



**PUNTLAND HIGHWAY AUTHORITY**

## **SUSTAINABLE ROAD REHABILITATION PROJECTS REPORT**



### **BOSASO - GALKACYO & GAROWE - LAS'ANO CORRIDOR**

<b>PROJECT</b>	<b>SUSTAINABLE ROAD REHABILITATION PROECT</b>
<b>CONTRACTORS</b>	<b>ALBASHID, ISXILQAAN,KEBARCO,CEELDAAHIR COMMITTEE &amp; SHIRE CONSTRUCTION COMPANY</b>
<b>IMPLEMENTED BY</b>	<b>PUNTLAND HIGHWAY AUTHORITY</b>
<b>FUNDED BY</b>	<b>GOVERNMENT OF PUNTLAD</b>
<b>PROJECT AREA</b>	<b>GALKACYO TO BOSASO &amp; GAROWE TO LAS'ANO ROAD SECTION</b>
<b>PROJECT TYPE</b>	<b>ROAD REHABILITATION</b>

**15 JULY 2022**

**GAROWE, PUNTLAND, SOMALIA**

## President's Message



In a stone laying ceremony at Qayaadsame Construction Bridge funded by the Government of Puntland, H.E. Said Abdullaahi Deni, Puntland President, highlighted a historical message and said.

*"I am very pleased with success in road sector development projects in Puntland. This is particularly interesting that we were able to accomplish to much with locally mobilized resources, in-terms of funding, knowledge and technical Capacity. In the past, road construction projects were implemented with support from donors and foreign construction companies. Fortunately, things are now changing, Punt land government is taking self-reliance road sector development projects funded with locally generated government revenue and implemented by competent private local companies.*

*The current road rehabilitation program was funded with \$11,000,388 allocated to road sector development projects to improve transport road infrastructure but also to improve the capacity of local companies and promote job creation opportunities in Puntland.*

*I want to thank the construction companies, particularly Albashid, Isxilqan, and Kebarco who have shown their implementation technical capacity and professionalism. We also appreciate to government line Ministries (MoF, MoPW and PHA) for their implementation of those vital projects and their efforts in leading road reconstruction projects in line with government vision and strategic goals. Finally, this self-reliance initiative will build trust bridges between the government and public, as it restores public confidence in governance and eventually legitimacy of the state.*

## Contents

<b>President’s Message .....</b>	<b>2</b>
<b>1.0 Introduction .....</b>	<b>4</b>
<b>2.0 Context .....</b>	<b>4</b>
<b>3.0 Project Description.....</b>	<b>4</b>
<b>4.0 Implemented Projects.....</b>	<b>5</b>
4.1 Rehabilitation of Eight bridges From Garowe-Birtadheer .....	6
4.2 Rehabilitation of Qayaadsame Bridges .....	6
4.3 Middigar Road Rehabilitation Project.....	7
4.4 Hajikhayr Road Rehabilitation Project.....	7
4.5 Reconstruction of 45 Pipe Culverts From Kalabayr - Bosaso Road .....	8
4.6 Laacdheere - Rabaable Road Rehabilitation Project .....	8
4.7 Garowe - Falayryaale Road Rhabilitation Project .....	9
<b>5.0 Socio-Economic Impact.....</b>	<b>9</b>
<b>6.0 Economic Development:.....</b>	<b>10</b>
<b>7.0 Institutional capacity strengthening .....</b>	<b>10</b>
<b>8.0 Paved Road Rehabilitation Projects Value.....</b>	<b>11</b>
<b>9.0 PHASE TWO PLAN FOR EMERGENCY REHABILITATION ROAD PROJECTS OF BOSASO - GALKACYO AND GAROWE - LAS’ANO CORRIDOR.....</b>	<b>11</b>
<b>10.0 Challenges and lessons learned.....</b>	<b>12</b>

## **1.0 Introduction**

This report is snapshot about completed eight (8) road rehabilitation projects that have been implemented in different sections along the main road that links Garowe to Galkacyo, Garowe to Las'ano and Garowe to Bosaso. This road rehabilitation and reconstruction initiative was entirely funded from puntland government revenue and was implemented by competent local private contractors under the technical supervision of PHA.

The program commenced on 19th August 2021 and the first phase was completed on 26th July 2022.

## **2.0 Context**

Even though Puntland state has enjoyed political stability and peaceful with functioning administration, yet subsequent previous administrations did not pay much attention on the deteriorating roads infrastructures in Puntland regions. Bosaso-Galkayo road has endured very poor condition despite being economic artery of Somalia in general, and particularly for Puntland state.

