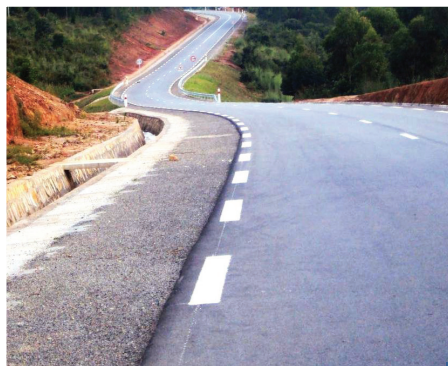




EAST AFRICAN COMMUNITY

JOINT EAC HEADS OF STATE RETREAT ON INFRASTRUCTURE AND HEALTH FINANCING AND DEVELOPMENT

HEADS OF STATE PRIORITY INFRASTRUCTURE PROJECTS
IMPLEMENTATION PROGRESS AND STATUS UPDATES



INFRASTRUCTURE DIRECTORATE

EAC Secretariat
Arusha, Tanzania
February 2018
www.eac.int

THEME:

Development of Resilient Infrastructure to Accelerate Industrialization and Support Trade to Foster Socio-Economic Transformation in the East African Community

TABLE OF CONTENTS

1.0	BACKGROUND	6
2.0	OBJECTIVES OF THE RETREAT	6
3.0	THE EAC INFRASTRUCTURE ROUND TABLE	7
4.0	FINANCING REQUIREMENT	7
5.0	PROGRESS SINCE THE 3RD RETREAT	9
5.1	Implementation Status of the Directives of the 3 rd Heads of State Retreat	9
5.2	Implementation Status of the Priority Infrastructure Projects	12
5.3	Implementation Status of the Integrated Corridor Development Initiative in EAC	13
5.4	Proposed Flagship Projects	14
6.0	CONCLUSION AND RECOMMENDATION	15
7.0	DETAILED PROJECT IMPLEMENTATION STATUS BY SUB-SECTOR, DECEMBER 2017	16
7.1	Railways	17
7.2	Ports and Inland Waterways	21
7.3	Roads	27
7.4	Energy	40
7.5	Civil Aviation and Airports	52

1.0 BACKGROUND

Infrastructure development and transport services in the EAC remain the prime movers of the region's integration and overall socio-economic development. Infrastructure development, therefore, continues to receive the utmost political attention both at national and regional levels. It is in this regard that the EAC Heads of State Retreat on Infrastructure Development and Financing has been institutionalized as a regular biennial event. The 1st Retreat was held in June, 2008 in Kigali. This Retreat laid the framework for project identification and prioritization of critical infrastructure projects.

The 2nd Retreat, held in November, 2012 in Nairobi, prioritized key regional infrastructure projects to be promoted by the region for investment in the short, medium and long term developed to spur accelerated regional economic development. The 3rd Retreat held in November, 2014 in Nairobi, received progress of implementation of the projects and adopted the 10-Year Investment Strategy. The 3rd Retreat also endorsed for implementation the report on Integrated Corridor Development in EAC countries (Intermodal Strategy). The 4th Retreat which will be jointly held with health retreat is now scheduled for 22nd February 2018 to review progress of projects identified in previous retreats, adopt new projects and strategize on the speedy infrastructure delivery to bridge the existing infrastructure gap in the region.

2.0 OBJECTIVES OF THE RETREAT

The Joint EAC Heads of State Retreat on Infrastructure and Health Financing and Development aims at accelerating the attainment of the objectives of the 5th EAC Development Strategy, Agenda 2063 and the Sustainable Development Goals in the infrastructure and health sectors. The 4th Retreat will focus on the implementation status of the projects and previous directives, challenges faced identification of strategic interventions to facilitate realisation of the priority projects. Likewise, as agreed during the 3rd Retreat, the 4th Retreat is expected to receive a report on the projects and programs of the civil aviation and airports sub sectors. The Heads of State will specifically focus on the following:

- Assessment of the implementation status of the directives of the Heads of State issued at the 3rd Retreat;
- Review the progress of implementation of the priority infrastructure projects and programmes agreed at the 3rd Retreat and identify the challenges encountered; and
- Adoption of high-priority projects (the "Flagship Projects") from the list of regional priority projects to be championed at Heads of State level.
- Adoption of new projects to be included in the priority list.
- The realization of the necessary financing, legal frameworks, political underpinnings, and regional coordination capacities to fast track the priority infrastructure projects for the region.

3.0 THE EAC INFRASTRUCTURE ROUND TABLE

An Infrastructure Roundtable ('Roundtable') will be held one day ahead of the Retreat. The Roundtable will be a ministerial level event bringing together stakeholders in the infrastructure and energy sectors to consider investment opportunities available within the EAC. Stakeholders expected at the Roundtable include governments, multilateral development banks, international development agencies, regional organizations, the private sector, and civil society.

Key outcomes expected from the Roundtable will be:

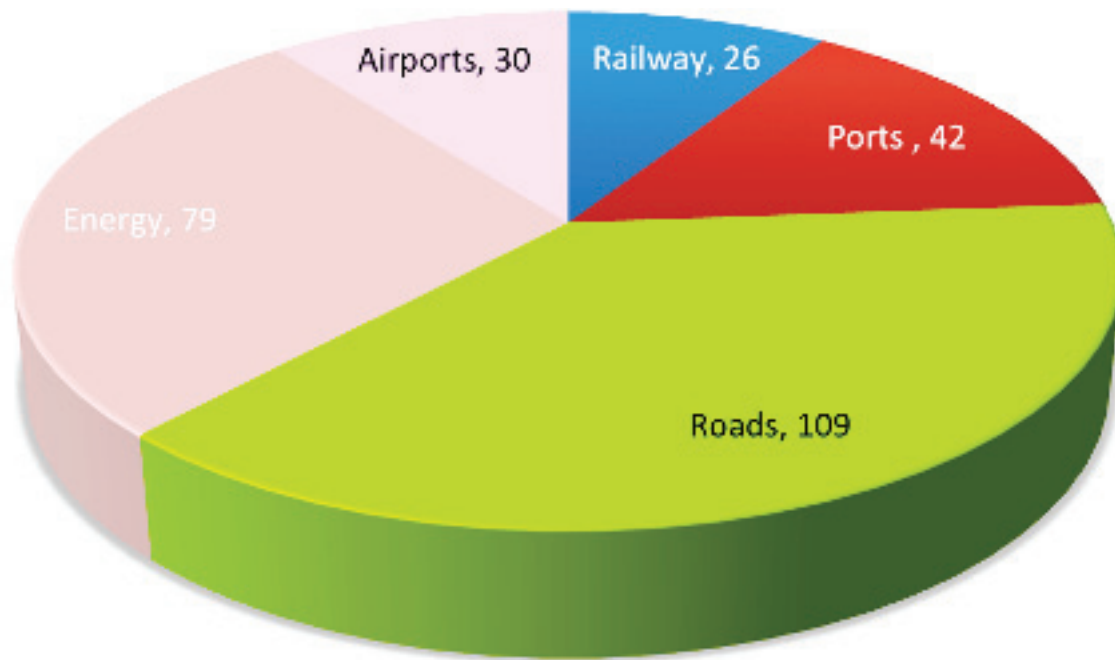
- (i) expressions of funding interests for specific projects by development partners and
- (ii) strategies adopted for enhancement of fund mobilisation and implementation of the identified priority projects.

The Roundtable, therefore, will be a promotion and networking forum providing Partner States and the Secretariat the opportunity to showcase prioritized projects and engage closely with prospective investors and donors for project uptakes. The outcomes of the Roundtable will be submitted to the Retreat for Heads of State consideration and, subsequently, pronouncements that give high level political support and impetus to development of infrastructure and energy within the EAC.

4.0 FINANCING REQUIREMENT

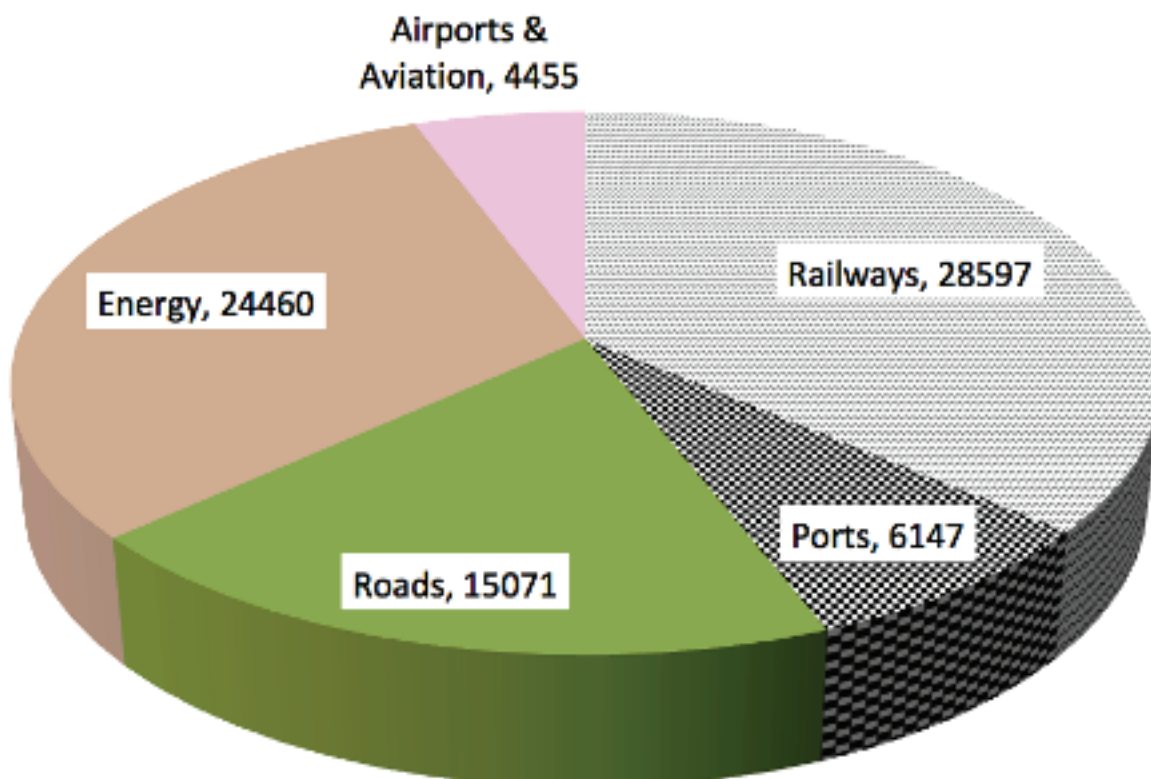
The Heads of State during the 2nd Retreat in November, 2012 agreed on 72 projects in railways, ports, energy and regional road projects supporting ports development. These projects have since been repackaged into subprojects in order to facilitate implementation resulting into more projects (subprojects). Likewise, during the 3rd Retreat the Heads of State directed for airports and civil aviation projects to be included for consideration in subsequent retreats. Following the repackaging and introduction of new projects, to date a total of 286 subprojects have been agreed upon by Partner States to be promoted for investment to bridge the infrastructure gap in the region. Identified projects span railways, ports, inland waterways, energy, civil aviation and a set of roads that decongest the ports. The spread of subprojects by sectors is as indicated in the chart below.

Number of Priority Projects by Sector



Approximately US\$ 500 million is required for project preparation during the next 3-5 years to move the projects which are at identification/conception stage through preparation phase. Implementation of the identified priority infrastructure projects and programs will require an investment amounting to US\$78,730 million over the next 10 years and beyond. The Table/Chart below shows a summary of investment requirements for the priority projects by sector and by countries.

Investment requirement by Sectors in Million US\$



5.0 PROGRESS SINCE THE 3RD RETREAT

5.1 IMPLEMENTATION STATUS OF THE DIRECTIVES OF THE 3RD HEADS OF STATE RETREAT

During the 3rd Retreat, which was held on 29th November, 2014 in Nairobi, the Heads of State made a number of directives addressing numerous aspects of infrastructure development in the EAC. The table below presents the status of implementation of those directives.

Status of Implementation of Directives of the 3rd HoS Retreat

HEADS OF STATE DIRECTIVE	STATUS OF IMPLEMENTATION
<p>Endorsed the 10-year Investment Strategy for Priority Regional Projects and directed the Council to mobilize resources for its implementation and report progress at the 4th Retreat of the Heads of State.</p>	<ol style="list-style-type: none"> 1. The Final Report of the 3rd Heads of State Retreat has been printed and shared with stakeholders. 2. Implementation of the 10-year Investment Strategy for Priority Regional Projects has commenced and resources mobilization by the Secretariat and Partner States is in progress. 3. Between November, 2014 and November, 2017, resources were mobilised for implementation of 33 projects which are at different phases of development.
<p>Endorsed the report on Intermodal Transport Strategy and directed the Secretariat and Partner States to collaborate in expediting its implementation in consultation with the World Bank and other development partners.</p>	<ol style="list-style-type: none"> 1. Implementation has been packaged into a program for Integrated Corridor Development in EAC Countries comprising of; (a) Lake Victoria Transport Project (LVTP), (b) Lake Tanganyika Transport Project (LTTP), (c) Capacity building interventions and (d) Restoring and strengthening of the physical infrastructure for ports and surface transport system. 2. The Strategy is being implemented in close collaboration between the Secretariat, Partner States, World Bank and other development partners. 3. Project identification phase for the Lake Victoria Transport Project is in final stages of preparation and project implementation for some projects has commenced. The Rwanda Phase of the project was approved by the World Bank in May, 2017 (US\$ 81 million). The Tanzanian and Ugandan phase of the project is expected to be submitted to the Board of the World Bank in September, 2018 subject to completion of project preparations. The Kenyan Phase of the Program is at project identification stage. 4. The Government of Uganda has secured funding amounting to 50 million Euro for development of the Bukasa Port (Phase I) from AKA Bank of Germany. The support covers studies, dredging and start up infrastructure. 5. The EAC, the Central Corridor Transit Transport Facilitation Agency (CCTTFA), Lake Tanganyika Authority and the World Bank jointly organised a stakeholders Workshop on Lake Tanganyika Integrated Transport and Environment Programme on 2nd - 3rd November, 2017 in Bujumbura. The World Bank has committed US\$ 500 million for projects under the Lake Tanganyika Transport Programme. Other development partners including Japan International Cooperation Agency (JICA), Trade Mark East Africa (TMEA), European Union (EU), New Partnership for African Development (NEPAD) Agency, African Development Bank (AfDB) and Belgium have committed to support the LTTP.

