



PIDA PROGRESS REPORT 2019 SUMMARY UPDATE

Positioning Africa to deliver on Agenda 2063 and economic integration through multi- sectoral approaches to infrastructure development.



Global Water
Partnership



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List of Acronyms

ACFTA	African Continental Free Trade Area Agreement
AfDB	African Development Bank
AIGM	African Infrastructure Guarantee Mechanism
AIHSRN	African Integrated High-Speed Railway Network
AMA	Arab Maghreb Union (refer UMA)
AMCOW	African Ministers' Council on Water
AU	African Union
AUC	African Union Commission
AUCC	African Union Cybersecurity Convention
AUDA-NEPAD	African Union Development Agency
ANWIn	African Network for Women in Infrastructure
BIAT	Boosting of Intra-African Trade
CBN	Continental Business Network
CC	Central Corridor
CFTA	Continental Free Trade Area
CGP	Co-Guarantee Platform
CoE	Centre of Excellence
COMELEC	Magreb Electricity Committee
COMESA	Common Market for Eastern and Southern Africa
DBSA	Development Bank of Southern Africa
DFIs	Development Finance Institutions
DIRCO	Department of International relations and Cooperation, South Africa
DST	South Africa Department of Science and Technology
DWS	South Africa Department of Water and Sanitation
EAC	East African Community
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West Africa States
EIB	European Investment Bank
EMCs	EAC-based Multimodal Multi-Sectoral Corridors
EU	European Union
GIZ	Gesellschaft für Internationale Zusammenarbeit
GMI	Groundwater Management Institute
GWP	Global Water Partnership Africa
HSGOC	Heads of State and Government Orientation Committee
IAIDA	Institutional Architecture for Infrastructure Development in Africa
ICT	Information and Communications Technology
IGAD	Intergovernmental Authority for Development
IPPF	Infrastructure Project Preparation Fund
IRIMP	IGAD Regional Infrastructure Masterplan
IUC	International Union of Railways
JICA	Japan International Cooperation Agency
KPI	Key Performance Indicator
LAPSSET	Lamu Port Southern Sudan-Ethiopia Transport
NSC	North South Corridor
OSBP	One-Stop Border Post
PAP	Priority Action Plans

PICI	Presidential Infrastructure Champion Initiative
PIDA	Programme for Infrastructure Development in Africa
PIDA-PAP	Programme for Infrastructure Development in Africa Priority Action Plan
PRIDA	Policy and Regulation Initiative for Digital Africa
RECs	Regional Economic Communities
RSAP	SADC Regional Strategic Action Plan
SADC S	southern Africa Development Community
SANWATCE	Southern African NEPAD Water Centre of Excellence
SDGs	Sustainable Development Goals
SDM	Service Delivery Mechanism
STC	Specialised Technical Committee
TBW	Trans-boundary Water
TLS	Traffic Light System
TTT	Technical Task Team
TWR	Trans-boundary Water Resources
UEMOA	Union Economique et Monétaire Ouest Africaine
UMA	Union du Maghreb Arabe (refer AMA)
VICMED	Lake Victoria and the Mediterranean Sea
VPIC	Virtual PIDA Information Centre
WTO	World Trade Organization

SECTION 1: PIDA PROGRESS UPDATE

1. INTRODUCTION

1.1. Infrastructure in Africa

Infrastructure is a bedrock for development in Africa. Sound infrastructure is a major contributor to economic growth, poverty reduction and attainment of the sustainable development goals (SDGs) adopted by all United Nations member states. It is a fundamental catalyst for increased regional trade, regional integration and linkages between African countries. Infrastructure also plays a pivotal role in the achievement of Agenda 2063, Africa's blueprint for transforming Africa into the global powerhouse of the future.

Trends in urbanisation and increasing populations continue to generate increased demand for quality and affordable infrastructure in Africa. Despite this, the continent continues to suffer from a huge infrastructure gap that threatens the achievement of social and other broader economic goals. The African Development Bank (AfDB) estimates that the continent suffers a shortfall in infrastructure investment of up to USD 108 billion annually. This huge deficit threatens the achievement of development goals such as the SDGs, and deprives communities of essential services.

Because of infrastructure's critical role in development, the African Union Development Agency (AUDA-NEPAD) was mandated to coordinate the planning, resource mobilisation and roll out of infrastructure on the continent. In pursuing this mandate, AUDA-NEPAD works closely with the individual states, Regional Economic Communities (RECs), Pan African Institutions and other relevant stakeholders that play a pivotal role in infrastructure development.