The poor conditions of this road can be ascribed to the age of the road infrastructure, a severe lack of maintenance for decades, and overloading due to insufficient axle-load control. The main problem leading to this severe lack of maintenance of road assets is lack of public sector support for the road networks. This widely damaged road asset has constrained economic growth and social mobility due to high transportation costs and difficult or no access to markets and social services.

The status of the road condition of Galkayo-Bosaso was in emergency level hazard due to combination of factors over aging of the road with tear and wear caused by over loaded vehicle weight, tire wear, unregulated vehicle speed, harsh climate as well as limited maintenance resulting cracks, potholes, rusted pipe culverts, deteriorated condition of bridges, washed embankments, overgrown vegetation and deteriorated side drain canals.

## **3.0 Project Description**

Given the importance of road networks in regard to people movement and promotion of economic growth. Puntland current administration led by H, E. Said Abdullahi Deni has prioritized for rehabilitation and construction of the roads to improve road transport in Puntland.

The Road Rehabilitation and Reconstruction Program aims to improve management of the road infrastructure at the state level and improve transport connectivity for road users in the targeted sections of Bosaso -Galkayo road for rehabilitation while reinforcing the capacities of Puntland state institutions that manage road infrastructure.

The rehabilitation, reconstruction and construction of Galkayo-Boaso road will improve access to Bosaso port and linkages to other regions both within Puntland and rest of Somalia. Consequently, the government allocated \$11 million, for this program, the first phase which has been accomplished in 2021 and 2022 through government funding and implemented by local qualified contractor companies under the technical supervision of PHA.

The completed PHASE I activities were maintenance and construction of Galkayo- Garowe main road, Garowe- Laascaanood section and Garowe- Bossaso, addressing the emergency conditions of the road and restoring it to relatively operability normal condition.

The maintenance works comprised; Improving the existing drainage structures and system, repairing of broken road embankments, rehabilitation of 10 bridges, constructing of 82 new concrete culverts, restoration of 78 existing pipe culverts, filling of potholes and constructing and repairing of 9 km surface dressing of carriageway and shoulders and construction of 14km of hot mixed asphalt. In phase 1, the project targeted 8 sections in different parts of Galkayo-Bosaso Road selected on the basis of severity of the damage which were in emergency level.

The Table below shows project activities completed

#### 4.0 Implemented Projects

#	Project	Type of Work	Length/Qty	Contractor	Project Period	Amount	Status
1	Garowe-Birtadher	Rehabilitation of eight (8) bridges	8 bridges	Kebarco Cons. Co.	3months	\$120,000	Completed
2	Qayadsame Bridge	Rehabilitation of Qayadsame Bridge 1,2,3 & 4	4 bridges	Albashid Cons. Co.	6 months	\$784,081	Completed
3	Middigar road	Construction of 44 pipe culverts and surface dressing	44 pipe culverts	Albashid Cons. Co.	6months	\$1,650,000	Ongoing
4	Hajikhayr	Road Rehabilitation	1.5km	Albashid Cons. Co.	3.5months	\$305,919.00	Completed
5	Kalabayr - Bosaso	Construction of 45 pipe culverts, surface dressing & Pothole repair works	48km	Ceeldaahir Committee	8months	\$863,500.00	Completed
6	Laacdheere-Rabaable	Road reconstruction	14km	Kebarco Cons. Co.	6months	\$2,100,000	Ongoing
7	Garowe-Falayryale	Road Rehabilitation	42km	Shire Cons. Co.	4months	\$329,906,000	completed

#### 4.1 Rehabilitation of Eight bridges From Garowe-Birtadheer

On 18<sup>th</sup> September, 2022, the government of Puntland has contracted Kebarco Construction Company the implementation of eight construction pipe culverts from Garowe to Birtadheer under agreement reference no. KDH/006.

The government of Puntland Has financed to the Project in a cost of \$120,000 and planned timed to the whole project activities in a three months.



#### 4.2 Rehabilitation of Qayaadsame Bridges

The Puntland Government has tasked Albashid Construction Company to undertake the assessment of the damage, design and finally contracted rehabilitation works of four bridges in Qayaadsame under agreement reference no KDH/005 dated on 17<sup>th</sup> September, 2021 and KDH/10 dated on 10<sup>th</sup> March 2022.

The President of Puntland, H.E. Said Abdullahi Deni has laid the foundation stone of the bridge and financed in a budget of \$784,081.



### 4.3 Middigar Road Rehabilitation Project

Under agreement reference no KDH/004 the Government of Puntland of Somalia has contracted Albashid Construction Company the implementation of re-construction and rehabilitation works for the Middigar road section in Sinujif village area, Nugal region.

