

# ANNUAL REPORT 2020/2021

## PHYSICAL INFRASTRUCTURE

PORTS



SAFE TRADE



ONE-STOP  
BORDER POSTS



ROADS



INFRASTRUCTURE  
FOR VALUE CHAINS





## **TMEA'S RESOLVE TO SUPPORT INFRASTRUCTURE DEVELOPMENT INTACT**

The resolve of TradeMark East Africa (TMEA) to improve trade in the Eastern Africa region was evident at the peak of the COVID-19 pandemic throughout the 2020-2021 FY. Buffered by the Safe Trade Emergency Facility (Safe Trade), and a wealth of innovation, we maintained our infrastructure projects, making substantial progress in improving ports, One-Stop Border Posts (OSBPs), roads, and infrastructure for value chains across the Eastern Africa region.

Infrastructural works to increase transport capacity hence efficiency at Mombasa Port, progressed. Upgrade of Kipevu and Magongo Roads, both leading to the Port of Mombasa, will reduce congestion, thereby lowering the average travel time, and cost of transporting freight in and out of the Port. Improvement of the 1.2km stretch of Nyerere - Mbaraki Road will reduce congestion in the Mbaraki Terminal area and increase traffic flow due to quicker truck turnaround times expected to reduce from 8 days to 4 days. The roads are collaboratively constructed by TMEA, the Kenya National Highways Authority (KeNHA) and the Kenya Ports Authority (KPA); and the County Government of Mombasa respectively. They are funded by UKaid and Danida.

Plans to upgrade the Rubavu, Rusizi and Karongi-Nkora Ports in Rwanda, the Democratic Republic of Congo and Uganda respectively, progressed, with design works undertaken. In the Horn of Africa, we focused on improving the Berbera Corridor



through construction of Hargeisa Bypass, which progressed to 35 percent. The Bypass will decongest Somaliland Capital, Hargeisa, and reduce transportation time from the Port City of Berbera to Tog-Wajaale Border crossing with Ethiopia. To achieve efficient transportation, TMEA renewed its commitment to support regional governments to adopt modern transportation systems and improve key trade physical infrastructure, whose absence can cause excessive delays in trading resulting in high costs.

***Abhishek Sharma, Snr. Director Infrastructure.***

## SAFE TRADE EMERGENCY FACILITY



### Safe Trade Zones

Safe Trade Zones are trading areas constructed at high traffic business routes with architectural design that incorporate safety and hygienic measures and other COVID-19 health protocols. These enable formal and informal cross-border traders to carry on their business operations despite restrictions.

We provided technical support for the creation of Safe Trade Zones in the following border markets.

- Ongoing construction at Busia Safe Trade Market at Soko Posta, Kenya, on land allocated by the County Government of Busia. The market will accommodate 300 women traders.
- Construction of Tog-Wajaale Market, Somaliland, was completed and occupied by 200 traders.
- Construction of Tog-Wajaale Market, Ethiopia, was completed and occupied.





## PORTS

### Lake Kivu Ports, Rwanda

- Design for Rubavu Port was completed and construction started.
- Detailed design for Rusizi Port was ongoing.
- Design and preparation of tender documentation for Karongi-Nkora Ports was completed.



Rubavu shore protection works



Ntoroko Jetty landing slab

### Ntoroko Lake Port, Uganda

Land for the construction of Ntoroko Lake Port was acquired and construction started.

### Kalundu Port infrastructure upgrade, the Democratic Republic of Congo

Detailed design of Kalundu Port infrastructure upgrade was completed, and construction began.

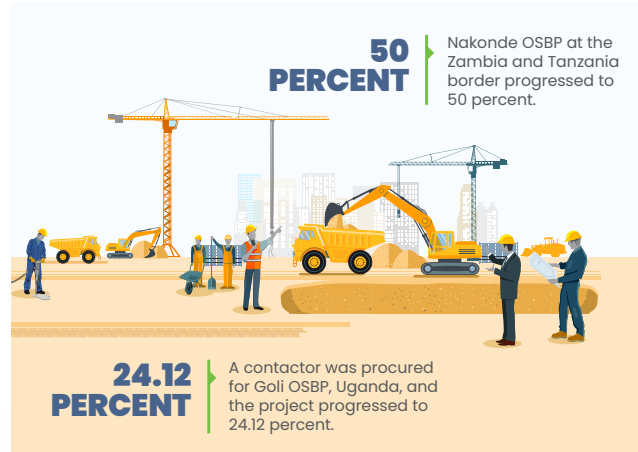


Kalundu Port



## ONE-STOP BORDER POSTS

Since 2010, TMEA has overseen successful construction and operationalisation of 15 OSBPs which have delivered multiple benefits. These include facilitating faster movement of goods and persons across borders by combining activities of neighbouring countries at a single location, which reduces the number of stops in a cross-border transaction. Construction of physical infrastructure for One-Stop Border Posts and adoption of One-Stop Controls at five border crossing points across Eastern Africa progressed.



