EAST AFRICAN COMMUNITY

THE EAST AFRICAN ROAD NETWORK PROJECT

PROJECT STATUS BRIEFS

EAC SECRETARIAT
Arusha, Tanzania
# Table of Contents

## PRIORITY ROAD LINKS AGREED IN 1998

### KENYA

1.1 Mombasa – Miritini (A109) ................................................................. 1
1.1.1 Miritini - Maji Ya Chumvi (A109) ....................................................... 1
1.1.2 Maji Ya Chumvi – Bachuma Gate & Bachuma Gate – Mtito Andei (A109) 2
1.1.3 Mtito Andei – Sultan Hamud (A109) ................................................ 2
1.1.4 Sultan Hamud – Ulu & Ulu – Machakos Turn Off (A109) .................. 3
1.1.5 Machakos Turnoff – Jomo Kenyatta International Airport (A109/A104) 3
1.1.6 Uhuru Highway (A104) .................................................................. 3
1.1.7 Westlands – Limuru (A104) .............................................................. 4
1.1.8 Maai Mahiu – Naivasha – Lanet (C88/A104) ...................................... 4
1.1.9 Lanet – Mau Summit – Timboroa (A104) .......................................... 4
1.1.10 Timboroa- Eldoret – Malaba (A104) ................................................ 4
1.1.11 Mwatate – Taveta (A23) ................................................................. 5
1.1.12 Mukuyu – Kisii – Sotik (A1/B3) ....................................................... 5
1.1.13 Bungoma – Lwakakhia (C32) .......................................................... 5
1.1.14 Endebess – Suam ......................................................................... 6
1.1.15 Namanga – Athi River (A104) ......................................................... 6
1.1.16 Sagana – Kiganjo – Nanyuki (A2) .................................................... 6
1.1.17 Nanyuki – Isiolo (A2) .................................................................... 7
1.1.18 Isiolo – Marsabit (A2) ................................................................. 7
1.1.19 Marsabit – Moyale (A2) ............................................................... 7

### UGANDA

1.2 Malaba – Busia - Bugiri ..................................................................... 8
1.2.1 Bugiri – Jinja ............................................................................... 8
1.2.2 Jinja – Kampala ........................................................................... 9
1.2.3 Kampala Northern Bypass ............................................................. 9
1.2.4 Kampala - Katuna ........................................................................ 9
1.2.5 Masaka – Kyotera ........................................................................ 10
1.2.6 Kyotera – Mutukula ................................................................. 10

### TANZANIA

1.3 Dar Es‘Salaam – Mlandizi (55 Kms) ................................................. 11
1.3.1 Chalinze – Morogoro – Melela (129 Kms) ...................................... 11
1.3.2 Morogoro – Dodoma (265 Kms) .................................................... 11
1.3.3 Dodoma – Manyoni (127 Kms) ....................................................... 11
1.3.4 Manyoni – Singida (118 Kms) ......................................................... 11
1.3.5 Singida – Shelui (110 Kms) .......................................................... 12
1.3.6 Shelui – Nzega (110 Kms) ............................................................... 12
1.3.7 Nzega – Tinde – Isaka and Tinde – Ilula (170 Kms) ....................... 12
| 1.3.9 | Isaka – Lusahunga (245 Kms) ................................................................. | 12 |
| 1.3.10 | Lusahunga – Kagoma (154 Kms) ................................................................. | 13 |
| 1.3.11 | Kagoma – Muhutwe (24 Kms) ........................................................................ | 13 |
| 1.3.12 | Muhutwe – Mutukula (112 Kms) .................................................................. | 13 |
| 1.3.13 | Ndundi – Somanga (60 Kms) ........................................................................ | 13 |
| 1.3.14 | Somanga – Mingoyo (244 Kms) .................................................................... | 14 |
| 1.3.15 | Biharamulo – Kyamyorwa/Usagara (386 Kms) ............................................. | 14 |
| 1.3.16 | Mwanza – Nyanguge (35 Kms) ..................................................................... | 14 |
| 1.3.17 | Nyanguge – Musoma (186 Kms) .................................................................. | 15 |
| 1.3.18 | Nyakanazi – Kasulu (242 Kms) ................................................................... | 15 |
| 1.3.19 | Kasulu – Sumbawanga (491 Kms) .................................................................. | 15 |
| 1.3.20 | Sumbawanga – Tunduma (230 Kms) ............................................................... | 16 |
| 1.3.21 | Mwandiga – Manyovu (60 Kms) .................................................................... | 16 |
| 1.3.22 | Tunduma – Songwe (70 Kms) ...................................................................... | 16 |
| 1.3.23 | Igawa – Mafinga (188 Kms) ...................................................................... | 17 |
| 1.3.24 | Mafinga – Ikokoto – Msimba (219 Kms) .................................................... | 17 |
| 1.3.25 | Iringa - Dodoma (266 Kms) ..................................................................... | 17 |
| 1.3.26 | Dodoma - Babati (263 Kms) ....................................................................... | 18 |
| 1.3.27 | Babati - Minjingu (60 Kms) ....................................................................... | 18 |
| 1.3.28 | Arusha - Namanga (104 Kms) ..................................................................... | 18 |

2 ROAD LINKS ADDED IN 2003 .............................................................................. 19

2.1 KENYA ............................................................................................................. 19

2.1.1 Mau Summit – Kisumu (B1) .................................................................... 19
2.1.2 Yala – Busia (B1) .................................................................................... 19
2.1.3 Oloitokitok – Emali (C102) ...................................................................... 20
2.1.4 Mwatate – Voi (A23) .............................................................................. 20
2.1.5 Nairobi Northern Bypass ........................................................................ 21
2.1.6 Nairobi Southern Bypass ......................................................................... 21
2.1.7 Outer Ring Road (C58) ........................................................................... 22
2.1.8 Mombasa – Malindi – Hola – Garissa (B8) .............................................. 22
2.1.9 Rironi – Maai Mahiu – Narok – Sotik (B3) ............................................. 23
2.1.10 Kisumu – Kakamega – Kitale (A1) ......................................................... 23
2.1.11 Kitale – Lodwar (A1) ............................................................................ 23
2.1.12 Nairobi - Thika (A2) ............................................................................... 24
2.1.13 Kibwezi – Kitui – Mwingi (B7) ............................................................... 24
2.1.14 Mwingi – Maua – Isiolo (B6) ................................................................. 25
2.1.15 Garissa – Liboi (A3) ............................................................................. 25

2.2 UGANDA ......................................................................................................... 26

2.2.1 Kabale – Kisoro – Bunagana/Kyanika ..................................................... 26
2.2.2 Ntungamo – Kakitumba ......................................................................... 26
2.2.3 Rukungiri – Ishasha ............................................................................... 27
2.2.4 Hoima – Butiaba ................................................................................... 27
2.2.5 Fort Portal - Budubugyo ................................................................. 28
2.2.6 Mbale – Soroti ...................................................................................... 28
2.2.7 Soroti – Lira ......................................................................................... 29
2.2.8 Lira – Gulu ............................................................................................ 29
2.2.9 Gulu – Nimule ....................................................................................... 29
2.2.10 Kapchorwa – Suam................................................................. 30
2.2.11 Lwakhakha – Mbale ............................................................. 30
2.2.12 Sironko- Namalu – Lokitanyala ......................................... 31

