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Somalia Investment Promotion Office (SOMINVEST)

PRIORITY SECTOR INVESTMENT REPORT

Investment Opportunities and a Strategic Roadmap to Unlocking Private Investment in Somalia's Transport and Logistics Sector.

December 2025

Ministry of Planning, Investment and Economic Development

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ABBREVIATIONS

Abbreviation	Description
EAC	East African Community
FDI	Foreign Direct Investment
FGS	Federal Government of Somalia
FMS	Federal Member States
GDP	Gross Domestic Product
ICAO	International Civil Aviation Organization
ICT	Information and Communications Technology
KM	Kilometres
LLWL	Lowest Low Water Level
MDAs	Ministries, Departments and Agencies
MoPIED	Ministry of Planning, Investment and Economic Development
MoPW	Ministry of Public Works, Reconstruction and Housing
MoTCA	Ministry of Transport and Civil Aviation
NIPS	National Investment Promotion Strategy
NMSPED / NMSED	New Mogadishu Special Economic District
NTP	National Transformation Plan
PPP	Public–Private Partnership
SEZ	Special Economic Zone
SME	Small and Medium Enterprises
SOMCAS	Somali Customs Automated System
SOMINVEST	Somalia Investment and Promotion Office
ToR	Terms of Reference
TVET	Technical and Vocational Education and Training
USD	United States Dollar

Minister’s Foreword

Somalia stands at a defining moment in its economic transformation. As our nation continues to rebuild its institutions, expand its infrastructure, and strengthen its regional and global economic ties, the transport and logistics sector has emerged as one of the most critical enablers of sustainable development and investment. With the longest coastline in mainland Africa, a strategic geographic location at the crossroads of major trade routes, and rapidly growing domestic demand, Somalia holds immense potential to become a competitive trade and logistics hub for the Horn of Africa and beyond.

This **Transport & Logistics Investment** Study presents a timely and comprehensive assessment of the opportunities, challenges, and priority reforms required to unlock this potential. It provides an evidence-based overview of our road, port, aviation, and trade facilitation systems, while identifying strategic investments that can accelerate growth in key economic sectors such as agriculture, livestock, fisheries, mining, manufacturing, and services. Importantly, it highlights the central role of private sector participation in modernising our infrastructure, expanding logistics capabilities, and creating long-term, inclusive economic opportunities for the Somali people.

Through our **National Transformation Plan (2025–2029)**, the Federal Government of Somalia has committed to ambitious transport reforms and infrastructure development programmes that will strengthen connectivity across Federal Member States, reduce the cost of doing business, and enhance Somalia's competitiveness within the East African Community and global markets. This study aligns with those national priorities, offering a clear roadmap for targeted investments, regulatory harmonisation, capacity building, and collaboration between government, investors, and development partners.

I wish to extend my appreciation to SOMINVEST team lead by Director Mohamed Dubo, Ahmed Hassan Abdi, lead consultant of this sectoral study, the ministries, federal member states, private sector stakeholders, and international partners whose contributions made this study possible. Their insights and technical expertise reflect our collective commitment to building a resilient, efficient, and future-ready logistics ecosystem.

As Minister of Planning, Investment and Economic Development, I invite domestic and international investors to explore the opportunities outlined in this report. Somalia is ready to partner with forward-looking investors who share our vision of a connected, prosperous, and dynamic nation.
Together, we can transform Somalia’s transport and logistics sector into a driver of economic growth, social progress, and long-term stability.

Hon. Mohamud A. Sheikh Farah (Beenebeene),

Minister of Planning, Investment, and Economic Development (MoPIED)
Federal Government of Somalia

Director General's Foreword

The Federal Government of Somalia continues to prioritise the development of a competitive, well-regulated, and integrated transport and logistics system as a cornerstone of our national economic transformation. As our economy expands, and as Somalia strengthens its position within the East African Community and global markets, the need for a coherent investment strategy in transport infrastructure and logistics services has never been more urgent.

The findings of this report underscore the central role of the transport and logistics sector in enabling Somalia's productive industries, facilitating domestic and cross-border trade, and enhancing access to markets, services, and economic opportunities. The study also highlights Somalia's increasing alignment with international standards, our commitment to regulatory harmonisation, and the government's priority investments under the **National Transformation Plan (2025–2029)**, which outline a clear direction for infrastructure expansion and private sector participation.

At MoPIED, the Somalia Investment Promotion Office (SOMINVEST) remains committed to advancing an enabling environment that supports predictable investment processes, coordinated institutional action, and the deployment of private capital into strategic national projects. Through SOMINVEST and our intergovernmental coordination mechanisms, we continue to strengthen investment facilitation, promote transparency, and ensure that investors receive timely guidance aligned with Somalia's national development objectives.

I extend my appreciation to, all government institutions, private sector representatives, and technical experts who contributed to the preparation of this report. Their collaboration reflects our shared commitment to establishing a modern, resilient, and efficient logistics system that can accelerate economic diversification and unlock new sectors of growth.

It is my hope that this study will serve as a practical tool for decision-makers and a catalyst for increased investment in Somalia's transport and logistics sector. The Ministry looks forward to continued partnership with all stakeholders as we work collectively toward realising Somalia's long-term economic transformation.

Mohamed Shire

Director General Ministry of Planning, Investment and Economic Development Federal Government of Somalia

Director's Statement, SOMINVEST

As the national institution responsible for investment promotion and facilitation, SOMINVEST recognizes the critical importance of providing investors with reliable, transparent, and actionable information. This Transport and Logistics Investment Study has been developed to equip both domestic and international investors with a clear understanding of the opportunities, regulatory landscape, and market drivers shaping Somalia's fast-evolving logistics ecosystem.

The report identifies a wide range of investment-ready opportunities—from modern road infrastructure and port expansions to warehousing, cold chain systems, aviation upgrades, digital logistics solutions, and specialized industrial zones. It also highlights the government's reforms under the National Transformation Plan, which are designed to support private sector participation through improved regulation, streamlined licensing, fiscal incentives, and stronger institutional coordination across Federal Member States.

SOMINVEST remains committed to fostering a pro-investment environment where private sector partners can operate with confidence, clarity, and long-term predictability. We continue to serve as the central point of contact for investors, facilitating business registration, providing market intelligence, coordinating with relevant ministries and agencies, and ensuring that investors receive the support they need throughout the investment process.

I extend my sincere appreciation to the Minister of Planning, Investment and Economic Development Hon. Mohamud A. Sheikh Farah (Beenebeene) for his leadership in guiding national development priorities, and to all stakeholders who contributed to the preparation of this study. Their collaboration demonstrates a shared commitment to unlocking Somalia's economic potential.

This report reflects our invitation to investors: **Somalia is open for business, ready for partnership, and committed to enabling investments that drive sustainable growth and create opportunities for all Somali citizens**.

Mohamed Dubo

Director, Somalia Investment Promotion Office (SOMINVEST) Ministry of Planning, Investment and Economic Development Federal Government of Somalia

Executive Summary

Context

Somalia's transport and logistics sector is entering a pivotal phase of reconstruction and expansion, driven by renewed economic stability, rising local household consumption, and deepening regional integration. With the longest coastline in continental Africa, rapidly improving shipping connectivity, and admission into the East African Community (EAC), Somalia is increasingly positioned as a strategic trade gateway linking Africa, the Middle East, and Asia. The country's trade flows, dominated by livestock exports and essential imports, continue to grow, placing heightened pressure on ports, roads, airports, and logistics systems that have historically been underdeveloped or damaged by decades of conflict. This study provides a comprehensive assessment of Somalia's transport and logistics sector and identifies critical infrastructure gaps, regulatory challenges, and emerging investment opportunities.

Sector Overview & Opportunities

Somalia's transport and logistics sector consists of a network of seaports, roads and airports that serve as the backbone of the country's economic expansion. Somalia's major ports (**Mogadishu, Berbera, Bosaso, Kismayo, and Gara'ad**) collectively handle the majority of the country's international trade, with Mogadishu Port ranking first in East Africa and fourth across Africa in the **World Bank's Container Port Performance Index 2024**. Somalia's road networks cover approximately **21,830 km** across the country, with only **2,860 km (13%)** paved. The country has approximately **60 airports**, airstrips and airfields, with aviation passenger volumes in Mogadishu alone are targetted to grow from current levels to approximately **5 million** passengers by **2030**.

As an enabler of agriculture, livestock, trade, and humanitarian operations, the sector contributes directly to GDP, employment, and improved market access across urban and rural communities. Strengthening connectivity among FMS will reduce travel times, lower prices of essential commodities, and integrate inland regions with major ports and airports.

Despite the sector's promising potential and economic relevance, Somalia's core trade corridors remain constrained by deteriorated roads, inconsistent regulations across Federal Member States (FMS), security risk, limited maintenance capacity, and high vulnerability to climatic shocks. Ports face equipment shortages, congestion, and outdated cargo-handling systems, while aviation infrastructure must be strengthened to accommodate fast-growing passenger and cargo demand. Despite these challenges, the sector is undergoing a visible transformation, supported by public investment, private operators, and multilateral financing. Somalia will continue to witness an increase in opportunities for private sector investment and public private partnerships across all transport modalities.

Through its **National Transformation Plan 2025-2029**, Somalia has committed to transport infrastructure development, creating substantial opportunities for private investment including:

- **Roads**: Rehabilitation of **3,825 km** of existing corridors and construction of **2,075 km** of new road networks connecting ports, borders, and economic hubs. Key corridors will integrate electricity transmission and fibre optic networks to create comprehensive trade arteries.
- **Ports:** Modernisation of existing deep seaports (**Kismayo, Gara'ad, Bosaso**) with mechanisation and expanded cargo handling capacity, targeting increases to **2,250,000** containers annually. Construction of new ports, including Hobyo (**for oil reserves access**) and Barawe, plus development of four new fishing ports to unlock blue economy potential.
- **Aviation:** Construction of New Mogadishu International Airport with **5 million** passenger capacity and **1.2 million** tonnes cargo handling capacity annually. Rehabilitation of four regional airports (**Kismayo, Baidoa, Dhusamareeb, Beledweyne**) to increase national passenger handling capacity by **30%**.

Beyond government-led infrastructure projects, significant commercial opportunities exist across the logistics value chain, including freight forwarding, warehousing and cold storage, last-mile delivery services, customs clearance, fleet management, and digital logistics platforms. Somalia's sophisticated telecommunications infrastructure and high mobile money penetration create unique opportunities for technology-enabled logistics solutions that leapfrog traditional systems. Special Economic Zones, including the New Mogadishu Special Economic District and Berbera Economic Zone, offer attractive fiscal incentives and streamlined regulatory processes for investors in logistics, agro-processing, and light manufacturing.

For investors with capability in modern logistics solutions, warehousing, cold-chain infrastructure, cargo handling, and digital systems, Somalia presents an opportunity to capture significant market share during a formative growth phase.

The Future Ahead for Transport and Logistics

To fully realise this potential, Somalia must enhance its business enabling environment for transport and logistics investors. Priority reforms include regulatory harmonisation across FMS, modernised customs and clearance systems, clarity of institutional mandates, and targeted fiscal and non-fiscal incentives to attract private participation. Capacity building is equally essential both within government institutions responsible for policy, regulation, and infrastructure management, and among traders and logistics operators who require modern technical, digital, and compliance skills. Through coordinated public–private action, Somalia can transform its transport and logistics sector into a resilient, efficient, and regionally competitive system that accelerates economic growth and positions the country as a vital commercial hub in the Horn of Africa.

1. Introduction

1.1. Background and Context

Country Overview

The Federal Republic of Somalia is situated in East Africa, bordering the Gulf of Aden and Djibouti to the North, Ethiopia and Kenya to the West, and the Indian Ocean to the East. It is a federal republic with a two-tier government system comprising the Federal Government of Somalia and the Federal Member State (FMS) governments with divided institutional mandates. The Federal Government of Somalia (FGS) was established in September 2012 and is administratively divided into Federal Member States, Galmudug, Hirshabelle, Jubbaland, South-West and Puntland, Banadir Administration and Somaliland. All the authorities are governed by their own elected governments which are independent in managing their own resources as well as the resources allocated to them. The transport system in all of Somalia is also organised around the same administrative hierarchy.

Somalia's economic and political capital is Mogadishu. With a population of approximately **16.3 million citizens**, the country's GDP is estimated at approximately **USD 12 Billion**, and anticipates **3-4%** projected annual GDP growth over the next five years. Population growth, rapid urbanisation and increasing overseas remittances continue to strengthen domestic consumption and the expansion of key sectors such as the blue economy, livestock trade and agriculture. Agriculture is Somalia's most important sector, with livestock trade accounting for approximately **25%** of annual export earnings, and agriculture employing almost **80%** of the population as of **2022**. Transportation is an essential element for economic development, contributing to increasing opportunities for trade, tourism, industry and agricultural development. The transport sector is a major enabler to the population's access to social services and will drive Somalia's economic recovery through regional and international movement of goods and people.

Historical Context of Transport and Logistics in Somalia

The history of transport and logistics in Somalia is rooted in the country's strategic positioning, where ancient trade routes connected East Africa to the

1- *International Monetary Fund.*
2- *Somalia Gross Domestic Product Report, Somalia National Bureau of Statistics, 2024.*
3- *Islamic Centre for Development of Trade.*

Arabian Peninsula and broader Indian Ocean. For centuries, Somalia's coastal cities served as thriving hubs for goods, facilitated by marine transport. After independence in 1960, Somalia made significant progress in modernizing its transport corridors, however, decades of civil war and the destruction of key political and economic structures caused severe degradation of infrastructure, institutional capacity and regulatory oversight.

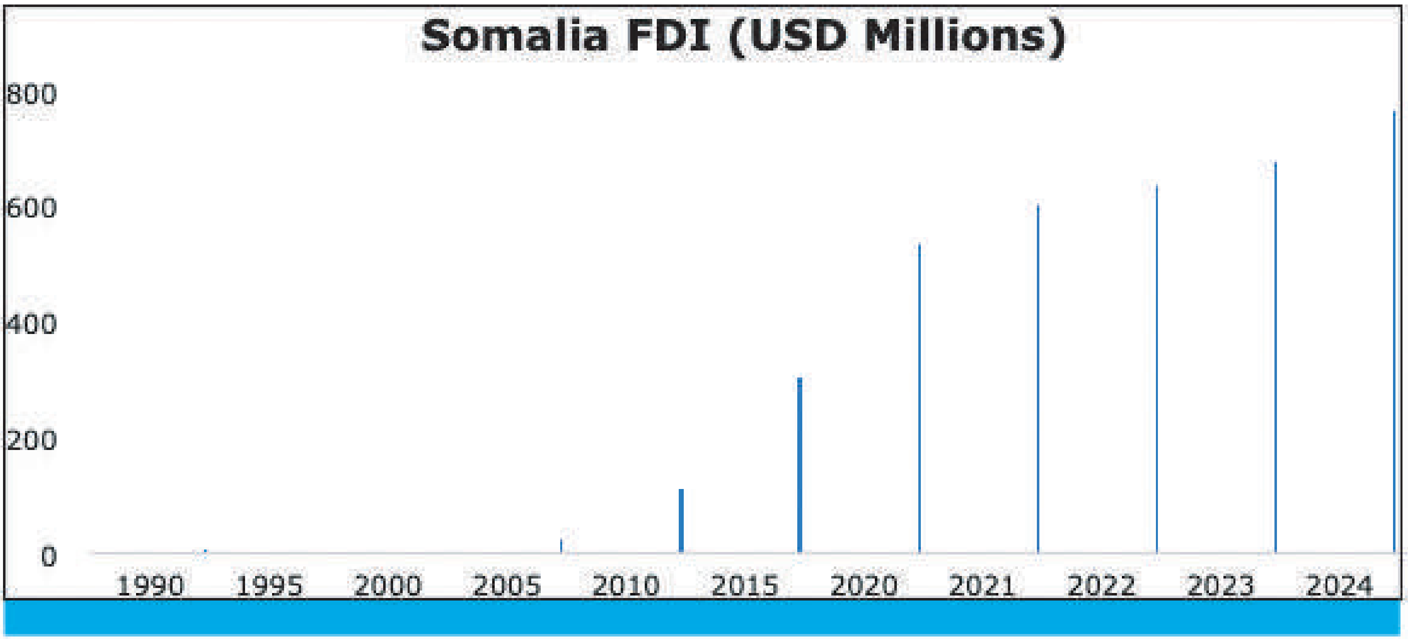
With the rebuilding of government institutions and the growth in private sector-led investment over the past decade the transport sector has been experiencing gradual revitalization, witnessing increased port modernization, road rehabilitations and growth in logistics services, positioning Somalia to reclaim its historic role as a regional gateway for trade into East Africa.

