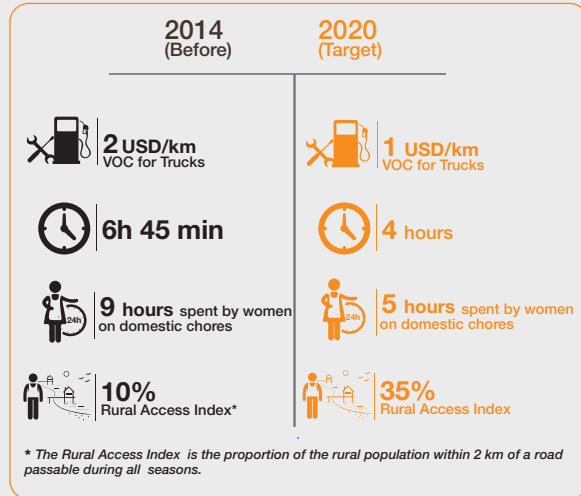
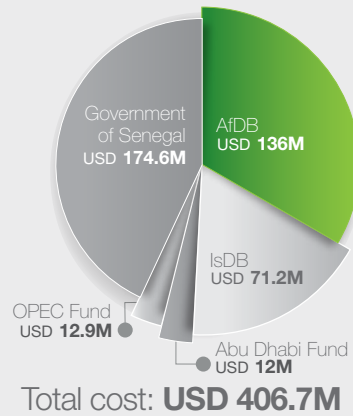




# Project to Rehabilitate RN2 and Open up Access to Morphil Island

Project Team Leaders: **Ali Mohamed - Principal Transport Economist**  
**Mohamed Wade - Infrastructure Specialist**

The project aims to improve the service level along RN2, which is an important interconnection backbone which, at the same time, serves the entire North and the East regions of Senegal. It will improve the living conditions of the population in the project area, in particular in Morphil Island, one of the most isolated regions of the country. The project will facilitate the trade of agricultural products of the area, ensuring the territorial continuity of this region with the rest of the country.

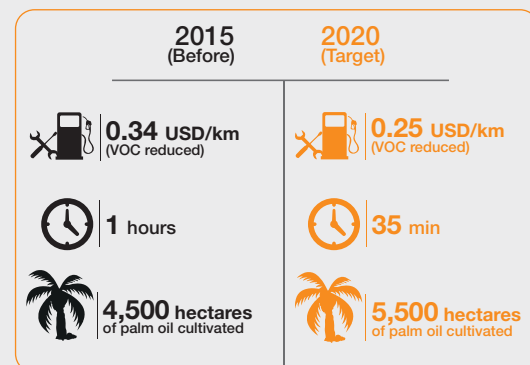
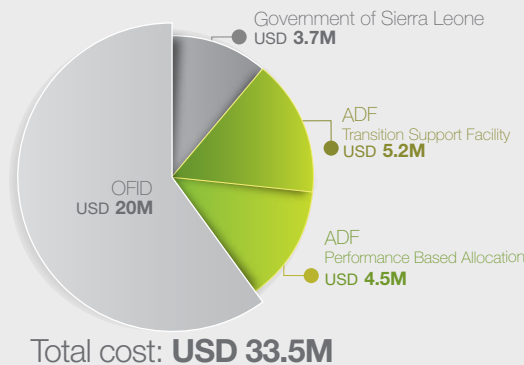


# Sierra Leone Rehabilitation of Bo-Bandajuma Road Project



Project Team Leaders: **Aaron Mwila - Senior Transport Engineer**  
**Abu Sandy Bocary - Senior Transport Infrastructure Specialist**

The project is a critical link of national and regional importance linking the south eastern parts of the country and regionally to neighboring MRU member states and ECOWAS. The road passes through one of the areas that was severely affected by the Ebola Virus Disease (EVD) Crisis and will aide in the post recovery period in delivery and provision of access to social-economic services. As a fragile state in transition Sierra Leone still requires the much needed support to finance infrastructure to boost its post conflict recovery efforts.

