



TOG-WAJAAL CITY ADMINISTRATION
Maamulka Magaalada Tog-Wajaale · Somali Regional State, Ethiopia

CONSOLIDATED INVESTMENT & DELIVERY BRIEF

— REVISED DRAFT —

*Reconciling the Urban Expansion Plan, EACC Investment Posters,
the Corridor Delivery Framework and the Master Investment Project Report*

Prepared for the Third East Africa City Corridor (EACC) Dialogue

Original brief: 25 August 2026 · Hargeisa

Revised: 26 August 2026 — following cross-check against the TOG-WAJAAL EACC Priority Investment Project Master Report

CORRECTION NOTE: This revision corrects several figures in the 25 August version that did not trace back to the Master Report, including two apparent cross-project mix-ups in the 'Value Created' rows and a set of BRT financing details (funding-mix percentages, revenue model, secured financing) that have no source in any reviewed document. One item — which cost/scope/readiness figure is authoritative for the road project — could not be resolved from the documents alone and is flagged below for a TWCA decision. See Section 6 for the full list of changes.

INTERNAL BRIEFING DOCUMENT — TWCA USE

INTERNAL BRIEFING DOCUMENT — TWCA USE — REVISED DRAFT, PENDING TWCA SIGN-OFF

Executive Summary

Tog-Wajaale City Administration (TWCA) is presenting two priority investment projects — a road/transport corridor upgrade and a trade zone — at the Third East Africa City Corridor (EACC) Dialogue. This revised brief consolidates and cross-checks four source documents: the city's 30-year Urban Expansion Plan, the EACC investment posters, the EACC Corridor Delivery Framework, and the TOG-WAJAALE EACC Priority Investment Project Master Report (the underlying evidence base for all six priority projects).

The 25 August version of this brief stated that “no numerical discrepancies were found across the three [original] documents.” That check did not extend to the Master Report. Extending it surfaced two figures in the road project's financing profile with no source anywhere in the reviewed documents, two “Value Created” rows that appear to have been drawn from the wrong project, and one unresolved conflict between two different cost/scope/readiness profiles for the road project that both appear in the Master Report itself. Corrected figures are used below where the Master Report provides a clear, single source; the one item that cannot be resolved this way is marked for a TWCA decision rather than silently picked.

Key figures at a glance

Item	Figure	Status
City population, 2024 → 2055	82,064 → 554,700 (Medium-Growth Scenario)	Confirmed — matches Master Report
Urban area, 2024 → 2055	711 ha → 8,990 ha	Confirmed — matches Master Report
Road/Corridor project — investment sought	USD 40.0M (per Master Report Ch. 3.3 / §4.9)	See Section 3.1 — unresolved vs. USD 50M scope in Master Report annex
Trade Zone project — investment sought	USD 250.0M	Confirmed — matches Master Report
Combined capital sought	USD 290.0M (using the USD 40M road figure)	Pending road-project resolution
Next milestone window	M4–6 of the EACC Delivery Framework (through ~February 2027)	Unchanged

1. Purpose

This brief consolidates four source documents into a single reference for TWCA leadership and delegation members attending the Third EACC Dialogue: (1) the Tog-Wajaale City Urban Expansion Plan Report, (2) the EACC investment posters for Tog-Wajaale's priority projects, (3) the EACC Corridor Delivery Framework discussion draft, and (4) the TOG-WAJAALE EACC Priority Investment Project Master Report. It cross-checks figures for consistency across all four and extracts the action items, leads and deadlines that fall to TWCA.

2. City Growth Context

The Urban Expansion Plan projects growth under three scenarios; TWCA selected the Medium-Growth Scenario as the most sustainable and feasible pathway to 2055. This section is unchanged from the 25 August version — all figures matched the Master Report on cross-check.

Metric	2024 baseline	2055 projection (selected scenario)
Population	82,064	554,700 (Medium-Growth Scenario)
Built-up / urban area	711 hectares	8,990 hectares (≈12.6× current)

Metric	2024 baseline	2055 projection (selected scenario)
Population density	115.4 people/ha	≈61.7 people/ha
Annual growth rate	6.4%	—

3. Priority Investment Projects — Reconciled Figures

Figures below have been cross-checked against the Master Report's project-specific chapters (Ch. 3 summary profiles and Ch. 4 detailed profiles), not only against the EACC investment posters and Delivery Framework. Corrections from the 25 August version are marked inline.

