



ECOWAS COMMISSION
COMMISSION DE LA CEDEAO
COMISSÃO DA CEDEAO



ABIDJAN-LAGOS CORRIDOR HIGHWAY DEVELOPMENT PROGRAM



PROJECT OVERVIEW

EU-Regional Business Forum - West Africa Corridors -Unlocking Investments along West Africa's Strategic Corridors
March 30, 2026

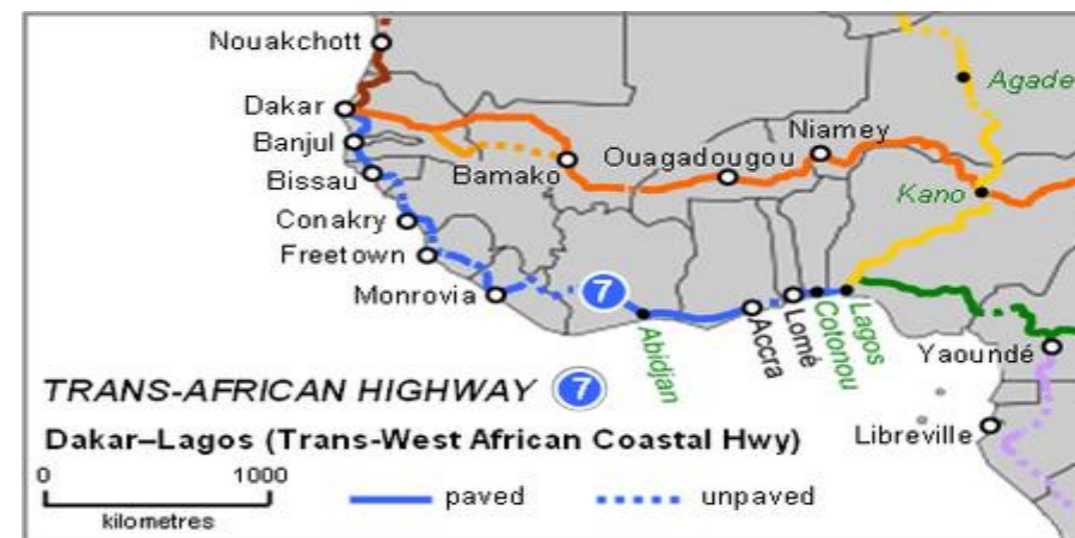
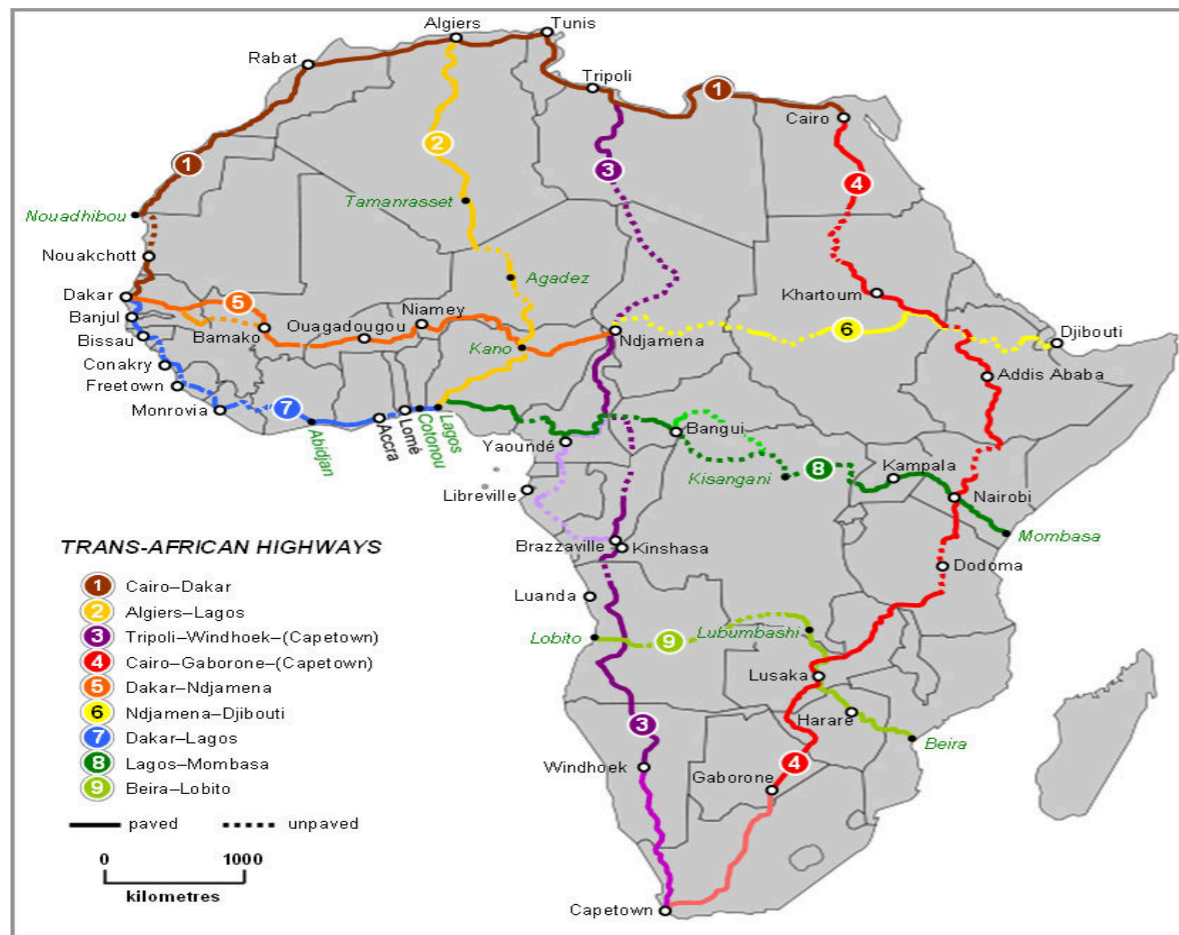




PROJECT BACKGROUND

PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA)

The ECOWAS Infrastructure Development Master Plan identifies the main regional priority projects to support the required Economic Growth for the next 25 years. TAH 7 & Priority on PIDA-PAP II West Africa