1.2. Why Invest in Somalia

Somalia's Economic Outlook is Promising

Growing regional cooperation and economic restructuring is driving the resurgence of foreign and domestic investment in Somalia. The economy continues to demonstrate resilience and expansion driven by strong domestic demand, expansion in infrastructure development and the export of goods and services growing rapidly, by over 42% between 2023 and 2024. With increasing household consumption, international trade and regulatory structures in place, Somalia's attractiveness for investment has increased, indicated by the 150% growth in foreign direct investment over the past decade, from 303 USD Million in 2015, to 765 USD Million in 2024. Growing trade inflows and outflows coupled with increased movement of people require transport and logistics as an essential enabler for continued growth. In 2023, Somalia was admitted as the 8th partner state of the East African Community, which in the long run will offer Somalia access to the EAC region's trade market, fostering mobility of people, goods and services, and increased economic alignment.

4- Central Bank of Somalia.
5- UN Trade and Development Hub Database.



Somalia is a Gateway to Africa

At 3,025km, Somalia has the longest coastline of any country in Africa. The coastline positions Somalia as a pivotal hub for maritime trade in the region, facilitating access to landlocked countries in East Africa. Its proximity to over 400 million people across the Horn of Africa, the Gulf and EAC markets presents a critical opportunity to facilitate regional commerce to and from its East African counterparts, becoming a gateway linking Africa, the Middle East and Asia.

Somalia is Competitively Positioned Near International Transhipment Lines

Located at the entry point of one of the most important commercial shipping lanes (the Suez Canal, through which an estimated 30% of global container traffic passes), Somalia can benefit from the high volume of trade passing nearby and leverage international vessels to expand its blue economy trade. Growing bilateral agreements that include investment provisions on transport infrastructure are indicative of growing global interest in Somalia's positioning and resources. Somalia continues to build investment agreements with strategic trade nations such as Turkey, Qatar and Saudi Arabia.

Somalia offers a Favourable Environment for the Private Sector

With active support for private sector growth, including liberal investment laws, investor protections and reform momentum, Somalia has a uniquely strong private sector shaping the country's economic growth. Investment promotion services, a young entrepreneurial population and expanding diaspora investment interest have all increased private sector investment over the past decade.

Untapped Opportunities for Industry and Trade

6- CIA World Factbook

The coastline supports various untapped industries, including fishing, mining, tourism, and shipping, that will provide significant economic opportunities and job creation. Increasing demand for consumer imports, the growth in e-commerce and domestic distribution networks will increase demand for transport and logistics services, while industrial growth will require strengthening of transport infrastructure and seamless warehousing and cargo management. Further, there remains a consistent demand from humanitarian agencies and development partners for reliable logistics to the hinterlands.

Sophisticated Telecommunications and Financial Sector

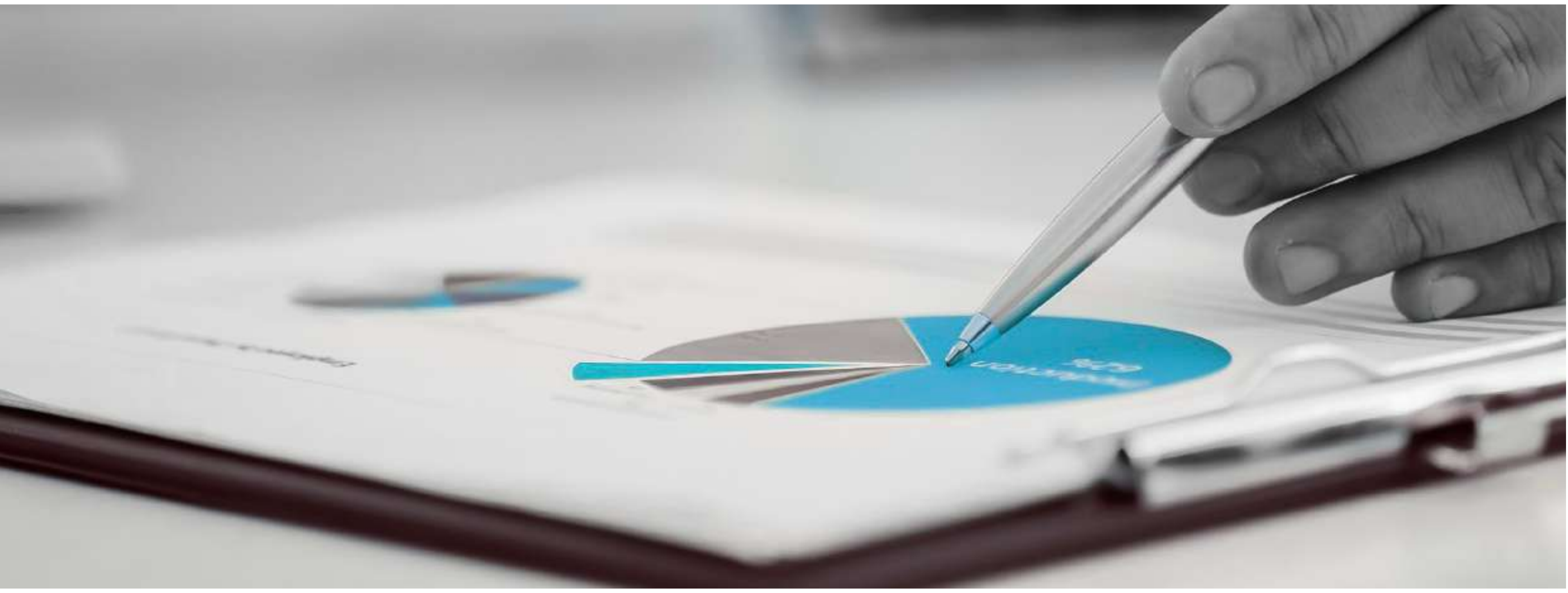
Somalia 's rapid urbanization and private sector vibrancy has also accelerated the sophisticated use of digital technologies. Mobile network operators offer extensive national coverage and affordable data packages, enabling high levels of digital connectivity across urban and rural areas, and the nation has quickly adapted to digital payments for financial transactions through mobile money. Multiple fibre-optic submarine cable connections to Mogadishu have strengthened bandwidth capacity and reduced costs relative to neighbouring East African states, supporting a rapidly expanding digital economy. As a result, Somalia has the potential to become one of Africa's most dynamic telecom landscapes.

1.3. Study Objectives

The objective of this sectoral study is to deliver a comprehensive sectoral analysis of Somalia's logistics and infrastructure landscape, examining the current state of ports, roads, airports, and related systems across all regions. The study will identify the key challenges, gaps, and opportunities that shape the efficiency and reliability of the country's movement of goods and services. Drawing on these insights, a strategic, evidence-based roadmap is highlighted to strengthen investment in the sector and ultimately support Somalia's transformation into a resilient and sustainable logistics and infrastructure hub.

1.4. Limitations

This study is subject to several important limitations inherent to conducting research on Somalia's logistics and transport sector. The scarcity of comprehensive quantitative data represents a significant constraint, as data collection mechanisms in the sector remain limited, resulting in incomplete datasets on key metrics such as freight volumes and infrastructure capacity. Security concerns in certain areas have restricted primary data collection, necessitating greater reliance on secondary sources. Additionally, the informal nature of substantial portions of Somalia's transport sector means that some private sector transactions and operational activities remain undocumented, leading to potential gaps in understanding the sector's full scope and dynamics. The fragmented governance structures across different member states have also resulted in varying levels of record-keeping and data transparency, further complicating efforts to develop a unified national picture of cargo flows. These limitations suggest that current state sectoral findings should be interpreted as indicative rather than definitive and highlight the need for continued investment in data infrastructure and collection capacity within the sector.



2. Current State Assessment

2.1. Logistics Sector Overview

With trade as a critical contributor to Somalia's economy, the transport sector is the cornerstone for future economic growth in Somalia, through leveraging multiple transport channels (roads, ports, airports), to facilitate the movement of people, goods and services. Somalia's current infrastructure consists of a network of seaports, roads and airports for transportation and logistics:

- **Sea Ports:** Somalia has four deep-water ports, which were constructed in the **1980s.** These ports are situated in the economic centres of Mogadishu, Berbera, Kismayo and Bossaso, with only Mogadishu and Berbera handling significant volumes of traffic. The Hoby port is also in development, in partnership with the governments of Qatar and Turkey. Minor class ports and fishing jetties serve smaller scale operations, particularly for the blue economy.

- **Road Networks:** Somalia's road networks cover approximately **21,830 KM** across the country, with only **2,860 km (13%)** paved. A total of **11,434km** of all types of roads were identified along the key corridors connecting ports, federal member states and international borders.

- **Airports:** Somalia has an estimated number of **60 airports**, airstrips or airfields evenly spread across the country and developed since independence mainly for military strategic reasons. There are **7 major** feeder airports, and **23** other important airstrips. The **6 main airports** include Mogadishu, Berbera, Hargeisa, Bossaso (recently upgraded), Garowe and Kismayu. Almost all other major urban centres also maintain at least one airstrip that is capable of handling a small aircraft.

As a result of the country's civil war, Somalia's infrastructure has faced significant dilapidation from neglect and lack of maintenance. Coupling infrastructure gaps with the absence of regulatory frameworks, compared to its East African peers, Somalia lags in the World Bank's Logistics Performance Index, ranking at 137 on indices such as customs management, quality of transport infrastructure, quality of service and frequency of on-time deliveries. Inefficient logistic systems, inconsistent access, poor infrastructure and limited regulation have increased the cost of doing business in Somalia, while also reducing the country's regional economic competitiveness.

With growing economic activity post-civil war, the country has embarked on a significant rehabilitation plan for transport and logistics infrastructure, driven by the federal government, member states, individual communities and private sector investors keen to access the country's economic opportunities. Significant improvements have been made to roads, ports and aviation

7- Logistics Performance index, World Bank 2023

infrastructure over the past five years, indicating the country's commitment to strengthening trade activity.

2.1.1. Key Trade Routes

There are 3 high level types of trade occurring in Somalia that the existing transportation infrastructure and logistics companies facilitate:

Figure 1: Somalia Key Trade Routes

1. Nationwide Distribution Across Member States

Most primary and secondary goods are imported into Somalia through seaports and airports, and distributed across the country by road or air transport. These routes are essential for agriculture and livestock value chains, to enhance exports and trade across federal member states. The road, port and airport network cuts across Somalia's federal member states.

2. Trade between Somalia and the wider Eastern Africa region

Ethiopia and Kenya are Somalia's largest Africa-based trading partners. Somalia's ports facilitate access to trade for Ethiopia, which is landlocked, whereas there is significant movement of goods and people between Somalia and Kenya, where a sizeable Somalia diaspora also reside and trade in. Additional goods and services can be transported to other countries in Eastern Africa through land and aviation transport. Four key corridors that connect Somalia to its neighbouring countries include:

- **Southern Corridor:** Mogadishu, Kismayo, Lamu: Ethiopia (Negeyle – Filtu – Suftu) to Somalia (Mogadishu - Baidoa – Dolo) and (Kismayo – El-Wak – Mandera) to Kenya (Lamu – Isiolo – Wajir – Mandera).
- **Central Corridor:** Mogadishu to Bosaso: Ethiopia (Ginir – Gode) to Somalia (Mogadishu – Baladweyn – Ferfeer) and (Tuurdibi – Galdogob – Galkacyo - Bossasso) to Ethiopia (Kebridhar – Warder – Turdibi) and (Ferfer – Warder – Aware – Hargessa) to Djibouti (Djibouti Port - HollHoll – Dewele).
- **Northern Corridor:** Assab and Djibouti Corridor: Ethiopia (Adama – Awash) and (Manda – Bure) to Eritrea (Bure – Assab) to Djibouti (Galafi – Dikhil – Djibouti Port) and (Balho – Tajoura Port).
- **Berbera and Djibouti Corridor:** Ethiopia (Harar – Jigjiga) and (Diredawa – Meiso) to Somalia (Togochale – Berbera) to Djibouti (Loyada – Borema - Hargessa).

3. Trade between Somalia and the Middle East and Asia

Trade between Somalia and the Middle East and Asia is long-standing and dynamic, driven by livestock exports, re-exports through Somali ports, and growing demand for consumer goods, construction materials, and food imports from these regions.

2.1.2. Export/Import Trade Volumes and Trends

Somalia's trade routes have supported a steady growth in trade volumes over the past decade, and the country's commercial trading activity is a significant component of the country's GDP.

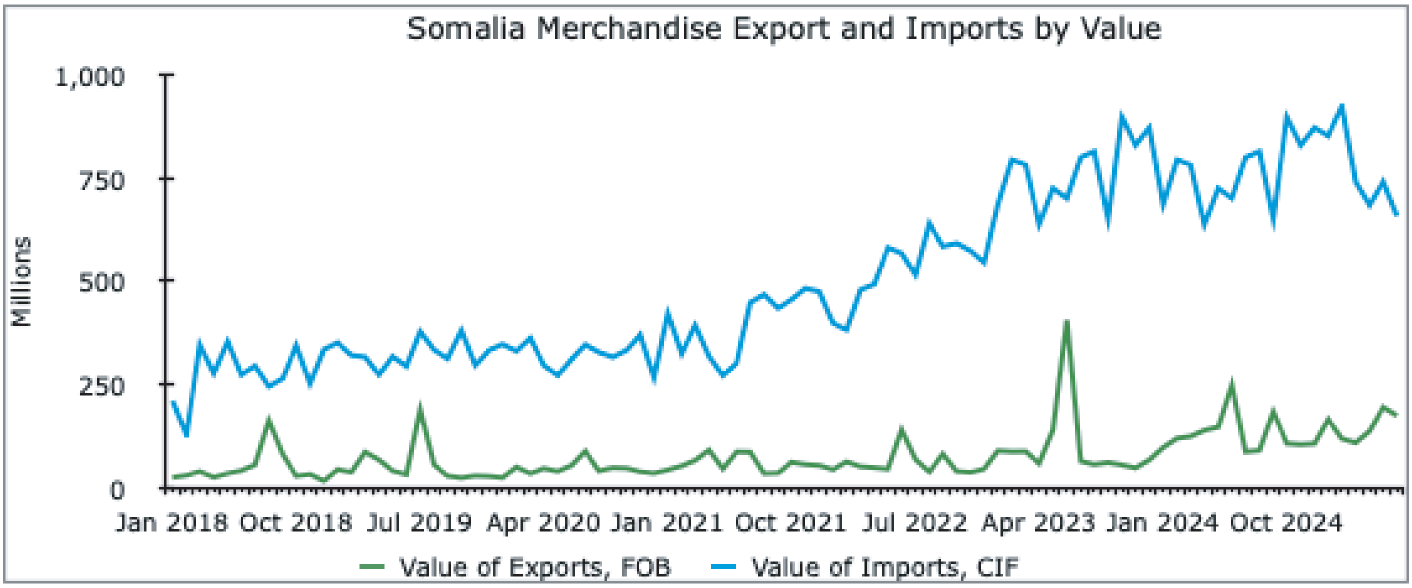


Figure 2: Somalia Merchandise Imports and Exports 2018-2025

Export

A majority of Somalia's international trade (imports/exports) occurs through the sea route. In 2023, the United Arab Emirates, Saudi Arabia and Oman were Somalia's main export partners, receiving 87% of the country's total $945 million in exports, with no African trading in the top 10 list for the country's export partners in terms of export value.[8]

Livestock continues to dominate Somalia's export market, due to sustained demand for goats and sheep from the Middle East and reduced global market competition from states such as Sudan and Australia.