HEADS OF STATE DIRECTIVE	STATUS OF IMPLEMENTATION
<p>Fast-track the development of requisite regional capacities to support the implementation of the priority infrastructure projects and programmes</p>	<ol style="list-style-type: none"> 1. The NEPAD Planning and Coordination Agency (NPCA), AfDB and TMEA are providing support to the EAC Secretariat in the form of Technical Assistance in implementing projects. 2. The support has enabled the Secretariat to progress different initiatives including implementation of the LVTP, LTTP and multinational road projects, EAC-based Multimodal Corridors, ICT Missing Links and Infrastructure Sharing in COMESA-EAC-SADC Tripartite Region and the Zambia-Tanzania-Kenya Transmission Lines and Power Interconnectors.
<p>Engage bilateral and multilateral cooperating partners to mobilize technical and financial support for project preparations and implementation</p>	<ol style="list-style-type: none"> 1. European Union and DFID which have committed to provide US\$ 25 and US\$ 30 million respectively for supporting the development of super-structures and access infrastructure at Portbell and Jinja. 2. The Secretariat secured funding support amounting to US\$ 2.2m from NEPAD-IPPF/AfDB for studies for two multinational road projects. These are: a) Lusahunga – Rusumo / Kayonza – Kigali road (Tanzania-Rwanda) and b) Nyakanazi – Kasulu – Manyovu / Rumonge – Rutunga – Bujumbura (Tanzania – Burundi). 3. The Secretariat has secured funding support amounting to US\$ 1.5m from NEPAD-IPPF/AfDB for studies for multinational road sections Masaka – Mutukula (89.5km), Mutukula – Kyaka (30km), Bugene – Kasulo (124km) and Kasulo – Kumnazi (9km) – (Tanzania – Uganda) 4. EU has allocated under the EDF 11 funding cycle Euro 273 million for co-financing hard infrastructure projects in the Eastern Africa Region including Masaka – Mwanza 220 kv transmission line, Nadapal-Kitale-Isebania/Mara&Simiyu Border -Nyanguge road, Kagitumba – Rusumo – Lusahunga road, Cankuzo – Gahumo – Murusagamba – Nyakahura road, Muzizi Hydropower Plant 5. EAC and AfDB held Technical Planning Meeting where several priority infrastructure projects from the EAC 5th Development Strategy were identified for inclusion in the new Eastern Africa Regional Integration Strategy Paper (EA-RISP) 2017-2021 for the AfDB; 6. The World Bank has approved US\$ 81 million for financing the Rwandan phase of the LVTP (section of the Nyanza – Ngoma Road); 7. Under LVTP, the capacity building and technical assistance amounting to US\$ 4.7 million will be provided to support Rwanda Transport Development Agency (RTDA) and Rwanda Ministry of Infrastructure. Under the same program, a provision amounting to US\$ 18.5 million and US\$ 22 million has been made to support capacity building and technical assistance to Tanzania and Uganda respectively.

HEADS OF STATE DIRECTIVE	STATUS OF IMPLEMENTATION
<p>Hold annual briefing roundtables for infrastructure investors and financiers focusing on mobilising the requisite resources over the next ten years estimated at US\$ 100 billion, for the implementation of the priority infrastructure projects and programmes and to highlight investment opportunities;</p>	<ol style="list-style-type: none"> 1. EAC and World Bank organized two roundtable meetings with Development Partners to mobilise funding for the intermodal and HoS priority projects. The meetings were held in Dar es Salaam on 13th March, 2015 and Paris on 9th June, 2015. Through these roundtables, development partners committed more than US\$ 600 million. 2. Another roundtable was planned to be held 2016 alongside the 4th Retreat but the Retreat was postponed; 3. A roundtable for infrastructure investors and financiers is planned for 21st February, 2017; 4. A financing conference for Zambia – Tanzania – Kenya Power Transmission Lines project was held from 27th - 29th November 2017 in Livingstone, Zambia; 5. EAC, WB, CCTTFA and LTA jointly organised a meeting on Lake Tanganyika Transport Program (LTTP) from 2nd – 3rd November, 2017 in Bujumbura. Infrastructure investors and financiers committed more than US\$ 500 million for LTTP; 6. A roundtable for infrastructure investors and financiers is planned in September 2018 for market sounding of PIDA prioritized projects being currently packaged in support of EAC-based Multimodal Corridors under the PIDA Acceleration Framework.
<p>Consider the establishment, of regional centres of excellence for infrastructure and transport skills development in order to enhance regional capacities in railways, ports, oil and gas, power generation and transmission and contract negotiations and management;</p>	<ol style="list-style-type: none"> 1. The Secretariat has prepared a detailed Concept Note for the establishment of the Centres of Excellence (CoEs); 2. Partner States have nominated prospective centres of excellence in the infrastructure subsectors and submitted the names to the Secretariat for evaluation; and 3. The World Bank has indicated interest in supporting the project including the Logistics Centres of Excellence in Rwanda and Maritime Skills development in Tanzania and Rwanda. The project proposal on CoEs has been shared with several development partners for their consideration.
<p>Expedite implementation of the framework for harmonized EAC roaming charges, including the removal of surcharges for international telecommunications traffic originating and terminating within the EAC by 15th July, 2015.</p>	<ol style="list-style-type: none"> 1. The Republics of Kenya, Uganda, Rwanda and South Sudan are implementing the framework. 2. Tanzania: The process of amending the Telecommunications Regulations is ongoing and was expected to be finalized by December, 2017 and implementation of the framework to be completed by December 2018 3. Burundi: The Framework will be implemented after an assessment of the financial impacts and enacting relevant legislation, expected to be completed in December 2018.
<p>The Summit agreed that the 4th Retreat receives a report on the projects and programmes of the civil aviation and airports sub-sectors.</p>	<p>The prioritized projects and Programmes in civil aviation and airport sub sectors have been identified and will be tabled for consideration during the 4th Retreat. Such projects include the establishment of the EAC Upper Flight Information Region (Seamless Operations) and the EAC Priority Airports Projects.</p>

5.2 IMPLEMENTATION STATUS OF THE PRIORITY INFRASTRUCTURE PROJECTS

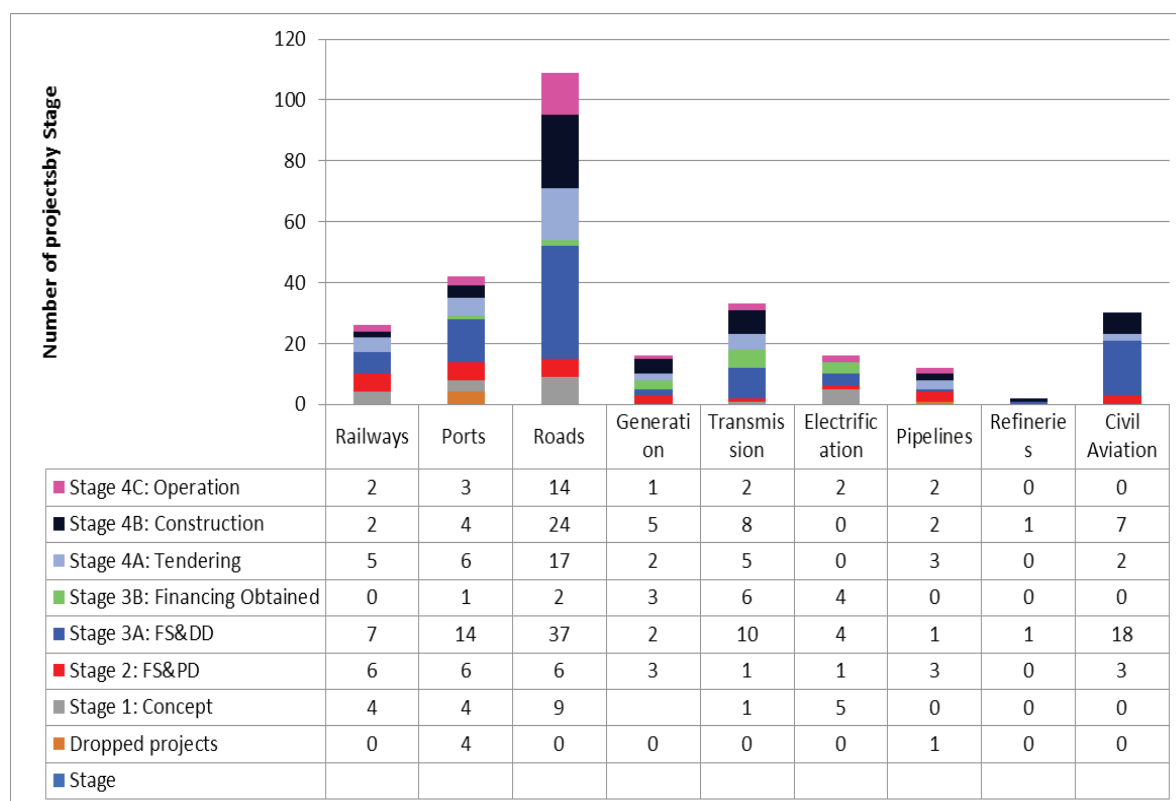
The joint HoS Retreat on Infrastructure and Health Financing and Development is being convened at a time when the infrastructure priorities that were agreed upon during the 3rd Retreat have transitioned through various phases of the infrastructure value chain. A total of 24 projects out of 40 projects at concept stage in 2014 moved to various stages of preparation and implementation while 14 projects were completed between Nov 2014 and Nov 2017 as indicated in the Table below. Likewise, a total of 12 projects obtained financing while 55 are under construction and tendering process is on-going for 42 projects.

Projects Completed between Nov 2014 and Nov 2017

S/No	NAME OF PROJECT
1.	Phase I: Construction of the Mombasa - Nairobi Standard Gauge Railway line (472km)
2.	Construction of Musoma (Makutano) – Sirari/Isebania road (83 km)
3.	Construction of Makebuko – Butaganzwa road (21 km)
4.	Upgrading the secondary access road Kifuru – Kinyerezi – Stakishari (Banana)
5.	Upgrading of the Mbezi Shule – SamakiWabichi (Mbezi Beach/ TangiBovu) road.
6.	Upgrading of Kawawa R/about – Msimbazi – Twiga (Jangwani) 2.7 km
7.	Upgrading of Kigogo – TabataDampo (1.6 km)
8.	Upgrading of Kibamba – Kisopwa (Kibamba – Mloganzila section; 4 km)
9.	Construction of road between Simiyu/Mara border – Musoma road (85.5 km)
10.	Construction of Mugina - Nyanza Lac Road (45 km)
11.	Mombasa Port Strengthening: 2nd Container Terminal –9Kipevu West): Phase I
12.	Development of Lake Nyasa Ports: Ndumbi Ports
13.	Construct 120 km of new 10- inch diameter pipeline from Sinendet to Kisumu
14.	Mtwara-Kilwa/Somanga-Dar es Salaam gas pipeline

Nonetheless, project preparations and implementation remains as the main challenges hampering faster delivery of infrastructure projects due to financial and capacity constraints. A considerable number of projects (146) are still under different stages of the preparatory phase and requires funding to move them to next phases. The implementation status by stages of development for the priority projects as of November 2017 is as indicated below.

Implementation Status of Priority Projects as of Nov 2017



5.3 IMPLEMENTATION STATUS OF THE INTEGRATED CORRIDOR DEVELOPMENT INITIATIVE IN EAC

In November 2014, during their 3rd Retreat on Infrastructure Development and Financing the Heads of State endorsed for implementation the Integrated Corridor Development Initiative in (Intermodal Strategy) in the EAC Countries and directed the EAC Secretariat to coordinate its implementation. During the Retreat the World Bank made a commitment of US\$ 1.2 billion to support the implementation of the Intermodal Strategy and other regional integration programs.

Implementation the Intermodal Strategy adopted a phased approach starting with the Lake Victoria Transport Program (LVTP) to which the World Bank committed more than US\$ 500 million while EU and DFID committed to provide US\$ 25 and US\$ 30 million respectively. The Rwandan Phase of the LVTP has commenced implementation while the Ugandan, Kenyan and Tanzanian components are at different phases of preparations. The LVTP has been followed by the Lake Tanganyika Transport Program (LTTP). In November 2017, the EAC, World Bank, CCTFA and LTA jointly organised a stakeholders' workshop on project identification and fund mobilisation for the Lake Tanganyika Integrated Transport and Environment Programme (LTTP). The World Bank committed US\$ 500 million for projects under the LTTP. Other development partners including JICA, TMEA, EU, NEPAD AfDB and Belgium also made financial commitments to support the LTTP. Preparations for discrete projects under LTTP are on-going.

