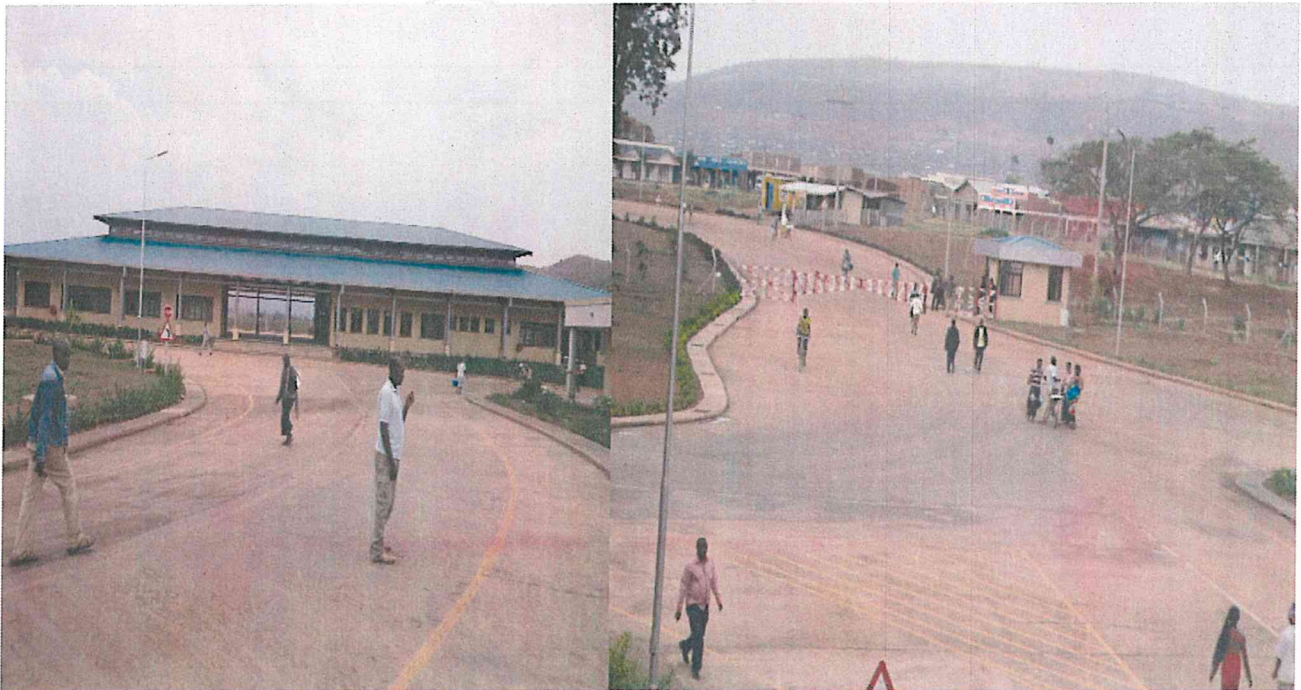


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Statement from Permanent Secretary Ministry Of Infrastructure



Christian RWAKUNDA

On behalf of the Ministry of Infrastructure in general and Transport Sector in particular, I would like to thank and appreciate our Development Partners for their extended support to the government of Rwanda towards development of the transport sector.

Special thanks to the Co-Chair, African Development Bank (AfDB) for the initiative to plug the communication gap between stakeholders in the transport sector that have resulted in the publication and circulation of a quarterly bulletin.

The sector continues to count on Development Partners namely; AfDB, JICA, World Bank (WB), European Union (EU), Arab Funds (AF), China Exim Bank and The Netherlands (NL) among others as we work towards achieving the Economic Transformation of our beloved country.

DEVELOPMENT
PARTNERS/STAKEHOLDERS

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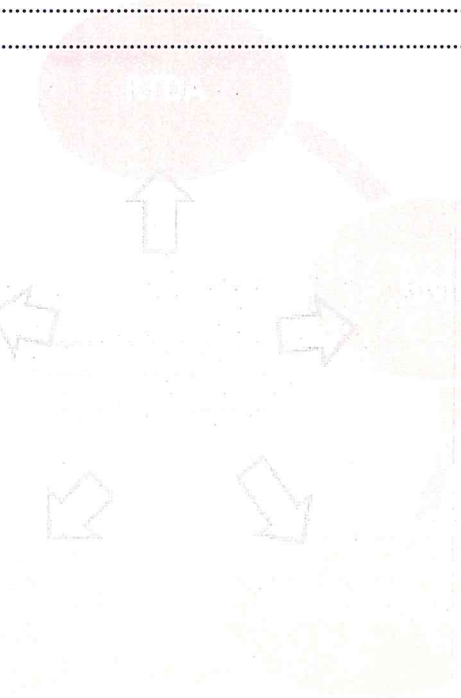
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DEVELOPMENT
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1-Introduction

Transport Secretariat t-SWAP at MININFRA takes the pleasure to present to you Quarter one (Q1) bulletin that follows the first bulletin for 2014-15. The bulletin highlights achievements and milestones in the sector-Road Infrastructure Projects, Regional Projects in the transport sector, Air transport services and Policies and Strategies.