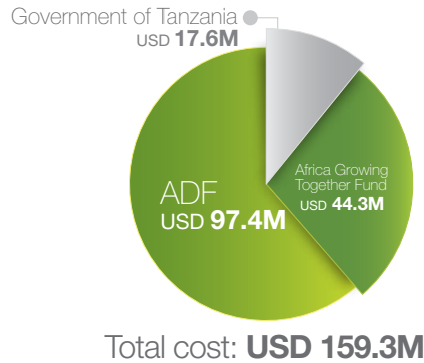




# Dar Es Salaam Bus Rapid Transit System Project- Phase 2

Project Team Leaders: **Jumbe Katala - Senior Transport Engineer**  
**Patrick Musa - Senior Transport Engineer**

The project is expected to directly enhance and improve the traffic circulation and eliminate bottlenecks to traffic flow to various economic activity centers such as the industrial zones, and the vast populous residential areas of Temeke Municipality. The proposed project would therefore impact positively on the informal and formal businesses by providing them with improved accessibility and enhanced roadside air quality. Dar Es Salaam is the largest city in eastern Africa by population.



|  | 2015<br>(Before)                          | 2019<br>(Target)                          |
|--|---|---|
|  | <b>495,000</b><br>passengers/day          | <b>600,000</b><br>passengers/day          |
|  | <b>90 min</b><br>at peak travel time      | <b>20 min</b><br>at peak travel time      |
|  | <b>USD 0.45</b><br>Transport cost         | <b>USD 0.32</b><br>Transport cost         |
|  | <b>250 tons /year</b><br>of gas emissions | <b>190 tons /year</b><br>of gas emissions |

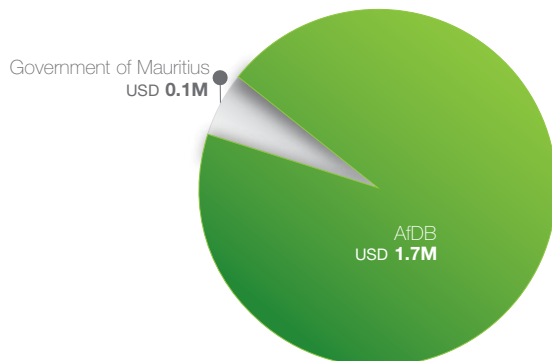


# Mauritius

## Technical Study for Port Louis Harbour

Project Team Leader: **Tatsuo Harada - Principal Transport Engineer**

The project aims to assess the technical, economic, environmental and social viability for construction of a breakwater and the island terminal. Port Louis is the capital city and the only maritime gateway of Mauritius. Port Louis is the country's economic, cultural, political centre and most populous city.





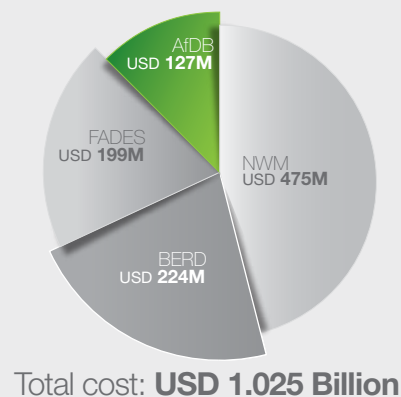
# Nador West Med Port Project

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

The integrated project has a local, regional, national and Mediterranean dimensions. It seeks to: (i) strengthen Morocco's port services in the Western Mediterranean region and take advantage of its geostrategic position on the Strait of Gibraltar to attract part of global shipping activities; (ii) firmly establish Moroccan value chains in the global economy and develop the hinterland; and (iii) secure the supply of energy commodities to Morocco.

**2** container terminals  
**1** hydrocarbons terminal

**2,700,000**  
Beneficiaries



| 2014 (Before)   | 2021 (Target)  |
|---|--|
| <b>2.2 M tons</b> trade by sea in the Oriental region | <b>22.5 M tons</b> trade by sea in the Oriental region |
| <b>0,7 million</b> of TEU                             | <b>3 millions</b> of TEU                               |
| <b>7.7 M tons</b> of various goods treated            | <b>33 M tons</b> of various goods treated              |
| <b>12 hours</b> waiting time of ships (anchorage)     | <b>04 hours</b> waiting time of ships (anchorage)      |



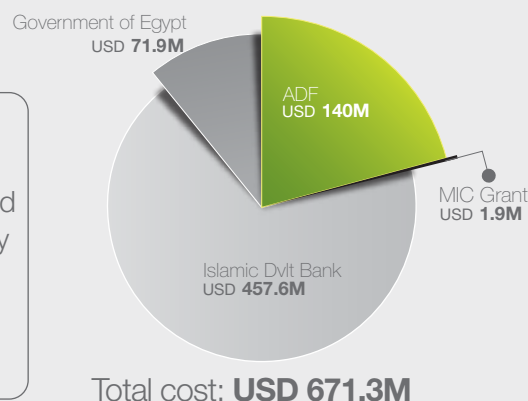
# Sharm El-Sheikh Airport Development Project

Project Team Leader: **Ali Aymen Osman - Chief Transport Engineer**

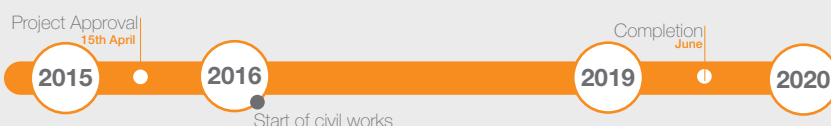
The project aims to contribute to economic growth by supporting the services sector, including the tourism industry. Situated on the Red Sea, Sharm El-Sheikh is a holiday resort and significant centre for tourism in Egypt.

