

URBAN DEVELOPMENT DIVISION **PICU2**

WORK APPROACH
ABIDJAN, COTE D'IVOIRE
SEPT 2022



GROUPE DE LA BANQUE AFRICAINE
DE DEVELOPPEMENT



The AfDB Urban Development Division (PICU2)

PICU2 is the division dedicated to drive the Bank's vision for African Cities including urban planning, policy and strategy, urban infrastructure services municipal finance development, municipal institutional reforms and governance and its future prospective areas of intervention.

Focus area 1: Analytical and Advisory Activities (AAA)

- Providing Technical Assistance to support Municipalities with:
 - **City diagnostics**, tools developed the City Diagnostic Tool (CDT) with the UMDf and the Urban Resilience and Fragility Assessment and Response Tool (URFA).
 - **Planning**, urban development strategies, cadastral.
 - **Governance**, taxation, land reforms, regulations and property rights.
 - Municipal **Finance**, readiness support to CFOs.
- Business Development
 - Engage, identify, prioritize and **conduct robust Sector Work / Project Preparation** to increase and contextualize knowledge in Infrastructure and Urban Development to underpin country programming and project lending.
- Organize Knowledge Dissemination Events
 - Webinar, conferences or participation in other DFIs Events, including AfriCities / World Urban Forum...

AfDB Urban Development Division

Focus area 2: Transactions

- Pipeline development for urban investments
 - SO or PPP projects in Urban Mobility projects, including ITS, road rehabilitation, soft transport, public transport systems.
 - Affordable Housing, focusing on bulk infrastructure support.
 - Integrated urban development infrastructure and solid waste.
- Develop skill base for Municipal Finance and Sub-Sovereign Operations (Municipal borrowing)

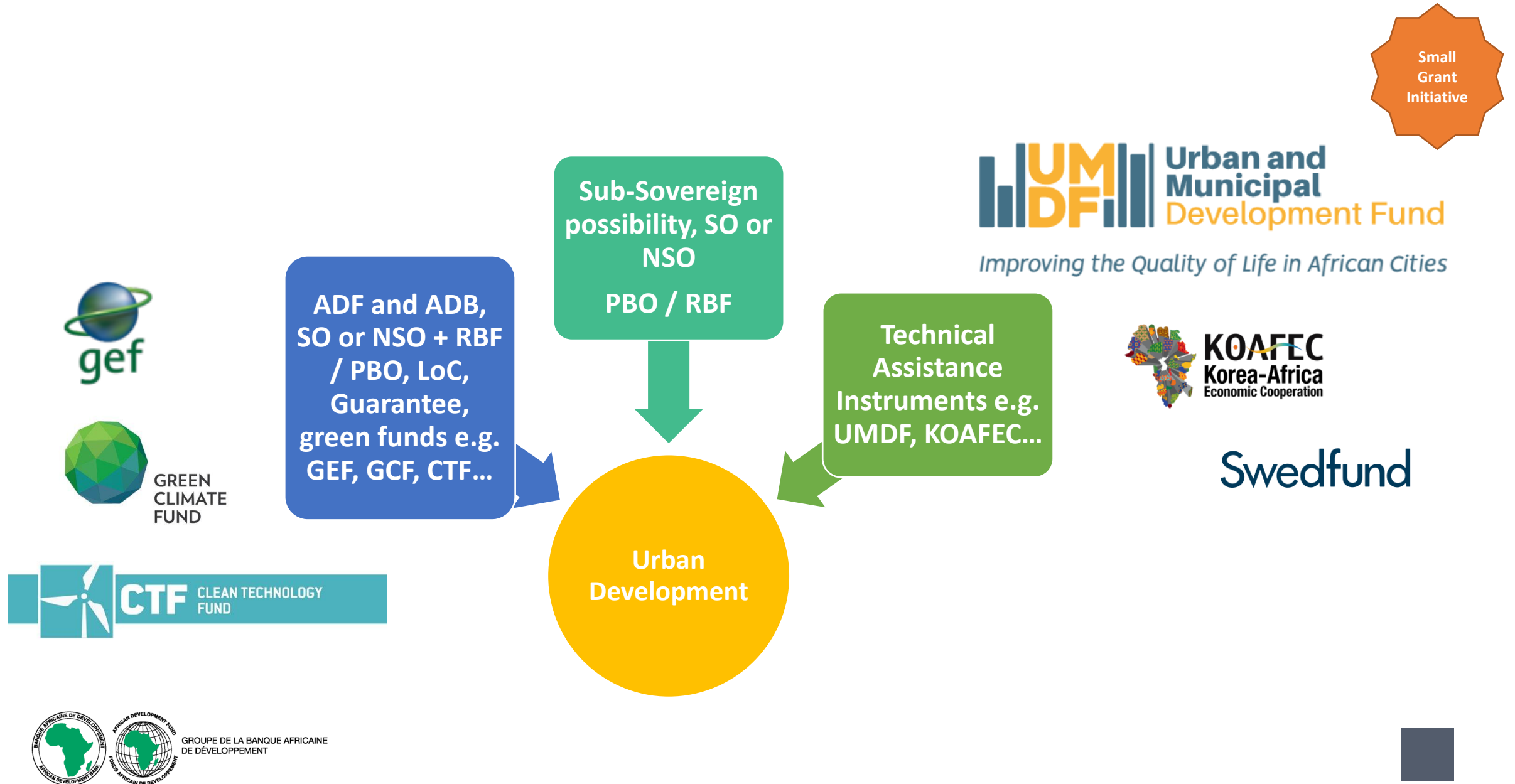
Focus 3: Enhancing Internal Capabilities

- Prepare a Sustainable Urban Development Action Plan within the context of the TYS and High 5s.
 - Expand the reach of the Urban & Municipal Dev. Fund
 - Roll out a new Bank urban action plan (SUDAP).
 - Develop Training & Skills Development Program for Bank-wide Infrastructure & Urban Development Staff