The Secretariat would like to recognize the specific contribution from co-chair who is committed to

ensuring that the great task of developing bulletin moves to a higher step.

The Secretariat also acknowledges the valuable inputs from the Sector Working Group (SWG) members and invites feedback at sectorial level for continual improvement, coordination and information sharing on how this quarterly bulletin could further be improved. Please forward your suggestions to the Secretariat address on tSWAP@mininfra.gov.rw

2- Sector Highlights

Road Infrastructures & Bridges

Government in Partnership with the African Development Bank

The Government of Rwanda and AfDB signed a grant agreement amounting to USD 592,334.00 on 26th October 2015. The overall goal of the grant is to strengthen the capacity of Rwanda Road Maintenance

The project Kagitumba – Kayonza – Rusumo (208km) will be jointly financed by AfDB, JICA and EU. The road study was financed by AfDB AND currently, the consultant is conducting additional services under the On the 25th September 2015, the contract of works was signed on the project Rehabilitation and widening

Fund to manage road maintenance funds effectively. The Grant has been graciously provided by the Nigerian Trust Fund –one of the trust funds managed by the AfDB.

same financing for : (i) Rehabilitation of Ryabega – Nyagatare Road Section (10km), and (ii) Upgrading of Kabarondo –Akagera Game Lodge road (29km). The study is expected to be completed by December 2015. works of Karongi-Rubengera road (17km). Contract negotiation for supervision services is also on-going

Government in Partnership with the European Union

The Kigali Gatuna road (77.8Km) was jointly inaugurated on 15th September, 2015 by the Minister of Infrastructure, Honorable James MUSONI and the Head of EU delegation Commissioner Naveen MIMICA. The Inauguration ceremony was held in Gicumbi District in

North Province of Rwanda and was witnessed by all Ambassadors representing EU member countries in Rwanda as well as other stakeholders that have a direct link to the project.

Kigali-Gatuna road is one of the main trade routes linking Rwanda to the port of Mombasa through the Northern Corridor. Currently 50% of goods destined

to Rwanda and Eastern DRC pass through through the the Northern Corridor (1700km) via Kigali-Gatuna road.



Figure 1: Inauguration ceremony of Kigali- Gatuna road (77.8Km)

Government in Partnership with the World Bank

The Pre-Identification Mission by World Bank and RTDA for the Project of upgrading Ngoma- Nyanza road

The Government of Rwanda in Partnership with the World Bank conducted a pre-identification mission for Ngoma- Nyanza road on 6th - 08/10/2015. The project aims to upgrade the Ngoma- Nyanza road from a gravel road to national road standards and enhance interlinkage between western and southern provinces in Rwanda by connecting Ngoma to Bugesera and

The Kigali-Gatuna road contributes to the social-economic development of the country by ensuring commercial exchanges at the international level, reduction of transport cost, increased international trade competitiveness, improved road safety and promotes cross border trade and regional integration.

The road is 77.8km long and was rehabilitated to 7m-width carriageway and 1.5m shoulders in line with EAC road standards. It has a life span of 20 years and designed to withstand international heavy traffic with a design speed of 80Km/Hours

Nyanza districts. This road is classified among the strategic national roads interlinking major agricultural farm lands in the hinterland to the export processing and manufacturing zones in Bugesera and to the high way leading to Bugesera International airport and to Burundi through Nemba border post. Once completed the road will catalyse agricultural productivity and market access as well as SMEs development which will benefit more than 1.0 million in habitants within this transport corridor

Government in Partnership with China Exim Bank

Kabuga-Masaka road officially inaugurated

On the 22nd September, 2015, the Kabuga-Masaka paved road project of 6.3Km was jointly inaugurated by Honorable Minister of State in charge of transport, Dr. Alexis NZAHABWANIMANA and Chinese Ambassador to Rwanda, H.E. Shen Yongxiang.

The road is located in Kicukiro District and was funded by the People's Republic of China at a tune of Rwf14bn over the last (14) months. This road is the best of its kind in Rwanda. Apart from high end lanes for vehicles, it has both pedestrian and cyclists lanes..

In his remarks during the inauguration Minister; Alexis NZAHABWANIMANA commended the excellent work done by the construction company and urged the residents of Masaka and Kabuga to make good use of the road to boost their businesses and ensure regular maintenance of the facility.

H.E. Shen Yongxiang reaffirmed his country's commitment to sustained development cooperation with Rwanda. He also pledged continued support to the country, given its accountable governance. The road was constructed under the management of the City of Kigali and has a life span of 20 years.



Figure 2: Inauguration of Kabuga-Masaka road

Government in Partnership with Arab Funds

Nyagatare- Rukomo Road Project

The project Nyagatare – Rukomo is an existing earth road of 73.3 kilometers length and a corridor width of a 6-8 meters. This road project is a segment of Nyagatare -Byumba-Base- 124.8 kilometer road network which is expected to cost US\$ 88.5 million (approximately RWF 65 billion) and co-financed by ARAB Funds. BADEA, Kuwait Fund and Saudi Fund have also approved the funding to the road, and the Government of Rwanda and the OPEC Fund for International Development (OFID) have signed a US\$ 15 million (approximately RWF 11 billion) concessional financing agreement for the construction of project.

