



COMESA PIDA PAP Projects

Review of the transport
programme of the PIDA-PAP

PIDA WEEK

15 Nov 2015



Introduction

- * One of the COMESA MTSP six strategic objectives is to effectively address supply side constraints related to the improvement of infrastructure and other related issues in the region in order to reduce the cost of doing business and enhance competitiveness.
- * Infrastructure development is necessary to improve resource access, sharing and efficiency in the region to provide basic needs, such as water and electricity

Objectives



- * The objective of the PIP is to identify infrastructure and other development projects in the Transport, Communications and energy sectors.
- * These projects will contribute towards regional integration throughout the Eastern and Southern Africa (ESA) region.
- * Connecting a landlocked country to an inland or sea port or other international gateway
- * Supporting a peace and security initiative
- * Facilitating trade and tourism amongst member States and between the region and the rest of the world



PIDA PAP Projects

- * Serenje_Nakonde Road Project
- * Kampala-Jinja Road
- * Zambia-Tanzania-Kenya Transmission Line
- * Ruzizi III
- * Batoka Gorge Hydropower Project
- * Lusaka-Lilongwe ICT Terrestrial Fibre Optic

Serenje-Nakonde Road Project



- * Serenje - Nakonde Road, Zambia, Reconstruction of the road which forms part of the three segments of Trans-African Highway. Detailed engineering designs are ongoing. DBSA engaged as Lead Facilitator to raise finance for the re-construction. 600.0m
- * **Rehabilitation of Nakonde-Isoka (110km) and Isoka-Chinsali (90km)**
- * The funding for the construction will be provided by the African Development Bank (ADB)
- * **Serenje - Mpika Link 1 and Mpika – Chinsali Link2**
- * EIB and EFD recently undertook pre-appraisal missions for the two links for possible loan and grant funding for the construction costs respectively. GRZ has been advised to update the Environmental and Social Impact Assessment Reports to reflect the additional land that will be required for the widening of the links. EIB and EDF are planning to come for a full project appraisal mission later this year.