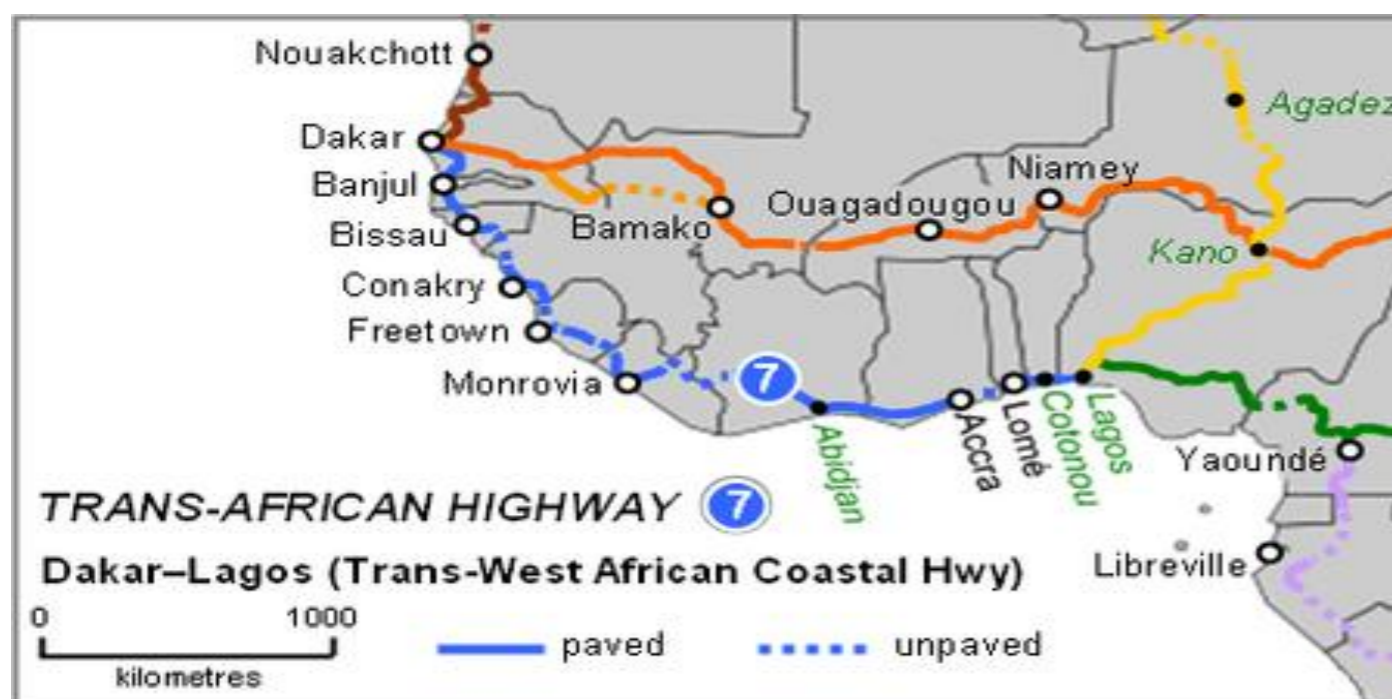


PROJECT BACKGROUND

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TAH 7 \approx 4,000 km

TRANS WEST AFRICAN COASTAL PRAIA-DAKAR-ABIDJAN-LAGOS CORRIDOR



The Abidjan-Lagos Corridor constitutes the Eastern part of the great PRAIA-DAKAR-LAGOS Corridor \approx 1,028 km





CONSISTENCY WITH ECOWAS VISION

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The development of the Corridor is in line with the objectives of the ECOWAS Vision 2050

Constitutes an important part of the Trans African Road

Interconnects five West African countries

75% of Trade in the Region



Crosses the economic centers of CMS
Abidjan- Accra - Lomé
- Cotonou - Lagos

Interconnection with important ports in the region
Abidjan - Tema - Lomé - Cotonou & Lagos

Expected impact of the corridor

Reducing barriers to trade and transport

Closer links between markets

Reducing CO2 emissions

Improve Business environment

Facilitating movement of people and goods

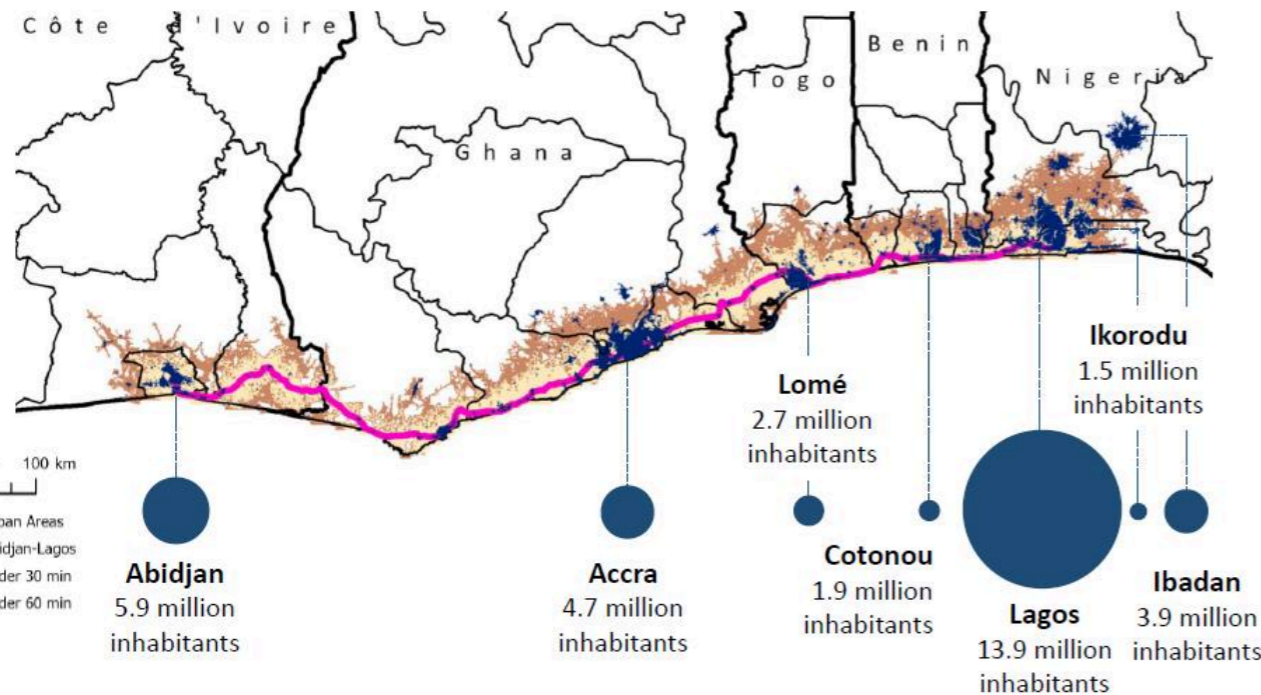
Reducing the cost and price of transport for goods and people

Facilitating access to basic social services, schools and health centres

Better connection between consumption and production areas

ABIDJAN –LAGOS HIGHWAY CORRIDOR

5



The Abidjan-Lagos corridor, where near 44.6 million people live. Source: Africapolis 2022

- a 1028 km transnational coastal road linking economic (consumption and production) hubs. **Bound to become one of the world's most important regional conurbations in the world:**
- Connects North-South axis, rails, ports and airports
- Currently, urban population of 44.6 million,
- 4.6% one of the highest urban growth rates
- **Expected to reach 173 million urban inhabitants by 2050**– fueled by natural population growth, migration to cities displacement of populations from North to South due to the crisis in the Sahel region

Few peculiar characteristics:

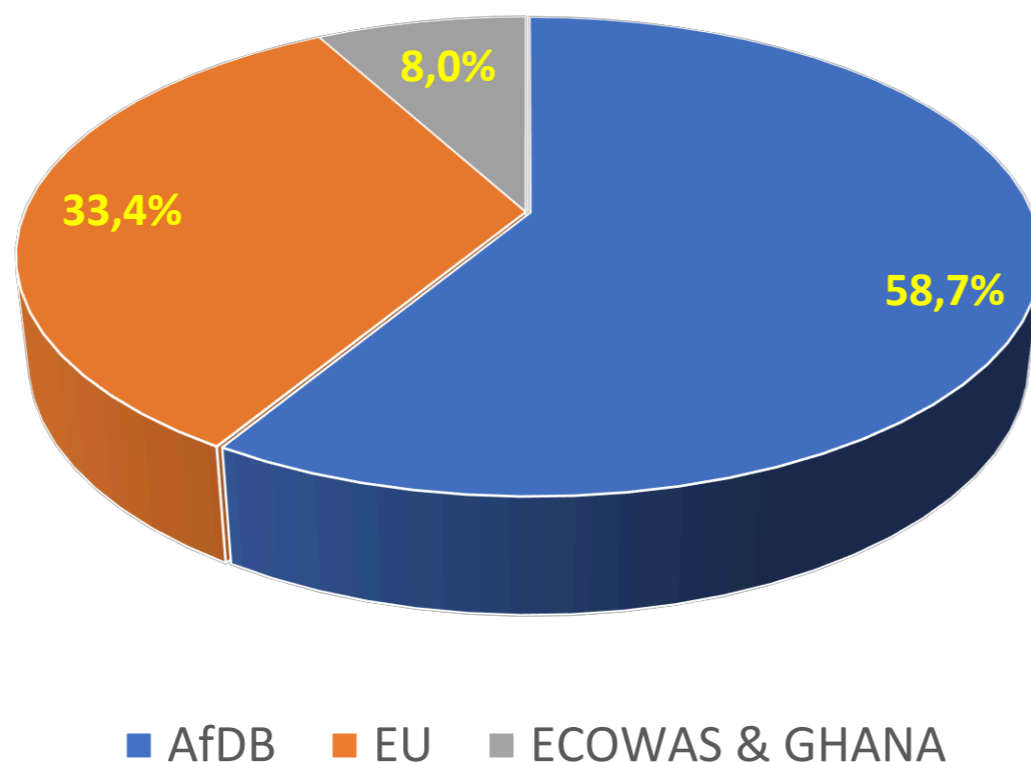
- Large cities have expanded to absorb formerly satellite urban areas: Abidjan with Bingerville, Grand Bassam, Accra with Dodowa, Akropong and Aburi, Cotonou with Calavi, Seme-Kpodji , Ekpe, Allada
- Urban development competes with port expansion, limiting growth.
- Rapid growth of border cities:
- Around 4% of the urban population in the corridor live in a border city
- Border cities experience higher population growth rates compared to non-border cities; as business people are seeking to benefit from cross-border trade