Upon completion, the road will provide a direct link between the eastern and northern regions in Rwanda; two of the country's rich agricultural center. This is expected to enhance trade opportunities and farmers' access to a wide market of more than 1.2 million people, reduce the cost of transportation and improve accessibility to social services

Rehabilitation of bridges

The Government completed rehabilitation of Gihengeri concrete bridge 1& 11 and Kayihemba concrete bridge, which connect the two districts of Gicumbi and Nyagatare. The intervention will help farmers access markets and vital services and also reduce food insecurity among vulnerable populations and increase farmers' incomes.

The rehabilitation is further credited with improving commerce and trade, increasing transportation of goods and services and facilitating farmer access to markets. As a result, tomatoes, sorghum, bananas, livestock and other commodities produced will increase in profitability.

GoR and the OPEC Fund for International Development (OFID) sign a US\$ 15 million concessional financing agreement



Figure 3: Signing ceremony between MINECOFIN and OPEC office



Figure 4: Bridge at Gihengeri connecting Nyagatare and Gichumbi District

Regional Projects

Construction of Gatuna OSBP Project

One major aim for constructing OSBPs is to remove the duplication caused by dealing with two identical sets of agencies by having juxtaposed facilities for authorities on either side, with each juxtaposed facility handling traffic going in only one direction on either side of the border.

Gatuna OSBP construction works stands at 37.5% and works are expected to be completed by March 2016.

Construction of Kagitumba / Mirama Hills OSBP.

As a regional initiative, the construction of Kagitumba/Mirama Hills OSBP aims to among other things reduce transport related costs along the Northern corridor in East Africa, facilitate the reduction of time taken to navigate through the border by ensuring that border agencies reduce processing time at borders and provide alternative routing to Gatuna Border Post for traffic thereby ensuring options for ease of transport within the region covering Rwanda, Uganda, Tanzania, Burundi and the Democratic Republic of Congo.



Figure 6: Front view of the Immigration office building at Kagitumba OSBP

Air Transport Services

KIA: Construction of a New Taxi way and apron is on course. Completion of this facility is aimed at expanding the capacity in terms of parking space, improving safety standards at apron and reducing the weighting time during landing and take-off.

RwandAir:



Figure 5: On-going construction of a bridge at Gatuna OSBP.

Kagitumba OSBP Customs and Immigration Hall – Front

Construction works are completed at 100% and provisionally accepted in May 2015. Official launch is expected by end November 2015. The project was financed by Trade Mark East Africa.

Additionaly, the operationalisation of the one stop border post at Kagitumba and Mirama Hills is expected to decrease the time for goods to be transported between Kampala and Kigali and increase the volume of traffic using this route and it also expected to de-congest the traffic volumes from Gatuna/Katuna OSBP because of relatively flat terrain compared to Gatuna border

On 8th September 2015, Rwanda's national carrier- RwandAir and Airbus signed a Purchase Agreement (PA) for the two Airbus aircrafts(A330-200 and A330-300). The aircrafts are expected to be delivered in September and December 2016 respectively.

If this venture is successfully realized, RwandAir will be the first airline in East Africa to acquire this type of aircraft which have 261 seats and the other 300 seats respectively, and will both come in a triple-class configuration with Rolls Royce Trent 772B engines. The acquisition of these two wide-body aircraft will significantly increase RwandAir's capacity to effectively meet growing demand and provide exceptional service quality for the ever-growing Asia-China and European passenger markets.



Figure 7: Signing ceremony between RwandAir officials and Airbus manufacturing company official

Policies and Strategies

(i) Feeder Road Policy and Strategy Development

In order to streamline the Feeder Road Programme (FRP) that was not initially considered in the existing road act, the Government of Rwanda through MINAGRI hired a consultant to develop and formulate a Policy and Strategy to plug the road act gaps. The on-going consultancy will expand the National Transport Policy (NTP, 2008), and support the implementation of the Strategic Transport Master Plan for Rwanda (STMP, 2012). The policy is aimed at addressing:

- i. Lack of a framework for prioritization of investments, maintenance and institutional arrangements;

- ii. Inadequate institutional capacity in decentralized road administration and evolving national agencies;
- iii. Deficiencies in planning, collaboration and prioritization among ministries and agencies;
- iv. Insufficient maintenance funding now, and for the expanding network and traffic;
- v. Ambitious FRDP project scope, but with small resource envelope.

A validation workshop on the Draft Policy was held early October 2015 and Stakeholders provided their comments to be incorporated in the Final Draft Policy to be submitted soon by the Consultant. The Consultant also started the phase 2 of the assignment on development of Implementation and Maintenance Strategy & Program.

(ii) Gender Mainstreaming strategy for Transport Sector

Among other sticking challenges still faced in the construction industry is gender balance and equality. However, an Aide-Memoire was drafted and will soon be signed between the Government of Rwanda and the

World bank on Ngoma-Nyanza road project and among the components that will be addressed is a Gender Mainstreaming Policy & Strategy for Transport Sector(GMPSTS).