A new **Passenger terminal** and **3,600 m** landing runway

**10 Million** Passengers/year



| 2014 Before  | 2019 (Target)   |
|--|---|
| <b>8M</b> passengers/year (operational capacity)                         | <b>18M</b> passengers/year (operational capacity)                 |
| <b>2.4 million</b> jobs in the tourism industry                          | <b>240,000</b> new jobs created                                   |
| <b>13%</b> (2010) Share of tourism industry in foreign currency receipts | <b>20%</b> Share of tourism industry in foreign currency receipts |





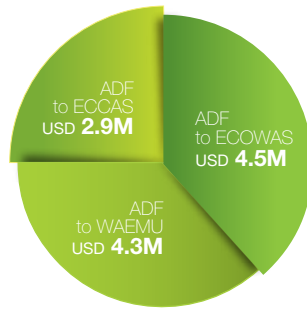
# Program to Support the Air Transport Sectors of West and Central Africa (PASTA-CO)

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

The project contributes to improving civil aviation safety and to offer safe and efficient air navigation services in a unified airspace, by (i) building the oversight capacity of Regional Air Safety Agencies; (ii) building the capacity of key air transport stakeholders in both regions; and (iii) supporting mechanisms for coordinating regional air transport policies.

**Capacity building & coordination**

**69 airports in 25 countries**



Total cost: **USD 11.7M**

| Before  | 2019 (Target)  |
|---|--|
| <b>3 airports</b> certified compliant with ICAO safety and security standards | <b>20 airports</b> certified compliant with ICAO safety and security standards |
| <b>8% of increase</b> of air traffic in the region                            | <b>13% of increase</b> of air traffic in the region                            |
| <b>Non-existent</b> experts pool for Regional aviation security               | <b>1 pool of 40 experts</b> for Regional aviation security                     |
| <b>No local safety team</b>   | <b>30 effective local runway safety</b>  |



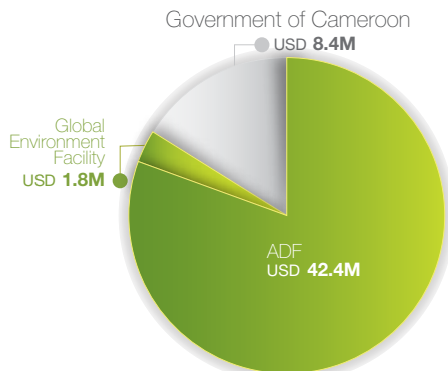
# Central Africa Backbone (CAB) Project (Cameroon Component)

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

The project aims to contribute to the diversification of Cameroon economy and regional integration through optical fibre infrastructure enabling access to neighbouring countries (Congo, Nigeria and Center African Republic).

**916 km** of optical fibre

**616,000** Beneficiaries



Total cost: **USD 52.6M**

| 2013 (Before)   | 2021 (Target)   |
|---|---|
| <b>53.5%</b> of ICT contribution to the tertiary sector | <b>60%</b> of ICT contribution to the tertiary sector |
| <b>6%</b> penetration of Internet services              | <b>20%</b> penetration of Internet services           |
| <b>76%</b> of Tele-density (mobile)                     | <b>90%</b> of Tele-density (mobile)                   |
| <b>0</b> e-Banking customers                            | <b>17,000</b> e-Banking customers                     |
| <b>0</b> farmers with access to market information      | <b>20,000</b>   |





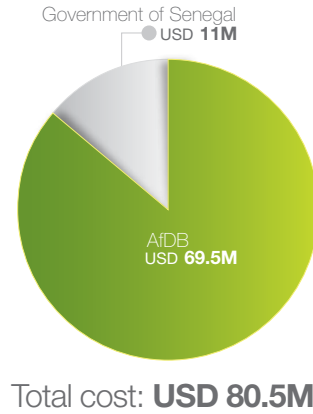


# Digital Technology Park

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

The project aims to increase the contribution of ICT for economic and inclusive growth in Senegal. Digital Technology Park will be implemented in Diamniadio, at the heart of major land development project located at 35 km outside Dakar. The Park will catalyse inward investment, providing a focal point for development of an ICT cluster in francophone West Africa.

