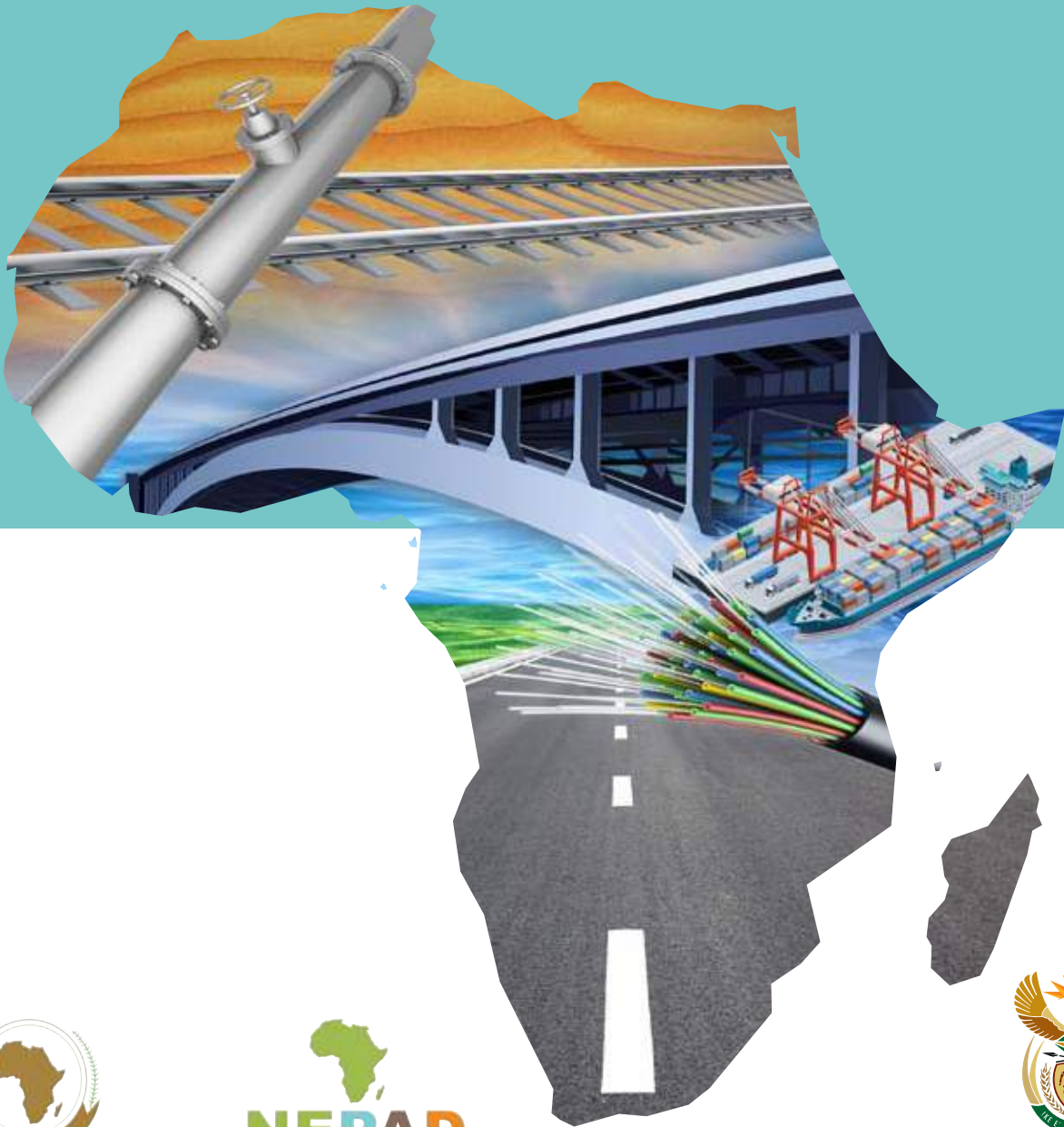


# Presidential Infrastructure Champion Initiative (PICI) Report



THE PRESIDENCY  
REPUBLIC OF SOUTH AFRICA

Connecting Africa through Political Leadership



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# GLOSSARY OF TERMS AND ABBREVIATIONS

<b>AAP</b>	AU/NEPAD African Action Plan
<b>AfDB</b>	African Development Bank
<b>AMU</b>	Arab Maghreb Union
<b>AU</b>	African Union
<b>AUC</b>	African Union Commission
<b>BADEA</b>	Arab Bank for Economic Development in Africa
<b>CEN SAD</b>	Community of Sahel-Saharan States
<b>COMESA</b>	Common Market for Eastern and Southern Africa
<b>DBSA</b>	Development Bank of South Africa
<b>DIRCO</b>	Department of International Relations and Co-operation (South Africa)
<b>DRC</b>	Democratic Republic of Congo
<b>EAC</b>	East African Community
<b>ECCAS</b>	Economic Community of Central African States
<b>ECOWAS</b>	Economic Community of West African States
<b>EU</b>	European Union
<b>HSGOC</b>	Heads of State and Government Orientation Committee (NEPAD)
<b>ICRC</b>	Infrastructure Concession Regulatory Commission (Nigeria)
<b>ICT</b>	Information and Communication Technology
<b>IGAD</b>	Intergovernmental Authority on Development
<b>IPPF</b>	Infrastructure Project Preparation Facility (NEPAD)
<b>LAPSSET Corridor</b>	Lamu Port Southern Sudan-Ethiopia Transport Corridor



<b>MoU</b>	Memorandum of Understanding
<b>NEPAD Agency</b>	New Partnership for Africa's Development (Planning and Coordinating Agency)
<b>NNPC</b>	Nigerian National Petroleum Corporation
<b>NPCA</b>	NEPAD Planning and Coordinating Agency
<b>ODA</b>	Official Development Assistance
<b>OSBP</b>	One-stop Border Post
<b>PICI</b>	Presidential Infrastructure Champion Initiative
<b>PIDA</b>	Programme for Infrastructure Development in Africa
<b>REC</b>	Regional Economic Community
<b>SADC</b>	Southern African Development Community
<b>STAP</b>	Short-term Action Plan
<b>TAH</b>	Trans-Africa Highway
<b>TRLG</b>	Trans-Saharan Liaison Committee
<b>TTT</b>	Technical Task Team (PICI)
<b>UN</b>	United Nations
<b>UNECA</b>	United Nations Economic Commission for Africa
<b>UNESCO</b>	United Nations Educational, Scientific and Cultural Organization
<b>WAEMU</b>	West African Economic and Monetary Union
<b>ZIZABONA</b>	Zimbabwe, Zambia, Botswana and Namibia
<b>ZTK</b>	Zambia, Tanzania and Kenya

# FOREWORD BY THE PICI CHAIRPERSON

HIS EXCELLENCY, PRESIDENT JACOB ZUMA, PRESIDENT OF THE REPUBLIC OF SOUTH AFRICA



Over the past few years it has become apparent that infrastructure is vital to the sustainable development of our continent. The time is now to ensure that we reach our goal of a 7% growth rate per annum through the development of sufficient, solid infrastructure which spans across borders, regions and our continent.

It was for this very reason that, during the 23rd HSGOC meeting in Kampala, Uganda, on 24 July 2010, I proposed that African leaders should identify infrastructure projects of high developmental impact, and champion them. This proposal has since transformed into the PICI, which was endorsed and adopted by the AU Assembly in January 2011 in Addis Ababa, Ethiopia.

Africa is seeing a number of infrastructure-related trends emerging – infrastructure investment has quadrupled, exports have increased and its share in foreign direct investment continues to grow. However, we still face extreme economic inequality, compounded by factors such as climate change. For this reason, we need to build on

the positive trends that are emerging. Key to this is regional integration and intra-Africa trade, which is facilitated through infrastructure development.

Through the PICI, regional and cross-border infrastructure will be developed to facilitate trade and investment. This initiative should ultimately unlock the economic potential of the continent and provide development opportunities for regions, countries and our people.

As the chairperson of this initiative, I have actively submitted regular progress reports on the PICI projects during the bi-annual HSGOC meetings at the AU Summits. I am delighted by the progress made by all the presidential champions on their respective projects. This certainly testifies to the firm commitment of Africa's leadership to accelerating infrastructure development through political championing of specific high impact projects.

