



# GICC

## **SIERRA LEONE TRANSPORT INFRASTRUCTURE TEAM (ROAD SUBSECTOR)**

**GLOBAL INFRASTRUCTURE COOPERATION  
CONFERENCE SEOUL KOREA**

**COEX CONTINENTAL HOTEL  
DOWNTOWN SEOUL  
SEPTEMBER 4<sup>th</sup> – 6<sup>th</sup>**



# Presentation Outline



- ☐ **Introduction of my Country and the Team**
- ☐ **Overview of the Physical infrastructure & Energy Sector in the country**
- ☐ **Road Investment Plan (2015 – 2020)**
- ☐ **Viable PPP Projects Awaiting Partners**
- ☐ **Challenges faced by Road sub sector**
- ☐ **Benefits & Conclusion**
- ☐ **Special Mentions**



# Introduction



[Sierra Leone Fact sheet](#)

[Sierra Leone & Team](#)

# INFRASTRUCTURAL DEVELOPMENT IN SIERRA LEONE

- ❑ The current Infrastructure Development Project seeks to address:
  - ❖ Roads and its related structures;
  - ❖ Airport and its Facilities
  - ❖ Railway Facilities
  - ❖ Housing
  - ❖ Energy
  - ❖ Information & Telecommunications;
  - ❖ Water Resources and
  - ❖ Regulatory and institutional reforms, to effectively manage the country's Infrastructures

Overview of infrastructural needs

# Overview of the Transport Sector



- ❑ Sierra Leone highways (11,300Km) are linked to Guinea and Liberia.
- ❑ Sierra Leone has the largest natural harbour on the African continent
- ❑ 800 km (497 mi) of waterways, of which 600 km (373 mi) are navigable year-round.
- ❑ 14 Hand operated cable ferries
- ❑ Major port cities are Bonthe, Freetown, Sherbro Island and Pepel.
- ❑ one international airport with a paved runways longer than 3,047m;
- ❑ ten regional airports of which seven have runways 914 to 1,523 metres long; the remaining three have shorter runways;
- ❑ Predominant travel is by road

# Overview of the National Road Network



## The Road Sub Sector

The roads fall into four categories:

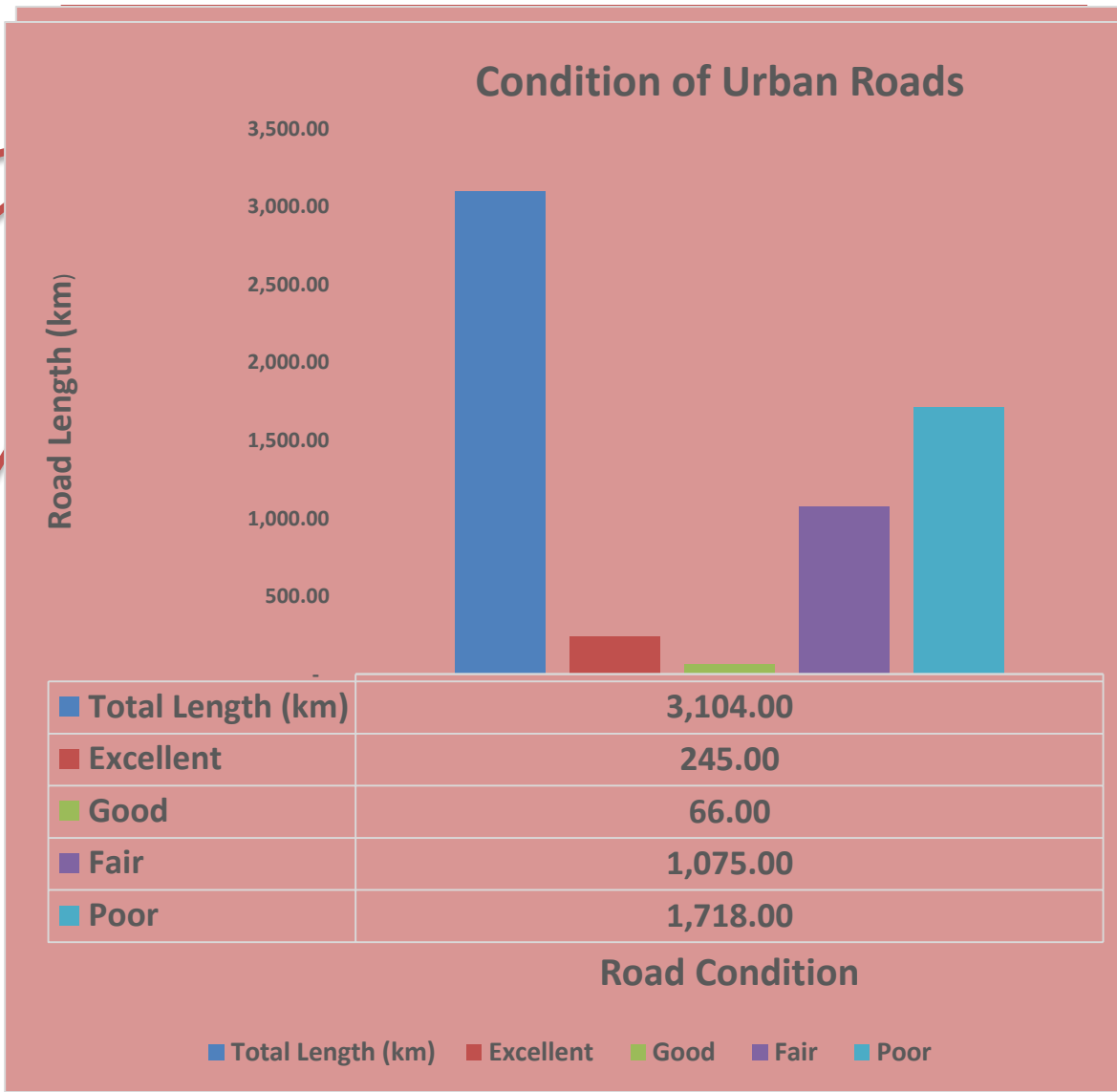
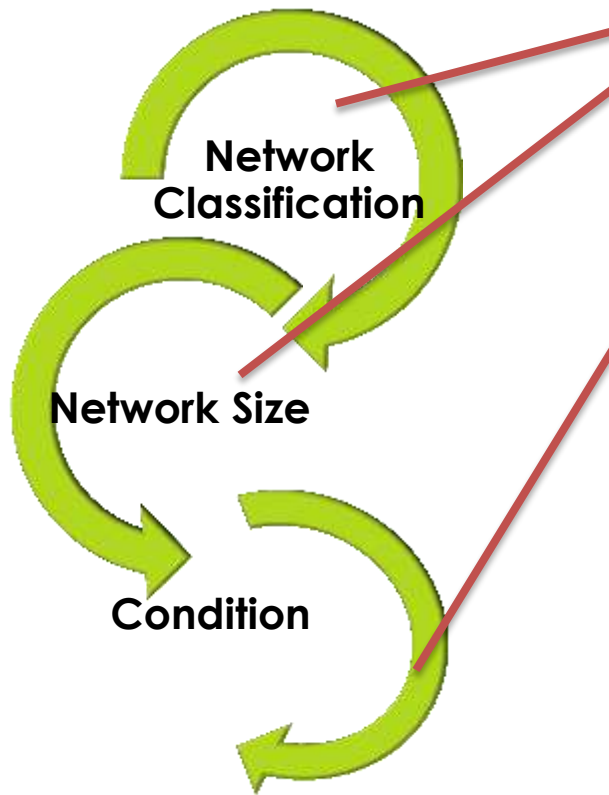
- ▣ *Primary or Trunk roads (2,140km)* - 864km is paved. Most of these roads are double bituminous surface treatment construction and the rest are Asphaltic Concrete.
- ▣ *Secondary Roads (1,904km)* – 24km is paved.
- ▣ *Feeder Roads (4,152km)* - mostly unpaved.
- ▣ *Urban and Local Roads (3,104km)* – approximately 200km is paved.
- ▣ 14 Hand operated cable ferries

### Pictures

▣ Approximately 12.36% of this total (11,300Km) is paved and all of this is managed by the Sierra Leone Roads Authority. {5.4Bn USD}