FUNDING OF TECHNICAL STUDIES

ECOWAS and the CMSs succeeded in mobilizing about **US\$ 43 million** in the form of grants and loans from the AfDB/African Development Bank (ADF) and the EU/African Finance Initiative (AFIF). This amount will be used to finance project preparation and the implementation of all components of the study

FUNDING





PROJECT COMPONENTS – DESCRIPTION

7

EARLY STAGE PROJECT PREPARATION

- Corridor Legal & Institutional Framework defined
- Steering Committee Implementation
- Initial Communication materials prepared



PIU & TECHNICAL ASSISTANCE

COMMUNICATION & VISIBILITY

FINANCIAL AUDIT

Adaptation and Resilience Options Appraisal and Guidelines for Climate-Informed PPPs by GCA



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COMPONENT 1: DESIGN OF THE CORRIDOR HIGHWAY

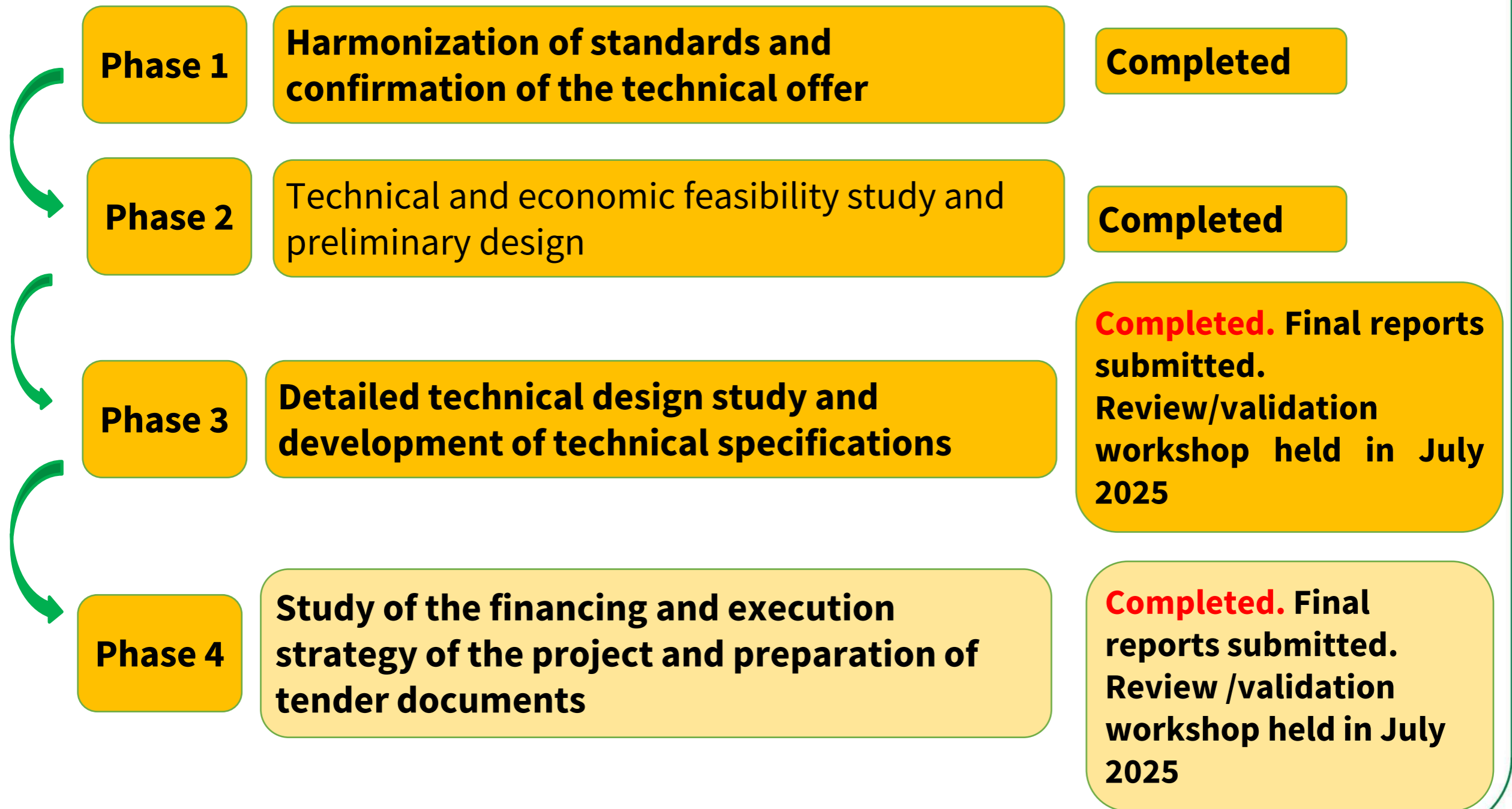




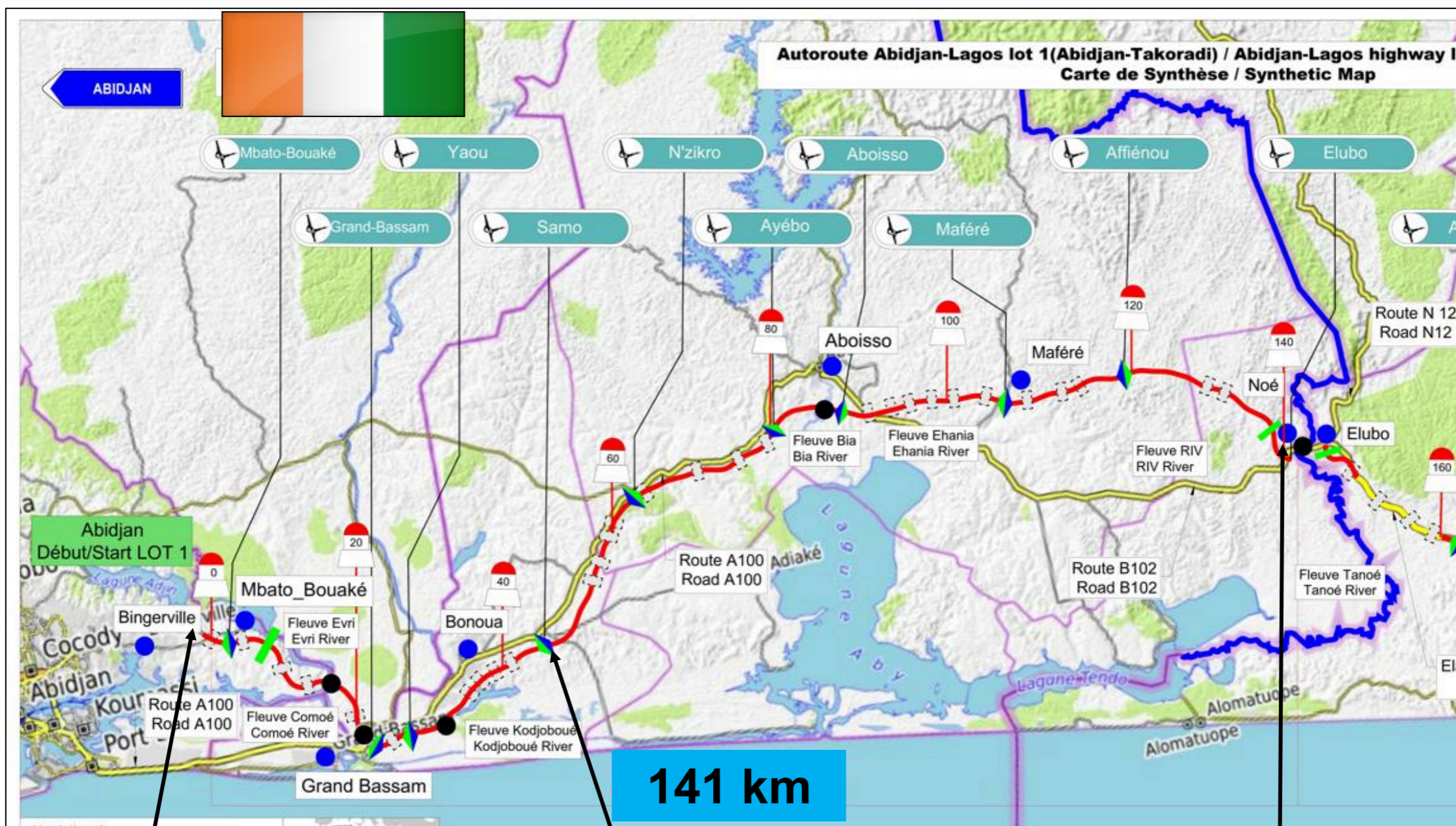


FEASIBILITY AND DETAILED DESIGN STUDIES

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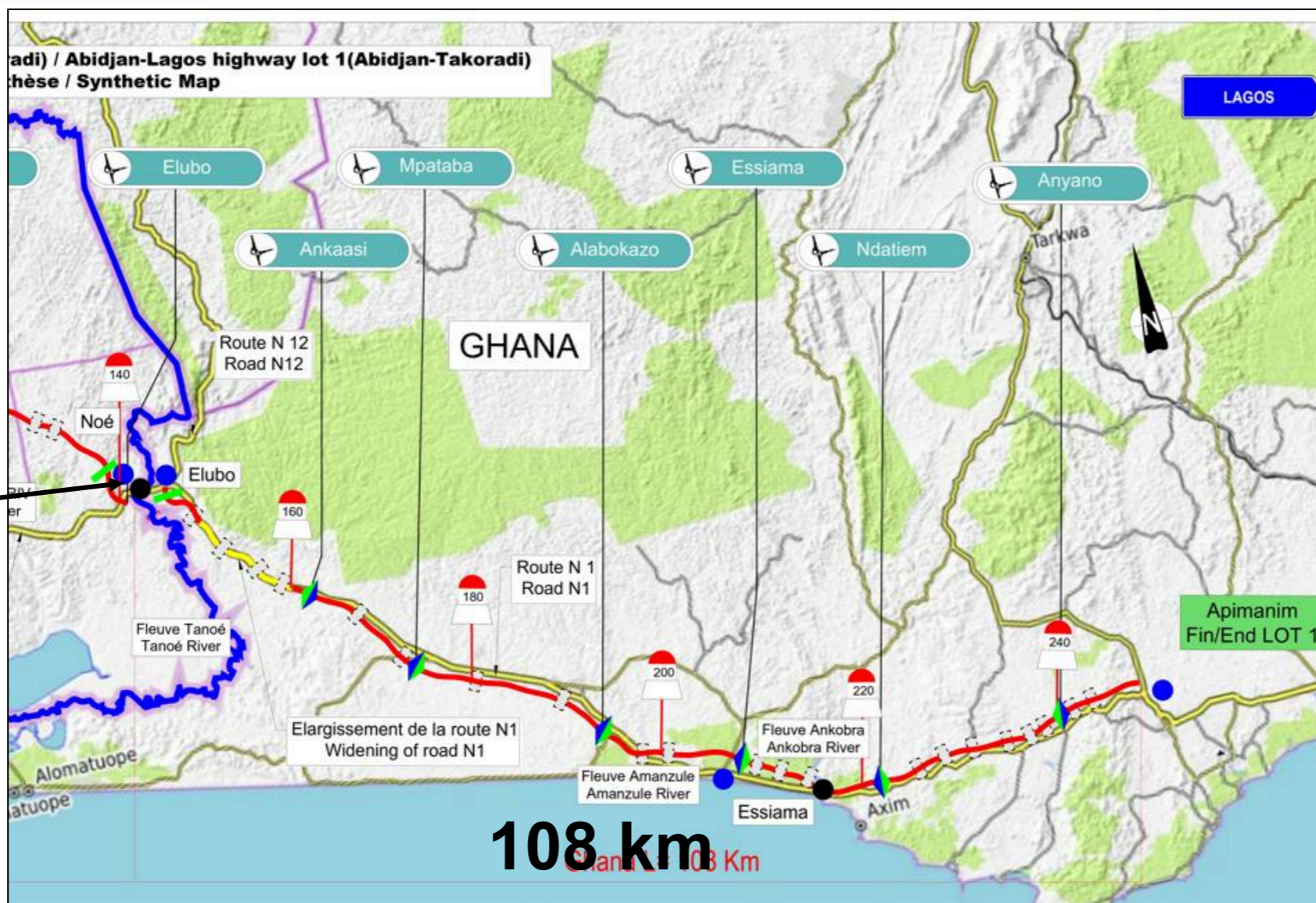
COTE D'IVOIRE



Binger ville	Gd Bassam	Yaou	Bonoua	Samo	Aboisso	Maféré	Aflenou	Noé
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GHANA (1)



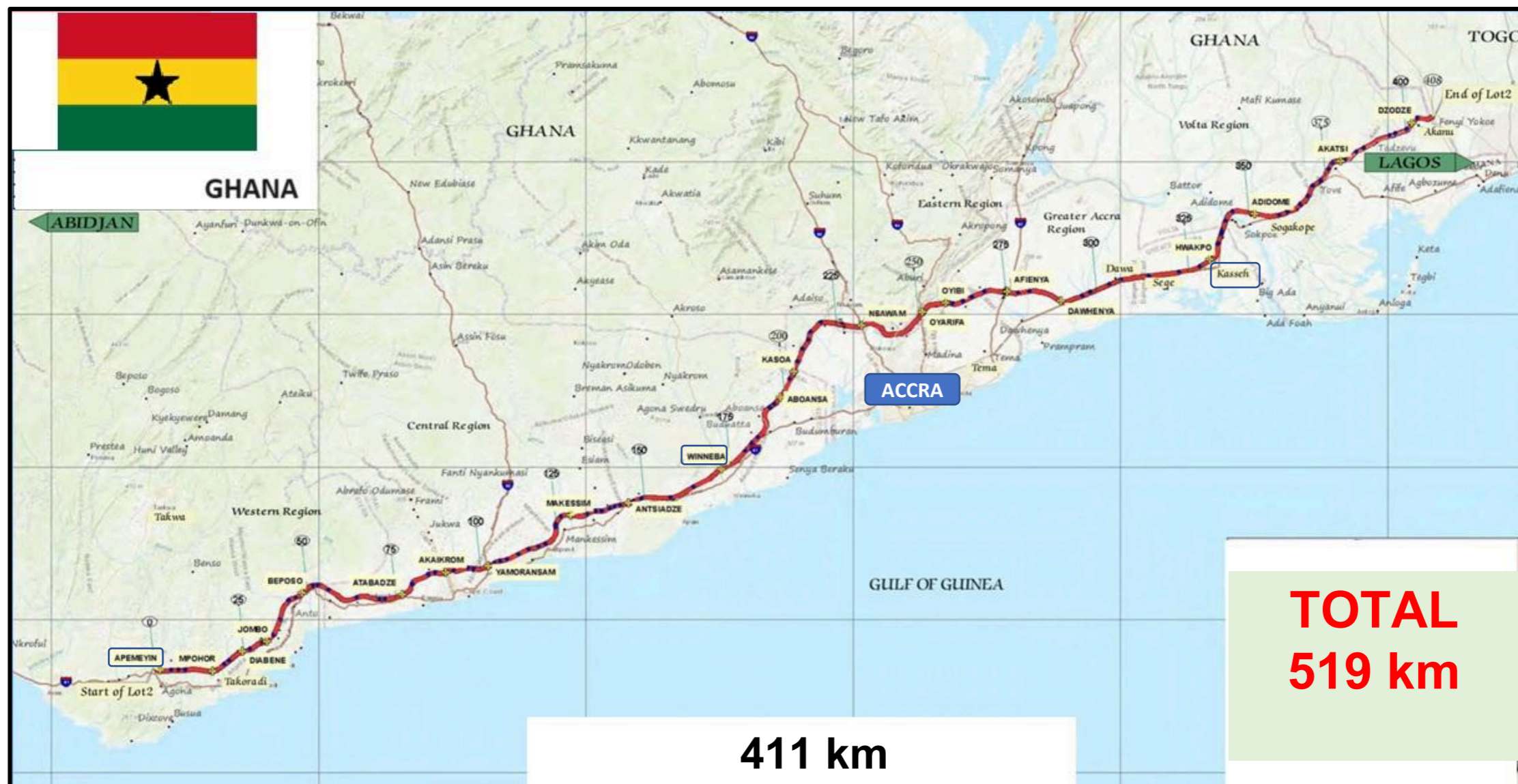
Elubo



Elubo	Ankassa	Mpataba	Alabokazo	Essiama	Ndatiem	Apimanim
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GHANA (2)