2.3 TANZANIA ............................................................................... 32

2.3.1 Tanga – Horohoro (66 Kms) .................................................. 32
2.3.2 Marangu – Tarakea – Rongai – Kamwanga (98 Kms) ............ 32
2.3.3 Chalinze – Segera - Tanga (252 Kms) ................................. 32
2.3.4 Segera – Mkumbara – Same – Himo (259 Kms) ................. 32
2.3.5 Dar Es Salaam – Kibiti (39 km) ........................................... 33
2.3.6 Kibiti – Ikwiriri (29 Km) ....................................................... 33
2.3.7 Mtwara – Songea – Mbamba Bay (836 Kms) ..................... 34
2.3.8 Mlandizi – Chalinze (44 Kms) ............................................. 34
2.3.9 Ilula – Mwanza (101 Kms) .................................................... 34
2.3.10 Kigoma – Kasulu (93 Kms) ............................................... 35
2.3.11 Babati – Singida (161 Kms) ................................................. 35
2.3.12 Arusha – Minjingu (105 Kms) ............................................. 35
THE EAST AFRICAN ROAD NETWORK

PROJECTS STATUS BRIEFS

1 PRIORITY ROAD LINKS AGREED IN 1998

1.1 KENYA

1.1.1 Mombasa – Miritini (A109)

The Mombasa – Miritini (A109) road is 16 km long and located in Kenya’s Coast Province. The road is part of Corridor No. 1 (Mombasa – Malaba – Katuna) of the East African Road Network Project (EARNP). It is a bitumen road in fair condition having been resealed in February 2003 at a cost of US $ 3.3m. Due to the heavy traffic using the road, it requires upgrading to dual carriageway at a cost of US$ 55m. The design review for the proposed improvement is completed.

*Funds are required for dualling of this road. The Government is seeking development partners support to finance the upgrading of the road to a dual carriageway.*

Miritini - Maji Ya Chumvi (A109)

The 35km long Miritini – Maji ya Chumvi road (A109) is of bitumen standards in poor condition and located in Kenya’s Coast Province and is part of Corridor No.1. The Nordic Development Fund (NDF) has granted part financing for its rehabilitation under the Northern Corridor Transport Improvement Project (NCTIP) for an amount of US$ 29.55m. Out of this amount, the NDF contributed 69% while the Government of Kenya (GOK) contributed 31%.

*Works commenced in January 2006 with a contract period of 18 months. The completion period is, therefore, expected to be July 2007.*
Maji Ya Chumvi – Bachuma Gate & Bachuma Gate – Mtito Andei (A109)

The 48km long *Maji ya Chumvi – Bachuma Gate* is of bitumen standard in fair condition having been repaired and resealed in 2002 at a cost of US$ 7.7m. The road is located in Kenya’s Coast Province and is a section of Corridor No. 1. Design review for its rehabilitation was completed in 2003.

The 150 km long *Bachuma Gate – Mtito Andei* section is a bitumen road in good condition but requires routine and periodic maintenance. The Government should ensure that funds are available for routine and periodic maintenance of the road.

*It is proposed that the Maji ya Chumvi – Bachuma Gate section be rehabilitated at a cost of US$ 32m. Funds are therefore required for the rehabilitation of this road. The Government is seeking financial support from development partners for the proposed works.*

Mtito Andei – Sultan Hamud (A109)

The 131km long *Mtito Andei – Sultan Hamud* road (A109) is of bitumen standards in good condition and located in Kenya’s Eastern Province and is part of Corridor 1. Financing for its reconstruction was granted by the European Union to a tune of US$ 68m. The rehabilitation works were completed in March 2006.

*The section is receiving routine maintenance and no immediate major intervention is required on this section.*
Sultan Hamud – Ulu & Ulu – Machakos Turn Off (A109)

The 35-km long Sultan Hamud – Ulu section and the adjacent 16-km long Ulu – Machakos Turn Off section are of bitumen standard in poor condition and are located in Kenya’s Eastern Province. The road sections form part of Corridor No. 1. Feasibility studies and detailed design funded by the World Bank were completed in 2003.

The rehabilitation of the longer Sultan Hamud – Ulu – Machakos Turn off road (51 km) is being financed by the World Bank under the Northern Corridor Transport Improvement Project at a cost of US$ 39.2m. Construction commenced in September 2006 and is expected to be completed in February 2009.

Machakos Turnoff – Jomo Kenyatta International Airport (A109/A104)

The 29-km long Machakos Turnoff – Athi River – JKIA road is of bitumen standard in poor condition. The road is located in Machakos and Nairobi Districts of Eastern and Nairobi Provinces respectively and part of Corridor No. 1. The 12-km section between Athi River Township and the turnoff to the Airport is currently being upgraded to a dual carriageway in order to address the serious traffic congestion.

Rehabilitation of the road is being financed by the World Bank under the Northern Corridor Transport Improvement Project at a cost of US$ 61.6m. Works commenced in September 2006 and are expected to be completed in August 2008.

Jomo Kenyatta International Airport (JKIA) Turnoff – Uhuru Highway – Museum Hill (A104)

The 12-km long section is of bitumen standard in a fair condition. The Highway is located within the City of Nairobi and is part of Corridor No. 1.

This road section is proposed for concessioning together with the Machakos Turn Off – JKIA and Southern bypass roads in order to relief the City of Nairobi of traffic congestion.

The Government of the Peoples Republic of China are funding the rehabilitation and widening of the JKIA – Museum Hill Section, (which also extends up to the UNEP Headquarters at Gigiri) at a cost of US$ 30m.
Westlands – Limuru (A104)

The Westlands - Limuru Road is 32 km long, located in Nairobi and Kiambu Districts and is part of Corridor No. 1. It is a dual carriageway that was constructed in 1993 and is due for rehabilitation.

*Design studies have been completed with EU funding. EU has also expressed willingness to fund the works.*

Maai Mahiu – Naivasha – Lanet (C88/A104)

The 97-km long Maai Mahiu – Naivasha - Lanet road is of bitumen standards located in Kenya’s Rift Valley Province and is part of Corridor No. 1.

*The European Union funded the feasibility studies and detailed design of the road that were completed in 2000. The works, also financed by the European Union, commenced in April 2005 and are expected to be completed by October 2007 at a cost of US$91m*

Lanet – Mau Summit – Timboroa (A104)

The 97-km long Lanet – Mau Summit – Timboroa Road is of bitumen standard in poor condition. The road is located in Nakuru and Uasin Gishu Districts of Rift Valley Province and is part of Corridor No. 1. Feasibility studies and detailed design funded by the World Bank are complete for the Lanet – Mau Summit section (61km).

*Rehabilitation of the road is being financed by the World Bank under the Northern Corridor Transport Improvement Project (NCTIP) at a cost of US$ 62.6m. The works commenced in September 2006 and are expected to be completed by March 2009.*

Timboroa- Eldoret – Malaba (A104)

The 183-km long Timboroa – Eldoret – Malaba road is part of Corridor No. 1 and is located in Rift Valley and Western Provinces.

*Design studies are complete, with EU funding. The EU will fund the construction works.*
Mwatate – Taveta (A23)

The 90-km long Mwatate – Taveta road is of gravel standards in a poor condition, located in Taita Taveta District of Rift Valley Province. The road is a key link between Corridor No.1 and the North-Western part of Tanzania.


The African Development Bank will finance the feasibility studies and detailed design of the proposed improvement. The assignment is expected to commence in the second half of 2007. The estimated cost of the proposed works is US$ 50 m.

Mukuyu – Kisii – Sotik (A1/B3)

The Mukuyu – Kisii – Sotik road (112km) is part of Corridor No. 3 of the EARNP (Biharamulo – Mwanza – Musoma – Sirari – Lodwar – Lokichogio). The road is located in Nyanza and Rift Valley Provinces. The road is of bitumen standard in fair/poor condition.

Design studies for Kisii-Sotik section is under procurement with GoK funding. The Government of Kenya is seeking a financier for the proposed improvements which are estimated to cost US$ 56m.