5.4 PROPOSED FLAGSHIP PROJECTS

The Sectoral Council on Transport, Communication and Meteorology during its 4th Extraordinary Meeting held in November 2017 identified some high-impact projects from a list of the HoS priority projects for promotion and acceleration for implementation as flagship projects by the Heads of State. The list of the identified flagship projects is included in the Table below:

Proposed Flagship Projects

PROJECT NAME	GEOGRAPHICAL REACH	COST (US\$ million)
1. Construction to standard gauge of the Mombasa – Nairobi – Malaba – Kampala-Kigali line with Malaba – Nimule – Juba spur	Kenya, Uganda, Rwanda and South Sudan	19,221
2. Construction to standard gauge railway of the Dar es Salaam – Isaka – Mwanza and Isaka –Kigali/ Keza – Gitega – Musongati	Tanzania, Rwanda and Burundi	5,580
3. Construction to standard gauge of Uvinza – Musongati Railway line.	Tanzania and Burundi	600
4. Phase II construction of the 2 nd Container Terminal – Kipevu West at Mombasa port.	Kenya	320
5. Construction of Rusizi Hydro power Project	Burundi, Rwanda, DRC	1,082
6. Construction of Dar es Salaam to Chalinze Expressway (144km)	Tanzania	1,408
7. Construction of the Kampala – Jinja Expressway / Southern Bypass (96 Km)	Uganda	1,000
8. LAPSET Corridor Development (comprising 32 berths at Lamu Port, Lamu – Isiolo – Lokichar - Juba highway and Lamu – Isiolo – Moyale – Addis Ababa Highway, crude oil pipeline, railway lines to Juba and Addis Ababa, 3 international Airports and 3 resort cities)	Kenya, South Sudan and Ethiopia	15,200
9. Mombasa – Nairobi – Malaba - Jinja Expressway	Kenya, Uganda	886
10. Construction of a new crude oil pipeline from Hoima (Uganda) to Tanga (Tanzania) (1,443 km)	Uganda and Tanzania	4,000
11. Rehabilitation, expansion and construction of new airports comprising of Bujumbura, Bugesera, Jomo Kenyatta, Arua, Msalato, Pemba airports and establishment of EAC Upper Flight Information Region (Seamless Operations).	Burundi, Rwanda, Kenya, Tanzania and Uganda	1,856
12. Hoima Oil Refinery	Uganda	4,000
13. Development of Zanzibar Ports including Maruhubi, Mangapwani, Wete and Mkoani	Tanzania	2,131
14. Phase II of Dar es Salaam Maritime Gateway Program (2 nd Container Terminal at Dar es Salaam Port, Berths 12 to 14)	Tanzania	360
15. Construction of Rufiji Hydropower Project at Stiegler's Gorge along the Rufiji River, 2100 MW (Tendering Stage)	Tanzania	2,000
16. Upgrading of Handeni-Kiberashi-Kwamtoro-Singida road (434 km)	Tanzania	368
17. Lake Victoria and Lake Tanganyika Transport Program (LVTP)	Kenya, Rwanda, Tanzania, Burundi and Uganda	1,200
TOTAL		61,212

6.0 CONCLUSION AND RECOMMENDATION

The importance of infrastructure and efficient transport system to the regional socioeconomic development in the EAC cannot be overemphasized. It is also apparent, from the foregoing, that the required investment to deliver the identified infrastructure projects to bridge the existing infrastructure deficit at a desired pace, cannot be achieved by respective Governments singlehandedly.

Therefore, support and indeed partnership between EAC, development partners, the private sector and other stakeholders is very critical to accelerate the implementation of the Heads of State priority projects.

The Heads of State priority projects present an attractive opportunity for investors, donors and financiers. Therefore, all stakeholders are invited to seize the opportunity presented by the EAC Infrastructure Roundtable and the Joint Heads of State Retreat on Infrastructure and Health Financing and Development to identify tangible projects for support and implementation through partnerships.

7.0 DETAILED PROJECT IMPLEMENTATION STATUS BY SUB-SECTOR, DECEMBER 2017

7.1 RAILWAYS

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Rehabilitation of the Central Railway Line (meter gauge)	Rehabilitation of Dar es Salam – Tabora – Isaka	300	Stage 4A: Tendering	Stage 4A: Tendering	<i>The project has delayed because the US\$ 300 Million funding expected hasn't been obtained.</i>
	Rehabilitation of the Kaliua - Mpanda line		Stage 3A: Feasibility studies, Detailed Design and Structuring	Stage 3A: Feasibility studies, Detailed Design and Structuring	
Construction of the Tunduma – Uvinza link with spurs to Kasanga and Karema ports	Construction of the Tunduma – Uvinza link with spurs to Kasanga and Karema ports		Stage 1: Identification or Concept	Stage 1: Identification or Concept	<i>Financing for project preparation and construction is required.</i>
Construction of standard gauge railway line from Kaliua - Mpanda - Karema (331 km)	Construction of standard gauge railway line from Kaliua - Mpanda - Karema			Stage 3A: Feasibility studies, Detailed Design and Structuring	<ul style="list-style-type: none"> <i>Detailed Engineering Design for construction of SGR line from Kaliua – Mpanda (213km) is on-going.</i> <i>Feasibility study and preliminary design for construction of SGR line from Mpanda - Karema (118km) is on-going.</i>
Construction of the Uvinza - Musongati railway line	Construction of the Uvinza - Musongati railway line	600	Stage 2: Feasibility Studies & Preliminary Design	Stage 2: Feasibility Studies & Preliminary Design	<i>Financing required.</i>
Construction to standard gauge of the Dar es Salaam – Isaka – Kigali / Keza –Gitega – Musongati railway line	Dar es Salaam – Isaka - Mwanza Standard Gauge Railway Line (971 km)	2450	Stage 3A: Feasibility Studies, Detailed Design and Structuring	Stage 4B: Construction	<ul style="list-style-type: none"> <i>Construction has commenced for the Dar es Salaam – Morogoro Section and Morogoro –Makutupora section has been contacted for construction.</i> <i>Financing is required for the remaining Makutupora –Isaka - Mwanza section.</i>
	Isaka-Keza-Kigali/ Musongati Railway Line construction (620 km)	3130	Stage 3A: Feasibility Studies, Detailed Design and Structuring	Stage 4A: Tendering	<i>Transaction advisory service for construction and operations is on-going.</i>
Construction of the LAPS-SET Standard Gauge Railway Project	The Lamu – Isiolo –Nadapal / Nakodok - Juba line		Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility	<i>Funding required for the remaining preparatory work (Feasibility Studies, Detailed Design) and implementation of the project.</i>
	The Nairobi-Isiolo-Moyale -Addis Ababa line		Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility	<i>Funding required for the remaining preparatory work (Feasibility Studies, Detailed Design) and implementation of the project.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Joint rehabilitation of the Kenya - Uganda railway	Rehabilitation of Mombasa – Nairobi - Malaba – Kisumu line	164	Stage 4C: Operation	Stage 1: Identification/ Concept	<i>Concession terminated. The railway line has reverted back to the government/Kenya Railways. Condition assessment is in progress.</i>
	Rehabilitation of Malaba –Kampala line	40	Stage 4C: Operation	Stage 4C: Operation	<i>Rehabilitation was a responsibility of the concessionaire (RVR) Concession with RVR is due for termination.</i>
	Rehabilitation of the Malaba-Tororo – Pakwach line	15	Stage 2: Pre-Feasibility	Stage 3A: Feasibility Studies, Detailed Design and Structuring	<i>Feasibility completed in August 2016. Draft Detailed engineering design report presented in September 2017. Financing is required for project implementation.</i>
Rehabilitation of the Voi-Taveta - Moshi - Arusha line to link Kenya and Tanzania railway networks	Kenya: Rehabilitation of the Voi-Taveta/Holili branch line	200	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>No government plans for rehabilitation. Low priority in view of new Voi-Taveta Road.</i>
	Tanzania: Rehabilitation of the Kahe - Taveta branch line (17 km)	80	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>The project has not started. Financing is required for project preparation and implementation.</i>
Construction to standard gauge of the Mombasa - Nairobi - Malaba-Kampala - Kasese - Bihanga - Kigali -Bujumbura line and Kasese -Kisangani lines.	Phase I: Construction of the Mombasa - Nairobi SGR line (472 km)	3804	Stage 4B: Construction	Stage 4C: Operation	<i>Construction 100% complete and Freight and passenger operations were launched on 30th & 31st May 2017 respectively.</i>
	Phase 2A: Construction of the Nairobi – Naivasha SGR line (120 km)	1483	Stage 2: Pre-Feasibility	Stage 4B: Construction	<i>Project launched on 19 October 2016 with financing from EXIM Bank (China).</i>
	Phase 2B: Naivasha – Kisumu (including new port at Kisumu) SGR line	3786	Stage 2: Pre-Feasibility	Stage 4A: Tendering	<i>Commercial contracts signed and financier identified.</i>
	Phase 2C: Kisumu – Malaba SGR line	1229	Stage 2: Pre-Feasibility	Stage 4A: Tendering	<i>Commercial contracts signed. Financing identification in progress.</i>
	Construction of the Malaba - Kampala line (273 km)	2300	Stage 4A: Tendering	Stage 4A: Tendering	<i>Fund mobilisation for construction is on-going.</i>
	Construction of the Kampala - Kigali	4400	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Funding is required for the construction phase.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Construction to standard gauge of the Tororo - Pakwach- - Gulu - Atiak -Nimule - Juba line	Tororo – Gulu - Pakwach line		Stage 3A: Feasibility Studies, Detailed Design and Structuring	Stage 3A: Feasibility Studies, Detailed Design and Structuring	<i>Commercial contracts have been signed for Kasese – Kampala with CCECC and for Tororo branch with CHEC. EPC contracting is under consideration.</i>
	Pakwach – Gulu – Atiak –		Stage 2: Feasibility Study & Preliminary Design	Stage 2: Feasibility Study & Preliminary Design	<i>Funding is required to finalise the studies and implementation of the project.</i>
	Nimule – Juba line (193kms)			Stage 2: Feasibility Study & Preliminary Design	<ul style="list-style-type: none"> • <i>The project Started in December 2014 and is on-going,</i> <i>Depending on Uganda, South Sudan is yet to sign financing agreement with China Exim Bank.</i>
Rehabilitation and Construction to standard gauge of the Tanga (Mwambani) – Arusha – Musoma line with Spurs to Mijingu and Lake Natron line, linking to New Kampala Port at Bukasa via Lake Victoria	Tanga - Arusha line rehabilitation (meter gauge rehabilitation)	1314	Stage 3A: Feasibility Studies, Detailed Design and Structuring	Stage 3A: Feasibility Studies, Detailed Design and Structuring	<i>Rehabilitation of meter gauge railway line from Tanga – Arusha has commenced. This railway line is expected to be operational by July, 2018.</i>
	Arusha – Musoma (Construction of standard gauge railway)	3546	Stage 2: Feasibility Study & Preliminary Design	Stage 3A: Feasibility Studies, Detailed Design	<ul style="list-style-type: none"> • <i>FS and DD for Tanga – Arusha completed and FS&DD for Arusha – Musoma is on-going.</i> • <i>Funding is require for the construction phase.</i>
Construction of the Mtwara - Mbamba Bay railway with spurs to Liganga, Mlimba and Mchuchuma	Construction of the Mtwara - Mbamba Bay railway with spurs to Liganga, Mlimba and Mchuchuma	3600	Stage 2: Feasibility Study & Preliminary Design	Stage 2: Feasibility Study & Preliminary Design	<i>Expression of Interest (Eoi) for procurement of Transaction Adviser to review of preliminary design and feasibility study and preparation of tender document under PPP arrangement is on-going.</i>

EAC VISION 2050

RAILWAYS

EAC aspires to have high-speed, high capacity trains using the latest technology for both passenger transport and cargo freight by 2050.

It is envisaged that when completed, this railway system will provide the most economical and effective bulk haulage capacity for the region's exports and imports which will reduce the cost of doing business in the region.

In addition to the long distance train transport services, in consideration of rapid growth in its major urban centres into cities, EAC aspires to develop modern mass-transit railway transport systems that will service the rapidly growing population and reduce road congestion and urban pollution.

TARGET BY 2050



2,438
Railway Network
(Kms)



A section of the Kenya Standard Gauge Railway (SGR).

7.2 PORTS AND INLAND WATERWAYS

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Development of the Lamu Port (32 Berths)	Lamu Port Construction of three (3) general purpose berths	500	Stage 4A: Tendering	Stage 4B: Construction	Construction completion of three berths at 35.8% as at June 2017. Handover target of completed berths in December 2020. Project experienced funding challenges which caused delay.
	Lamu Port Single Point Mooring	-	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	Installation of facility depends on the outcome of exploration and production of oil in Kenya.
Mombasa Port Development	Mombasa Port Strengthening: Reconstruction of berths 11 - 14	255	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3B: Financing Obtained	Detailed designs completed and negotiations between the KPA and AFD/EU/TMEA currently ongoing for funds mobilization.
	Mombasa Port Strengthening: 2 nd Container Terminal -9Kipevu West): Phase I	360	Stage 4B: Construction	Stage 4C: Operation	Phase 1 of the project was completed in February 2016.
	Development of Dongo Kundu & Mombasa Special Economic Zone	185	Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility	Plan for JICA to develop the SEZ area, while KPA develops the berth facilities.
Expansion and modernization of the Dar es Salaam Port - Dar es Salaam Maritime Gateway Program (DMGP)	Development of new container terminal (berths 12 and 14)	360	Stage 2: Feasibility Studies & Preliminary Designs	Stage 3A: Feasibility studies, Detailed Designs	Development of berth 12 - 14 will be implemented on completion of deepening and strengthening of berth 1-7.
	Deepening and strengthening of berth 1 - 7 (including Ro-Ro berth) and dredging:	500	Stage 2: Feasibility Studies & Preliminary Designs	Stage 4B: Construction	Construction works are expected to commence in January 2018 for period of 36 months with World Bank Funding. The consultant M/s Inros Lackner JV Gauff for supervision is on site.
	Development of Kisarawe Cargo Freight Station	280	Stage 3A: Feasibility, Detailed Design	Dropped	Government has decided to develop Ruvu - Kwale ICD in lieu of Kisarawe ICD.
Development of Zanzibar Ports	Development of Maruhubi Hub Port in Zanzibar	631	Stage 4A: Tendering	Stage 4A: Tendering.	The negotiations between the government of United Republic of Tanzania and the Exim Bank of China to sign the financing agreement are underway. Zanzibar government to contribute US\$400M, while Chec Company US\$ 231M. Construction planned to start soon.
	Construction of Mwangapwani Oil and Gas Port			Stage 1: Identification/ Concept	Financing is required for the preparatory phase of the project.
	Upgrading of Wete and Mkoani Ports			Stage 1: Identification	Financing is required for the preparatory phase of the project.