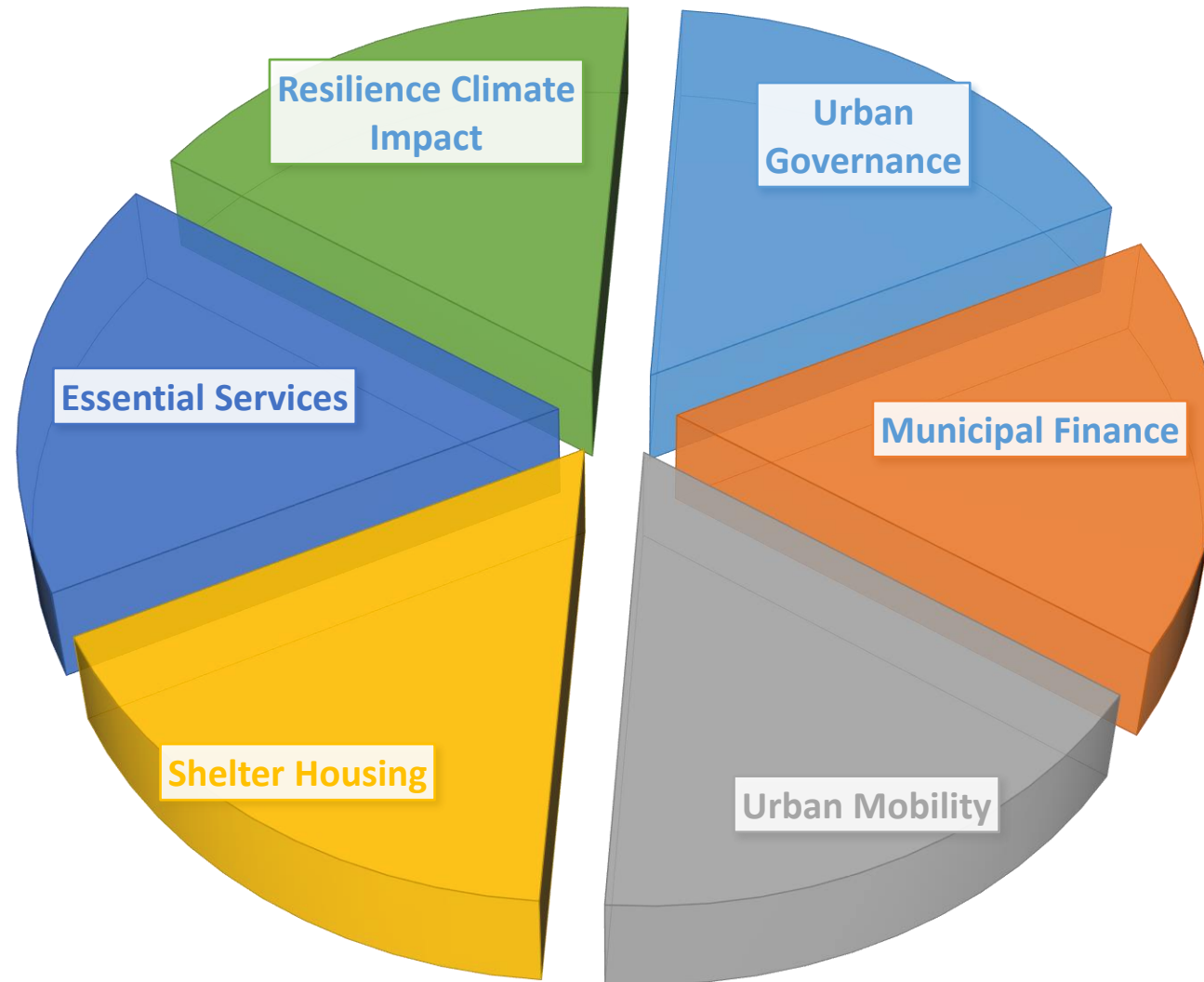
The AfDB urban reach

Some of the current tools available at the Bank to support cities.



EMERGING THEMES

Detailed under the SUDAP workshops





AFRICAN DEVELOPMENT BANK (AfDB) GROUP

SUSTAINABLE URBAN DEVELOPMENT ACTION PLAN
2022 – 2026

Building transformative cities



Consultancy for the SUDAP: The Bank recognized Nicholas Miles and Julian Baskin as lead authors from the Cities Alliance (UNOPS).



- ❖ The SUDAP is structured around **three main Pillars**, (i) Urban governance, (ii) urban planning, and (iii) essential Services and Infrastructure



- ❖ SUDAP defines internal and external enablers, provides a monitoring framework and the tools and resources **for implementation**

Ongoing urban projects / TA work in 2022

Initiative

- AfDB C40 CFO network – operating sub-national financial option – prepare.SI / UMDF
- Bank Green City Program (GCF) – preparing UMDF
- MDB urban knowledge team

Knowledge Products

- Africa's Urbanisation Dynamics 2022 (OECD / UNECA / AfDB) - Africities
- Secondary Cities (CA / AfDB) - Africities

North

- Bizerte City Program – 2021 UMDF BD
- Bizerte Smart city TA – 2022 KOAFEC
- Tunis Waste Management Plan and project preparation for new Waste Facility – 2022 Launch
- Marakesh BRT feasibility study – 2022 UMDF launch + support

East

- Addis Urban Regeneration Project – additional studies + EISA needed
- Dodoma – City Program and GEF support – 2021 BD
- Kenya Urban Program preparation – 2022 UMDF PIM level
- Kisumu – City Program preparation – 2022 launch
- Kampala – Urban Mobility- supervision
- Djibouti urban infra planning TA – 2022 joint CN with water colleagues

Southern

Antananarivo City Program – 2021 BD
Luanda E-mobiity 2022 launch
Sub-national lending in SA – ??