**35,000** direct jobs and a further  
**105,000** indirect jobs created by 2025



| 2015 (Before)   | 2020 (Target)  |
|---|--|
| USD <b>8.3 billion</b> of ICT contribution to the GDP                                   | USD <b>17.4 billion</b> of ICT contribution to the GDP                                   |
| USD <b>5M</b> foreign investment in the ICT sector                                      | USD <b>200M</b> foreign investment in the ICT sector                                     |
| <b>30,000</b> direct jobs (30% women) and <b>35,000</b> indirect jobs in the ICT sector | <b>65,000</b> direct jobs (40% women) and <b>140,000</b> indirect jobs in the ICT sector |
| Training program with gender component  | <b>17,000</b> Women Trained in ICT   |
| <b>200</b> companies involved in the ICT sector   | <b>700</b> companies involved in the ICT sector  |









# Transport & ICT Active Projects Portfolio

As at end of 2015, the portfolio of Transport and ICT included 114 operations valued at over USD 11 billion. The portfolio footprint covers the entire continent with regions East, North and South having the largest share followed by West, East and Central. It is estimated that the resulting projects are positively impacting the lives on nearly 100 million people.

Of the 114 projects at least 40% are multinational, demonstrating the Bank's strong emphasis on investing in mega transitional national projects. The form of investments include provision of hard and soft infrastructures and interventions in trade and transport facilitation. With the creation of the ICT division in 2012 the Bank has successfully invested in three (3) major regional backbones in West and Central Africa.

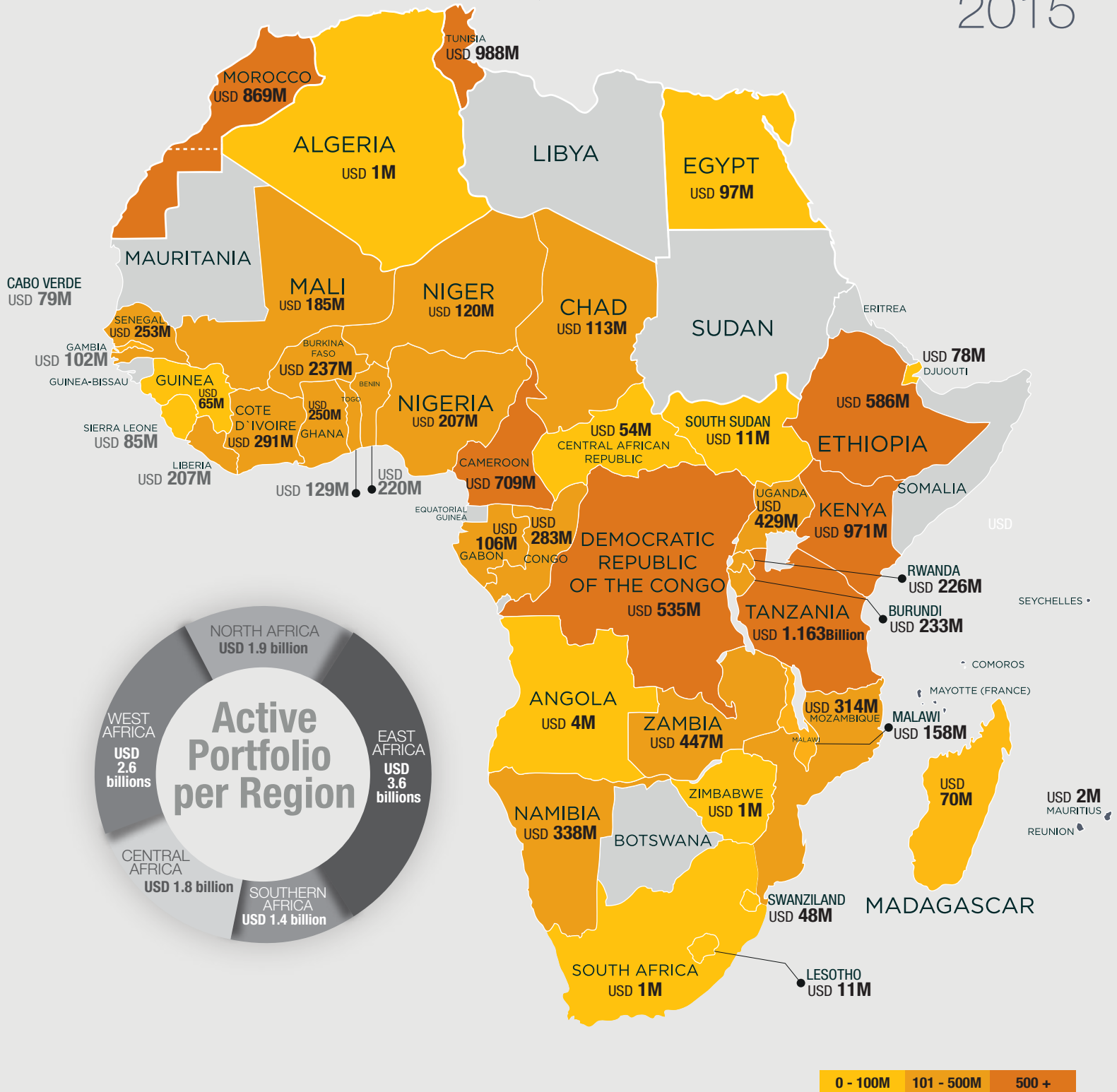
With a portfolio largely dominated by highways, the Bank has stepped up efforts to diversify the portfolio and has steadily increased its involvement in urban transport, aviation, maritime and railways which collectively accounted for at least 30% of total operations. The bank has invested close to USD 0.62 Billion in urban transport in Lagos, Dar es Salaam,

