



THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA
TOG-WAJAALE CITY ADMINISTRATION
URBAN EXPANSION PLAN IMPLEMENTATION PROJECT (TWUEP)
MONTHLY CONSTRUCTION PROGRESS REPORT

PROJECT	Tog-Wajaale City Administration Urban Expansion Plan Implementation – Arterial Road Infrastructure Development
REPORT No.	3
REPORTING MONTH	August 2026 (Cumulative to 30 August 2026)
FISCAL YEAR	2018 E.C.
EMPLOYER	Tog-Wajaale City Administration
DEVELOPMENT PARTNER	Cities Alliance — Cities Without Slums Programme
FUNDING SOURCE	City Administration
EXECUTION METHOD	Force Account
DATE OF SUBMISSION	30 August 2026
PREPARED BY	UEP Team

1. Introduction & Background

1.1 Background Information

The Tog-Wajaale Urban Plan Expansion (TWUEP) is a long-term structural plan covering the period from 2025 to 2055 (thirty years), prepared to guide the horizontal and vertical growth of Tog-Wajaale City. All preparatory documentation for the Urban Plan Expansion has been completed, and the plan has received formal approval from the City Elders' Council and the Cabinet of the Tog-Wajaale City Administration.

Following approval, implementation of the first phase of the plan commenced under the budget approved for the 2018 Ethiopian Calendar (E.C.) fiscal year. The current scope of work comprises site clearing and grubbing (opening) of arterial roads along a total planned length of 5.95 km, within a 30-meter right-of-way, in the designated urban expansion zone. All activities continue to be executed under a force account arrangement, with technical and partnership support from Cities Alliance under its Cities Without Slums programme.

1.2 Purpose of the Report



This Monthly Construction Progress Report presents the cumulative physical and financial performance of the project as of 30 August 2026. It documents the benefits realized to date, the challenges encountered during implementation, and the measures recommended for the next phase, including a request for supplementary donor support.

2. Financial Summary

Total Approved Budget (2018 E.C.)	ETB 800,000
Amount Disbursed to Date	ETB 800,000 (100%)
Remaining Balance	ETB 0 (0%)

Note: Disbursement of ETB 800,000 against the total approved budget of ETB 800,000 represents 100% financial utilization to date.

3. Current Stage of Construction

Description	Planned (km)	Executed (km)
Arterial Road Opening (Site Clearing & Grubbing)	5.95	5.95

Physical progress achieved to date is 5.95 km of the planned 5.95 km, equivalent to approximately 100% of the total arterial road opening works. The works were completed on 7 July 2026, at the close of the 2018 E.C. fiscal year; this report presents the cumulative closing position as of 30 August 2026.

4. Manpower and Machinery on Site

The following manpower and machinery were deployed on site during the reporting period.

4.1 Manpower on Site

No.	Category	Name	Position / Role	No. of Persons
1	Core Staff	Shemshedin Hassen Yusuf	Project Manager (PM)	1
2		Mohammed Cisse Hussen	Surveyor	1
3		Abdiwasa Khalif Mahamud	Chief Surveyor	1
4	Operator	Abdi Cali Rashid	Grader Operator	1
5	Supporting Staff	—	Guard	2
6		—	Cashier	1
Total Manpower on Site				7