West

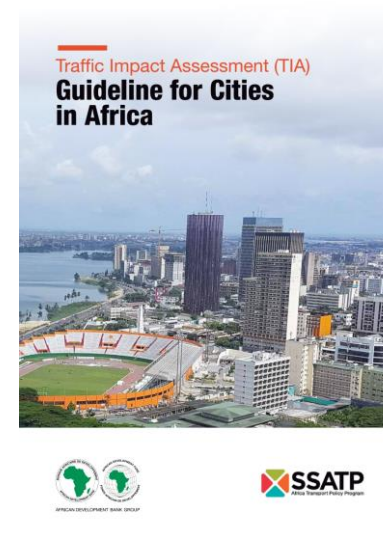
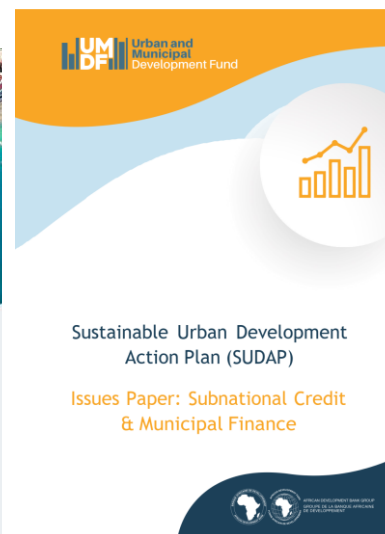
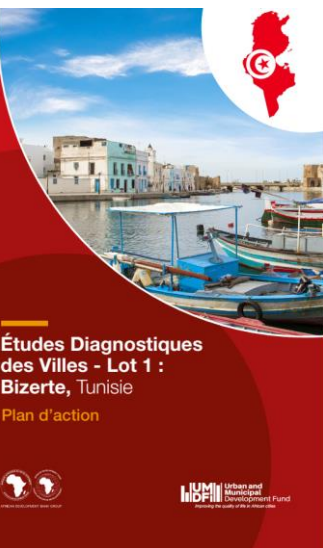
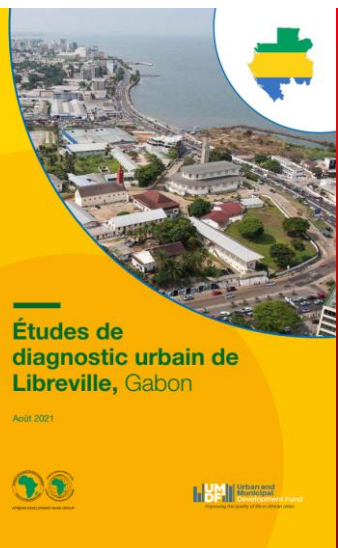
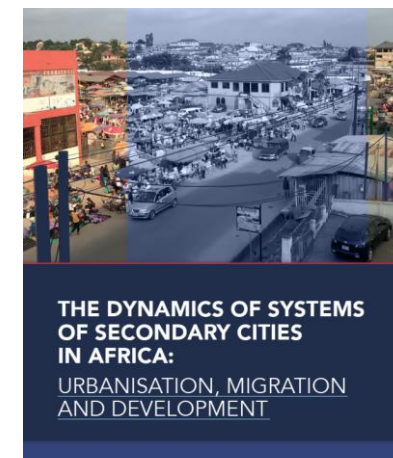
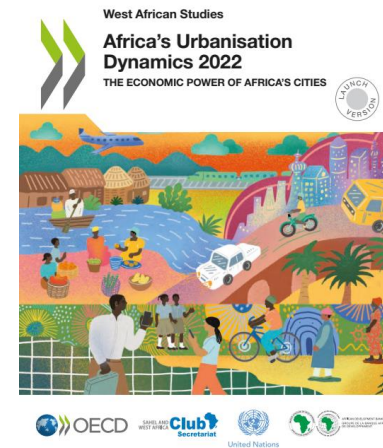
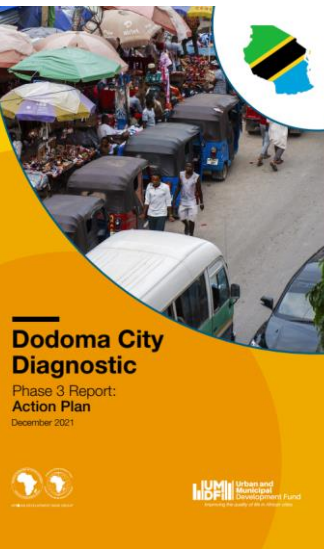
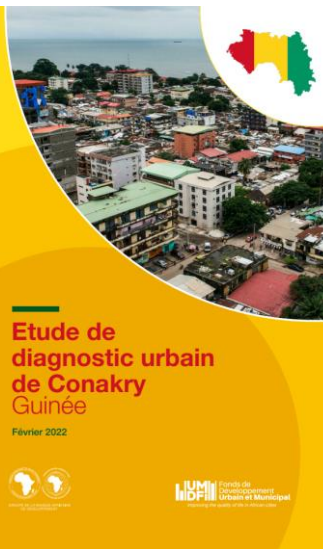
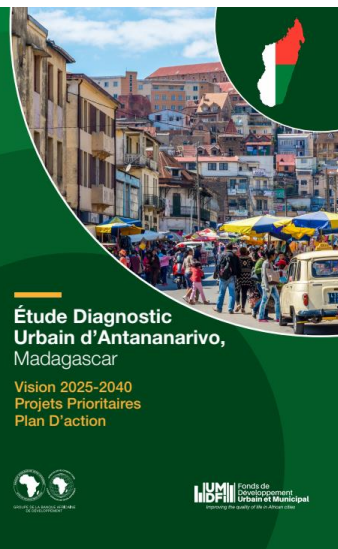
- Conakry – City Program – 2021 follow up
- Cote d'Ivoire PAMREC – 2021 supervision
- Senegal: Dakar BRT PHASE 1 – 2022 / 23 Preparation (reserve) CN
- Togo - Study Affordable Housing PPP maturation – 2022 (preparation to start) – pre CN
- Abidjan PTUA urban supervision - ongoing
- Cote D'Ivoire Secondary Cities Planning Project (PAPVICI) -2022 Preparation PIM
- Cote D'Ivoire Social Housing Priority – 2022 AIF
- Abuja BRT preparation - 2022 KOAFEC
- Abia State Infra Dev with cities of Umahia and Aba – 2022 CN
- Freetown – Lungi support TBD TA

Central

- Libreville – City Program – 2021 BD
- Libreville – urban project study preparation – 2022 PPF
- Cameroon National Urban Investment Programme – 2021 UMDF - supervision
- Bangui – City Program – 2022 UMDF – launch early Q3