One of the PICI projects has been fully implemented, another is under construction and all the others are in different stages of implementation. We will continue to take these projects forward to full implementation. I believe that through the PICI, which could serve as the trailblazer for the broader PIDA and other regional and continental infrastructure projects, we are leading the charge in infrastructure development across the continent.

As endorsement of the success of the PICI, the Government of Kenya, under the leadership of His Excellency, President Uhuru Kenyatta, joined the PICI family earlier this year with its Lamu Port Southern Sudan-Ethiopia Transport (LAPSSET) Corridor Project. I welcome President Kenyatta on behalf of all my colleagues.

The infrastructure gap in our continent remains large, but with the commitment of our presidential champions, the NEPAD Agency, AUC, RECs, member states, the AfDB, UNECA and the private sector, we will bridge this gap and unlock Africa's potential.

A handwritten signature in black ink, which appears to be 'J. Zuma'. The signature is stylized with loops and is positioned above the printed name.

**His Excellency, Jacob Zuma**  
**President of the Republic of South Africa**

# FOREWORD BY THE NEPAD CHIEF EXECUTIVE OFFICER

DR IBRAHIM ASSANE MAYAKI

Africa is a continent of opportunity and destination of choice with an unmatched resilience. Despite global economic challenges, the continent has been able to maintain an average GDP of over 5%. Poverty levels are falling, incomes are rising and education and health outcomes are improving. In 2014 Official Development Assistance (ODA) was estimated at USD55.2 billion, which is less than the official remittances of USD67.1 billion. Africa's political governance has improved since 2000. Elections are increasingly becoming peaceful, and participation of women in political life has increased.

However, Africa's greatest asset is its people. It is a young continent of over 1 billion people, with more than half of the population under eighteen years of age. It is projected that in 2030 the population will increase to 1.6 billion with about 300 million people classified as middle income.

One of Africa's greatest challenges is regional infrastructure, and intra-Africa trade. In response to this need for infrastructure development, His Excellency, President Jacob Zuma of the Republic of South Africa, during the 23rd New Partnership for Africa's Development (NEPAD Agency) Heads of State and Government Orientation Committee (HSGOC) meeting in Kampala, Uganda, on 24 July 2010, proposed that the implementation of regional and continental infrastructure projects be accelerated through political championing. The African Union (AU) leaders agreed with this proposal, and re-emphasised the importance of accelerating regional infrastructure development through committed political leadership, sponsorship and the championing of specific regional infrastructure projects. At this same AU Summit, the study for the Programme for Infrastructure Development for Africa (PIDA) was launched.

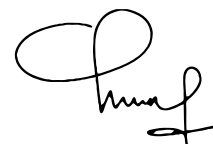
The 15th AU Summit adopted the recommendation of the 23rd NEPAD HSGOC meeting to establish the NEPAD High-Level Ad Hoc Subcommittee on Infrastructure comprising eight Heads of State and Government, with South Africa as chair. Other countries include Algeria, Benin, Egypt, Nigeria, Republic of Congo, Rwanda and Senegal. The Subcommittee was tasked with prioritising and consolidating infrastructure projects for high impact and results under this proposal. Consequently, during the 16th AU Summit in Addis Ababa, Ethiopia, on 30 January 2011, the Presidential Infrastructure Champion Initiative (PICI), together with its projects and champions, was endorsed and adopted by the AU Assembly.

At the AU Summit in January 2012, PIDA was endorsed by the AU Assembly as the continental framework for infrastructure development from 2012 to 2040. Although the PICI was adopted before PIDA, it is important to note that the PICI is not only a precursor to PIDA, but forms part of the overall PIDA. The success of the PICI will indeed give us assurance that PIDA will be successful and the PICI will also provide a template and learning experience for the implementation of the PIDA projects.

Tremendous progress has been achieved in implementing the PICI projects, and the initiative puts Africa on the right track towards unlocking its potential. The NEPAD Agency, acting as the secretariat and executing agency of the PICI and working closely



with the country focal points of the respective states, the African Union Commission (AUC), the RECs, the African Development Bank (AfDB) and the United Nations Economic Commission for Africa (UNECA), continues to monitor the progress on the implementation of the PICI projects. Regular Technical Task Team (TTT) workshops are being held to monitor the progress of the projects and to provide a platform to share experiences in project implementation. Today I am proud to say that one of these projects has been fully implemented, another is currently under construction, and all the others have progressed very well. I have no doubt that the NEPAD Agency, together with our partners and political champions will meet the infrastructure challenges of the continent.

  
**Dr Ibrahim Mayaki**  
**CEO, The NEPAD Agency**

# PICI

## A PRESIDENTIAL INITIATIVE TO FAST-TRACK INFRASTRUCTURE DEVELOPMENT IN AFRICA

In the ever-changing world economy, Africa is still seen as a continent of opportunity – a destination of choice for many investors and development actors. Despite the ongoing global economic turmoil, Africa still presents a high-growth market and needs to take advantage of this.

Although rich in resources, the continent lacks the necessary infrastructure to reap the benefits of potential investment opportunities and to sustain its current economic growth and competitiveness. Bridging the gap in infrastructure is thus vital to economic advancement and sustainable development. However, this can only be achieved through regional and continental co-operation and solution-finding.

The PICI was born out of a proposal by President Jacob Zuma to accelerate regional infrastructure development enabled through the political championing of projects. This proposal was made during the 23rd HSGOC meeting in Kampala, Uganda, in July 2010. The role of the champions is to bring visibility, unblock bottlenecks, co-ordinate resource mobilisation and ensure project implementation. It presents the opportunity for African Heads of State and Government to be actively involved in the development and implementation of projects.

Initially eight projects were identified to be championed by the seven selected Heads of State and Government. Most of these projects were endorsed by the 16th AU Assembly in January 2011 in Addis Ababa, Ethiopia, while others, such as the LAPSET Corridor Project, later joined the PICI family thus making the total number

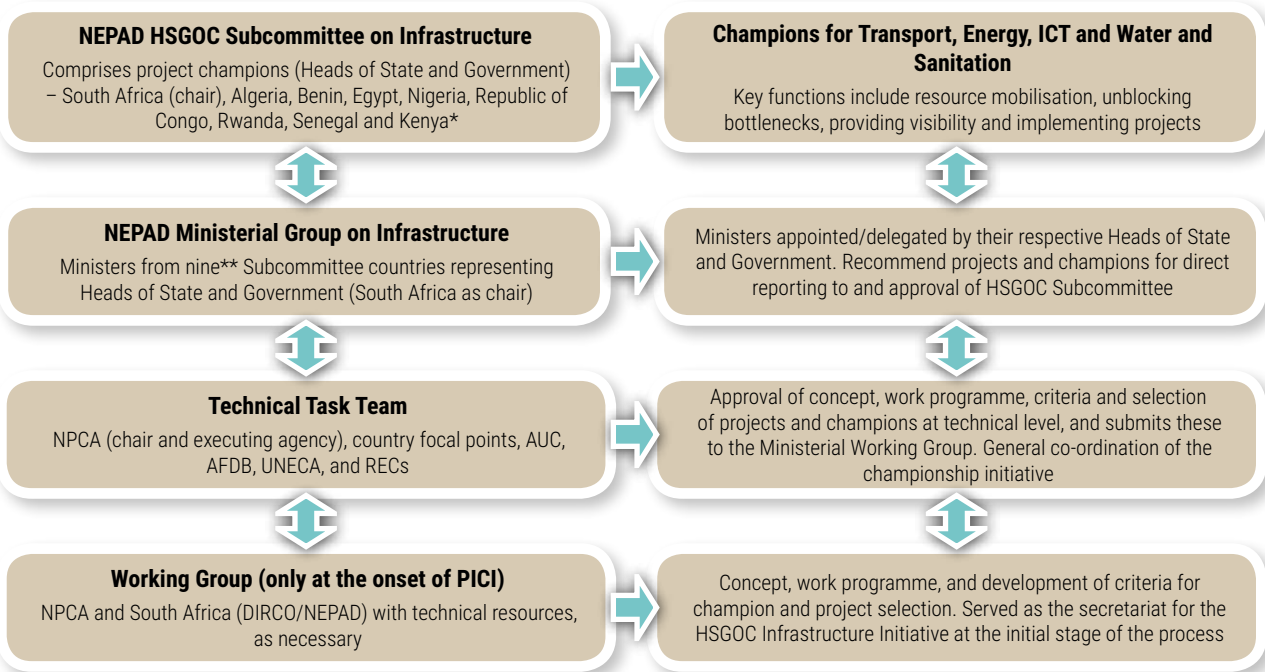


of projects nine championed by eight Heads of State and Government. South Africa, under the leadership of President Jacob Zuma, chairs the PICI. The projects cover four infrastructure sectors, namely transport, energy, information and communication technology (ICT), and trans-boundary water.