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Development of Mwambani port in Tanga, Musoma Port and New Kampala Port at Bukasa	Development of a new and deeper Port at Mwambani Bay in Tanga	566	Stage 3A: Feasibility studies, detailed designs and structuring	Stage 3A: Feasibility studies, detailed designs and structuring	<i>Feasibility Study completed in August 2012 by M/S URS Scott Wilson of the UK. Invitation of private investors awaits approval by PPP Centre in the Ministry of Finance and Planning.</i>
	Modernization of Lake Victoria Ports (Mwanza south and north, Musoma, Kemondo Bay, Nansio, Bukoba)	631	Stage 2: Pre-Feasibility	Stage 3A: Feasibility studies, detailed designs	<ul style="list-style-type: none"> The Final Report was submitted on 21st August, 2017. Funding is required to implement the project. Ports are being considered for financing under the EAC-World Bank Lake Victoria Transport Program.
	New Kampala Port at Bukasa	773	Stage 2: Feasibility Studies and Preliminary engineering designs	Stage 2: Feasibility Studies and Preliminary engineering designs	<i>Start-up infrastructure (dredging and swamp surcharging) to start in May 2018. Construction of the port to start in April 2019 and have the first phase of the port operational in June 2021.</i>
Implementation of the construction/rehabilitation and expansion programmes for inland ports, including Bujumbura, Rumonge, Rusizi, Karongi, Rubavu, Kigoma, Kisumu, Homa Bay, Port Bell, Mwanza, Itungi, Kasanga, and Jinja	Kisumu Port Re-development	10	Stage 2: Feasibility Studies & Preliminary Designs	Dropped	<i>Feasibility study carried out recommended not to re-develop the port in view of development of a new green field port at different location in Kisumu to be linked to SGR.</i>
	Karema Port		Stage 2: Pre-Feasibility	Stage 2: Pre-Feasibility	<i>Feasibility Study and preliminary design is ongoing and expected to be completed by December 2017.</i>
	improvement to port facilities at Port Bell and Jinja and Construction of container ship/wagon ferry to replace MV Kabalega	31	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<ul style="list-style-type: none"> Port Bell / Jinja – detailed designs completed and being considered for financing under the EAC-World Bank Lake Victoria Transport Program. Designs for MV. Kabalega II are complete and expected to be funded by GoU.
	Bujumbura Port - Construction of Shipyard	7	Stage 4A: Tendering	Stage 4A: Tendering	<i>Funded by JICA.</i>
	Bujumbura Port - Construction of Container Terminal	19	Stage 4A: Tendering	Stage 4A: Tendering	<i>Funded by JICA.</i>
	Bujumbura Port: Deviation of Storm Water Canal	21	Stage 4A: Tendering	Stage 4A: Tendering	<i>Funded by JICA.</i>
	Bujumbura Port: Dredging of Port Basin	1	Stage 4A: Tendering	Stage 4A: Tendering	<i>Funded by JICA.</i>
	Bujumbura Port Construction of Breakwater at Port Entrance	-	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>The feasibility and engineering study are completed and tender documents are being prepared. AfDB exploring options for co-financing from EU.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Implementation of the construction/ rehabilitation and expansion programmes for inland ports, including Bujumbura, Rumonge, Rusizi, Karongi, Rubavu, Kigoma, Kisumu, Homa Bay, Port Bell, Mwanza, Itungi, Kasanga, and Jinja (cont...)	Bujumbura Port Dredging around the Oil Terminal	6	Stage 2: Pre-Feasibility	Stage 3A: Feasibility studies, detailed designs and structuring	<i>Under Port Master Plan by JICA in 2012. Only dredging works to be carried out and not terminal rehabilitation. Funded by JICA.</i>
	Kigoma Port	114	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility studies, detailed designs and structuring	<i>Study was completed in July 2016 and the Tanzanian government is planning to fund the project through PPP. The port is also being considered for funding under the Lake Tanganyika Transport Program.</i>
	Kasanga Port Development (Tanzania)	500	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>The study has been submitted to Tanzania PPP unit for PPP approval and to register for PPP development.</i>
	Rumonge Port Construction (Burundi)	5.2	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Funding is required for finalising FS and DD. The port is also being considered for funding under the Lake Tanganyika Transport Program.</i>
	Lake Kivu Water Transport Project (including Rusizi Karongi and Rubavu Ports)	44	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Review of the feasibility to take account of DR Congo was completed in August 2017. TMEA indicated to finance the development of 2 ports. The government is mobilizing funds for remaining two ports.</i>
	Homa Bay Port	-	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>Low priority given to the project.</i>
	Development of Lake Nyasa Ports: Itungi and Kiwira	2	Stage 4C: Operation	Stage 4C: Operation	<i>Heavy Duty Paving at Kiwira and Itungi and site handover on 4th October, 2016.</i>
	Development of Lake Nyasa Ports: Ndumbi Ports	1	Stage 4A: Tendering	Stage 4C: Operation	<i>Construction of a jetty at Ndumbi port is on-going. The project is expected to be completed by December, 2017.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Roll on - Roll off facilities between Dar es Salaam, Zanzibar, Pemba, Tanga and Mombasa	Zanzibar RoRo terminal development	10	Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility	Zanzibar government has already engaged the consultant to carrying on the pre-feasibility study to establish costs for project implementation.
	Dar es Salaam RoRo terminal development		Stage 4A: Tendering	Stage 4B: Construction	Being implemented under the Dar es Salaam Maritime Gateway Program with World Bank funding.
	Pemba RoRo terminal development	-	Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility	Zanzibar government has already engaged the consultant to carrying on the pre-feasibility study to establish costs for project implementation.
	Tanga RoRo terminal development	-	Stage 1: Identification/ Concept	Plan dropped	Shelved because the priority changed and hence the plan was dropped.
	Mombasa RoRo terminal development	-	Stage 1: Identification/ Concept	Plan dropped	There is no consideration a for development of a dedicated RoRo facilities at Mombasa port. Current RoRo activities are carried out at berths 1,2,5,7, and 11.
Development of the navigability of the Akagera River	Akagera River Navigability Project	209	Stage 2: Pre-Feasibility	Stage 2: Pre-Feasibility	Prefeasibility study completed and financing is required for next stages (Feasibility, Detailed Design and Structuring). Project being spearheaded by Rwanda government .but requires joint efforts by other Lake Victoria riparian states.
Mombasa Port Development	Mombasa Port Strengthening: Reconstruction of berths 1-5	280		Stage 4A: Feasibility, Detailed Design and Structuring	The construction is expected to start in March 2018. The aim of the project is to straighten and deepened the berths to allow accommodation of large vessels. KPA mobilizing support from TMEA.
	Mombasa Port Strengthening: Reconstruction of berths 7-10	96		Stage 3A: Feasibility, Detailed Design and Structuring	Deepening and Straightening of berths is to accommodate large vessel, KPA mobilizing support from TMEA.
	2 nd Container Terminal and re- development of Berths 11 - 14 into container terminals); and Development of Dongo Kundu Free Port	112		Stage 3A: Feasibility, Detailed Design and Structuring	Construction is expected to start by October, 2017 and funded by JICA. Construction period of 3½ years.
South Sudan: Improvement of inland water ways (1650kms)	Improvement of inland water ways (1650kms) including dredging of the river.			Stage 3A: Feasibility, Detailed Design and Structuring	TOR for consultancy for feasibility and detailed studies developed. Funds are required for the studies and subsequent dredging of the river and installation of navigation aids.

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
South Sudan: Improve & expand Juba River Port	Develop modern Juba river port facilities including jetty, mooring cargo handling equipment and access road			Stage 4B: Construction	<i>Funds obtained from JICA. Contract already signed and construction commenced.</i>
Improvement river ports in South Sudan including Juba Port, Jouda, Renk, Adok, Shambe, Bor, Mangalla, and Malakal	Improvement river ports in South Sudan including Juba Port, Jouda, Renk, Adok, Shambe, Bor, Mangalla, and Malakal by develop modern port facilities including jetty, mooring cargo handling equipment and access road			Stage 3A: Feasibility, Detailed Design and Structuring	<i>TOR developed for detailed designs. Funds are required for the studies and subsequent upgrading of the river ports.</i>

EAC VISION 2050 PORTS

EAC aspires to develop seaports that provide World class services to facilitate and promote global seaborne trade through provision of efficient and competitive port services.

The Region also seeks to continuously improve inland waterway ports so that they can provide efficient intermodal linkages along the main EAC corridors.

TARGET BY 2050



12
Port Services

An arial view of the Port of Dar es Salaam, Tanzania.

7.3 ROADS

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Road projects to decongest access to Dar es Salaam Port	Dar Outer Ring Road 3 lane carriage way from Bunju – Victoria /Mbezi-Pugu (33.9km)	122	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Financing required to implement the project.</i>
	Upgrading the secondary access road Kifuru – Kinyerezi – Stakishari (Banana)	9	Stage 4B: Construction	Stage 4C: Operation	
	Upgrading the secondary access road Tabata (Mandera road jnct) – Kinyerezi (8.4 km)	8	Stage 4C: Operation	Stage 4C: Operation	
	Upgrade of the Kimara (Morogoro Rd jcnt) – Kinyerezi (6.8 km)	6	Stage 3A: Feasibility Study, Detailed Design and Structuring	Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>Feasibility Studies, Detailed Design completed. Financing required to implement the project.</i>
	Upgrade of the Wazo Hill - Goba (13km) road.	13	Stage 3A: Feasibility Study, Detailed Design and Structuring	Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>Feasibility Studies, Detailed Design completed. Financing required to implement the project.</i>
	Upgrading of the Mbezi Shule – SamakiWabichi (Mbezi Beach/ TangiBovu) road.	18	Stage 4B: Construction	Stage 4C: Operation	<i>Mbezi Shule – Goba Section is 100% completed and Goba – Samaki Wabichi (Mbezi Beach/ Tangi Bovu) Section is 100% completed.</i>
	Upgrading of Kawawa R/about – Msimbazi – Twiga (Jangwani) 2.7 km	3.8	Stage 4B: Construction	Stage 4C: Operation	
	Upgrading of Ubungo Terminal – Kigogo R/About 6.4 km	5.7	Stage 4C: Operation	Stage 4C: Operation	
	Upgrading of Jet Corner – Vituka – Davis Corner (10.3 km)	6.2	Stage 4C: Operation	Stage 4C: Operation	

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Road projects to decongest access to Dar es Salaam Port	Upgrading of Kigo-go – TabataDampo (1.6 km)	2.2	Stage 4B: Construction	Stage 4C: Operation	
	Upgrading of Kimara – Kilungule – External (3 km)	3.9	Stage 4B: Construction	Stage 4B: Construction	
	Upgrading of Kimara Baruti – Msewe – Changanyikeni (2.6 km),	2.9	Stage 4B: Construction	Stage 4B: Construction	<i>The Works are 88% completed.</i>
	Upgrading of Mbezi – Malambamawili – Kinyerezi – Banana (Kifuru – Kinyerezi, 4 km)	4.4	Stage 4B: Construction	Stage 4B: Construction	<i>Works are on-going for a section from Goba – Madale (5 km).</i>
	Upgrading of Kibamba – Kisopwa (Kibamba – Mloganzila section; 4 km)	4.2	Stage 4B: Construction	Stage 4C: Operation	
	Upgrading of Banana – Kitunda – Kivule – Msongola (14.7km)		Stage 3A: Feasibility Study, Detailed Design and Structuring	Stage 4A: Tendering	
	Upgrading of Ardhi – Makongo – Goba (9 km)		Stage 3A: Feasibility Study, Detailed Design and Structuring	Stage 4B: Construction	<i>The Works are 25% completed for Goba – Makongo section (4 km).</i>
	Upgrading of Maji Chumvi – Chang’ombe – Barakuda		Stage 3A: Feasibility Study, Detailed Design and Structuring	Stage 4A: Tendering	
	Junctions improvements (Ubungo Interchange)	67	Stage 3A: Feasibility Study, Detailed Design	Stage 4B: Construction	<i>Contract for construction of Ubungo Interchange was signed in February, 2017. IDA is financing the project.</i>
	Construction of Dar es Salaam – Chalinze Expressway (144 km)	1,407.3	Stage 2: Pre-Feasibility	Stage 4A: Tendering	<i>Financing is required to support implementation of the project under PPP arrangement..</i>
	Morogoro to Chalinze road capacity upgrade (97km)	600	Stage 1: Identification/ Concept	Stage 1: Identification /Concept	<i>Stage 4B: Construction.</i>
	Nyerere Road & Kawawa Road (Chang’ombe /VETA Junction)	-	Stage 1: Identification/ Concept	Stage 4A: Tendering	

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Road projects to decongest access to Dar es Salaam Port (cont...)	Mandela Road & Tabata Road (Tabata Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design	AfDB is financing Feasibility Study and Detailed Design. Inception Report submitted.
	Morogoro Road & Kawawa Road (Magomeni Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design & Structuring	AfDB is financing Feasibility Study and Detailed Design. Inception Report submitted.
	Bagamoyo Road & Sam Nujoma Road (Mwenge Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design	AfDB is financing Feasibility Study and Detailed Design. Inception Report submitted.
	Kawawa/Bagamoyo Road (Morocco Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design	AfDB is financing Feasibility Study and Detailed Design. Inception Report submitted.
	Bagamoyo Port Access Road (7.2km)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design	Financing required for project implementation.
	Interchange linking Nelson Mandela & Nyerere Road (TAZARA Junction)	36	Stage 3B: Financing Obtained	Stage 4B: Construction	The Works are 58.4% completed.
	Interchange linking Swahili & Morogoro & United Nations Road (Fire Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design & Structuring	AfDB is financing Feasibility Study and Detailed Design. Inception Report submitted.
	Interchange linking Uhuru & Mandela Road (Buguruni Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Studies, Detailed Design	AfDB is financing Feasibility Study and Detailed Design. Inception Report submitted.
	Interchange linking Nyerere & Msimbazi Road (KAMATA Junction)	-	Stage 1: Identification/ Concept	Stage 3A: Feasibility Study, Detailed Design & Structuring	Feasibility Study and Detailed Design completed. Financing required for implementation of the project.
	Interchange linking Mandela Road & Kilwa Road (Kurasini Junction)	-	Stage 1: Identification/ Concept	Stage 4A: Tendering	Financing obtained.