URBAN AAA

OUT IN 2022



GRUPE DE LA BANQUE AFRICAINE
DE DÉVELOPPEMENT

ISSUE 1 URBAN DEVELOPMENT WITHING PICU / BANK

URBAN SPECIALIST IN OUR FIVE REGIONS – ENHANCE WORKING TOGETHER

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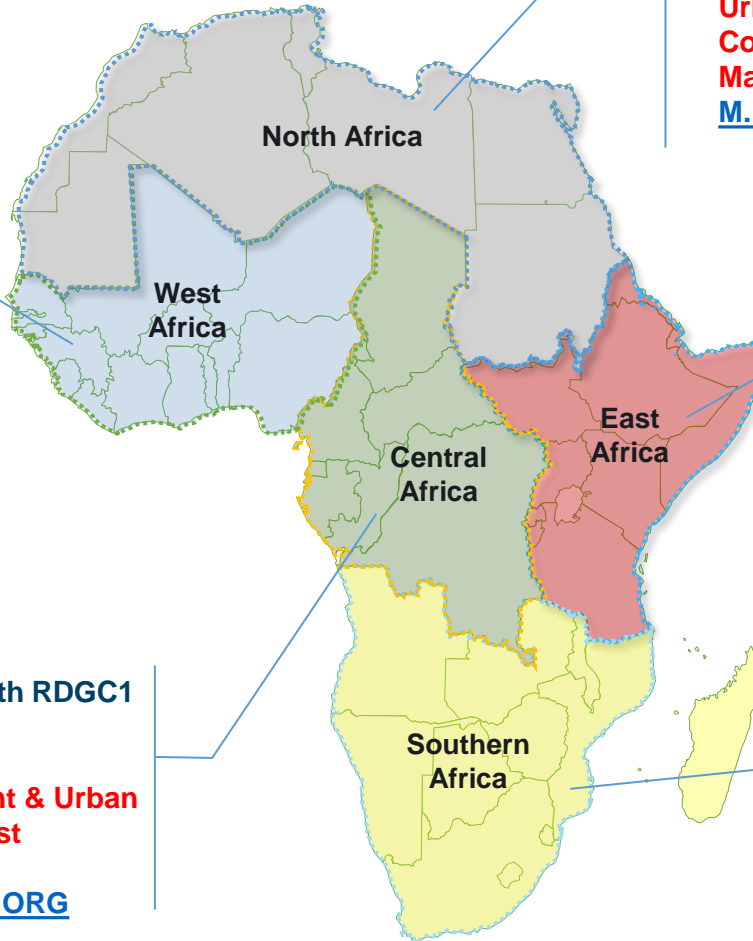
Central Africa with RDGC1
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Examples of recent Bank approved projects in cities



GROUPE DE LA BANQUE AFRICAINE
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Kampala City Roads Rehabilitation

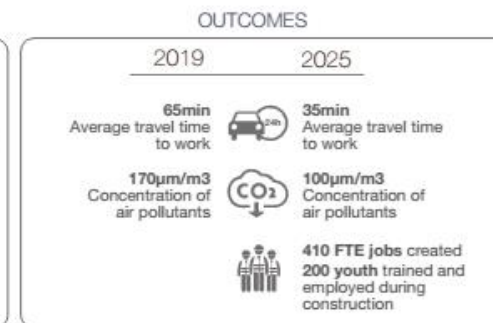
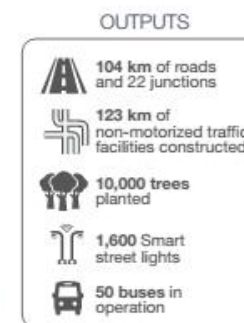
The project will modernize the transport network in the Ugandan capital city, improving mobility, productivity and quality of life for the population.

Project Team Leader: George Makajuma, Principal Transport Engineer

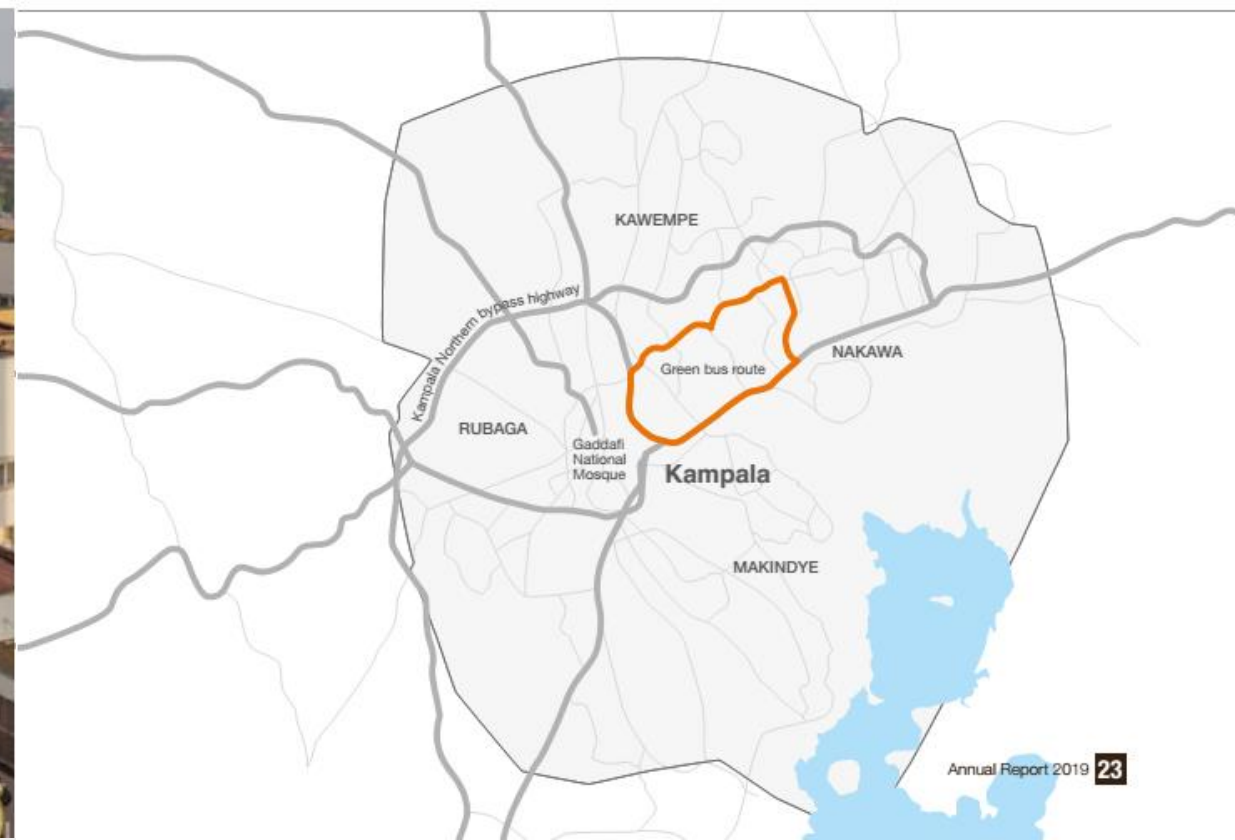
Kampala has a road network of 2,110km out of which only 30% is paved. Congestion and competing minibuses and motorbike taxis on the poor road network have increased accident risk and degraded air quality. In parallel, the concentration of industries in Kampala is driving demand for infrastructure improvements which will increase productivity and spur economic growth. Authorities are unable to keep pace with the required capital investments and insufficient capacity for planning, operating, and maintaining urban infrastructure and services.

