
REPUBULIKA Y'U RWANDA
UBUMWE - UMURIMO - GUKUNDA IGIHUGU
RTDA
RWANDA TRANSPORT DEVELOPMENT AGENCY
Paving the way to development
GICC 2023
Seoul, Korea
GLOBAL INFRASTRUCTURE COOPERATION CONFERENCE
RWANDA TRANSPORT DEVELPMENT AGENCY

OUTLINE

- Self Introduction
- About RTDA
- Roads
- INLAND water ways
- Cable cars
- Railways
- Transport Strategy Projects of Rwanda 2035
- Opportunities for Infrastructure Development

SELF INTRODUCTION

- Jonathan GASANA
- Road Construction Specialist
- Road Development and Rehabilitation Program
- Single Project Implementation Unit
- Rwanda Transport Development Agency
- Ministry of Infrastructure
- Government of Rwanda

Employer's representative: In Charge of Overseeing Road Construction Projects implemented under Rwanda Transport Development

SELF INTRODUCTION

- Bachelor Degree In Civil Engineering
- Master of Transportation Sciences with Specialization in Mobility Management, Traffic Safety, Transport Policy And Planning
- Project Management Professional (PMP)® Certified

RWANDA TRANSPORT DEVELOPMENT AGENCY [RTDA]

- A Public Institution with Legal Personality, Administrative and Financial Autonomy.
- Reporting to The Ministry of Infrastructure (MININFRA), RTDA Is responsible for managing All-day-to-day Aspects of Construction, Rehabilitation, and Maintenance Of:
  - Road Infrastructure,
  - Railways,
  - Cable Cars &
  - Waterways Transport Infrastructure In Rwanda.

RWANDA TRANSPORT DEVELOPMENT AGENCY

- MISSION

- to implement government policy on roads, railways, cable cars as well as road and waterways transport infrastructures;
- to manage and control national road network with a view of achieving road safety and maintenance;
- to manage and control waterways transport infrastructure with a view of ensuring their value added;
- to develop railway and cable car infrastructure in Rwanda;
- to develop public transport service within the country on road and waterways

- VISION

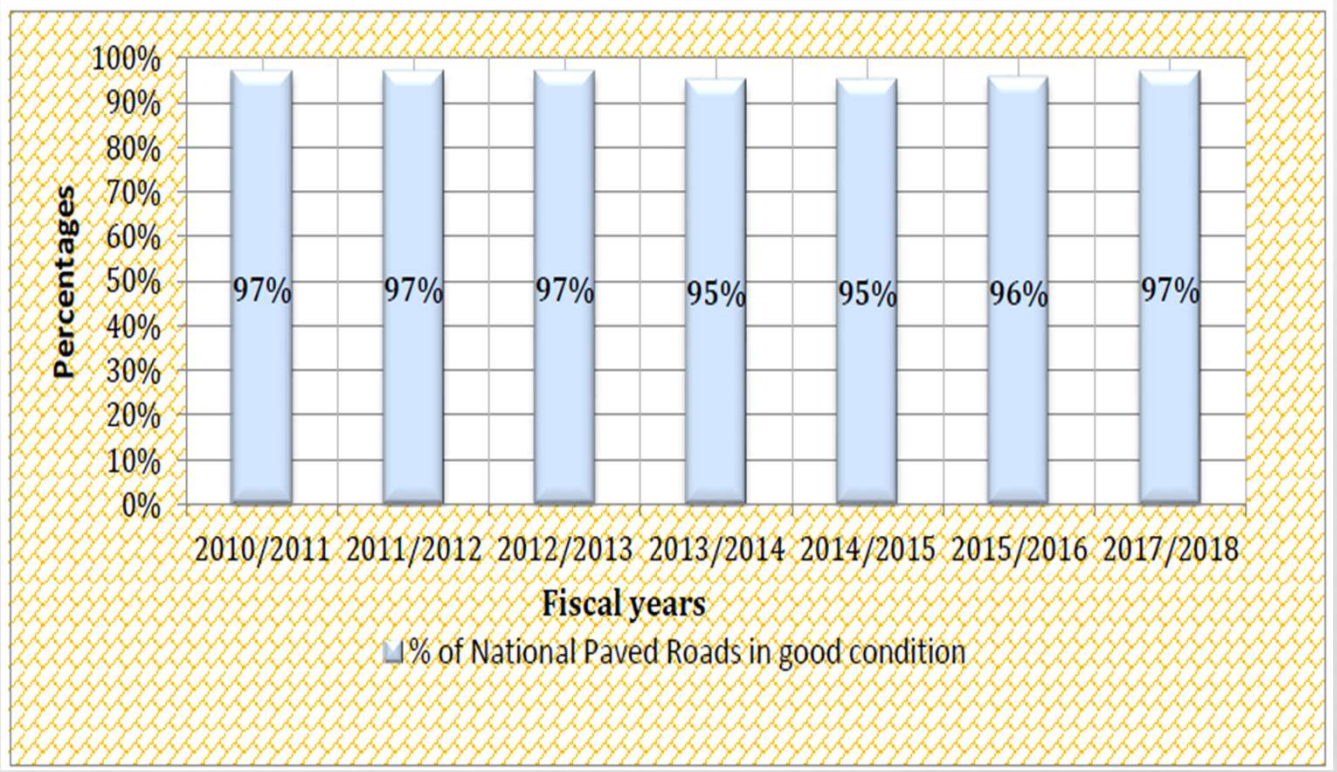
To gain modern infrastructure, cost effective and quality services, while ensuring sustainable economic growth and developing eco-friendly, safe and seamless integrated multimodal transport system for passenger and goods both at national and regional level.