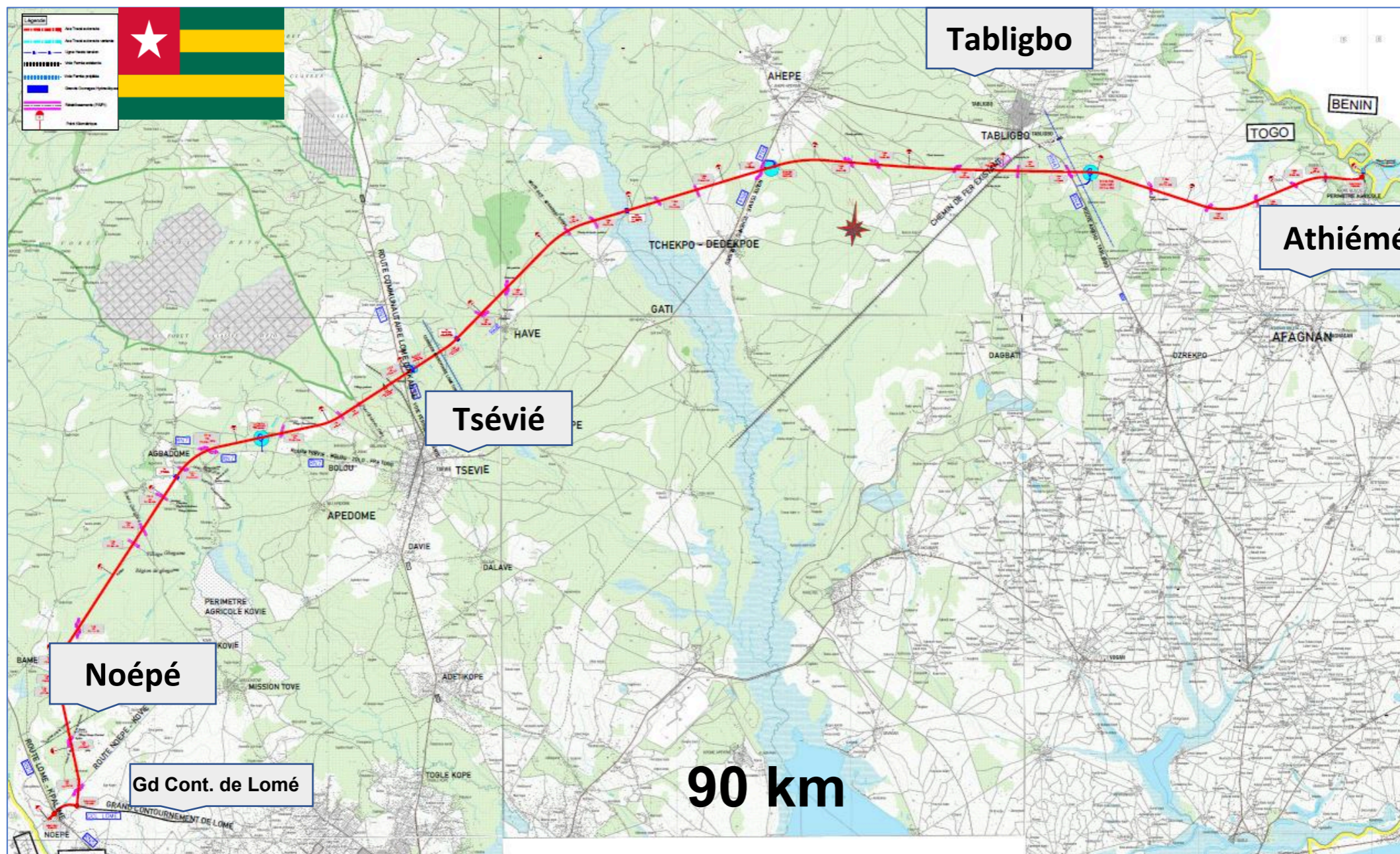
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Apimananim	Takoradi	Cap Cost	Saltpond	Winneba	Accra	Tema	Kasseh	Ataksi	Akanu	Aflao
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TOGO

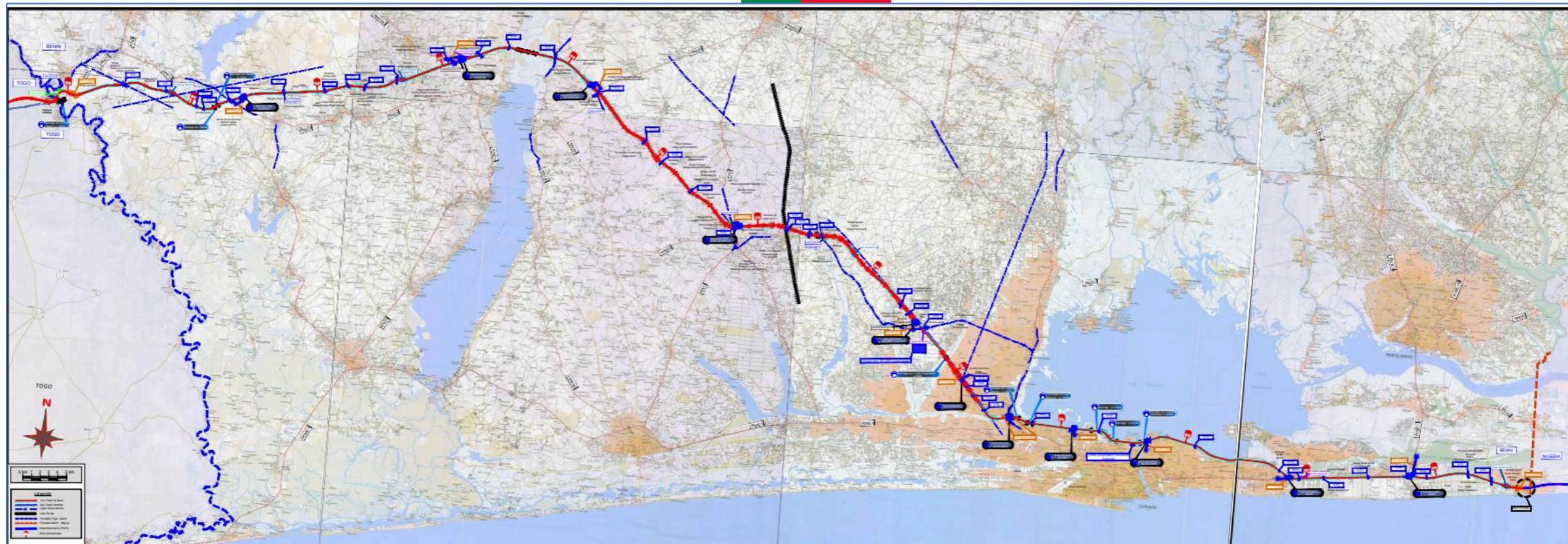
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BENIN