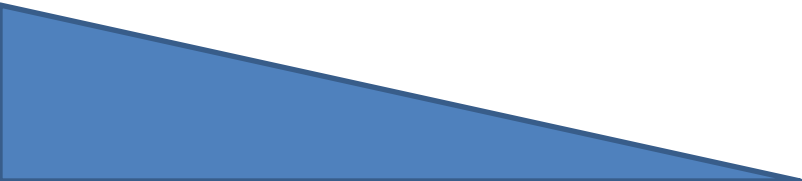
### Meet the family

# Overview Contd. - The National Road Network





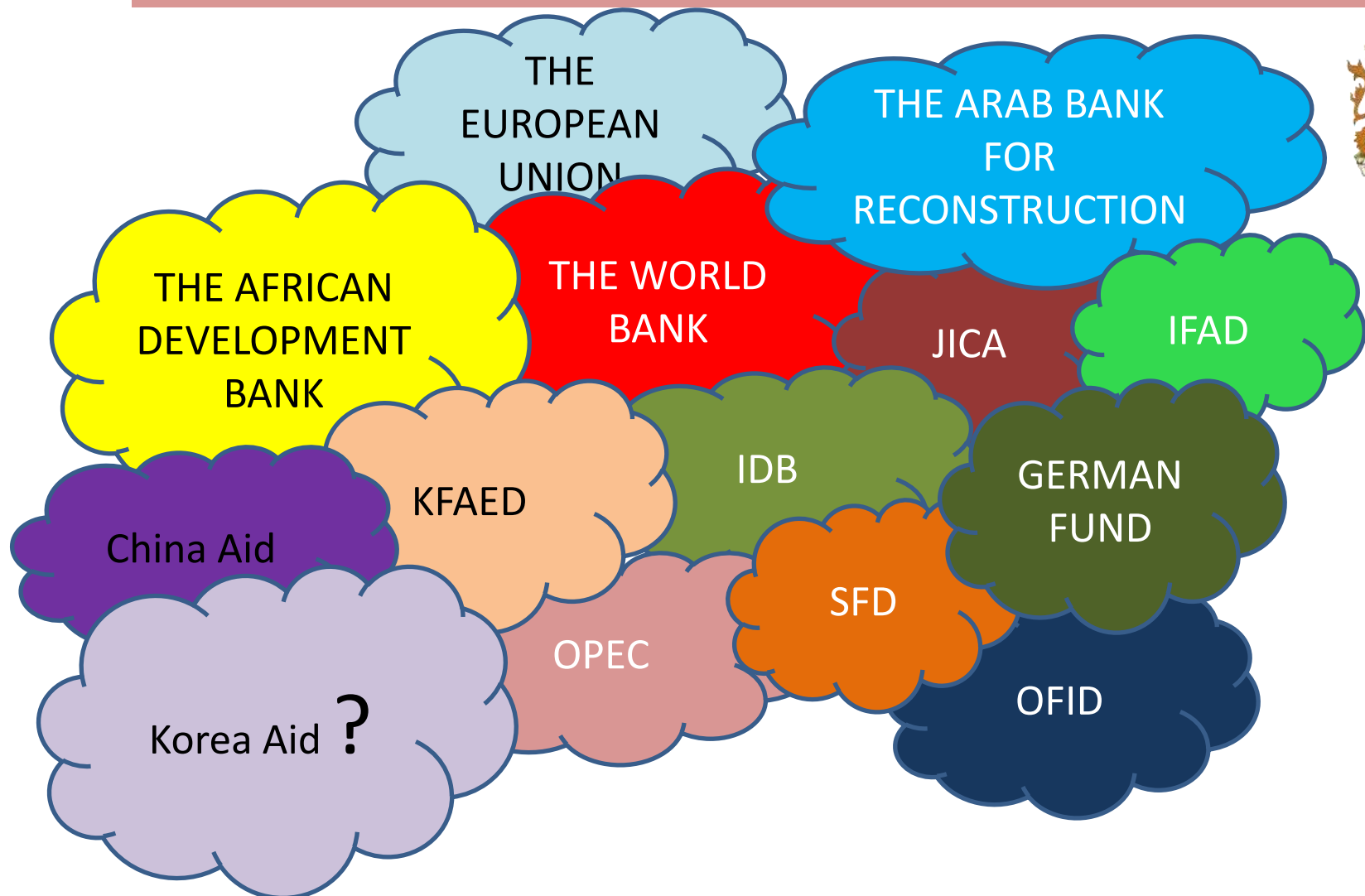
## **OUR FINANCIAL DONORS**

- International Donors
  - Government of Sierra Leone
    - Development /Consolidated Fund
    - Road fund; and
    - Sums of monies appropriated by Parliament for use by the Authority  
'irf' recurrent expenditure
- 