The proposal was jointly developed by the NEPAD Agency and the South African Department of International Relations and Cooperation (DIRCO) into a Technical Concept Paper, and eventually the PICI, with a fixed reporting structure and implementation strategy, as illustrated below.

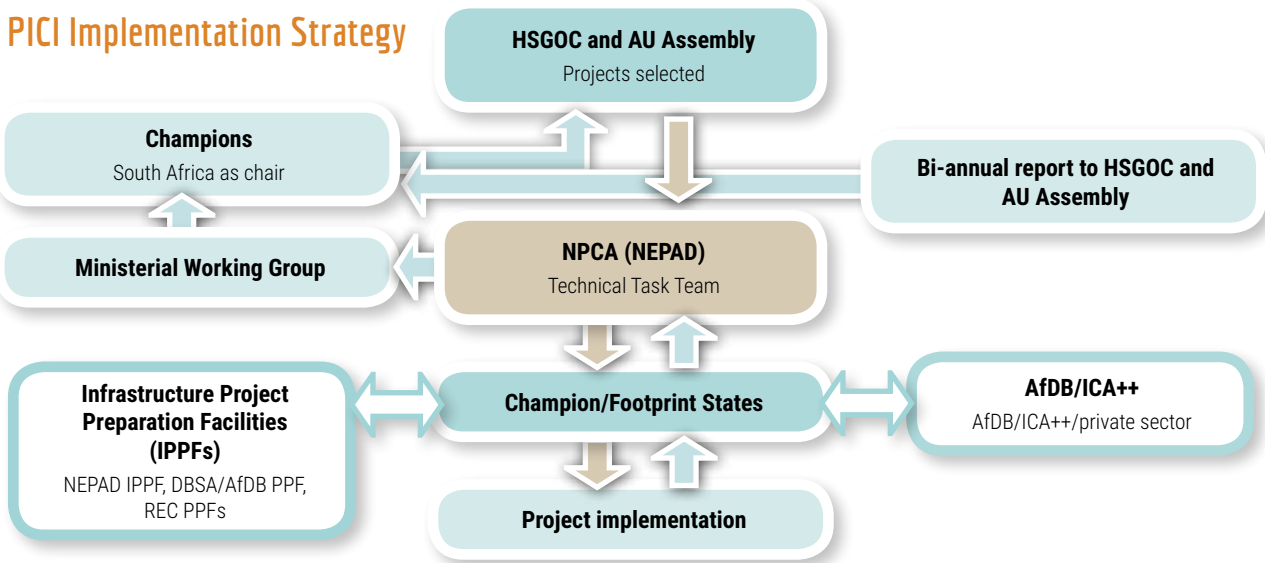


# Reporting Mechanism



Note: \* New member \*\* Kenya joined in 2015

# PICI Implementation Strategy



The objective of the PICI is to ensure that the projects are implemented within five years (2010–2015). In this context implementation is defined as the advancement of the project from pre-feasibility to feasibility phase, or from feasibility to construction, or simply that demonstrable evidence of progress is available.

# CHRONOLOGY OF EVENTS 2010–2015

July 2010	AU Summit in Kampala, Uganda – endorsed the establishment of a High Level Ad Hoc Subcommittee for the PICI, with South Africa as chair
July–September 2010	NPCA and South Africa – developed the concept and technical papers based on the proposal
September–November 2010	NPCA and South Africa – developed criteria for selecting projects and champions, as well as modalities for advancing the concept
December 2010	TTT meeting in Pretoria, South Africa, hosted by former Minister Trevor Manuel
	Ministerial meeting in Johannesburg, South Africa – projects and champions selected (co-hosted by former South African Minister, Trevor Manuel, and NEPAD)
January 2011	Ministerial and presidential meetings in Addis Ababa, Ethiopia
	<b>HSGOC meeting – endorsed the PICI, its projects, criteria and modalities for operation. Endorsed by the AU Assembly</b>
December 2011	TTT workshop in Midrand, South Africa, hosted by the NEPAD Agency
January 2012	AU Assembly in Addis Ababa, Ethiopia – President Jacob Zuma presented his PICI status report during the HSGOC meeting
	PICI presidential meeting and presidential breakfast (hosted by President Jacob Zuma)
June 2012	AU Assembly in Malabo, Equatorial Guinea – President Jacob Zuma presented his PICI status report during the HSGOC meeting
	PICI presidential meeting and presidential breakfast (hosted by President Jacob Zuma)
January 2013	TTT workshop in Abuja, Nigeria – endorsed Egypt's project
	AU Assembly in Addis Ababa, Ethiopia – endorsed Egypt's project
	PICI presidential meeting and presidential breakfast (hosted by President Jacob Zuma)
July 2013	AU Assembly in Addis Ababa, Ethiopia – President Jacob Zuma presented his PICI status report during the HSGOC meeting
January 2014	AU Assembly in Addis Ababa, Ethiopia – President Jacob Zuma presented his PICI status report during the HSGOC meeting
	PICI presidential meeting and presidential breakfast (hosted by President Jacob Zuma)
July 2014	AU Assembly in Addis Ababa, Ethiopia – President Jacob Zuma presented his PICI status report during the HSGOC meeting
	PICI presidential meeting and presidential breakfast (hosted by President Jacob Zuma)
	TTT workshop in Pretoria, South Africa, hosted by South Africa and the NEPAD Agency
January 2015	Ministerial Working Group meeting in Pretoria, South Africa (hosted by Minister Jeff Radebe)
	HSGOC meeting in Addis Ababa, Ethiopia – endorsed Kenya's LAPSET Corridor Project and President Jacob Zuma presented his PICI status report during the HSGOC meeting
	PICI presidential meeting and presidential breakfast (hosted by President Jacob Zuma)
May 2015	TTT workshop in Cairo, Egypt, hosted by Egypt and the NEPAD Agency – Endorsed Kenya's LAPSET Corridor Project

# ROLES OF THE KEY PLAYERS

## NEPAD Agency

The promotion of infrastructure development is one of the key mandates of the NEPAD Agency. It is therefore appropriate for it, as the technical arm of the AU, to be the executing agent and secretariat of PICI.

The NEPAD Agency co-ordinates engagements with the country focal points, champions, RECs, development partners and prospective private sector investors for the funding and financing of the PICI projects. It also monitors project progress and co-ordinates and hosts and co-hosts the TTT workshops on behalf of the PICI. The Agency furthermore produces regular progress reports and a comprehensive Bi-annual Report on the implementation status of PICI projects. This Bi-annual Report is presented by the HSGOC chair, President Jacob Zuma, and is subsequently endorsed and adopted by the AU Assembly.

## The African Union Commission

The AUC works closely with the NEPAD Agency to co-ordinate and facilitate the PICI projects, and is also an active member of the TTT.

## Country Focal Points

The country focal points are designated by their country's champion and represent them at TTT level. Their role is to present the Project Status Report as well as all relevant information concerning their respective projects at the TTT workshop. They are therefore the point of contact for PICI in their country, and work closely with the NEPAD Agency's PICI Co-ordinator and their respective ministers serving on the Ministerial Working Group.

## High-level Ad Hoc Subcommittee on Infrastructure

The High-level Ad Hoc Subcommittee on Infrastructure operates under the NEPAD governance structures, and reports to the NEPAD HSGOC. It provides regular progress reports on the PICI projects to ensure that regional infrastructure development remains a top priority of the HSGOC.

The subcommittee comprises eight Heads of State and Government from South Africa (chair), Algeria, Benin, Egypt, Nigeria, Republic of Congo, Rwanda and Senegal, who are also the political champions of specific infrastructure programmes/projects, with the exception of Benin.

## Ministerial Working Group

The Heads of State and Government serving on the High-level Ad Hoc Subcommittee on Infrastructure is supported by the Ministerial Working Group. This Ministerial Working Group, chaired by South Africa (represented by Mr Jeff Radebe, Minister in the Presidency), has fully delegated authority and reports on the progress and implementation status of the selected PICI projects to the High-level Subcommittee.