The Kampala City Roads Rehabilitation Project (KCRRP) aims at improving the road network for cars and pedestrians, and at deploying pilot dedicated public transport routes coupled with the introduction of environmentally friendly hybrid buses. Institutional support under the project aims to build capacity in development and management of green infrastructure, sound planning of schemes and sustainability of public investments.

The improved transport network in the capital city is poised to strengthen foundations for higher productivity for Kampala's 1.6 million people, including commuters, businesses, and transporters, while ensuring better access to basic infrastructural services. It is further expected to foster a conducive environment for foreign direct investments.



This computer-generated image shows the future layout of bus lanes and facilities for public transport in Greater Kampala.





Tanzania: Dodoma City Outer Ring Road

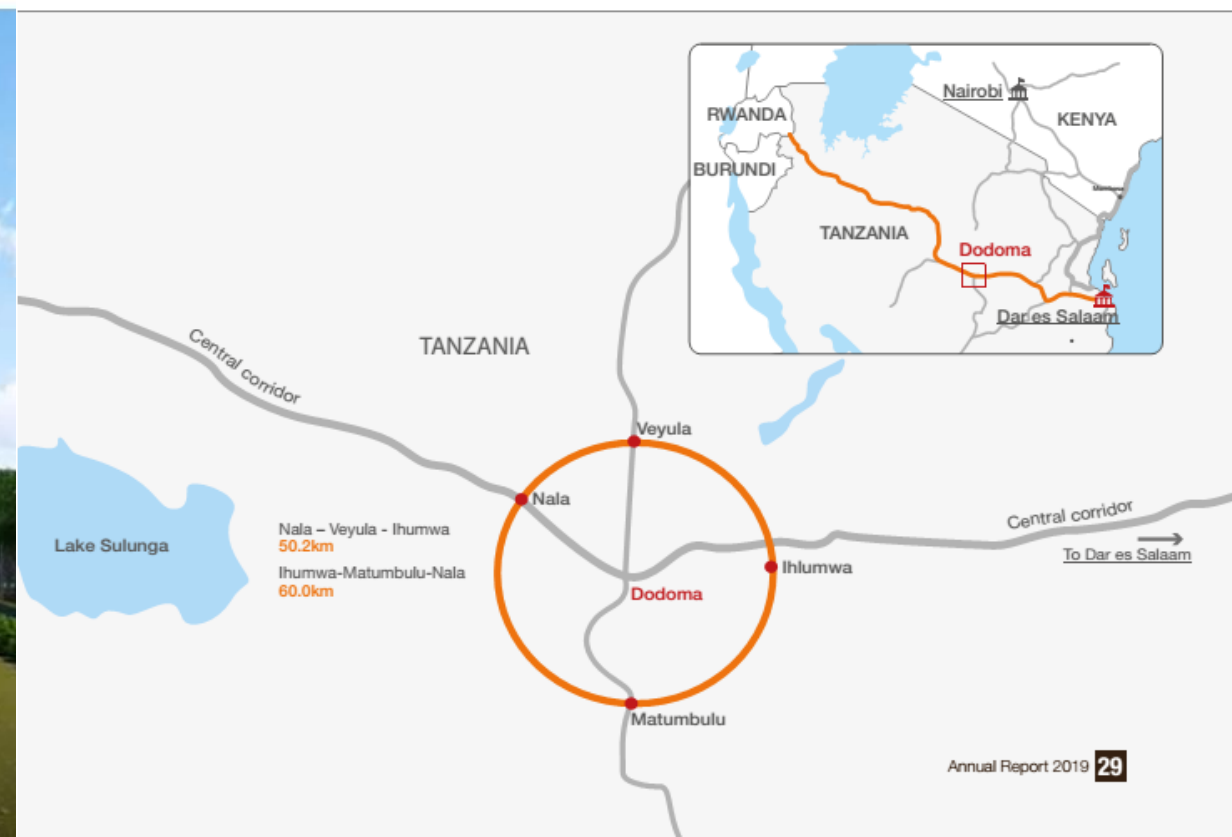
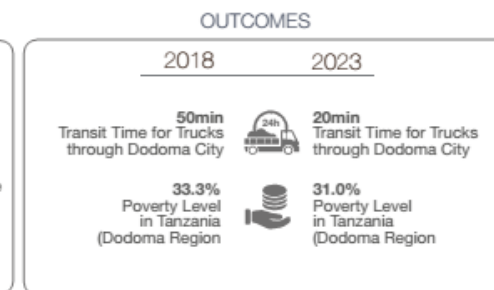
Inclusive and green growth in urban development plans for the city of Dodoma.

Project Team Leader: Jeremy Bassy AGUMA, Principal Transport Economist,

Dodoma is the new administrative capital of Tanzania. The city is experiencing rapid urbanization, increased motorization, and increased transit of goods, all of which are driving the need for coherent urban development

The project involves construction of a new bitumen standard dual-carriage ring road (110.2km) around Dodoma City, drainage capacity improvement, roadside stops and dedicated amenities for truck drivers and other motorists, and other social amenities that include water sources, schools and health centres. A pilot road safety improvement around Dodoma City is also one of the other project interventions. Heavy vehicles will be diverted onto the Outer Ring Road to bypass Dodoma City centre. The project is economically viable with an EIRR of 35.4%.

Reduced transit times and less traffic congestion will consequently result in a reduction in greenhouse gas emissions and improve the quality of life for the 2.4 million people living in Greater Dodoma and surrounding regions. Tanzania's efforts to address climate change challenges go a step further. An Urban Development component of the project will contribute to improving urban planning and management. Part of the funds are reserved for greening Dodoma through tree-planting on embankments of the Ring Road, and other areas within the City.