3.1 Project 1 — Tog-Wajaale Road / Corridor Upgrade

■ **UNRESOLVED — REQUIRES TWCA DECISION:** The Master Report itself contains two different profiles for this project: Chapter 3.3 / §4.9 describe a 20 km arterial and corridor road upgrade at USD 40M, Stage 1 of 5 (Concept), delivered as a public TWCA capital works programme. A separate annex (“Document 7 — Third EACC Dialogue Project Poster”, filed within the same Master Report) describes a 10 km BRT corridor at USD 50M, Stage 2 of 5 (Pre-feasibility), with a PPP/DBO delivery structure. The table below presents the USD 40M / Ch. 3.3 profile because it is the version used consistently across the Master Report's executive summary, portfolio ranking table, and detailed profile — but this has not been confirmed as TWCA's intended position for the Dialogue, and the BRT/USD 50M version is the one currently being presented in delegation materials. TWCA should confirm which scope, cost and readiness stage is authoritative before this brief is finalized.

Field	Detail	Source / Note
Scope	20 km programme of arterial and corridor road upgrades — drainage, pedestrian facilities, lighting, green buffers	Master Report Ch. 3.3 / §4.9.3
Sector	Transport Infrastructure	Confirmed
Total project cost	USD 40.0M (≈ Birr 6,401,276,000)	Changed from USD 50M — see note above
Financing sought / secured	USD 40.0M sought. No secured-financing figure is given in the Master Report.	Removed unsourced “USD 10.0M secured” figure
Instrument	Concessional loan / grant	Changed from “Blended: concessional debt + grant + PPP”
Funding mix	Public capital budget + donor grant/concessional debt; TWCA own-source revenue supports O&M, not earmarked as capital	Removed unsourced 40/20/30/10% split — no percentage breakdown appears in the Master Report
Delivery structure	Public delivery — TWCA capital works programme	Changed from “PPP or Design-Build-Operate (DBO) concession”
Revenue source	Municipal budget allocation; potential road-user fees	Changed — “Farebox + transport levy + ads + cross-border fees” has no source in the Master Report
Implementation period	Timeline not specified in Ch. 3.3 / §4.9. (The BRT annex gives 2025–2030 / 60 months, but that annex describes the alternative USD 50M scope — see note above.)	Flagged — do not carry over BRT annex timeline without resolving scope first
Readiness stage	Stage 1 of 5 — Concept	Changed from “Stage 2 of 5 — Pre-feasibility”

Field	Detail	Source / Note
Value created	82,064+ people/businesses served (growing to 554,700 by 2055) · ~900 construction jobs · 30% reduction in travel time · 50% reduction in road accidents · reduced flooding on priority routes	Corrected — previous version used the Urban Expansion Programme's figures (~119,000 served, “~30% vehicle use”) and the general 60%-under-25 city demographic, none of which are this project's own value-creation metrics per §4.9.4

3.2 Project 2 — Tog-Wajaale Inland Special Trade Zone & Logistics Hub

CORRECTION NOTE: The 25 August brief called this project the “Free Trade Zone & Industrial Park” with a light-manufacturing framing. The Master Report names it the “Inland Special Trade Zone & Logistics Hub” with a dry-port/logistics framing throughout (executive summary, portfolio table, and detailed profile §4.10). Cost, site size, and location are identical under both names. This revision uses the Master Report's name and framing; if “Free Trade Zone” is TWCA's preferred external-facing name, that should be applied consistently across all source documents rather than only this brief.

