SORIE SULAIMAN SESAY — POLICY SUMMARY

WORKABLE LIVABLE AFFORDABLE

Connecting the Country to Its Future

Infrastructure, transport & connectivity

> *A farmer in a remote district grows more than her community can use, but for a third of the year, the road to the nearest market simply isn't passable. Her surplus rots at exactly the moment a family in the city is paying more for food because so little is reaching them.*

WHY THIS MATTERS

Of more than 11,000km of road in Sierra Leone, only a small fraction is paved, and a third of rural Sierra Leoneans can't reach an all-season road at all. Worse, the country has a long habit of building a road, watching it fall apart for want of maintenance, and then rebuilding the same road again a few years later — spending twice for what should have been built once, in part because the contractors doing the work are rarely Sierra Leonean firms building lasting local capacity, and more often outside companies who leave with the expertise when the project ends.

WHAT WE'RE PROMISING

A country connected to itself, its markets, and the world — with what is built actually maintained, and increasingly built by Sierra Leonean hands.

FLAGSHIP — Connect Every District

Instead of scattered, disconnected road projects, we'll plan and finance complete economic corridors end to end — trunk road, feeder roads, and bridges together as one system — chosen by which corridor unlocks the most production and links the most people to markets. A road is only worth building if a farmer, a trader and a patient can actually rely on it, in every season, for the life of the road, not just the year after the ribbon-cutting.

HOW WE'LL MAKE IT REAL

- A road-maintenance mechanism working with local councils and the Sierra Leone Roads Authority already exists; the problem has been that it is thankless, underfunded work that loses out to new construction's ribbon-cuttings. We'll properly ring-fence and protect its financing and enforce control of the overloaded trucks that destroy roads prematurely, and we'll study what has made equivalent maintenance funds actually work in other countries rather than assume the structure alone is enough — a structure without discipline and funding behind it changes nothing.
- We'll deliberately build the capacity of local contractors to handle this work themselves, rather than defaulting to foreign firms on every major contract — progressively, through smaller packages local firms can grow into, technical partnerships that transfer real skills, and procurement that rewards Sierra Leonean capacity rather than only the lowest bidder from abroad, so that road and bridge maintenance becomes a Sierra Leonean industry, not a recurring import.
- This chapter covers the whole logistics ecosystem, not roads alone: modernising the Freetown port and easing its congestion, developing logistics hubs at Koya and the Masiaka interchange where corridors and production converge, extending broadband and mobile connectivity as economic infrastructure in its own right, and a realistic, honest approach to rail and aviation — supporting the mineral railways that already move ore to the coast on terms that allow shared use, rather than promising a national passenger network the country cannot yet afford.
- Rural feeder roads and bridges will be prioritised for the third of the country currently cut off from an all-season road every rainy season, ending the seasonal isolation that cuts farmers off from markets and patients off from clinics.
- And everything we build will be built to climate-resilient standards against the floods, storms and coastal erosion already worsening — because building to yesterday's standards is how a country ends

up building everything twice.

> *"A road that is not maintained is not an asset. It is a debt waiting to be paid again."*

Full policy chapter available at sorielsulaiman.sl/publications/infrastructure