1.2. Programme for Infrastructure Development in Africa (PIDA)

In response, the African Union Assembly adopted the Programme for Infrastructure Development in Africa (PIDA) in 2012 as its blue print for the development of continental infrastructure. PIDA is a robust framework that defines priority infrastructure projects to be implemented across the continent at national and trans-boundary levels, underpinned by a number of soft initiatives such as capacity building and multi-stakeholder dialogue to seek consensus. The programme's Priority Action Plans (PAP) further break down PIDA into detailed specific actions to be taken in the short- and medium-term. The first PIDA Priority Action Plan (PIDA PAP 1) embodied 51 cross-border programmes, broken down into over 400 individual projects in the Energy, Transport, Information and Communications Technology (ICT), and Trans-boundary Water Resources (TWR) sectors.

This report reviews progress in the delivery of the 51 PIDA programmes and projects annually, as a direct result of the collective efforts of PIDA's stakeholders. It also reviews the impact of supporting initiatives, and the work of partners towards achieving the implementation of PIDA.

2. UPDATE ON SELECTED PIDA PRIORITY INITIATIVES

2.1. Transport, Logistics and Connectivity

2.1.1. The Africa Integrated High Speed Railway Network and Masterplan

Amongst the key enablers of the AU Agenda 2063 is the African Integrated HighSpeed Railway Network (AIHSRN). This initiative aims to connect African cities and megacities to each other and to commercial and industrial hubs, economic zones, and tourist destinations across the continent using appropriate high-speed rail technology and other complementary power, ICT and broadband infrastructure and services. AIHSRN is expected to complement PIDA and act as a key driver of economic development and integration in Africa, enabling the realisation of such Africa-wide frameworks as the Continental Free Trade Area (CFTA) and the Boosting of Intra-African Trade (BIAT).

The AIHSRN will be developed in a phased approach, with the first phase (from 2013 to 2023) setting out a master plan for AIHSRN development and detailed scoping studies for two pilot projects. The master plan, detailed scoping studies, a prioritisation framework and multi-criteria analysis have been prepared and subsequently discussed with various stakeholders. Figures 1 and 2 below present the AIHSRN master plans for 2033 and 2043.