Field	Detail	Source / Note
Scope	50-hectare special trade zone and dry port adjacent to the border crossing — warehousing, customs facilitation, industrial park space	Master Report §4.10.1 / §4.10.3
Sector	Trade & Industrial Infrastructure	Confirmed
Total project cost	USD 250.0M (≈ Birr 40,007,975,000)	Confirmed
Financing sought / secured	USD 250.0M sought. Financing secured: TWCA land in-kind (0% cash).	Confirmed — matches §4.10.6
Instrument	PPP / concession	Confirmed
Funding mix	Private equity/debt + government land as equity-in-kind; TWCA own-source revenue (ETB 144M FY2018EC → ETB 195M FY2019EC, ≈ USD 0.9–1.2M) supports municipal capacity only — not earmarked as zone capital	Confirmed — matches §4.10.6 almost verbatim
Delivery structure	PPP/concession via a dedicated Special Purpose Vehicle (SPV)	Confirmed
Revenue source	Land lease, service charges and tenant fees	Confirmed
Implementation period	Not specified for this project in §4.10. (The only related timeline in the Master Report is a generic 30–36-month financial-close/construction-start milestone in the cross-project partnership engagement timeline, §8.4.1 — not a project-specific figure.)	Flagged — previous “36 months (phased)” figure is not sourced to this project specifically
Readiness stage	Stage 1 of 5 — Concept	Confirmed

Field	Detail	Source / Note
Value created	~6,000 direct and indirect jobs · 100+ companies established · USD 500M+ annual trade volume · USD 50M+ annual tax revenue · 5%+ contribution to city GDP · 40% target for women in employment	Corrected — previous version cited “5,000+ jobs/yr by 2030,” which is the Youth Skills Centre's annual training target, and “20% women-led business beneficiaries,” which does not appear in the Master Report (the closest figure, 30%+ women-led incubated businesses, also belongs to the Youth Skills Centre, §4.12.4.3)

4. Readiness Gaps — What's Still Missing

Confirmed against Master Report §4.9.5 (road) and §4.10.5 (trade zone). Unchanged from the 25 August version, except that the road project's Cost Estimate/BOQ status is “In progress” (an indicative USD 40M cost already exists per Ch. 3.3), not a blank “Gap,” and this is contingent on the Section 3.1 scope question being resolved.

Requirement	Road / Corridor project	Trade Zone project
Cost estimate / BOQ	In progress — indicative cost (USD 40M) exists; needs detailed BOQ from design consultant. <i>(Corrected from “Gap — needs detailed BOQ & CBA”)</i>	In progress — needs detailed BOQ from design consultant
Environmental/social/climate screening	Gap — flood-risk zones mapped (TWUEP Ch. 4); needs ESIA and resettlement action plan	Gap — ESIA/safeguard instruments not yet established
Revenue, O&M & delivery model	Gap — develop O&M budget and maintenance plan	Gap — financial model, lease/tariff structure
Procurement / transaction plan	Gap — draft procurement/contractor-sourcing strategy	Gap — transaction strategy & investor sounding

5. TWCA Action Tracker

Deliverables where TWCA is the named or co-named lead under the EACC Corridor Delivery Framework. Unchanged from the 25 August version — the Delivery Framework's milestone structure (P1.1, P1.2, P2.3, P2.4) does not appear in the Master Report and could not be cross-checked against it; it is carried forward from the Delivery Framework document as originally sourced.

Deliverable	TWCA Role	Key Milestones	Target
P1.1 Approved & budgeted urban expansion plan	Lead (corridor city)	M0–3 confirm plan status/gaps · M4–9 update plan & cost 3-yr schedule · M10–12 city approval + budget submission · M13–18 secure financing route	Approved plan + costed schedule by M12; budget allocation or confirmed financing by M18
P1.2 Investment-ready project packages	Lead (project owner) — both submitted projects	M0–3 submit project profile (done — gallery walk 25 Aug 2026) · M4–6 select as priority package · M7–12 complete feasibility/land/safeguard/costing · M13–18 submit to appraisal/financing/procurement	2 project packages matured by M12–18; at least one into formal appraisal/financing by M18
P2.3 Costed border/logistics node package	Joint lead — Tog Wajaale/Togochale + border authorities	M0–3 joint site walk-through · M4–6 prepare & approve costed package · M7–12 secure funding for ≥2 items · M13–18 start/complete improvements	1 costed package by M6; ≥2 improvements funded/committed by M12, started by M18
P2.4 Jobs & inclusion action products	Lead (city economic development focal point)	M0–3 opportunity/inclusion scan · M4–6 Action Note + 2 pilot proposals · M7–12 launch ≥2 pilots · M13–18 results note	2 pilots launched by M12; results documented by M18