ROADS

Roads	Definition	Total Length Paved	Total Length Unpaved
National Roads	• International roads that link Rwanda with neighboring countries; • Roads that link Districts or that link a District and the City of Kigali; • Roads that link areas of tourist significance and facilities of national or international importance such as ports and airports	1,585 km	1,140km
District Road Class 1	• Roads linking different Sectors' headquarters within the same District, or those roads that are used within the same Sector.	322 km	3,653 km
District Road Class 2	• Arterial roads that connect Districts roads to rural community centers that are inhabited as an agglomeration.	11,860 km	
Unclassified		17,331 km	

ROADS

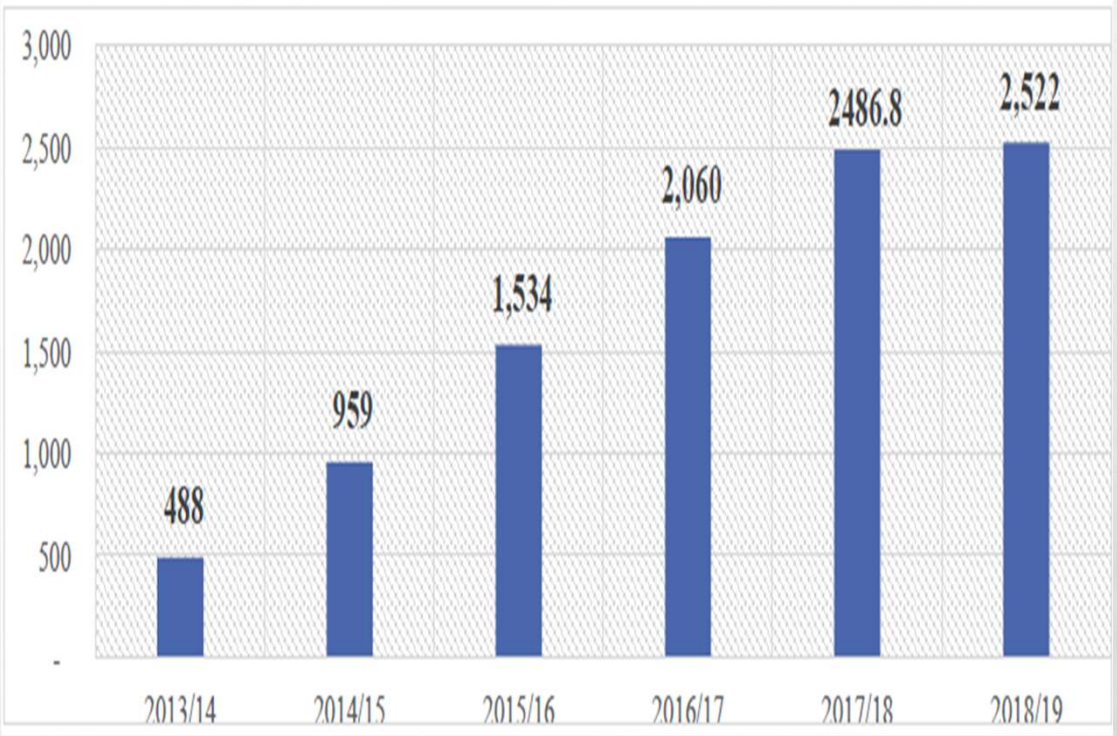
- The Total Network for Roads Countrywide is 44,671km Of Which 1,973 Km Is Paved; And 72% of The Total Paved Roads Are National Roads. Currently, 97% Of The National Paved Road Network is in Good Condition.
- The Quality of The Road Network has improved during the last decade due do substantial New Investment and Sustained Improvement In Maintenance.