Among others, the PICI Ministerial Working Group is responsible for:

- Discussing the concept and process structure for champion selection
- Discussing the involvement of national and regional institutions in the drafting of the Executive Report, as well as adopting the TTT Report before it is presented to the HSGOC
- Selecting the projects recommended by the TTT for implementation, for subsequent submission to the High Level Subcommittee
- Proposing champions and their respective infrastructure projects for endorsement by the HSGOC
- Overseeing the activities of the PICI TTT.

## Technical Task Team

The PICI Ministerial Group is supported by the TTT which comprises following institutions:

- NEPAD Planning and Coordinating Agency (NPCA) – chair

- Country focal points
- AUC
- AfDB
- UNECA
- RECs
- South Africa, represented by the Office of the Presidency and DIRCO.

The TTT, chaired by the NPCA, is mandated to endorse the concept note and proposed work programme for the PICI (collectively developed by the NPCA and South Africa). In addition, it oversaw the identification of potential PICI projects and recommended criteria for project selection and the modalities of champions.

With the assistance of the country focal points, the TTT prepares technical reports on each PICI project and monitors progress made on these projects.

## Working Group

The Working Group was created during the early stages of the PICI to, among others, finalise the concept note on promoting

regional infrastructure in Africa; draft the selection criteria for projects and champions; prepare the technical concept; and draft the champion modality. These outputs were submitted to the TTT for endorsement and escalated to the PICI Ministerial Working Group.

The NEPAD Agency and South African Government (represented by DIRCO) served on the Working Group, which was disbanded once it achieved its mandate.

## Champions

The project champions are central to the success of the PICI. Among others, they are responsible for:

- **Bringing visibility to the projects**
- **Providing leadership**
- **Unblocking political bottlenecks**
- **Leading resource mobilisation efforts for project implementation**
- **Ensuring speedy project implementation within five years.**

The champions submit progress reports to the HSGOC on a regular basis.

## Other Role Players

The AUC, AfDB and UNECA not only serve on the TTT, but are also responsible for the Resource Mobilisation Strategy.

Furthermore, the involvement of the private sector is pivotal to the successful implementation of the PICI projects. Public-private partnerships and resource mobilisation are at the core of the PICI's realisation.



# SELECTION CRITERIA

After due consideration, selection criteria were put in place for the infrastructure projects to be championed, as well as for the champions who would be responsible for the successful implementation of the projects.

In 2010, it was decided that the infrastructure projects selected should come from either the STAP and/or the AAP. These projects were also linked with the finalised outcomes of the PIDA projects, the study of which was still underway at the time.

The champions had to be Heads of State and Government with a vested interest in the specific project and with the capacity to create visibility for the project, unblock bottlenecks and mobilise the necessary resources for project implementation.

## Criteria for Projects

### Projects must:

1. Be regional (multi-country/cross-border covering at least two AU member states), continental (covering at least two sub-regions) or a state project with regional implications
2. Be bankable and have gone beyond the pre-feasibility or feasibility stages
3. Have quantifiable socio-economic benefits, thereby promoting regional integration and trade in the short to medium term
4. Promote employment opportunities by creating sustainable jobs arising from the project
5. Have an implementation period of 3–5 years, preferably with demonstrable benefits within this period
6. Have joint or co-ownership potential which will be accepted by the states or regions concerned
7. Be considered a top priority by all stakeholders concerned, and have a sub-regional or continental balance, i.e. equitably distributed
8. Require minimal, uncomplicated resource mobilisation efforts
9. Be considered a flagship project with the potential for duplication in other regions as a commendable practice in infrastructure
10. Serve to achieve AU/NEPAD regional integration objectives by targeting poverty alleviation, economic growth and development with demonstrable impact, and contribute to the attainment of food security
11. Not be hindered by complicated national and regional geo-political issues, with minimal effort required to resolve/unblock any bottlenecks.

## Criteria for Champions



### Champions must:

1. Have proven or demonstrable ability to promote and advocate the NEPAD Agency's vision and agenda
2. Express their commitment and willingness to infrastructure development

3. Have the ability to lead the development of an action plan for final project implementation
4. Oversee the monitoring and evaluation process, including regular reporting on the progress of the project to the NEPAD HSGOC
5. Have evidence of sustainable infrastructure development through the specific project
6. Be committed to sponsoring the project through active mobilisation of resources from within the African continent and from development partners, to fast-track the facilitation and promotion of infrastructure development
7. If necessary, be willing to source/provide the required additional resources to support the speedy implementation of the project
8. Have a direct and vested geo-political interest and relevance in the project and commitment to its delivery
9. Be dedicated to engaging and consulting with other African colleagues towards effectively sponsoring projects
10. Support the creation of an environment conducive to project implementation, and the necessary technical implementing capacities to drive project delivery
11. Have a demonstrable interest in ensuring the completion of the project through prioritised implementation phases
12. Oversee the development and submission of progress and monitoring reports to the NEPAD HSGOC Summit
13. Have successfully promoted infrastructure projects to full implementation in the past.

## Project overview

Great progress has been made in the implementation of the PICI projects. This section gives a brief outline of each project, as well as progress made up to January 2015.

<b>Estimated total cost</b>	USD102 million
<b>Project specifications</b>	Construction of 225 km of road between Assamakka and Arlit, Niger
<b>Champion</b>	<div> <div>His Excellency, President Abdelaziz Bouteflika of Algeria</div> <div>   </div> </div>
<b>Affected RECs</b>	ECOWAS and AMU
<b>Affected countries</b>	Algeria, Niger, Nigeria, Tunisia, Mali and Chad

## Project background

The Trans-Sahara Highway is an important regional trade route spanning Algeria, Niger, Nigeria, Tunisia, Mali and Chad.

At present, 85% of the highway is paved, however the missing links (which are the focus of this project) are marked track over sand sheets. The project entails the construction and renovation of the missing links on this transnational highway.

Since the project's completion will make it easier to cross the borders on this route, people and goods will be transported faster and more effectively across the region. The upgrading of the highway will also boost regional integration and trade and will provide for seamless road transport between Algiers in Algeria and Lagos in Nigeria (a distance of over 5 000 km).

## Current status and next steps

The project reached financial closure in 2013 (after the Finance Ministers of Algeria and Nigeria intervened by writing to the AfDB at the request of the Trans-Saharan Liaison Committee (TRLIC) and NEPAD). It has been divided into two work packages – 125 km headed by Arab Bank for Economic Development in Africa (BADEA) and 100 km by AfDB. The tender processes for both packages have been completed.

The construction of the first work package (125 km) commenced in Niger on 20 November 2014. The construction of the second work package (100 km) is expected to commence in early 2015, with full project completion expected by 2016/17.

The process of converting the highway to a dual carriage way is ongoing, as works to connect it to the deep water Port of Djendjen in Algeria is underway.



**This project bears testimony to the successful implementation processes followed for the PICI projects.**





# PROJECT OVERVIEW

## OPTIC FIBRE LINK BETWEEN ALGERIA AND NIGERIA VIA NIGER

<b>Estimated total cost</b>	USD80 million
<b>Project specifications</b>	Installation of 4 500 km of terrestrial optic fibre cable
<b>Champion</b>	  <p>His Excellency, President Abdelaziz Bouteflika, Algeria</p>
<b>Affected RECs</b>	ECOWAS and AMU
<b>Affected countries</b>	Algeria, Niger, Nigeria and Chad

### Project background

The 4 500 km optic fibre line will run from Algeria (2 500 km), through Niger (950 km) to Nigeria (850 km), along the Nigeria-Algeria Gas Pipeline (Trans-Sahara Gas Pipeline).

Improved internet access and speed will not only connect the countries involved to the rest of the continent, but also to global trade partners. Better network availability will lead to reduced costs for ICT services.

Furthermore, direct cable-based internet links will enable improved healthcare and education links, enhance job opportunities and are expected to slow down the emigration of skilled labour.

### Current status and next steps

The Algeria section (2 700 km) is part of the national optic fibre backbone which has been completed and is fully functional. This section will, however, be strengthened and secured to allow for service continuity and permanent connectivity.