4.2 Machinery and Vehicles Used

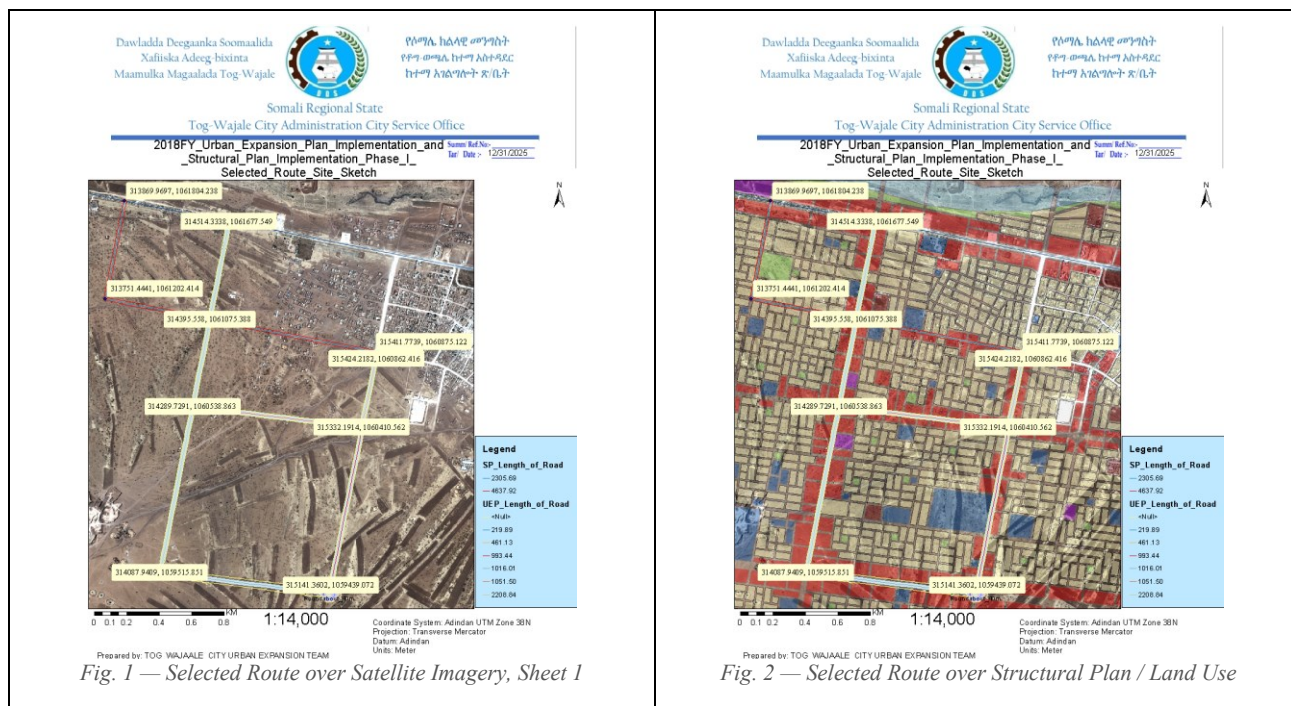


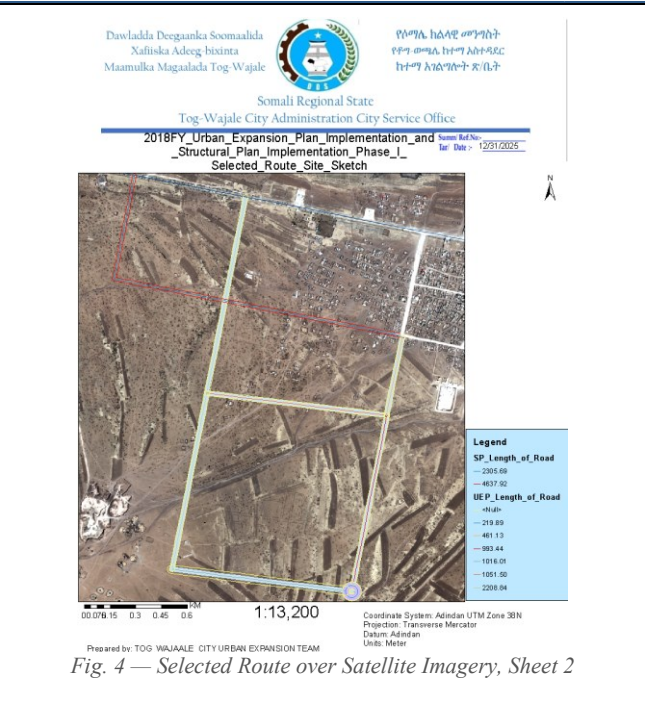
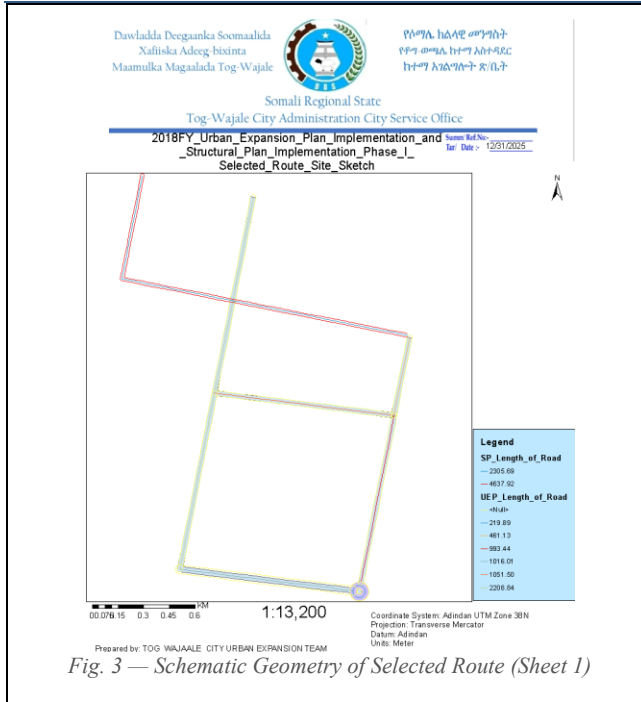
No.	Machinery / Vehicle	Quantity	Use
1	Grader	1	Arterial road opening works
2	Bajaj	2	Service vehicles

5. Photographic Documentation

5.1 Phase One Implementation Plan — Selected Route Site Sketch

The site sketches below define the selected route for Phase One of the Urban Expansion Plan Implementation (2018 FY), showing the road alignment overlaid on satellite imagery and on the approved structural plan, together with its schematic geometry and coordinate reference points. These sketches form the technical basis on which the Phase One arterial road opening works reported in this document were carried out.