# Overview Contd. - The National Road Network

## MEET OUR INTERNATIONAL PARTNERS



SIERRA LEONE ROAD SECTOR PRESENTATION

YOUR PRESENTER: Memuna Kumba Jalloh (DIRECTOR GENERAL)

# Overview Contd - Road Projects (2007 – 2017)

## **Fifty four (54) Major Projects at Different Levels of Execution**

*(As at 31 July 2017):*

- ☐ **17 Road projects Completed – 10 Trunk road Projects + 7 City and Urban roads**
- ☐ **6 Road Projects Substantially Completed – 3 Trunks + 3 City roads**
- ☐ **10 Projects - Advanced Stage of Execution**
- ☐ **18 Projects – Early Stage of Execution**
- ☐ **3 Projects – Procurement or Appraisal Stage**

[Share of road projects by donor](#)

# Overview Contd - Road Projects Since 2007 – 2017

## Completed Trunk Road Projects (Donor Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Start date	Finish date
1	Makeni – Matotoka Highway	35	12M	Mar 2008	Oct 2009
2	Bo – Kenema Highway	65	24M	Mar 2008	Feb 2010
3	Masiaka – Bo Highway	164	53M	Jan 2006	Mar 2010
4	Lungi - Port Loko Road	62	30M	Nov 2010	Dec 2012
5	Freetown – Conakry (Rogbere Jct. – Pamlap) Highway	86	40M	Feb 2009	Dec 2011
6	Kenema – Pendembu Road	86	65.0M	Dec 2009	Jan 2014
	<b>TOTAL</b>	<b>498</b>	<b>US\$224</b>		



# Overview Contd - Road Projects Since 2007 – 2017

## Completed Trunk Road Projects (Donor Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Start / Finish Dates
7	Regent – Grafton Road	17	30.0M	Jan 2012 / Jan 2014
8	Rehabilitation of Makeni – Kabala Road and the widening of seven bridges on the Masiaka – Bo Road	120km + 7 Bridges	13M	Aug 2012 / Aug 2014
9	Rehabilitation of the Lumley Beach Road, Rue de la Paix and mitigation works at Tengbeh Town and Moeba Community	11km + other works	12M	Aug 2012 / Aug 2014
10	Hillside Bye pass I	2.2	15.92	Apr2015/Feb2017
	<b>CUMULATIVE TOTAL</b>	<b>646</b>	<b>279</b>	

# Overview Contd - Road Projects (2007 – 2017)

## Completed City and Urban Road Projects (GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
1	Widening of Wilkinson Road into a dual carriageway + Additional roads (Old Signal Hill Rd. & King Street)	9.1	34.6	completed in <i>March 2014</i>
2	Widening of Spur Road into a dual carriageway from Lumley Roundabout to Hill Cot Road Junction [3.36 Km]	3.38	19.9	<i>completed 2015</i>
3	Rehabilitation of 25Km Freetown Streets Phase I	28.6	36.9	completed
4	Rehabilitation of roads in three (3) Cities Bo, Kenema and Makeni, Lunsar and one district Headquarter town of Magburaka Phase I	40.1	113.9	completed
5	Rehabilitation of 13.82 Km of roads in Port Loko and Lunsar and Kambia District headquarter towns Phase I	18.1	18.5	completed,
6	Kailahun Township	5.5	6.9	completed
7	Rehabilitation of Kissy Road, Fourah Bay Road, Mountain Cut and Macauley Street [5km]	5	7.03	

# Overview Contd - Road Projects (2007 – 2017)

## Substantially Completed Road Projects (**Donor** & GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
<b>1</b>	Matotoka – Yeyi (Phase I – 70 Km)	70	46.8	95% completed in
<b>2</b>	Yeyi – Sefadu (Phase II – 50 Km)	50	43.1	<i>Works completed 2016 - DLP</i>
<b>3</b>	Upgrading of Mange - Mambolo & Rokupr Spur	38	37.03	Works substantially completed
<b>4</b>	Rehabilitation of roads in three (3) Cities (Bo, Kenema, Makeni, Lunsar & Magburaka Townships)	40.1	113	Phase II
<b>5</b>	Rehabilitation of 13.82 Km of roads (Port Loko & Kambia Townships)- Phase II	13.82	18	Works substantially completed,
<b>6</b>	Overlay of Selected Streets in Freetown			Works completed - DLP
	<b>TOTAL</b>			