This project was extended in 2014 to include Chad, and the AfDB is funding the feasibility studies for the Niger and Chad sections (CFA200 million). AfDB is also funding the works on the Niger section (CFA17 billion).

A study of application was due for completion in January 2015, after which a consultant will be appointed to conduct the feasibility studies. At present, the project champion is focusing on co-ordination between member states and on obtaining funding for the outstanding components.

The roll out of the works is set for 2015, and some progress has been made in the Nigerian section. A meeting between Algeria, Niger, Nigeria and Chad is expected to be convened during the first quarter of 2015 to discuss progress on the project.

**The Algerian component of this project is fully operational and is a prime example of a successfully implemented PICI project that is having a positive impact on our people.**



<b>Estimated total cost</b>	USD10 billion (48" line) and USD13.7 billion (56" line) (2006)
<b>Project specifications</b>	A 4 401 km natural gas pipeline from Nigeria to Algeria via Niger, and from Algeria to Spain
<b>Champion</b> His Excellency, President Muhammadu Buhari, Nigeria	 
<b>Affected RECs</b>	ECOWAS and AMU
<b>Affected countries</b>	Nigeria, Niger and Algeria

### Current status and next steps

The NNPC and Sonatrach signed a Memorandum of Understanding (MoU) for the preparation of the project in 2002, and the Preliminary Study Agreement was signed in March 2003. This project will be completed in phases – conceptual design, feasibility study and definition, and construction. The feasibility study was completed in 2006.

In 2009, the NNPC and Sonatrach agreed to proceed with the MoU and Joint Venture Agreement between the three countries involved in this project, and the inter-governmental agreement was signed later in the same year.

The current low price of gas and the unreliability of gas supply (the current gas supply for this project is deep off-shore), could affect the CAPEX. For this reason Nigeria engaged a consultant to revalidate the 2006 feasibility study. The revalidation report was submitted in March 2014 and reconfirmed the viability and bankability of the project. In addition, Standard Chartered Bank undertook an optimisation and bankability study on behalf of the Nigerian Government, also confirming project bankability and viability.

The Nigerian Government has included this project in its National Infrastructure Development Programme and has adjusted the scope and focus of the project. It has committed USD400 million to the project and has raised an additional USD450 million through Euro Bonds during 2014.

The domestic component of the project has been divided into three phases: Early Gas Phase (a 261 km pipeline scheduled for completion by 2016), Phase 1 (418 km and 683 km pipelines

### Project background

The proposed gas pipeline will stretch 1 037 km from Nigeria to the Niger border, 841 km from Niger to Algeria, 2 303 km across Algeria and 220 km from Algeria to Spain. It will have an estimated annual capacity of 30 billion cubic litres of natural gas, and is expected to be operational by 2018.

The project will start in the Warri region in Nigeria and run north through Niger to Hassi R'Mel in Algeria. There it will connect with the existing Trans-Mediterranean, Maghreb-Europe, Medgaz and Galsi pipelines.

The pipeline will be built through a partnership between the Nigerian National Petroleum Corporation (NNPC) and Algeria's Sonatrach, together holding 90% of the shares, and the Niger National Oil Company holding 10%.

The pipeline will ensure closer co-operation and integration between neighbouring countries, and will ultimately allow for the diversification and marketing of Nigeria's natural gas export route.

scheduled for completion by 2018), and Phase 2 (a 174 km pipeline scheduled for completion by 2020).



In 2013, the Nigerian government called for an Expression of Interest for the local component and received over 67 responses. It has created a technical team to engage with the European Union (EU) on the marketing of gas and to attract incentives for commercial gas operations. Nigeria is also engaging with the Development Bank of South Africa (DBSA), regional banks and other competitive international banks.

To date, the 48" pipeline from Calabar to Kano has been completed and the pipeline right-of-way identified and surveyed. The engineering designs for Calabar have also been completed. At present, the bid documents and execution of contracts for early gas are being progressed.



# PROJECT OVERVIEW



<b>Estimated total cost</b>	USD2.21 billion for the road link and USD5.95 for the rail section
<b>Project specifications</b>	An 8 715 km road/rail project which entails combining TAH 5 (Dakar to N'djamena) and TAH 6 (N'djamena to Djibouti)
<b>Champion</b>  His Excellency, President Macky Sall, Senegal	 
<b>Affected RECs</b>	ECOWAS, ECCAS, COMESA and IGAD
<b>Affected countries</b>	Senegal, Mali, Burkina Faso, Niger, Nigeria, Cameroon, Chad, Sudan, Ethiopia and Djibouti

### Current status and next steps

The executive summary of the pre-feasibility study was submitted in May 2011, with the full report following in September 2011. A validation workshop took place later in the same month in Addis Ababa, Ethiopia. The final French pre-feasibility study was submitted in December 2011, with the English version following in January 2012. The validation workshop for the final pre-feasibility study was held in Djibouti in December 2012.

The Government of Senegal has identified the Dakar-Bamako rail segment as Phase 1 of the project. The West African Economic and Monetary Union (WAEMU) has committed to funding the technical studies and met with potential funding institutions in Dubai in September 2014. The Government of Senegal is negotiating with various Chinese companies and other potential funding partners for the project.

The Dakar-Ndjamena-Djibouti Road/Rail Project, as one of the PICI successes, was adopted by the PIDA and was highlighted as bankable during the recent Dakar Financing Conference.

The technical studies, financed by WAEMU, are expected to be completed by the end of November 2015. The project implementation phase is expected to commence before 2018.

### Project background

The project spans ten countries and has both a road and rail component.

The road component comprises the construction/renovation of the road between Dakar and Djibouti by combining two Trans-African Highway (TAH) Programme initiatives, TAH 5 (Dakar to N'djamena) and TAH 6 (N'djamena to Djibouti).

At present 1 276 km of the missing link falls in the TAH 6 Corridor, 611 km is in Sudan and 665 km in the Ethiopia-Djibouti stretch. There are no missing road links on TAH 5.

The total road project will span 8 715 km.

The railway component entails the construction of a new railway network with standard gauge. Missing links are located between Ati in Chad and Damzin in Sudan (3 686 km) and between Bitkine and Mondo in Chad and Gedaref in Sudan (4 056 km).



The completed railway line will run through Dakar, Tambacounda and Kedougou in Senegal, Keniebu, Bamako and Bougouni-Sikasso in Mali, and Bobo Dioulasso in Burkina Faso, covering a distance of approximately 3 871 km.

The enhancement of the road and railway lines under this project will not only ensure greater mobility of people and goods, but will support the development of land transport on the African continent. Since the project will cross the entire continent from east to west, it will enhance regional integration and trade, and will specifically improve trade and import and export opportunities for landlocked countries.



# PROJECT OVERVIEW

## NORTH-SOUTH CORRIDOR ROAD/RAIL PROJECT

<b>Estimated total cost</b>	N/A. Cost is based on the specific project within the corridor
<b>Project specifications</b>	Construction of a multi-modal trans-continental interconnector
<b>Champion</b> His Excellency, President Jacob Zuma, Republic of South Africa	 
<b>Affected RECs</b>	SADC, COMESA and EAC
<b>Affected countries</b>	South Africa, Botswana, Mozambique, Zambia, Zimbabwe, Tanzania and Malawi

### Current status and next steps

Various components under this project are already well under way, as summarised below:

#### Roads:

- The Bulawayo-Beitbridge Road is set to undergo a major facelift. Rehabilitation will be done concurrently but in two parts – Bulawayo to Gwanda and Gwanda to Beitbridge. A grant of USD4.5 million was provided through AfDB. Consultants are being procured and services are due to commence mid-2015. The SADC tripartite is undertaking feasibility studies and detailed design.
- Progress on the Kampala-Juba-Addis Ababa-Djibouti Corridor is well underway. The NEPAD Infrastructure Project Preparation Facility (IPPF) is funding the feasibility study and detailed engineering design for the missing link between Kapoeta and Raad Road (270 km), and the possibility of a one-stop border post (OSBP) are also being investigated. An MoU needs to be signed with South Sudan.
- Contracts for the preparation of detailed designs for the Serenje to Nakonde Road in Zambia have been awarded. Draft final designs and inception reports were completed.