15



Athiémé

Ouinga

Tori Bossito

Godomey

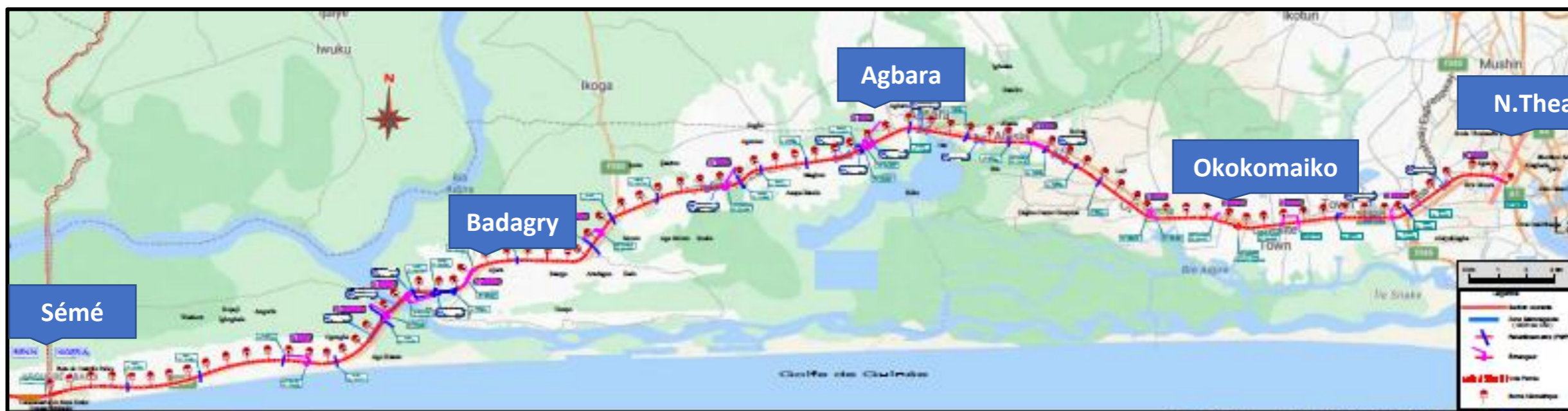
Cotonou

Kraké

127 km

NIGERIA

16



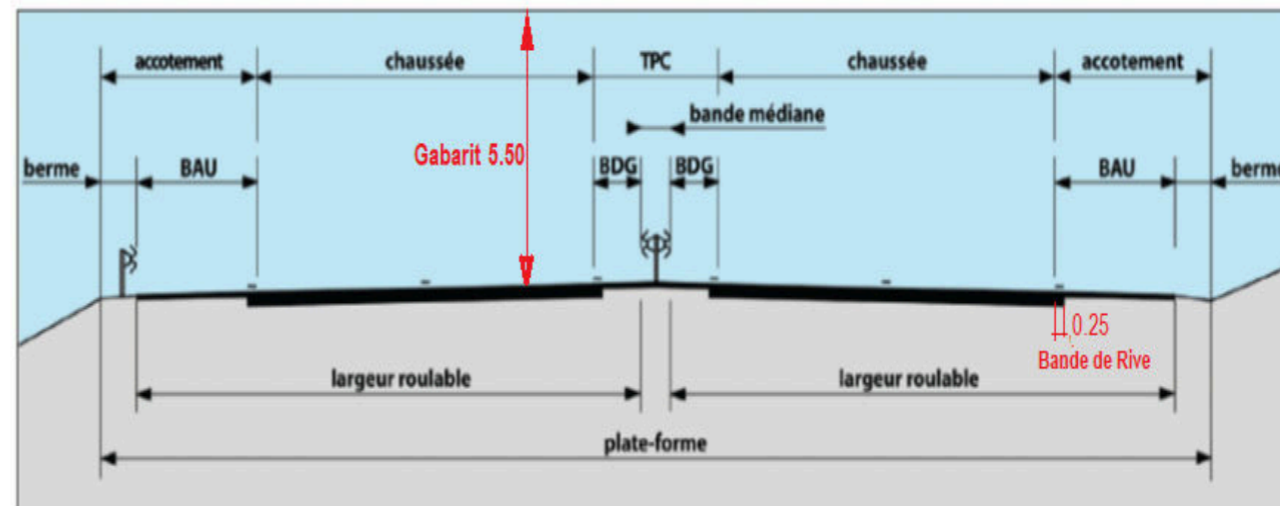
80 km



Length	1 028 km
Origin	Bingerville in Abidjan
End	National Theatre in Lagos
Countries crossed	Côte d'Ivoire- Ghana-Togo-Bénin and Nigéria
Number of lanes	4 to 6 lanes depending on the traffic level Except the section from Agbara to Eric Moore in Lagos, the number of lanes is 8 including the Bus Rapid Transit (BRT) line

The highway consists of 2 carriageways separated by a Central Reservation

Lane Width	3.50 m
Emergency lane	3.00 m
Left shoulder	1.20 m
Central reservation for a 6-lanes profile	3.00 m
Central reservation for a 4-lanes profile expandable to 6 lanes	10.00 m



INTERCHANGES AND RELOCATED ROADS

The major cities in the corridor are served from the highway by an interchange, generally of the trumpet type. The number of interchanges planned is 63: Côte d'Ivoire 10, Ghana 29, Togo 6, Benin 10 and Nigeria 8.

All roads intersecting the highway will be grade-separated by an overpass or an underpass. There are nearly 300 structures planned.





The highway is designed to support an intelligent transport system –

SMART Corridor

- Video surveillance equipment;
- Emergency call network;
- Variable message signs (VMS)
- Permanent traffic counting system;
- Axle load control stations;
- Fiber optic cable network for data transmission;
- Operating radio system that broadcasts along the corridor band and provides real-time information to users.

TOLLING SYSTEM

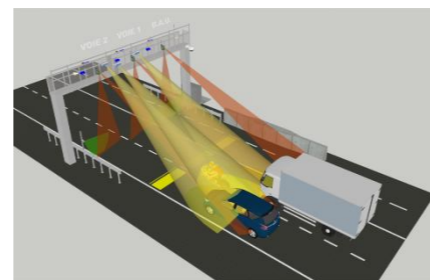
The highway will be operated under a **user-pay system, distance-based toll system.**

The principle is to choose a

- Modern system in line with the technological evolution
- Efficient and Fair,
- less cumbersome, and
- sustainable



Vehicle on board unit for RFID based toll systems



**2030-2045
Semi-Free Flow**

**2045-2060
Full Free Flow**

**No access to ECOWAS Motorway
without
The ALCOMA Toll Badge**

**FREE-FLOW SYSTEM CONTROLLED
AT THE ENTRANCE**



OPERATIONS AND MAINTENANCE SERVICES

The Highway will be equipped with infrastructure to facilitate operations and improve services to users. These include:

- Rest and service areas;
- Maintenance and operation Centers that will ensure that the highway and its ancillary equipment are maintained in good working order;
- Offices for Traffic guards ;
- Offices for Emergency and Fire services.

CONSTRUCTION COST ESTIMATES (Unit: US\$ billion)



**US\$15
Billion**

	L (km)	COST
COTE D'IVOIRE	144	1,7
GHANA	520	8,8
TOGO	90	0,78
BENIN	127	1,65
NIGERIA	82	1,84

The rate per km is different depending on the complexity of the section and the number of structures.

Right of Way Acquisition (RoW): The assessment and evaluation of RoW acquisition (resettlement and compensation) is part of the RAP. This has been assessed at the Preliminary Design Stage and will be finalized during the Detailed Design Stage. Based on the National Policies and regulations on Land acquisition.

The Right-of-way acquisition is the joint responsibility of Corridor Member States, following the single Highway approach (*Article 5 point 6 of the Treaty*).



ECONOMIC INDICATOR

The estimated Economic Internal Rate of Return (EIRR) ranges from 11% to 15% depending on the various sections of the highway.

COUNTRY	EIRR (%)
COTE D'IVOIRE	13%
GHANA – 520 km	15%
TOGO – 90 km	11%
BENIN – 127 km	14%
NIGERIA (LAGOS) – 82 km	15%



Road sections of the corridor which were found to be the most economically viable are as follows:

COUNTRY / LENGTH	SECTIONS	LENGTH (km)	AVERAGE TRAFFIC 2030 (Veh/day)
COTE D'IVOIRE - 144km	Bingerville – Maféré	107	20 000
GHANA – 520 km	Yamoransa – Aboansa	89	11 600
	Aburi – Afineya	24	13 600
TOGO – 90 km	Tsévié – Tabligbo	38	12 000
BENIN – 127 km	Torri Bossito-Abomey	17	14 500
	Abomey-Godoméy	10	26 000
	Godoméy-Hlakomé	11	60 800
	Hlakomé-Ekpé	11	39 400
	Ekpé-Sémé	9	34 600
NIGERIA – 82 km	Badagry-Eric Moore	57	31 000



LOT 1

FINANCIAL AND PROJECT IMPLEMENTATION STRATEGY 26

Bingerville (Côte d'Ivoire) – Apimanim (Ghana) Section: US\$ 3.3 Billion, into 17 functional sections comprising of total length: 251km : CI (10 sections) length: 144.15km and Ghana (7 sections) length: 106.94km

Availability-based PPP is now being tested among other PPP financing modes: BOT, Social BOT, Affermage, etc.

