

SERENJE - NAKONDE ROAD PROJECT  
ZAMBIA

**Presenter**

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# Serenje - Nakonde Road Project

## Presentation Outline

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# Road Background

- The road was constructed as a bitumen surfaced road on its current alignment in the late 1970s and is now beyond its design life
- The 1995 to 1998 emergency maintenance and the 1998 to 2000 World Bank funded periodic maintenance assisted in keeping the road open to traffic but had limited design periods of about 6 years.
- This minimal maintenance coupled up with the ever increasing heavy traffic have led to the deterioration of the road.
- The poor road condition has affected the movement of goods and services.
- The road will deteriorate further with a very high possibility of some sections being completely cut off especially with the incoming rainy season

# Current State of Sections of the Road



# Project Location

The project is located in Zambia, Southern Africa.



# Project Description

- The project road runs in a north eastern direction from Serenje in Central Province to Nakonde in the Muchinga Province covering a total distance of 614.71 km.
- The road has been designed under 3 links;
  - ❖ Link 1: Serenje to Mpika (238.89 km)
  - ❖ Link 2: Mpika to Chinsali (165.65 km)
  - ❖ Link 3: Chinsali to Nakonde (210.17 km)
- The Serenje – Nakonde section of the Great North Road (T2) is part of the Regional Truck Road Network(RTRN Link 15) as well as the Trans-African Highway Nr 4.
- The road is ranked as number one priority road project on the North South Corrido (NSC)
- The NSC is one of the prioritised projects under Programme for Infrastructure Development in Africa PIDA.

# Project Description Cont.



- The Project Preparation and Implementation Unit (PPIU) for the COMESA-EAC-SADC Tripartite has prepared designs (for 20 years design periods) and tender documents for the rehabilitation of the road in order to secure a sustainable long term maintenance condition for the entire road .

# Project Objective

Overall objective:

- to contribute to the reduction of the cost of transport and travelling time along the North-South and Dar es Salaam Corridors.

Subsidiary Objectives:

- Improving competitiveness of the business in the eight (8) countries served by the North- South Corridor
- Reduced road transit times and improved schedule for cargo and passengers
- Reduced vehicle operating costs for road transport using the T2
- More secure transport for imports and exports of goods and passengers for Zambia, Tanzania and DRC.



# Expected benefits and the important of the road to Zambia and the Tripartite

- The key economic benefits which will accrue from the road once rehabilitated are as follows;
  - ❖ Secured and sustained long-distance transport for imports and exports of goods for Zambia, Tanzania and the DRC through the port of Dar es Salaam.
  - ❖ EASE of in-country transport for energy, mining, agricultural and retail inputs and produce, particularly through the Central, Northern and Muchinga Provinces of Zambia.

# Important of the road to Zambia and the Tripartite Cont.

- The road carries over 80% of the cargo on the Dar es Salaam Corridor and directly and indirectly serves beneficiaries in Zambia, Tanzania, Kenya, Democratic Republic of Congo (DRC), Malawi, Zimbabwe, Botswana and Namibia ( Tripartite member states )
- Core benefitting sectors are energy, mining, agriculture and retail.

# REC Agency, Project Sponsors, Implementing Agencies and Legal Framework for PPP

- The REC Agency is PPIU COMESA-EAC-SADC Tripartite
- The Project Sponsor is the Government of Zambia.
- The Implementing Agencies are Road Development Agency and National Road Fund Agency, Ministry of Transport, Works, Supply and Communication.
- The Zambian Government has recently put in place the PPP legal framework to support private investment in the roads sector.

# Project Status

- The detailed engineering designs and Tender documents for all the three (3) links have been prepared to assist the Tripartite and Government of Zambia source funding for construction and undertake the rehabilitation works.
- The Supervision Consultant and Transaction Advisor are yet to be procured.
- AfDB expressed interest in rehabilitating the Chinsali – Nakonde (Link 3) though time to mobilise resources is of essence. Link 3 is the most dilapidated section and need urgent attention.
- Funding gap still exists for link 1 and 2.

# Total Estimated Project Value

- The estimated costs of construction for the three road sections are as detailed below;

Link	Location	CAPEX (US\$ million)
Link 1	Serenje - Mpika	233.199
Link 2	Mpika - Chinsali	160.449
Link 3	Chinsali - Nakonde	254.626
Total		638.27

# Way Forward

- Now that the legal framework to support private investment in the roads sector is in place the financial viability of the road project needs to be assessed to bring the private sector on board.
- Secure funding for construction
- Preparation of the Project Information Memorandum
- Determination of financing model e.g. BOT, blend of grant and private funds etc.