# Overview Contd - Road Projects (2007 – 2017)

## Projects in advanced stages of implementation (GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
1	Rehabilitation of Taiama - Njala Road	12	21.9	82%
2	Lumley – Tokeh (21Km) – <i>Revised Contract</i>	21	147.6	68%
3	Rehabilitation of 25.46 Km of roads in Kono City and one District headquarter town of Kabala [Re-Assigned] Design and Build	25.46	21.6	65%
4	Kabala Township roads	14.7	5.7	60%
5	Reconstruction of the King Jimmy Embankment & Additional Works	5.6	8.8	55%
5	Makeni (Panlap)- Kamakwei - Madina Oula - Guinea Border	148	119.4	45%
6	Rehabilitation of Bandajuma – Pujehun road	25	28.9	40%
	<b>TOTAL</b>	<b>251.76</b>	<b>353.9</b>	



# Overview Contd - Road Projects (2007 – 2017)

Projects in advanced stages of implementation (GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
7	Rehabilitation of 23 Km of roads in Moyamba, Matru Jong/Bonthe, Pujehun District headquarter towns	23	35.4	60%
8	Widening of Jomo Kenyatta /Pademba Rd. Intersection - Kingharman Intersection ; Hillcot - Regent Road Jct. - Choithrams Hospital – Linkokwing (4.38Km)	6.38	68.3	55%
9	Makeni (Panlap)- Kamakwei - Madina Oula - Guinea Border	148	119.4	45%
10	Rehabilitation of Bandajuma – Pujehun road	25	28.9	40%
	<b>TOTAL</b>	<b>454.14</b>	<b>605.9</b>	

# Overview Contd - Road Projects (2007 – 2017)

Projects in early stages of implementation (**Donor** & GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
1	Magbele, Mabang, Kpangbama, Moyamba Bridges and Moyamba – Moyamba Junction Road	36	NA	Contract terminated
2	Reconstruction of the Bandajuma - MRU Bridge and 3Nos. Bridges (Sewa, Waanje & Moa Rivers)	108	81.2	Contract awarded
3	Hill Side By Pass Road Reconstruction Phase II	1.5	28.01	Contract awarded
4	Reconstruction of Pendembu - Kailahun Highway	28	28.53	Contract awarded
5	Reconstruction of Bo – Bandajuma Road (46Km)	46	18.6	Contract awarded
6	Upgrading of Bo – Yele – Matotoka Highway	94	NA	Feasibility studies in progress
	<b>TOTAL</b>			

# Overview Contd - Road Projects (2007 – 2017)

Projects in early stages of implementation (**Donor** & GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
7	Mile 91 – Robol Road (52Km)	52	NA	Feasibility studies in progress
8	Rehabilitation of 13.82 Km of roads in Port Loko and Kambia District headquarter towns (Phase 2 – Additional Works)	13	15.8	15%
9	Makeni Township -Phase II	31.75	39.12	25%
10	Kabala – Krubonla - Kono Road (263Km)-segment 1	30	34.6	20%
11	Makakura – Yiffin – Alikalia – Sumbaria – Masingbi Road (142.1KM)	38	39.8	20%
12	Rehabilitation of 13.82 Km of roads in Port Loko and Kambia District headquarter towns (Phase 2 – Additional Works)	13	15.8	15%
13	Waterloo Township Roads	25	46.89	20%

# Overview Contd - Road Projects (2007 – 2017)

## Projects in early stages of implementation (GoSL Funded)

No.	Road	Length (km)	Cost (US\$) x Million	Status
14	Rehabilitation of roads in three (3) Cities Bo, Kenema and Makeni, Lunsar and Magburaka (Phase 2 – Additional Works)	13	15.8	10%
15	Rehabilitation of Freetown Phase II – Lot 1, Lot 2, & Lot 3	91.87	134.82	15% Mobilization completed. 15%
16	Rehabilitation of 13.82 Km of roads in Port Loko and Kambia District headquarter towns (Phase 2 – Additional Works)	13	15.8	15%
17	Weima Bridge and rehabilitation of 40Km Feeder roads	40	0.73	
18	<b>Widening of the Wellington – Masiaka Highway on a Design Build finance, operate maintain and transfer</b>	<b>62</b>	<b>161</b>	10)

[Status of Feeder Road Projects](#)

