



# PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA) WEEK

## PIDA PAP Transport Sector component



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# PIDA PAP 2012-2020

**24**  
**transport**

**15**  
**energy**

**9**  
**TWR**

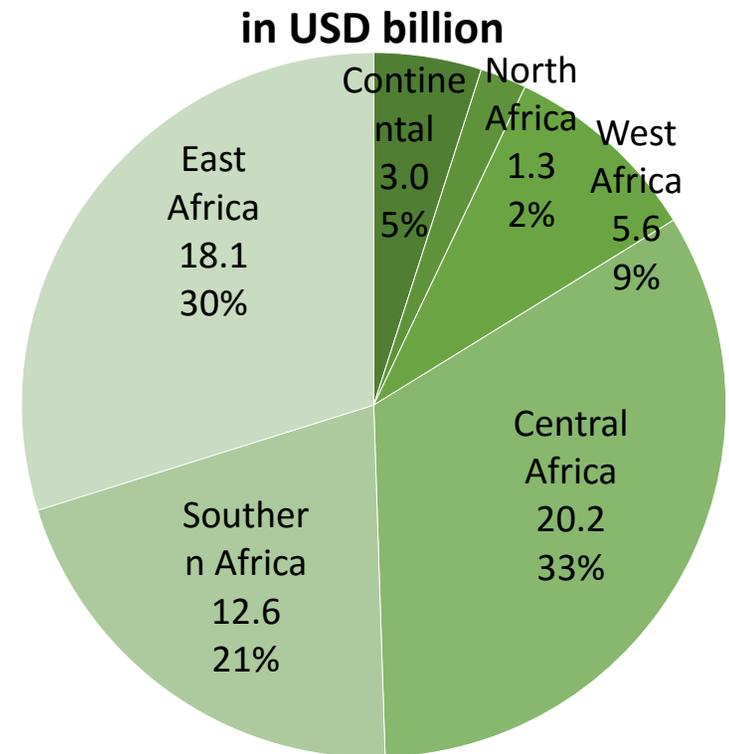
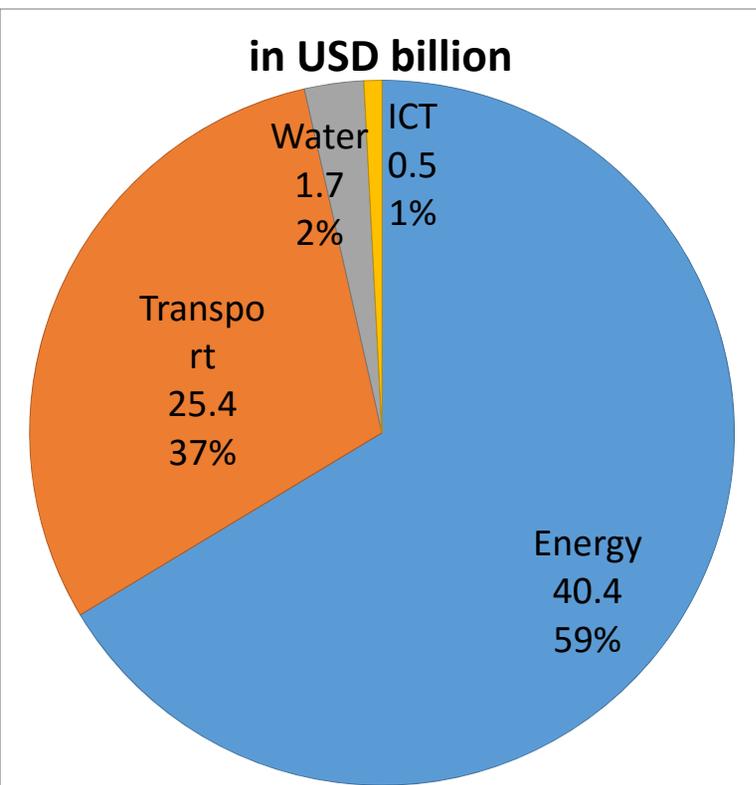
**3**  
**ICT**

# PIDA PAP 2012-2020

**PAP Investment Cost: \$68 bn - 2012-20**

• BY SECTOR

• BY REGION



# The methodology used in the PIDA study

## The methodology followed by PIDA was:

- To identify the Regional corridors
- To analyse the existing capacity along these corridors (port, border post, rail and road, airports, and river)
- To prepare traffic forecast along these corridors for 2020, 2030 and 2040 separating national and regional traffic
- To identify the probable capacity gaps in 2020, 2030 and 2040
- To propose transport programs in the PIDA-PAP largely to fill these gaps in 2020.

