S06 – CONSTRUCTION & INFRASTRUCTURE

National Rural Roads Program to improve access to high-potential areas—Phase 1 (839 km)

Sponsored by **Ministry of Equipment and Infrastructure**
Directorate General of Rural Roads; contracting authority vested in local governments and delegated to the ministry (SNCCERR)



ESTIMATED PROJECT COST
EUR 125.47 million

LOCATION
Phase 1: Diffa, Dosso, Tahoua, Tillabéri, and Zinder regions

FINANCING SOUGHT
PPP or government-to-government agreement
Blended financing (national budget, partners, and private sector); request submitted to Saudi Arabia

CAPACITY
839 km of all-season rural roads

≈ EUR 124.66 million · amount in the official list of 30 F2IN 2026 priority projects (the ministry's sheet does not give a program cost). National program: 19,856 km in total. All monetary figures are in EUR. Converted estimates are indicative and rounded; source estimates may use different valuation bases.

Investment opportunity

The program develops all-season unpaved rural roads (minimum 10 m right-of-way, 8 m formation width, and 7 m wearing course), prioritizing critical points (box culverts, low-water crossings, pipe culverts, gabions, stone pitching, and ditches), with a maintenance system: mechanized maintenance by AMODER and routine maintenance by village committees.

Phase 1 covers 839 km divided into sections selected on the basis of community engagement, economic importance (agricultural areas, mining areas, and markets), and environmental and social risk: Diffa, 175 km; Dosso, 199 km; Tahoua, 184 km; Tillabéri, 130 km; and Zinder, 151 km.

AT A GLANCE

PROJECT SPONSOR	Ministry of Equipment and Infrastructure
FINANCING STRUCTURE	Blended financing (national budget, partners, and private sector); request submitted to Saudi Arabia
TARGET POPULATION	Villages within 2 km of improved road sections: farmers and market gardeners, livestock farmers, rural-market traders, and transport operators; local governments and local businesses
REFERENCE	Project sheet submitted by the sponsor

PROJECT STATUS

- **Phase 1 sections** : Identified in 5 regions (839 km)
- **Technical studies** : Planned under the program (preliminary design, detailed design, and bidding documents)
- **Financing** : Financing request underway

Objectives

Improve access to areas with high agricultural, commercial, and social potential, enabling agricultural, forestry, and livestock products to reach markets quickly and improving access to basic social services

- Connect production areas and markets year-round, reducing transport costs and travel times and improving the Rural Access Index
- Improve producer incomes, particularly for market gardeners, by reducing postharvest losses
- Create value added through road maintenance and the development of local businesses
- Improve access to basic social services (health, education, and water) and road safety
- Strengthen local governments' role as contracting authorities and sustain rural-road maintenance

Components

1. Identification, multicriteria analysis, and technical studies (economic feasibility, preliminary design, detailed design, and bidding documents)
2. Environmental and social impact assessments, ESMPs, and resolution of land issues
3. Works: critical points, continuous road improvements, sections through settlements, and associated infrastructure
4. Works inspection and supervision
5. Maintenance arrangements and support: village committees, road maintenance funds, local SMEs, awareness raising, and training
6. Implementation and updating of the SNCCERR and its implementation manual; program management

Expected outcomes

- 839 km of improved rural roads usable 12 months a year
- Improved Rural Access Index; reduced travel times and transport costs
- Markets, health centers, and schools connected and accessible
- Direct jobs created and local SMEs engaged
- Operational maintenance arrangements covering 100% of the road length

Strategic alignment

Implements the National Strategy for Rural Road Construction and Maintenance (SNCCERR); Pillar 2, "Improving internal and external connectivity," of the National Transport Strategy (SNT); and Pillar 3 of the National Refoundation Program (PRR 2025–2029): "Developing the productive foundations of economic sovereignty." Supports decentralization policy and Niger–Saudi Arabia cooperation.

INVESTOR CONTACT

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INVESTOR INTRODUCTIONS

ANPIPS is the single point of contact: it connects investors with the project sponsor and arranges B2B meetings at F2IN 2026.