Digital Masterplan and Capacity Building Programme for the Greater Banjul Area

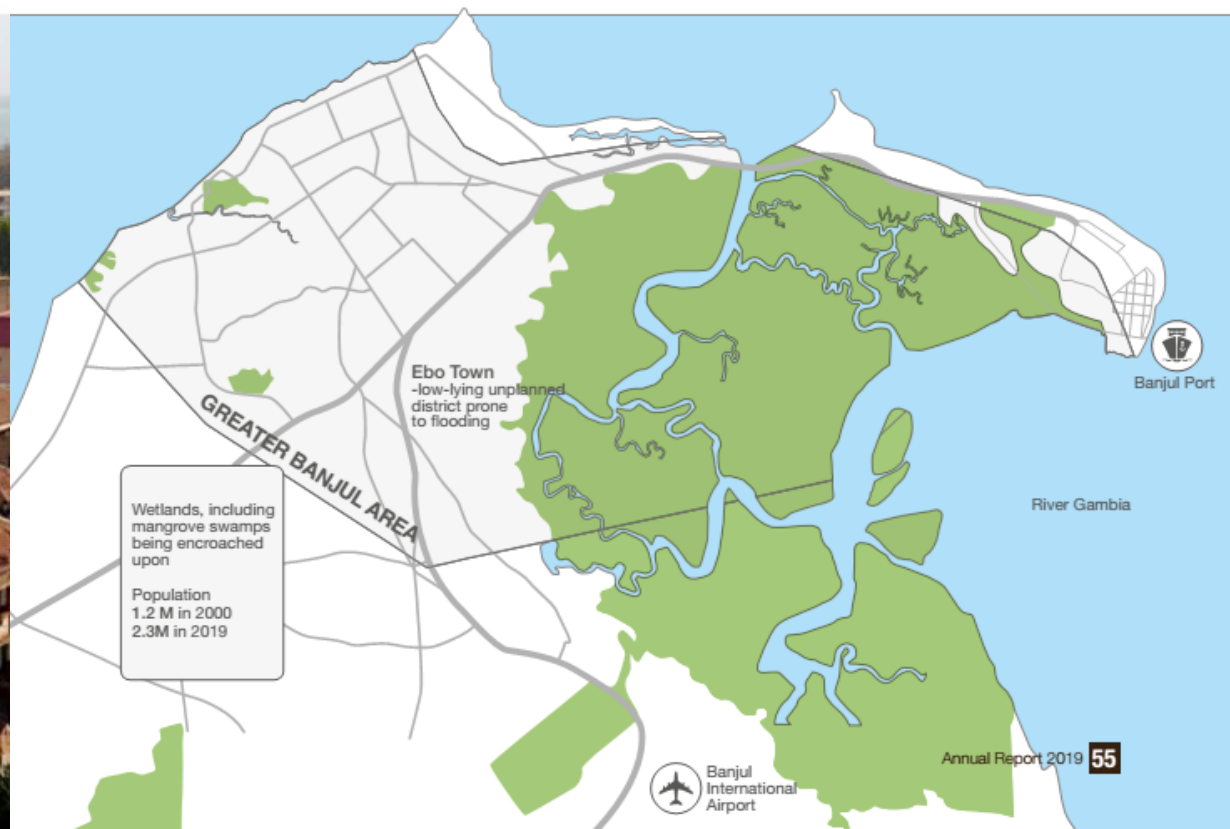
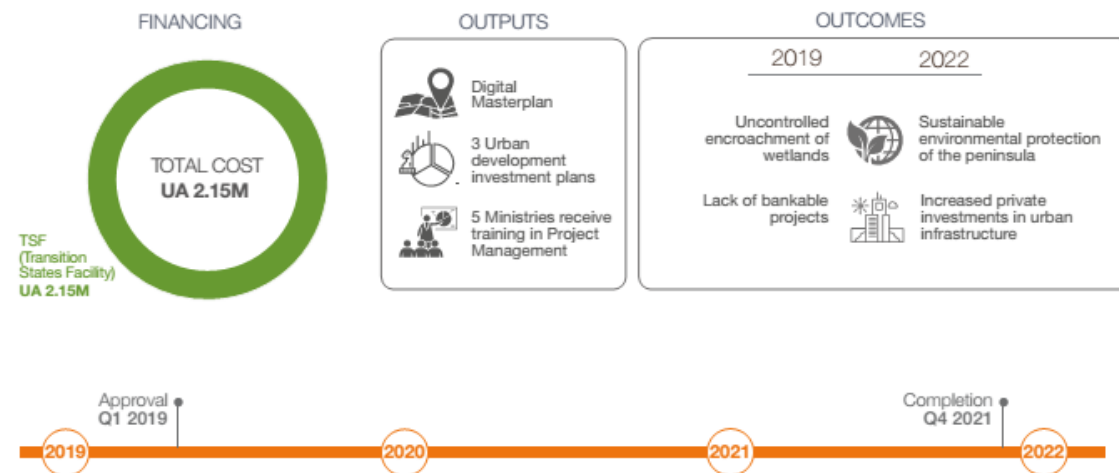
Technical assistance to assist the Gambia in achieving sustainable urban development.

Project Team Leader : Victoria Flattau, Senior Urban Development Officer

The Gambia has one of the fastest urbanisation rates in Sub-Saharan Africa, with the Greater Banjul Area already accounting for 68% of the population. Environmental and socio-economic problems have arisen from uncontrolled urban sprawl: deforestation, soil pollution, pollution and waste, in addition to stress on social services.

The project comprises three components. Firstly, project financing will assist in producing a Greater Urban Digital Masterplan for Banjul. Secondly, as part of a capacity building initiative, authorities will be assisted in setting up innovative mechanisms to manage revenue collection, enable development action and leverage private investments in infrastructure, all with the aim of ensuring the sustainability of metropolitan investments. Thirdly, technical support will enable the municipality to set up coordinated and unified platform for project management, with the ability to interpret new data, manage land and recover revenue, among others.

The Bank's Urban and Municipal Development Fund will offer assistance in urban planning to the Government of the Gambia, Banjul City Council (BCC), Kanifing Municipal Council, and Brikama Area Council, the Gambia Port Authority and the Ministry of Lands and Regional Government in the Gambia.





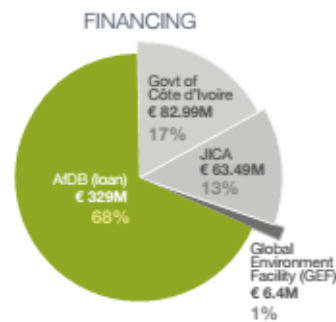
Abidjan Urban Transport Project

Phase 2 of a vast program of urban development in Côte d'Ivoire.