Chronological evolution of paved roads (Source: RTDA, 2019)

ROADS

- In order to improve accessibility to production areas, 2,552 km of feeder roads were constructed as of 2018/2019 FY



Feeder roads trend for the period from 2013/14-2018/19 (RTDA, July 2019)

CONSTRUCTION OF RUBAVU – GISIZA ROAD 47.8 KM LOCATED IN WESTERN PART OF RWANDA

Financed By African Development Bank

Started: July 2015

Completed: December 2017

Total Contract Price: 63.46 Million Us $

Types of Contract: FIDIC Red Book, Contract for Construction)

UPGRADING KIBUGABUGA-SHINGA-GASORO ROAD 66.55KM LINKING EASTERN AND SOUTHERN PART OF RWANDA

Finance by World Bank

Started: May 2019 Progress: 80.4%

Planned Completion Date: February 2024

Total Contract Price: 34.08 Million US$

Types of Contract: FIDIC Yellow Book, Contract For Design And Build)

INLAND WATER TRANSPORT (IWT)

- Development of Inland Water Transport (IWT) is envisioned mainly on Akagera River and Lake Kivu.
- There is effort for development of the Akagera River Transport between Kagitumba in the Northern Province and Lake Victoria.
- The demand for inland water transportation at Lake Kivu covers passenger and cargo flows between major towns of Rwanda's Western Province as well as cross-border trade activities between Rwanda and Eastern DRC.

INLAND WATER TRANSPORT (IWT)

- Maritime Ports are under construction across different districts along lake Kivu such as Rubavu, Rutsiro, Karongi, Nyamasheke and Rusizi districts in western province of Rwanda;
- Rubavu and Rusizi ports are under construction. Rutsiro and Karongi are under fund mobilization.
- This will significantly enhance the movement of people and goods in large quantities along lake Kivu as well as enhance lakeshore tourism.