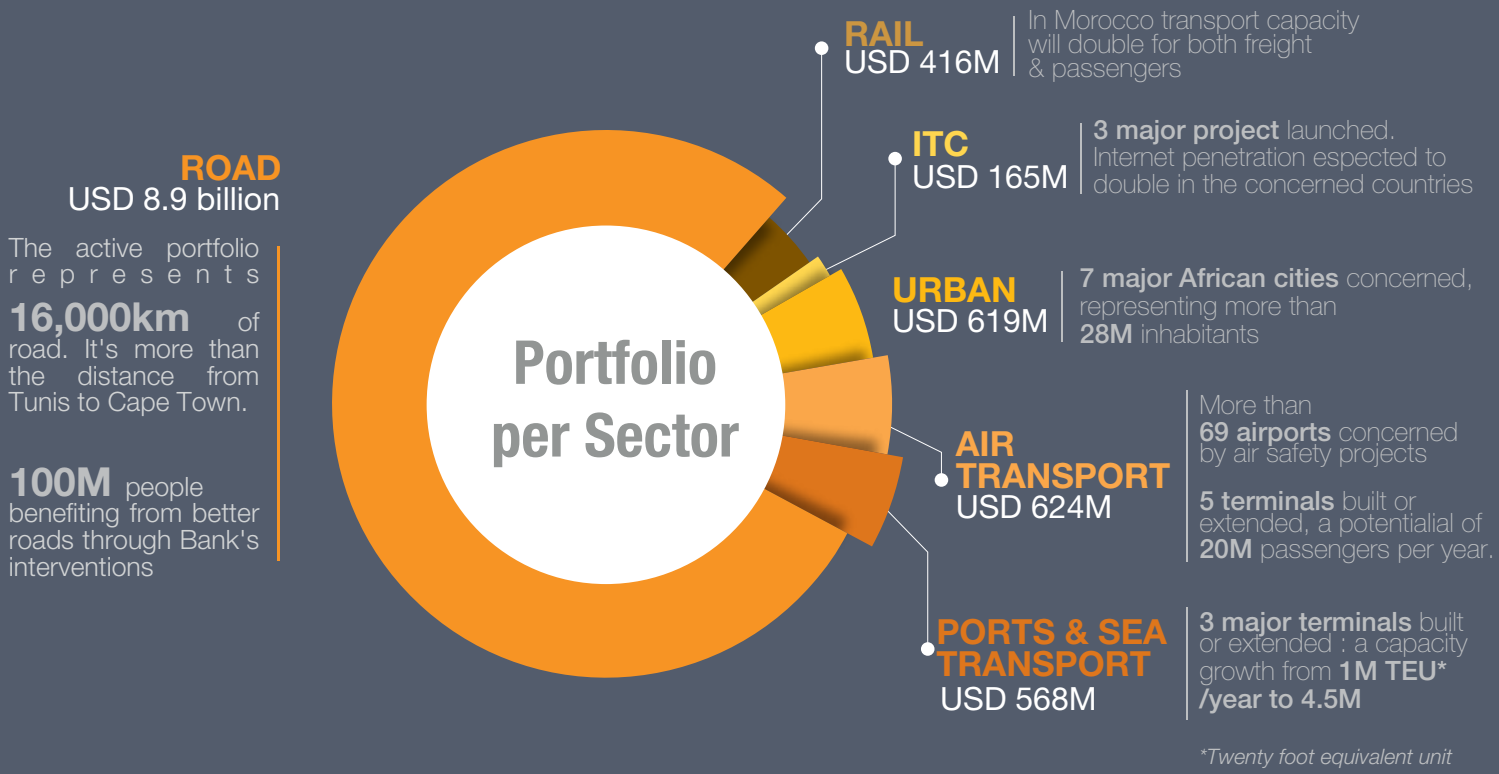
Dakar and Nairobi potential impacting nearly 28 million people. The Bank investment in aviation is nearly USD 0.62 billion with financing of new terminal facilities in Morocco, Tunisia and Egypt and reinforcing aviation safety in the Democratic Republic of Congo. In the ports sector the Bank contributed to reinforcing shipping capacities and performance in at least four (4) ports on the continent with the expansion of the Port of Walvis representing a flagship commitment of at least USD 336 million. In rail sector, Morocco received the major part of the investments, aimed to address the growing transport demand on the Tangier – Casablanca – Marrakesh corridor.