- The table below presents the main characteristics of the Project including the 6 sections :

Country	N°	Sections	PK start	PK End	Length (Km)	Traffic (TJMA) - Horizon 2060 without Toll	Estimated cost of works (US\$)	Proposed Allotment	Total Cost by lot
Côte d'Ivoire	1	Mbato-Bouaké - Grand Bassem	0	23,3	23,3	73 500,00	438 086 058,22	Lot 1 Bingerville - Yaou (28 Km)	\$532 392 067
	2	Grand Bassam - Yaou	23,3	28,4	5,1	78 900,00	94 306 008,70		
	3	Yaou - Samo	28,4	44,05	15,65	38 700,00	202 375 241,10	Lot 2 Yaou - Ayebo (54 Km)	\$837 378 384
	4	Samo - N'zirko	44,05	63,88	19,83	38 700,00	241 896 933,56		
	5	N'Zirko - Ayebo	63,88	82,46	18,58	38 700,00	393 106 209,15		
	6	Ayebo - Aboisso	82,46	90,12	7,66	24 700,00	132 922 081,29	Lot 3 Ayebo - Affienou (36 Km)	\$482 763 818
	7	Aboisso - Maféré	90,12	105,82	15,7	24 700,00	180 477 840,16		
	8	Maféré - Affienou	105,82	119,2	13,38	24 700,00	169 363 896,78		
	9	Affienou - Noe	119,2	139,66	20,46	24 700,00	274 041 482,44	Lot 4 Affienou - Ankassi (45 Km)	\$545 023 574
	10	Noe - Elubo	139,66	141,98	4,49	22 200,00	81 346 962,20		
Ghana	11	Elubo - Ankassi	141,98	162,16	20,18	22 200,00	189 635 129,23	Lot 5 Ankassi - Essiama (45,7 Km)	\$389 571 164
	12	Ankassi -Mpataba	162,16	174,6	12,44	22 200,00	113 655 457,18		
	13	Mpataba - Alabokazo	174,6	193,92	19,32	22 200,00	140 407 364,13		
	14	Alabokazo - Essiama	193,92	207,92	14	22 200,00	135 508 342,76	Lot 6 Essiama - Apinamin (41 Km)	\$444 050 845
	15	Essiama - Ndatiem	207,92	221,9	13,98	22 200,00	182 585 663,97		
	16	Ndatiem - Anyano	221,9	240,5	18,6	22 200,00	172 301 912,79		
	17	Anyano - Apinamin	240,5	248,92	8,42	22 200,00	89 163 268,01		



Covers all stages of project development, from PPP Feasibility Stage to procurement stage to Financial close with the concessionaire(s) for the successful delivery of the project, within a period of twenty-one (21) months including an estimated period of six (6) months for achieving commercial/financial close and validation and approval periods, based on mutual agreement.

- **Assessment of the viability of PPPs,**
- **Implementation of the PPP financial model,**
- **Development of the PPP structure and identification of PPP sub-projects;**
- **Preparation of documentation model (Call for tenders, Concessions contract)**
- **Assistance during the transaction**

Reports

Inception Report

Feasibility study

Tender documents

Tender process bid evaluation
and negotiation Stage
report

Evaluation and negotiation
report review, approval and
award (commercial close)
report



INVESTMENT POTENTIAL

28

**US\$15
Billion**

**Access to a large market. Projected
population of over 500 million in 2040**



**Key connector to
implement AfCFTA**

**Dynamic Private
Sector**

**Interconnection
with potential
Economic Centers
and the most
important ports in
the region: Abidjan,
Tema, Lome,
Cotonou and Lagos**

**Political stability
Stable governments in the five countries of
the corridor**



INVESTISSMENT POTENTIAL

Vehicle maintenance
Costs Reduction

28 %



Saving Travel Time

48 %

Reduction of
Transport Cost

25 %

Reduction of Greenhouse Gas
emissions as a result of Traffic
flow and reduced Travel Time

Increase Trade
Exchange

15 %





SCHEDULE – HIGHWAY CONSTRUCTION

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2019 – 2025

- **Completion of feasibility and detailed engineering design studies and submission of tender documents**
- **Implementation of the Complementary Studies**
 - Road Safety Audit (completed)
 - Spatial Development Initiative Study (completed)
 - Trade and Transport Facilitation Study (completed)

2023-2025

- Constitution of the Board of Directors of ALCoMA Corridor Management Authority;
- Operationalization of ALCoMA.

2025- 2026

- PPP Transaction Advisory Services
- 22nd Steering Committee
- Resource Mobilization

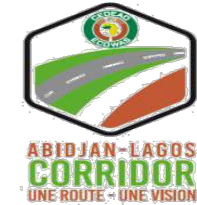


2026- 2027

- Finalize and fine tuning the financing strategy per lot (public, PPP, project financing, etc.)
- Board presentation of the project (sovereign)
- Commercial close (ppp sections)

2027- 2032

- Financial close
- Construction of the Highway with SMART and trade facilitation features



The SDI approach entails the identification of three type of projects along the corridor to be conducted by the corridor's stakeholders to unlock private sector investment in high-opportunity sectors and locations. These Projects are packaged into Clusters.

- 1  'Economic Anchor' Projects
- 2  Strategic Infrastructure' Projects
- 3  'Densification' and 'Deepening' Projects

206



Projects identified: 25 project clusters were identified, encompassing 78 shortlisted projects and 120 deepening and densifying projects for a total of 206 projects (of which 27 critical next steps)



Cluster 4: Remo Economic Industrial Cluster, Nigeria



Cluster 9: Glo-Djigbé Industrial Zone (GDIZ), Benin



Cluster 13: Adétikopé Industrial Zone Cluster in Togo



Cluster 18: Greater Kumasi Industrial City, Ghana



Cluster 25: Abidjan PK 24 Industrial Zone



Cluster/ Project #	Cluster Name	Critical Next Step
4	Remo Economic Industrial Cluster	Remo Economic Industrial Cluster
3	Lagos Free Zone	Lagos Free Zone
25	Abidjan Côte d'Ivoire	PK24 Zone
7	Aluminium Smelting Company of Nigeria	Aluminium Smelter Company of Nigeria Free Zone
17	Takoradi Free Zones and Port Expansion	Yabiw/Sharma Export Processing Zone
5	Brass Island Methanol Project	Brass Island Methanol Project
18	Greater Kumasi Industrial Cluster	Greater Kumasi Industrial City
20a	Iron Ore Exploration Projects in Ghana	Shieni Mine Development
8	Automotive Cluster in Nigeria	Nigeria Automotive Cluster
2a	Lekki fertilizer and oil refinery cluster	Dangote Additional Specialized Fertilizer Plants
6	Kogi Iron Ore and Steel	Ajaokuta Steel Complex (including NIOMCO)



Cluster/ Project #	Cluster Name	Critical Next Step
14b	Takoradi Oil and Gas in Ghana	Petroleum Hub
11	Oil and Gas in Benin	Mini-Refinery
26	Tourism Côte d'Ivoire	National Tourism Flagship (9) projects
1	Nigeria Gas	West African Gas Pipeline Enhancement
14a	Takoradi Oil and Gas in Ghana	GNPC CPF & Atuabo-Aboadze Pipeline (Expansion)
21a	Ghana Bauxite and Aluminium Cluster	Awaso Bauxite Mine Development
10	Benin Tourism Cluster	Tourism cluster
12	Togo Fertilizer Cluster	Urea & Ammonia Fertilizer Plant (& Carbonated Phosphates)
20c	Iron Ore Exploration Projects in Ghana	Opon Mansi Mine Development
2b	Lekki fertilizer and oil refinery cluster	Integration of Transport Systems
15	Tema Free Zone	Afiencya SEZ
13	Adétikopé Industrial Zone cluster in Togo	Adétikopé 390MW Captive Power Plant & Expansion
9	Glo-Djigbé Industrial Zone (GDIZ) and Parakou Dry Port in Benin	Glo-Djigbé Captive Power Plant & Expansion
19	Tema Oil and Gas	Tema Port-City-Region Interface (Roads and Truck Terminals)



