

# TRANSPORT INFRASTRUCTURE IN ETHIOPIA

SNAPSHOT BY: EAGATE FOREIGN TRADE AUXILIARY PLC



## Country Data (2012-13)

Population (million inhabitants)	93.9
Labor force (million)	45.6
GDP (billion USD)	43
GDP Growth	7.0%
Exports (billion USD)	3.2
Imports (billion USD)	10.7

Exchange rate for 1 USD	19.9
Estimated N. of EU investors	299

## Sector Data (2012-13)

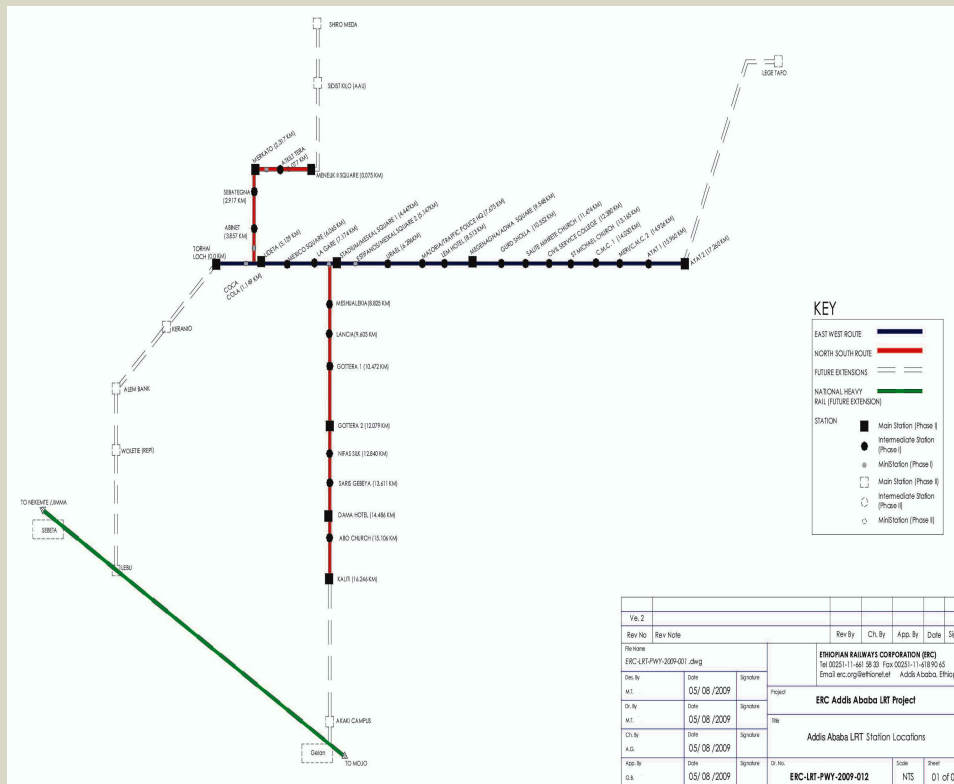
Share of the GDP	4.2%
Road share of GDP	50.1%
Air share of GDP	37.4%
Rail share of GDP	0.5%

In the Ethiopian context, the history of modern transportation dates back to the reign of Emperor Menelik II who imported the first roller from Austria in 1885 used for the erection of the first bridge over the Awash River between 1886-87 with the combined labor of military and civilians. The first modern roads saw the light in the early twentieth century linking Addis Ababa to Addis Alam and Harar to Dire Dawa followed by the first automobile in 1906/07 operated by the Emperor himself. At the level of government offices, the first institution in charge of transportation was the Road Transport Administration Bureau established in 1960. Regarding the administration of other transportation systems, the rail transportation was established in the 1910's with the inauguration of the Addis-Djibouti railway, the aviation sector dates back to 1938 and the Ethiopian Merchant Navy was established towards the beginning of the 1960s, alongside with seaport and maritime transport offices which, however, deteriorated since 1983 when the country lost the port of Assab. During the different regime changes the transport infrastructure sector had went through several mutations.

Road building played a pivotal role in the political and economic unity of Ethiopia and today the government has made it one of its priority sectors under the 5 years Growth and Transformation Plan I (GTP I). The total federal and regional road length is expected to reach 64,522 km by the end of the GTP in 2015. Prior to this Plan, the Road Sector Development Program launched from 1997 to 2010 had allowed the road network expansion from 26,550 km to 53,997 km, while the fraction of roads in good and serviceable conditions increased from 22% to 57%.

