GOVERNMENT OF SIERRA LEONE



INVESTMENT OPPORTUNITY

NATIONAL RING ROAD PROGRAMME

Expansion, Upgrading and Rehabilitation of Strategic Corridors

EXECUTIVE OVERVIEW

The National Ring Road Programme will establish Sierra Leone's first integrated national ring road system, linking the North, South, East and North-West through strategic road investments and improved national connectivity. The programme will unlock economic potential, enhance safety and resilience, and drive inclusive growth across the country.

~590 km	~338 km	~252 km	USD ~1.0bn	21–34%
Total network	Dual carriageway	Upgrades & rehab	Indicative capital cost	EIRR range

WHY INVEST

- First integrated national ring-road system linking strategic growth corridors.
- Connects ports, provincial cities, agricultural belts, mining zones and regional trade routes.
- Advanced project preparation supported by AfDB, including feasibility studies and detailed engineering designs.
- Strong economic case with average benefit-cost ratio of about 3:1 and aggregate NPV above USD 560 million.
- Expected 25–40% travel time reduction and 20–30% lower vehicle operating costs.
- Expected 30–50% reduction in fatalities and serious injuries on priority corridors.

PROGRAMME HIGHLIGHTS

- Phased, corridor-by-corridor implementation strategy.
- Climate-resilient pavements, drainage and erosion control measures.
- Road safety features including medians, signage, crossings and access management.
- Supports market access, logistics efficiency, national integration and inclusive growth.
- Financing structure combines sovereign lending, DFI co-financing and selective PPP participation.

IMPLEMENTING INSTITUTIONS

- Sierra Leone Roads Authority (SLRA) – Implementing Agency
- National Investment Board (NIB) – Investment Facilitation and Transaction Support

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RING ROAD
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PROJEICT DETAILS & INVESTMENT CASE
Priority Corridors, Programme Structure and Development Impact

1. PRIORITY CORRIDOR PACKAGES

1 Masiaka–Bo | 164 km
Dual carriageway expansion of a strategic north–south corridor.

2 Bo–Kenema | 64 km
Dual carriageway expansion improving southern–eastern connectivity.

3 Masiaka–Lunsar–Makeni | 110 km
Capacity expansion on a major logistics and mining corridor.

4 Makeni–Kabala | 120 km
Upgrading and rehabilitation to strengthen regional access.

5 Makeni–Matotoka | 35 km
Upgrading, selective widening and safety improvements.

6 Bo–Yele–Matotoka | 97 km
Rehabilitation and targeted widening to reinforce inter-regional connectivity.

2. TRAFFIC, ECONOMICS & PERFORMANCE

17k–95k ADT	~3:1	>USD 560m	25–40%	20–30%	30–50%
Traffic demand on core corridors	Average benefit-cost ratio	Aggregate NPV	Travel time reduction	Lower vehicle operating costs	Safety improvement potential

3. FINANCING & STRUCTURING

- Blended financing approach combining sovereign resources, concessional lending and development partner support.
- Selective PPP opportunities on high-traffic corridors where traffic and affordability conditions are suitable.
- Potential models include DBFOM, hybrid tolling arrangements and availability payment structures.
- Performance-based operation and maintenance to support long-term asset sustainability.
- Phased and modular packaging to align implementation with project readiness and financing availability.

4. DEVELOPMENT IMPACT

- Improves access to markets, ports, social services and regional trade routes.
- Strengthens agriculture, mining logistics, tourism access and domestic supply chains.
- Supports job creation during construction and operation.
- Enhances climate resilience through better drainage, erosion control and durable pavement design.
- Promotes road safety, inclusion and better mobility for communities along the corridors.

PROJECT READINESS
Feasibility studies, traffic surveys and detailed engineering designs are being advanced with AfDB support. The programme is structured for phased delivery, with safeguards, financing and implementation arrangements aligned to international standards.

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