Bungoma – Lwakhakha (C32)

The Bungoma – Lwakhakha road is 46km long, located in Bungoma District. The road is of gravel/earth standard and is part of Corridor No. 3.

A financier is being sought for the proposed improvements. The EAC is seeking development partners support to finance the proposed improvement of the road as a regional project at a cost of US $ 26m.
Endebess – Suam

The 26-km long road is located in Mt. Elgon District. The road is a single track, which was originally graveled but has deteriorated to the point that several stretches are barely passable during the rainy season. It is however a key link between Corridor No. 3 and Eastern Uganda.

*A financier is being sought for the proposed improvements. The Government of Kenya and the EAC are, therefore, soliciting for funds for the proposed improvement at a cost of US $18m.*

Namanga – Athi River (A104)

The road is 135 km and is located in Kajiado District of Kenya’s Rift Valley Province. It is of bitumen standard in fair condition. The road is part of Corridor No. 5 of the EARNP (Tunduma – Iringa – Dodoma – Arusha – Namanga - Moyale).

*Feasibility and design studies were completed in September 2006, under grant financing by the ADB to the EAC. ADB is also financing the rehabilitation works, expected to commence around July 2007.*

Sagana – Kiganjo – Nanyuki (A2)

The 95-km long Sagana – Kiganjo – Nanyuki is located in Kirinyaga / Nyeri districts and is part of Corridor 5 of the EARNP (Tunduma – Iringa – Dodoma – Arusha – Namanga - Moyale). The road is of bitumen standards in a fair to poor condition.

The road was constructed in the 1950s and the rehabilitation of Marua – Kiganjo – Nanyuki section has been undertaken using Fuel Levy funds. Routine maintenance is also being undertaken using GOK funds.

*Funds are being sought by GOK for its improvement at a cost of US$38m.*
Nanyuki – Isiolo (A2)

The 80-km long road traverses Laikipia, Meru Central and Isiolo Districts. It is of bitumen standard in fair/poor condition. The road is part of Corridor 5 of the EARNP (Tunduma – Iringa – Dodoma – Arusha – Namanga - Moyale). Feasibility studies and detailed design were completed in 2005.

*Funds are being sought by GOK for its improvement at a cost of US$32m.*

Isiolo – Merille River (A2)

The Isiolo – Merille River road is 136km in length. It is located in Isiolo and Marsabit Districts of Eastern Province. It is of Gravel / earth standard in poor condition. The road is part of Corridor 5 of the EARNP and its design is ongoing with funding from ADB and GOK.

*The ADB is financing the construction of the 136km long Isiolo – Merille River section at a cost of US$ 55 m. Procurement for civil works is ongoing and construction activities are expected to commence by October 2007.*

Merille River – Moyale (A2)

The Merille River – Moyale road is 380 km in length. It is located in Marsabit and Moyale Districts of Eastern Province. It is of Gravel / earth standard in poor condition. The road is part of Corridor 5 of the EARNP (Tunduma – Iringa – Dodoma – Arusha – Namanga - Moyale) and its design is ongoing with funding from ADB and GOK.

The ADB is financing the feasibility and design studies of the Merille River – Moyale road (380km) section.

*The Government of Kenya is, therefore, seeking funding for its construction at an estimated cost of US $ 217m.*
1.2 UGANDA

1.2.1 Malaba – Busia - Bugiri

The 82 Km bitumen surfaced road is located in the eastern part of Uganda and forms one of the main links on the Northern Corridor route (Corridor No. 1).

The road was constructed to bitumen standard in the 1960’s and later improved in the 1980’s with funding provided by the Government of Germany. Further intervention involving the rehabilitation of pavement layers was carried out in 2000/02. Further necessary works to upgrade the road strength to a 15 year design life which were to comprise an application of an asphalt overlay were planned thereafter but due to budgetary constraints, these works have not yet been executed.

*This intervention is urgently required to protect the earlier investment in light of the increasing traffic volumes. The estimated cost for the works is US$ 28 million and USD 2.0 million for design review and supervision. Funds are, therefore, required for the proposed interventions.*

1.2.2 Bugiri – Jinja

The 73 Km bitumen surfaced road located in the eastern part of Uganda is part of the northern corridor route originating from the port of Mombasa.

The road was constructed to bitumen standard in the 1960’s and later rehabilitated in the 1980’s with funding assistance provided by the Government of Germany. Further intervention by way of rehabilitation and strengthening of the pavement layers commenced in 2004 but due to the Contractor’s unsatisfactory performance, the works contract was terminated in January 2005 and a new contract signed in July 2006. Works are now in progress.

*The Government is monitoring the performance of the new contractor to ensure the planned completion by end of 2008. Funding for this project is being provided by EU.*
1.2.3 Jinja – Kampala

The 74 Km road was constructed in the 1950’s and fully rehabilitated and strengthened in 1987/88 under the World Bank funded Third Highway project. It is one of the main section form the Northern Corridor Route and has experienced a continuous increase in traffic volumes over the years and this has resulted in a fast deterioration of the road. A need to strengthening the road is now urgent.

*It is recommended that funding required for the road strengthening works be identified to enhance the effectiveness of the Northern Corridor Route which serves among others the Republics of Rwanda, Burundi and DRC.*

1.2.4 Kampala Northern Bypass

This is a new road 21 Km long, being constructed in Kampala, Uganda’s capital city, to ease free flow of through traffic so as to reduce congestion within Kampala while at the same time reducing on travel times by avoiding the Central Business District of Kampala.

*The project is being funded by the European Union and works are in progress. The road will comprise a dual carriageway in the heavily congested areas and a number of overhead bridges. Construction is expected to be completed by November 2007 at a cost of Euros 40 million.*

1.2.5 Kampala - Katuna

The 467 km bitumen surfaced road traversing the central and south western regions of Uganda is part of the northern corridor route originating from the port of Mombasa.

The road was constructed to bitumen standard in the 1960’s and has been receiving regular maintenance over the years. Following an increase in the volume of traffic, studies were undertaken to justify the economic and technical feasibility of strengthening the road. The Detailed Engineering Design studies were finalized in 2004 but due to budgetary constraints, it was recommended that only 224 Km out of the original 467 Km that were found to be in a critical condition, be rehabilitated. The 224 Km comprise Kibuye-Nsangi (18 Km), Kamengo-Lukaya (52 Km) and Masaka-Mbarara (154 Km).
Procurement of both the Contractors and Supervision Consultants for the 224km section are in progress and construction works are expected to commence by the end of 2007.

The detailed engineering design for the remaining 216 Km was completed but funding for the works has not yet been secured. These works are estimated to cost Euros 100 million. Securing of the required funds is necessary to ensure that the northern corridor route is maintained to the required standard.

1.2.6 Masaka – Kyotera

The 40 km class II bitumen surfaced road is located in the southern part of Uganda and connects to the northern part of Tanzania through Mutukula border point.

The road was originally constructed in the 1960’s and has since been receiving regular routine and periodic maintenance. It has now served its design life and has started showing signs of distress. The situation has further been exacerbated by the recent rehabilitation of the Kyotera – Mutukula road in Uganda and the Mutukula – Biharamulo road in Tanzania which has caused a tremendous increase in traffic volumes.

Rehabilitation and strengthening of this road section is urgently required and the works are estimated to cost approximately USD 15 million. A source for the required funds has not yet been identified.

1.2.7 Kyotera – Mutukula

The 46 km class II bitumen surfaced road is located in the southern part of Uganda and connects to the northern part of Tanzania through Mutukula border point.

The road was originally constructed in the 1960’s and was upgraded to bitumen standards in 2003 with funding assistance from the African Development Bank. The road is currently in a good condition.