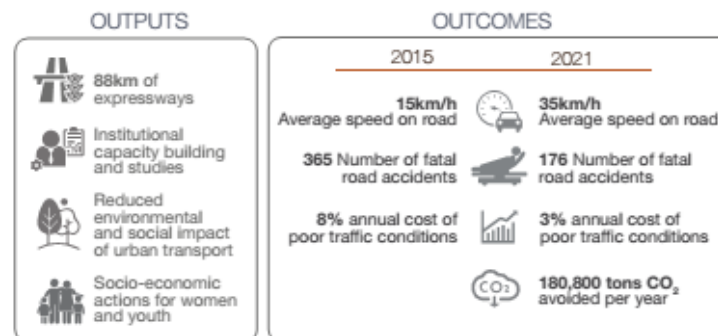
Project Team Leader : Jean Noel Ilboudo - Division Manager

The city of Abidjan in Côte d'Ivoire is considered the economic pulse of the West African sub-region. A port city and sixth largest metropolis on the continent, Abidjan is home to an estimated population of 4.71 million, forecast to grow to 8.5 million in 2030. The Abidjan Urban Transport Project (PTUA) was initiated by the Ivorian government and supported by the Bank in order to meet the dual challenge of population growth and a rapidly expanding car fleet in the city. Almost all intersections are experiencing severe congestion and the poor state of the roads results in road accidents, impaired economic activity and air pollution in the city.

Whereas phase one of the PTUA was allocated to financing the construction of the 4th bridge in Abidjan, this phase two, financed by the 2018 tranche of the AfDB loan, is allocated to the development of transformative roads in the city. It covers the development of 87.9 km of rapid urban roads, six interchanges, the rehabilitation of traffic lights at 89 intersections, the assessment of air quality, urban waste management and the strengthening of existing capacities in traffic regulation, urban planning, local revenue improvement and road safety. The Project also integrates a holistic strategy for adaptation and reduction of greenhouse gases in Abidjan, starting from an inventory of the impacts of climate change and a study for the protection of natural ecosystems. It includes a component for participatory management and conservation of the Banco National Park, on the outskirts of the city.



TOTAL COST: € 482.35M





South Africa : Commuter Transit

A private sector-led solution to serve public transport needs

Project Team Leader : Fernando Balderrama - Senior Investment Officer

South Africa has a population of 56 million people spread across three main regions: Gauteng Province, KwaZulu-Natal, and Western Cape. Population density is relatively low, with only 45 people per km² in Western Cape for example, hence the strong need for a combination of means of transport which cover both trunk routes for inter-town connections and last-mile commuter transit. The minibus taxi industry is best suited to the transport mix needs and has grown at 15% p.a. since 2013. Other factors contributing to the high demand for minibus taxis in South Africa are their price affordability, their frequency of service and reach of the service network. The South African network of unscheduled, semi-regulated commuter transit services operates on a commercially self-sustainable manner. However, approximately half of minibus taxis currently in operation are considered to be unroadworthy, posing road safety and environmental concerns.

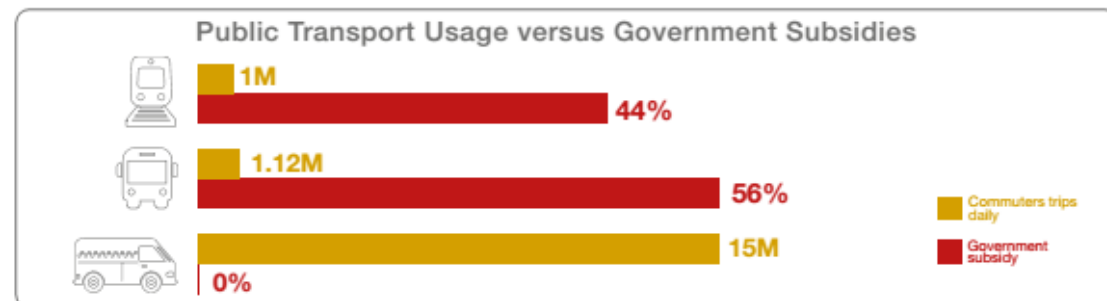
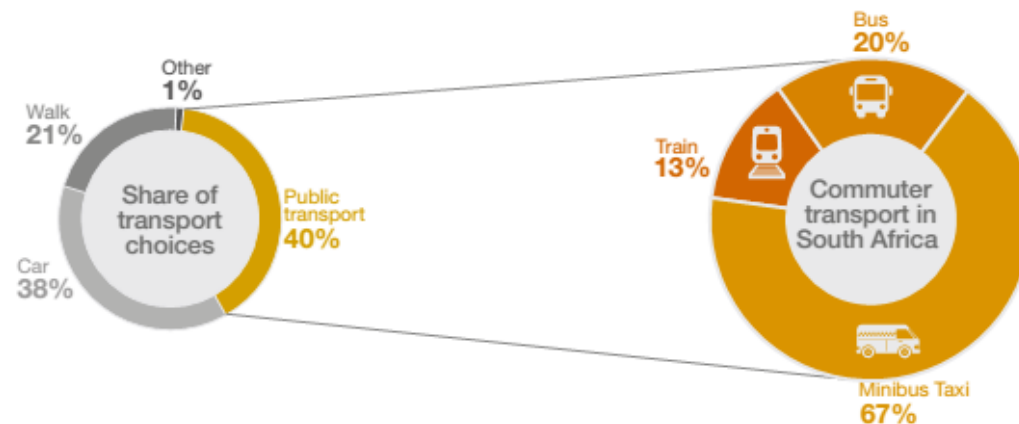
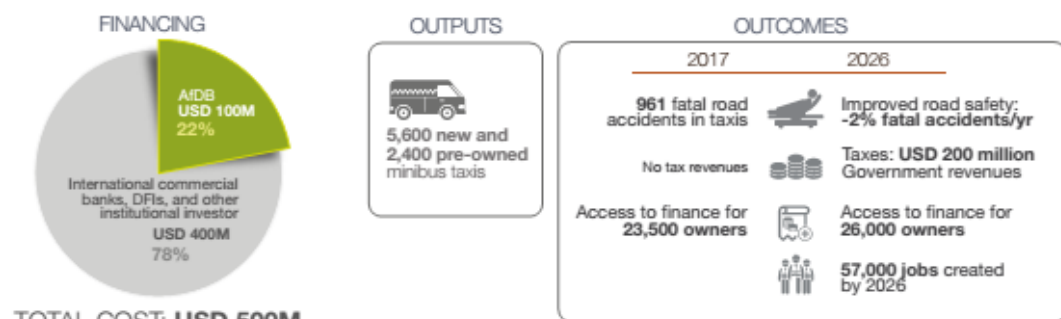
The Project entails funding of a mass transit financial solutions provider which will enable a modern and efficient network of commuter transit options. The provider is specialized in lending to small and medium enterprises (SMEs) and currently has 30,000 SME clients who each own on average 1.2 minibuses. 90% of the SME clients do not qualify for the formal banking sector. The Bank's contribution will contribute to the financial inclusion of thousands of SMEs while fostering a strongly private sector-led solution to public sector needs.