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Handeni - Kiberashi - Kwamtoro - Singida Road (461 Km)	Upgrading to bitumen Handeni - Kiberashi - Kwamtoro - Singida (435 Km)	368		Stage 3A: Feasibility Study, Detailed Design and Structuring	<i>Studies are completed. The road runs parallel to the Hoima (Uganda) - Tanga (Tanzania) oil pipeline and will support its construction maintenance and security. Funds are required for construction.</i>
Omugakorongo - Kigarama - Murongo Road (111 Km)	Construction of Omugakorongo - Kigarama - Murongo (111 Km)	94.35		Stage 3A: Feasibility Study, Detailed Design and Structuring	<i>Studies are completed. Upgrading the road including constructing the bridge across Kagera river will provide a catalytic link between Tanzania and Uganda. Funding is required to implement the project.</i>
Kibondo - Mabamba Road (35 Km)	Construction of Kibondo - Mabamba Road (35 Km)	28		Stage 3A: Feasibility Study, Detailed Design	<i>Feasibility Study, Detailed Design completed. The road connects Tanzania to Burundi through Mabamba border post. Funding is required to implement the project.</i>
Rehabilitation and construction of Garsen - Lamu - Malindi road	Garsen - Lamu Road Construction (115 km)	109	Stage 4A: Tendering	Stage 4B: Construction	<i>Contract Awarded in October, 2016. Construction on-going, progress at 8% but experiencing security challenges.</i>
	Lamu-Malindi Road Construction (Construction of Malindi - Garsen section)	101	Stage 2: Pre-Feasibility	Stage 2: Feasibility Studies and Preliminary Design	<i>Design Consultancy is for Malindi - Garsen - Madogo which include Malindi - Garsen section. Funding is required to finalise studies and subsequent implementation of the project.</i>
Multinational Kenya/Tanzania Roads: Malindi - Mombasa - LungaLunga/HoroHoro & Tanga - Pangani - Bagamoyo road	Malindi-Mombasa-LungaLunga/HoroHoro (250 km) (Kenya)	350	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring completed	<i>Feasibility and Detailed Design completed and AfDB has shown interest to finance the Works. Preparation of TOR for Design Review to inform Project Appraisal by AfDB is on-going.</i>
	Upgrade to paved standard of Tanga - Pangani - Bagamoyo road	350	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring completed	<i>Feasibility and Detailed Design completed and AfDB has shown interest to finance the Works.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Multinational Tanzania/ Uganda Roads: Kumunazi - Kasulo - Bugene & Kyaka - Mutukula - Masaka	Upgrading to paved standard Kumunazi - Kasulo - Bugene road			Stage 3A: Feasibility, Detailed Design and Structuring	<i>Feasibility study for Kasulo-Bugene section completed. Funding for design review to upgrade it to EAC standards has been secured from AfDB through EAC. Financing required for construction.</i>
	Rehabilitation of Kyaka - Mutukula road			Stage 3A: Feasibility, Detailed Design and Structuring	<i>Funding for Feasibility study and detailed secured from AfDB through EAC. Financing required for construction.</i>
	Masaka - Mutukula road			Stage 3A: Feasibility, Detailed Design and Structuring	<i>Funding for Feasibility study and detailed secured from AfDB through EAC. Financing required for construction.</i>
Development of Lamu-Isiolo-Nadapal/ Nakodok-Juba Road	Lamu - Garissa Road Construction (263 km)	292	Stage 2: Pre-Feasibility	Stage 3A: Feasibility, Detailed Design and Structuring completed	<i>Detailed design is complete. GOK in consultation with Development Bank of Southern African (DBSA) for financing for construction of the section under PPP arrangement.</i>
	Garissa-Isiolo Road Construction (305 km)	339	Stage 2: Pre-Feasibility	Stage 3A: Feasibility, Detailed Design and Structuring completed	<i>Detailed design is complete. GOK sourcing for financing for construction.</i>
	Isiolo - Lokichar	282	Stage 2: Pre-Feasibility	Stage 2: Pre-Feasibility	<i>Feasibility study and preliminary design at 50% complete. Delayed because of security and change of alignment. Alignment has been revised from Isiolo -Nginyang to Isiolo - Lokichar.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Construction of Nyanguge - Musoma - Sirari/Isebania - Kisumu - Webuye-Kitale - Kapenguria - Lodwar - Nadapal/ Nakodok road along Corridor 3 of the East African Road Network	Construction of Nyanguge - Simiyu/ Mara Border Road (85 km)	68	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4A: Tendering	
	Construction of road between Simiyu/Mara border - Musoma road (85.5 km)	51	Stage 4B: Construction	Stage 4C: Operation	
	Construction of Musoma (Makutano) - Sirari/Isebania road (83 km)	66	Stage 3B: Financing Obtained	Stage 4C: Operation	<i>Funding required for rehabilitation.</i>
	Isebania - Kisumu (Ahero) Road Rehabilitation	230	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4B: Construction	<i>Order to commence issued, Contractor mobilising to commence work.</i>
	Kisumu - Mamboleo- Kakamega Road Rehabilitation	114	Stage 4B: Construction	Stage 4B: Construction	<i>Works ongoing, Mamboleo - Kakamega is 68% complete of the revised scope of works. Kisumu - Mamboleo is 28% complete.</i>
	Kakamega - Webuye Road Rehabilitation	46	Stage 4B: Construction	Stage 4B: Construction	<i>Initial contract was terminated due to non-performance. New contract was awarded in September, 2016 and the Order to commence issued. Works under new Contract is ongoing and is 14% complete.</i>
	Webuye - Kitale Road Rehabilitation	60	Stage 4B: Construction	Stage 4B: Construction	<i>Scope of work was revised, upgrade to trunk road standard 7.0m wide and 2.0m shoulders with Grade separated interchanges at Webuye and Kitale. Works ongoing, 86% complete of the revised scope of works.</i>
	Kitale-Marich Pass	87	Stage 3B: Financing Obtained	Stage 4A: Tendering	<i>Designs complete and final bidding documents shared with Development Partners. GOK sourcing for finance for Laseru - Kitale section. Financing for Kitale - Morpus secured from KfW & EIB.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Construction of Nyanguge - Musoma - Sirari/Isebania - Kisumu - Webuye-Kitale - Kapenguria - Lodwar - Nadapal/ Nakodok road along Corridor 3 of the East African Road Network	Marich Pass - Lodwar	175	Stage 3A: Feasibility, Detailed Design	Stage 4B: Construction	<i>GOK is sourcing for finance for Morpus - Lokichar: section and will finance construction of Lokichar - Loichangamatak: section in 2018/2019 FY.</i>
	Lodwar - Nakodok	275	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4B: Construction	<i>Lodwar - Lokitaung; Lokitaung - Kalobeiyei and Kalobeiyei - Nadapal. Order to commence issued, contractor mobilizing to commence work.</i>
Multinational Uganda - Kenya: Kapchorwa - Suam - Kitale & Eldoret Town Bypass Roads Project	Kitale - Endebes - Suam	52		Stage 4B: Construction	<i>Contract awarded and signed, Order to commence construction not yet issued.</i>
	Eldoret Bypass	48		Stage 4B: Construction	<i>Contract awarded and signed, Order to commence construction not yet issued.</i>
Lake Victoria Transport Program (LVTP)	Construction of Lake Victoria Ring Roads 470 km (Muhuru Bay - Nyagwethe = Homabay - Katito - Asembo- Bumala	600		Stage 3A: Feasibility, Detailed Design and Structuring	<i>Designs complete and final design documents shared with World Bank. GOK sourcing for financing for construction.</i>
Mombasa - Nairobi - Malaba expressway	Mombasa - Nairobi section	650		Stage 4A: Tendering	<i>Commercial Contract signed. Construction to be in phases and to commence next year.</i>
	Nairobi - Nakuru - Mau Summit - Malaba			Stage 1: Identification /Concept	<i>Procurement of PPP consortium ongoing.</i>
Multinational Dodoma - Nairobi - Addis Ababa Road	Construction of second carriageway between Kenol - Isiolo Road (235 km)	150		Stage 3A: Feasibility, Detailed Design	<i>Feasibility study, preliminary and detailed design at 50% completion. Preliminary design reports are under review. Funds are required for implementation of the project.</i>
Mandera - Isiolo Road	Construction of Isiolo - Mandera (700 km)	100		Stage 3A: Feasibility, Detailed Design	<i>Feasibility study, preliminary and detailed design is on-going. Funds are required for implementation of the project.</i>
Thika - Liboi Road	Construction of Thika - Liboi (510 km)	100		Stage 1: Identification /Concept	<i>Financing required for preparatory work and subsequent construction of the road.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Narok - Kilgoris - Isebania/ Sirare	Construction of Narok - Mulot - Kilgoris - Kehancha - Isebania Road (260 km)	150		Stage 3A: Feasibility, Detailed Design and Structuring completed	<i>Detailed design completed in 2011, GOK sourcing for funding for construction.</i>
Rehabilitation of Ngoma - Bugesera - Nyanza road linking to Dar es Salam-Isaka Kigali Railway	Kibugabuga- Nyamiyaga- Gasoro (68.3Km)	110	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4A: Tendering	<i>Financing for construction obtained from the World Bank through the EAC/WB Lake Victoria Transport Program.</i>
	Ngoma- Sake- Ramiro Road Upgrade from unpaved to paved (51.4 km)	60	Stage 2: Pre-Feasibility	Stage 3B: Finance Obtained	<i>JICA has made commitment to finance construction.</i>
Rehabilitation of Ntungamo - Kakitumba/ Kagitumba - Kayonza - Rusumo - Lusahunga road	Construction to bitumen of Ntungamo - Mirama Hills/ Kakitumba road (37km)	72	Stage 4B: Construction	Stage 4B: Construction	<i>Construction is more than 97% supported by the GoR and TMEA.</i>
	Kagitumba - Kayonza Road Rehabilitation		Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4B: Construction	<i>The site mobilization and preliminary works are underway. Works started on ground by mid July 2017 to be completed by end July 2019.</i>
	Kayonza - Rusumo Road Rehabilitation (92 km)		Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4B: Construction	<i>The contractor is conducting site, equipment and personnel mobilisation. Works started on ground by 16th June 2017 and are planned to be completed by end December 2019.</i>
	Rusumo - Lusahunga Road Rehabilitation (92 km)		Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Detailed Design is under review by EAC under AfDB financing. Financing is required for the construction phase.</i>
Rehabilitation of Ruhwa-Bujumbura-Rumonge-Mugina road	Ruhwa - Nyamitanga (50km)	47	Stage 4C: Operation	Stage 4C: Operation	<i>Works completed and operational since 2012, funded by AfDB</i>
	Nyamitanga - Bujumbura (30km)	36	Stage 4A: Tendering	Stage 4A: Tendering	<i>Took long to conclude finance agreements. Funded by OPEC, BADEA.</i>
	Bujumbura - Rumonge (78km)	104	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Feasibility and Detailed Design on-going with financing from AfDB through EAC. AfDB and World Bank have shown interest to finance the construction phase .</i>
	Rumonge - Nyanza Lac (45km)	47	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Review of feasibility study done in June 2016 with funding from AfDB. AfDB and WB have indicated interest to fund construction of this section.</i>
	Mugina - Nyanza Lac (45km)	38	Stage 4B: Construction	Stage 4C: Operation	<i>Construction to be completed in April 2017. Funded by AfDB.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Rehabilitation of Nyakasanza - Kobero - Muyinga - Gitega - Nyakararo - Jenda - Bujumbura road	Kobera - Muyinga Road Capacity upgrade and rehabilitation (30km)	27	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies and Detailed Design	<i>World Bank funding.</i>
	Nyakasanza - Kobero road rehabilitation	46	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies and Detailed Design	<i>Feasibility and Detailed Design completed. GoT is looking for financing of Works.</i>
	Upgrading of 104 km of single carriageway road between Gitega and Muyinga	85	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies and Detailed Design. The works finished in 2010	<i>World Bank funding.</i>
	Gitega - Nyakararo Construction Road (Phase I: 0 - 26km)	19	Stage 3B: Financing Obtained	Stage 4B: Construction	<i>AfDB funding. The works are ongoing.</i>
	Gitega - Nyakararo Construction Road (Phase 2: 26 - 56km)	18	Stage 3A: Feasibility Studies and Detailed Design	Stage 3B: Financing Obtained	<i>AfDB funding. The works are scheduled to start at the end of 2017.</i>
	Nyakararo - Bujumbura Road Capacity upgrade and Rehabilitation	60	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies and Detailed Design	<i>World Bank funding.</i>
Upgrading from gravel to bitumen the Nyakanazi - Kasulu - Kidahwe - Mpanda road	Upgrade of the Nyakanazi - Kibondo (Kabingo) road- (50 km) - from unpaved to paved.	26	Stage 4B: Construction	Stage 4B: Construction	<i>The Works are on-going. The progress is 36%.</i>
	Upgrade from unpaved to paved Nyakanazi - Kibondo - Kasulu - Manyovu road (258 km)	204	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies and Detailed Design	<i>Detailed Design is under review by EAC. Possible financing from AfDB under EAC umbrella.</i>
	Upgrade to paved Kasulu - Kidahwe Road (63 km)	23	Stage 4B: Construction	Stage 4B: Construction	<i>The Works are on-going. The progress is 48%.</i>
	Upgrade to paved Kidahwe - Mishamo Road (115km)	92	Stage 3A: Feasibility Studies and Detailed Design	Stage 4A: Tendering	
	Upgrade to paved of Mpanda - Uvinza - Kanyani road, (250.44) Km & Mpanda - Ifukutwa - Vikonge section - 35km)	28	Stage 4A: Tendering	Stage 4B: Construction	<i>The Works are on-going. The progress is 5%.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Construction of Cankuzo - Ruyigi - Bujumbura linking to the Murusagamba - Nyakahura	Construction of Bujumbura - Bugarama road (35km)	53	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies and Detailed Design	<i>Government budget funding.</i>
	Construction of Bugarama - Makebuko road (88km)	106	Stage 1: Identification/ Concept	Stage 1: Identification /Concept	<i>Financing required for preparatory studies and construction.</i>
	Construction of Makebuko - Butaganzwa road (21km)	6	Stage 4A: Tendering	Stage 4C: Operation	<i>AfDB funding. Construction works finished in October 2016.</i>
	Construction of Butaganzwa - Ruyigi road (21km)	5	Stage 3A: Feasibility Studies and Detailed Design	Stage 4B: Construction	<i>AfDB funding. The works are ongoing.</i>
	Construction of Cankuzo - Gahumo road (50km)	64	Stage 3A: Feasibility Studies and Detailed Design	Stage 3A: Feasibility Studies not completed	<i>Funds are required for Feasibility Study and Detailed Design as well as subsequent construction of the road.</i>
	Construction of Ruyigi to Cankuzo road (51km)	65	Stage 4C: Operation	Stage 4C: Operation	<i>EU funding. The construction works finished in 2012.</i>
	TZ: Upgrading of Gahumo/ Murusagamba - Kumumbuga - Nyakahura to paved standard (85.17 km)		Stage 1: Identification / Concept	Stage 3A: Feasibility Studies and Detailed Design	<i>AfDB funding.</i>
Dualling of Jinja - Kampala and Kampala - Mpigi Highways as sections of the Northern corridor	Kampala - Jinja Road Capacity upgrade (77km)	800	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4A: Tendering	<ul style="list-style-type: none"> <i>The Feasibility Study and Detailed Engineering were completed and the project has been structured as PPP toll road. Financing required for project implementation.</i>
	Kampala - Mpigi Road Capacity upgrade (35km)	400	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4A: Tendering	<ul style="list-style-type: none"> <i>Financing from AfDB has been secured for construction of Busega - Mpigi section.</i> <i>It is expected that financing for Kibuye-Busega will be obtained from China EXIM Bank.</i>
Construction of the Kampala Southern Bypass (18KM)	Construction of the Kampala Southern Bypass (18KM)	350	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4A: Tendering	<i>The Feasibility Study and Detailed Engineering were completed and the project has been structured as PPP toll road. Financing required for project implementation.</i>
Juba-Torit-Kapoeta-Nadapal-Eldoret (345kms)	Construction of Juba-Torit-Kapoeta-Nadapal-Eldoret (345kms)			Stage 4B: Construction	<i>Funding for construction obtained from AfDB, WB and China for Juba-Torit (100km), Torit-Kapoeta 110km) (Kapoeta-Nadapal (110km) respectively.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Juba-Mundri-Yambio (270kms)	Construction of Juba-Mundri-Yambio (270kms)			Stage 3A: Feasibility Studies and Detailed Design	<i>With funding from Africa Development Bank, feasibility and detailed studies is on-going. Detailed studies to be completed by March 2018.</i>
Kapoeta - Boma-Road (195KMS)	Construction of Kapoeta - Boma-Raad (195KMS)			Stage 4A: Tendering	<i>With funding from Africa Development Bank/IGAD, feasibility & Engineering studies completed Detailed studies completed in March 2017. Funding is required for construction.</i>
Juba-Bor-Boma-Raad-Dima/Bor-Malagal-Bentiu (1000kms)	Construction of Juba-Bor-Boma-Raad-Dima/Bor-Malagal-Bentiu (1000kms)			Stage 2: Feasibility Studies & Preliminary Design	<i>TOR for the works developed and scoping studies soon to be conducted. Part financing obtained and to be done by Government of Ethiopia (as a loan under special bilateral agreement signed on 19.02.2017).</i>
Gambella-Pagak - Palouge (505kms)	Construction of Gambella-Pagak-Palouge (505kms)			Stage 2: Feasibility Studies & Preliminary Design	<i>Terms of Reference and scoping studies for the development of preliminary studies developed. Funds are required for Detailed Designs and construction of the road.</i>
Kampala - Jinja - Malaba capacity improvements	Kampala - Jinja Expressway (80km)	800	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 4A: Tendering	<i>The Feasibility Study and Detailed Engineering were completed and the project has been structured as Public Private Partnership. IFC is the lead transaction advisor and will support UNRA in the tender process for the project.</i>
	Dualing of Jinja-Malaba/Busia (157km)	236		Stage 1: Concept/ Identification	<i>Funding required for the preparatory and implementation phases of the project.</i>
Capacity improvement of Kibuye-Busega-Mbarara-Katuna	Kibuye – Busega-Mpigi Road Capacity upgrade (35km)	301	Stage 3A: Feasibility, Detailed Design	Stage 4A: Tendering	<i>FS&DD were completed and financing secured from AfDB for Busega – Mpigi section. Kibuye-Busega section will be obtained from China EXIM Bank. The road will be tolled.</i>
	Mpigi-Mbarara-Katuna	790		Stage 1: Concept/ Identification	<i>Financing is required for the preparatory and implementation phases of the project.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Kampala - Bombo -Gulu - Nimule (New Karuma Bridge) 454km	Kampala – Bombo (50km)	250		Stage 2	<i>Funds are required for completion of the studies and implementation of the project.</i>
	Bombo–Gulu–Nimule (404km)	808		Stage 1	<i>Funding required for the preparatory and implementation phases of the project.</i>
	New Karuma Bridge	70		Stage 1	<i>Funding required for the preparatory and implementation phases of the project.</i>
Ring Road around Kampala (outer beltway) 100km	Ring Road around Kampala (outer beltway) 100km	500		Stage 2: Feasibility Studies and Preliminary Design	<i>Funds are required for completion of the studies and implementation of the project.</i>
Kampala - Busunju - Hoima expressway (200km)	Kampala – Busunju – Hoima expressway (200km)	1,000		Stage 1: Concept	<i>Funds are required for studies and implementation of the project.</i>

