2 Guinea Logistics Infrastructure

The development of the infrastructure is clearly defined as a national priority in the government strategy documents.

A number of major projects have been executed or are underway, especially the hydro electrical dam of Kaleta, the acquisition of Electric production capacity of 100 megawatts, the rehabilitation and the extension of the electric network in Conakry, the asphalting of urban roads in Conakry and the cities in the country and the enlargement of the Autonomic Port of Conakry. However, it is important to underline the weakness of the human and financial capacities for an efficient execution of these projects and the monitoring and evaluation of the quality. The advanced degradation of transport infrastructure and energy production and the absence of massive investment in these areas for several years make insufficient the significant efforts since 2012. However, setting Kaleta dam service on June 2015 had significantly improved electricity service conditions in Lower Guinea /Conakry and is encouraging the development of economic activity. The total production capacity of Kaleta dam has not been totally exploited (around 10 MW produced from 240 MW available) due mainly to the poor condition of the electricity network in the country.

Regulatory frameworks in the field of infrastructures exist, but the application of certain texts encounters difficulties. It requires an update by the government to address new challenges, particularly in the mining sector investment. The transport and logistics sector should benefit from these investments. When new players, such as mining companies, are involved in the realization of transport infrastructure, the question of coordination of stakeholders reveals a particular interest. The public finance reform program initiated in 2011 is beginning to show results in terms of improved governance and transparency in the management of public funds, including for infrastructure. But weaknesses persist for public procurement: the new code has only been applied since September 2014. The market control is entrusted to the administration and control of large projects (CPGA). Furthermore, the new Organic Law on Finance Laws (LORLF), adopted in August 2013, establishes multiannual loans to public investment projects, as well as institutionalization of the concept of payment and commitment appropriations.

The transport sector in the Republic of Guinea is mainly dominated by road transport; about 95 % of the movement of people and goods are carried by road. In 1985 the industry experienced the first actions of privatization especially in the maritime sub-sector where all maritime auxiliary services (transit, stevedoring, handling etc.) have been privatized. Gradually the other sub-sectors were also privatized: urban and interurban road transport and air transport.

Projects executed or underway are:

1. Arranging the highway from Conakry to km 36 into 2x2 lanes and from that point to be reconnected to the different national roads.
2. Arranging the road Erta – Sonfonia into 2x1 lane for 2.6 km and the south cross section for 2 km.
3. Asphalting different roads in some cities and towns which are: Faranah, Kissidougou, Dabola, Kouroussa, Siguiri, Mandiana, Kéroutané and Dinguiraye for a total of 52 km of roads.
4. The African Bank for Development is financing a project of road interconnectivity between Ivory Coast and Guinea. US $50 million will be used to pave a section of Lola motorway. Lola is a town in Guinea situated in the border zone between Guinea and Ivory Coast. In addition the project will rehabilitate 330 km of roads between three capitals of the Mano River Union.
5. Louis Berger recently launched a project of supervision of construction work of €1.3 million (US $1.4 million) for the repairing of a section of 151 kilometres of the National road (RN1) connecting Dabola to Kouroussa in the center of Guinea.
6. The construction of the national road RN2. Sogea-Satom realizes the rehabilitation of the RN2 a distance of 53 km between Kissidougou and Guékédou, as well as the reconstruction of ten bridges. Worth €55 million, the project is funded by the European Union (10th EDF program). It will be implemented within 24 months.
7. In July 20, 2015, the loading of the first tons of bauxite from the consortium China Hongqiao Group Limited, UMS, Winning, Yantai Port Group, WAP and SMB via the river port of Boke. Located in the district of Katougouma, sub-prefecture of Tanéné, in the Prefecture of Boke, this river port of 41 hectares that will extend over the bank of the Rio Nuñez, evacuates bauxite minerals from the Mining Society Boke and other companies in this prefecture. With a capacity of 230 million tons including 50 million tons of bauxite per year, this port will provide more than 3,000 jobs for youth. The work was completed in three months by the Chinese company Winning Alliance ports with a total cost of US $100 million.
8. Rehabilitation of 194 kilometers between Kankan and Kissidougou road into a modern road meeting international standards. This road major project expected to open up areas of the Hauté-Guineé, the Middle Guinea and facilitate access to maritime corridor.
9. The construction of the railway line Conakry-Kankan, the second largest city in the country (662 km long) was entrusted to the French group Bolloré. Also announced that the construction of the railway line Conakry - Kabéléen, approximately 142 km long.
10. Simandou is a world class project located in the Republic of Guinea that aims to provide access to one of the world’s largest untapped, high grade iron ore resources in the world. It comprises:
   a. A world-class iron ore deposit with estimated reserves of over 1.8 billion tons grading 65.5% Fe, designed to produce 100 mt pa for a period in excess of 40 years.
   b. A new railway, the Trans-Guinean: a multi-use multi-user railway line 650 km long linking south-east Guinea with the coast along the Southern Growth Corridor.
   c. A new deep-water port at Moribaya: the multi-use, multi-user facility will be the first in Guinea to provide access to large cargo ships.
11. Bolloré Africa Logistics operates the Kabélen dry port at the Conakry container terminal. There are plans for an open storage area of 120,000 m² to store containers.
12. Railway Kaloum- Kabéléen: Six wagons and 450 tons of rails are already in Conakry On the side-lines of the inauguration of the Bluezone Kaloum, Bolloré who wants to link the port of Conakry to the railway track no later than 2 October, The Bolloré Group is managing Conakry container terminal is also he who is contractor of the construction project of the railway Kabéléen-Conakry, along about 42 km and Conakry-Kankan-Bobo-Doulasso via Bamako.
13. The development of the KALETÁ Hydropower Plant with an installed capacity of 240 MW serving the following cities: Conakry, Dubreka, Coyah, Forecariaah, Kindia, Mamou, Dalaba, Pita, Labe, and Fria prefectures and sub Tondon Bady.
14. Rehabilitation of thermal power plants TOMBO 3 and 5; Adding a production capacity of 100 MW; The achievement of an overhead line 225 KV transmission over a distance of 146 km; The construction of a thermal power plant of 50 MW PPP K-Energies.
15. Rehabilitation and extension of the thermal power stations of regional capitals: Labe, Kankan, Faranah, and NNZérékoré Boke.
16. The construction of the solar power plants with a total capacity of 50MW within the country by a private company by BOT agreement.

