

STRATEGIC OUTCOME 1A



**ACHIEVING EFFICIENT
TRANSPORTATION TO
INCREASE TRADE YIELDS**



**SUMMARY OF 2019-2020
INTERVENTIONS**

- PORTS
- ONE STOP BORDER POSTS
- ROADS
- INFRASTRUCTURE FOR VALUE CHAINS



DONORS
• EUROPEAN UNION • UKaid
• USAID • NETHERLANDS

PORTS



ROADS



VALUE CHAINS



ACHIEVING EFFICIENT TRANSPORTATION TO INCREASE TRADE YIELDS

Eastern Africa's physical and soft infrastructure at ports, roads and borders has been flagged as a cause of excessive delays in trading, resulting in high costs. TMEA continued supporting improvement of transport infrastructure to help reduce trading time and costs. Focus remained on roads, ports and border projects, in addition to the expansion of multimodal transport corridors on lakes and rail, and improving infrastructure related to the garments, agro-logistics and food aid value chains.



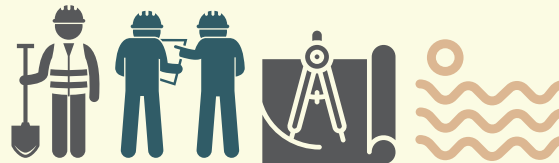
SUMMARY OF 2019-2020 INTERVENTIONS

PORTS

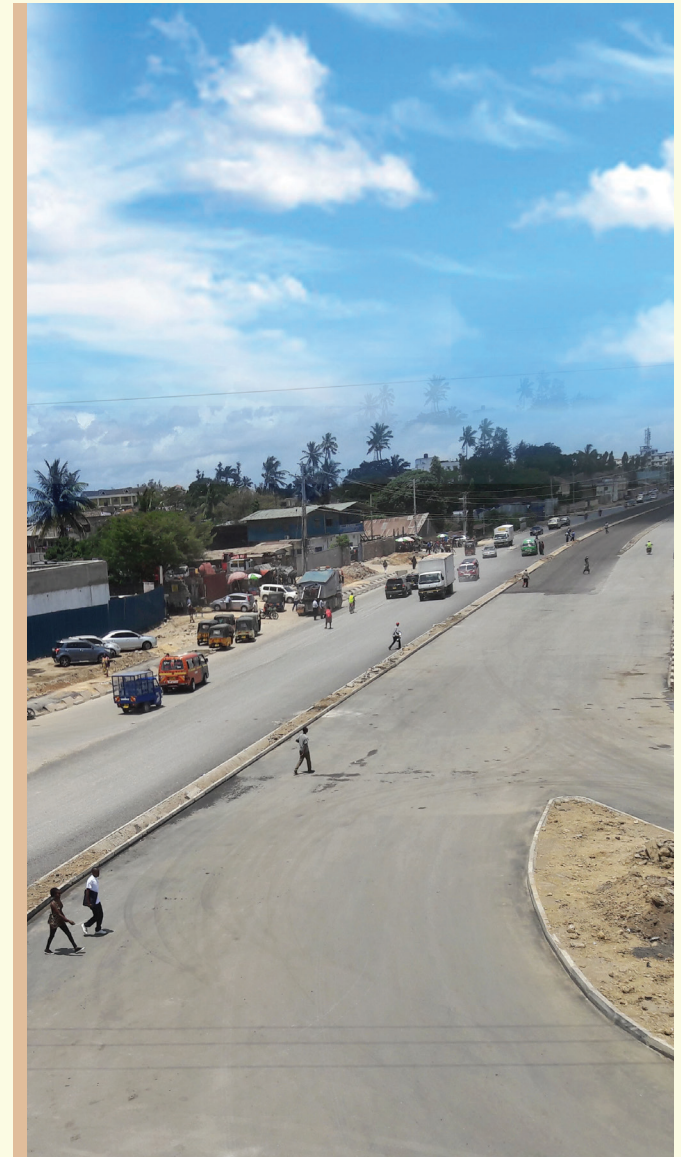
90% of Africa's trade is conducted via sea; therefore efficient ports are critical in unlocking the full potential of trade on the continent.



1. TMEA continued partnership with Kenya National Highways Authority (KeNHA) and Kenya Ports Authority (KPA) to upgrade Magongo and Kipevu Roads to reduce Mombasa Port entry and exit time. Magongo and Kipevu Roads progressed to 58% and 65% completion, respectively.



2. TMEA developed design works for Lake Kivu and Rubavu-Rusizi Ports in Rwanda in readiness for construction and upgrading Ntoroko (Uganda) Port infrastructure after construction contracts were signed.



STRATEGIC OUTCOME 1A

ONE STOP BORDER POSTS

1. TMEA started mobilising resources to upgrade Nakonde -the Zambian crossing point bordering Tanzania- into a one stop border post (OSBP) to improve infrastructure and traffic flow, and complement the intended reduction in time taken to cross Tunduma /Nakonde OSBP by at least 30%.



2. Phase 2 works at Elegu OSBP between Uganda and South Sudan, which constituted construction of staff houses, customs warehouse and aggregation centre, landscaping and external works, was completed and agencies relocated to the facility.