#### Rail:

- In December 2014 the NEPAD Business Foundation invited tenders for the development of a North-South Corridor rail infrastructure investment and operating study.
- Four regional rail operators are jointly working on the blueprint plan to grow rail freight volumes on the Zambia-South Africa

### Project background

The project is defined as a multi-modal (road, rail and ports) trans-continental interconnector, ultimately connecting Cape Town in the south and Cairo in the north. South Africa champions this project, which will involve numerous countries and RECs.

The project entails several components, all of which are in various stages of the development lifecycle. These include road, rail, bridge, border post and energy projects.

In the short term, 1 041 km of road must be upgraded, with another 5 156 km due for upgraded in the next two to five years.

The corridor will ensure easy border crossing for both people and goods and will increase the efficiency and capacity of the transport sector. This, in turn, will speed up regional integration and will increase regional trade, while leading to cost savings.

Corridor. The objective is to improve efficiency, capacity and joint planning of operations on the rail corridor.

- Several rail operators in SADC have a shortage of locomotives and rail equipment (wagons and coaches). In an effort to remedy this, regional rail operators are in the process of establishing a regional locomotive and wagon leasing pool.
- The National Railways of Zimbabwe requires infrastructure rehabilitation and recapitalisation. Project preparation costs have been funded and the financial model completed. DBSA was appointed as the mandated lead arranger, and the technical team will be appointed in due course.

#### Bridges and border posts:

- Zambia's Road Development Agency recently signed two contracts for the construction of the Mufuchani Bridge in Kitwe, which includes the upgrading of the Monze-Niko Road in the Southern Province. The estimated cost of the project is K230 million, funded by the World Bank.
- The feasibility study for the Tunduma-Nakonde

OSBP has been completed and the detailed design is being reviewed.

- The existing Beit Bridge Border Post between South Africa and Zimbabwe is not suitable for current demand, and both countries have committed to improving the border post. An OSBP is being considered, but the MoU and Bilateral Agreement still need to be finalised.

## Ports:

- After the discovery of natural gas in the area, the expansion of the Mtwara Port in Tanzania became a key infrastructure priority. Proposals have been received for the design, building and financing of four new berths and a consultant has been appointed to develop the business case.
- A number of projects are under way at the Port of Dar es Salaam. The rehabilitation of berths 1–7 is currently in the project preparation phase and feasibility





studies, detailed design, The project Information Memorandum and an MoU have been completed. The appraisals should be completed by October 2015 and approved by December 2015. The Expression of Interest for the design, building and operation of berths 13 and 14 has been issued.

## Energy:

- A 750 MW hydropower project is planned in the Kafue Lower Gorge, Zambia. The feasibility study has been completed and the Expression of Interest for independent power producers advertised.
- The Project Information Memorandum and financial model for the Zimbabwe, Zambia, Botswana and Namibia (ZIZABONA) Multi-country Energy Project are being finalised by the sponsors.
- Engineers and the construction contractor for the Mphanda Mkuwa Hydropower Project in Mozambique have been appointed. An estimated 1 500 MW will be generated through this project.
- The basic designs and specifications for the STE Mozambique Backbone Transmission Project are currently being completed, and the project is in the financing, contracting and implementation phase. Transaction advisors are being appointed.
- The sponsors/advisors for the 300 MW coal project in Moatize, Mozambique have updated the Project Information Memorandum and financial model.
- The feasibility studies and environmental and social impact assessments have been completed for all sections of the Zambia, Tanzania, and Kenya (ZTK) Power Interconnector. In addition, funding for the Zambian and Tanzanian sections has been secured from the Euro Development Fund. The ZTK Energy Ministers have signed an agreement to fast-track project implementation, and an MoU was signed between the three countries in November 2014.

# PROJECT OVERVIEW

## KINSHASA-BRAZZAVILLE BRIDGE ROAD/RAIL PROJECT

<b>Estimated total cost</b>	N/A, funded by AfDB	
<b>Project specifications</b>	The construction of a fixed crossing linking Kinshasa in Democratic Republic of Congo (DRC) with Brazzaville in Republic of Congo	
<b>Champion</b>	His Excellency, President Denis Sassou Nguesso, the Republic of Congo	 
<b>Affected RECs</b>	ECCAS, CEMAC, SADC and COMESA	
<b>Affected countries</b>	Republic of Congo and the DRC	

### Current status and next steps

In 2008, the AfDB approved an USD7.45 million grant to finance feasibility studies, and in 2012 pledged to fund the entire project through the African Development Fund window.

The feasibility studies for the two project components commenced in 2011, with the ECCAS Secretariat in Libreville, Gabon, as the executing agency. The results of the two feasibility studies were presented in 2013 and Maloukou Techot was selected as the best location for the rail/road bridge crossing. The rail alignment has also been defined.



### Project background

The project comprises the construction of a combined road and rail bridge over the Congo River; the implementation of an OSBP; and the design, construction and operation of a railway line connecting Kinshasa and Brazzaville, and linking with the existing Lubumbashi-Ilebo line.



The project has been divided into two sections, with the Republic of Congo leading the bridge/road component and the DRC leading the rail component between Kinshasa and Ilebo (1 000 km).

The overall objective is to design a set of infrastructure aimed at improving regional transportation and trade connectivity through the construction of a fixed crossing linking Kinshasa and Brazzaville, ensuring continuity in railway traffic from Matadi and Pointe-Noire to the eastern border of the DRC, and beyond that towards the eastern and southern parts of Africa, consequently facilitating railway network interconnections in Central, Eastern and Southern Africa.

Ultimately, the road-railway bridge project between Kinshasa and Brazzaville and the extension of the railway between Kinshasa and Ilebo will strengthen regional economic integration and trade within ECCAS under the Consensual Transport Master Plan adopted by member countries. The project will also lead to the improved efficiency and capacity of the transport sector in the countries involved.

The detailed design will be finalised during two workshops which are planned for 2015, after which the project will move to the tender process for the construction of this road/rail bridge, which is envisaged to be completed by 2025.



<b>Estimated total cost</b>	N/A
<b>Project specifications</b>	The use of political gravitas and goodwill to unblock and facilitate political bottlenecks affecting the implementation of ICT broadband and optic fibre projects on the continent
<b>Champion</b>	  <p>His Excellency, President Paul Kagame, Rwanda</p>
<b>Affected RECs</b>	All RECs
<b>Affected countries</b>	All African countries

### Current status and next steps

Since the EAC region is now fully connected, the focus of this project has shifted the provision of last mile connectivity and ensuring that the benefits of ICT are extended beyond cities so as to also open up the rural areas.

President Kagame continues his involvement in a number of initiatives aimed at ICT infrastructure across Africa. He is the co-chairperson of the Broadband Commission for Digital Development. This commission was established in 2010 by the International Telecommunications Union and United Nations Educational, Scientific and Cultural Organization (UNESCO) in response to the United Nations (UN) Secretary-General's call to increase the organisation's efforts to meet the Millennium Development Goals. The aim is to promote the importance of broadband on the international policy agenda and to accelerate broadband access across the globe.

In 2013, President Kagame hosted the TransformAfrica Summit, which built on the significant ICT progress made on the continent by promoting the smart application of ICT to Africa. During this summit the TransformAfrica Manifesto was signed, launching the SMART Africa Initiative, which was adopted by the AU in 2014.

The SMART Africa Initiative aims to leverage ICT for socio-economic growth and development, and a championship programme for specific ICT projects has been launched, championed by Heads of State and Government from Rwanda, Uganda, Gabon, South Sudan, Senegal, Kenya, Mali and Burkina Faso.

### Project background

The aim of this project is to find ways of removing political barriers and bottlenecks which hampers the development of ICT infrastructure across the continent.

In 2011, His Excellency, President Paul Kagame of Rwanda, brought together telecommunication unions, regulators, service providers and ICT ministries from across the region to discuss broadband and ICT infrastructure development in EAC. Several meetings were subsequently held to harmonise the regulatory environment for ICT roll out, and by 2013 all five EAC countries were interconnected and linked to the submarine optic fibre cables from Mombasa and Dar es Salaam.

President Kagame intends to continue to use his political authority and the goodwill between neighbouring states to facilitate further ICT project implementation on the continent.

A harmonised enabling environment for ICT infrastructure roll out will accelerate the spread of broadband access on the continent, and will provide the structural foundations for the setting up of e-businesses which will connect Africa with the rest of the world.