North-South Corridor

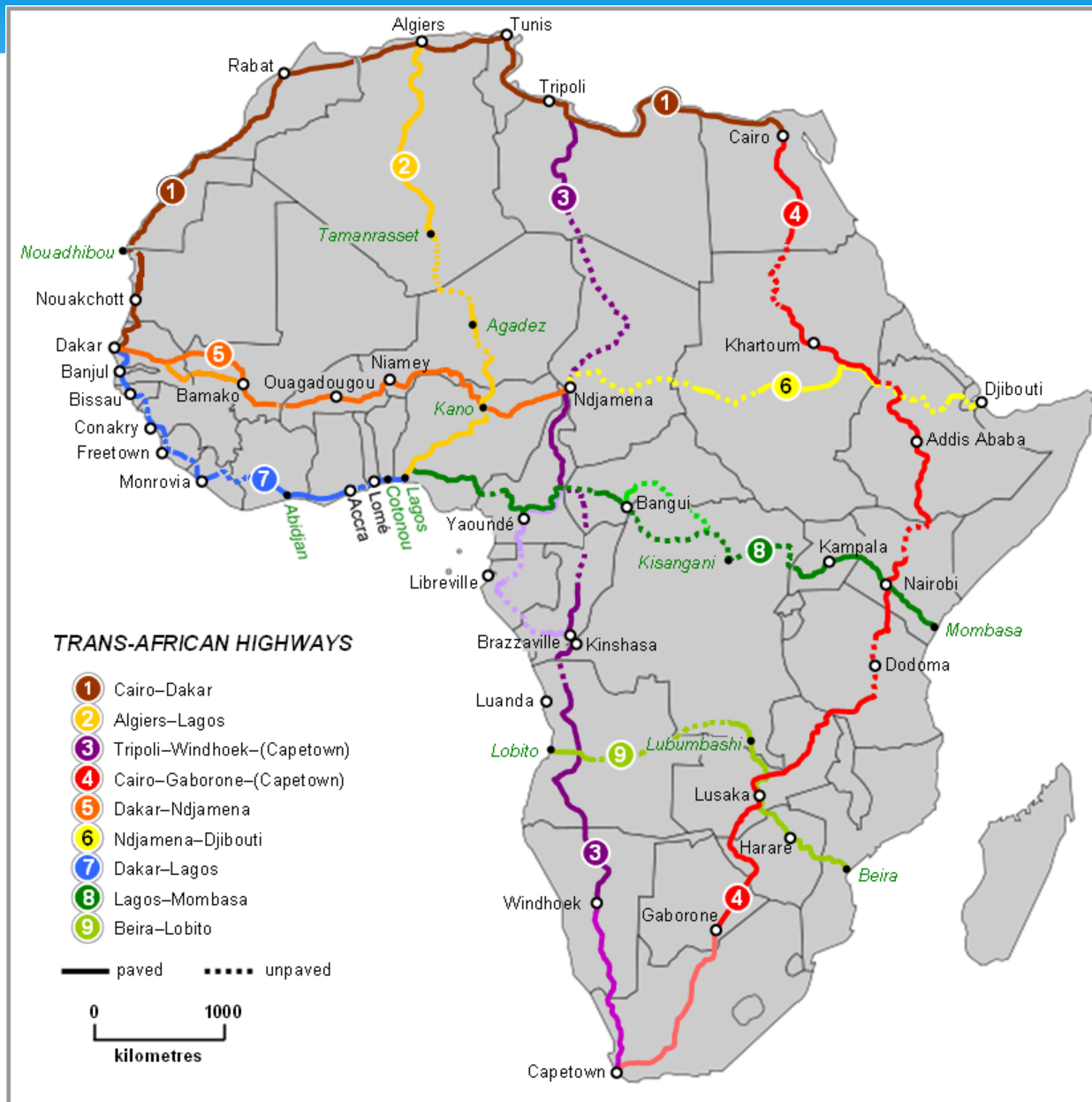


- * The project is funded by the \$4.5 million NEPAD-IPPF grant.. The total cost of the project is \$10 million.
- * **205km Lilongwe City Junction (M1) – Jenda road section in Malawi**
- * The Bank issued the No Objection to award the contract to Roughton International of United Kingdom and the contract was signed by both parties. The consultant has commenced the services and has submitted the Inception Report. The client and Roads Authority of Malawi have issued comments on the Inception Report to the consultant for incorporation.
- * **120km Bulawayo – Gwanda road section in Zimbabwe**
- * The Bank issued the No Objection to award the contract to Bergstan Africa of Botswana and the contract was signed by both parties. The consultant is mobilizing to site and will be commencing the services on the 14th October 2015.
- * **200km Gwanda – Beitbridge link in Zimbabwe**
- * The Bank issued the No Objection to award the contract to Intercontinental Consultants and Technocrats and Yooshin Engineering Corporation Joint Venture of India and the contract has been signed and initialed by COMESA. The consultant will be signing the contract by the 9th of October 2015 and commencement of services is envisaged before the end of October 2015.



Kampala - Jinja road

- * Objective is to upgrade the road
- * Expected result is improved level of service, reduced transport costs and reduced accidents
- * EIB / KfW

