



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

CONSOLIDATED INVESTMENT & DELIVERY BRIEF

— REVISED DRAFT, VERSION 2 —

*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

First revision: 26 August 2026 — following cross-check against the TOG-WAJAALE EACC Priority Investment Project Master Report

This revision (v2): 27 August 2026 — incorporates the TWCA Road Project Decision Memo and one additional consistency-check finding

UPDATE NOTE (v2):

This version folds in two things since the 26 August revision: (1) a standalone decision memo has now been prepared for TWCA leadership on the road/corridor project's conflicting scope, cost and readiness figures (Section 3.1), circulated separately for sign-off; and (2) a second, portfolio-wide readiness-stage contradiction was found in the Master Report during that review, distinct from the project-specific one already flagged. See Section 6 for the full, updated list of changes.

INTERNAL BRIEFING DOCUMENT — TWCA USE

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 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-WAJAAL EACC Priority Investment Project Master Report (the underlying evidence base for all six priority projects).

The 26 August revision corrected two figures in the road project's financing profile that had no source anywhere in the reviewed documents, two “Value Created” rows drawn from the wrong project, and flagged one unresolved conflict between two cost/scope/readiness profiles for the road project that both appear in the Master Report itself. That conflict remains unresolved as of this version; a decision memo laying out three options has been prepared for TWCA leadership and is pending sign-off (see Section 3.1 and Section 7).

This version adds one further finding: the Master Report also contains a broader, portfolio-wide readiness-stage contradiction — one passage states the overall portfolio readiness is “Stage 2 (Pre-Feasibility)”, while another states “all six projects are at Stage 1 (Concept)”. This is separate from, but related to, the road-specific Stage 1 vs. Stage 2 conflict already flagged, and is called out below as a second item for TWCA to resolve.

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)	Unresolved vs. USD 50M scope in Master Report annex — decision memo pending (§3.1, §7)
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
Portfolio readiness stage	Stage 2 (Pre-Feasibility) per §6.4.1 vs. Stage 1 (Concept) per §11.3	NEW — unresolved, see Section 6
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-WAJAALÉ 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 — 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 ($\approx 12.6\times$ current)
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.

3.1 Project 1 — Tog-Wajaale Road / Corridor Upgrade

UNRESOLVED — REQUIRES TWCA DECISION (memo pending sign-off):

*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 the BRT/USD 50M version is the one currently being presented in delegation materials. **A standalone TWCA Decision Memo (dated 26 August 2026) has been prepared, setting out three options — adopt the USD 40M/20 km version, adopt the USD 50M/BRT version, or present the scope as still under active scoping — and is circulating for TWCA sign-off.** This brief cannot be finalized for external use until that decision is made.*

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)	Unresolved vs. USD 50M — see decision memo
Financing sought / secured	USD 40.0M sought. No secured-financing figure is given in the Master Report.	No secured-financing figure in Master Report
Instrument	Concessional loan / grant	Per Ch. 3.3
Funding mix	Public capital budget + donor grant/concessional debt; TWCA own-source revenue supports O&M, not earmarked as capital	No percentage breakdown appears in the Master Report
Delivery structure	Public delivery — TWCA capital works programme	Per Ch. 3.3
Revenue source	Municipal budget allocation; potential road-user fees	Per Ch. 3.3 / §4.9
Implementation period	Not specified in Ch. 3.3 / §4.9. (The BRT annex gives 2025–2030 / 60 months, but describes the alternative USD 50M scope.)	Do not carry over BRT annex timeline without resolving scope first
Readiness stage	Stage 1 of 5 — Concept	Conflicts with BRT annex (Stage 2) — see decision memo
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	Per §4.9.4 — project's own value-creation metrics

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

Unchanged from the 26 August revision. The Master Report names this project the “Inland Special Trade Zone & Logistics Hub” with a dry-port/logistics framing throughout (executive summary, portfolio table, and detailed profile §4.10). If “Free Trade Zone” is TWCA's preferred external-facing name, that should be applied consistently across all source documents.

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 project-specific.	Previous “36 months (phased)” figure was not sourced to this project
Readiness stage	Stage 1 of 5 — Concept	Confirmed
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	Per §4.10.4 — project's own value-creation metrics

4. Readiness Gaps — What's Still Missing

Confirmed against Master Report §4.9.5 (road) and §4.10.5 (trade zone). Unchanged from the 26 August revision, except that the road project's Cost Estimate/BOQ status remains contingent on the Section 3.1 scope decision.

Requirement	Road / Corridor project	Trade Zone project
Cost estimate / BOQ	In progress — indicative cost (USD 40M) exists; needs detailed BOQ from design consultant. Contingent on resolving the Section 3.1 scope question.	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 — 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 that all figures were checked and consistent across the Urban Expansion Plan, the EACC posters, and the Delivery Framework — but not against the Master Report. The 26 August revision extended that check to the Master Report and corrected several items. This version (v2) adds one further finding from continued review of the Master Report's full text.

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 the 26 August revision

- Road project cost, instrument, delivery structure, revenue source and funding mix aligned to Master Report Ch. 3.3 / §4.9 (see Section 3.1).
- Road project's "Value created" row corrected to the road project's own figures per §4.9.4 (previously carried the Urban Expansion Programme's figures).
- Trade Zone's "Value created" row corrected to the Trade Zone's own figures per §4.10.4 (previously carried the Youth Skills Centre's training target and an unsourced women-led-business figure).
- Trade Zone project name aligned to the Master Report's "Inland Special Trade Zone & Logistics Hub".

Unresolved — requires a TWCA decision

- **Road project scope/cost/readiness conflict:** USD 40M vs. USD 50M, 20 km arterial upgrade vs. 10 km BRT corridor, and Stage 1 vs. Stage 2 readiness, between Master Report Ch. 3.3/§4.9 and the Master Report's own Document 7 annex. A decision memo with three options is now circulating for TWCA sign-off — see Section 7.
- **NEW (v2) — Portfolio-wide readiness-stage conflict:** the Master Report's Bankability Assessment Matrix (§6.4.1) states overall portfolio readiness is "Stage 2 (Pre-Feasibility) — all projects require significant development of technical, financial, and environmental documentation to achieve bankability" — while the Conclusion (§11.3) states "all six projects are at Stage 1 (Concept) of the readiness scale, with clear next steps identified to advance each project toward bankability." This is a portfolio-level version of the same kind of internal contradiction already flagged for the road project specifically, and should be resolved alongside it so that TWCA is not citing two different overall readiness postures to the same Dialogue audience.

7. Recommended Next Actions for TWCA

- **Circulate and close out the TWCA Road Project Decision Memo (26 August 2026)** — 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.
- **Resolve the portfolio-wide Stage 1 vs. Stage 2 readiness statement (new in v2)** alongside the road decision above, and align the two so the Master Report does not contradict itself on overall portfolio readiness.
- 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 · Tog-Wajaale Investment Posters (EACC Gallery Walk) · EACC Corridor Delivery Framework, TWCA-branded discussion draft · TOG-WAJAAL EACC Priority Investment Project Master Report · TWCA Road Project Decision Memo (26 August 2026)