8- Observatory of Economic Complexity, Somalia Trade Profile, 2022

Accounting for approximately 9% of Somalia's GDP, and 62% of total exports in 2024, livestock is also the largest employer in Somalia; therefore, improving logistics for livestock exports directly makes Somali exports competitive in the international market, impacting the livelihood of a large section of the Somali population. Capable road networks are crucial to strengthen Somalia's connectivity for livestock trade, and to also diversify sources of income from exports beyond livestock in the future. Better logistics infrastructure, including cooling systems, can also provide a boost to the fisheries export sector, which holds immense potential in a country with 3,000+ KM of coastline.

Import

UAE, China, and India were Somalia's main import partners as of 2023, accounting for 64% of Somalia's total $5.16 billion in imports. Apart from Ethiopia and Kenya which are neighbouring countries of Somalia, all other import partners from among top 10 are sea transportation dependent. It is of note that Somalia relies on other East African nations for imports, but has an underdeveloped ability to export to the region, likely driven by insufficient road access that other countries in the region benefit from to facilitate trade.

Somalia is dependent on imports for its most basic and crucial needs; including food, construction materials, medical products and energy (oil and gas). Efficient logistics and supply chains will increase commodity affordability and consistent availability, supporting economic stability and growth through trade reliability.

9- Central Bank of Somalia, Annual Report 2024

2.2. Road Infrastructure

2.2.1. Key Road Corridors

Somalia's road network consists of main roads and feeder roads that connect economic centres and smaller regions, to connect agriculture produce to economic centres. Of Somalia's **21,830 KM** of roads, it is estimated that only **2,860 KM (13%)** are paved, **844 KM (4%)** are gravel, and **18,229 KM (83%)** are earthen dirt roads. There are approximately **8** primary road corridors that connect economic hubs and key ports across federal member states.

Figure 3: Somalia Key Road Corridors

No.	Existing Major Road Corridor	Economic Importance
1.	Mogadishu – Afgoye – Baidoa – Doolow – Beledxaawo.	Links Mogadishu and Baidoa, southern Somalia and neighbouring Ethiopia and Kenya.
2.	Mogadishu – Afgoye – Marka – Kismayo - Dhobley	Connects Mogadishu to Kismayo city & port, & to Kenya through Dhobley, which is an active market for livestock and food trade between Somalia and Kenya.
3.	Mogadishu – Jowhar – Beledweyne (including Feer-feer) - Galkayo	Connects three member states (Banadir, Hirshabelle & Galmudug), and links Mogadishu to Beledweyne, Galkayo and Ethiopia through the Feerfeer border. Beledweyne is a strategic agriculture produce market that connects the North and South regions of Somalia, and Galkayo is a strategic corridor for transporting livestock to the Bosaso Port.
4.	Berbera – Burco – Las'Anod - Garowe	Primary import route to Burco and Las'Anod, & connects Puntland to Somaliland & the Berbera port.
5.	Berbera – Hargeisa - Wajale	Has served as a major transit road for goods destined for the Ethiopia market, and export road for Ethiopian products, connecting Ethiopia to the sea via Berbera port
6.	Bosaso – Garowe – Galkayo	Connects Puntland & Mudug, & includes linkage to the Bosaso port. This route provides a vital commercial lifeline between southern & northern regions, & is mainly used for transporting livestock to the Bosaso port.
7.	Lowyacade – Borama – Wajale – Hargeisa - Burco	Part of the Djibouti – Somalia corridor, enhances connection between the two countries.
8.	Kismayo – El-wak	Connects Jubbaland to the border between Kenya and Somalia, which is an active trade area for the regional population.

Table 1: Existing Road Corridors

Road Interconnectivity is vital for Somalia's economic sustenance and expansion.

In terms of priority, Banadir (Mogadishu), Hargeisa, and Bossaso together represent the largest population hubs in Somalia, making them critical to the country's trade flows and market access. Improving road connectivity among these cities ensures a seamless flow of goods, reduces transportation costs, and optimises supply chain efficiency.

Strengthening connectivity between Banadir and regional centres like Burco, Borama, and Galkayo will unlock new economic opportunities, promoting growth in regions that are currently less accessible due to transportation challenges.

Improved road links between Kismayo and Garowe could enable up to an increase in cross-border trade with Ethiopia and Kenya. This would not only stimulate regional commerce but also establish critical trade corridors.

Strengthening roads between Banadir (Mogadishu) and Laas Caanood will facilitate better trade integration between northern and southern regions, positioning Somalia as a more effective trade hub within East Africa.

Through Somalia's National Transformation Plan 2025-2029, new road corridors have been identified for expansion alongside the rehabilitation of existing corridors. These corridors are specifically to increase access to ports planned for expansion and increased border connectivity.

2.2.2. Feeder Roads

Somalia's road network consists of main roads and feeder roads that connect economic centres and smaller regions, to connect agriculture produce to economic centres. Of Somalia's **21,830 KM** of roads, it is estimated that only **2,860 KM (13%)** are paved, **844 KM (4%)** are gravel, and **18,229 KM (83%)** are earthen dirt roads. There are approximately **8** primary road corridors that connect economic hubs and key ports across federal member states.

State	Length of Feeder Roads (KM)	Population Served	Population/km
Galmudug	742	66,300	89
Hiran (Hirshabelle)	12	11,800	983
South West	1,057	61,960	58
Jubbaland	1,550	72,860	47
Middle Shabelle (Hirshabelle)	309	20,600	66
Puntland	3,581	343,080	95
Somaliland	811	21,700	26
Total	**8,062**	**598,300**	**74**

Table 2: Feeder roads by state and length

2.2.3. Road Transport Challenges

There are several access limitations across international borders and federal member states that affect trade and transit through road infrastructure.

Poor Road Conditions

Somalia's road network is largely in poor condition, with only **13%** of the road network being tarmacked. **90%** of the primary roads serving major regions are past their designed life span of **30 years**, and budgetary constraints and years of armed conflict have limited the government's ability to prioritise road maintenance. Many key roads have not received proper maintenance, and some were not built for high tonnage vehicles, limiting the extent to which large scale cargo can regularly utilize the roads without causing further damage. Damaged and potholed roads, insufficient signage and road markings also ultimately contribute to increased traffic accidents, particularly within urban areas.

Road Susceptibility to Climate Risks

Earth roads that are not tarmacked become impassable during rainy seasons, and during floods, bridges essential for passing are either damaged or washed away. This has led to potholes delaying the movement of heavy trucks, most prevalent during seasonal floods. With growing transport needs as economic growth continues, there will be increased demands for human capital and firms with specialised infrastructure knowledge and technical capacity to build climate resilient roads for transport in Somalia.

Road Security

Travelling by road can be considered dangerous and lengthy and hence is not preferred for passenger travel. Financial constraints, security issues and insufficient technical expertise have restricted the scope of Somalia's road infrastructure reconstruction efforts. Existing rehabilitation and new projects have been supported significantly by the international community; however historical insecurity has limited external interest in investing in construction projects within regions considered at higher security risk.

The low penetration of good quality roads alongside security risks is a major concern as it has led to long travel times between major cities impacting economic activities. The table below, showing distances and time required between major cities demonstrating significant travel delays due to poor road quality and longer routes to avoid conflict prone areas. This poses challenges for time-efficient trade in between federal member states, and access to border towns for international trade, and has significantly contributed to the high transit time between cities detailed in the table below:

Destination	Mogadishu (Km, days)	Kismayo (Km, days)	Dolow (Km, days)	Galkayo (Km, days)	Bossaso (Km, days)	Berbera (Km, days)	Hargeisa (Km, days)
Mogadishu		485 km 1 day	473 km 4 days	717 km 3 days	1,391 km 5 days	1,416 km 7 days	1,515 km 7 days
Kismayo	485 km 1 day		911 km 4 days	1,209 km 4 days	1,882 km 6 days	1,904 km 7 days	1,968 km 8 days
Dolow	473 km 4 days	911 km 4 days		1,101 km 3 days	1,775 km 5 days	1,805 km 5 days	1,570 km 5 days
Galkayo	717 km 3 days	1,209 km 4 days	1,101 km 3 days		675 km 2 days	487 km 4 days	772 km 4 days
Bossaso	1,391 km 5 days	1,882 km 6 days	1,775 km 5 days	675 km 2 days		466 km 4 days	968 km 4 days
Berbera	1,416 km 7 days	1,904 km 7 days	1,805 km 5 days	487 km 4 days	466 km 4 days		160 km 1 day
Hargeisa	1,515 km 7 days	1,968 km 8 days	1,570 km 5 days	772 km 4 days	968 km 4 days	160 km 1 day	

Table 3: Transit Time Between Cities

Absence of Standardized Road Transport Regulations

As road transport oversight is administratively handled at a member state level, the country has not yet finalized a unified national transport regulatory framework, making it difficult to enforce road standards nationwide. The limited traffic laws, enforcement capacity and minimal regulation of commercial transport operators makes it difficult to manage high-risk driver behaviours including excessive speeding, vehicle overloading and adherence to traffic signage. Overall, the gaps in effective transport regulation contribute to accelerated road deterioration, high accident rates and reduced reliability of road freight services in the country.

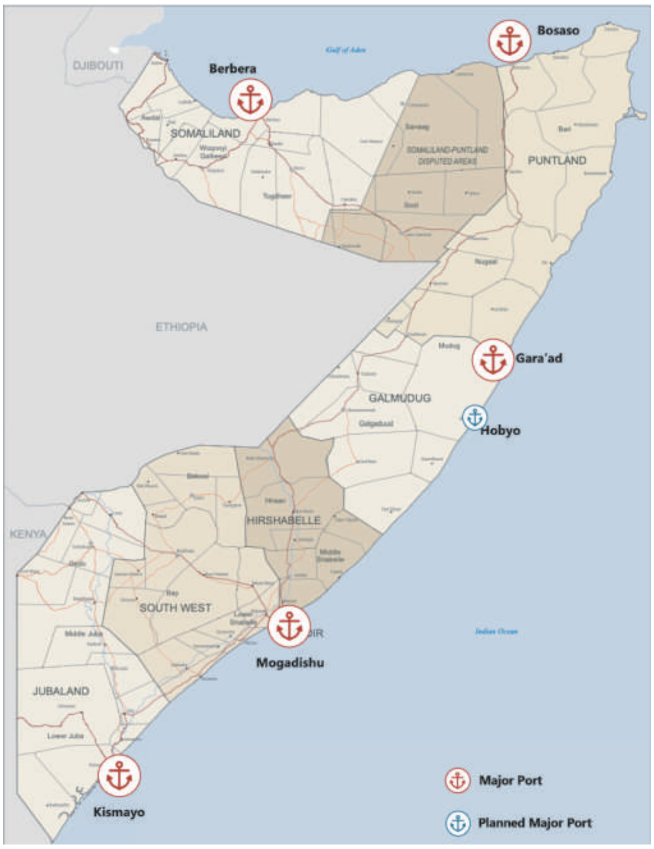
2.3. Port Infrastructure

2.3.1. Major Deep Seaports

With the longest coastline in Africa, Somalia offers immense potential for unlocking value through its major class seaports. Through this strategic geographical positioning and wealth of coastline, Somalia holds a significant advantage as a potential trading gateway, capable of serving over 1 billion people across the African continent. Somalia's 5 key major ports, Mogadishu, Berbera, Bosaso. Gara'ad and Kismayo collectively drive the majority of the country's import and export trade.

The country plans to expand port services by the expansion and modernization of two ports in between Bosaso and Mogadishu.

Figure 4: Somalia Major Sea Ports



An upgraded Hobyo port will enable Somalia to access its largely untapped oil reserves in Galmudug and enhancements planned for the Gara'ad port will create a trade corridor connecting eastern Ethiopia to the Indian Ocean.. By expanding its existing major ports and developing new ones, alongside enhancing inland infrastructure, Somalia can position itself as a vital hub for trade, facilitating the movement of goods between Africa and global markets.

MOGADISHU PORT - Banadir

- Operated by Albayrak and Mogadishu Port Authority.
- Land area – 280,000 sq.m.
- Breakwater – 930 m
- No. of berths: 6 (160–180 m each).
- Draft depth: 8-12 m LLWL.
- Quay length – 1000 m.
- 3 general cargo transit sheds, 15,000 sq. m.
- A container marshaling yard of 30,000 sq. meters.
- Large open area used for the storage of break bulk general cargo units.
- Imports most of the country's general cargo and exports bananas.

BERBERA PORT - Somaliland

- Operated by DP World and Berbera Port Management.
- Total land area – 40,000 sq.m.
- Total quay length – 640 m.
- No. of berths: 4.
- Draft depth: 9.5m at LLWL.
- Infra: 3 ship gantry cranes.
- One transit shed having a total floor area of 5,760 m2. an open storage area of 14,500 m2. Newly built 400 m container terminal.
- Exports mostly livestock.

BOSASO PORT - Puntland

- Operated by P&O (DP World subsidiary)
- Land area – 650,000 sq. m
- Total quay length – 560 m
- Berths – 7 (9.5 m depth LLWL)
- ~100 ships annually.
- Infra: 38 ship gantry cranes, 6 forklifts
- Handles livestock and general cargo

KISMAYO PORT - Jubbaland

- Operated by Kismayo Ports Company
- Land area – 56,000 sq. m
- Total quay length – 640 m
- Berths – 4 (9.5 m draft LLWL)
- One transit shed having a total floor area of 610 sq. m
- Open storage area of 30,000 sq. m
- Exports mostly banaans, livestock and seafood

GARA'AD PORT - Puntland

- Constructed and owned by Wadagsan consortium of Somali private sector investors.
- Draft depth: 12m
- Quay length – 650m
- New container terminal will accommodate ships with 18m draft depth and 40,000 tonne container ships

Regional Competitiveness of Somalia Ports

Mogadishu Port has experienced continuous growth in container imports, reinforcing its role as a vital entry point for goods into Somalia. The World Bank's Container Port Performance Index **2024 ranked** Mogadishu **first in East Africa** and **fourth across Africa**, a recognition that placed Somalia firmly on the map of competitive maritime economies. To accommodate this growth and meet evolving trade demands, investments in mechanisation and modernisation will be essential. The country's import growth rate is expected to exceed Somalia's GDP growth rate, underscoring the need for timely infrastructure upgrades across all key ports.

Somalia Shipping Connectivity

Through its major seaports, Somalia has improved its shipping liner shipping connectivity by **35%** (from Rank **143 in 2015** to Rank **93 in 2024**) over the last **10 years**. It means Somalia has better (and greater potential) global shipping networks which can significantly impact trade efficiency and economic competitiveness. Relative to its peers, the Somalia shipping connectivity has improved the fastest over the past ten years, with increasing opportunities to exceed its ranking by increasing direct connectivity into the Middle East and Asia.