Middigar road stretches around nine-kilometer-long sealed road starting the east of the Sinujif village, 754 meters off the Madigar hotel (Refer chainage 0+000 at Culvert No-1) and ends near Qal-Qaloooc water well (chainage 9+000 at Culvert No-44). The road is part of the national artery road for the state of Puntland connecting the port and commercial city of Bossaso to main cities of Puntland including the capital city of Garowe and rest of the somali states and regions. The road was built by the Italian contractor between the 1988 - 1989 and since after the over 30 years on it is usage the road did not receive the routine maintenance or reconstruction and sealing surface



### 4.4 Hajikhayr Road Rehabilitation Project

On 30<sup>th</sup> November, 2021, the Ministry of Finance of Puntland signed a contract with Albashid Construction Company under agreement reference no KDH/008 and KDH/09 for Hajikhayr road rehabilitation. The MoF has financed to the Hajikhayr road in a cost of \$305,919.



#### 4.5 Reconstruction of 45 Pipe Culverts From Kalabayr - Bosaso Road

The Government of Puntland, represented by the Ministry of Finance, have signed contract No. KDH/003 with Eldahir-Erigabo Road Committee on 18<sup>th</sup> of September 2021 to carry out the reconstruction or rehabilitation works for 45 pipe culverts from Bossaso to Kalabeyr Village of Bari region. The total length of road to be covered under this agreement is 48 km of the Trunk Road connecting the Port and Commercial City of Bossaso passing through many major cities in Puntland including Garowe, the capital of the Federal State of Puntland. The Ministry of Finance of Puntland has finance to the project in a budget of \$863,500 from government fund.



#### 4.6 Laacdheere - Rabaable Road Rehabilitation Project

On January 01, 2022, PHA signed a contract with KEBARCO for the reconstruction and rehabilitation of a Laacdheere to Rabaable road in a cost of \$2,100,000. The road is paved for its entire length and traverses three districts of Garowe, Burtinle and Galkacyo. The total length of the road is 14km which locates Garowe - Galkacyo corridor section.





#### 4.7 Garowe - Falayryale Road Rhabilitation Project

Under agreement reference no KDH/007 the Government of Puntland of Somalia has contracted Shire Construction Company the implementation of surface dressing and pothole repair works for the Garowe - Falayryale road section in Falayryale village area, Sool region.

Shire Construction Company has been completed the implementation of the project in a cost of \$329,926,000 within four (4) months of period.



#### 5.0 Socio-Economic Impact

**Maintenance costs:** Road users, particularly drivers and transport business owners have shown their appreciation of improved road transport as result of the rehabilitation projects funded by the government and implemented by competent professional private contractors.

Ahmed Jama is truck owner who frequently travels on Bosaso-Galkayo road, Mr Jama transports goods from Bosaso port to central regions in Somalia, he says before, it was very difficult to afford maintenance costs because every now and then there was problem related with damage because of extreme bad conditions of the road, so there was need to purchase spare parts to replace malfunctioning or damaged parts of the truck. We incurred roughly \$500 monthly for maintenance costs.

Sometimes, I used to ask myself if it was worth to stay in the business because maintenance expenses were so discouraging, but now, I feel relived thanks to the road rehabilitation and road transport improved. Maintenance expenses had significantly reduced from \$500 to only \$150 per month.

## **6.0 Economic Development:**

Bosaso-Galkayo main tarmac road connects Bosaso port to Puntland and central regions, facilitating export of livestock and trade business as well movement of people. The rehabilitation of this strategic road has significantly contributed to economic dynamics of Puntland state through increased traffic and promoted trading activities. Business groups, particularly those in the transport sector have expressed their appreciations for the improvement of the road. Ali Jama who is owner of truck says, he feels confidence to continue transport business and anticipates it will sustain with profits because of the improved road.

The program has also indirect positive impact on the sustainability of government revenue. According to government officials, before the intervention, government revenue was on the decline from decreased transport traffic and trade activities constrained by the poor conditions of the road infrastructure. However, the rehabilitation of the road has improved the condition of the transport and subsequently increased trade activities and public revenue.

## **7.0 Institutional capacity strengthening**

To ensure sustainable good management of road networks and maintenance of such valuable assets, it is important to strengthen the functional capacity of Puntland Highway Authority (PHA) which is government authority mandated for the development, rehabilitation and management of roads and highway networks in Puntland State of Somalia.

In recognition of this crucial issue, president Said Abdullahi Deni has appointed new leadership for PHA with instructions to strengthen PHA institutional capacity and its technical functionalities up to the challenge of the task.