Road is currently in good condition but should continually receive the required maintenance intervention to protect the investments made therein.
TANZANIA

1.3.1 Dar Es`Salaam – Mlandizi (55 Kms)

This road section links Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Rehabilitation works were completed in July 2001 under DANIDA financing at a cost of USD 44 million and is now receiving regular routine maintenance.

1.3.2 Chalinze – Morogoro – Melela (129 Kms)

This is a rehabilitated road linking Dar es Salaam Port with the land locked countries of Zambia, Malawi, Rwanda, Burundi, Uganda and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Rehabilitation works were completed in November 2004 under DANIDA financing of USD 40 million and is now receiving routine maintenance.

1.3.3 Morogoro – Dodoma (265 Kms)

This is a rehabilitation project of Morogoro – Dodoma (265 Kms) road linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Upgrading works which commenced in July 2004 are ongoing under the European Union financing at a cost of USD 46.1 million and is substantially completed.

1.3.4 Dodoma – Manyoni (127 Kms)

This is an upgrading of Dodoma – Manyoni (127 Kms) road to bitumen standard linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Upgrading works commenced in August 2003 at a cost of USD 65 million financed by the Government of Tanzania and is expected to be completed in June 2008.

1.3.5 Manyoni – Singida (118 Kms)

This is an upgrading of Manyoni – Singida (118 Kms) road project to bitumen standard linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Upgrading works commenced in August 2003 at a cost of USD 40 million.
financed by the government of Tanzania and expected to be completed in December 2008.

1.3.6 Singida – Shelui (110 Kms)

This is an upgrading of Singida – Shelui (110 Kms) road to bitumen standard linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi, and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Upgrading works commenced in February 2005 at cost of USD45 million financed by IDA and the government of Tanzania and expected to be completed in November 2008.

1.3.7 Shelui – Nzega (110 Kms)

This is an upgrading of Shelui – Nzega (110 Kms) road to bitumen standard linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda and DRC along the Dar es`Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Upgrading works commenced in February 2005 at a cost of USD 21 million financed by ADB. Upgrading works were completed in August 2005.

The road is receiving routine maintenance.

1.3.8 Nzega – Tinde – Isaka and Tinde – Ilula (170 Kms)

This is an upgrading of Nzega – Tinde – Isaka and Tinde – Ilula (170 Kms) road project to bitumen standard linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda and DRC along the Dar es`Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2).

Upgrading works commenced in May 2004 at a cost of USD 49 million financed by European Union and the government of Tanzania. The upgrading works are scheduled to be completed in June 2007.

1.3.9 Isaka – Lusahunga (245 Kms)

This is a rehabilitation/resealing/overlaying of Isaka – Lusahunga road linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda and DRC along the Dar es`Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2).

Consultancy services for design are ongoing. The works are estimated to cost USD 29.4 million, to be financed by the European Union.
1.3.10 Lusahunga – Kagoma (154 Kms)

This is an upgrading of Lusahunga - Kagoma road project to bitumen standard linking Dar es Salaam Port with the land locked countries of Rwanda, Burundi and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Detailed design was completed in early 1990’s through ADB financing at a cost of USD 0.593 million.

*Works are ongoing at a cost of USD 48 million and financed by ADB and the Government of Tanzania.*

1.3.11 Kagoma – Muhutwe (24 Kms)

This is an upgrading of Kagoma – Muhutwe road project to bitumen standard linking Dar es Salaam Port with the land locked countries of Uganda, Rwanda, Burundi and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). The works were completed in September 2004 at a cost of USD 6 million financed by OPEC.

1.3.12 Muhutwe – Mutukula (112 Kms)

This is an upgrading of Muhutwe – Mutukula road project to bitumen standard linking Dar es Salaam Port with the land locked countries of Uganda, Rwanda, Burundi and DRC along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). The works were completed in September 2004 at a cost of USD 20 million financed by ADB.

1.3.13 Ndundu – Somanga (60 Kms)

This is an upgrading of Ndundu - Somanga road project to bitumen standard linking Dar es Salaam Port with Lindi and Mtwara regions in Tanzania and Mozambique through the Unity Bridge at Ruvuma River. This is also a link to Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2).

*Procurement for works contractor is ongoing. The project is estimated to cost USD 27m and will be financed by KUWAIT fund, OPEC and the government of Tanzania.*
1.3.14 Somanga – Mingoyo (244 Kms)

This is an upgrading of Somanga – Mingoyo road project to bitumen standard linking Dar es Salaam Port with Lindi and Mtwara regions in Tanzania and Mozambique through the Unity Bridge at Ruvuma River. This is also a link to Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). The section Somanga – Masaninga (33 Kms) was upgraded to bitumen standard in 2005, while Masaninga – Matandu (11 Kms) was upgraded to bitumen standard in 2001 and Matandu – Nangurukuru (10 Kms) section was upgraded to bitumen standard in 1994 under government of Tanzania financing.

*The section Nangurukuru – Mbwemukulu – Mingoyo (190 Kms) upgrading to bitumen standard works is ongoing at a cost of USD 105.87 million under the Government of Tanzania financing and works are expected to be completed by June 2008.*

1.3.15 Biharamulo – Kyamyorwa/Usagara (386 Kms)

This is an upgrading of Biharamulo – Kyamyorwa road project to bitumen standard along Biharamulo – Mwanza – Musoma – Sirari Lodwar – Lokichogio (Corridor No. 3). The road link connects Mwanza Port with Mara and Kagera regions in Tanzania as well as Kenya and Uganda.

*Works are ongoing for the section Kyamyorwa – Buzirayombo (120 Kms) and Buzirayombo – Geita (100 Kms) under design and build arrangement financed by the Government of Tanzania at a cost of USD 90 million and are expected to be completed in February 2008.*

*Furthermore, the Government of Tanzania is seeking funds for financing works for the remaining Geita – Usagara (166 Kms) road link at an estimated cost of USD 58 million.*

1.3.16 Mwanza – Nyanguge (35 Kms)

This is a rehabilitation of Mwanza – Nyanguge road project along Biharamulo – Mwanza – Musoma – Sirari - Lodwar – Lokichogio (Corridor No. 3). Rehabilitation works was completed in October 2004 at a cost of USD 13 million under the European Union financing. This is an important link connecting Mwanza Port with Mara, Kagera and Shinyanga regions in Tanzania as well as neighbouring countries of Kenya and Uganda.
1.3.17 Nyanguge – Musoma (186 Kms)

This is a rehabilitation of Nyanguge – Musoma road project along Biharamulo – Mwanza – Musoma – Sirari - Lodwar – Lokichogio (Corridor No. 3).

Currently European Union is financing feasibility study, detailed design and civil works under EDF 9. Consultancy for feasibility studies is ongoing. The implementation of the project is estimated to cost USD 19 million.

1.3.18 Nyakanazi – Kasulu (242 Kms)

This is an upgrading of Nyakanazi – Kasulu road to bitumen standard along Tunduma – Sumbawanga – Kasulu – Nyakanazi (Corridor No. 4) joining corridor 2 at Nyakanazi. It links Kigoma and Kagera regions in Tanzania with Burundi, Rwanda, Uganda and DRC.

Currently, the government of Tanzania is financing feasibility study and preliminary design at a cost of USD 0.453 million.

The Government of Tanzania is seeking funds from the Development Partners estimated at USD 78 million for civil works.

1.3.19 Kasulu – Sumbawanga (491 Kms)

This is an upgrading of Kasulu - Sumbawanga road to bitumen standard along Tunduma – Sumbawanga – Kasulu – Nyakanazi (Corridor No. 4) joining corridor 2 at Nyakanazi linking Tanzania with Burundi, Rwanda, Uganda and DRC.

Currently, the government of Tanzania is financing feasibility study and preliminary design for Mpanda – Sumbawanga at a cost of USD454, 400.