6. Consistency Check

The 25 August version stated: “All figures across the three documents were checked against one another and found to be consistent” and “No numerical discrepancies were found across the three documents.” That check covered only the Urban Expansion Plan, the EACC posters, and the Delivery Framework — it did not extend to the Master Report, which is the primary evidence base for all six priority projects and predates both the posters and this brief. Cross-checking against the Master Report identifies the following:

Confirmed consistent

- City growth figures (population, urban area, density, 6.4% growth rate) match the Master Report exactly.
- Trade Zone project's delivery structure, revenue model, funding mix, and readiness-gap status match Master Report §4.10.5–6 almost verbatim.

Corrected in this revision

- Road project cost, instrument, delivery structure, revenue source and funding mix have been aligned to Master Report Ch. 3.3 / §4.9 (see Section 3.1). The USD 40M / Stage 1 figures used here are consistent with the Master Report's executive summary and portfolio table, but conflict with a BRT-specific annex within the same Master Report — see the unresolved item below.
- Road project's “Value created” row previously carried the Urban Expansion Programme's figures (~119,000 served, ~30% vehicle use); corrected to the road project's own figures per §4.9.4.
- Trade Zone's “Value created” row previously carried the Youth Skills Centre's annual training target (5,000+/yr) and an unsourced 20% women-led-business figure; corrected to the Trade Zone's own figures per §4.10.4.
- Trade Zone project name aligned to the Master Report's “Inland Special Trade Zone & Logistics Hub” (previously “Free Trade Zone & Industrial Park”).

Unresolved — requires a TWCA decision

- The road project's cost (USD 40M vs. USD 50M), scope (20 km arterial upgrade vs. 10 km BRT corridor), and readiness stage (Stage 1 Concept vs. Stage 2 Pre-feasibility) differ between Master Report Ch. 3.3/§4.9 and the Master Report's own Document 7 annex, which is the version being used in current Dialogue materials. This brief cannot resolve which is authoritative without TWCA input — see the flag in Section 3.1.
- The road project's funding-mix percentages (40/20/30/10%), PPP/DBO delivery structure, and farebox/levy/ads/cross-border-fee revenue model in the 25 August brief have no source in the Master Report, the posters, or the Delivery Framework as reviewed. These have been removed pending confirmation of their source or basis.

7. Recommended Next Actions for TWCA

- Confirm the authoritative scope, cost and readiness stage for the road/corridor project (20 km arterial upgrade at USD 40M vs. 10 km BRT corridor at USD 50M) and update the Master Report, posters and Delivery Framework materials to a single consistent version before further external use.
- Confirm the source or basis for the road project's proposed funding-mix percentages, PPP/DBO delivery option, and revenue model (farebox/levy/ads/cross-border fees) — or remove them from Dialogue materials until a financial model is developed, consistent with the “Revenue, O&M & Delivery Model” gap already identified in Section 4.
- Commission a detailed Bill of Quantities and cost-benefit analysis for the road project once its scope is confirmed.
- Initiate the ESIA and safeguard-instrument process for the Trade Zone in parallel with land survey and titling.

- Confirm the Trade Zone's external-facing name ("Inland Special Trade Zone & Logistics Hub" vs. "Free Trade Zone & Industrial Park") and apply it consistently across all documents.
- Name a focal person for each of the four TWCA-led deliverables (P1.1, P1.2, P2.3, P2.4) within 30 days of the Dialogue, per the Framework's practical rule.
- Prepare the first one-page progress update ahead of the M3 baseline review.

Sources: Tog-Wajaale City Urban Expansion Plan Report · TogWajaale Investment Posters (EACC Gallery Walk) · EACC Corridor Delivery Framework, TWCA-branded discussion draft · TOG-WAJAAL EACC Priority Investment Project Master Report