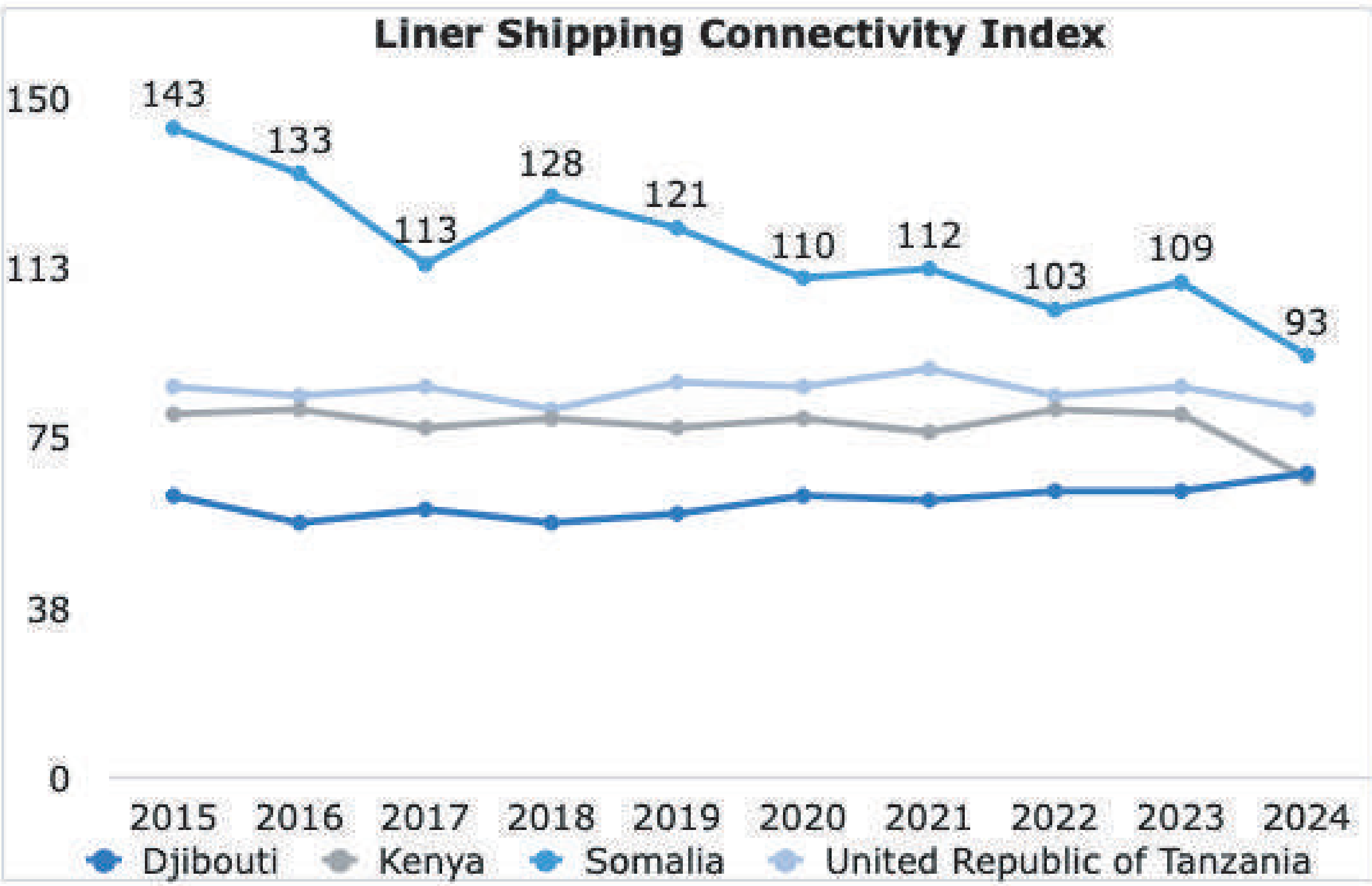


Figure 5:Liner Shipping Connectivity Index

10- World Bank, Container Port Performance Index 2020-2024

11- https://unctadstat.unctad.org/ LSCI; https://www.fluentcargo.com/search/ports ,

2.3.2. Minor Sea Ports

Minor and jetty-class ports also provide strategic advantages for trade, offering new growth opportunities beyond Somalia's major seaports.

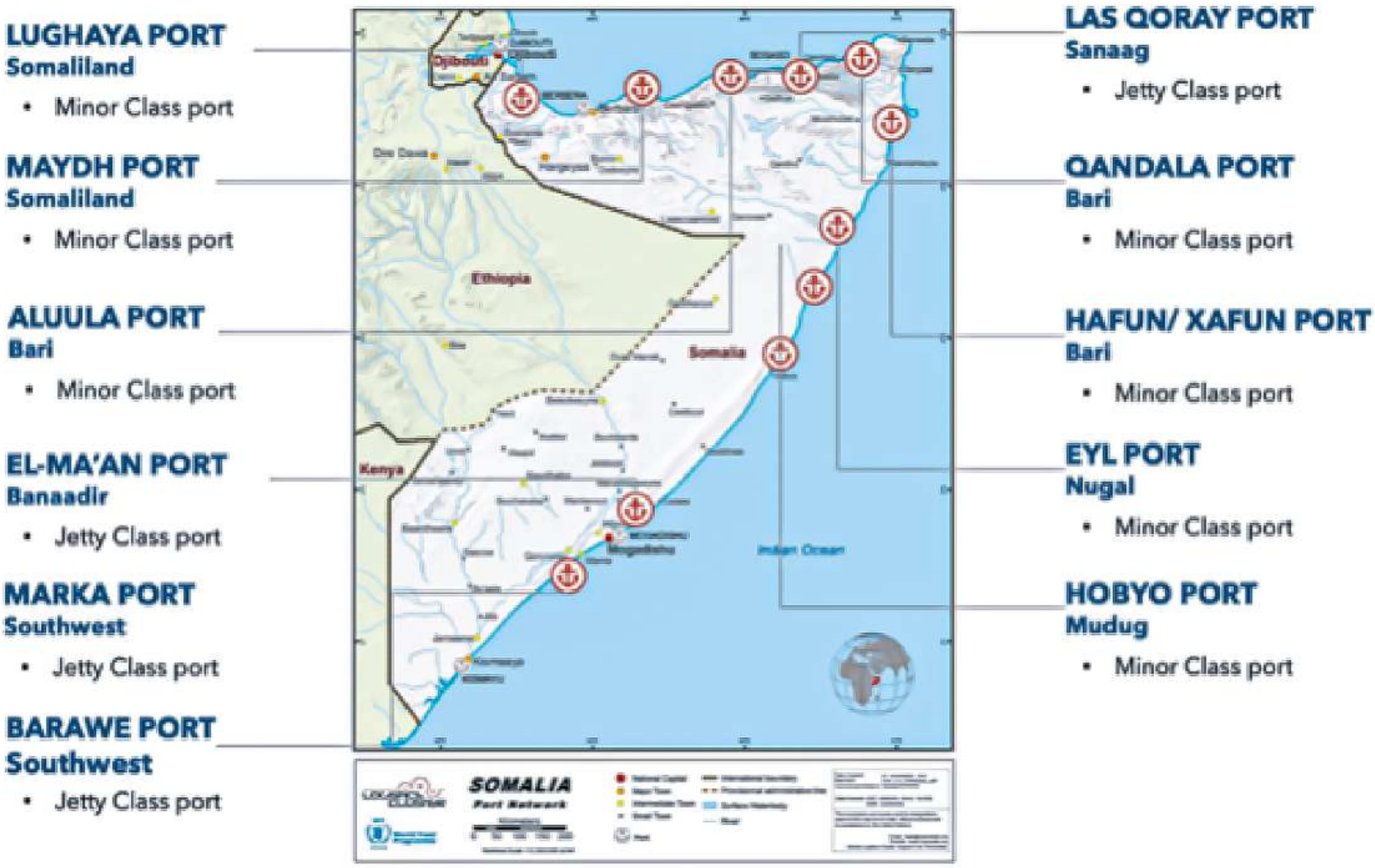


Figure 6: Somalia Minor Sea Ports

Somalia's minor port sites are currently underutilized, functioning mostly as roadsteads with limited or no facilities for cargo handling. Only three of these minor ports: Hobyo, Gara'ad, and Eyl are located along the 1,400 km stretch of coastline between Mogadishu and the Horn of Africa. With the planned investments into Hobyo and Gara'ad as highlighted in the country's NTP, new trade corridors will form across this coastline, reducing the distance and transit time for export and import trade particularly within the Galmudug state.

The lack of infrastructure in these ports has restricted Somalia's ability to fully tap into regional and international trade opportunities, despite its strategic location on the major shipping routes. Investment in these minor ports would:

- Unlock new trade corridors
- Reduce reliance on major ports
- Reduce transport distances and costs
- Generate additional employment
- Support local economic growth, especially for industries such as livestock, fisheries, and small-scale manufacturing

2.3.3. Maritime Transport Challenges

Despite the strategically advantageous position of all major Somali ports, both ports and shipping lines face multiple challenges that hinder their operational efficiency due to capacity constraints.

Outdated Infrastructure: ports like Kismayo and Bosaso suffer from a lack of modern equipment, leading to delays in loading/ unloading.

Berthing Delays: Insufficient docking space or poor dockside facilities at ports like Mogadishu causes long wait times for ships, which increases costs for operators.

Shallow Drafts: Some ports cannot accommodate large vessels, leading to higher costs for using smaller feeder ships or offloading at neighboring countries' ports.

Limited Handling Capacity: Many ports lack container handling equipment, creating bottlenecks, especially at busy times, with some ports requiring manual labor for cargo operations.

Customs Clearance Inefficiencies:
Port handling costs and inefficiencies in customs clearance lead to hidden costs and unpredictable delays for port users.
Inconsistency within administrative processes at customs also significantly influences trade delays, when documentation issues arise, Leading to longer dwell time and higher operating costs. According to the Transport Sector Needs Assessment published by the AfDB in 2016, published handling charges are low, but there are excessive additional terminal handling charges imposed on importers by the shipping lines.

Hidden Costs: Shipping liners have historically also faced hidden costs that increase their overall expenses including demurrage fees, high port tarriffs, high insurance premiums, unofficial payments, storage costs and security related costs, all which have influenced the profitability and efficiency of operations for shipping liners. The lack of harmonized documentation contributes to higher transaction costs and

Insufficient In-Land Transportation Links:
The lack of sufficient inland transportation links impacts the ability to efficiently offload cargo for domestic distribution.

2.4. Aviation

With an estimated 66 airports and airstrips across the country, Somalia has one of the highest densities of air passengers in the EAC region, reflecting a vibrant aviation sector driven by limited overland connectivity, a dynamic private airline market, and the critical role of domestic and international flights in linking communities, supporting trade, and enabling humanitarian access across the country.

Outside of the country's 6 main airports, feeder airports and approximately 23 critical airstrips, other airstrips operate under limited conditions, mainly catering for humanitarian aid and military operations. As the country embarks on its economic transformation journey, the improvement in key air and cargo infrastructure will be a key enabler, especially as cargo traffic experiences an increase in consumer goods.

2.4.1. International Airports

Passengers & cargo mainly travel through Somalia's two major airports – Aden Adde International Airport in Mogadishu, and Egal International Airport in Hargeisa.

Aden Adde International Airport (MGQ)

airport, connected directly to 10 international airports. It has a 3.1KM asphalt runway, and has cargo storage infrastructure of approximately 25.000 tonnes per year.

MGQ airport saw a nearly 6x rise in air passenger volume pre-COVID, from 119,964 passengers in 2013, to 699,105 passengers by 2019. In Mogadishu alone , it is anticipated that air travel will continue to grow significantly as the economy continues to grow and open for business, potentially increasing travellers to approximately 5 million passengers by 2029, as estimated by the country's National Transformation Plan.[12]

12- *Somalia National Transformation Plan 2025-2029 Projections*

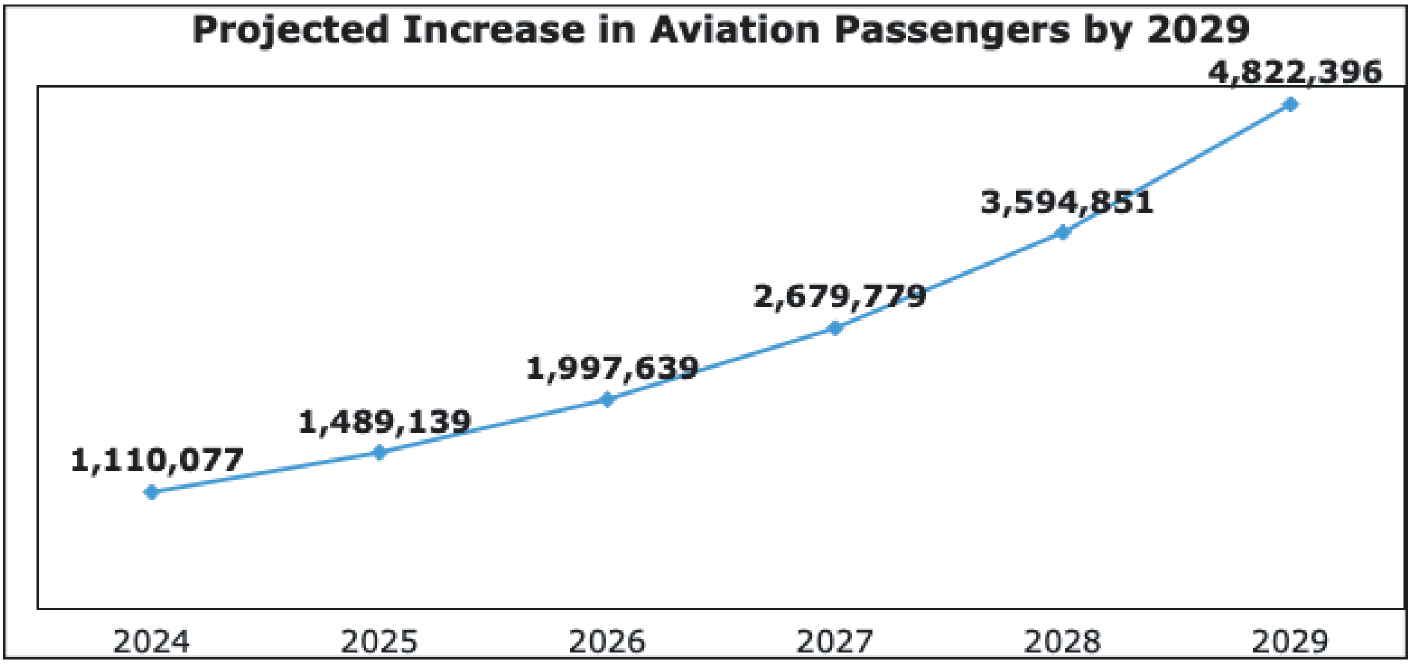


Figure 7: Projected growth in Mogadishu aviation passengers 2025-2029

In consideration of potential capacity constraints, the government has broken ground to construct a New Mogadishu International Airport, to ensure the capital has sufficient capacity for international passenger travel and cargo handling. Further, in 2025 the airport has opened its first maintenance, repair and overhaul (MRO) facility in over 30 years, ensuring aircrafts flying in and out of the country can receive the necessary maintenance checks and inspections locally. This is expected to increase Mogadishu's attractiveness as a transport hub compliant with international aviation standards.

Egal International Airport (HGA)

in Hargeisa, Somaliland is connected directly to 6 international airports and serves as Somaliland's principal international gateway. The airport has cargo storage infrastructure that can manage 5,000 tonnes per year, and a 3.7KM asphalt runway. In 2025 a private public partnership agreement was signed to modernize and expand the Egal International Airport further, particularly expanding terminal capacity, modernize cargo and luggage handling systems and improving navigational and safety systems to meet international standards.

2.4.2. Regional Airports

Regional airports in Somalia are crucial for providing domestic connectivity across federal member states, as limitations in road infrastructure make travel across states longer or less safe than travelling by air.

Key Regional Airport	FMS OR Region	Runway Length	Cargo Storage Capacity
Kismayo Airport	Lower Juba	3.7 KM, Asphalt	5,000 tonnes
Bosaso Airport	Puntland	3.2 KM, Asphalt	3,000 tonnes
Garowe Airport	Puntland	2.0 KM, Asphalt	N/A
Baidoa Airport	Bay	2.1 KM, Asphalt	2,000 tonnes
Galkayo Airport	Mudug	3.0 KM, Asphalt/Gravel	N/A
Beledweyne Airport	Hiran	2.2 KM, Gravel	N/A

Table 4: Key Regional Airports

Regional airports have undergone refurbishments over the past decade, particularly expanding passenger terminals, renovating taxiways and installing air navigation and cargo management equipment.