## Transport & ICT Active Projects Portfolio

**114 Projects**  
**44 Countries**  
**USD 11 Billion**

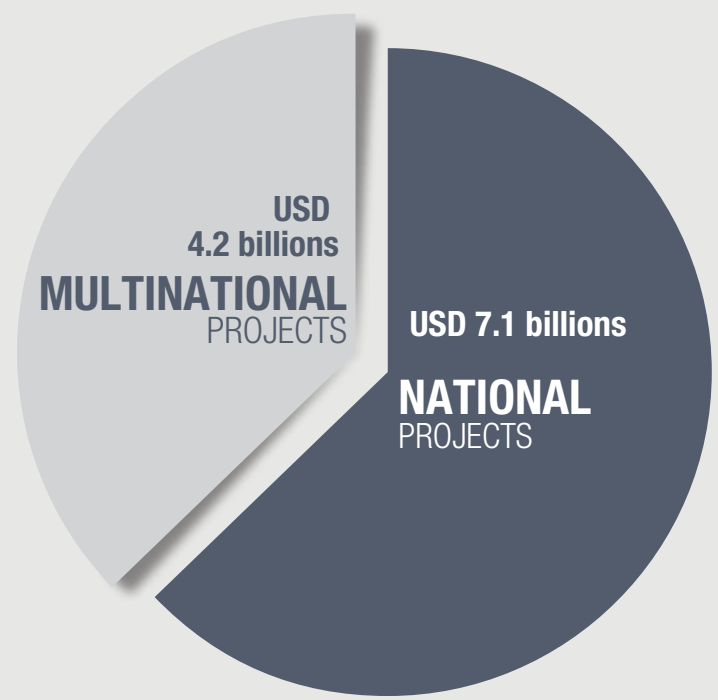
# Transport & ICT Active Portfolio 2015





One third of the portfolio consists in multinational project, promoting cross border trade & regional integration.

Multinational projects include the construction of **26 one stop border posts**.  
Border's formalities takes in average **1 day** before Bank's intervention, and 5h after.







# Knowledge Production & Dissemination

The Transport and ICT Department is active in knowledge production and dissemination by conducting sector research and carrying out diagnostics studies. At national or regional levels, sector diagnostics give a precise panorama of the issues faced by transport stockholders, while contributing to fix national priorities and build efficient investment plans.

At a regional and continental level, specific sector thematic studies are contributing to new policy direction and reforms. In 2015, an important study concerning rail infrastructure financing policy options was published, integrating benchmarks and comparing the different business models, including novel models, for investments in the railway industry in Africa.

The Bank is also promoting best practices through manuals targeting governmental transport agencies. This year, the department published a series of manuals dedicated to road safety auditing, on new and existing road projects, making the Bank road safety audit tool kit one of the most up-to-date reference documents on the subject. The manuals are now being mainstreamed in the department operations and imbedded inside national road agencies.

All the documents are available for free in Bank's website. The Transport and ICT departments also work on their dissemination through meetings and seminars. The first Bank's Transport forum, organised in November 2015, was an important moment for networking and knowledge sharing.



# Publication



## A SERIES OF 4 PUBLICATIONS ON ROAD SAFETY, AVAILABLE IN ENGLISH AND FRENCH LANGUAGES.

### “Road Safety in Africa Assessment of Progresses and Challenges in Road Safety”

The study provides an overall assessment of road safety at a regional level and points to the need for a review to identify gaps of priority and intervention mechanisms at country level. The study gives a basis for strengthening the Bank’s road safety support to regional member countries in line with the Bank group Ten Year Strategy (2013-2022) and the sector policy. More importantly, it underlined the Bank’s advisory role to enhance governments’ commitment and draw effective strategy towards instituting comprehensive road safety action plan/programme including the introduction of safe system approach for far reaching goal.