GOT is seeking funds for civil works estimated at USD 190 million.
1.3.20 Sumbawanga – Tunduma (230 Kms)

This is an upgrading of Sumbawanga – Tunduma road to bitumen standard along Tunduma – Sumbawanga – Kasulu – Nyakanazi (Corridor No. 4) joining corridor 2 at Nyakanazi linking Tanzania with Burundi, Rwanda, Uganda and DRC. Construction of 11 bridges was completed in 2004 under the IDA financing at a cost of USD 4.8 million.

Currently, IDA and GOT are financing detailed engineering design which is divided into two (2) packages: Tunduma – Laela (130 Kms) and Laela – Sumbawanga (100 Kms).

The contract for consultancy services for detailed engineering design on Tunduma – Laela was signed in December 2005 at a cost of USD 0.328 million. For Laela – Sumbawanga, design is in progress.

The Government of Tanzania is seeking funds from Development Partners for civil works estimated at USD 105 million.

1.3.21 Mwandiga – Manyovu (60 Kms)

This is an upgrading of Mwandiga – Manyovu road to bitumen standard along Tunduma – Sumbawanga – Kasulu – Nyakanazi (Corridor No. 4) linking Kigoma region in Tanzania and Burundi, Rwanda and DRC.

Currently, GOT is financing the detailed design.

The government is seeking funds from Development Partners amounting to USD 21 million for upgrading the road to bitumen standard.

1.3.22 Tunduma – Songwe (70 Kms)

This is a rehabilitation of Tunduma – Songwe road project along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) joining Mbeya region in Tanzania with Zambia, Malawi and DRC countries. The civil works were completed in October 2005 at a cost of USD 14.5 million under NORAD financing.
1.3.23 Igawa – Mafinga (188 Kms)

This is a rehabilitation of Igawa – Mafinga road project along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) joining Mbeya region in Tanzania with Zambia, Malawi and DRC countries. The road was upgraded to bitumen standard in 1970s and is now due for rehabilitation.

**GOT is seeking funds from Development Partners for feasibility study, detailed design and civil works estimated to cost USD 39 million.**

1.3.24 Mafinga – Ikokoto – Msimba (219 Kms)

This is a rehabilitation of Mafinga – Ikokoto road project along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) joining Mbeya region in Tanzania with Zambia, Malawi and DRC countries. The road was upgraded to bitumen standard in 1970s and is now due for rehabilitation.

Currently, **DANIDA is financing design review, which is in progress at a cost of USD 3.647 million.**

**GOT is seeking funds from Development Partners for funding civil works estimated to cost USD 100 million.**

1.3.25 Iringa - Dodoma (266 Kms)

This is an upgrading of Iringa - Dodoma road to bitumen standard along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) estimated to cost USD 122 million. The road has been receiving some spot improvement and periodic maintenance.

Currently, **NDF is financing the feasibility study and detailed design for which the procurement of the consultant is in progress.**

**Government of Tanzania is seeking funds from Development Partners for funding civil works.**
1.3.26 Dodoma - Babati (263 Kms)

This is an upgrading to bitumen standard of the Dodoma - Babati road along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) estimated to cost USD 65 million. The road has been receiving some spot improvement and periodic maintenance.

"Detailed designs, funded by NDF, are complete."

"GOT is seeking funds from Development Partners for funding civil works immediately after completion of the ongoing studies."

1.3.27 Babati - Minjingu (60 Kms)

This is an upgrading of Babati – Minjingu road project along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) estimated to cost USD 27 million. The road has been receiving some spot improvement and periodic maintenance.

"Currently, NDF is funding detailed engineering design at a cost of USD 0.5 million expected to be completed in August 2007."

"GOT is seeking funds from Development Partners for funding civil works immediately after completion of the ongoing studies."

1.3.28 Arusha - Namanga (104 Kms)

This is a rehabilitation of Arusha - Minjingu (104 Kms) road project along the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5) estimated to cost USD 40 million. The ADB funded the feasibility study update and detailed engineering design at a cost of USD 375,700 under multinational window, which was completed in September 2006.

"Civil works are scheduled to commence in July 2007 under joint financing by the ADB and the Japan Bank for International development (JBIC). The estimated cost of the works is USD 60 million."
2 ROAD LINKS ADDED IN 2003

2.1 KENYA

2.1.1 Mau Summit – Kisumu (B1)

The 148-km long Mau Summit – Kisumu road is of bitumen standards in a poor condition and located in Rift Valley and Nyanza Provinces. The road connects Corridor 1 (Mombasa – Malaba – Katuna) to Corridor 3 (Biharamulo – Mwanza – Musoma – Sirari – Lodwar – Lokichogio) of the East African Road Network Project.

The Draft Bidding Documents and design reports have been completed with World Bank funding.

Rehabilitation of the road is estimated to cost US$ 46.33m. Financier for the works required.

2.1.2 Yala – Busia (B1)

The 85km long Yala – Busia road (B1) is of bitumen standards in fair condition and located in Nyanza Province. The road is a major link to Corridor 3 (Biharamulo – Mwanza – Musoma – Sirari – Lodwar – Lokichogio) of the East African Road Network Project. The section requires rehabilitation.

The Government of Kenya is, therefore, seeking for funding for design and rehabilitation of this section of the road at an estimated cost of US$ 34m.
2.1.3  Oloitokitok – Emali (C102)

The 100-km long Emali – Oloitokitok road is of earth / gravel standards in poor condition and located in Kajiado District. The road is a key link between North Western Tanzania and Corridor No. 1 (Mombasa – Malaba – Katuna).

Design studies completed and bids for construction advertised and expected to be received by May 2007.

_BADEA and OPEC Fund are co-financing the construction of the road at an estimated cost of US$ 50m. Works expected to commence in July 2007._

2.1.4  Mwatate – Voi (A23)

The 24-km long Voi – Mwatate road is of bitumen standard in poor condition and located in Taita Taveta District. The road is part of the longer Voi – Mwatate – Taveta road linking Tanzania to Corridor No. 1.

The road was upgraded to bitumen standards over 30 years ago. Its design standards were meant to accommodate the then low levels and configuration of traffic. With changes in technology, expected increase in traffic and deterioration of the road over time, it is considered necessary to rehabilitate and strengthen the road to accommodate the current and future fleet of vehicles particularly if the Mwatate – Taveta Section is to be upgraded to bitumen standards.

_The ADB is financing the studies and designs for this section as part of the longer multinational project: Arusha – Moshi – Holili/Taveta – Mwatate – Voi Road._
2.1.5 Nairobi Northern Bypass (25 km) and Eastern Bypass (40 km)

The 25 km long Nairobi Northern Bypass and the 40 km long Eastern Bypass are proposed for construction in order to divert through-traffic on all major arterial routes and hence solve the problem of traffic congestion in the main streets of Nairobi.

The arterial traffic routes of Mombasa – Nairobi coming from Mombasa port is part of the Trans African Highway extending to Uganda and Zaire. The Namanga – Athi River – Nairobi road connects Kenya with the United Republic of Tanzania while the Nairobi – Isiolo – Moyale road connects Kenya with the Republic of Ethiopia. It is also part of the Great North Road from Cape Town to Cairo.

There is therefore an urgent need to solve the problem of traffic congestion in the main streets of Nairobi. The objective of the Nairobi Bypasses therefore is to divert through-traffic on all major arterial routes and hence solve the problem of traffic congestion in the main streets of Nairobi.

*The Chinese Government has shown interest in funding the construction at an estimated cost of US$ 32m.*

2.1.6 Nairobi Southern Bypass

The 20-km long Nairobi Southern Bypass is proposed for construction in order to divert through-traffic on all major arterial routes and hence solve the problem of traffic congestion in the main streets of Nairobi.