2.4.3. Air Transport Challenges

While passenger volume growth marks the promise of aviation growth in Somalia, persistent structural issues remain that could stagnate the sector's growth. Without targeted investments in new infrastructure and improved passenger services, Somalia's aviation sector risks stagnation. Key challenges include:

Aging and Insufficient Airport Facilities: Many airports in Somalia are in poor conditions and while Aden Adde International Airport and Hargeisa International Airport are in better conditions than others, they still require improvement to meet the domestic and international demand.

Runway Conditions: A number of airports in Somalia's airports are unpaved, damaged, or not up to international standards, which poses a safety risk to airplanes.

Limited Handling Capacity: Many ports lack container handling equipment, creating bottlenecks, especially at busy times, with some ports requiring manual labor for cargo operations.

Passenger and Cargo Handling Facilities: Passenger terminals at Somali airports, including Aden Adde International Airports, are not able to handle growing demand thus creating long-lines at the airport and cargo handling and storage capacity.

Infrastructure for Air Navigation: Lack of sufficient infrastructure to maintain the operations of the airspace, including the absence of secondary stations & surveillance equipment, and lack of full VHF coverage.

Insufficient Aviation Personnel

One of the effects of the instability faced by the country has been the loss of talent or disruption towards establishing a proper process to increase the capacity and capability of personnel in the aviation sector.

Somalia lacks trained aviation professionals including pilots, air traffic controllers, engineers, and airport management staff, heavily relying on the currently available personnel.

Training, Skills, & Tools Development Gaps: The infrastructure to properly train and build the capacity of personnel, including the tools and equipment, is currently minimal and unable to support the growth of the sector.

Alignment with International Safety Standards: Due to the relative infancy of the sector's regulatory frameworks, personnel in the safety oversight and compliance field are yet at a level where they are able to fully enforce the policy and regulations imposed by the Government of Somalia.

2.5.Urban Transport

Cities in Somalia are growing rapidly post-war, requiring high performing urban transport systems for successful growth of Somalia's urban hubs across each federal member state. Each urban centre is faced with transportation challenges that will grow worse if not addressed alongside the growth in commercial activities the country is facing. As the capital city, Mogadishu offers a detailed case for urban transportation that can be replicated across other urban cities as the country continues to grow.

Urban Transport in Mogadishu

Mogadishu is Somalia's largest political and economic hub, with a rapidly growing population due to the influx of displaced people and rural-urban migration. It is one of the fastest urbanizing cities globally, due to improved security and growing economic prospects.

Urban Road Infrastructure

The current road network of primary and secondary roads allows for inter-city connection and with other major cities. However, the roads are in poor condition due to insufficient maintenance. Mogadishu roads require consistent rehabilitation, with well-designed drainage systems to reduce flash floods and further road damage during the rainy seasons. Climate risk will play a significant role in damaging road infrastructure, and the need for climate resilient infrastructure within Mogadishu and urban areas will be critical.

Figure 8: Existing Urban Road Network, Mogadishu

Public Transport Options

The main form of public transport has been buses, mini-buses, trucks and three wheeler vehicles (bajaj), preferred for affordability and size to commute locally. Due to significant demand for bajaj services, the vehicles have been mandated by government to operate on a rotational basis based on registration and labelling to manage both congestion and security risks.

Excessive urban expansion without sufficient urban planning has led to setup of households and urban land use further away from the inner city, without sufficient integration with public infrastructure. Ultimately this drives higher public transport costs for citizens.

The main logistic services in Mogadishu and its surrounding areas are concentrated in the port of Mogadishu and are in the form of cooperatives like the transport cooperative, MMD (Muruq Maalka Dekeda). A growing number of private companies provide general and specialized companies for logistics for both small and medium size enterprises in the country, as well as for international development partners e.g. WFP, UN etc.

Poor road infrastructure coupled with the influx of new vehicles, particularly the three-wheeler bajaj for affordable transportation, the city faces the urgent need for improved urban transportation planning and infrastructure improvements to improve transportation effectiveness and reduce congestion and accidents.

Urban Traffic Management

The absence of sufficient urban transport policy frameworks, and limited technical and financial capacity to strengthen transport systems is a central problem facing Mogadishu and all other cities in Somalia. Traffic management, including traffic guidelines, traffic lights and road signs are rare, making driving hazardous, particularly at night. Traffic enforcement on vehicles in the city is minimal, and traffic offences are evident and frequent, particularly during congestion.

Nevertheless, political will to improve road infrastructure and regulatory frameworks for urban transportation is high, and the government has a number of projects on-going to support urban transport management in Mogadishu and other cities.

2.6. Special Economic Zones

Special economic zones present a promising avenue for economic development and logistics streamlining. Somalia is increasingly exploring the potential of Special Economic Zones (SEZs) as a strategic lever for economic revival and foreign investment, most notably around key ports and transit corridors. These initiatives come with fiscal and non-fiscal incentives – such as duty-free storage, tax holidays, and full foreign ownership – that make SEZs attractive for agro-processing, manufacturing, logistics, and trade-dependent industries. Though Somalia does not have officially designated free trade zones or special economic zones that are under national law, there are ongoing special economic zone projects at a regional level that have attracted investment and trade flows:

New Mogadishu Special Economic District is being promoted as an integrated economic hub combining port, airport, SEZ/Export-Processing Zones and infrastructure to link Somalia with regional hinterlands.

Berbera Economic Zone (BEZ), adjacent to Berbera Port and developed in partnership with DPWorld. This zone is overseen by the Somaliland Special Economic Zones Authority – Priorities in Floriculture, Oil & Gas, and Agro processing.

The livestock export sector, fishing industry and transshipment services could particularly benefit from well-managed SEZs situated in areas with integrated transport infrastructure i.e. port, road and airport access. As Somalia rebuilds its trade and industrial infrastructure, SEZs represent one of the most promising entry points for investors seeking to tap into the country's trade gateways, port improvements, and growing regional demand.

2.7. Warehousing and Cold Supply Chains

Somalia presents significant opportunities for investment in **warehousing and cold-chain logistics** as the country's agricultural, fisheries, and livestock sectors continue to expand and regional trade flows increase. Despite strong production potential, post-harvest losses remain high, particularly for perishable goods such as fruit, vegetables, meat, and seafood, due to limited storage capacity, inadequate temperature-controlled facilities, and fragmented distribution networks. Further, as Somalia household consumption increases, demand for commodities has also increased, driving import growth and retail trade.

Investment in modern warehousing, cold rooms, refrigerated transport, and integrated logistics hubs could unlock substantial value by improving food quality and safety, extending product shelf life, and enabling producers to access higher-value domestic, regional, and export markets. With urbanisation rising, a growing middle class demanding safer and fresher foods, and government and development partners prioritising supply-chain infrastructure, the sector offers attractive commercial prospects. Companies that establish reliable cold-chain systems can position themselves early as essential partners in Somalia's evolving trade, agro-processing, and humanitarian supply ecosystems.

3. Market Opportunities in Logistics

3.1. Opportunities for Investment: Roads

Somalia's road logistics sector is at a fast-moving stage of reconstruction and urban rehabilitation. Multilateral financing (World Bank, AfDB and partners) is already funding prioritized road rehabilitation, urban road packages and sector-institution building, creating multiple entry-points for private and blended finance. Key commercial opportunities exist in:

- Road construction and rehabilitation contracts and associated materials supply.
- Public-private partnership (PPP) models for toll/concessioned corridors & urban last-mile solutions.
- Road maintenance and asset-management services
- Logistics services, i.e. trucking fleets, freight terminals and bonded/temperature-controlled warehousing

Demand Drivers for Road Investments:
Large donor pipeline: the World Bank & AfDB are actively financing road & urban-resilience projects. (multi-million USD packages) that will generate procurement & subcontracting opportunities.

Urbanization & trade flows:
rising urban reconstruction needs (Mogadishu, Beledweyne, Dhuusamareb and others) and Somalia's trade links with the Middle East and Asia increase freight volumes on primary and feeder routes.

Strategic corridors & regional integration:
rehabilitation of regional links (e.g., Puntland and central Somalia corridors) improves connectivity to ports and cross-border markets, raising the commercial viability of corridor concessions and logistics hubs.

Somalia's NTP has identified key roads for corridor rehabilitation & expansion to improve hinterland connectivity, increase facilitation of trade and provide connectivity into ports and airports across the country.

As these plans materialize, the demand and support for private sector investment in road construction will continue to increase as an issue of national priority.

Figure 9: NTP Road Projects 2025-2029

3.1.1. Bankable Government Project: Existing Road Rehabilitation

3,825km of existing tarmac roads have been targeted for rehabilitation across Somalia, particularly focused on improving climate resilience and reducing commodity transport time. Cross-cutting impact will include creating new markets for agriculture produce, increased public transport market, and roadside retail and petrol stations.

Roads for Rehabilitation	Opportunities for Trade and Economic Activity
Dhuusamareeb – Galkacyo - Garowe	Livestock, Agriculture, Capital City Connectivity
Afgoye - Kismayo – Dhobley	Connect agriculture markets to East Africa trade corridor via Dhobley
Garowe – Bosaso	Bosaso Port Connectivity
Garowe - Laascanod – Burco – Berbera	Facilitate trade integration between north and southern regions
Lawyacade – Seylac – Borama	Livestock and Industrial Zone
Berbera – Hargaisa – Wajale	Will streamline the flow of goods and increase speed to export
El Dahir - Erigabo – Burco	Connecting to Berbera Port Corridor, Trade
Jowhar – Beledweyne – Dhuusamareeb	Capital city connectivity between FMS
Afgoye-Baidao- Luuq	Livestock and Agriculture to Mogadishu

Investment Opportunity	Road resurfacing, drainage management, road material importation, construction equipment supplies and future road maintenance contracts.
Fiscal Incentives for Investors	Partial import tax exemption.
Non-fiscal Incentives for Investors	Investment entry facilitation (JV, partnership)
	Investment aftercare support.
	Resident permit for company board and chief executives.
	Work permit waiver for five most senior management officials.

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Figure 10: Proposed New Road Corridors

3.1.2. Bankable Government Project: New Road Corridor Construction

The government is expecting to develop 2075 KM of new asphalt roads to increase cross border and cross region connectivity, expanding access to global markets through linkages between port cities and border towns. New trade corridors will unlock access to new markets globally and regionally. Expected growth in port handling capacity by 2,250,000 containers per year will require strong border connectivity to transit products to Ethiopia and across other regions in Somalia.

#.	New Road Corridor	Opportunities for Trade and Economic Activity
1.	Hobyo – Cadado – Balanbal Road	Increased cross-border trade from Balanbal Dry Port & access to Hobyo Port.
2.	Mogadishu - Haradhere - Hobyo Road	Mogadishu Port connectivity to Hobyo Port.
3.	Hobyo – Wisil – Galkacyo Road	Hobyo connectivity to livestock market hubs.
4.	Gara'ad – Galkacyo – Goldogob - Tuur dubi Road	Unlock more opportunities for livestock export from Tuur Dubi to Gara'ad Port.
5.	Mogadishu- Marka-Barawe (via Jaziira)	Connectivity to transport agriculture and connectivity to tourism area in Jaziira.
6.	Haradhere – Ceelbuur – Feer-feer Road	Interconnectivity between livestock hubs in Galmudug to both Hobyo and Mogadishu Ports.
7.	Luuq - Dowlow - Baladxaawo	Connectivity between Ethiopia and Kenya borders with major agriculture hub and market.

It is critical to note that the prioritised new roads will also be developed in alignment with electricity transmission infrastructure and terrestrial fibre optic networks planned, to ensure economic activity is supported by integrated infrastructure systems.

Investment Opportunity	Road grading, road construction, road material importation, toll structures, and construction equipment supply
Fiscal Incentives for Investors	Partial import tax exemption.
Non-fiscal Incentives for Investors	Investment entry facilitation (JV, PPP, Blended finance).
	Investment aftercare support.
	Resident permit for company board and chief executives.
	Work permit waiver for five most senior management officials.

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3.1.3. Commercial Opportunities for Road Transport

#.	Logistics Value Chain	Services Needed for Road Transport
1.	Supply and Inbound Cargo	– Domestic Transport Providers: Local suppliers, trucking companies, logistics service providers, public transport services. – Regional Border Crossings: Trucking fleet, regional goods suppliers.
2.	Cargo Handling and Freight Forwarding	Freight Forwarders.
3.	Warehousing and Storage	– Warehouse Operators: Urban and port-adjacent bonded warehouses, cold chain warehouses etc. – Logistics Service Providers: 3PL, 4PL logistics.
5.	Transportation and Distribution	– Last Mile Delivery services. – Regional Distributors: Companies linked to global supply chain, Local & Regional Trucking Companies.
6.	Consolidation and Deconsolidation	– Consolidation services for outbound logistics. – Deconsolidation for Last Mile-Delivery.
7.	Road Maintenance & Emergency Works	Outsourced road maintenance, seasonal maintenance.
8.	Road Transpor Management	– Vehicle importation and registration support. – Signage manufacturing and traffic management system service support with the government. – Public awareness, marketing and communications for road safety.

3.2.Opportunities for Investment: Ports

Somalia's ports are the country's highest leverage transport assets. There are significant opportunities for transformation within port operations in Somalia through port modernization, transparency of fee structures and improved governance to reduce hidden expenses, reduce port dwelling time and ensure more efficient cargo handling. Currently, the Somali Ports Authority (SPA), is responsible for the administration, operations and maintenance of the country's ports. Cargo handling productivity is low as a result of insufficient mechanical handling equipment and insufficient skilled human capital.

Demand Drivers for Port Investments:

Interest in effectively leveraging Somalia's coastline. Increased interest in the construction of new ports due to the lack of a large scale port in between Mogadishu and Bosaso, and heavy reliance on Mogadishu port leading to congestion and cargo delays. Increased interest in port expansion and diversification is aimed at creating more ports through which traders can Somalia and the landlocked countries it borders,
Active strategic investors and increased port operators. DP World's investment and terminal

development at Berbera has transformed that port into a regional hub and signaled investor appetite to the world. Other ports (Bosaso, Mogadishu) have recent operator activity and upgrades, while new explorations of oil and gas in Somalia's waters have attracted interest in the development of new ports such as the Hobyo port.

Rising bilateral/state partnerships and capital inflows. Turkey, China and Gulf partners are expanding infrastructure cooperation with Somalia—these partnerships bring finance, contractors and state-level guarantees that make larger port projects feasible.

Regional trade dynamics. Somalia's coastline on the Gulf of Aden and Indian Ocean places it on key east–west and regional trade routes. Improved port capacity offers alternatives to Djibouti and Mombasa for some corridors, especially for Somaliland and Puntland trade flows. With the operationalization of the AfCTFA, Somalia could potentially experience heightened port activity, further increasing the demand for increased maritime transport fleet capacity to accommodate anticipated international trade growth.

3.2.1. Bankable Government Project: Deep Sea Port Construction

Somalia intends to construct new deep seaports at strategic locations across the coastline to position Somalia as a trading hub for multiple international stakeholders.

Port	Detail	Opportunities for Investment
Mogadishu (Port Expansion)	– Current Mogadishu port is the largest port in Somalia and one of the largest in East Africa, but constrained for further expansion. – Challenged by lack of modern equipment. – Important port for export of agricultural produce and livestock and import of essential goods for central Somalian region	– Storage Facilities – Oil & LPG Terminals – Cold Storage – Warehousing – Clearing and Forwarding – Trucking Fleet for inland transportation – Dry Dock
Hobyo (New Port Construction)	– Important new port for access to international markets (Gulf nations, Europe and Southern Africa). – Critical port to access untapped oil reserves and facilitate oil trade. – Reduce distance to trade & dependence on Mogadishu and Bosaso ports. – Gateway to handle imports & exports for Ethiopia & reduce Ethiopia's dependence on Djibouti. – Potential for large exports of livestock and agricultural products	– Storage Facilities – Oil & LPG Terminals – Warehousing – Clearing and Forwarding – Cargo handling & storage – Trucking fleet for inland transportation
Barawe (Port Expansion)	– Reduce high reliance of the South West state on Mogadishu port for imports leading to higher cost of essential goods. – The town is famous for handicrafts and traditional attire, an important item high value for export impacting livelihood of the town. – Currently an anchorage point for transportation via small boats/vessels.	– Storage Facilities – Warehouses – Clearing and Forwarding – Trucking Fleet for inland transportation – Ferry transport

Fiscal Incentives for Investors	Partial import tax exemption.
Non-fiscal Incentives for Investors	Investment entry facilitation (JV, PPP, Blended finance).
Non-fiscal Incentives for Investors	Investment aftercare support.
	Resident permit for company board and chief executives.
	Work permit waiver for five most senior management officials.