### “Road Safety manuals for Africa – Existing Roads: Reactive Approaches”

The manuals have been developed based on best practice from a number of countries worldwide, including current practices in Africa. They adopt a ‘Safe System’ approach throughout which is concerned with engineering the road environment so that only low severity crashes are possible when users make mistakes.

### “Road Safety manuals for Africa - Existing Roads: Proactive Approaches”

### “Road Safety manuals for Africa - New Roads and Schemes: Road Safety Audit”

The two manuals (‘New Roads and Schemes – Road Safety Audit’ and ‘Existing Roads – Proactive Approaches’) describe methods that can be considered ‘proactive’ in that they aim to identify safety deficits before crashes begin to accumulate.

## Le secteur du transport aérien en Afrique Centrale et Occidentale

A sector brief giving a diagnostic of air transport situation in West and Central Africa.



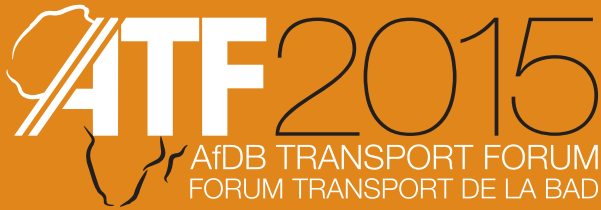
## Rail Infrastructure in Africa Financing Policy Options



## Rail Infrastructure in Africa

Premised on the lessons learnt from the last fifteen years, the report proposes a broad overview of policy options to be considered in financing rail infrastructure investment and maintenance.

# Dissemination



On 26th and 27th November 2015, the African Development Bank hosted its first Transport Forum, welcoming more than 250 stockholders to share best practices and experiences, promote research and development, and stimulate continental business and professional networking. The Forum brought together, in Abidjan, high-level government representatives, experts, development partners, international organizations, the private sector, academia, NGOs and other selected stakeholder to discuss the theme “Sustainable Transport for an Integrated Africa”. Through the key themes of regional integration and national connectivity, the speakers highlighted the new challenges faced by the continent, through the following five thematic areas:

- Innovative Financing
- Sustainability
- Regional Integration and International Connectivity
- Urban Transport
- Road Safety

These topics have been discussed in the course of five plenary panel discussions and nine parallel sessions.

## 2-days forum

*"This forum helped us to identify the priorities at national level, and, the most importantly, contributed to the reflection for a better economic integration at a regional level!"*

Gaoussou Touré,  
Ministre des Transports - Côte d'Ivoire



**62** speakers  
**31** Coming from different countries

**"This forum addresses a crucial need for strategic thinking"**

Hamadou Hachim Koumare,  
Ministre de l'Équipement, du Transports  
et du Désenclavement - Mali

**6** ministers  
**250**  
**participants**



**"I'm taking back a lot, and we hope to have more Forums to interact with our colleagues and stockholders".**

Angela Cassell Bush,  
Minister of Transport - Liberia

 **6** new AfDB  
publications  
launched during the event

## A SEMINAR TO DISCUSS THE FINANCING OF URBAN INFRASTRUCTURE PROJECTS

In June 2015, in Abidjan, the Bank invited key stockholders for an exchange of information over land value capture (land based financing) as a mechanism for funding urban infrastructure. Title "Urban infrastructure in Sub-Saharan Africa – harnessing land values, housing and transport". The primary content of the meeting has been to relate and discuss the research work done in this topic by the African Centre for Cities for Department for International Development of United Kingdom (DFID).

The meeting also provided an opportunity for stakeholders to discuss the broader issues associated with infrastructure finance in Sub-Saharan African cities in order to allow information to be shared by development agencies and development finance institutions based on their experience and programme work.

