

Istanbul conference on Somalia
21 – 23 May 2010
Draft discussion paper for Round Table “Transport infrastructure”

I. Overview

The transport infrastructure of Somalia comprises of approximately 22,000 km of roads (of which 2,600 km is primary roads), four major ports, and fifteen major airfields, four of which have paved runways. There are no railways, pipelines or inland waterways. Since the late 1980s, there has been very little investment in the development or maintenance of transport infrastructure, and the capital infrastructure stock that Somalia had built up by the late 1980s has been largely depleted.

There are a number of high profile and potentially profitable investments in Somalia’s transport infrastructure. The recent rehabilitation of Mogadishu port (an initiative between the Transitional Federal Government of Somalia; Japan; the United Nations and the private sector) and the construction of Bossaso Air Terminal (an initiative between Puntland State; Saudi Arabia and the private sector) provide visible examples of transport infrastructure being rebuilt.

Road transport is the principal mode of internal transport due to a lack of railway infrastructure and limited coastal shipping. Animals - camels and donkeys - continue to be the most important and only means of transport for many people. With a deteriorating road network, air transport plays a growing role. With a coastline of about 3,300 km, coastal shipping has much potential and the development opportunities are manifold.

Roads and bridges.

A number of large scale transport infrastructure opportunities have been identified (such as roads leading to and from Mogadishu port) which would bring a political dividend to the TFG as well as alternative socio-economic and livelihood opportunities for certain target groups such as disaffected youth. Emergency rehabilitation of roads and bridges with labour-intensive rehabilitation has proved somewhat successful within Somalia and does provide opportunities for piloting public private partnership initiatives. Improvement of roads would further lead to increased public and individual transport-systems, hence, attract interested international actors interested in opening the Somali market.

Somalia currently has no roads linking it to its neighbours that would handle major traffic as per international standards. Longer term plans for a major trunk road that links Kismayo in the south, through Mogadishu to Bossaso, Berbera, and Hargeisa in the north, could begin to be conceived as it would better integrate Somali trade into the broader Horn of Africa region.

Ports.

The main ports of Somalia (Mogadishu, Kismayo, Bossaso, and Berbera), to various degrees, are all in need of rehabilitation and/or expansion. Mogadishu port, whilst being recently rehabilitated, still requires investments in storage, transport and cargo handling. Bossaso and Berbera ports need extensive rehabilitation and are part of the wider and significant transport corridors for Somalia, particular with reference to livestock exports. Berbera port is currently the single port that exports the largest number of livestock in the world. There is a high potential of expanding its transport corridor (Berbera port, Berbera to Addis Ababa road and Hargeisa airports) to landlocked Ethiopia.

All of Somalia's four key ports have the potential of expansion and profitable economic return. The process of refining plans, exploring and agreeing on cooperation arrangements (including private management of ports), obtaining the relevant funding and implementation could be feasible within the next five years, security permitting. Additionally, extending the network of secondary ports and jetties will facilitate the development of local fisheries; improve sea-based transport links and will open alternate economic options to piracy.

Air transport/ civil aviation.

There are four partially functioning international airports (Berbera, Hargeisa, Kismayo, and Mogadishu) and many smaller airfields. In the last few years, the private sector has opened up new international routes within Somalia and this has been a growing trend. In order to meet international standards, rehabilitation work needs to begin in the aforementioned airports as well as Garowe, Beletweyne, Baidoa and Bossaso airports.

More broadly, for the sustainability of the transport infrastructure sector, a regulatory framework (for revenue collection, customs and taxation; safety) would also need to be concurrently developed.

II. Importance of transport infrastructure for security and stability in Somalia

The implementation of transport infrastructure initiatives in Somalia could have a phenomenally positive impact with respect to security and stability. Transport infrastructure, by virtue of its significant scope and investment, if done in the right way, can have a catalytic role, transforming economic development. Through responsible investment to significant and **employment creation** (a so-called 'force' for development) it can lead as an alternate to jobs within freelance militia and insurgency forces of the Somali war economy.

Transport infrastructure, by making areas within Somalia and across the Horn of Africa more accessible, will encourage and open up communication channels beyond political, geographic or clan divisions. Transport infrastructure, by facilitating physical links, destroyed by war, can **facilitate social and political links** and enhance regional cooperation and integration. This is fundamental not only for Somalia, but for the Horn of Africa, and can play an important role in **fostering reconciliation, mitigating conflict** and deepening peace.

The expansion and improvement of transport infrastructure will improve access to markets and contribute towards an enabling environment for the private sector and the **expansion of productive capacity** - which in turn, creates employment and business opportunities. An increase in commercial activities will restore business confidence and increase cash flow and livelihood of the areas positively affected.