Next to the importance given to road construction, railways have been neglected for a long time. However, during the GTP period the sub sector has drawn significant government attention. The construction of several railway lines is underway including the 34.25 kilometers of the Light Rail Train (AA-LRT) project in Addis Ababa contracted by the China Railway Engineering Corporation for 475 million USD. According to the Ethiopian Railway Corporation, this project is scheduled to be completed third quarter of 2015 and once operational, the AA-LRT is estimated to have a capacity of 80 thousand passengers/hour.

The transport infrastructure sector is in its "booming" period with numerous projects undergoing simultaneously and greatly contributing to the country's two digits economic growth. Mega projects including the new Addis -Adama expressway and the ongoing Addis-Djibouti railway lines combined with the prestigious Ethiopian Airlines are indicators of a well performing sector.



According to the Ministry of Transport the total length of road in the country has reached 86,000kms and the government accounted for 77% of the investment. Partners in the sector include the World Bank, European Union, China, African Development Fund, Department of International Development, UK (DFID), Norwegian Development Fund, Deutsche (GTZ), Japan, Italy and the Netherlands.

This year marks the end of GTP I and the launch of GTP II under which the attention provided to the transport infrastructure sector will expand further more to regional states especially with the help of China as requested by the Ethiopian government.

## ROAD



### SURFACE TRANSPORT INFRASTRUCTURE IN ETHIOPIA



In Ethiopia road transport is the dominant mode of transportation and accounts for 90% to 95% of motorized inter-urban freight and passenger movements.

The road transport infrastructure is the key sub sector to which the government allocated 50.1 % of the total transport GDP.

Over the period of 1997 to 2010 a total cost of about USD 7.08 billion was allocated for the rehabilitation of 17 trunk roads, upgrading of 26 trunk and 32 link roads and construction of 73 link roads.

By the end of the third phase of the Road Sector Development Program in 2009, road density has reached 0.57 km per 1000 persons and 42.6 km per 1000km<sup>2</sup>.

Currently mega projects connecting Addis Ababa and major other cities are both finalized (Addis-Adama Expressway) and underway. The importance assigned to this sub sector is a part of the desire to place Ethiopia among middle-income countries.



## AIRWAY

With a contribution of 30.4 % to the total GDP of the sector, the airway infrastructure in Ethiopia is one of the well performing sub-sectors.

The history of aviation started in 1938 and the name Ethiopian is now a sign of quality and pride to the country and to the continent. Ethiopian Airlines is one of the top three African international carriers and a major regional air hub with more than 80 networks across the world. The country has 47 civilian airports located in all the major cities in the country and tourist attractions.

Addis Ababa Bole International Airport, located in the capital city inaugurated its modern international terminal in 2003. This airport plays a major role both for Ethiopia and neighboring countries hub airports and it has become one of the three main international gateways for Sub-Saharan Africa. Next to the Addis Ababa airport, which had more than 1.6 million passengers per year, Dire Dawa, Mekele and Bahir Dar Airports are the three other important Airports in terms of Passenger, Airfreight and Aircraft movements.

Regarding infrastructure, the land and airside infrastructure at the airport is of good quality and adequate to handle current traffic levels and anticipated growth. A cargo terminal for storage of perishable agricultural products was constructed at Bole international airport and construction and expansion of seven airports were made at different locations. The amount of cargo doubled between 2005 & 2010 from 1.42bln ton/km to 2.84bln.

The Ethiopian Airports Enterprise, the governing body of airport in Ethiopia has a plan to undertake a major expansion project at the Addis Ababa Bole International Airport passengers' terminal in a lowland area where jetliners use less fuel during takeoff.

