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Implemented by:



Transport – Togo

Togo's infrastructure is in a lamentable state. This is badly affecting the economy, which has only grown at a moderate pace in recent years. There is great pent-up demand as, during the many years of authoritarian rule, international donors did not contribute aid for a long time. The state does not have sufficient funds to develop the road network that is of particular importance for Togo as a trading nation. For these reasons, KfW Development Bank on behalf of the Federal Ministry for Economic Cooperation and Development is financing the expansion of a main thoroughfare linking the port of the capital, Lomé, with the north.

Most trucks coming from the north have the port of Lomé as their destination. It is the transshipment hub for goods being imported or exported. However, one of the key corridors linking the port with the main transport artery in the north of the country is poorly suited to the high level of traffic and heavy vehicles. The roughly 15-kilometre long inner-city bypass is mostly unsurfaced, peppered with potholes and often flooded during the rainy season because there is no appropriate drainage system. This prevents traffic and trade with neighbouring countries and also poses a threat to the safe passage of local and generally non-motorised travellers.

Context

Over seven million people live in Togo, more than a quarter of them in Lomé, the country's capital. The capital's population is rising sharply by an above-average 3.5 percent per year, as compared to the national average of 2.4 percent a year. Togo's economy has developed positively since the end of the authoritarian regime led by President Gnassingbé Eyadéma. The gross national product has risen by close to four percent annually since 2006.

Growth is being hampered by the poor state of an infrastructure that has not been maintained and repaired for many years. Togo's road network is in any case only about 10,000 kilometres in length, of which just 15 percent is surfaced. The main transport route in Togo is the RN1 national road, which is a good 650 kilometres in length and runs from the edges of the northern city of Lomé to the far north of Togo and the southern border of Burkina Faso. Half of Togo's road traffic passes along this transit route alone, the most important one for trade.

Project name	Inner-city Bypass Lomé
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ)
Country/Region	Togo / West Africa
Lead executing agency	Ministère de l'Urbanisme et de l'Habitat (Ministry for Urbanism and Housing)





Inauguration of the building site with the German ambassador in Lomé, Joseph Weiss. Source: R. Teck

Project approach

KfW Development Bank is thus financing the expansion of the inner-city bypass by means of funds of the Federal Republic of Germany. This is intended to safeguard local and national traffic. Additionally, people and goods will be able to be transported better and according to need. This promotes the economic development of Togo. The measure is of high political priority as is the planned expansion of the RN1 national road into which the bypass ties.

At the start of the project, only 4.2 kilometres of Lomé's inner-city bypass were surfaced. A further 6.6 km of the in total 15-kilometre road are being dualled and surfaced as part of the project. The shoulders are being secured for non-motorised traffic: footpaths are surfaced, safe crossings constructed and street lighting installed. This will particularly benefit women, who mostly travel on foot. In addition to this, draining channels are being constructed for the outflow of seasonal floodwaters. These will also drain water from the adjacent residential areas. A connecting road to the greater

Lomé bypass is also being built that will further reduce the volume of inner-city traffic.

Impact

The expansion of the bypass directly benefits operators and users of the port in Lomé. In the future the road will also be passable throughout the year by older vehicles. This fosters entrepreneurship and promotes economic development while enhancing living conditions in Togo. The population of Lomé welcomes the fact that the urban infrastructure and inner-city bypass are being adapted to their current needs.

For they also have tangible benefits: The improved roads and filled potholes cut repair costs for all drivers, thus alleviating the financial burden on e.g. operators of mini buses and motorised taxis, the most important means of public transport. The expansion is also good for street traders and their suppliers, predominantly smallholders. When the roads are in better condition, they can sell more.

Those living near the inner-city bypass can breathe a sigh of relief. Less dust and less noise mean a higher quality of life for them. Flooding in the rainy season no longer puts their houses and yards at risk. The unemployed and day labourers also find short and medium-term employment on the construction site. The project should be completed by the end of 2016.



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