OBJECTIVES

- ✓ Identify the impediments to transport and trade
- ✓ Assess and provide reliable, evidence-based information/ data on the trade and transport facilitation measures
- ✓ Harmonized Standards, Simplified Transport and Transit system, Border one stop management, ICT Connectivity.
- ✓ Recommend a suitable environment for trade and transport facilitation focusing on:

**Regulatory Reform
Enhancement of
Information sharing
modalities**

**Collaboration and
coordination of border
management and customs
processes**

**Investigation of (SIGMAT) and suitable
customs guarantee system for the
corridor.**

**Analyze the borders linking the 5
countries and identify suitable
trade and transport facilitation
instruments.**



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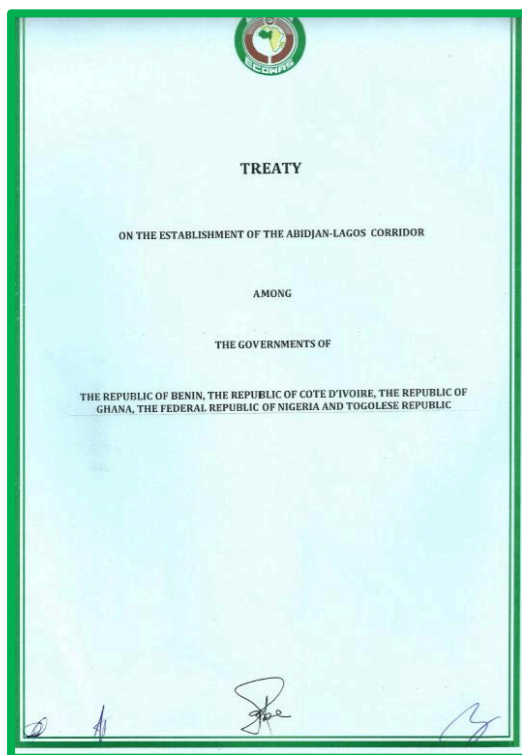
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ABIDJAN-LAGOS
CORRIDOR
ONE ROAD - ONE VISION

PROJECT LEGAL AND INSTITUTIONAL FRAMEWORK

The Heads of State and Government of the Corridor Member States signed a Treaty for the creation of the Abidjan-Lagos Corridor Highway, in 2014, which aims to:



- Facilitate the movement of people & goods and Regional & International Trade & Transport by improving on the Road Infrastructure, etc.
- Stimulate Economic & Social development and Partnership between Private and Public sectors;
- Transform the Corridor into a Development Corridor to stimulate Investment, Sustainable Development and aid Poverty reduction
- Accelerate Economic & Social growth as well as Environmental sustainability along the Corridor



INSTITUTIONAL FRAMEWORK

**OVERSIGHT BY
COUNTRIES OWNERS**



TREATY OF THE CORRIDOR

PROVISIONAL / EXISTING

STEERING COMMITTEE

COMMITTEE OF EXPERTS

ECOWAS COMMISSION
IMPLEMENTATION AGENCY

- ❖ PROJECT IMPLEMENTATION UNIT
- ❖ TECHNICAL ASSISTANCE

TECHNICAL
AND
FINANCIAL
SUPPORT

- AfDB
- UE
- GIZ
- ECOWAS

LONG TERM / PERMANENT

ALCoMA

- ❖ BOARD OF DIRECTORS
- ❖ MANAGEMENT
- ❖ TECHNICAL STAFF



ALCoMA

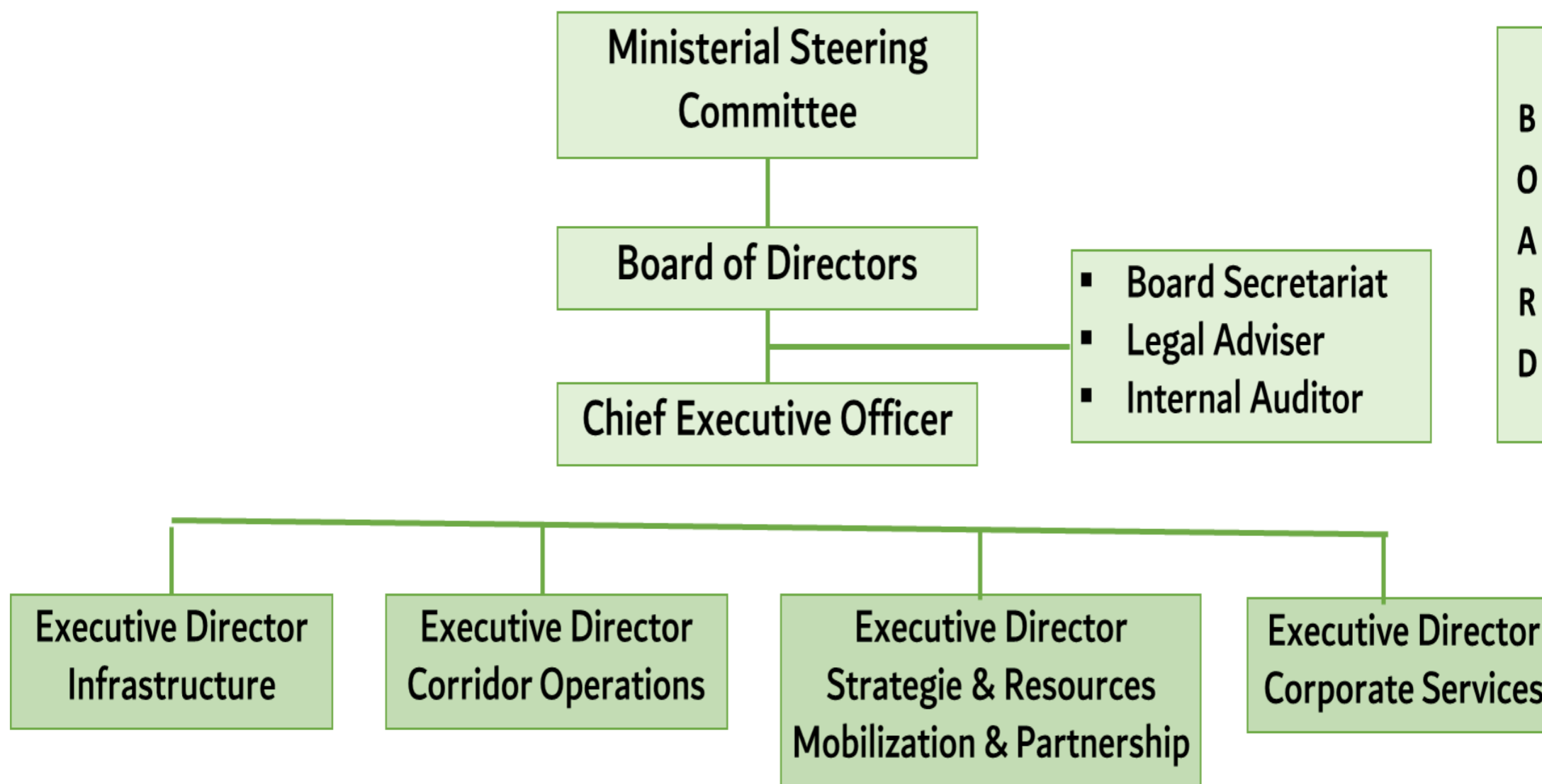
The Treaty established the Abidjan Lagos Corridor Management Authority (**ALCoMA**). As a supranational authority, it will ensure the smooth **operation, development and maintenance of the corridor**. ALCoMA will have legal personality and financial autonomy.

In order to

- Ensure the harmonized construction and
- Efficient operation of the Corridor,



ALCoMA ORGANIZATIONAL STRUCTURE





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Thank you / Merci

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COMPONENT 1: DESIGN OF THE CORRIDOR HIGHWAY