AIRCRAFT MOVEMENT				
YEAR	ADDIS ABABA AIRPORT	DIRE DAWA AIRPORT	MEKELE AIRPORT	BAHAR DAR AIRPORT
2000	26,415	6,281	1,367	2,546
2002	30,853	7,027	1,856	3,034
2004	37,843	7,737	1,866	2,738
2006	39,997	7,119	1,800	3,720
2008	49,284	9,922	1,516	4,862

PASSENGER MOVEMENT				
YEAR	ADDIS ABABA AIRPORT	DIRE DAWA AIRPORT	MEKELE AIRPORT	BAHAR DAR AIRPORT
2000	1,037,976	70,065	52,212	44,170
2002	1,237,858	69,611	50,244	50,546
2004	1,537,330	70,757	58,086	59,349
2006	2,287,544	69,177	68,163	61,492
2008	3,325,618	67,856	93,999	77,970

AIRFREIGHT MOVEMENT (Kg)				
YEAR	ADDIS ABABA AIRPORT	DIRE DAWA AIRPORT	MEKELE AIRPORT	BAHAR DAR AIRPORT
2000	28,515,975	6,211,807	7,601	47
2002	23,147,709	7,001,496	11,175	1,096
2004	25,586,325	6,331,409	7,310	6,330
2006	47,604,846	6,178,386	7,560	22,780
2008	80,515,279	5,253,872	11,129	37,932

Source: Ethiopian Airports Enterprise website,  
<http://www.ethiopianairports.com/statistics.aspx>

# RAILWAY



The rail corridor between Addis and Djibouti established in the first decades of the 1900's is the first railroad in the country and since this line became obsolete, there is no other operating railroad.

However, in September 2010 the Ethiopian Government begun a massive renovation and construction program. This mega project, part of the GTP to construct more than 5,000 km of railroad lines linking major resources within the country and neighboring infrastructures such as the Djibouti port.

This new 656 km long railway, with 8 main rail routes and connecting about 49 towns (different from the existing Addis-Dire Dawa line which is being renovated) stretches from Sebeta town, near the Capital Addis Ababa, to the Dewele town, Djibouti border.

According to Ethiopian Railway Corporation 55% of the Sebeta-Dewele railway project is completed.

This connection will greatly contribute to the nation's economy especially by curbing logistical costs caused by the current poor transportation system and reducing the travel time from Ethiopia to Djibouti by half.

This ambitious National railway construction project will be implemented in two phases.

### PLANNED RAILWAY ROUTES

**ROUTE1:** Addis Ababa-Modjo-Awash-Dire Dawa-Djibouti **/656km/**

**ROUTE2:** Modjo-Shashemene-Arbaminch-Konso-Moyale (including Shashemene-Hawassa and Konso-Weyto) **/905km/**

**ROUTE3:** Addis Ababa-Ijaji-Jimma-Gurafarda-Dima including Jimma-Bedele **/740km/**

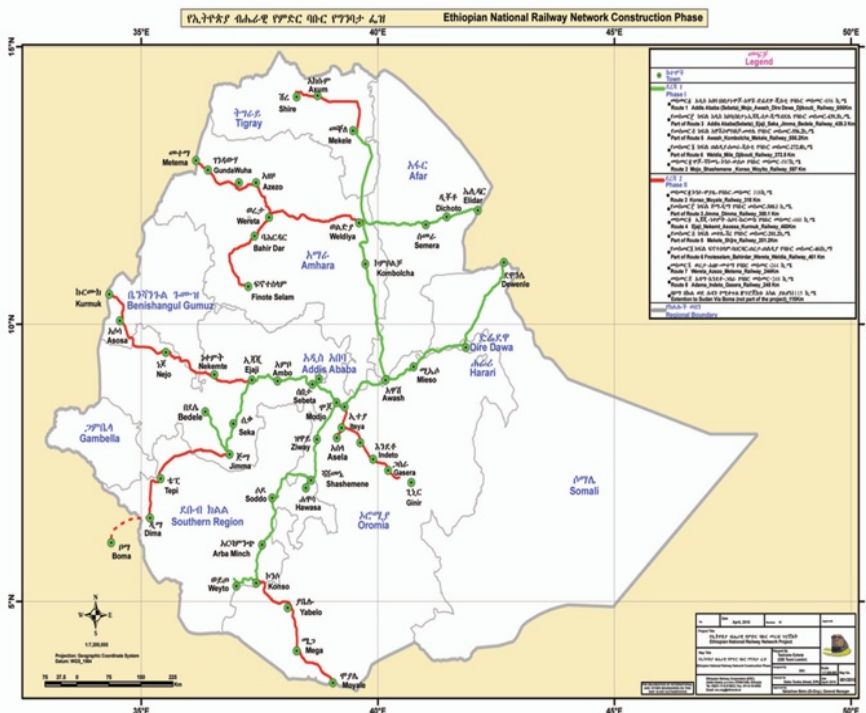
**ROUTE 4:** Ijaji-Nekemet-Assosa-Kumruk, **/460km/**