The TransformAfrica Summit will take place bi-annually as a platform for discussions around the SMART Africa Initiative. In addition four quick wins were realised in June 2014:

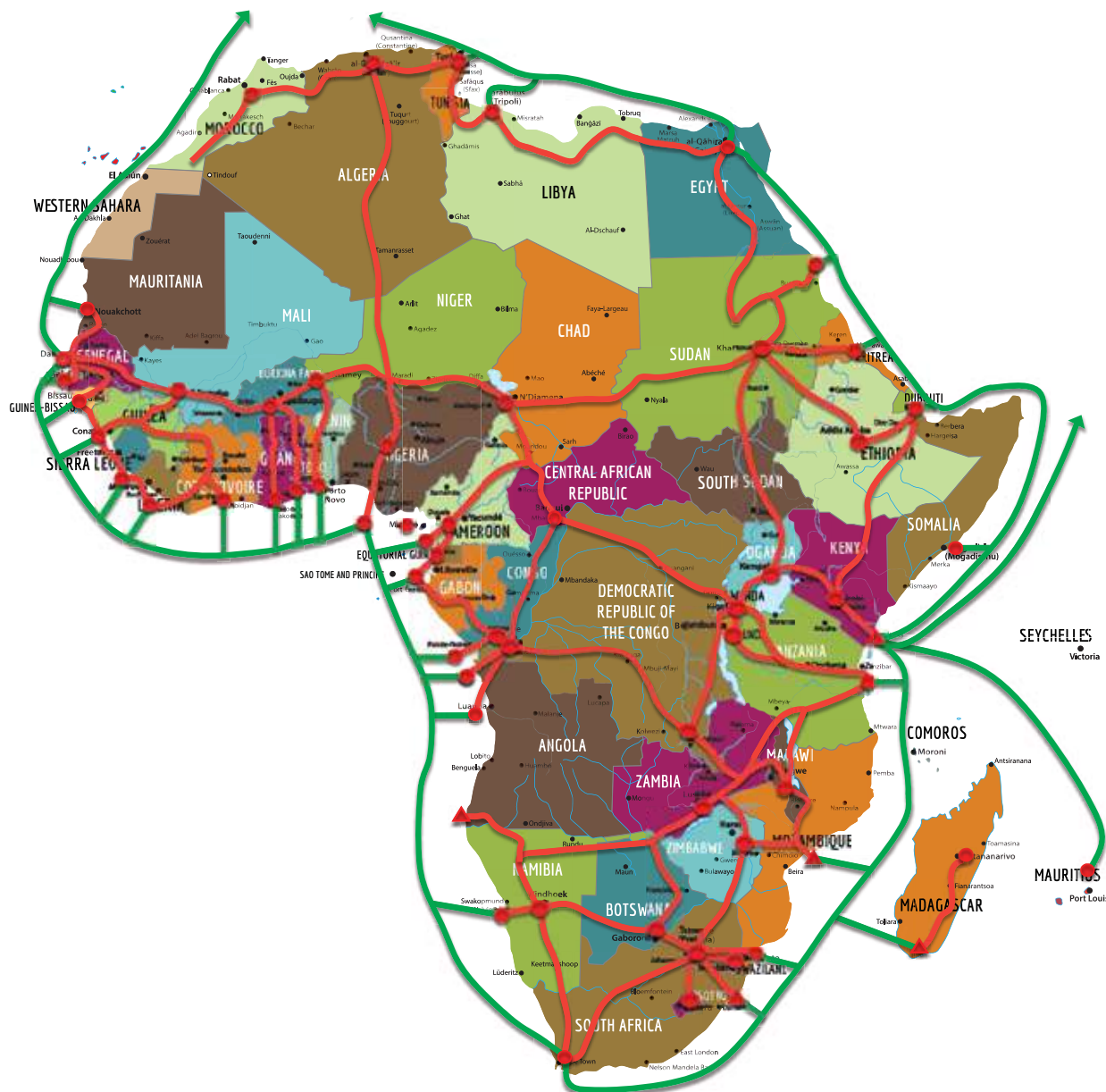
- Work is well underway to establish a One Africa Network. This initiative is aimed at lowering the cost of communication and boosting African trade. Kenya, Rwanda and Uganda have all been connected on one network, with South Sudan to join in the near future, followed by Tanzania and Burundi. The call is for other RECs to adopt the One Network concept in their regions, which would ultimately lead to a One Africa Network

# PROJECT OVERVIEW

UNBLOCKING POLITICAL BOTTLENECKS FOR ICT BROADBAND AND OPTIC FIBRE PROJECTS LINKING NEIGHBOURING STATES

- Broadband infrastructure is being developed along other key infrastructure such as railways and gas pipelines (integrated infrastructure development)
- The TransformAfrica Scholarship Fund was established, and has already received USD600 000 in contributions
- The SMART Africa Taskforce has been operationalised.

**This is a classic example of the success of the PICI and the dedication of its project champions. All five the countries are fully connected via optic fibre and President Paul Kagame has commenced with a second phase of this project through the SMART Africa Initiative.**





# PROJECT OVERVIEW

## CONSTRUCTION OF NAVIGATIONAL LINE BETWEEN LAKE VICTORIA AND THE MEDITERRANEAN SEA

<b>Estimated total cost</b>	To be determined
<b>Project specifications</b>	This project has various components focusing on water management and intermodal transport
<b>Champion</b>	  <p>His Excellency, President Abdel Fattah el-Sisi, Egypt</p>
<b>Affected RECs</b>	COMESA, IGAD, EAC and SADC
<b>Affected countries</b>	Egypt, Kenya, Uganda, Sudan, South Sudan, Burundi, Ethiopia, DRC and Tanzania

### Current status and next steps

This project has made tremendous progress and is currently on track for implementation. The pre-feasibility study commenced in 2013, with the Government of Egypt and AfDB contributing USD500 000 and USD650 000 respectively.

Egypt, in close collaboration with the NEPAD Agency and COMESA, presented this project at the 7th COMESA Meeting of Ministers Responsible for Transport, ICT and Energy in September 2013 where the project was endorsed. The endorsement of the project at this meeting was a great step forward and encouraged further development.

A Steering Committee with technical oversight over the pre-feasibility and feasibility studies was appointed, and it held its inaugural meeting in September 2014. The committee comprises representatives from the NEPAD Agency, COMESA and all the Nile Corridor states and is chaired by Egypt.

The scope of the pre-feasibility study was expanded in 2014 to address the social, environmental and economic concerns of the Nile Corridor states, and the Terms of Reference was submitted for comment. The pre-feasibility study is expected to be completed in 2015.

A data collection mission to Sudan, South Sudan and Uganda is planned for early in 2015. The feasibility study, which is expected to commence upon approval of the prefeasibility study post-2015, will cost an estimated USD10 million, 60% of which will be funded by AfDB and other donors and 40% through in-kind services.



### Project background

The project was approved as a PICI project in January 2013, and was launched by the Egyptian Government and the NEPAD Agency in June 2013.

The idea is to promote intermodal transport by integrating river, rail and road transport facilities along the Nile Corridor and to develop river management capacity.

Intermodal transport integration will include sections along the Trans-Africa Highway (Cape Town–Cairo, Lagos–Mombasa, Dakar–Ndjamena–Djibouti and Cairo–Dakar), various railway lines, as well as the big harbours in Alexandria, Suez Canal, Mombasa and Dar es Salaam.



Since the project's inception, Egypt has identified a number of potential project components focusing on the following:

1. Supporting economic development in the Nile Basin by raising the level of trade and transport of goods and people
2. If feasible, constructing a navigational line connecting Lake Victoria and the Mediterranean Sea through the Nile River
3. Establishing river navigation management training centres in some of the footprint states based on the Egyptian experience.

Phase 1 of the project will comprise the section from Lake Albert in Uganda to Khartoum in Sudan; the section from Gambela in Ethiopia to the White Nile in South Sudan; and the section from Khartoum in Sudan to Aswan in Egypt.

Phase 2 will comprise the section from Lake Victoria to Lake Albert, both in Uganda, and the section between the Blue Nile Basin in Ethiopia and the Main Nile in Sudan.





This project will boost economic development in the Nile Corridor by increasing trade and regional integration, as well as the transport of goods and people.