EAC VISION 2050 ROADS

By 2050, it is envisioned that the level of service along the main transport corridors will have improved substantially (reached Category B and A from the current average regional level of service of C, D and E), with enhanced safety.

An improved road network will be critical for industrialization and the movement of both people and goods.

TARGET BY 2050



65,700
Paved Roads (Kms)

ROADS

A Section of the Nyanza Lac - Mabanda - Mugina Road, Burundi.

7.4 ENERGY

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Construction of the Karuma Power Plant, 600MW	Uganda: Construction of the Karuma Power Plant, 600MW	1,600	Stage 4B: Construction	Stage 4B: Construction	<i>Overall, 68% of the works have been completed and the project is targeted to be commissioned in December 2018.</i>
Burundi – Rwanda – Tanzania: Construction of Regional Rusumo Falls 80 MW Hydro Power Plant	Rwanda: Construction of Regional Rusumo Falls 80 MW Hydro Power Plant	379.4	Stage 4A: Tendering	Stage 4B: Construction	<i>The EPC contracts for construction of the power plants were signed in November 2016. Project being implemented and managed by jointly by Burundi, Rwanda and Tanzania with AfDB funding.</i>
Rwanda: Geothermal Exploration and drilling in Kinigi, Rubavu and Bugarama for 300 MW	Rwanda: Geothermal Exploration and drilling in Kinigi, Rubavu and Bugarama for 300 MW	136	Corrected: Stage 2: Pre-Feasibility	Stage 2: Pre-Feasibility	<i>Project is under further exploration studies. Currently exploration is being done for Kinigi and Rubavu.</i>
Burundi – Rwanda – DRC: Construction of 147MW Rusizi III HPP	Burundi: Construction of 145MW Rusizi III HPP	650	Stage 3B: Financing Obtained	Stage 3B: Financing Obtained	<i>A joint project between Rwanda, Burundi, and DR Congo and signing of financing agreement was expected in November 2017 with ADF, World Bank, EIB and KfW.</i> <i>The project documents and the countries agreement (may be a treaty) is yet to be signed.</i>
Burundi – Rwanda – DRC: Construction of 287 MWe Rusizi IV Hydropower Plant	Burundi: Construction of 285 MWe Rusizi IV Hydropower Plant	432	Stage 2: Pre-Feasibility	Stage 2: Pre-Feasibility	<i>Still at the pre-feasibility stage. Funding is required for remaining preparatory work and implementation of the project.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Rwanda – DRC: Development of 200 MWe from Methane Gas between Rwanda and DRC	Rwanda: 100MW Kivuwatt Methane to Power IPP	900	Stage 4B: Construction	Stage 4C: Construction	<p>Operational for Phase 1 of 25MW (Rwanda side) Completed and in operation.</p> <p>Countries signed an MOU in 2016 for Methane gas management and development.</p> <p>The mobilization of financing the construction of the second phase of 75MW will follow by 2017.</p>
	Rwanda: 50MW Methane to Power IPP		Stage 4B: Tendering	Stage 4B: Construction	<p>Project site expropriation completed and project final.</p> <p>The project is on track. The Project PPA was signed in December 2015.</p>
Uganda: 180 MW Isimba HPP and 132 kV Isimba interconnection line project	Uganda: 180 MW Isimba HPP and 132 kV Isimba interconnection line project	567	Stage 4B: Construction	Stage 4B: Construction	The overall construction works stand at 70.4% and the project is expected to be commissioned in August 2018.
Tanzania – Uganda: 14 MW Kikagati - Murongo HPP	Uganda: 14 MW Kikagati - Murongo HPP	31	Stage 3B: Financing Obtained	Stage 3B: Financing Obtained	<p>PPA, PSSA and BA has been signed and the developer is finalizing financing.</p> <p>The construction is expected to start by the end of 2017.</p>
Tanzania – Uganda: 35 MW Nsongezi HPP	Uganda/Tanzania: 35 MW Nsongezi HPP	73	Stage 1: Identification or concept	Stage 1: Identification or concept	The project is anticipated to be developed through a SPV while borrowing lessons learnt from Rusumo HPP.
Tanzania: 87 MW Kakono Hydropower Plant	Tanzania: 87 MW Kakono Hydropower Plant	379	Stage 2: Pre-Feasibility study	Stage 3B: Financing Obtained	The project consultant has already been procured and AfDB has completed due diligence to finance the project.
Tanzania: 240MW Kinyerezi II Gas fired Power Plant; 300 MW Kinyerezi IV gas fired Power Plant; and 300 MW Kinyerezi III Gas fired Power Project	Tanzania: 240MW Kinyerezi II Gas fired Power Plant; 300 MW Kinyerezi IV gas fired Power Plant; and 300 MW Kinyerezi III Gas fired Power Project	189	Stage 4B: Construction	Stage 4B: Construction Kinyerezi 240MW	<ul style="list-style-type: none"> Kinyerezi II Project implementation is ongoing. The project implementation has reached 75%. The project will increase power supply to the grid and the region. Kinyerezi III and IV implementation arrangements are still under discussions.