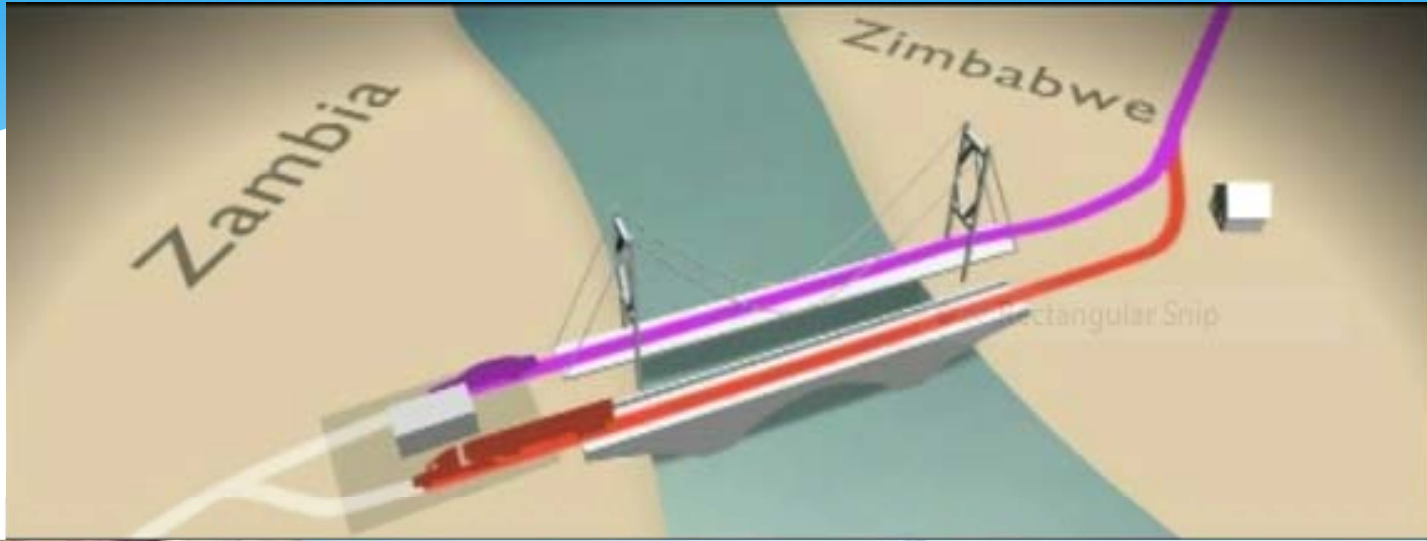


OSBPs along the Trans-African Highway



- * The Churundu OSBP between Zambia and Zimbabwe is the first one to be established.
- * Nakonde-Tanduma OSBP between Tanzania and Zambia work started but funding is required to speed up the implementation.
- * Namanga OSBP implementation is in process,
- * Ethiopia and Kenya signed a memorandum of understanding to establish OSBP at Moyale.
- * Ethiopia and Sudan agreed in principle to establish three OSBPs the first one will be at Galabat-Matama.
- *

Chirondu OSBP



A business trader at Chirondu OSBP. Photograph: Mark Tross/guardian.co.uk



Djibouti Corridor

- * **Set up of Djibouti Corridor Authority**
- * **Addis Ababa – Djibouti Railway Project:** The project is part of East to West African trunk railway line. The objective is to support the development of land transport in Ethiopia and Djibouti, taking into account the comparative advantages of rail and other transport modes; To promote the services of the landlocked Ethiopia with a view to improving trade with Djibouti and the rest of the world; To ensure the competitiveness of both countries' economies; To contribute the social and cultural cohesion by facilitating interactions in both countries. It is Under construction