<b>Estimated total cost</b>	Sh2.7 trillion
<b>Project specifications</b>	The project will entail various transport node developments
<b>Champion</b>	<div> <div>His Excellency, President Uhuru Kenyatta, Kenya</div> <div>   </div> </div>
<b>Affected RECs</b>	COMESA, CEN-SAD, EAC, IGAD
<b>Affected countries</b>	South Sudan, Ethiopia, Uganda and Kenya

### Current status and next steps

The LAPSSET Corridor Project is the latest addition to the PICI project list. It will officially be endorsed as a PICI project during the HSGOC meeting at the AU Summit in Johannesburg, South Africa in June 2015, after which project implementation will commence and the project scope refined.



-  LAPSSET Railway
-  LAPSSET Highway
-  Oil Pipeline
-  Northern Corridor

### Project background

The LAPSSET Corridor Project is a Kenya Vision 2030 flagship project and is the first large, high impact infrastructure project initiated by the Government of Kenya without external assistance.

This project is the single largest project of its nature in Eastern Africa, and LAPSSET will become Kenya's second largest transport corridor once the project has been completed.

Among others, the project will entail the following:

- A port at Manda Bay, Lamu
- A standard gauge railway line to Juba in South Sudan and Addis Ababa in Ethiopia
- Road network
- Oil pipelines (Southern Sudan and Ethiopia)
- An oil refinery at Bargoni, Kenya
- Three airports
- Three resort cities.

The planned investment resource is equivalent to half of Kenya's GDP (core investment). In fact, conservative feasibility statistics show that the project will inject between 2% and 3% of GDP into the economy.

The LAPSSET Corridor Project will make a tremendous contribution the Kenya's economic growth, with projections ranging between 8% and 10% of GDP. The project components are spread over a large part of Kenya and will open up the northern parts of the country and relieve strain on the Mombasa Port. In addition, regional integration and inter-African trade will be promoted.

# CONCLUSION

The time to unlock Africa's full potential is now. Heads of State and Government have shown their commitment to infrastructure development, and initiatives such as the PICI are leading the way.

Testimony to the success of the PICI is the fact that President Paul Kagame of Rwanda has not only completed his project, but is now taking it further by championing ICT infrastructure development across the continent. This is not only very commendable, but goes to show the level of commitment of our presidential champions.

The construction of the missing links on the Trans-Sahara Highway is progressing very well and will allow for seamless travel from Algiers in Algeria to Lagos in Nigeria – a distance of over 5 000 km which connects North and West Africa. Algeria, Chad, Niger and Nigeria will soon be connected with optic fibre. The Trans-Sahara Gas Pipeline Project was adopted as a local project by the Government of Nigeria, and it has committed USD850 million towards project implementation. Work on this project is underway, and the new government will continue the process.

Despite the change of governments in Senegal, Egypt and Nigeria, the PICI continued to perform well. This is a testimony to the political maturity in Africa and the determination to develop infrastructure and promote regional integration.

The Nepad Agency must be commended for its secretariat work and determination to execute and co-ordinate the projects and for ensuring that the PICI remains a permanent agenda item at HSGOC meetings.

The PICI can be a valuable blueprint for future infrastructure projects such as those falling under the broader PIDA, particularly from the political champion point of view. Already some of the successful PICI projects have been incorporated under the PIDA (which was endorsed in 2012, a year after PICI). The success of the PICI has also attracted Kenya, and President Uhuru Kenyatta will be championing the LAPSSET Corridor Project under the auspices of the PICI.

The next step is for the private sector to invest in the PICI through public-private or strategic partnerships. Local skills retention should be at the core of project implementation to ensure the creation of sustainable jobs and support for ongoing maintenance in the long term.

The overarching objective is to develop regional infrastructure, promote regional integration and intra-Africa trade. For the first time, African presidents have become actively and directly involved in infrastructure development and implementation. The bi-annual HSGOC progress reporting mechanism is an excellent tool to measure concrete progress on the ground. The PICI is without a doubt a valuable developmental initiative and must be fully supported and promoted.



# PRESIDENTIAL CHAMPIONS AND PROJECTS

Country	Champion	Project
Algeria	President Abdelaziz Bouteflika	Missing Links on the Trans-Sahara Highway
Algeria	President Abdelaziz Bouteflika	Optic Fibre Link between Algeria and Nigeria via Niger
Nigeria	President Muhammadu Buhari	Nigeria-Algeria Gas Pipeline Project (Trans-Sahara Gas Pipeline)
Senegal	President Macky Sall	Dakar-Ndjamena-Djbouti Road/Rail Project
South Africa	President Jacob Zuma	North-South Corridor Road/Rail Project
Republic of Congo	President Denis Sassou Nguesso	Kinshasa-Brazzaville Bridge Road/Rail Project
Rwanda	President Paul Kagame	Unblocking Political Bottlenecks for ICT Broadband and Optic Fibre Projects Linking Neighbouring States
Egypt	President Abdel Fattah el-Sisi	Construction of Navigational Line between Lake Victoria and the Mediterranean Sea
Kenya	President Uhuru Kenyatta	Lamu Port Southern Sudan-Ethiopia Transport Corridor Project

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**South Africa – North-South Corridor Road/Rail Project**






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# REGIONAL ECONOMIC COMMUNITIES (RECS)

<b>Arab Maghreb Union (AMU)</b>		<p>The AMU was instated in 1989 through the Consecutive Treaty of the Union of the Arab Maghreb. The aim of the AMU is to establish a free trade area in its five member states to foster economic and political unity in North Africa.</p> <p><b>Member states:</b> Algeria, Morocco, Tunisia, Libya and Mauritania</p>
<b>Common Market for Eastern and Southern Africa (COMESA)</b>		<p>Established in the mid-1960s, COMESA strives to achieve sustainable and social progress in its member states through development integration and increased co-operation.</p> <p><b>Member states:</b> Burundi, Comoros, Democratic Republic of Congo, Djibouti, Ethiopia, Egypt, Eritrea, Kenya, Libya, Madagascar, Malawi, Mauritius, Rwanda, Seychelles, South Sudan, Sudan, Swaziland, Uganda, Zambia and Zimbabwe</p>
<b>Community of Sahel-Saharan States (CEN-SAD)</b>		<p>CEN-SAD focuses on the creation of economic unity via the free movement of people and goods through its member states. CEN-SAD was established 1998.</p> <p><b>Member states:</b> Benin, Burkina Faso, Central African Republic, Chad, Comoros, Côte d'Ivoire, Djibouti, Eritrea, Egypt, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Libya, Mauritania, Mali, Morocco, Niger, Nigeria, São Tome and Principe, Senegal, Sierra Leone, Somalia, Sudan, Togo and Tunisia</p>
<b>East African Community (EAC)</b>		<p>The EAC is a regional intergovernmental organisation comprising five member states and was established in 1967, and officially revised in 2000. It aims to create a prosperous, secure, competitive and politically united East Africa.</p> <p><b>Member states:</b> Burundi, Kenya, Rwanda, Tanzania and Uganda</p>
<b>Economic Community of Central African States (ECCAS)</b>		<p>The ECCAS came into operation in 1985 as one of the African Union's economic communities. It promotes regional economic co-operation in Central Africa and aims to attain collective independence and raise the standard of living of its citizens by maintaining economic stability in the region.</p> <p><b>Member states:</b> Angola, Burundi, Cameroon, Central African Republic, Chad, Republic of Congo, Democratic Republic of Congo, Equatorial Guinea, Gabon, Rwanda and São Tome and Principe</p>
<b>Economic Community of West African States (ECOWAS)</b>		<p>The ECOWAS, founded in 1975, comprises 15 countries that aim to promote regional economic integration in all fields of economic activity in West Africa.</p> <p><b>Member states:</b> Benin, Burkina Faso, Cape Verde, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone and Togo</p>
<b>Intergovernmental Authority on Development (IGAD)</b>		<p>The IGAD was formalised in 1996 to assist and complement the efforts of its member states in achieving food security and environmental protection, peace and security, and economic co-operation and integration.</p> <p><b>Member states:</b> Djibouti, Ethiopia, Kenya, Somalia, South Sudan, Sudan, Uganda, Eritrea</p>
<b>Southern African Development Community (SADC)</b>		<p>SADC was established in 1980 and is an inter-governmental organisation which aims to promote sustainable socio-economic development in the region.</p> <p><b>Member states:</b> Angola, Botswana, Democratic Republic of Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Tanzania, Zambia and Zimbabwe</p>



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African Union Commission



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