The arterial traffic routes of Mombasa – Nairobi coming from Mombasa port is part of the Trans African Highway extending to Uganda and Zaire. The Namanga – Athi River – Nairobi road connects Kenya with the United Republic of Tanzania while the Nairobi – Isiolo – Moyale road connects Kenya with the Republic of Ethiopia. It is also part of the Great North Road from Cape Town to Cairo.

There is therefore an urgent need to solve the problem of traffic congestion in the main streets of Nairobi. The objective of the Nairobi Bypasses therefore is to divert through-traffic on all major arterial routes and hence solve the problem of traffic congestion in the main streets of Nairobi.

*This By-pass has been proposed for concessioning together with the Machakos Turn Off – Rironi road. The Government of Kenya is in the process of identifying a concessionaire to undertake the proposed construction works at an estimated cost of US$ 16m.*
2.1.7 Outer Ring Road (C58)

The 15-km long Outer Ring road is located within the City of Nairobi and connects the A104 with the A2. The project road was constructed in the 1950s but due to inadequate maintenance and heavy vehicles using the road, it is proposed for re-construction and dualling in order to divert through-traffic on all major arterial routes and hence solve the problem of traffic congestion in the main streets of Nairobi.

*The Government of Kenya is, therefore, seeking for funds for its upgrading to dual carriageway at an estimated cost of US$ 20m.*

2.1.9 Mombasa – Malindi – Hola – Garissa (B8)

The 440-km long Voi – Mwatate road is of bitumen/gravel standard in various conditions and is located in Coast and Eastern Provinces. The road is a key link to Corridor 1 (Mombasa – Malaba – Katuna) of the East African Road Network Project.

The Malindi – Hola - Garsen road measures 339km and is a classified road (B8) located in Malindi, Tana River and Garissa Districts of Kenya’s Coast and North Eastern Provinces. The Hola – Garsen section (80 km) was upgraded recently to bitumen standards with GoK financing.

The Mombasa – Malindi section is approximately 100km and is of bitumen standard in fair condition. The design of the road was completed in 2005 and is being resealed at a cost of US$ 15 m through GoK financing. Works commenced in January 2007.

*The Government of Kenya is, therefore, seeking for funds for construction of Malindi – Hola (100km) and Garsen – Garissa (160 km) at an estimated cost of US$ 150m.*

2.1.10 Mombasa – Lunga Lunga (A14)

The 100km long Mombasa – Lunga Lunga road is of bitumen standard in fair condition and is located in Coast Provinces terminating at the Tanzania Border. The road is a key link to Corridor 1 (Mombasa – Malaba – Katuna) of the East African Road Network Project.
Design is ongoing with GoK funding. ADB has shown willingness to finance feasibility studies and design reviews. The rehabilitation works are estimated to cost US$ 80m.

2.1.10 Rironi – Maai Mahiu – Narok – Sotik (B3)

The 145 km long Rironi – Maai Mahiu – Narok – Sotik road bitumen surfaced in fair/poor conditions and located in Central and Rift Valley Provinces. The road is a key link between Northern Tanzania and Corridor No.1.

The Narok – Amala River section was recently rehabilitated under KfW financing. The Amala River – Sotik section (55km) was also rehabilitated under GOK financing but requires strengthening. The Rironi – Maai Mahiu section is in fair condition and requires periodic maintenance.

*KfW/AFD are co-financing the rehabilitation of Maai Mahiu – Narok section US$ 52 m. Works commenced in October 2006.*

*The Sotik – Amala river section requires a financier for the proposed works at an estimated cost of US$ 28 m.*

2.1.11 Kisumu – Kakamega – Kitale (A1)

The 151km long Kisumu – Kakamega – Kitale road is bituminous in poor condition and located in Nyanza, Western and Rift Valley Provinces. The road forms an important section of Corridor No.3 of the EARNP.

The Government of Kenya has been undertaking routine maintenance on this road since its upgrading to bitumen standards a few decades ago. The design of the 66km long Kisumu – Kakamega section is being designed in-house by the Ministry of Roads and Public Works.

*The Government of Kenya, therefore, is seeking for funds from development partners for the proposed reconstruction at an estimated cost of US$ 80m.*

2.1.12 Kitale – Lodwar (A1)

The 289-km long Kitale – Lodwar road (A1) is of bitumen standard in poor condition and located in Nyanza, Western and Rift Valley Provinces. The road forms an important section of Corridor 3 of the EARNP.
The Government of Kenya has been undertaking routine maintenance on this road since its upgrading to bitumen standards a few decades ago.

*The Government of Kenya has approached development partners to finance the construction of the road at an estimated cost of US$ 115.6m. The World Bank, EU and NDF have recently indicated willingness to finance the same.*

2.1.13 Kisumu - Sotik (B1/B3)

The section is an existing bitumen road 130 km long in fair/poor condition and is located in Nyanza and Rift Valley Provinces. The road is part of corridor 3 of the EARNP.

*The Government of Kenya, therefore, is seeking for funds from development partners for the proposed periodic/rehabilitation works at an estimated cost of US$ 75m.*

2.1.14 Nairobi - Thika (A2)

The 41km long Nairobi – Thika road is of bitumen standard with a failed pavement and located in Nairobi and Thika Districts. The road forms an important section of Corridor No. 5 of the EARNP. The road was upgraded into dual carriageway in 1994 under EU financing.

*Contract for rehabilitation works funded by GOK, was awarded in early March 2007 at a cost of US$ 26 m and works are in progress.*

*ADB has agreed to finance a comprehensive rehabilitation project involving additional lanes, pavement strengthening and grade separated junctions. Detailed design is ongoing with GoK funding.*

2.1.15 Kibwezi – Kitui – Mwingi (B7)

The 195-km long Kibwezi – Kitui – Mwingi road is of gravel/bitumen pavement in failed condition and located in Makueni, Kitui and Mwingi Districts. The Project road comprises of an important link between the Mombasa – Nairobi – Malaba road (Corridor 1) and the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale road (Corridor 5) under the East African Road Network Project. The road links Kenya and the landlocked Ethiopia. Its improvement would therefore facilitate trade and the enhancement of regional integration between Kenya and Ethiopia.
The road is part of the longer Kibwezi – Kitui – Mwingi – Maua – Isiolo road whose detailed design will be undertaken funded by the World Bank under the Northern Corridor Transport Improvement Project.

The Government of Kenya is therefore seeking funds for construction at US$ 125m.

2.1.16 Mwingi – Maua – Isiolo (B6)

The 180km long Mwingi – Maua - Isiolo road is an unpaved road in poor condition and traverses Mwingi, Tharaka, Meru and Isiolo Districts. The Project road comprises of an important link between the Mombasa – Nairobi – Malaba road (Corridor 1) and the Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale road (Corridor 5) under the East African Road Network Project. The road links Kenya and the landlocked Ethiopia. Its improvement would therefore facilitate trade and the enhancement of regional integration between Kenya and Ethiopia

The road is part of the longer Kibwezi – Kitui – Mwingi – Maua – Isiolo road whose detailed design is being funded by the World Bank under the Northern Corridor Transport Improvement Project.

The Government of Kenya is seeking funds for construction at US$ 120m.

2.1.15 Garissa – Liboi (A3)

The 187-km long Garissa – Dadaab – Liboi (A3) road is a gravel standard pavement located in Garissa District and is the most utilized road in North Eastern region of Kenya. This road links Kenya to Somalia but is currently in a poor state. With the political instability in the Republic of Somalia and the resultant influx of more than 150,000 refugees leading to the development of refugee camps at Dadaab, the need to intensify border security is of essence and this can only be achieved if we have a good and accessible road linking the camps with the other important towns within the region.