### Progress was made in supporting the following OSBPs:

- Following the official launch of Moyale OSBP in December 2020, and operationalisation in June 2021, relevant officials of Kenya and Ethiopia are now jointly conducting exit and entry formalities.
- A contractor was procured for Goli OSBP, Uganda, and the project progressed to 24.12 percent. Meanwhile, the overall construction of Mahagi OSBP (DRC-Uganda Border) progressed at 25 percent.
- A design and supervision consultant was recruited, and a contractor engaged for construction on the Rwanda side of Rusizi II OSBP; while feasibility studies, design and tender documentation of the project, and procurement of a contractor for the DRC side, were completed.
- A detailed design of Nakonde OSBP at the Zambia and Tanzania Border progressed with

the procurement of a consultant and concept and preliminary designs on the Zambia side finalised.

- Two boreholes and two elevated steel water storage tanks, one each for the Kenya and Uganda side of Malaba OSBP; and rehabilitation of Malaba Border Post, on the Kenya side, progressed. The projects will provide sustainable and reliable clean water for drinking and for general use to about 2,500 users.

### TWO BOREHOLES & TWO ELEVATED STEEL WATER STORAGE

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## ROADS

### Hargeisa Bypass

Physical project progress of the high-priority construction of Hargeisa Bypass, funded by UKaid, progressed to 35 percent, with a ground breaking ceremony in May 2021. The Bypass will decongest Somaliland Capital, Hargeisa, and reduce transportation time from Berbera to Tog-Wajaale, the border crossing with Ethiopia..



### Roads at Mombasa Port, Kenya

- Funded by UKaid and the Kenya Ports Authority, the 1.2km Kipevu Road was completed and currently in use. The road will contribute to reduction by more than half in truck turnaround time from the respective Container Freight Stations (CFS) to the Port and back to the CFSs. Kipevu Road introduces an alternative multi-lane road within Mombasa West, and its expansion has ensured greater use of the additional entry points at the Port's critical gates. It is complemented by fully automated gate processes and streamlined controls and procedures for entry and exits, hence reducing the time trucks spend within the Port. Magongo Road, also funded by UKaid, progressed to 77.7 percent and is expected to be completed by mid-next financial year.
- Nyerere-Mbaraki Road works progressed to 46 percent and include improvement of the 1.2km road from murram to bitumen standard. Once complete, the road will reduce congestion in the Mbaraki area, which hosts oil terminals and container freight stations, increase traffic flows and reduce barriers to trade along the Northern Corridor and Mombasa County as a whole. The design of the road positions it to facilitate greener freight transport and specifically lower carbon intensity of local transport operations through quicker truck turnaround times, reduction in GreenHouse Gas (GHG) emissions within urban Mombasa and installation of sustainable solar powered street lighting. The road provides for accessibility by non- motorised vehicles (like handcarts and wheelchairs). It is funded by UKaid and Danida.



## INFRASTRUCTURE FOR VALUE CHAINS

- A transaction advisory consultant was contracted to guide the commercial and financial close of Phase 1a of Kilifi Eco-Industrial Park and develop a bankable financial model to be used to, among others, provide accurate financial information to potential investors.

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**ADVISORY CONSULTANT**  
was contracted to guide the commercial and financial close of Phase 1a of Kilifi Eco-Industrial Park and develop a bankable financial model to be used.

- The Kigali Wholesale Market for Fresh Produce project progressed to 25 percent, with completion of a detailed design. The market will help to streamline agro-logistics in Kigali.



- Gulu Logistics Hub achieved 80 percent overall progress with the construction phase nearing completion. The Hub is expected to improve capacity of transport infrastructure in Northern Uganda to serve markets in South Sudan and Eastern DRC. It is funded by EU and UKaid.
- Jijiga ICD Feasibility Study started; it will inform on the opportunities of setting up connecting logistics services (dry port or an internal container depot) in Ethiopia.



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