# The structure is the same for each of the transport program

- Name and sector of the program
- Overall and specific objectives
- Expected results
- Project challenges
- Next stage
- Funding requirement

# The programs can be grouped in homogeneous groups

- Four continental projects
  - The finalization of the Trans African Highways
  - The implementation of a single sky (this program will create a high level, satellite based air navigation system for the African continent)
  - The implementation of the Yamoussoukro decision
  - Develop Smart corridor program

# The programs can be grouped in homogeneous groups

- **Nine corridors modernisation (OSBP, road and rail works)**
  - Northern corridor
  - Nord South Corridor
  - Central corridor
  - Abidjan Lagos Corridor
  - Dakar-Niamey Corridor
  - Praia-Dakar Abidjan corridor
  - Abidjan-Ouagadougou-Bamako corridor
  - Douala Bangui and Douala Ndjamenas corridors
  - Trans-Maghreb Corridor

# The programs can be grouped in homogeneous groups

- Four hub ports and rail projects
  - ✧ Eastern Africa hub ports and rail project (strangely called now the Lamu gate away project when the text has not been changed)
  - ✧ Southern Africa hub ports and rail project
  - ✧ Western Africa hub ports and rail project
  - ✧ Central Africa hub ports and rail project

# The programs can be grouped in homogeneous groups

## ❑ One specific road

- The Central Africa region to link the capitals of the region

## ❑ One rail project

- The Beira Nacala corridor

## ❑ Two rail/road projects

- Djibouti- Addis Ababa corridor
- North-South corridor

# The programs can be grouped in homogeneous groups

## ❖ River and road project

- Brazzaville/Kinshasa-Bangui river and road

## ❖ Two Aviation projects (in addition to the two air transport continental programs described above)

- Central Africa air transport
- West Africa air transport

## **The programs can be grouped in homogeneous groups**

On the basis of the very interesting presentations on the progress achieved in the implementation of various transport sector PIDA-PAP programs made earlier and taking into account the economic and social changes that took place on our continent since 2012 I would like to review with you how these program sheets could be up-dated in order to propose efficient action plans to speed-up the implementation of these programs.

## The programs can be grouped in homogeneous groups

Considering the limited time remaining, I would suggest that we focus on three groups of programs:

- The corridors road modernisation programs
- The four port hub and railway programs and
- The air transport related programs

# Review of the corridors modernisation programs

- For each of the corridors, the PIDA study has identified **the OSBP to be built and the sections of roads to be upgraded or modernised** on the basis of the existing road conditions in 2010 and has estimated the level of priorities of these investments on the basis of the estimated traffic forecasts and other social and economic criteria. These data (traffic forecast and road condition) are available but need to be updated and a revised investment program prepared.

# Review of the corridors modernisation programs

1. The road modernization component includes the joint development of modern highway standard between the concerned countries (the road standard and characteristics should be defined by the RECs in coordination with the AUC),
1. The roads located along the corridors form part of the future African highway network, network that should be as homogeneous as possible

# Review of the corridors modernisation programs

The road standards include the characteristic characteristics of the road such as the width, etc.. But also, the construction of rest stops every X Km with a minimum level of services, the bypass of towns and villages, the building of claiming lanes etc.

The June 2014 AU Summit in Malabo, Equatorial Guinea has endorsed the Intergovernmental Agreement on Harmonization road norms and standards on the TAHs' network

# Review of the corridors modernisation programs

- ✓ The PIDA study recommends that the road up-grading and maintenance should be done through PPP through the signing of concession agreements with private contractors by sections of 200 to 300 Km.
- ✓ The concession agreements should be long enough to allow the private operators to depreciate the full costs of the up-grading (at least 10 years)
- ✓ To secure the quality of the roads, the maintenance should be conducted through performance contracts