The Government of Kenya is seeking for funds to upgrade the road to bitumen standards at an estimated cost of US$ 120m.
UGANDA

2.2.1 Kabale – Kisoro – Bunagana/Kyanika

The 98.7 Km gravel surfaced road is located in the southern part of Uganda and forms part of the northern corridor route that connects to the northern part of Rwanda and eastern part of DRC. The road was originally constructed in the 1950’s and has since been receiving regular maintenance interventions through the government funded road maintenance programmes.

The African Development Bank has provided funding for upgrading the road to bitumen standard. Physical works are to commence in June 2007 at a cost of USD 78 million.

2.2.2 Ntungamo – Kakitumba

The 37.3 Km gravel surfaced road is located in the southern part of Uganda and connects to northern Rwanda through Kakitumba border point.

The road was originally constructed in the 1950’s and although no major rehabilitation works has ever been done, the road has continued to receive regular maintenance interventions through the government funded road maintenance programmes.

The African Development Bank (ADB) financed a feasibility study in the 1990’s under the PTA programme.

A Project Identification Report requesting for funding of the detailed engineering design and construction works was forwarded to ADB through the EAC Secretariat. It is recommended that discussions with ADB be progressed further so as to secure the required funding estimated at USD 22 million for both works and supervision services.
2.2.3 Rukungiri – Ishasha

The 45Km road is a class A gravel surfaced located in south western Uganda and connects to the eastern side of DRC through the border point at Ishasha border crossing point.

The road was originally constructed in the 1950’s and although major rehabilitation works have not been done in the past, however the road has continued to receive regular maintenance interventions through the government funded road maintenance programmes. A feasibility study for upgrading works was undertaken by Roughton International with funding from the European Union in the early 1990’s, however the studies did not progress any further due to funding limitations.

_The road condition is now in a very poor state and funding is required for detailed engineering design, Construction and Supervision estimated to cost USD 29.5 million. The Government is looking for a source of funding for the proposed intervention._

2.2.4 Hoima – Butiaba

The 54 Km class A gravel surface road located in the western part of Uganda connects to the eastern side of DRC via Lake Albert.

The road was constructed in the 1960’s and has since only received regular maintenance interventions. A feasibility study was undertaken in 1991 under the PTA programme funded by the African Development Bank. There is however a need to improve the road’s carrying capacity so as to accommodate the increasing change in the road user patterns.

_Further studies are required to determine the financial and economic feasibility of improving the road to higher engineering standards. The proposed improvements are estimated to cost USD32 million while design and supervision services are estimated at USD 2.5 million. Funds for the required road improvement works are required._
2.2.5 Fort Portal - Budibugyo

The 73 Km class A gravel surface road located in the western part of Uganda traverses the Mt. Rwenzori ranges connects to the eastern side of DRC via the shores Lake Albert.

The road was constructed to gravel standards in the 1960’s and has since between receiving adequate maintenance interventions. A Detailed Engineering Design was completed under ADB funding and this was for upgrading the gravel road to bitumen standard. However, due to the time lapse, the original design needs to be reviewed to accommodate the changed road use characteristics. The design review and update are currently being undertaken Government of Uganda at a cost of USD 0.5 million and are expected to ready by June 2007.

*The ADB has agreed in principle to fund both supervision and construction at an estimated cost of USD 67 million.*

2.2.6 Mbale – Soroti

The 120 Km class II bitumen surfaced road is located in the Eastern part of Uganda and traverses the districts of Mbale, Kumi and Soroti.

The road was constructed in the 1960’s to class II bitumen standard with a carriageway width of 6.0 m and shoulder width of 1.5 m either side. The pavement layers comprise a 150mm gravel sub-base, 150mm lime stabilized road base and double bitumen surface treatment. This is one of the road links identified for strengthening by the Government of Uganda since it is a main feeder link to the Biharamulo-Kisumu-Lodwar-Lokichogio region route.

The road has been receiving sufficient maintenance interventions and has continued to attract increased traffic volumes and loads thus causing its faster deterioration. The road is now in need of rehabilitation and strengthening to improve its carrying capacity.

*Financing support estimated at USD 38 million is required for both Supervision and Construction works.*
2.2.7 Soroti – Lira

The 120 Km road was constructed to class A gravel standard in the 1960’s with a carriageway width of 6.0 m and shoulder width of 1.5 m both sides. The road traverses a flat to rolling terrain forming a fundamental link of the regional route through northern Uganda to Sudan and DRC.

The road has been receiving sufficient maintenance interventions and was also fully regravelled in 1994 under an IDA funded credit.

*Detailed Engineering Design was completed in 2005, Selection of the Supervision Consultants was finalised in February 2007 and evaluation of tenders for works is being finalized. Physical works are expected to commence by June 2007 and are estimated to cost USD 72 million to be co-financed by the World Bank and the Government of Uganda.*

2.2.8 Lira – Gulu

The 126 Km road was constructed in the 1960’s to class II bitumen standard with a carriageway width of 6.0 m and shoulder width of 1.5 m both sides. The pavement layers comprise a 150 mm gravel sub-base, 150 mm lime stabilized road base and a double bitumen surface seal. The road traverses a flat to rolling terrain and forms a fundamental link of the regional route through northern Uganda to Sudan.

Although the road has continued to receive sufficient maintenance interventions, it has served its design life and is now signs of distress and failure. The road is therefore in need of rehabilitation and strengthening so as to increase its carrying capacity.

*Funding assistance is therefore required and this is estimated at USD 77 million for design, supervision and construction of the works.*

2.2.9 Gulu – Nimule

The 106 Km road was constructed 1960’s to class A gravel standard with a carriageway width of 6.0 m and shoulder width of 1.5 m both sides. The road traverses a flat to rolling terrain and forms a fundamental link of the regional route through northern Uganda to Sudan.
Although the road has continued to receive sufficient maintenance interventions, it can no longer serve its intended purpose due the changed road use characteristics that has also seen an increase in vehicular traffic and the associated traffic loads. This coupled with the weather patterns in the locality has made the road expensive to maintain in its current status.

The road requires to be upgraded to a bitumen standard and the proposed intervention is estimated to cost USD 68 million comprising the cost for detailed engineering designs, supervision and construction of the works.

**Funding estimated at US$ 68m is required for the proposed intervention.**

### 2.2.10 Kapchorwa – Suam

The 77 Km gravel surfaced road is located in the eastern part of Uganda traversing the Mt Elgon area and connects to western Kenya through the border crossing at Suam to Endebess and Kitale in Kenya.

The road was constructed as a class B gravel road in the 1960’s and has since been receiving regular routine and periodic maintenance interventions. However, due to an increase in economic activities within the area and across the border in Kenya and the corresponding population and traffic growth, the road has become expensive to maintain as a gravel road. It is therefore necessary that the road be upgraded to an all weather surfaced road.

*The African Development Bank (ADB) expressed interest in funding the road upgrading works and a project information report has been forwarded to the Bank for review and consideration. The upgrading works (comprising design review and update, construction and supervision) are estimated to costs USD 56 million and it is recommended that discussions with ADB be progressed further.*

### 2.2.11 Lwakhakha – Mbale

The 41 Km class C gravel surfaced road is located in the eastern part of Uganda and forms one of the major links to western side of Kenya at Lwakhakha border town and onward to Bungoma.

The road was originally constructed in the 1960’s and has never received any major rehabilitation intervention. However, regular maintenance has been undertaken over the years through government funded road maintenance programmes. In the late 1990’s, the African Development
Bank expressed interest to provide funding for a feasibility study, but later dropped the idea because of change in the Bank’s funding priorities.

The road condition is now in a poor state and urgent intervention is required.