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Tanzania: 200 MW Ki-wira Coal fired Power Plant; 400 MW Mchuchuma Coal Fired Power Plant	Tanzania: 200 MW Kiwira Coal fired Power Plant; 400 MW Mchuchuma Coal Fired Power Plant	1,500	Stage 2: Pre-Feasibility	Stage 2: Pre-Feasibility	<i>The projects are under the initial development stages. Financing is required for remaining preparatory work and implementation of the projects.</i>
Kenya – Tanzania: Kisumu-Mwanza 220 kV transmission line (part of Lake Victoria Transmission Ring)	Kenya: Zambia – Tanzania – Kenya 400 kV double circuit transmission line	52	Stage 1: Identification/ Concept	Stage 4B: Construction	<i>Construction ongoing and project completion date set to be March 2019.</i>
	Kenya: 400/220kV Lake Victoria Ring (Rongai-Kilgoris)	85	Stage 3A: Feasibility Study	Stage 3A: Feasibility Study	<i>Feasibility Study is complete, sourcing for financing for construction.</i>
	Kenya/Tanzania: Kisumu-Mwanza 220 kV transmission line (part of Lake Victoria Transmission Ring)	280	Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility study in progress	<i>Feasibility study for Kilgoris-Mwanza is planned and fully financed by AfDB under Tanzania-Kenya Project financing. Procurement for Consultant for the feasibility study is in progress.</i>
300km 400/220kV Olkaria – Lessos – Kisumu line	300km 400/220kV Olkaria – Lessos – Kisumu line	165		Stage 4B: Construction	<i>Construction ongoing, with the completion date set to be in FY 2018/19.</i>
400/220kV Substations at Lessos, Gilgil and Kimuka	400/220kV Substations at Lessos, Gilgil and Kimuka	120		Stage 4A: Tendering stage	<i>Preparation of Bidding documents, with the completion date is set to be in Dec 2019. Financing is from savings of Ethiopia – Kenya Interconnector.</i>
Construction of 161 km 220kV Rusumo-Gitega Transmission Line	Burundi: Construction of 161 km 220kV Rusumo-Gitega Transmission Line	45	Stage 3A: Feasibility study	Stage 4A: Tendering stage	<i>Financing is already obtained from AfDB and EU (ITF) and contracts signed. Next stage is recruitment for EPC Contractor, which will review tender documents for recruitment of EPC contractor.</i>
Rwanda: Construction of 119 km 220 kV Rusumo – Bugesera - Kigali Transmission Line and associated substations	Rwanda: Construction of 119 km 220 kV Rusumo – Bugesera - Kigali Transmission Line and associated substations	45	Stage 3A: Feasibility study	Stage 4B: Construction	<i>The consultancy service contract for project supervision consultant has been signed. The project is on-track. Supervising firm has been recruited and tender for EPC launched.</i>
Tanzania: Construction of 98.2 km 220 kV Rusumo – Nyakanazi	Tanzania: Construction of 98.2 km 220 kV Rusumo – Nyakanazi	39	Stage 3A: Feasibility study	Stage 4A: Tendering	<i>AfDB has committed to finance the project. The compensation plan for PAPs has been completed and the consultant is preparing bidding document for procurement of contractor(s).</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Transmission Lines Associated to Rusizi III and IV:	DRC – Burundi: 220 kV Kamanyola (DRC)-Bujumbura (BDI), 125 km	41	Stage 4A: Tendering	Stage 4B: Construction	<i>The consultancy service contract for project supervision consultant was signed and a contract of a new consultant is yet to be signed. The project is co-financed by AfDB and KfW but additional funding is required to bridge the financing gap of 10 Million Euros.</i>
	DRC – Burundi: 220 kV -Bujumbura (BDI)-Kiliba (DRC)	-	Stage 3B: Financing Obtained	Stage 4B: Construction.	<i>Part of the 220KV transmission line implementation. ADR Congo project.</i>
	DRC: 220 kV Bendera-Kalemi-Fizi-Uvira-Kiliba-Kamanyola	-		Stage 3A: Feasibility Study	<i>DR Congo Project.</i>
	DRC – Rwanda: 220kV Kamanyola (Rusizi III) - Kibuye Transmission Line (142km)	29	Stage 3A: Feasibility Study	Stage 3A: Feasibility Study	<i>Line is to evacuate power from Rusizi III and transmit it into the Rwanda Grid. Rusizi III power plant is yet to be constructed and therefore no works on the transmission line started. No works done on project.</i>
110 kV Gitega (Burundi) - Kigoma (Tanzania)	Tanzania: 220 kV Gitega (Burundi)-Kigoma (Tanzania)	100	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>Funds are required for studies and implementation of the project.</i>
220 kV Kigoma (Rwanda) - Huye-Ngozi-Gitega; RW: 62 km and BU: 81 km	Burundi:220 kV Kigoma (Rwanda) - Huye-Ngozi-Gitega; RW: 62 km and BU: 81 km		Stage 1: Identification/ Concept	Stage 4A: Tendering	<i>Contractor negotiations taking placeFunded by EU and KFW. Project is on track in Rwanda. The supervising firm has been recruited and the contract negotiation with the contractor NCC is ongoing. However, tender documents cannot be launched in Burundi because KFW which is delegated to manage funds from EU and KFW has suspended its activities in Burundi.</i>
	Rwanda:220 kV Kigoma (Rwanda) - Huye-Ngozi-Gitega; RW: 62 km and BU: 81 km	-	Stage 1: Identification/ Concept	Stage 4A: Tendering	<i>Funded by EU and KFW. Project is on track in Rwanda. The supervising firm has been recruited and the contract negotiation with the contractor NCC is ongoing. However, tender documents cannot be launched in Burundi because KFW which is delegated to manage funds from EU and KFW has suspended its activities in Burundi.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Uganda - DRC: 220 kV: Nkenda-Mpwonde-Bunia-Beni (70km) line; 70km	Uganda - DRC: 220 kV: Nkenda-Mpwonde-Bunia-Beni (70km) line; 70km	22	Stage 3A: Feasibility, Detailed Design and Structuring	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Sourcing financing for EPC.</i>
Uganda - South Sudan: 400 kV Olwiyo (Uganda) - Nimule - Juba (South Sudan) (380km) line	Uganda - South Sudan: 400 kV Olwiyo (Uganda) - Nimule - Juba (South Sudan) (380km) line	47	Stage 2: Pre-Feasibility study in progress	Stage 2: Pre-Feasibility study in progress	<i>Sourcing funds for the feasibility study.</i>
Uganda: 400 kV Karuma - Kawanda transmission line, 260 km	Uganda: 400 kV Karuma - Kawanda transmission line, 260 km	289	Stage 3A: Feasibility Studies, Detailed Design	Stage 4B: Construction	<i>Construction ongoing, design- 86%, Procurement - 56%, works - 3%.</i>
Tanzania: 400 kV Iringa - Mbeya, 292 km (Is a continuation of the transmission backbone and Zambia-Tanzania-Kenya (ZTK) transmission line)	Tanzania: 400 kV Iringa - Mbeya, 292 km (Is a continuation of the transmission backbone and Zambia-Tanzania-Kenya (ZTK) transmission line)	190	Stage 3A: Feasibility Studies, Detailed Design & Structuring	Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>Sourcing funds for EPC.</i>
Tanzania: 132 kV TL Reinforcement of Ubungo - Ras Kiromoni submarine Transmission Line to Zanzibar	Tanzania: 132 kV TL Reinforcement of Ubungo - Ras Kiromoni Transmission Line to Zanzibar through the 2 nd marine cable	50	Stage 4C: Operation	Stage 4C: Operation	<i>The transmission line has been commissioned.</i>
	Zanzibar Second Interconnector Project	50	Stage 4C: Operation	Stage 4C: Operation	
Tanzania - Kenya: 400 kV Singida - Arusha - Nairobi (Isinya) (Kenya: 93.1 km, Tanzania: 414.4 km)	Tanzania: 400 kV Singida - Arusha - Nairobi (Isinya) (Kenya: 93.1 km, Tanzania: 414.4 km)	309	Stage 3A: Feasibility Studies, Detailed Design	Stage 4B. Construction	<i>Construction ongoing and project completion date set to be March 2019.</i>
	Kenya: 400 kV Singida - Arusha - Nairobi (Isinya) (Kenya: 93.1 km, Tanzania: 414.4 km)	1100	Stage 3A: Feasibility Studies, Detailed Design	Stage 4B. Construction	<i>Construction ongoing and project completion date set to be March 2019</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE - NOV. 2014	STAGE- NOV. 2017	REMARKS
Tanzania: 220 kV Nyakanazi - Geita - Bulyankulu	Tanzania: 220 kV Nyakanazi - Geita - Bulyankulu to connect Endpoint of Rusumo 220 kV TL with Tanzania Grid end point	87	Stage 3B: Financing Obtained	Stage 4A: Tendering	<i>Procurement of the EPC Contractors ongoing.</i>
Tanzania: 400 kV Mbeya - Tunduma, 100km (ZTK)	Tanzania: 400 kV Mbeya - Tunduma, 100km (ZTK)	-	Stage 3A: Feasibility Studies, Detailed Design & Structuring	Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>Sourcing financing for EPC.</i>
Uganda - Tanzania: 220 kV Masaka - Mwanza, (UG: 85km, TZ; 250 km)	Uganda: 220 kV Masaka - Mwanza, (UG: 85km, TZ; 250 km)	46	Stage 3A: Feasibility study completed	Stage 3A: Feasibility study completed	<i>Procurement of the consultant to update the feasibility study is at final stages.</i>
	Tanzania: 220 kV Masaka - Mwanza, (UG: 85km, TZ; 250 km)	279	Stage 3A: Feasibility study completed	Stage 3A: Feasibility study completed	<i>Procurement of the consultant to update the feasibility study is at final stages.</i>
Kobero (Burundi) - Ngara (Tanzania)	Burundi/Tanzania: Kobero (Burundi) - Ngara (Tanzania); Ngara (TZ) has supply and may be used to electrify Kobero (BI)	-	Stage 3A: Feasibility Studies, Detailed Design & Structuring	Stage 3B: Financing Obtained	<i>Feasibility study completed; ORIO funding obtained.</i>
Gisuru (Burundi) - Kibondo (Tanzania)	Burundi/Tanzania: Gisuru (Burundi)-Kibondo (Tanzania); Gisuru has grid power that may be used to supply Kibondo	5	Stage 4C: Kibondo is already electrified	Stage 4C: Kibondo is already electrified	<i>Gisuru has grid power that may be used to supply Kibondo.</i>
Mugina (Burundi) - Manyovu (Tanzania)	Tanzania: Mugina (Burundi)-Manyovu (Tanzania) (220kv)	5	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	
	Burundi: Mugina (Burundi)-Manyovu (Tanzania)	-	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Kanyaru (Burundi)-Butare (Rwanda)	Burundi: Kanyaru (Burundi)-Butare (Rwanda)	-	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>No new update.</i>
	Rwanda: Kanyaru (Burundi)-Butare (Rwanda)	-	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>No new update.</i>
	Rwanda: Akanyaru Hydropower Project (5MWe)	-	Stage 1: Identification/ Concept	Stage 1: Identification/ Concept	<i>No new update.</i>
Kikagati (Uganda) - Murongo (Tanzania)	Uganda: Kikagati (Uganda) - Murongo (Tanzania) (3km)	5	Stage 3A: Feasibility study completed	Stage 3B: Financing Obtained	
	Tanzania: Kikagati (Uganda) - Murongo (Tanzania) (10km)	5	Stage 3A: Feasibility study completed	Stage 3A: Feasibility study completed	<i>The negotiation of project documents has been finalized and signed. PPA negotiation and signing of Bilateral Agreement took long. The project will evacuate power from the KikagatiMurongo HPP.</i>
Mutukula (Uganda/Tanzania)	Tanzania: Mutukula (Uganda/Tanzania) (4km)	-	Stage 3A: Feasibility study completed	Stage 3A: Feasibility study completed	
Kenya – South Sudan: Development of the Lamu-Isiolo-Juba crude oil pipeline	Kenya – South Sudan: Development of the Lamu-Isiolo-Juba crude oil pipeline	-	Stage 2: Pre-Feasibility	Dropped	<i>The negotiations for joint construction of crude oil pipeline from Uganda (Hoima-Lokicha-Lamu) and South Sudan failed and Kenya undertook to construct own oil pipeline.</i>
Kenya – Ethiopia: Development of the Lamu-Isiolo Ethiopia oil product pipeline	Kenya – Ethiopia: Development of the Lamu-Isiolo Ethiopia refined oil product pipeline	-	Stage 1: Identification/ Concept	Stage 2: Pre-Feasibility	<i>Pipeline was for refined oil products. Initially refinery was to be based at Lamu to serve both Kenya and Ethiopia. It was later suggested that the refinery be located at Isiolo. After Kenya discovered oil, decision for location of oil refinery at Isiolo or Lamu is yet to be finalized. Decision also to take into account the completion of Lamu port construction.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Kenya/Uganda: Upgrading of the Mombasa-Eldoret Oil pipeline to increase capacity and efficiency and extension to Kampala and Kigali. Additional loading facilities in Eldoret depot	Construct 120 KM of new 10- inch diameter pipeline from Sinendet to Kisumu	58	Stage 3A: Feasibility studies	Stage 4C: Operation	<i>Completed in April 2016.</i>
	Construction of 454 KM of 20- inch diameter (mainline 450 Km and spur line KOSF to PS1 4KM) Mombasa – Nairobi refined Petroleum oil products pipeline.	484.5	Stage 2: Feasibility studies and preliminary design	Stage 4B. Construction	<i>90% complete.</i>
	Construct four (4 tanks) at Nairobi terminal	31.3	Stage 1: Identification/ Concept	Stage 4B: Construction	<i>Construction work is on-going: 80% complete. The project will increase storage capacity from 100,580M³ to 133,000M³.</i>
	Upgrading of the Mombasa-Eldoret Oil pipeline: Extension to Kampala-Kigali	1	Stage 2: Feasibility Studies and preliminary design	Stage 4A: Tendering	<i>Feasibility Study for Eldoret-Kampala-Kigali commissioned in 2014, August. Tendering for pre-qualification for EPC (contractor). However, financing for contractor not obtained yet. Discussion in process to change from EPC to PPP. Efforts to mobilize funds through EPC not successful.</i>
Kenya – Uganda – Rwanda – Burundi: Construction of Eldoret – Kampala – Kigali – Bujumbura with a spur from Mbarara to Mwanza – Isaka – Dar es Salaam oil pipeline	Mbarara (Uganda)-Mwanza-Isaka-Dar es Salaam (Tanzania) Construction of Oil Products Pipeline	1.7	Stage 1: Identification/ Concept	Stage 2: Feasibility Studies and preliminary design	<i>Funded by AfDB.</i>
	Kigali-Bujumbura Construction of Oil Products Pipeline	0.6	Stage 2: Feasibility Studies and preliminary design	Stage 2: Feasibility Studies and preliminary design	<i>Kampala-Kigali feasibility study commissioned in 2014, August with funding from AfDB. Funding is required to progress the project to next phases.</i>
	Eldoret - Kampala oil product pipeline	530	Stage 4A: Tendering	Stage 4A: Tendering	<i>Process has stalled.</i>
Uganda: construction of crude pipelines from the oil fields to the proposed Refinery and products pipeline and related infrastructure from the Refinery to the market	Uganda: construction of crude pipelines from the oil fields to the proposed Refinery in Hoima, Uganda	850	Stage 3B: Financing Obtained	FEED ongoing expected to be completed by November 2017	<i>97% completion.</i>
	Uganda: Construction of products pipeline and related infrastructure from the Refinery to the market			RAP study for Right of Way ongoing	<i>40% completion.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Eastern Electricity Highway Project	Ethiopia – Kenya Interconnector 500 HVDC (High Voltage Direct Current)	1262.5		Stage 4B: Construction	<i>Connecting Ethiopia grid to Kenya grid from Wolayta Soda sub-station to Naivasha sub-station (under construction) in Kenya. Covers 433km in Ethiopia and 612km in Kenya. Funded by World Bank, AfDB, AFD.</i>
Tanzania: construction of a new Gas powered plant Somanga	Somanga 240MW Gas Fired Power Plant	288		Stage 3A: Feasibility Studies, Detailed Design	<i>The project construction will start immediately after completion of FS as there is prearranged financing.</i>
Tanzania: construction of a new Gas powered plant at Mtwara	Mtwara 300MW Gas Fired Power Plant	340		Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>The Feasibility study for the project started on July, 2017 and is ongoing. The project will start immediately after completion of FS as there prearrangement for financing.</i>
Tanzania: construction of a new gas pipeline from Mtwara to Dar es Salaam	Mtwara-Kilwa/ Somanga-Dar es Salaam gas pipeline	1,300	Stage 4B: Construction	Stage 4C: Operation	<i>Completed 2015.</i>
Uganda: Development of refineries	Uganda: Development of refineries	4,000	Stage 4A: Tendering	Stage 4A: Tendering	<i>Ongoing negotiations of the Project Framework Agreement (PFA) expected to be concluded by end of November 2017 to pave way for commencement of Pre-Final Investment Decision activities of the project.</i>
Uganda – Tanzania: Development of crude oil export pipeline (1443km)	Development of crude oil export pipeline from Hoima in Uganda to Tanga port in Tanzania (1443km)	4000		Stage 3A: Feasibility Studies, Detailed Design & Structuring	<ul style="list-style-type: none"> <i>The Upstream Partners (TOTAL, TULLOW and CNOOC) together with the Governments of Uganda and Tanzania are taking forward the development of this crude oil export pipeline.</i> <i>Inter-Government Agreement (IGA) signed between Uganda and Tanzania on 26th May 2017 and consequently ratified.</i> <i>The Front-End Engineering Design (FEED) for the crude oil pipeline is ongoing and is expected to be completed by the end of September 2017.</i>
Tanzania: construction of Solar PV Project at Kishapu-Shinyanga	Kishapu-Shinyanga 150MW Solar PV Project			Stage 3B: Financing Obtained	<i>Mobilization of funds is ongoing. French Development Agency (AFD) has shown interest to finance the project.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
Tanzania: construction of Wind Energy plant at Singida	Singida 75MW Wind Upepo Energy			Stage 4A: Tendering	<i>Transaction adviser is reviewing the feasibility study done by Upepo Energy. Expected to start immediately as the FSR is complete.</i>
Tanzania: construction of Hydro-power Plant at Rufiji	Rufiji 2100MW Hydropower Plant	2000		Stage 4A: Tendering	<i>The tender for the project has been advertised.</i>
Tanzania: 400kV, 250km Transmission line from Rufiji- Chalinze	Rufiji – Chalinze 400kV, 250km Transmission Line	100		Stage 4A: Tendering	<i>Initial preparations have started such as for way leave.</i>
Tanzania: 400kV, 350km Transmission line from Chalinze - Dodoma	Chalinze – Dodoma 400kV, 350km Transmission Line	150		Stage 3B: Financing Obtained	<i>The Feasibility study for the project has been completed. Efforts for securing financing for implementation are underway.</i>
Tanzania: 400kV, 253km Transmission line from Somanga- Fungu	Mtwara – Somanga-Fungu 400kv, 253km Transmission line	101		Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>The Feasibility study for the project started on July, 2017.</i>
Tanzania: 400kV, 198km Transmission line from SomangaFungu-Kinyerezi	SomangaFungu – Kinyerezi 400Kv, 198km Transmission Line	98		Stage 3B: Financing Obtained	<i>The Feasibility study for the project has been completed. Efforts for securing financing for implementation are underway.</i>
Uganda-South Sudan: 400 kV Karuma (Uganda)-Nimule-Juba(South Sudan) line	Uganda-South Sudan: 400 kV Karuma (Uganda)-Nimule-Juba(South Sudan) line (190km)			Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>NEPAD IPPF grant under processing for procurement of consultant for feasibility study.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ Million)	STAGE – NOV. 2014	STAGE– NOV. 2017	REMARKS
South Sudan - Uganda: Cross Border Electrification between Uganda and South Sudan in the border towns of Kaya, KajoKeji and Nimule	Cross Border Electrification between Uganda and South Sudan in the border towns of Kaya, KajoKeji and Nimule			Stage 3A: Feasibility Studies, Detailed Design & Structuring	<p><i>Technical studies already undertaken.</i></p> <p><i>MoU developed between Uganda and South Sudan by Ministries responsible for Energy and Electricity.</i></p> <p><i>MoU to be signed between Uganda and South Sudan on 4.10.2017 in Kampala.</i></p>
South Sudan: Crude Oil refinery development for domestic market	Development of refineries construction of crude pipelines from the oil fields to the proposed Refinery			Stage 3A: Feasibility Studies, Detailed Design & Structuring	<i>Undertake technical studies.</i>