Since then, the PHA has taken the following changes to enhance institutional capacity:

- Improved governance under the leadership of corporate board of directors, providing oversight and policy direction of PHA
- Enhanced financial management system by adopting standard accountability procedures, reducing financial management risks. Internal auditing and other management controls are routinely conducted to ensure that financial procedures and policies are strictly adhered.
- Strengthened Technical engineering capacity through training of engineers to upgrade their skills.
- Increased quality control capacity by increasing monitoring and evaluation expertise through hands on exercises.
- Developed strategic plan and strategic communication plan to guide future projects and organizational operations.
- Improved coordination and collaboration among stake holders including private contractors, and line ministries related with program.
- Rehabilitated office buildings in the HQ to create conducive working environment for staff

- Rehabilitated laboratory space buildings in Garowe and Burtinle to strengthen functional capacity of quality assurance.

## 8.0 Paved Road Rehabilitation Projects Value

NO	Project	Cost
1	Reconstruction and Rehabilitation of Garowe-Birtadher Road	\$120,000.00
2	Reconstruction and Rehabilitation of Qayadsame Bridge	\$784,081.00
3	Reconstruction and Rehabilitation of Middigar road	\$1,650,000.00
4	Reconstruction and Rehabilitation of Hajikhayr Spot	\$305,919.00
5	Reconstruction and Rehabilitation of Kalabayr - Bosaso road	\$863,500.00
6	Reconstruction and Rehabilitation of Laac dheere-Rabaable road	\$2,100,000
7	Reconstruction and Rehabilitation of Garowe-Falayryale road	\$329,906.00
8	Reconstruction and Rehabilitation of Burtinle - Xaar road	\$1,500,000.00
9	Government Contribution for Jalam-Xarfo Road Rehabilitation Project	\$1,800,000.00
10	Routine maintenance and other rehabilitation works from Gaalkacyo to Bosaso , and Garowe - Las'ano road	\$ 1,248,685
12	PHA over heads and supervision cost	\$298,297.00
	<b>Total Budget</b>	<b>\$11,000,388.00</b>

## 9.0 PHASE TWO PLAN FOR EMERGENCY REHABILITATION ROAD PROJECTS OF BOSASO - GALKACYO AND GAROWE - LAS'ANO CORRIDOR

PHASE TWO ROAD RECONSTRUCTIONS PLAN													
No	WORK DETAILS	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
1	Reconstruction and Rehabilitation of Xaar Xaar - Jalam road	█	█	█	█	█	█	█	█	█	█	█	█
2	Reconstruction and Rehabilitation of Dangorayo-Hajikhayr road		█	█	█	█	█	█	█	█	█	█	█
3	Reconstruction and Rehabilitation of Kalabayr - Rabaable road			█	█	█	█	█	█	█	█	█	█
4	Reconstruction and Rehabilitation of Garowe - Sinujiif road								█	█	█	█	█
5	Reconstruction and Rehabilitation of Garowe-Faliiryaale road				█	█	█	█	█	█	█	█	█
6	Reconstruction and Rehabilitation of Sinujiif Dangorayo									█	█	█	█
7	Reconstruction and Rehabilitation of Hajikhayr-Qardho	█	█	█	█	█	█	█	█	█	█	█	█
8	Reconstruction and Rehabilitation of Qardho-Waciye road							█	█	█	█	█	█
9	Reconstruction and Rehabilitation of Waciye-Carmo road		█	█	█	█	█	█	█	█	█	█	█
10	Reconstruction and Rehabilitation of Carmo - Boosaso							█	█	█	█	█	█

## 10.0 Challenges and lessons learned

In spite of some challenges during implementation, fortunately, all projects were generally successfully accomplished. Below are some of the challenges encountered during the implementation phase.

- Delays of payment and logistical challenges caused delays in activity implementation, falling behind planned deadlines, leading to rescheduling and adjustments.
- Some survey activities could not be performed on time due to malfunctions of survey instruments
- Lack of traffic management causing road users to drive in to construction sites.
- PHA was in leadership vacuum at the start of the road projects, and did not play role in the procurement process of the local private contractors. This was challenging for PHA to perform technical supervision activities in the absence of baselines and bench marks for comparative analysis.

Despite the above mentioned challenges, PHA took efforts to address the challenges and coordinated with all stake holders to work to gather for quality assurance.

In addition, PHA prepared all necessary procurement documentations including technical proposal for the next phase projects, and bidding process in which local Contractors will be selected on transparent competitive process.

End.