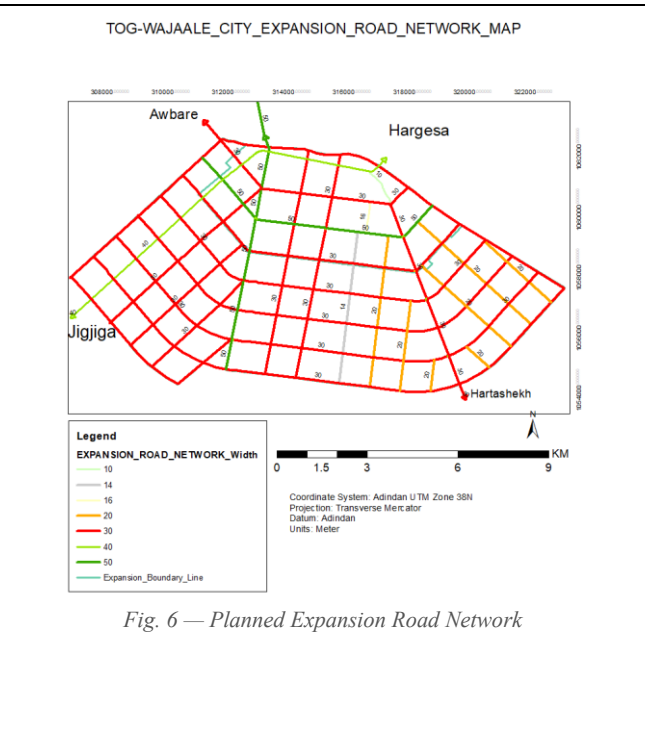
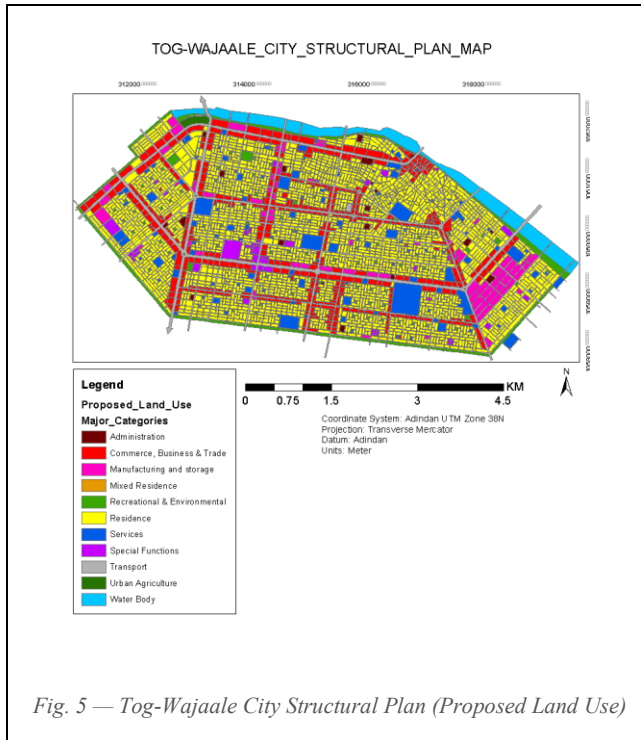




Prepared by: Tog-Wajaale City Urban Expansion Team. Coordinate System: Adindan UTM Zone 38N. All sheets dated 12/31/2025.

5.2 Planned Route — Urban Expansion Structural Plan

The maps below show the officially approved structural plan and the planned arterial road network within the Tog-Wajaale Urban Expansion Zone, forming the basis against which physical progress is measured.



5.3 Work-in-Progress — Site Photographs



The photographs below were taken during the reporting period and show the arterial road corridor following site clearing and grubbing works, and the grader deployed on site.