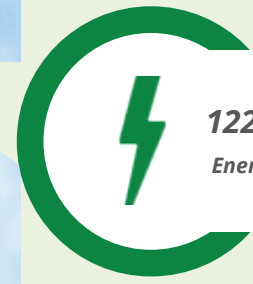
EAC VISION 2050 ENERGY

Energy is one of the key infrastructure 'enablers' of Vision 2050. The level and intensity of commercial energy use in the region is a key indicator of the degree of economic growth and development.

The objective of the energy sector development for Vision 2050 will be to ensure sustainable, adequate, affordable, competitive, secure and reliable supply of energy to meet regional needs at the least cost, while protecting and conserving the environment.

The region will emphasize access, capacity, efficiency and sustainability of energy.

TARGET BY 2050



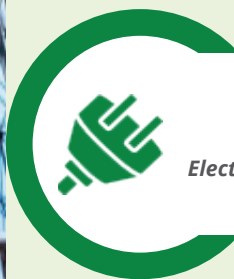
122,569 MW
Energy Produced

TARGET BY 2050



12
Regional Refineries

TARGET BY 2050



74%
Electrification Rate

ENERGY

KivuWatt Project in Rwanda comprises an integrated methane gas extraction facility and an independent power plant.

7.5 CIVIL AVIATION AND AIRPORTS

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ million)	STAGE- NOV. 2017	REMARKS
Julius Nyerere International Airport	Construction of Terminal 3 at Julius Nyerere International Airport	305	Stage 4B: Construction	<i>Construction of New Terminal Building (III) and its Associated Infrastructure and Facilities is completed by 67%.</i>
Kilimanjaro International Airport	Rehabilitation of the Kilimanjaro International Airport: Taxiways rehabilitation and construction of new semi full parallel taxiway, apron rehabilitation and expansion, refurbishment of Passenger Terminal Building and installation of Airfield Ground Lighting System	42.6	Stage 4B: Construction	<i>The project is in progress and completed by 90%.</i>
Arusha Airport	Construction of Terminal building and its associated infrastructure and facilities (access, road, car parking, apron and taxiway)	18	Stage 3A: Feasibility Study completed	<i>The Government is soliciting funds for implementation of proposed works.</i>
Zanzibar: Abeid Amani Karume International Airport	Construction of the terminal 2 at Abeid Amani Karume International Airport	55	Stage 4B: Construction	<i>The project is 40% complete though the project is currently stalled awaiting the on-going negotiations between the EXIM Bank and the government of Zanzibar on how to continue funding the remaining part.</i>
Pemba Airport	Rehabilitation and extension of Pemba Airport	70	Stage 3A: Feasibility study and detailed engineering design	<i>The feasibility study funded by AfDB is going on.</i>
Zanzibar North and South Tourist Airports	Construction of Zanzibar North and South Tourist Airports	80	Stage 2: Pre-Feasibility	<i>Zanzibar government has already consulted the consultant, who is already carrying on the study to establish actual cost for fully implementation of the project No financing identified.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ million)	STAGE-NOV. 2017	REMARKS
Mtwara Airport	Rehabilitation and upgrading of Airside infrastructures (runway, taxiway and apron)	38	Stage 4A: Tendering (For Airside infrastructures, existing access road and installation of AGL)	<i>Final Report (Feasibility Study/Concept Design) for all proposed works in place.</i>
	Construction of Airport buildings and its associated infrastructure and facilities (access roads and car parking) and installation of Airfield Ground Lighting System (AGL) and Navigational Aids		Stage 2: Feasibility Studies and Preliminary Design (construction of Airport buildings and its associated infrastructure and facilities)	<i>Rehabilitation and upgrading of airside infrastructures, existing access road and installation of AGL to commence after finalisation of procurement/tendering.</i>
Msalato Airport	Construction of Green-field International Airport complete with all infrastructures and facilities necessary for operations	200 ¹	Stage 3A: Feasibility Studies, Detailed Design and Structuring	<i>Review of Feasibility Study and carrying out Detailed Engineering Design under the financing by AfDB is ongoing. Inception Report and Concept Design/Master Plan are in place.</i>
Kigoma Airport	Rehabilitation and upgrading of the Airport: Construction of Terminal Building and Control Tower Building with associated infrastructures and facilities (Access road, Car parking, Apron, Taxiway) and Extension of runway including installation of Airfield Ground Lighting System (AGL) and Navigational Aids	40	Stage 4A: Tendering	<i>Extension of runway is not in the scope of works in the Tender.</i>
Mwanza Airport	Construction of Terminal Building and its associated infrastructures and facilities (access road and car parking)	70	Stage 3A: Feasibility Studies, Detailed Design and Structuring	<i>Soliciting funds for construction of the Terminal Building and associated infrastructure and facilities.</i>

1 Final cost estimates to be availed after completion of the on-going detailed design

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ million)	STAGE- NOV. 2017	REMARKS
Iringa Airport	Rehabilitation and upgrading of Iringa Airport	42.1	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Government is soliciting funds for implementation of works.</i>
Musoma Airport	Rehabilitation and upgrading of Musoma Airport	47.8	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Government is soliciting funds for implementation of works.</i>
Songea Airport	Rehabilitation and upgrading of Songea Airport	30.9	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Government is soliciting funds for implementation of works.</i>
Julius Nyerere International Airport	Rehabilitation and Extension of Terminal Building II at JNIA.	78	Stage 2: Feasibility Studies and Preliminary Design	<i>Government is soliciting funds for implementation of works.</i>
Juba International Airport	Upgrading & expansion of Juba International Airport to ICAO recommended International Standards including, Expansion of Juba International Airport, Extension of the runway by 900 metres, Renovation of old Airport dilapidated building, Replacement of old equipment and Procurement and installation of new ATM system		Stage 4B: Construction	<i>Funding is required for implementation of the project.</i>
Bujumbura International Airport	Expansion of Bujumbura International Airport	48	Stage 3A: Feasibility studies, Detailed design and Structuring	<i>Funded by Exim Bank China, Exim Bank China, EU.</i>
Kabaale International Airport	Development of a new International Airport in the oil region	320	Stage 3A: Feasibility studies, Detailed design and Structuring	<i>Funds are to be got from the UK Export finance. Loan approval processes soon to be completed.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ million)	STAGE-NOV. 2017	REMARKS
Arua Airport	Upgrading of Arua Airport including new runway 3100m long, 60m wide; new taxiway system 23m wide, new Apron, new Passenger terminal building, new cargo complex and new access road system	150	Stage 4B: Construction	<i>Construction on-going.</i>
Kasese Airport	Upgrading of Kasese Airport to include construction of new runway, taxiway system, apron, terminal building and landside facilities	100	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Master plan studies have been completed and land for expansion has been secured. Financing is required for implementing the project.</i>
Gulu Airport	Upgrading and expansion of Gulu Airport: resurfacing of the runway, construction of a new parallel taxiway, a new apron and a new passenger Terminal	120	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Master plan studies have been completed and land for expansion has been secured. Financing is required for implementing the project.</i>
Pakuba Airport	Upgrading and expansion of Pakuba Airport	5	Stage 3A: Feasibility, Detailed Design and Structuring	<i>This is one of the key tourism promotion airports. It is located within a national park. It requires master plan studies to guide development.</i>
Kidepo Airport	Upgrading of Kidepo Airport	5	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Extension of runway from 1600m to 1800m This is one of the key tourism promotion airport.</i>
Kisoro Airport	Extension of the runway at Kisoro Airport	10	Stage 4B: Construction	<i>It is one of the key tourism promotion airport. There is an urgent need to resurface the runway, taxiway and apron.</i>
Jinja Airport	Upgrade and expansion of Jinja Airport	20	Stage 3A: Feasibility, Detailed Design and Structuring	<i>It is one of the key tourism promotion airport. New runway taxiway system apron, Terminal building and landside facilities are required.</i>
Tororo Airport	Upgrade and Expansion of Tororo Airport	20	Stage 3A: Feasibility, Detailed Design and Structuring	<i>It is one of the key tourism promotion airport. Land for expansion has already been acquired. Studies for guided development required.</i>

PROJECT NAME	SUB-PROJECT NAME	COST (US\$ million)	STAGE-NOV. 2017	REMARKS
Rwanda: Bugesera International Airport	Construction of a new airport at Bugesera	800	Stage 4B: Construction	<i>The airport is designed in a way that it will be constructed in two phases 1 to 5. Construction has started for phase 1 which is expected to be complete by Dec 2018. The other phases will be done progressively in line with projected demand.</i>
Kenya: Jomo Kenyatta International Airport	Rehabilitation of Runway at Jomo Kenyatta International Airport	200	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Feasibility study funded by AfDB.</i>
	Rehabilitation of Terminal BCD (Ring Building) linked to commuter runway at Jomo Kenyatta International Airport	300	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Feasibility study funded by the World Bank.</i>
	Construction of the Second Runway at Jomo Kenyatta International Airport	200	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Feasibility study funded by AfDB Actual construction funded by AfDB & World Bank.</i>
Kenya: Moi International Airport	Rehabilitation of pavement at Moi International Airport	80	Stage 3A: Feasibility, Detailed Design and Structuring	<i>Funded by AFD (Agent de'France).</i>
Establishment of an EAC Seamless Upper Airspace	Investment in interoperable Communication, Navigation, Surveillance/ Air Traffic Management (CNS/ATM) system in order to achieve efficient levels of safety and efficiency over the present scheme	60	Stage 4B: Construction /Implementation	<i>The Implementation plans for the first 5 years indicate the activities to be undertaken by each Partner State or jointly in order to achieve system interoperability and seamless for the provision of Air Navigation Services.</i>

EAC VISION 2050 CIVIL AVIATION & AIRPORTS

It is envisaged that at a regional level, the implementation of air transport related projects and programmes will have been substantially achieved by 2050, hence expanding the capacities and efficiencies of air transport in the region with sustained aviation safety and security monitoring and oversight systems and lower air fares and freight rates.

TARGET BY 2050



ZANZIBAR

Abeid Amani Karume International Airport, Zanzibar, Tanzania.





*East African Community
Secretariat
P.O.Box 1096,
Arusha, Tanzania
Telephone: +255 27 2162100
Fax: +255 27 2162190
E-mail: eac@eachq.org
Website: www.eac.int*