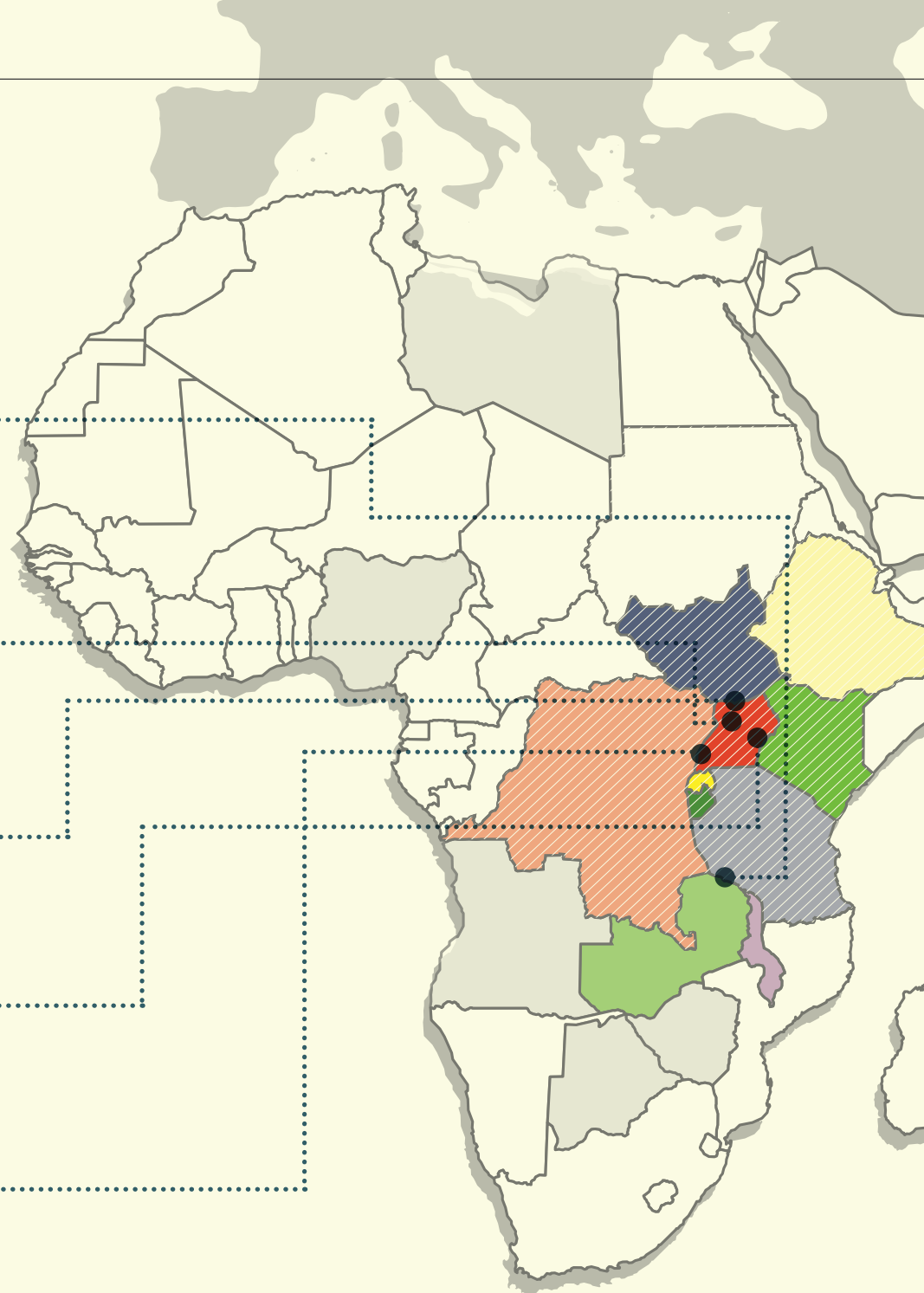
3. By February 2020, Phase 1 construction of Nimule OSBP in South Sudan was completed and officially handed over to the Government of South Sudan.



At the same time, construction of Malaba Uganda OSBP access road was completed and the road open to traffic in September 2019. The bridge, staff accommodation building, boundary wall, chain link fencing, entry canopy, street lighting, reconstruction of the old road and rehabilitation of the old bridge progressed to 20%.



4. Procurement of designing of Ruzizi II and construction of Phase 1 of Mahagi OSBP, both in DRC, and Goli OSBP in Uganda, were completed and mobilisation of funds started. This brings to 17 the OSBPs supported by TMEA since its inception.



ROADS

Procurement for redesign and construction of the 22.5km long Hargeisa Bypass was completed. The new road will decongest the Somaliland Capital, Hargeisa, and reduce transportation time from the port city of Berbera to the Tog Wajaale border crossing with Ethiopia.

INFRASTRUCTURE FOR VALUE CHAINS



1. High level master planning and feasibility of Kilifi Eco-park were completed and design started.



2. Started design of the infrastructure for the Kigali Wholesale Market which will provide modern trading services for small and medium enterprises in Rwanda.



3. Construction of Gulu Logistics Hub started and progressed to 6%. Read more about this project in the Uganda country section of this report.