Photo 1 — Opened arterial corridor, Sector A



Photo 2 — Site clearing works in progress



Photo 3 — Cleared right-of-way looking toward built-up area



Photo 4 — Grader deployed on the arterial road corridor

6. Benefits of the Arterial Road Opening

The opening of the arterial roads has begun to yield tangible benefits for residents and the wider community, including:

- Increased confidence among residents to develop their land now that arterial access has been opened.
- A rise in land value along the opened corridor as accessibility improves.
- Greater willingness among residents to buy and sell land, supporting a more active local land market.
- Improved access for the community to markets, farmland, and residential areas along the corridor.

7. Challenges Encountered

In addition to the constraints below, encroachments have also been placed on the arterial road reserve by some residents; the Municipal Office has not yet taken action on this matter to date.

Implementation during the reporting period has faced the following constraints:

- Limited equipment resources: the project currently has only one grader, one water/bowser truck, one dump truck, and one roller available for all works.
- With these resources, the project has only been able to complete site clearance (opening) of the arterial roads; the roads still require upgrading to gravel pavement to provide reliable all-weather access, as the current access is seasonal only.



- The approved budget is not sufficient to cover the upgrading of the roads to gravel standard, the installation of utilities (electrical and water supply), or the greening (landscaping) of the arterial road reserves.
- The first phase of the Urban Plan Expansion falls within the approved structural plan; however, implementing all works envisaged within the structural plan is constrained by the limited resources currently available to the project.
- The cost of upgrading 1 km and 30m width of the DS6 road to gravel standard is estimated at ETB 5,000,000, which substantially exceeds the funds currently available.
- There is also an opportunity to further strengthen the link between funds disbursed and physical work certified on the ground, which is discussed further in Section 8 below.

8. Financial Transparency and Outlook for Phase Two

The project team wishes to note, in a constructive spirit, that the alignment between funds disbursed and work certified on the ground could be strengthened going forward. Of the ETB 800,000 disbursed to date, only a portion is currently traceable in a straightforward way to certified arterial road opening works. The project team fully recognizes that disbursement processes often involve several stages and offices, and does not attribute this to any single party.

We would welcome the opportunity to work together with the City Administration Finance Office to agree on a simple, shared system for linking future fund releases more closely to verified physical progress — for example through disbursement vouchers cross-referenced with periodic site verification reports. We believe this would support the smooth completion of Phase One and, just as importantly, help build a clear and well-documented track record that will strengthen our position when engaging Cities Alliance and other development partners on financing for Phase Two.

We therefore respectfully recommend that this be given consideration as part of the planning for the next phase, through continued constructive dialogue between the Project Office, the Finance Office, and City Administration leadership.

9. Recommendations

1. Formally approach Cities Alliance, the project's development partner under the Cities Without Slums programme, to request supplementary donor financing to cover the gravel-pavement upgrade, utility installation, and greening works that the City Administration's own budget cannot currently fund. The request should be accompanied by this progress report, the verified financial and physical status, and a clear costed plan for Phase Two, to give the donor confidence to commit funding.
2. Secure additional City Administration or donor funding, given that upgrading the arterial roads to all-weather gravel standard is not achievable within the current budget envelope.
3. Procure an excavator and an additional dump truck for the project, to reduce reliance on rented equipment for gravel-road upgrading and for the opening of remaining and future arterial roads.
4. Work collaboratively with the City Administration Finance Office to agree on a simple, shared mechanism — such as disbursement vouchers cross-referenced with periodic site verification — so that future fund releases can be more clearly linked to certified physical progress.
5. Consider strengthening financial transparency as a constructive part of preparing for Phase Two, recognizing that a clear, well-documented disbursement record will help build confidence with Cities Alliance and other potential development partners.

10. Conclusion



The project has achieved 100% of the planned arterial road opening works (5.95 km of 5.95 km) and has utilized 100% of the approved 2018 E.C. budget (ETB 800,000 of ETB 800,000). The opening works completed to date have already begun to generate benefits for the community, particularly in land development confidence, land values, and access to markets and farmland.

However, the project's limited equipment resources and constrained budget mean that the arterial roads remain at the site-clearance stage and cannot yet be upgraded to all-weather gravel standard, nor can utilities or greening works be undertaken. Additional funding — including support requested from Cities Alliance as the project's development partner — targeted equipment procurement, and improved transparency in financial disbursement are recommended to sustain progress and to move the project into its next stage of implementation.

The project team also sees a valuable opportunity to further strengthen the alignment between financial disbursement and certified progress. We believe that working collaboratively with the Finance Office on this, ahead of Phase Two, would help build a clear and credible track record — one that supports continued engagement with Cities Alliance and other development partners as the project moves into its next stage.

Signatures

For the Urban Expansion Plan Project Office:

Mr. Shemshedin Hassen Yusuf

Project Manager

Date: 30 August 2026

Reviewed and approved by:

Date: _____