# Overview Contd - Road Projects Since 2007 – 2017

## Trans-West African Highway

No.	Road	Length (km)	Estimated Cost (US\$) x Million	Status
	<b>The Liberia/Guinea Link</b>			
<b>1</b>	Bandajuma—Zimmi—MRU Bridge (Liberia Border)	103	96.2M	Implementation ongoing.
<b>2</b>	Pendembu - Kailahun	27	25m	Contract Awarded
<b>3</b>	Kailahun - Koindu	54	43.2	Studies to be updated
<b>4</b>	Koindu—Mendikorma (Liberia Border)	9	9.9M	Studies to be undertaken
<b>5</b>	Kenema—Joru—Zimmi	86	78.2M	Feasibility studies to be updated
	<b>Sub total</b>	<b>365</b>	<b>276.5M</b>	

# Road Investment Plan (2015 – 2020)

No.	Road	Length (km)	Estimated Cost (US\$) x Million	Status
1	Kamakwei - Kabala	80	96M	Studies to be undertaken
2	Pujehun – Potoru Road	34	15.9M	Studies yet to be undertaken
3	Kono – Segwema	90	108M	Studies yet to commence
4	Bo – Yele – Matotoka Road	90	58.2M	Studies yet to commence
5	Mobai - Joru	90	108M	Studies yet to commence
6	Njala – Sembehun Junction	22	14.4M	Studies yet to commence
7	Freetown Coastal Road	25	125M	Studies on-going
8	Mano Jct. – Koidu City	58	37.7M	Studies yet to commence
9	Njala – Mano Dasse – Bo Road	60	39.0M	Studies yet to commence
10	Kabala – Guinea Border	91	68.25M	Studies yet to commence
11	MRU Road – Sea Resort of Sulima	25	18.75M	Studies yet to commence
12	<a href="#">National Circumferential Roads</a>	1200	1,14Bn	Part Studies undertaken

# Road Investment Plan (2015 – 2020)

No.	Road	Length (km)	Estimated Cost (US\$) x Million	Status
13	Sefadu – Kamiendor – Guinea Border	76	83.6M	Studies yet to commence
14	Moyamba – Shenge Road	90	58.5M	Studies yet to commence
15	Tourist Areas			
15a	<i>Outamba Kilimi Park</i>	40	26.00M	Studies yet to commence
15b	<i>Tiwai Island</i>	50	32.5M	Studies yet to commence
16	Overlay of Cline Town – Wellington	11	13.2M	Engineering studies to commence
17	<i>Expansion Cline Town- Proposed Airport at Mamamah (6-Lane)</i>	65	169M	Studies yet to commence
18	Construction of bridges over inland ferry water ways(14 No.)	14 No.	156.00M	Studies yet to commence
20	Construction of major Car Parks to decongest the CBD of Freetown	2 No.	30.0M	Land area identified
	<b>TOTAL</b>		<b>1,352.25M</b>	



# The road sector in Sierra Leone



## Challenges faced by the road sector

Road Domain	Coordination Challenge	Transport Strategic Challenge
Rural	Rural infrastructural development coordination	<ul style="list-style-type: none"><li>• Long term road investment sustainability</li></ul>
Urban	Integrated spatial planning	<ul style="list-style-type: none"><li>• Transport planning and regulations</li><li>• Affordable access to every settlement</li><li>• Manage traffic congestion</li></ul>
Capacity	Alignment of the institutional supply chain for capacity	<ul style="list-style-type: none"><li>• Attend to basic skills gap</li></ul>
Sustainability	Balance between Service, Sustainability and user cost	<ul style="list-style-type: none"><li>• Adequate public funding for road maintenance</li><li>• Regular funding of maintenance programmes by RMFA</li></ul>
Safety and Environment	Balance of job creation, mitigation measures	<ul style="list-style-type: none"><li>• Fragmentation of enforcement and regulation backed up by training and education</li></ul>
Freight	<ul style="list-style-type: none"><li>a) Integrated Spatial Planning – industrial location</li><li>b) Coordination with ECOWAS, other regional and international organizations</li></ul>	<ul style="list-style-type: none"><li>• Poor Cost and Service</li><li>• ECOWAS transit times and cost premier</li></ul>



# The road sector in Sierra Leone

## Major Challenges faced by the road sector

- **There are other major challenges faced in the road asset development:**
  - **Acceptability**
    - This is related to accepting the cost of the project. Most people do not easily accept the cost of investment in the road sector and other infrastructural developments.
  - **Ownership of the asset**
    - People perceive infrastructure as being owned only by government. As such vandalization of structures are considered normal
  - **Maintenance of the asset**
    - Maintenance is key to the preservation of infrastructure. The provision of a dedicated fund for the purpose of maintenance of the asset is a major challenge.
  - **Compensation and land acquisition**
    - Encroachment on public properties is very common and in most cases, the cost in the acquisition of such properties to allow infrastructural development is colossal.
  - **Competition for the use of the right-of-way by other services**