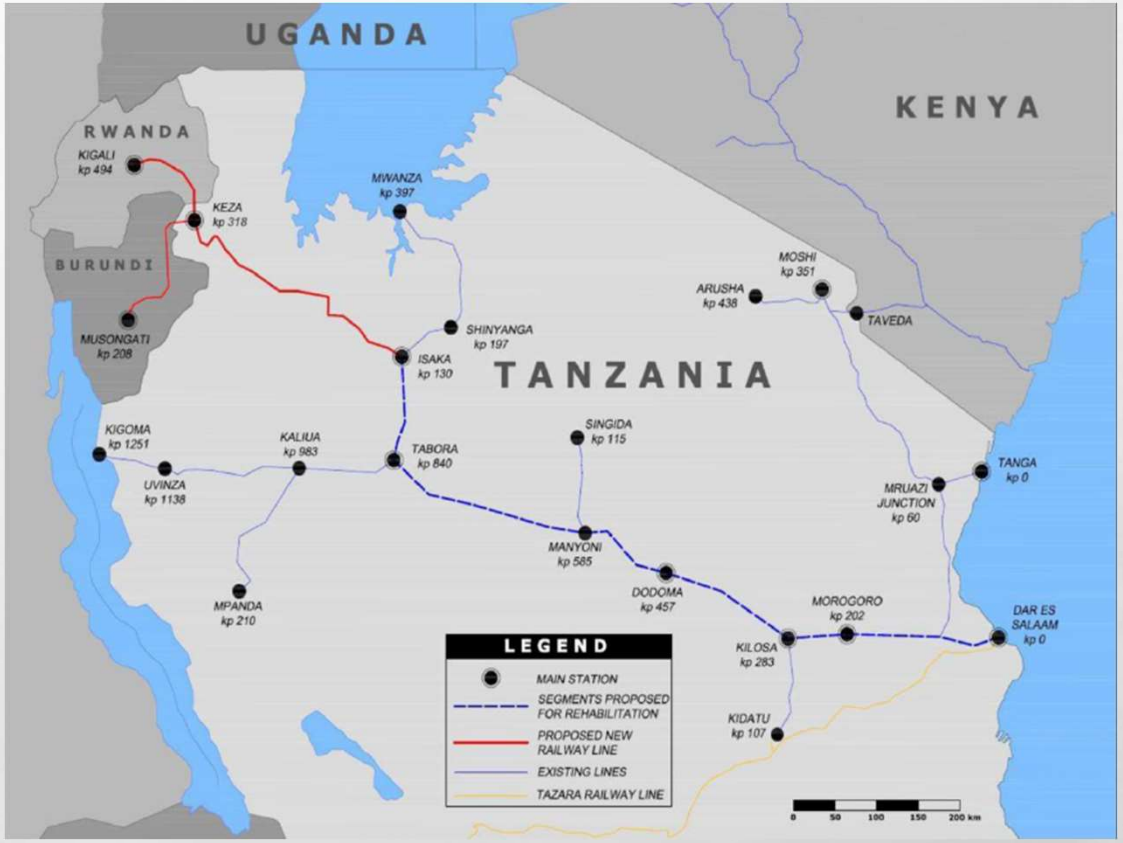
Rubavu Port under Construction

CABLE CARS

- To support the low roads we have, the city of Kigali in collaboration with other partners, are actively exploring an innovative solution “cable cars” to address the challenges posed by low-lying roads.
- The project aims to surmount the limitations of existing lower road such as challenging hilly terrain and congested road.
- As the cars traverses suspended network this will enhance the tourism by celebrating Kigali's remarkable mountainous terrain, including Jali, mont Kigali, and Rebero.

RAILWAYS

- Railways aims to boost the trade competitiveness of Rwanda in the context of regional commitments spelled out in East African Community's (EAC) Vision 2050 as well as the Agenda 2063 for Africa. To this end, the Government will complete modern, fast, environment-friendly, climate resilient and affordable corridor infrastructure, such as railway connecting the country to the Indian Ocean through the Central Corridor linking Kigali with Dar Es Salaam and the Northern Corridor running from Mombasa-Nairobi-Kampala to Kigali.
- The study is completed;
- Fund mobilization is ongoing.



TRANSPORT STRATEGY PROJECTS OF RWANDA 2035

Project	Target	Estimated Budget (Million US$)
Development of Road Asset management System	100%	2.4
National Transport Master Plan developed	100%	3.5
Road Safety guidelines developed	100%	0.1
Cumulative number Km of railway line constructed	139	1,308
Cumulative number of maritime ports constructed	7	40.6
Length (Km) of unpaved national roads upgraded to paved	2,232	877

TRANSPORT STRATEGY PROJECTS OF RWANDA 2035

Project	Target	Estimated Budget (Million US$)
Length (Km) of paved national roads rehabilitated	574	121
Length (Km) of urban roads constructed in the City of Kigali	775	200
Length (KM) of urban roads constructed in Secondary cities	439	107.5
Length (KM) of feeder roads rehabilitated	7145	937.2
Feasibility study for cable cars introduction completed	100%	1

OPPORTUNITIES FOR INFRASTRUCTURE DEVELOPMENT

- KIGALI RING ROAD 86 KM, STUDY IS COMPLETED AND UNDER FUND MOBILIZATION.
- MARITIME PORTS CONSTRUCTION WHILE TWO PORTS ARE UNDER CONSTRUCTION, THERE ARE TWO PORTS WITH STUDY COMPLETED BUT STILL UNDER FUND MOBILIZATION.
- CABLE CARS CONSTRUCTION, CURRENTLY THE FEASIBILTY STUDY IS ONGOING.
- RAILWAY CONSTRUCTION, FUND MOBILISATION IS ONGOING.

FUNDING STRATEGY

- National Funding;
- Multilateral And Bilateral Financial Entities;
- Service Providers;
- And Private Sector Investors.

PUBLIC-PRIVATE PARTNERSHIPS

- THE GOVERNMENT WILL ENCOURAGE PRIVATE SECTOR INVESTMENTS IN THE TRANSPORT SYSTEM. UNDER PUBLIC-PRIVATE PARTNERSHIP (PPP) ARRANGEMENTS

PUBLIC-PRIVATE PARTNERSHIPS

Relevant PPP Models	Definition
Build-Operate-Own (BOO)	whereby a private partner finances, designs, constructs, owns and operates an infrastructure facility or other asset to provide services.
Build-operate-transfer (BOT)	Under the BOT model, a private or publicly owned company is retained to design, build, and operate a facility for a defined period, after which the facility is handed back to the public sector
Design-Build-Finance-Operate	a contract is signed between a government body and a private party that designs, builds, finances, and operates a facility for a defined period, after which the facility reverts to the public sector. The facility is owned by the private sector for the contract period and the private party recovers costs through public subsidies.
Build-Own-Operate-Transfer	a contract is arranged with a private party to design, build, finance and operate a facility for a defined period, after which the facility reverts to the public sector. Under this scheme, the private sector acts as the infrastructure manager throughout the contract period and it is the unique financier of the infrastructure.

THANK YOU

END