**Funding for engineering studies and construction which is estimated at USD 22 million is required.**

### 2.2.12 Sironko- Namalu – Lokitanyala

The 234 Km road was constructed in the 1960’s to class A gravel standard with a carriageway width of 6.0 m and shoulder width of 1.5 m both sides. The road which traverses a flat to rolling terrain is located Northern Eastern part of Uganda covering the districts of Sironko, Moroto and Kotido with a total population of 1.6 million (2002 national census). It forms a fundamental link of the regional route through northern Uganda to southern Sudan.

Although the road has continued to receive sufficient maintenance interventions, it can no longer serve its intended purpose due to the changed road use characteristics that has also seen an increase in vehicular traffic and the associated traffic loads. This coupled with the weather patterns in the locality has made the road expensive to maintain in its current status.

The road requires upgrading to bitumen standard at an estimated cost of USD 120 million comprising the cost for detailed engineering designs, supervision and construction of the works.

**Funding is required for proposed interventions.**
2.3 TANZANIA

2.3.1 Tanga – Horohoro (66 Kms)

This is an upgrading project to bitumen standard. The road connects Tanga Port in Tanzania with Kenya through Horohoro/Lunga Lunga border joining Mombasa – Malaba – Katuna (Corridor No. 1). Seven (7) main bridges have been constructed in 2004 under IDA financing.

*The detailed engineering design completed at a cost of USD 846,000 financed by Nordic Development Fund (NDF).*

*Funds for construction estimated at USD 23 million are required. The Government of the United Republic of Tanzania is negotiating with Millennium Challenge Corporation (MCC) to finance the construction works.*

2.3.2 Marangu – Tarakea – Rongai – Kamwanga (98 Kms)

This is an upgrading of the road to bitumen standard. The road links Kilimanjaro and Arusha regions in Tanzania with Kenya.

- *Works commenced in April 2006 on the Tarakea – Rongai – Kamwanga section (32 km) at the cost of USD 16.7 million financed by Government of Tanzania.*
- *No objection is being awaited from BADEA for construction of Tarakea – Rombo Mkuu section (32 Kms) at a cost of USD 12 million.*
- *A bilateral agreement has been signed with NDF for the financing of Rombo Mkuu - Marangu (34 Km) at a cost of USD 12 million.*

2.3.3 Chalinze – Segera - Tanga (252 Kms)

This is a project for widening and strengthening of Chalinze – Segera – Tanga road which links Mombasa – Malaba - Katuna (Corridor No. 1).

*Feasibility study and detailed design is on-going for Chalinze – Segera – Tanga and Segera – Korogwe section financed by DANIDA. Widening and strengthening works are estimated to cost USD 36.75 million to be financed by DANIDA.*

2.3.4 Segera – Mkumbara – Same – Himo (259 Kms)
This is a rehabilitation project of Segera – Mkumbara – Same – Himo road which links Kilimanjaro with Dar es Salaam, Coast, Morogoro, Tanga, Arusha regions in Tanzania and Kenya by joining Mombasa – Malaba – Katuna (Corridor No. 1). The section between Same and Himo requires only a routine maintenance.

Feasibility study and detailed design for Korogwe – Mkumbara – Same section (165 Kms) financed by IDA at a cost of USD 751,056 is complete. Estimated cost of rehabilitation is USD 38.85 million to be financed by IDA.

2.3.5 Dar Es Salaam – Kibiti (39 km)

This is a rehabilitation of Dar es Salaam – Kibiti road linking Dar es Salaam Port with Lindi and Mtwara regions in Tanzania and neighbouring countries of Mozambique and Malawi along the Mtwara Development Corridor together with Dar es Salaam – Isaka – Mutukula – Masaka (Corridor No. 2). Rehabilitation works that commenced in 2002 is planned to be completed by the end of December 2007 at the cost of USD 9.5 million financed by OPEC, Kuwait fund and Government of Tanzania. Delays were due to low disbursement from the financiers.

The works are on-going under GoT funding.

2.3.6 Kibiti – Ikwiriri (29 Km)

This is a resealing at Kibiti – Ikwiriri (29 Kms) road linking Dar es Salaam Port with Lindi and Mtwara regions and neighbouring countries of Mozambique and Malawi along the Mtwara Development Corridor together with Dar es’ Salaam – Isaka – Mutukula – Masaka (Corridor No. 2). Road upgrading to bitumen standard was completed in 1992/93 and since then the road has been receiving routine maintenance.

Financier for resealing works is required at a cost of USD 2.9 million.
2.3.7 Mtwara – Songea – Mbamba Bay (836 Kms)

This is a project for upgrading of Mtwara – Mingoyo – Songea – Mbamba Bay road which links Mtwara Port with Lindi and Ruvuma regions and neighbouring countries of Mozambique and Malawi along the Mtwara Development Corridor. It also links the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor No. 2). Feasibility study for the whole stretch was completed in 2004 at a cost of USD 1 million financed by KUWAIT Fund.

Request for funding has been sent to various donors to cover detailed design, construction and supervision costing USD 243.5 million for the stretch from Masasi to Songea and Peramiho to Mbamba Bay (611 Km).

_The government of Tanzania is seeking funds for resealing of the road section between Mtwara – Masasi (205 Kms) and Songea – Peramiho (20 Kms)._

2.3.8 Mlandizi – Chalinze (44 Kms)

This is a project to provide an overlay on Mlandizi to Chalinze road linking the Dar es Salaam Port with the land locked countries of Rwanda, Burundi, Uganda, DRC, etc along the Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka (Corridor no. 2). The road was rehabilitated in 1993 and has been receiving routine maintenance since then.

_An overlay costing USD 6.6 million is required. The Government of Tanzania is seeking financing for the overlay intervention._

2.3.9 Ilula – Mwanza (101 Kms)

The Ilula – Mwanza road is linking Mwanza Port to Corridor No. 2 i.e. Dar es Salaam – Dodoma – Isaka – Mutukula – Masaka. The road was upgraded to bitumen standard in 1994. The road has been receiving routine maintenance works since then. However, the pavement structure has been deteriorating faster beyond routine maintenance requirements and hence requiring immediate rehabilitation.

_The GoT is seeking funds for the rehabilitation works at estimated cost of USD 25 million._
2.3.10 Kigoma – Kasulu (93 Kms)

This is a road linking Tunduma – Sumbawanga (Corridor No. 4) to Nyakanazi on Corridor No. 2. The road also connects Kigoma region in Tanzania with neighbouring countries of Burundi and DRC.

*Feasibility study and preliminary design is completed under the financing of the Government of Tanzania at the cost of USD 454,000. The detailed engineering design is ongoing under the Government of Tanzania.*

*The government is seeking funds for supervision and construction works estimated to cost USD 33 million.*

2.3.11 Babati – Singida (161 Kms)

This is a 161 Kms road linking Manyara region in Tanzania with Corridor No. 2 (Dar es Salaam - Dodoma – Singida – Isaka – Mutukula - Masaka) requiring upgrading to bitumen standard at a cost of USD 57 million.

*Updating of feasibility study and detailed design under NDF financing of USD 1.01 million was completed in December 2006.*

*ADB will finance the construction works at an estimated cost of US$ 57m.*

2.3.12 Arusha – Minjingu (105 Kms)

The Arusha – Minjingu (105 Kms) road connects Arusha and Manyara regions. It is also a section along Tunduma – Iringa – Dodoma – Arusha – Namanga – Moyale (Corridor No. 5). It is a double surfaced road completed in 1991 and is due for rehabilitation.

*Feasibility study and detailed design under NDF financing of USD 1.01 million are ongoing.*

*The government is seeking funds for supervision and construction works estimated to cost USD 33 million.*