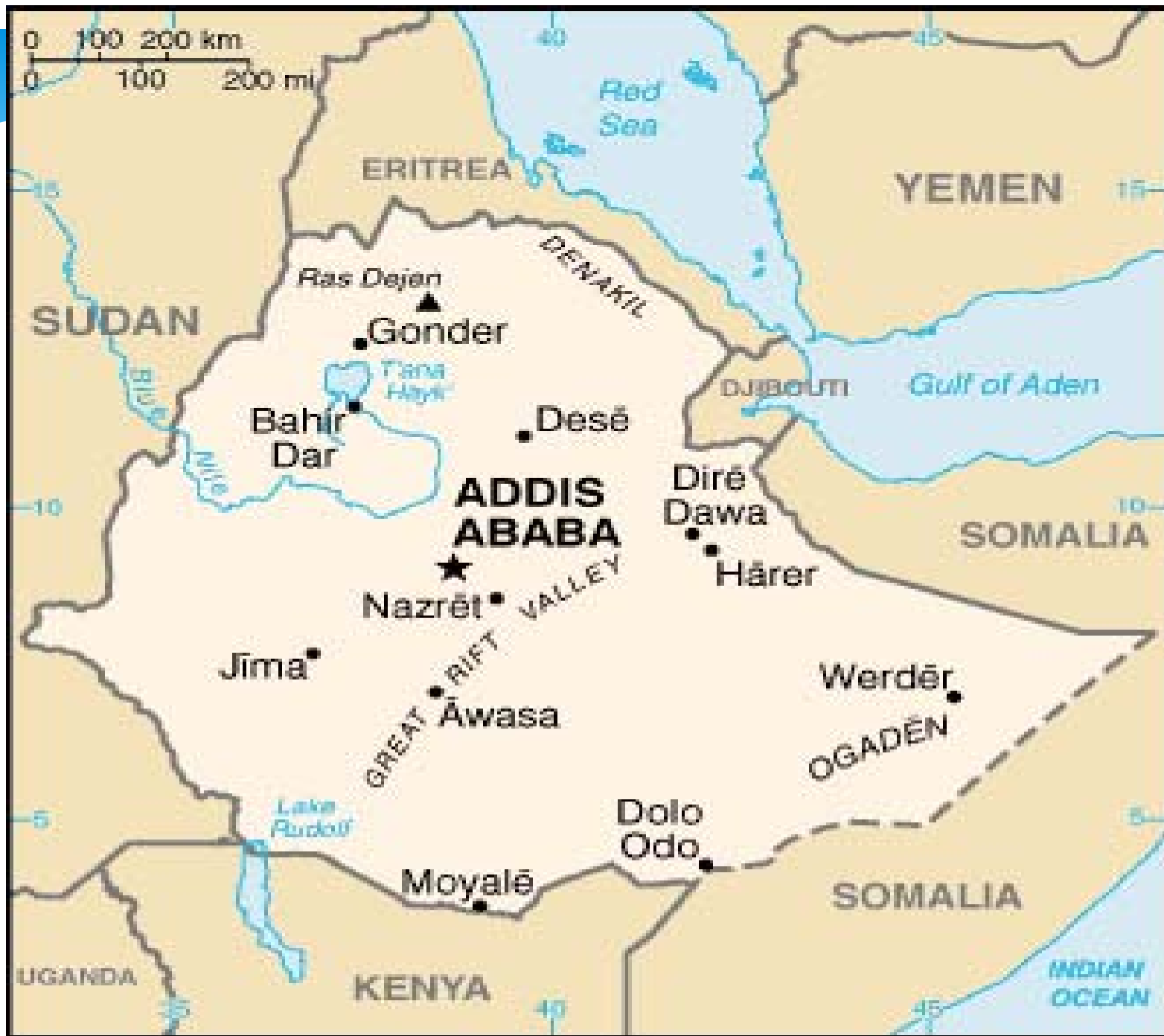
Djibouti Corridor

- * Road Mieso - Dire Dawa: feasibility study finalised
- * EIB



OSBPs along the Corridor

- * Djibouti-Ethiopia
- * Ethiopia- South Sudan
- * Ethiopia-Sudan



COMESA Air Space Integration project



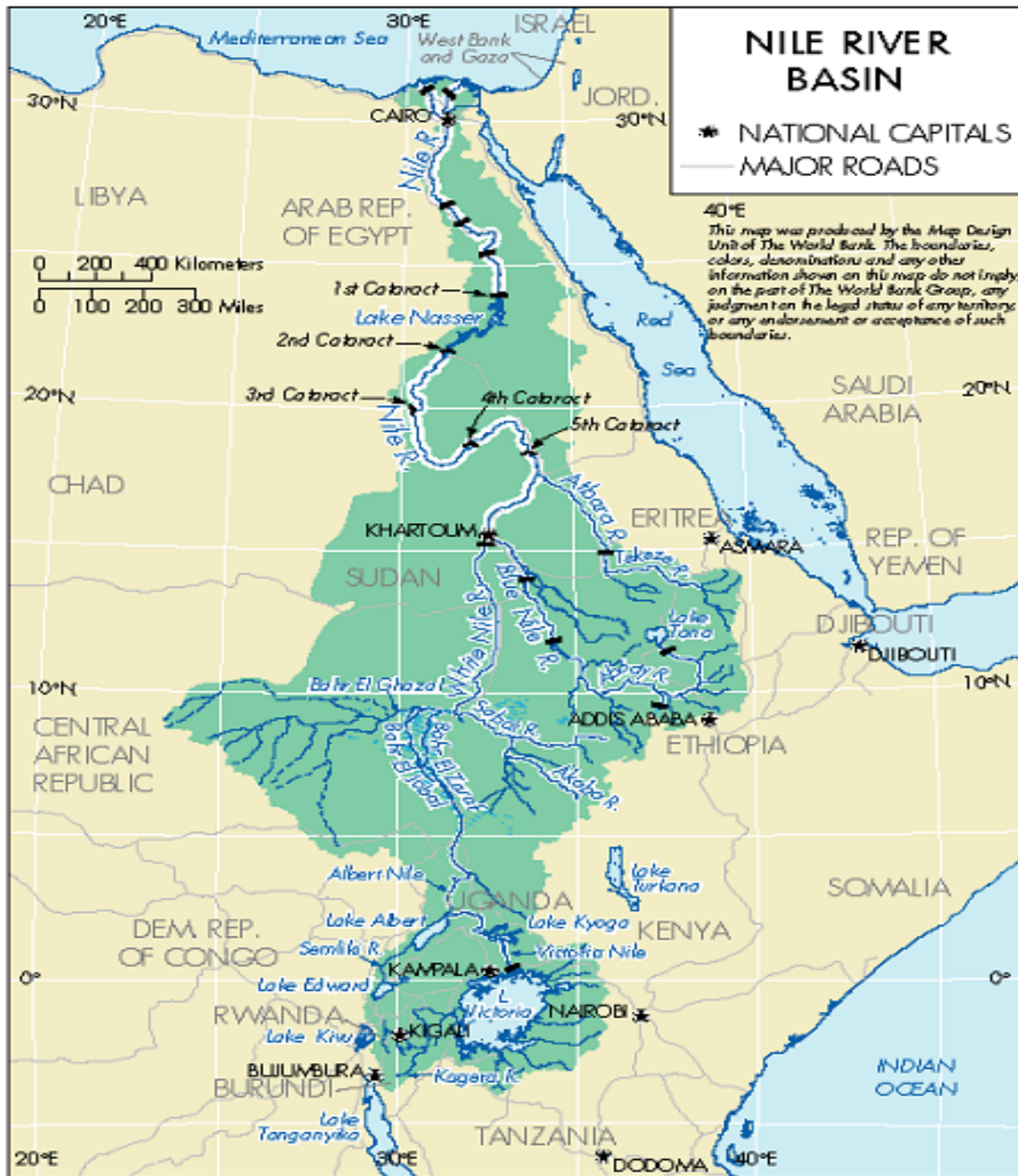
Project Objective

- * Establish a cooperative Legal and institutional Regional Framework for a unified airspace in the COMESA region.
- * Prepare detailed analysis of strategic options for the provision of upper airspace navigation services using CNS/ATM.
- * Promote private sector participation in financing and operating regional air transport infrastructure and services

Victoria and the Mediterranean (VICMED) Sea



- * The objective of this mega-project is to establish a Navigational Route connecting Lake Victoria and Mediterranean Sea through the river Nile. Furthermore, the project supports the economic development in the Nile Basin by raising the level of trade and transport of goods and individuals. The main Targets of the prefeasibility study is to investigate the Navigational Route between Lake Victoria and Mediterranean Sea.



Lake Tanganyika Transport corridor



- * The Lukuga dam design and engineering has been completed. A request for proposal to construct the dam has also been drafted.
- * ADB is funding design study for Mpulungu and Bujumbura ports in Zambia and Burundi respectively.
- * About Bujumbura port, the contract was also signed with the study consultant (M/s Artelia) in November 2014 with duration of 10 months. , who submitted the draft Inception Report at the end of January 2015. The interim Report was approved in August 2015
- * The bank has issued on objection to addendum n°1 with proposed additional activities comprising the phase II and preliminary study on development of Kigoma Port (Tanzania) and Kalemie Port in DRC, as well as global vision of the entire Lake Tanganyika Transport Corridor, which as currently absent as well as global vision of the entire Lake Tanganyika Transport Corridor, which as currently absent. The Bank has issued also the extension for 6 mount. .

Challenges and Opportunities



- * The COMESA regional infrastructure challenges are the result of different levels of economic and infrastructure development in Member States which include poor planning, low management capacity, inadequate financing, poor governance and a lack of integrated regional and national planning, cooperation and financing, high cost of maintenance and massive financing requirements.
- * The logistical concerns include the lack of quality road transport to ports, poor port infrastructure, cross borders delay, and sub-optimal shipping networks. In resolving these constraints, COMESA has developed regional enabling environment, establishment of corridors and OSBPs, creation of CIF, develop, prioritize, and prepare bankable projects.



END

THANK YOU FOR YOUR ATTENTION