# Review of the corridors modernisation programs

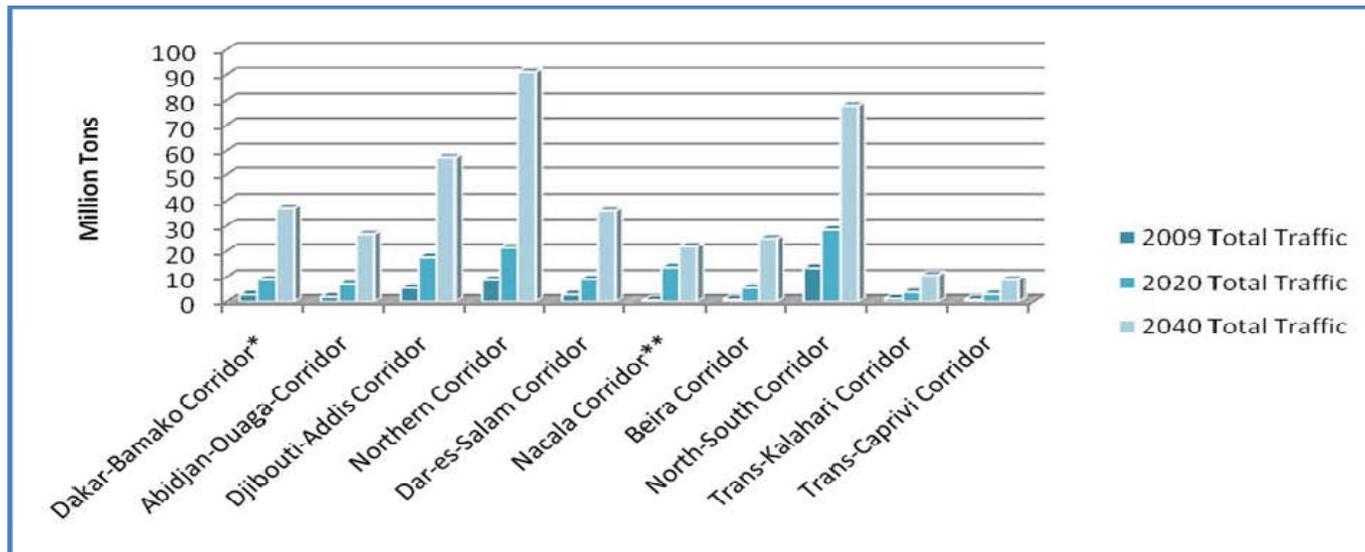
- ✓ The financing of the private operators should be done through the setting of Toll and, when the level of traffic will not provide enough revenue, the search for other financing sources such as the beneficiaries of the roads (ports, mines etc.)
- ✓ To secure road quality and homogeneity, the PIDA study recommends that the concession agreements be signed and monitored by the authority in charge of the management of the corridors. This would ensure the good condition of each section of the road but would also liberalize part of the road User charges collected by each state crossed by the corridor funds that could be allocated to the rest of the national highway networks.

# Four port hub and railway programs

- ✓ One of the major conclusion of the PIDA study is that, with an average economic growth of 6% per year of all the economy of the African continent, the future port traffics in all the regions of the continent will develop very rapidly and rapidly exceed the existing and planned port capacity.
- ✓ According to the PIDA study, the total international traffic of Africa (imports and exports) should double between 2009 and 2020 from about 500 million tons to 1000 million tons and reach 3000 million tons in 2040.

# Four port hub and railway programs

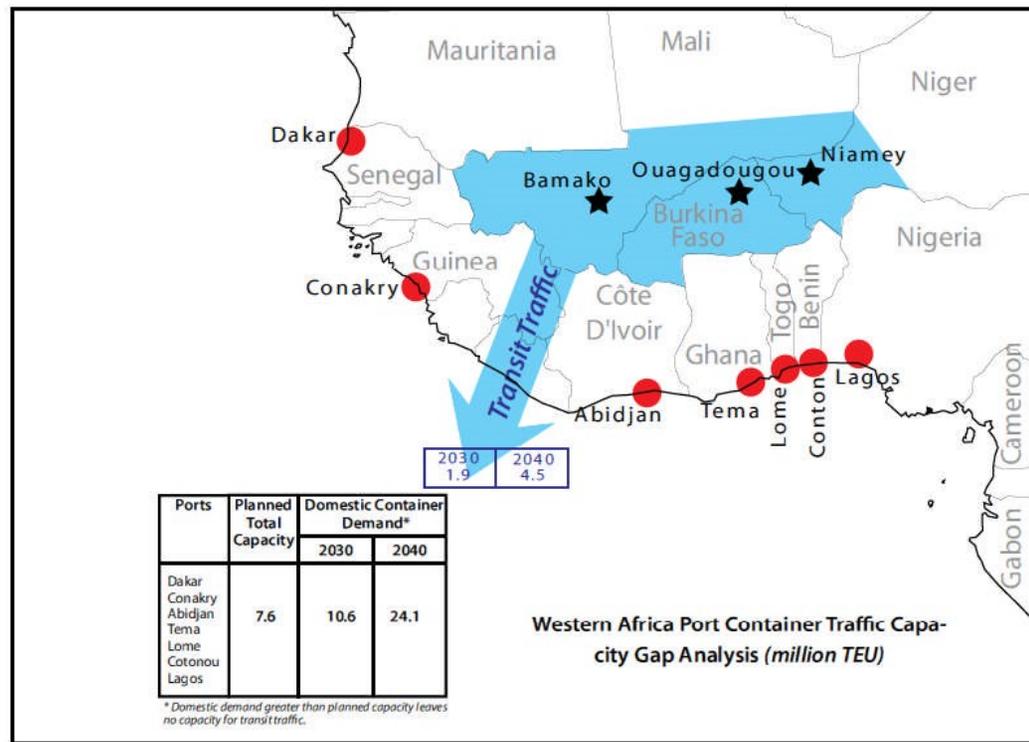
- The expected traffic along the key corridors is as follow:



# Four port hub and railway programs

Groupe de pays	2009	Trafic total (en millions de tonnes)			Taux de croissance annuel moyen
		2020	2030	2040	
Mali, Burkina Faso, Niger	6,0	14,9	27,7	65,6	8,0%
Botswana, Malawi, Sud de la RDC, Zambie et Zimbabwe	12,7	32,0	50,7	147,6	8,2%
Burundi, Est de la RDC, Rwanda, Ouganda et 70% du Sud-Soudan	10,2	27,7	55,8	148,8	9,0%
30% du Sud-Soudan et Ethiopie	8,6	19,2	34,0	76,5	7,3%

# Four port hub and railway programs



# Four port hub and railway programs

- The development of additional port capacity is very important for the coastal states but it is absolutely necessary for the 14 landlocked African states to secure their imports and exports.
- To ensure that all the landlocked countries will be able to get the necessary access to ports in order to continue their economic development, the PIDA study recommends that the RECs prepare regional port master plans identifying the best technical and economical alternatives for port development, taking into consideration the requirement of both the coastal and landlocked countries. ECOWAS has just launched such a study.

# Four port hub and railway programs

- ✓ The PIDA study also recommends to analyse the possibility of developing regional hub ports which would present two advantages:
  - ✓ Provide regional port facilities to very large port container ships
  - ✓ Offer enough traffic between these hub ports and the landlocked countries to justify the construction of new, modern railway lines.
- ✓ Recognizing that the ports are important sources of national revenues, the PIDA study recommends that possible financial compensation systems are identified to compensate the States that could lost some of these resources by the setting up of hub ports.

# The air transport related programs

- ✓ The PIDA study makes three key observations in relation to air transport:
- ✓ The safety of air traffic needs to be substantially improved
- ✓ The efficiency of air traffic in Africa is much below than the one in the other continents,
- ✓ As for the ports, all the African regions will faced insufficient airport capacities to handle the expected traffic in 2020. For two regions (Western and central Africa) The study recommend to analyse the possibility to set up hub airports in order not only to increase capacity but also to improve air transport efficiency.

# The air transport related programs

Pays	Aéroport	Pourcentage de capacité utilisée avec le trafic actuel	Pourcentage de capacité utilisée avec le trafic de 2020
Algérie	Aéroport d'Alger Houari Boumédiène	80%	124%
Cameroun	Aéroport International de Douala	70%	113%
Congo	Aéroport international de Brazzaville Maya	80%	121%
Egypte	Aéroport international du Caire*	80%	121%
Ethiopie	Aéroport international d'Addis Abeba Bole	80%	160%
Ghana	Aéroport international de Kotoka *	70%	126%
Île Maurice	Aéroport international Plaine Magnien SSR	80%	124%
Kenya	Aéroport international Jomo Kenyatta *	90%	164%
Malawi	Aéroport international de Lilongwe	70%	134%
Maroc	Aéroport Mohammed V (Casablanca)	70%	127%
Nigeria	Aéroport international Murtala Muhammed	80%	110%
RDC	Aéroport de Kinshasa/Ndjili*	70%	133%
Sénégal	Aéroport International Léopold Sédar Senghor*	70%	156%
Tanzanie	Aéroport international Julius Nyerere	80%	109%
Tunisie	Aéroport International de Tunis Carthage	80%	128%
Zambie	Aéroport international de Lusaka	70%	124%

# The air transport related programs

- ✧ The PIDA-PAP contains four air traffic projects
- ✧ The single Africa Sky project (Single African Sky is a continental project which will create a high level, satellite based, air navigation system for the African continent)
- ✧ The implementation of the Yamoussoukro decision
- ✧ The development of airport capacity in Western Africa with the possibility to develop hub port to increase efficiency
- ✧ The development of airport capacity in Central Africa.

# The air transport related programs

- ✧ As for the port sector, the PiDA-PAP recommends that studies be conducted by the relevant RECs to recommend the best locations to develop airport capacities.
- ✧ In order to improve the overall efficiency of air transport, in particular in Western and Central Africa, the study recommends opening airport hubs.

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