Investments into transport infrastructure would further translate into a **tremendous improvement of the lives of women**. Being the main transporters in African rural life, women carry a heavy load in production and movement of goods in Africa, all in constrained and isolated ways, without having access and time to more productive and/or socially beneficial activities. Limited access to travel facilities and access to transport increases maternal mortality rate, makes it difficult to save lives from preventable diseases, and heightens the risk of physical safety and security for women. Hence, investments into transport are extremely important for **tapping into the economic and human**

potential of women. As a result, any design of transport infrastructure and facility design would need to understand what inhibits mobility and accessibility of both, women and men, in any given location/society, time and travel patterns of women and men, how lack of transport impacts the use of labor, productivity of labor and access of women and men to services and livelihood means (such as education, health, water, social facilities etc.) Transport projects that make such analysis have a much higher possibility for creating positive impact on women's and men's general wellbeing and their economic productivity. Investment in transport should be decided with feasibility studies on its value-addition to economic sectors that are important to the country and its value addition to women's access to markets and information.

The situation in Somalia is sometimes referred to as posing a threat of spill over of terrorism, piracy and illegal migration. With Somalia's already vibrant business sector (particularly women within the business sector), an expansion of key transport infrastructure can provide an alternative positive **economic 'spill over'** and reduce the monopolistic hold that some powerful business 'warlords' have on the country.

Transport infrastructure can also greatly **contribute towards state-building** by providing a very visible and positive link between the state and the provision of a common good for the benefit of the Somali people. Iconic examples, in Mogadishu, would be the rehabilitation of the road to and from Mogadishu port and the Mogadishu airport. It will also, through increased port (and other customs and taxation) revenues, duties from commercial exports/imports enable the government and local administrations to generate taxes, and to **increase their revenues** and better respond to the needs of the Somali people.

Somalia is often beset with food insecurity and problems associated with reduced access to vulnerable groups. Improving rural agriculture to market access; expanding port capacity; rehabilitating key access roads and minor airstrips, transport infrastructure can **improve access** (for basic human services such as education, health and water supply as well as to areas in need of humanitarian assistance) and indirectly contribute toward greater **food security, human security and coping mechanisms** of the Somali population. Food security (or inversely food insecurity) is a major contributor towards stability in Somalia.

Somalia's coastline carries 10% of the world's shipping cargo. Sea transport and the expansion of fishing jetties and smaller ports (as a component of a broader strategy to address piracy), would provide **alternate economic opportunities to piracy.**

III. Round table discussion

I. Objectives:

- (1) The purpose of the Transport Infrastructure Round Tables is to bring together Somali officials, Somali and international private sector, international development agencies and UN (WFP, UNOPS, ILO) to discuss opportunities which will help jump start the economy, improve livelihoods, create income generation and at the same time promote peace and stability in Somalia.
- (2) The different actors should present how they can respectively contribute to accelerating the development of transport infrastructure.

- (3) The participants should agree on certain key issues, such as priority projects (e.g. main five ones), agreement on criteria for companies, importance of capacity building etc. In short: what needs to be done by each actor to accelerate transport infrastructure projects in Somalia.

II. Issues for discussion:

- (1) How and through which projects can transport infrastructure be expanded within Somalia, given the current operating environment (e.g. security)?
- (2) What lessons can be learned from other countries or previous experiences in Somalia on expanding, regulating and financing transport infrastructure in fragile settings, and to accelerate project implementation?
- (3) How do the Somali and international private sector/banks/donors see opportunities for their involvement in the development of the transport infrastructure?

Key Transport Infrastructure Facts and Figures

Road Network by Administrative Classification and Surface Type:

	Primary roads	Secondary roads	Rural/feeder roads	All roads	Percentage
	Length (km)				
Paved	2,339	418	n.a.	2,757	12
Gravel	--	844	n.a.	844	3.9
Earth	220	3,588	14,421	18,229	83.5
Total	2,559	4,850	14,421	21,830	100.0

Source: Directorate of Highways, Ministry of Public Works and Housing (1989). As at 2006, 90% of the road network of Somalia was considered to be in poor – to very poor condition.

Airport Classification and Location:

Airport class/category ^a	Number	Airport name/location
International	4	Mogadishu, Hargeisa, Berbera, Kismayo
Major domestic	4	Bosasso, Galkaio, Buroa, Ballidogle
Feeder	8	Baidoa, Borama, Belet Uen, Bardhere, Kalabayd, Alula, Mogadishu North
Airstrips	45	Including Jowhar, Abudwak, Mareray, Garbahare, Luuq, Afmadow, Wajid in Bakool, Saakow and Bu'aale in middle Juba, Jamame in lower Juba, Abudwaq in Galguduud, and several others in Galgudud
ALL (estimated)	60+	

Source: Somali Joint Needs Assessment (JNA). (a) Classification is based on CACAS Infrastructure Study.

Ports Classification and Locations:

Port class/category	Number	Port name/location
Major	4	Mogadishu, Berbera, Kismayo, Bosasso
Jetty	2	Merca, Las Qorey
Other minor ports	9+	Lughaya and Mait; Candala, Aluula, Hafun, Eyl, Garad and Hobyo; and El Maan
All	15+	

Source: JNA.

Transport Infrastructure: Estimated Costs of Reconstruction:

Transport Infrastructure	5 year Reconstruction Cost US\$ (millions)
Major roads	334
minor roads	70
Basic Airport and navigation infrastructure	108
Basic port infrastructure and shipping services	90
Total	602

Costs for basic reconstruction was estimated in 2006. Source: JNA