Project Contact	Hussein Elabe Fahie Building. Afgoye Road-KM5, Mogadishu, Somalia. info@sominvest.gov.so Shibis District, Mogadishu, Somalia. dg@mpwr.gov.so

3.2.2. Bankable Government Project: Existing Port Modernisation

The existing ports of Kismayo, Gara'ad and Bosaso have been targeted for upgrading, to include modern mechanization, new berths, warehousing and enhanced cargo handling capacity. The project will expand shipping competitiveness in these specific regions through increasing cargo handling capacity, ultimately to reduce congestion and logistics costs. This investment is considered low hanging fruit, as the ports are already in high demand, therefore return on investment is not speculative.

Port	Detail	Opportunities for Investment
Kismayo	– Located near the mouth of Jubba River with natural protrusion deep into the sea providing convenient location for dredging. – Commercial hub of the Jubbaland region. – Gateway for humanitarian aid to Southern Somalia. – Important hub for export of bananas and other agricultural produce from the fertile soil of Jubbaland & import of agricultural machinery & other essential goods. – Target is to increase cargo handling capacity to 150,000 TEUs per year, 500 ships per year, and reduce time at port from 10 days to 2-3 days.	– Quay upgrading & berth deepening. – Specialized warehousing & storage facilities. – Cold storage facilities for agriculture & fisheries. – Cargo handling – Administrative services (office spaces, customs, control rooms etc.) – Clearing & Forwarding – Security systems and management – Trucking Fleet for inland transportation
Gara'ad	– Connects landlocked Ethiopia with rest of the world through the port which is 300 km away from Ethiopia border, serving as an alternate option to the Djibouti port for Ethiopia. – Marine gateway for the central Somali region - facilitates import of food into the region suffering from food insecurity due to arid conditions, and supports the export of livestock from the region. – Target is to finalize modernisation and construction efforts, and increase cargo handling capacity to 450,000 TEUs per year to accommodate livestock trade, and reduce time at port from 8 days to 2-3 days.	– Warehousing & storage facilities. – Cargo handling. – Administrative services. – Clearing and Forwarding. – Security systems and management. – Trucking fleet for livestock transportation.
Bosaso	– Important trade link between Africa and Europe and the middle eastern nations. – Important port for export of livestock to Saudi Arabia, UAE, Oman and Yemen and import of essential goods (e.g – consumer goods, food, electronics and building materials). – Hub for re-export of goods from UAE, Oman & Yemen to hinterland of Africa. – Target is to increase cargo handling capacity to 350,000 TEUs per year and reduce time at port from 12 days to 2-3 days.	– Dredging and berthing for channel deepening for larger vessels. – Warehousing & storage facilities – Cold storage facilities for agriculture and fisheries – Cargo handling – Administrative services (office spaces, customs, control rooms etc.) – Clearing and Forwarding Security systems and management. – Trucking Fleet for inland transportation.

Fiscal Incentives for Investors	Partial import tax exemption.
Non-fiscal Incentives for Investors	Investment entry facilitation (JV, PPP, Blended finance).
Non-fiscal Incentives for Investors	Investment aftercare support.
	Resident permit for company board and chief executives.
	Work permit waiver for five most senior management officials.

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3.2.3. Bankable Government Project: Dry Dock Construction

Somalia currently lacks a maritime repair and maintenance facility, forcing vessels to seek maintenance in Dubai or Mombasa instead. The government intends to partner with the private sector to build a new dry dock in Mogadishu to maintain incoming and outgoing marine vessels. Expected benefits include extending vessel lifespan, improving Somalia's maritime compliance to international standards, and enhancing port competitiveness by providing assurance of service to shipping lines.

Fiscal Incentives for Investors	Partial import tax exemption.
Non-fiscal Incentives for Investors	Investment entry facilitation (JV, PPP, Blended finance).
Non-fiscal Incentives for Investors	Investment aftercare support.
	Resident permit for company board and chief executives.
	Work permit waiver for five most senior management officials.

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3.2.4. Bankable Government Project: New Fishing Port Construction

Somalia also intends to develop new fishing ports in Marka, Adale and Laasqoray, with enhanced facilities for docking, berthing, processing and storage to boost the blue economy. As critical fishing hubs, new fishing ports will increase Somalia's fishing capacity for export and local consumption, bring direct economic benefits to Somali citizens.

Port	Detail	Opportunities for Investment
Adale	– A natural fishing port between Mogadishu and Hobyo sea ports, with already designated place for fishing boats. – Home to a lot of fishing companies and cooperatives. – Major supplier to Mogadishu (140 km away), the highest fish consuming city due to its population, and Jowhar (90 km away). – Target is to increase cargo handling capacity to 150,000 TEUs per year, 500 ships per year, and reduce time at port from 10 days to 2-3 days.	– Landing site construction. – Fish processing industries. – Cold storage & refrigerated transport fleet. – Boat repair, maintenance and shipyard services. – Fuel stations and marine equipment supply
Marka	– Important trade gateway for export of fish and agricultural produce to Europe and Gulf nations. – Only 70 km from Mogadishu, major fish consuming center. – Big catchment area for snapper, grouper, tuna, billfish, shark, and lobster. – 428 tons of fish catchment per year.	– Landing site construction – Fish processing industries. – Cold storage & refrigerated transport fleet. – Boat repair, maintenance and shipyard services. – Fuel stations and marine equipment supply. – Quality control lab for fishing exports.
Laasqoray	– Centre for major tuna canning industry in Somalia. – Great catchment area for tuna, crustaceans and reef species. – High local demand for fish due to tough economic condition and food insecurity in adjacent areas.	– Fish processing industries. – Cold storage & refrigerated transport fleet. – Boat repair, maintenance and shipyard services. – Fuel stations and marine equipment supply. – Logistics and export handling for fishery market – Quality control lab for fishing exports.

Fiscal Incentives for Investors	Partial import tax exemption.
Non-fiscal Incentives for Investors	Investment entry facilitation (JV, PPP, Blended finance).
Non-fiscal Incentives for Investors	Investment aftercare support.
	Resident permit for company board and chief executives.
	Work permit waiver for five most senior management officials.

Project Contact	Hussein Elabe Fahie Building. Afgoye Road-KM5, Mogadishu, Somalia. info@sominvest.gov.so Shibis District, Mogadishu, Somalia. dg@mpwr.gov.so

3.2.5. Commercial Opportunities for Maritime Transport

Logistics Supply Chain	Services Needed for Maritime Transport
Supply and Inbound Cargo	– Shipping Line Companies – Port Operators – Vessel Maintenance
Cargo Handling and Freight Forwarding	– Port Operators – Clearing and Forwarding – Marine Equipment Leasing – Yard Handling Equipment
Warehousing and Storage	– Port Operators. – Dry Ports & Inland Container Depots. – Warehouse Operators. (including bonded warehouses) – Cold Storage Services.
Distribution	– Special Economic Zones near ports (light manufacturing and assembly) – Regional distribution hubs near ports
Deconsolidation	– Deconsolidation: Breakbulk facilities & equipment such as workboards, berth handling, mobile cranes etc.
Port Management Services	– Security Monitoring Services – Port Navigational Aid Equipment Services – Administrative Services – Terminal Operating Systems – Digital Customs Clearance Platforms – Training services for maritime transport management and safety

3.3. Aviation

3.3.1. Bankable Government Projects: New Mogadishu Airport

In **2024**, Somalia unveiled its plan to establish a new airport, currently named the New Mogadishu Airport, which, once operational, will be able to meet the rapidly rising passenger and cargo demands for the capital. The new airport aims to ensure **5 million** passenger handling capacity per year, **1.2 million** tonnes of cargo handling per year, and additional airport revenue of upwards of USD50 million per year for the country. Key investment opportunities that the new airport will introduce to the economy and private sector will include:

- **Cargo Management Facilities:** With the development of modern air cargo terminals, there will be increased opportunities for the private sector to invest in cold chain storage, bonded warehouses and offer air cargo facilitation services to clients.

– **Passenger Terminal Concessions:** Opportunities to establish retail shops, duty-free shops, restaurants, cafes and business centres will increase with the new airport development, & will be particularly attractive for brands looking to capture Somalia's large diaspora traffic.

– **Industrial Zones and Real Estate:** Real estate in proximity to the airport will be prime for light manufacturing facilities, agro-processing and seafood facilities, as well as hotels, business parks and conference centres to cater to travellers.

– **Transport and Mobility Services:** The airport will lead to an increase in demand for taxi services and shuttles to and from the airport, offering opportunities for an increase in ride-hailing solutions. Further opportunities for the transportation of smaller scale cargo from the airport to Mogadishu city center will also increase.

3.3.2. Bankable Government Projects: Airport Renovations

Some of Somalia's current regional airports lack sufficient runway, parking and terminal infrastructure, limiting the flight capacity and connectivity between the smaller towns of the country. Rehabilitation of four key local airports (**Kismayo, Baidoa, Dhusamareeb and Beledweyne**), will allow each airport to increase its cargo handling capacity to approximately 120,000 tonnes per airport, and support a 30% increase in Somalia's total passenger handling capacity.

Airport	Current State	Opportunity for Investment
Dhuusamareb Airport	– Gravel runway of 2.65 km runaway of 30 m width. – Only 1 operational taxiway. – Only 1 parking sufficient for 2 light aircraft.	– Create paved runway of at least 3 km length & 45 m width. – Only 1 operational taxiway. – Only 1 parking sufficient for 2 light aircraft.
Beledweyne Airport	– Gravel runway with 2.1km runway and 32m width. – Only 1 operational taxiway. – Only 1 parking sufficient for 2 light aircraft.	– Create paved runway of at least 3 km length & 45 m width. – Renovate the taxiways. – Expand the parking facility to accommodate 8 light aircrafts.
Baidoa Airport	– 2.06 km long runway with 40m width. – Only 1 operational taxiway out of 4. – Only 1 parking sufficient for 7 light aircrafts.	– Extend runway by 1 km & at least 45 m width. – Renovate the 3 in-operational taxiways. – Expand parking to accommodate 15 light aircrafts.
Kismayo Airport	– 3.7km long runway with 43 m width, with potholes & cracks. – Only 1 operational taxiway out of 2. – Only 1 parking sufficient for 10 light or 2 big aircrafts.	– Expand runway to at least 45 m width. – Renovate 2 taxiways. – Expand parking to accommodate 10 medium sized aircrafts.

3.3.3. Commercial Opportunities for Air Transport

Airport	Services Needed for Maritime Transport
Airport Infrastructure	- Airport passenger terminal upgrades & expansion. - Runway rehabilitation & lighting systems to enable night operations. - Air cargo terminals, bonded warehouses & cold-chain storage to support perishable exports and humanitarian logistics.
Airport Safety Equipment & Maintenance Services	- Air navigation & traffic management systems: Modern radar, ADS-B, communication and flight-information systems. - Electricity supply and aviation fuel supply. - Maintenance, repair and overhaul (MRO) services. - Airport digital security systems & equipment
Airport Services	- Digital systems for airport operations including e-ticketing, airport management, baggage tracking etc. - Ground handling services. - Private aviation & charter services. - Training academies for aviation personnel.
Non-Aeronautical Services at Airports	- Retail outlets (duty-free, pharmacies, convenience stores). - Food & beverage concessions: - Airport hotels & transit lodges. - Banking & financial services i.e. ATMs, forex bureaus, mobile money agents etc. - Car parking & vehicle management services. - Advertising & media concessions for billboards and branded spaces. - Ground transportation hubs e.g. shuttle services and integrated mobility centres linking airports to urban areas.

3.4. Trade Facilitation

Somalia's access to the East Africa Community (EAC) offers a transformative export opportunity for the country, particularly for livestock, fisheries and agriculture industries, and also highlights opportunities for increased trade facilitation that the private sector can leverage. Key opportunities for the private sector within trade facilitation lie in special economic zone investments, digital trade and customs modernisation, capacity development, and financial products for the trade and logistics sector.

3.4.1. New Mogadishu Special Economic District

The New Mogadishu Special Economic District (NMSED), overseen by the New Mogadishu Development Corporation is a government-backed mixed-use economic zone integrating industry, commerce, logistics and real estate in one integrated urban ecosystem. Currently in development, the district will ensure business friendly industrial development, with integrated transport providing access to airports, ports and the hinterland through road infrastructure. NMSED presents an opportunity for investors in transport and logistics to participate in trade facilitation through infrastructure development, supply chain management and supporting cargo flow in and out of the district.

Project Contact	NMDC Business Suite, Shamo Compound, KM5, Mogadishu. +252 618 434358 | www.nmdcinvest.com

3.4.2. Berbera Economic Zone

The Berbera Economic Zone was established in 2022 as an integrated maritime, logistics and industrial hub near the Berbera Port. Currently operated by DP World, incentives within the economic zone include corporate tax exemptions, duty-free storage of goods and one-stop shop services including clearing, storage and delivery of goods to companies in the economic zone. Transport and logistics investors can rent plots within the economic zone, leverage ready-built warehouses for storage, and act as transport partners between the economic zone and other parts of the country.

Project Contact	Berbera Economic Zone, DP World Berbera, Somalia bez@dpworld.com

3.4.3. Opportunities for Logistics Digitisation

Somalia has emerged as one of Africa's economies experiencing rapid digital advancement, driven by the growth of a financial landscape that is highly advanced digitally. For investors in transport and logistics, this creates a unique opportunity to leverage Somalia's growing digital ecosystem to transform a fragmented transport and logistics sector. Key private sector opportunities that are emerging include:

Opportunity	Description
Fleet Management & Telematics Systems	Real-time vehicle tracking and fleet management platforms represent the foundational digitisation opportunity. These systems harness data analytics to optimize route planning, enhance real-time tracking, and streamline inventory management, which will be particularly valuable in Somalia's infrastructure environment. Telematics systems can improve fuel efficiency and reduce operational costs through driver behaviour monitoring, fuel consumption analytics and GPS real time location tracking.
Digital Freight Matching Platforms	Digital marketplaces can connect shippers with available trucking capacity for local transportation from ports and borders to towns in the hinterland. This will help reduce empty return trips and ensure full vehicle utilization.
Smart Warehousing Solutions	This can include digital inventory management systems for optimised storage and retrieval, climate controlled storage for perishable goods, and cloud based platforms that can enable real-time inventory visibility.
Digitised Customs Management	Increased visibility is critical for Somalia's potential as a transshipment hub. Investors can explore customs documentation digitisation and automated clearance systems, and end-to-end shipment tracking from ports to destinations. Investors can also support the government with the development of an integrated digital custom management system.
E-Commerce Logistics Services	Somalia can leverage its mobile-savvy population to develop integrated e-commerce logistics solutions. Mobile-friendly logistics solutions enable real-time tracking, flexible scheduling and mobile payment options at delivery.

Opportunity	Description
Digital Payments & Financial Technology	Somalia's leadership in mobile money adoption (85% penetration) creates unique opportunities to embed financial services within logistics operations including: – Digital payments for all logistics transactions – Financing platforms enabling credit for smaller transporters, – Insurance products – Automated invoicing and reconciliation – Cross-border payment facilitations for regional trade. Digital payment measures will also minimize government revenue leakages, while ensuring transparency for logistics service providers.