Some projects are planned to improve the logistics infrastructure but not yet launched nor funded:

Roads:
Several projects have been completed in this area concerning the construction, reconstruction, rehabilitation and restoration of roads infrastructure as follows:

- 639 km of new road infrastructure construction;
- 240 km reconstruction of existing road infrastructure;
- 246 km rehabilitation of road infrastructure and 340 km of semi-rehabilitation of existing road infrastructure.
- The rehabilitation of the prefectural road Yombo-Dangaldou, Kissidougou prefecture of 47 km;
- Rehabilitation of community roads sections Mongo-Badala-Téméssadou in the prefecture of Gueckedou about 20 km;
- In terms of transport, in particular the rehabilitation of the airstrip and access road for 17 km N’Zérékoré airport;
- The development of a modern logistics platform Transport 100 ha Kouriah (Coyah).
- The opening up at least half of rural areas;
- Maintenance in good condition of at least 60% of the national road network by prioritizing the prefectures are not served by asphalt axes.

ICT:

Major projects are underway to significantly improve access to Guinean ICT service quality and support economic growth. This will result in the landing of the fiber optic submarine cables; The coverage of 100% of the national territory telephony (all chief towns of prefectures and Sub-prefectures), and the start of the installation work on the Backbone 4,000 km of distance; The implementation of the metropolitan network project Conakry; Formalization and adoption of the West African Regional Connectivity Program (WARCIP).

Electricity:

Electricity and Water Sector to achieve a coverage rate of 85% of electricity needs by 2020, the program for the next five years will focus on:

- The start of the physical realization of hydroelectric plants in Souapiti and Fomi;
- In Koukoutamba and Boureya, the construction of the 225 kV line interconnection Guinea-Mali (N’Zérékoré, Beyla, Kérouané, Kankan, Siguiri);
- The construction of a 225 kV line Linsan – Fomi;
- The construction of the 225 kV interconnection line Côte d’ivoire-Libéria- Sierra Leone -Guinée (CLSG), further strengthening of electrification of towns in the interior systems by the implementation of the four mini-hydro: Koglédou, N’Zébéla, Toubal and Doboya and study of six new sites for mini hydroelectric plants and the study of the national rural electrification program (NRP) for the identification of reliable sources of energy and less expensive for all localities of the Republic of Guinea.

Le "Projet d'Amelioration de L'Efficacité du Secteur d'Electricité" (PAESE), (The Project of Improvement of the Electricity Sector Efficiency) is funded entirely by the World Bank for a total amount of US $11.7 million for the first stage left as follows: US $7.2 million from International Development Association (IDA) and US $4.5 million from the Global Environment Fund (GEF). The PAESE project aims to rehabilitate the Kaloum distribution network to partially rehabilitate the Garafiri hydropower plant and Tombo thermal plan, and strengthen institutional capacity and management reform of the sector.

Air:

- Building a new international airport in Materinya;
- The forthcoming opening of an airline following the signing of a cooperation agreement with Qatar which took place in January 2015;
- The opening of an airline with Turkey;
- The creation of an airline "Air Mano" grouping Guinea, Sierra Leone, Liberia and the strategic partner Royal Air Morocco;
- Rehabilitation of regional airports to allow the service to cities in the interior of the country.

Sea:

- The development of the eastern area of 77 ha of the Port of Conakry;
- The construction of a control tower at the Port for the surveillance of maritime navigation;
- The study and development of sea and river landing stages.

Rail:

- The construction of the railway line Conakry-Kankan-Kankan;
- The circulation of a second commuter train "Blue Train."