## **The road sector in Sierra Leone**

- **There are other major challenges faced in the road asset development:**
  - **Coordination with Utilities**
  - **Coordination with other sectors in development**
  - **Incompatible land use;**
  - **Traffic congestion**
  - **Urban migration**
  - **Climate change**



## **Viable PPP Projects Awaiting Partners**

The Road sector is hungrily waiting

- **The systematic replacement of our hand operated cable ferries to either power cables or Bridges;**
- **Construction and provision of regional road maintenance units equipped with basic construction and maintenance equipment to implement road maintenance nationwide;**
- **Construction of an expressway across the city to relieve congestion;**



## **Viable PPP Projects Awaiting Partners**

The Road sector is hungrily waiting

- **Providing the missing link to the National circumferential road and upgrading the other links to paved road;**
- **Rehabilitation of the roads linking the five cities in the country;**
- **Reconstruction of the Mile 91 – Robol, Bo – Yele- Matotoka, and the Kenema - Koidu;**
- **Formation of a buffer b/w the roads authority and the utilities.**

# Candidate Roads for Public Private Partnership

- ❑ FREETOWN COASTAL ROADS
- ❑ NATIONAL CIRCUMFERENCIAL ROAD
- ❑ MANO JCT. – KOIDU CITY ROAD
- ❑ MOYAMBA – MANO DASSE – BO
- ❑ KABALA – GUINEA BORDER
- ❑ EXPANSION OF THE ROAD FROM CLINE TOWN – MASIKA INTO A 6-LANE (CLINE TOWN – PROPOSED AIRPORT AT MAMAMAH) AND 4-LANE (MAMAMAH - MASIKA)
- ❑ MILE 91 – ROBOL JUNCTION

# Candidate Roads for Public Private Partnership Contd.

- ❑ SEFADU – KAMIENDOR – GUINEA BORDER
- ❑ CONSTRUCTION OF BRIDGES OVER THE INLAND FERRY WATER-WAYS (14 NO. NATIONWIDE)
- ❑ ACCESS ROADS LEADING INTO THE PORTS OF FREETOWN
- ❑ CONSTRUCTION OF MAJOR CAR PARKS TO DECONGEST THE CENTRAL BUSINESS DISTRICT (CBD) OF FREETOWN
- ❑ MOYAMBA – SHENGE ROAD
- ❑ KAMAKWEI – MADINA OULA ROAD
- ❑ TOMPARIE – KILIMI NATIONAL PARK
- ❑ MRU ROAD – THE SEA RESORT OF SULIMA



# Candidate Roads for Public Private Partnership Contd.

- ❑ SEFADU – KAMIENDOR – GUINEA BORDER
- ❑ CONSTRUCTION OF BRIDGES OVER THE INLAND FERRY WATER-WAYS (14 NO. NATIONWIDE)
- ❑ ACCESS ROADS LEADING INTO THE PORTS OF FREETOWN
- ❑ CONSTRUCTION OF MAJOR CAR PARKS TO DECONGEST THE CENTRAL BUSINESS DISTRICT (CBD) OF FREETOWN
- ❑ MOYAMBA – SHENGE ROAD
- ❑ KAMAKWEI – MADINA OULA ROAD
- ❑ TOMPARIE – KILIMI NATIONAL PARK
- ❑ MRU ROAD – THE SEA RESORT OF SULIMA



# Conclusion & Benefits

- The road network is a key to national development
- Extensive road development works on-going in every part of the country
- An excellent road network connecting all parts of the country has advantages including the following:
  - Easy movement of people from one point to the other
  - Enhancement of trade
  - Movement of agricultural products
  - Accessibility to social amenities
  - Reduction in transportation / travelling cost
  - Savings in vehicle operating cost, etc.
- The contribution and support of all is essential to the development of the road network.
- The wealth of this nation will be greatly enhanced by an improved road network

## THE ROAD TO ECONOMIC FREEDOM



**KEEP MOVING**

**DON'T STOP**

**THANKS FOR YOUR ATTENTION!!**

Special Mentions