3.4.4. Opportunities for Transport and Logistics Capacity Building

Opportunity	Description
Technical & Vocational Education & Training (TVET)	TVET education has been identified as a national priority to mitigate gaps in skilled labourers in productive sectors in Somalia. Vocational training centers that support transport and logistics can specialize in: – Road safety standards and driving. – Commercial driving and fleet operations. – Heavy vehicle maintenance and repair. – Supply chain management. – Warehouse management and cargo handling.
Specialized Aviation & Maritime Capacity Building	Somalia is committed to rebuilding the national aviation capacity and port operations capacity. Investors can explore market opportunities within: – Air and maritime navigation, safety and security. – Aircraft and shipping vessel operations and maintenance. – Cargo and heavy equipment handling. – Terminal operations and project management.
Humanitarian & Emergency Logistics Training	Organizations continue to face constraints in training & resources to support the humanitarian supply chain & respond in crises. Investors can offer skills development within humanitarian logistics to strengthen efficiency. This includes training opportunities in: – Emergency response logistics coordination. – GIS mapping and spatial analysis for logistics planning. – Disaster preparedness and response protocols.

4. Transport and Logistics Economic Impact

As an enabler of Somalia's critical productive sectors e.g. agriculture and livestock trade, trade and logistics remains a critical contributor to economic growth. Private sector investment in the sector will continue to increase job opportunities and household income in this sector through trucking services, warehousing and storage infrastructure, transport infrastructure construction and transport equipment procurement. The effects of planned infrastructure investments of over **US$5 Billion** highlighted in the **NTP** will cascade through the economy through direct activity (**road construction, port and airport operations, public transport etc.**), enabling effects (**trade, productivity**) and wider multiplier effects on employment, household income, reduced inequality and government tax revenue.

4.1. Sectoral Impact of Transport and Logistics

Increased interconnectivity between FMS will multiply benefits across almost all of Somalia's key productive sectors and create opportunities for economic diversification as access to the country's resources improves. Given Somalia's reliance on imports for consumer and industrial materials, the logistics sector underpins almost all of the commercial activity in the country.

Port operations alone handle the majority of Somalia's international trade, with container throughput and general cargo representing significant economic value.

Planned enhancements of transport infrastructure, customs management and strengthened logistics services will facilitate and strengthened logistics services will facilitate and enable the growth of priority sectors by increasing access and reducing transport time.

Figure 11: Economic Sector Connectivity through Ports and Roads

Sector	Economic Benefits and Sector Opportunities from Transport Infrastructure Improvements
Energy/Oil	– Improved road quality and increased connectivity will reduce petroleum prices across the country, ultimately also reducing the cost of trade and commodities. – Somalia's new oil discoveries must be facilitated effectively with appropriate oil storage and port access. The new Hobyo port will serve a strategic purpose to expand the country's ability to tap into its oil reserves in the next decade. – Strengthened customs facilities at the borders – Dhobley, Beledxaawo, Doolow, Feer-feer, Balanbal, Tuur Dibi, Wajale, Borame will facilitate petroleum transit from the coastline to Ethiopia, increasing trade along Somalia's road corridors and at the borders. – Natural gas reserves in Afgoye can also be untapped with strengthened road access to develop a pipeline to Mogadishu and other states. – Renewable energy projects, particularly solar power projects in Baidoa, Mogadishu, Hargeisa, etc. will benefit from improved road infrastructure to ensure last mile access, and incentives for the private sector to offer specialized equipment transport and handling services and strategic warehousing of solar panels.
Minerals	– Somalia's mineral potential has yet to been explored by potential investors, despite significant mineral potential and approximately 47 possible exploration targets identified. Improved road conditions and port accessibility may incentivize private sector exploration of untapped sectors such as mining over the next decade.

Sector	Economic Benefits and Sector Opportunities from Transport Infrastructure Improvements
Energy/Oil	– As the country's political situation stabilizes, it is anticipated that the large Somali diaspora will increase travel to and from the country, boosting national economic activity through local expenditure & trade. Enhancements in aviation will facilitate the increase in citizen mobility at an international and domestic level. – Airports play a critical role in driving tourism, as they are the first point of contact into a country. The New Mogadishu airport will reshape how tourists perceive Somalia as a destination for tourism and trade. – Efficient transit hubs (bus stations, airports, ferry harbours etc.) all stimulate the local businesses surrounding them. Increased visitor spending will be anticipated across all modernised transportation hubs, strengthening the local economy.

4.2. Transport and Logistics Impact on Employment and Livelihoods

The transport and logistics sector is also a critical source of employment across Somalia's fragmented labour market, providing both formal and informal livelihood opportunities for a significant portion of the workforce.

Direct Employment

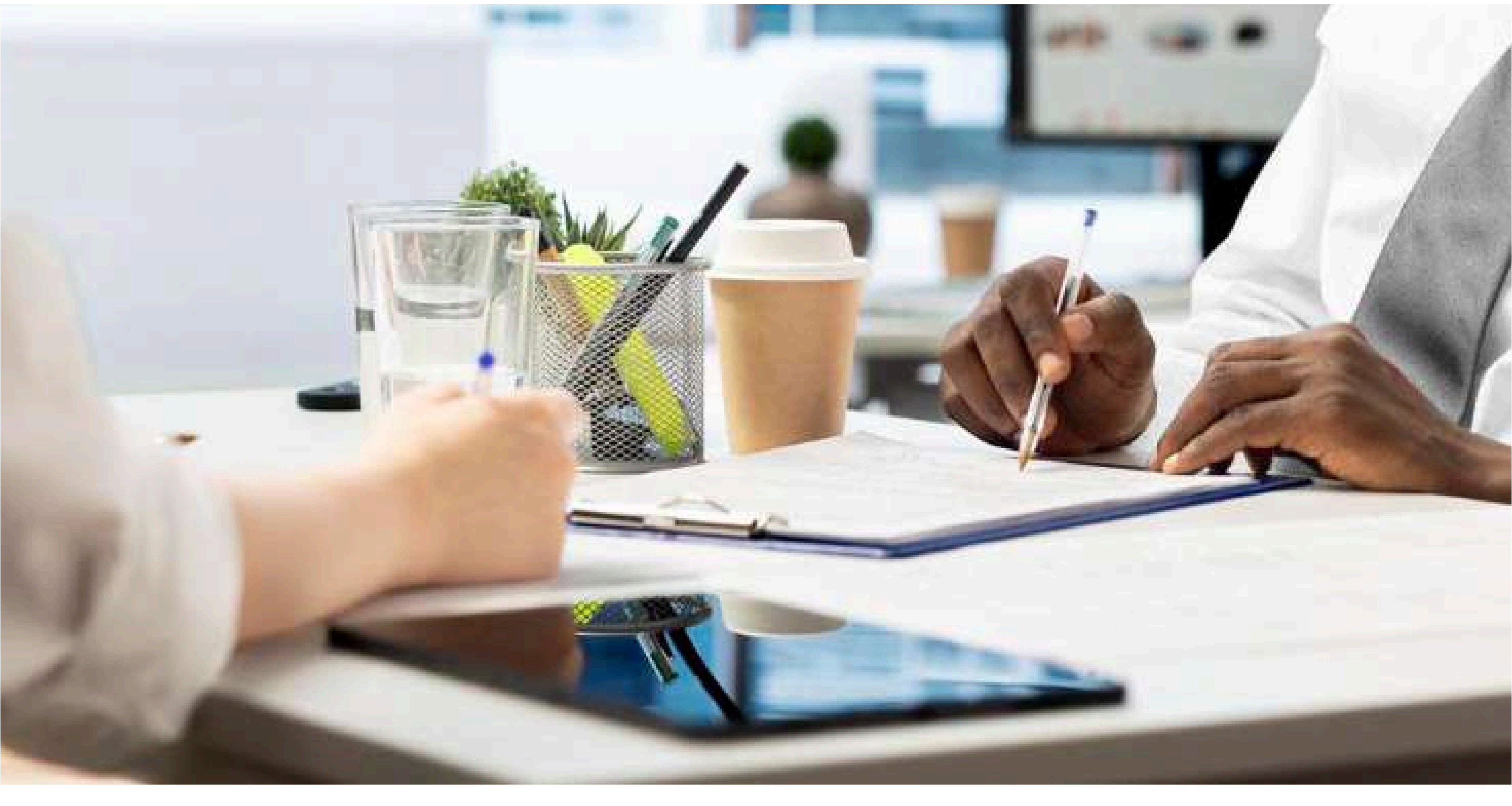
Direct employment includes drivers (trucks, buses, taxis), port workers, warehouse staff, customs agents, freight forwarders, administrative personnel, vehicle mechanics, tire vendors, fuel station operators, and roadside service providers. The sector demonstrates relatively low barriers to entry for employment, particularly in the informal segment, where individuals can generate income through small-scale transport services using motorcycles, three-wheelers, or shared taxis. This accessibility makes the sector particularly important for urban youth employment and rural-urban migrants seeking economic opportunities.

Indirect Employment

The sector's multiplier effect on household incomes extends beyond direct participants, as transport workers support extended families through remittances within Somalia, contributing to consumption patterns that stimulate local markets and small businesses.

For pastoralist communities, the sector provides crucial links to livestock markets, enabling herders to transport animals to ports for export—Somalia's primary foreign exchange earner—and creating employment in livestock trucking and associated veterinary and quarantine services.

The sector also plays a significant role in the indirect employment of women, as women make up **57 percent** of the workforce in agriculture and pastoralism (both of which constitute nearly **70 percent** of the local economy and rely on transportation as an enabler., Women traders and their households benefit significantly from increased trade volumes and market access to be expected through improved logistics.



5. Somalia's Business Enabling Environment

5.1. Institutional Landscape

Somalia's transport and logistics sector operates with a fragmented legal and institutional landscape. While the federal government has made strides to develop national level legal frameworks, particularly in maritime and aviation, limited harmonization with federal member states continues to complicate interstate commerce and transport. Consensus on regulatory harmonization will accelerate Somalia's interstate economic activity, and guide the country's path towards international compliance.

5.1.1. Federal Institutional Mandates and Legal Frameworks

Road Transport

The institutional mandate for road transport in Somalia is fragmented, with the primary institution for road construction and other infrastructure being the Ministry of Public Works, Reconstruction and Housing. The management of land transport however, including road regulations, vehicle registration, licensing etc. are driven by the Ministry of Transport and Civil Aviation under the Department of Land Transport. The country currently has no unified national road standards and regulations that are in compliance with international standards, and each member states oversees road transport according to member state institutional frameworks. Transport reforms have been introduced as the country develops a national road transport

Maritime Transport

Somalia oversees maritime transport under the Ministry of Ports and Marine Transport. While the Somali Maritime Administration undertakes all coastal and port state duties for Somalia, the Somali Ports Authority is the sole authority responsible for the ownership, management, administration and control of all ports in Somalia. The Somali Shipping Agency and Line serves as the intermediary between shipping lines (carriers) and customers (importers, exporters, freight

Aviation

Somali Civil Aviation Authority under the Ministry of Transport and Civil Aviation is the primary institution overseeing compliance and control over Somalia's airspace. It is responsible for the regulation and management of civil aviation, air navigation services and compliance with ICAO standards. Aviation is governed primarily by the Civil Aviation Act, however some federal states have independent aviation authorities and legal frameworks.

Special Economic Zones

There is currently no specific federal institution with oversight of special economic zones in Somalia, as the concept is in assessment stage. Existing special economic zones such as NMSPED rely on broader national laws such as Somalia's Foreign Investment Law 2023. Somaliland as a federal member state, established a Somaliland Special Economic Zones Authority, and has a Special Economic Zones Law in place.

Customs Management

As a critical component of transport and logistics, customs management is handled by the Somali Customs Department under the Ministry of Finance. The department collects all import and export duties and taxes, and oversees SOMCAS (Somali Customs Automated System), serving as the first control point for all import-related issues.

5.1.2. Member State Institutional Mandates and Legal Frameworks

The constitutional framework allows for FMS to develop their own regulations and institutional structures for transport and logistics, leading to divergent approaches across the region:

FMS	Road	Marine	Aviation
Puntland	**Legal Framework:** Roads Law	**Institutions:** Ministry of Marine Transport, Ports & Crime Prevention	**Institutions:** Ministry of Civil Aviation & Airport Authority
Somaliland	**Legal Framework:** Somaliland Traffic Law **Institutions:** Ministry of Transport & Roads Development Somaliland Roads Development Agency	**Legal Framework:** Somaliland Maritime Law **Institutions:** Ministry of Ports Somaliland Ports Authority	**Legal Framework:** Somaliland Civil Aviation Law **Institutions:** Ministry of Civil Aviation & Airports Development
Jubbaland	**Institutions:** Ministry of Transport & Civil Aviation of the Jubbaland	**Institutions:** Ministry of Ports and Maritime Transport	**Institutions:** Ministry of Transport & Civil Aviation of the Jubbaland
Galmudug	**Institutions:** Ministry of Land & Air Transpor	**Institutions:** Ministry of Ports and Fisheries	**Institutions:** Ministry of Land and Air Transport
Hirshabelle	**Institutions:** Ministry of Transport and Aviation	**Institutions:** Ministry of Ports & Marine Transport	**Institutions:** Ministry of Transport & Aviation
South West	**Institutions:** Minister of Transport and Aviation	**Institutions:** Ministry of Ports & Maritime Transport	**Institutions:** Minister of Transport and Aviation
North East	**Institutions:** Secretary of Public Works, Transportation, and Reconstruction	**Institutions:** N/A	**Institutions:** Secretary of Public Works, Transportation, and Reconstruction

Table 5: Institutional Frameworks for Logistics by FMS

5.2. Regulatory Gaps

Despite insecurity and insufficient capacity, restoring the operability of Somalia's regulatory authorities in transport is critical to ensure maintenance and prevent collapse of transport and logistics infrastructure in the future. Key regulatory gaps to address to increase private sector investment include:

Regulatory Gap	Description
Lack of Unified National Transport Policy & Regulatory Authority	– The sector operates without a fully harmonised national transport strategy or a single oversight body, leading to overlaps, inconsistencies, and weak coordination between ministries, ports, municipalities, and private operators.
Fragmented Regulatory Enforcement Across FGS & FMS Governments	– Absence of national road standards that offer a unified approach to enforcement of vehicle and driving standards across the country, also limiting the ability of Somali vehicles to conduct cross-border trade. Coordination challenges persist between federal and FMS governments, requiring transporters to navigate parallel systems to obtain licensing or resolve disputes.
Limited Enforceable Regulations Governing Road Freight Operations	– There are limited enforceable regulations governing axle-load limits, vehicle standards, weight certification, driver licensing, and road safety. This contributes to overloading, vehicle deterioration, high accident rates, and unpredictable road conditions.
Inadequate Regulation of Logistics Service Providers	– Freight-forwarders, customs brokers, warehouse operators, and transport companies often operate without clear licensing requirements, performance standards, or compliance monitoring. This reduces service quality and increases risks for shippers.
Inconsistency in Application of Customs Rules and Procedures	– Customs procedures are still highly manual, vary between ports, & lack harmonised inspection, clearance, & valuation processes. Predictability and transparency remain low, increasing dwell time and transaction costs.
Incomplete Port and Maritime Regulations	– Port operations particularly at Mogadishu & Kismayo lack comprehensive standards for cargo handling, safety, environmental compliance, and tariff transparency. Somalia also requires stronger maritime security, vessel registration, & shipping regulation capacities.
Incomplete Air Cargo & Aviation Regulatory Frameworks	– Although improving, Somalia's civil aviation oversight still faces gaps in cargo screening, aviation safety compliance, and standardisation of airport logistics operations.

6. Investment Risk Analysis

Investing in Somalia's transport and logistics sector presents a compelling long-term opportunity, however, the complexities of the operating environment must be understood to structure viable investments that can unlock the sector's potential while safeguarding capital and ensuring returns for investors. It is necessary for investors in this sector to develop deep local partnerships, design for resilience, and reduce vulnerability to security and political risk.