20

**PERSPECTIVE & FOCUS IN**

10

**New**  
Sector **Strategies**  
in Transport, ICT, Urban Development  
Linkages with **High 5s**

Portfolio  
Improvement-  
**Better**  
Execution

**Aggressive**  
Pipeline Development  
to **maintain**  
Lending  
Momentum

**Focused**  
**AAA** (Analytical  
Advisory  
Activities)

Staffing  
Training  
Skills  
Development



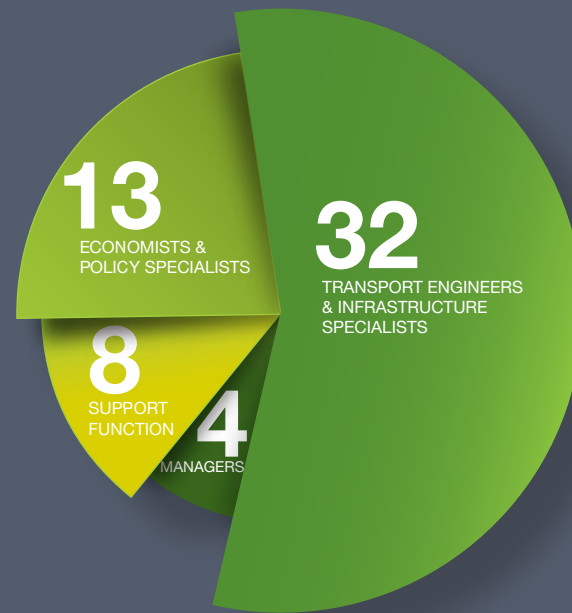


About  
**Transport & ICT**  
**department**  
(OITC)

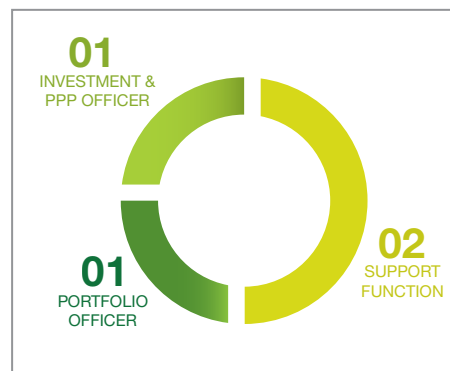


# OITC Staffing

Transport engineers, economists, policies experts, advisors... over 50 transport specialists work in the AfDB Transport & ICT Department, in project finance, technical advisory, knowledge sharing, disseminating best practices and bringing synergies between development partners and the public and private sector. Half of the team is based in CCIA building, Abidjan, Côte d'Ivoire while, the other half is work in Bank's field offices and regional centers.

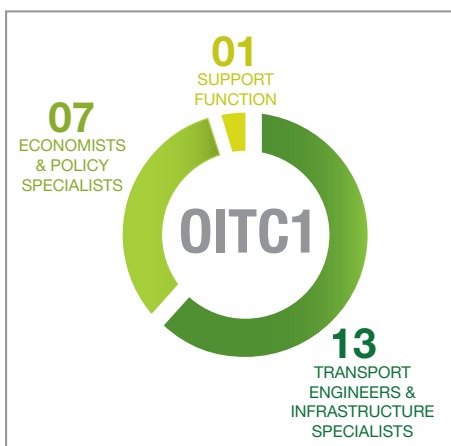


**Amadou Oumarou**  
DIRECTOR



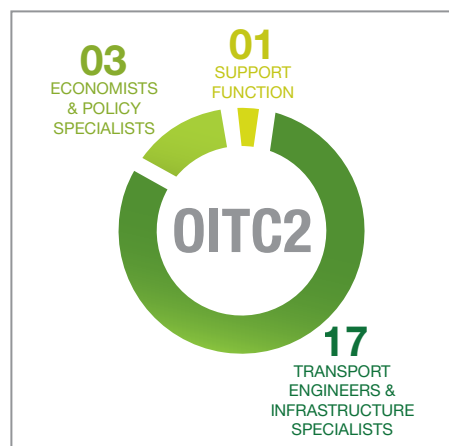
**Jean Kizito Kabanguka**

DIVISION MANAGER FOR WEST AND CENTRAL AFRICA



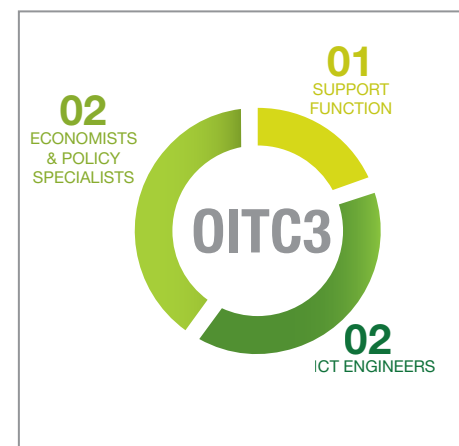
**Abayomi Babalola**

DIVISION MANAGER FOR NORTH AND EAST AFRICA



**Nicholas Williams**

DIVISION MANAGER FOR ITC



# 28 Professional Staff in field offices

Representing 65% of total professional staff



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| OITC3 - Inormation & Technology | Title                             | Office Location | Responsible for              | Email                   |
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## In field offices

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AFRICAN DEVELOPMENT BANK GROUP