With the non-sovereign funding from the Bank, SMEs will acquire fuel efficient, environmentally-friendly, quality vehicles (minibus taxis) to be used for mass transit across South Africa. The Project will catalyze funding for approximately 8,000 commuter transit vehicles, or nearly 7% of the current need in the country, thereby supporting around 600,000 safer daily trips.



22 million daily commuters

rely on public transport in South Africa. The Project will support the growth and expansion of one of Africa's most innovative and financially-sound SME financiers. Since 90% of the vehicles are manufactured in South Africa, each minibus purchase will have a ripple effect on the economy and create jobs for drivers, conductors, mechanics, parts traders and retail/food vendors.





Diaminiadio - AIBD Regional Express Train Project

New railway to cut journey time by over 50% and more than double passengers

Project Team Leader: Ali Ismail Mohamed – Principal Transport Economist

The Regional Express Train project will provide a faster rail journey from Dakar through Diaminiadio to the new Blaise Diagne international airport. In addition, it will contribute to creating a transport hub at Diaminiadio with the building of motorways passing Diaminiadio. Together with the creation of a Special Integrated Economic Zone for Dakar, the project will help alleviate the problem of unemployment in the region, partly caused by the lack of communal transport.



FINANCING



Total cost: **USD 908.64m**

OUTPUTS

+0.6%
Increase in GDP
growth rate
by 2025

+3%
growth in public
transport usage

OUTCOMES

| 2016 | 2019 |
|--|---|
| 20km/h Train speed | 60km/h Tripling of train speed |
| 2h Journey times | 45min Journey times |
| 25,000 Daily passenger levels | 113,000 Daily passenger levels |



Cities Modernization Program

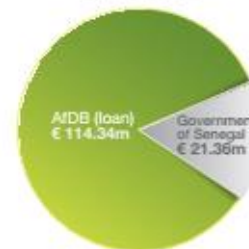
Investing in municipal schools, health, transport and sports and more and better roads

Project Team Leader: Ali Ismail Mohamed – Principal Transport Economist

The rapid growth of cities and towns across Senegal has prompted the need for better infrastructure, particularly in transport. This first cities modernization program, launched in 13 municipalities, will involve the rehabilitation of 78km of highways, the introduction of public lighting, and the establishment of school structures, health structures, sports centers and public spaces.



FINANCING



Total cost: **€ 135.70m**

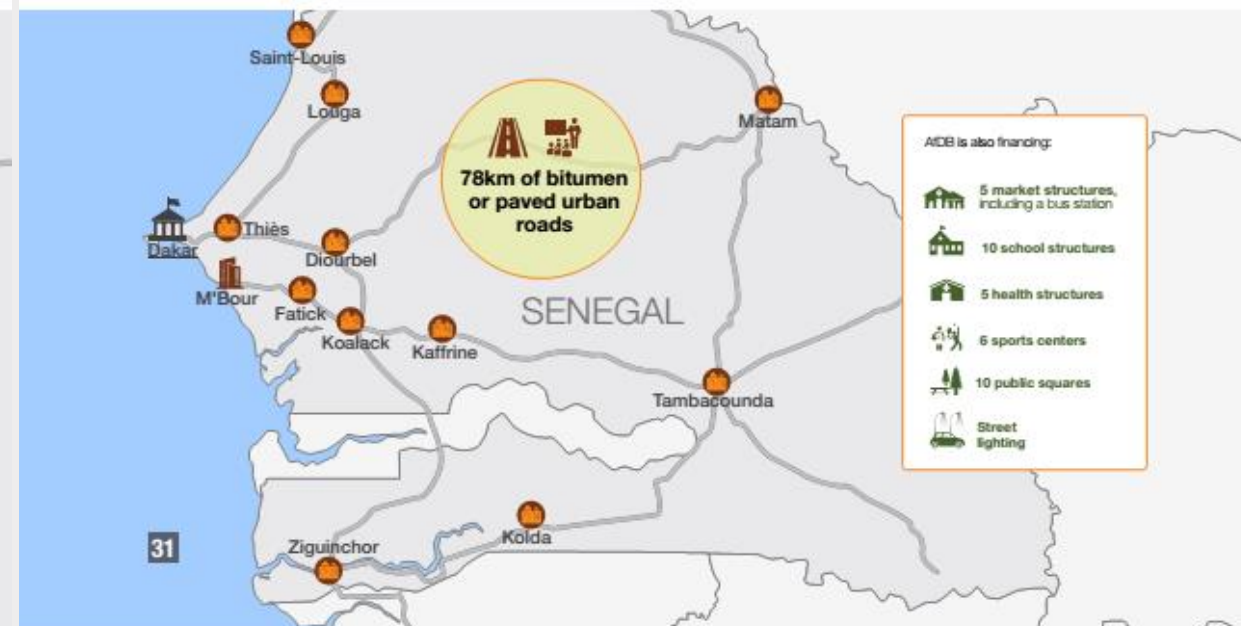
OUTPUTS

78km of roads
built, paved or
reconstructed

18 sets
of computer
equipment

OUTCOMES

| 2016 | 2020 |
|--|--|
| USD 0.8/km lower vehicle costs per km | USD 0.3/km lower vehicle costs per km |
| 35km/h faster traffic | 50km/h faster traffic |
| 20m Road visibility in the project area | 50m Improved road visibility in the project area |



Thank you

PICU.2 Urban Development Division.

African Development Bank Group

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