6.1. Security Considerations

Security remains the primary challenge for transport and logistics in Somalia, with non-state armed forces exerting significant influence, particularly in the southern regions of the nation. Physical asset damage, higher operating costs e.g. security insurance, and interrupted cargo flows can delay transit in high-risk locations.

Mitigations: While there is demonstrable improvements in local security, transporters still tend to avoid lone operations in high-risk hinterland areas and embed security costs into financial projections. For marine transport, layered security (private security and partnership with local security) is recommended for high value sea transported commodities.

6.2. Political Alignment Across Federal Member States

Competing transport and logistics regulatory frameworks across member states can potentially disrupt governance of trade corridors, making license and tax requirements unclear across states.

Mitigations: Collaborate with and structure investments through joint ventures with local FMS partners, pursue federal and state agreements where necessary, and conduct political due diligence before large scale investments.

6.3. Climate Risk Mitigation

Somalia has faced flooding cycles which have damaged roads, bridges, drainage and port access, ultimately disrupting supply chains and citizen mobility. As the climate change crisis continues, it is anticipated that climate hazards will have an effect operating costs should the country face route closures and other supply shocks.

Mitigations: The government is currently working closely with multiple international development partners to strengthen the climate resilience of transport infrastructure and establish early warning systems to mitigate climate risk, particularly within road infrastructure. Investors can also consider climate resilient design standards in relevant infrastructure projects to support government efforts.

6.4. Utilities Availability Along Trade Corridors

It is critical to ensure access to inexpensive and reliable electricity, telecommunication network and water along key trade corridors and at logistics hubs. Insufficiency of electricity specifically can interrupt refrigerated cargo, security, fuel systems and increase the cost of airport and port operations.

Mitigations: In Somalia's NTP, investments in terrestrial fibre optic networks and electricity transmission have been prioritised in alignment with planned investments for road transport, to ensure transporters have access to key utilities. Investors can also prioritize investments that include renewable energies (e.g. solar), design warehouses for energy efficiency, and incorporate backup electricity and other utility costs within the investment's financial model.

7. Strategic Roadmap for Transport and Logistics

7.1. Somalia's Transport and Logistics Vision

The transport and logistics sector aims to enable reforms of the prioritised economic drivers to achieve immediate improvements and unlock economic and social reforms. Through Somalia's National Transformation Plan, the Federal Government of Somalia has committed to achieving three key ambitions within Transport and Logistics: Expanded infrastructure capacity, improved logistics efficiency, and increased access to economic zones.

Somalia National Transformation Plan 2025–2029 - Logistics True North

Expanded Infrastructure Capacity:	Improved Logistics Efficiency:	Increased Access to Economic Zones:
2.5M TEU of cargo handling capacity available, passenger handling capacity increased to **5M**	Transit time for cargo and passenger travel reduced from days to less than **12 hours**	**10+** flagship infrastructure projects to be completed by **2029**

The national transformation plan will further help simplify customs procedures, enhance trade corridors and improve integrated infrastructure at existing and new logistic points across borders and ports to achieve the highlighted targets.

7.2. Priority Transport and Logistics Projects

Somalia has outlined key projects within transport and logistics to be prioritised for investment through both public sector and private sector participation over the next five years:

Sub-sector	#	Prioritised National Transformation Plan Projects
Roads	1.	Construction of 7 new trade corridors.
	2.	Rehabilitation of 9 existing roads.
	3.	Development of national road standards for safety and security.
	4.	Development of traffic management systems in Mogadishu.
	5.	National harmonisation and digitisation of vehicle registration.
	6.	Construction of 3 new seaports.
Ports	7.	Modernisation of 3 existing seaports.
	8.	Construction of 4 new fishing ports.
	9.	Installation of sea Navigation Infrastructure.
	10.	Construction of New dry dock in Mogadishu.
Aviation	11.	Construction of New Mogadishu Airport.
	12.	Renovation of 4 existing Airports.
	13.	Enhancement of air Navigation Infrastructure.
	14.	Enhancement of the Civil Aviation Authority.

7.3. Recommended Policy and Institutional Reforms

7.3.1. Regulatory Framework Harmonisation

To attract and retain private investment, Somalia's transport sector must strengthen the predictability, consistency, and enforcement of its regulations. It is recommended that the federal government should have ultimate control over the regulation of standards for transport and logistics sub-sectors (air, road, ports and customs management) across all member states to minimize overlap in regulatory enforcement and duplication of taxes and transit fees. Aligning national regulations with EAC standards will further enhance regional integration, while digitised and standardised customs procedures will reduce delays and improve cost predictability.

Considerable decentralisation can be maintained at FMS and local level, however, it is recommended that legal framework and regulations for the sector should be established at a national level under the FGS and maintain FMS as enforcers. Improving coordination between Federal Member States and the Federal Government is essential to avoid overlapping mandates and to support seamless cross-FMS trade.

Harmonized regulations, coordinated licensing and simplification of documents across agencies will lower entry barriers and mitigate financial risks for investors in transport and logistics. This will also require interoperability between government digital systems, ensuring police, transport authorities and tax authorities have access to transportation data for security and revenue management.

7.3.2. Fiscal Incentives for Investment

Fiscal incentives will encourage investment in transport infrastructure development and logistics services participation by offering critical cost reductions for investors. Incentives can include:

- Tax holidays & reduced corporate income tax for operators of critical transport infrastructure, particularly for projects identified by the federal government as high priority in the NTP.
- Tax exemptions on logistics services (e.g. cold storage for fisheries, warehousing etc.) to reduce operational costs.
- Capped port and transit fees for investors registered through SOMINVEST.
- Establish legal framework and incentives for special economic zones nationwide.
- Subsidies on construction material importation and transit.

7.3.3. Non-Fiscal Incentives for Investment

Non-fiscal incentives can also increase investment attractiveness for the sector through reducing barriers to entry and accelerating operationalization. These can include:

- "One stop shop" licencing and customs management system for transport and logistics companies to reduce interactions across multiple ministries and authorities.
- Long term concessions & leases for port operations, airports, bus stations, logistics zones, dry ports and warehousing clusters.
- Establish more special economic zones with simplified logistics processes, tax incentives and offer existing infrastructure (e.g. utilities, security) to reduce investor operating cost.

7.3.4. Risk Based Customs Management

Delays and insufficient coordination at borders have exacerbated informal cross border trade in Somalia, resulting in losses of state revenue. Risk based clearance and customs management at trading points such as ports, borders and airport can fast track the transit of low-risk cargo. Categorisation of customs procedures and level of resources required for inspection based on criteria such as type and origin of goods will help reduce cost and time delays for importers and goods in transit to Ethiopia.

7.4. Recommended Capacity Enhancement Reforms

7.4.1. Trade Corridor Security Enhancements

Reinforcement of security along trade corridors, especially for road transport will be an essential strategy to increase and maintain investor confidence. The government should consider developing security escort programs along priority corridors, or identify designated safe trade routes for security monitoring to protect cargo and passengers. Specialised.

7.4.2. Government Human Resource Capacity Strengthening

Government institutions in Somalia need targeted capacity building across policy, technical, and operational dimensions to sustainably develop the transport and logistics sector. This includes strengthening regulatory and planning skills within the ministries and sector agencies on drafting and enforcing modern transport regulations, harmonizing customs and transit rules, and designing concession and PPP frameworks to attract private investment. Technical training is needed in port and airport operations, inland container depot and terminal management, road asset management and preventive maintenance, and air navigation and safety oversight. Finance and procurement skills (budgeting, tariff-setting, contract management) plus transparent revenue management will improve sustainability, while stakeholder engagement and anti-corruption training will build trust with traders and investors.

7.4.3. Customs and Revenue Collection Digitisation

Digital capacity must be strengthened as an essential enabler within the logistics sector. Customs and cargo clearance systems, freight data platforms, GIS mapping, performance monitoring dashboards, and interoperable logistics information systems will reduce delays and informal rents. Training must be delpoyed for customs officers to ensure effective use of Somalia's automated SOMCAS platform to reduce clearance times and improve compliance.

7.4.4. Joint Federal and Member States Logistics Coordination

Federal-state coordination mechanisms require significant enhancement to support nationwide logistics development. There must be strengthened coordination mechanisms between federal and member state transport-related departments on logistics policy and regulations. Further, creating mechanisms for information sharing and joint planning will help overcome the sector's fragmented oversight.

7.4.5. Joint Government and Private Sector Capacity Building Partnerships

Somalia can accelerate citizen's skills development in the transport and logistics sector by establishing structured joint capacity-building partnerships with the private sector that align public NTP targets with operational expertise. Formal public–private platforms can be developed for port operators, airlines, freight forwarders, logistics firms, and training institutions co-design curricula, certification programs, and on-the-job apprenticeships for government officials and local operators. Secondments and staff exchanges between public agencies and private operators can strengthen practical knowledge in areas such as port and airport management, customs modernization, fleet operations, safety oversight, and digital logistics systems. Co-financing arrangements supported by development partners can fund training centres, simulators, and digital tools.

8. How SOMINVEST Can Help Investors

Somalia's transport and logistics sector is at a pivotal moment: demand is rising and infrastructure spending is accelerating. Investors with the capability to deliver the necessary transport services, modern warehousing, cold-chain, cargo handling, and digital logistics solutions stand to capture significant market share and shape the sector's long-term development. Investing in Somalia's transport and logistics sector now allows investors to secure strategic positions in a market that is set for rapid growth over the coming decade.

Through the Somalia Investment Promotion Office (SOMINVEST), Somalia's national investment promotion agency, investors are ensured ease of entry, government facilitation support, and guidance on the identification of market opportunities for investment across multiple sectors.

SOMINVEST can assist transport and logistics investors with the following services:

1. **Investment Facilitation:** SOMINVEST offers investors support with engaging government stakeholders relevant to their sectors, and advise investors with regards to legal aspects of company registration, applicable laws.
2. **Data Analysis & Advisory:** Development & maintenance of scientific investment-related data that can aid investors to make intelligent choices when investing in Somalia. This includes general and customized business information, industry data, updates on laws, regulations and incentives information.
3. **Site Visit Support:** SOMINVEST is on standby to support investors with site visits, land studies, and information on site cost acquisition and utilities availability necessary for investment feasibility.
4. **Investment Policy Advocacy:** Offer policy advocacy and support across the investment cycle.

8.1. Investment Incentives

As part of Somalia's broader reforms under the National Transformation Plan, key incentives and benefits have been put in place to support foreign and domestic investors in Somalia. The Investments and investors Protection Law 2023 formalizes legal guarantees to investors including:

i. There are no formal restrictions on private ownership. Foreign investors are allowed to incorporate a sole director company and register a fully owned local company without a local shareholder.
ii. Guarantees are provided for capital and profits repatriation.
iii. Protections against expropriation without compensation.
iv. The Ministry of Finance has authority to grant tax exemptions.

A national investment incentives framework is in development in coordination with the Ministry of Finance to formalize eligibility criteria for incentives such as additional tax holidays, job creation bonuses and customs exemptions.

8.2. Investor Documents Required

To invest in Somalia's transport and logistics sector, investors must begin by expressing their interest through the Ministry of Planning, Investment and Economic Development through SOMINVEST. The initial documents required include:

Document	Details Opportunities for Investment
Official Company Letter	Submit a formal letter addressed to SOMINVEST, expressing your interest in investing in Somalia & request a visit for the stated purpose.
Company Profile	Provide a detailed company profile including information about company ownership, management team and business activities.
Passport Copies	Include passport copies for company shareholders and key senior management team members expected to drive the investment project.
Foreign Direct Investment Application Form	Complete the FDI application form available online https://sominvest.gov.so/procedures/fdi-application-form/

Table 6: Documents Required for FDI Application

All documents must be submitted electronically through facilitation@sominvest.gov.so.
Any additional information on investment procedures can be located at https://sominvest.gov.so/procedures/.)

After FDI application forms are submitted, additional registration procedures must be initiated as follows:

#	Details	Resources and References
Business Registration	Foreign investors have to register their business with the Registrar of Companies at the Ministry of Commerce and Industry.	Can be conducted online via Somalia's business registration website. Visit https://ebusiness.gov.so/
Tax Registration	Investors are required to obtain a Tax Identification Number (TIN) and are subject to corporate income tax and **5% VAT** payable to the federal government.	Contact facilitation@sominvest.gov.so for information on applying for a TIN certificate.
Permits and Licenses	Permit and business licenses are issued by relevant ministries, and the fees are dependent on industry and business size. Please refer to the government contact list below for the relevant investment sector.	Contact facilitation@sominvest.gov.so to confirm relevant industry & business licenses required
Labour and Immigration	Investors are requested to contact their representative in Somalia to file a formal request for visa on arrival approval to be processed within 48 hours. Visa on arrival is available to citizens of all countries with no exception.	Visitors can apply for a visa to Somalia online: https://etas.gov.so/ Visa invitation letters can be facilitated through SOMINVEST, contact facilitation@sominvest.gov.so

Table 7: Investment Documentation Requirements

8.3. Key Government Contacts

There are a multitude of key stakeholders in logistics who must work coherently to achieve efficiencies and results in this sector. Key government stakeholders responsible for sector oversight are:

Transport & Logistics Sub Sector	Ministry	Agencies and Authorities
Roads	Ministry of Transport and Civil Aviation. Ministry of Public Works, Reconstruction and Housing.	MoTCA Department of Land Transport. MoPW Directorate of Roads & Infrastructure Development.
Sea	Ministry of Ports and Marine Transport.	Somalia Ports Authority. Somalia Maritime Administration.

Aviation	Ministry of Transport and Civil Aviation.	Somalia Civil Aviation Authority.
Trade & Customs Facilitation	Ministry of Commerce & Industry. Ministry of Finance.	Customs Department. Somali Revenue Authority.
Investment Facilitation	Ministry of Planning, Investment and Development.	Somalia Investment and Promotion Office.

Ministerial Contact Information:

Institution	Address	Email	Phone	Website
MoPIED	Hussein Elabe Fahie Building, Afgoye Road-KM5, Mogadishu, Somalia	info@mop.gov.so	+252 615 040 610	https://mop.gov.so/
SOMINVEST	Hussein Elabe Fahie Building, Afgoye Road-KM5, Mogadishu, Somalia	info@sominvest.gov.so	+252611011116 +252 61911153	https://sominvest.gov.so/
Ministry of Transport & Aviation	HQ –Aden Abdulle International Airport, Mogadishu, Somalia	info@motca.gov.so	+252 611234567	https://motca.gov.so/
Ministry of Ports and Marine Transport	Mogadishu, Somalia	info@mpmt.gov.so	+252 613242015	https://mpmt.gov.so/
Ministry of Public Works, Reconstruction and Housing	Jubba Street, Shagaani, Mogadishu Somalia	info@mpwr.gov.so	+252 770740266	https://mpwr.gov.so
Ministry of Commerce & Industry	Mohamud Harbi Road, Warta nabada, Mogadishu - Somalia	info@moci.gov.so	+252613121213	https://moci.gov.so/
Ministry of Finance / Revenue Authority	Corso Somalia Street, Shangaani District, Mogadishu - Somalia	mof@mof.gov.so	+252 617747363	https://mof.gov.so/
Ministry of Justice	Martine Road, Hamar Weyne, Mogadishu, Somalia	info@moj.gov.so	+252 610000000	https://moj.gov.so/
Somali Chamber of Commerce & Industry	KM5, Mogadishu, Somalia	info@somalichamber.so	+252 1 850 320	https://somalichamber.so/

Immigration & Citizenship Agency	HQ –Aden Abdulle International Airport, Mogadishu, Somalia	info@immigration.gov.so	+252614465000 Call: 2000	https://immigration.gov.so/en/

Table 8: Ministry Contact Information

Contact Us!

Hussein Elabe Fahie Building, Afgoye Road-KM5, Mogadishu, Somalia
info@sominvest.gov.so | https://sominvest.gov.so
+252 61 1011116 | +252 61911153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December 2025

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