**ROUTE 5:** Awash-Kombolcha-Mekele-Shire **/757km/**

**ROUTE 6:** Fenoteslam-BahirDar-Wereta-Weldia-Semera-Elidar **/734km/**

**ROUTE 7:** Wereta-Azezo-Metema **/244km/**

**ROUTE 8:** Adama-Indeto-Gasera **/248km/**



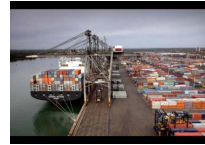
### PHASE I

1. Addis Ababa-Djibouti Railway Project
2. Mekele-Weldya/Hara Gebeya-Semera-Tadjourah Port Railway Project
3. Addis Ababa-Ijaji-Jimma-Dima-Bedele Railway Project
4. Awash-Kombolcha-Hara Gebeya Railway Project
5. Mojo-Shashemene-Arbaminch-Weyto Railway Project

### PHASE II

1. Jimma-Gurafarda-Dima
2. Ijaji-Nekemet-Assosa-Kumruk
3. Mekele-Shire
4. Fenoteslam-Bahirdar-Wereta-Weldia
5. Wereta azazo-Metema
6. Adama-Indeto-Gassera-Ginir

It. No	Region	Road Count	Surface Type	Total Length	
1	Afar	22	Paved	1,059	1,177
			Unpaved	118	
2	Amhara	115	Paved	1,812	5,460
			Unpaved	3,648	
3	Benishangul	14	Paved	42	831
			Unpaved	789	
4	Dire Dawa	1	Paved	-	10
			Unpaved	10	
5	Gambela	7	Paved	34	401
			Unpaved	367	
6	Oromiya	152	Paved	3,275	8,207
			Unpaved	4,932	
7	Somali	24	Paved	793	2,462
			Unpaved	1,669	
8	SNNP	71	Paved	932	3,651
			Unpaved	2,719	
9	Tigray	28	Paved	615	1,664
			Unpaved	1,040	
<b>TOTAL</b>		<b>434</b>	<b>PAVED</b>	<b>8,562</b>	<b>23,863</b>
			<b>UNPAVED</b>	<b>15,301</b>	



## DRY PORT

Ethiopia is a land locked country depending mainly on the port of Djibouti for handling its exports and imports. However, different dry ports exist inside the country and are saving foreign currency, up to eight dollars per container coming through Djibouti.

Inland ports of Mojo and Semara are currently serving as cargo hubs with the Mojo port undergoing expansion projects. The latter one with a capacity of 28,280 containers accounts for facilitating 70% of the country's imported items. By the completion of these projects its capacity will be raised to 110,373.

Constructions of four other dry ports are planned. These are the Woreta, DireDawa, Moyale and Mekele dry ports. Their locations are strategically chosen each destined to serve immediate neighboring countries. For instance the port of Moyale will serve Kenya and the one in Mekele is aimed at facilitating imports of constructions materials and exports of Sesame to Djibouti.

Inland ports are operated by the Ethiopian Dry Ports Services Enterprise.

Distribution of the Federal Road Network (ERA 2012 Data)

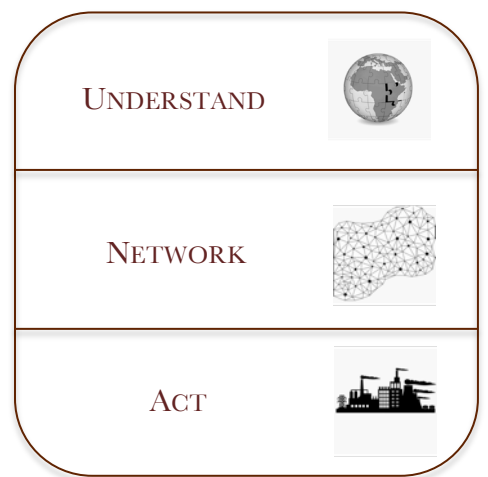
### DOCUMENT SOURCES:

Photos: and illustrations: Ethiopian Railway Corporation/ Stratfor 2013 / Text and figures: Ethiopian Railway Corporation (ERC) / 16 Years Assessments of RSDP Performance, Ethiopian Road Authority (ERA), 2013 / Ethiopian Road Authority Website / Road Sector Development & Economic Growth in Ethiopia, EDRI, Ibrahim Worku, 2013 / Ethiopian Airports Enterprise/



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