

<b>Project name</b>	<b>Lake Kivu Harbour Transport Project</b>
<b>Desired results</b>	<b>Improved Efficiency and Capacity of Transport Infrastructure</b> leading to a reduction in costs of existing trade flows along Lake Kivu. Costs are expected to fall from USD 28.40 per MT in 2017 to USD 12.17 in 2023 per MT representing potential savings of US\$ 15.7 per MT <sup>1</sup> for the longest route of Rubavu to Rusizi.
<b>Implementer</b>	TradeMark East Africa (TMEA), in coordination with Rwanda Transport Development Agency (RTDA)
<b>Target Group</b>	Cross-Border Traders
<b>Budget (USD)</b>	\$ 14,284,000
<b>Project Partners</b>	<ol style="list-style-type: none"> <li>1. TMEA, providing 50% funding for the construction of four ports in Rusizi, Rubavu, Nkora and Karongi districts, Design and Supervise consultancy services and Transaction Advisory support services that will establish the legal, regulatory, and institutional framework, and attract port and ferry operators to enhance transportation on Lake Kivu</li> <li>2. The Netherlands Enterprise Agency (RVO), through the DRIVE facility (Development Related Infrastructure Vehicle), providing 45% funding for the construction of the four ports.</li> <li>3. The Government of Rwanda through RTDA, providing 5% funding for the construction of the four ports on Lake Kivu.</li> </ol>
<b>Implementation period</b>	2018 - 2023
<b>Geographical Focus</b>	Rwanda and Eastern DRC
<b>Why?</b>	<p>As part of Rwanda’s Vision 2020 and EDPRS 2, the Government of Rwanda intends to implement an inland waterways cargo and passenger transport system on Lake Kivu. TMEA commissioned a feasibility study for the programme in 2017 which assessed the project as being both economically and financially viable. Water transport in Rwanda is currently unexploited and TMEA support will help the Government to attract investment into this mode of transport which has been found to be both cheaper and safer than road transport.</p> <p>TMEA is supporting the Government of Rwanda (GoR) to construct harbour facilities in four districts, Rubavu, Rusizi, Karongi and Rutsiro (Nkora) and attract private sector investors to operate the ports and ferry services on the lake. The choice of these locations is based on TMEA commissioned feasibility</p>

<sup>1</sup> TMEA, 2017 - Feasibility study for enhancement of transport and Trade connectivity on Lake Kivu.

	<p>study of 2017 which includes a comprehensive traffic survey and analysis of project benefits where transport benefits are expected to reach and \$ 20.4 million as annual savings and \$ 17.7 million as a result of avoided fatalities.</p> <p>Increased lake connectivity will increase economic gains from Cross Border Trade by offering better opportunities for traders to select the crossings where they get better prices. Key commodities traded include cement which moves from the will move from South to North, while potatoes and dairy products will move from North to South. Cross Border Trade will also increase owing to the enhanced connection between Karongi and neighbouring districts of Nyamasheke and Rutsiro as well as directly to the DRC side. On the DRC side, there is existing infrastructure and ferry operations from the mainland to the larger islands on the Lake (particularly the island of Idjwi).</p>
<b>What?</b>	<p>The main component of the Lake Kivu Transport project is the construction of four harbor facilities on Lake Kivu. The project commenced with construction of the first two, at Rubavu and Rusizi in January 2020. The two districts are at the busiest border crossings between Rwanda and DRC and together represent about 70% of Rwanda’s total cross border trade volumes. In addition to the construction of the harbor facilities, TMEA is providing Transaction Advisory services to GoR to attract private sector investment for management of ports and barge operations and to review the marine legal, regulatory, and institutional framework.</p> <p>Rubavu is situated on the northern end of the lake and is the main gateway for trade to Goma and the North Kivu province in the DRC. Rusizi is at the Southern end of the lake and is the main gateway for trade towards Bukavu and the South Kivu province in the DRC. Nkora is situated between Rubavu and Karongi ports, at about 20Km from Rubavu. Due to its location, it is the main gateway for trade to Idjwi Island (DRC) and the North Kivu Province in the DRC. Karongi is in the middle of the lake from Rubavu to Rusizi ports and is the main gateway for trade towards Idjwi Island (DRC).</p> <p>TMEA has funded the construction of Cross Border Markets in Rubavu and Rusizi and supported several cooperatives under the women in trade programme. This project is integral to the overall TMEA Rwanda Cross Border Trade programme which is enhancing cross border traders’ access to markets and increasing their competitiveness.</p>
<b>How?</b>	<p>For the construction of harbour facilities, a Design and Supervise Consultant was contracted to review the port designs, prepare tender documents for the construction, and supervise the construction of the ports.</p> <p>In parallel, in order to ensure that the harbour facilities are fit-for-purpose for the private investors in transport systems on the lake, a Transaction Advisor was contracted to carry out market sounding on the attractiveness of the project to potential investors and assist the Government to recruit an operator for the ports and ferry services.</p>



	<p>To ensure safety on the Lake, a firm was contracted to conduct Hydrographic Surveys and produce the Navigation Charts for the Aids to Navigation on Lake Kivu.</p> <p>Construction of the ports is ongoing in Rubavu and Rusizi Districts and the next phase will be for construction of Nkora and Karongi ports. As construction progress, the Government will undertake a process to attract port and ferry operators to ensure that transportation on the lake is enhanced on completion of construction of the harbour facilities.</p>
<b>Contact</b>	<p>Patience Mutesi, <a href="mailto:patience.mutesi@tramarkea.com">patience.mutesi@tramarkea.com</a></p> <p>Josephine Uwineza, <a href="mailto:josephine.uwineza@trademarkea.com">josephine.uwineza@trademarkea.com</a></p> <p>Sjoerd Visser, <a href="mailto:sjoerd.visser@trademarkea.com">sjoerd.visser@trademarkea.com</a></p>