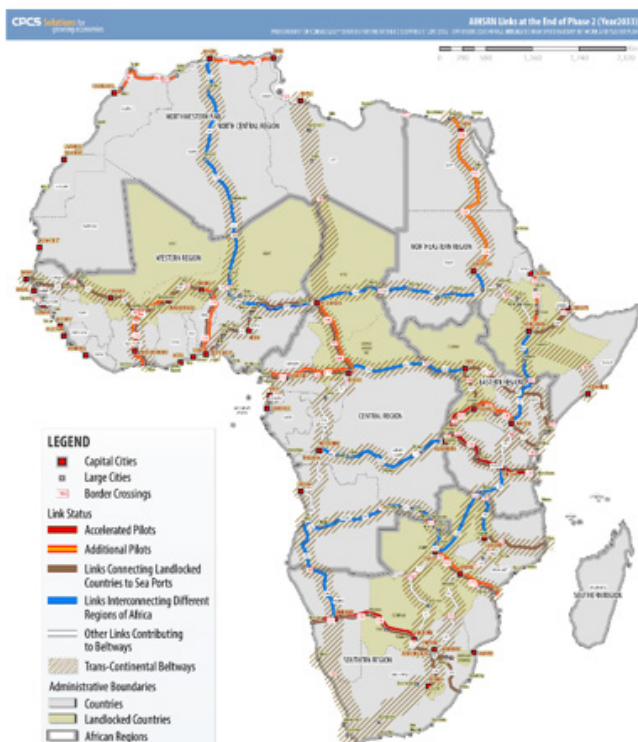


Figure 1: AIHSRN Masterplan 2033

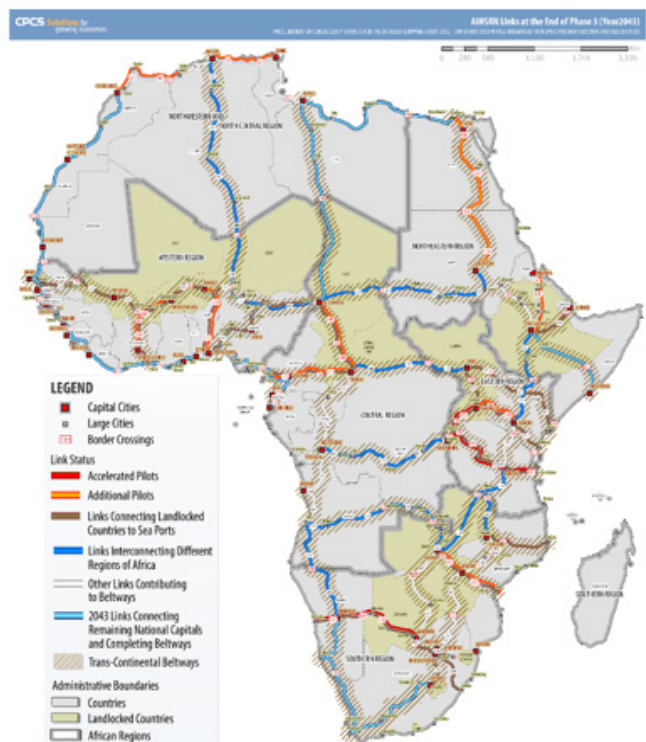


Figure 2: AIHSRN Masterplan 2043

A concise strategy paper has been prepared on this AU flagship project, and it is to be presented during the PIDA week in Cairo, Egypt, in November 2019. A promotion video will be launched at PIDA week as well.

1.1.1. The Trans-Maghreb Highway

The Trans-Maghreb Highway will serve 55 towns with a total population of over 60 million inhabitants when completed. It will also link 22 international airports, main ports, rail terminals, universities, research centres, the largest hospitals as well as the main industrial and tourist areas across the region. The highway will become the nerve centre for the region's economy, intensifying inter-Maghrebian trade and regional economic integration by facilitating the free movement of persons, goods and capital between countries in the region. It will also link Europe to the Maghreb and facilitate passenger and goods road traffic across the Straits of Gibraltar.

An AUDA-NEPAD delegation led by Adama Deen, Senior Advisor to the CEO on Strategic Infrastructure, undertook a mission to the Arab Maghreb Union to discuss the current state of the Maghreb highway.



Figure 3: The Trans-Maghreb Highway

The parties agreed on AUDA-NEPAD support on this project in the form of:

- Financing a feasibility study on border crossing within the Maghreb countries and the introduction of one-stop border post (OSBPs) and a roadmap for the creation of joint border crossing stations featuring smart lanes;
- Implementing the Convention for the Transportation of Passengers and Goods and Transit between Arabic Morocco Union (Arab Maghreb Union);
- Standardising customs and trade procedures, including formalities among Maghreb countries according to international legislation governing such regimes;
- Establishing an information highway including information on road accidents and the exchange of experiences regarding investigations.

The Trans-Maghreb Highway is strategic PIDA priority project, not only for its role in the facilitation of a trading block for North Africa, but also because it will enhance the links between the Maghreb and the rest of the African continent, Europe and Asia.

2.1.3. MoveAfrica

AUDA-NEPAD developed the MoveAfrica Traffic Light System (TLS) as a tool to monitor and evaluate the performance of the trade facilitation along the transport and trade corridors. The TLS assesses the simplification, standardisation and harmonisation of policies and norms - agreed to by member states at various fora - which allow borders to operate effectively and efficiently. It has developed cross-order Key Performance Indicators (KPIs), which when fulfilled will enable efficient, orderly and seamless movement of goods and services. So far MoveAfrica complements the:

- African Continental Free Trade Area (see box); the AU Protocol on Trade in Goods; and the AU Protocol on Trade
- AU Convention on cross-border cooperation (Niamey Convention) on cross - border cooperation
- PIDA (Trans Africa Highway) Smart Corridors - "Model Smart Corridors and Efficiency Monitoring

The initial phase of the TLS was undertaken between January - December 2018 and entailed the development of key performance indicators and other variables to be piloted on the North-South Corridor border posts. To date the MoveAfrica Initiative has received Ministerial endorsement from the Southern Africa Development Community (SADC) Ministers of Transport (in Lilongwe, 2017 and Windhoek, 2018) and Common Market for Eastern and Southern Africa (COMESA) Ministers of Transport and Trade (Nairobi, 2019).

The TLS has so far been piloted in four selected border posts:

- Beit bridge (border between South Africa and Zimbabwe;
- Chirundu: border between Zambia and Zimbabwe;
- Kazungula: border between Botswana and South Africa and
- Kasumbalesa: the border between Democratic Republic of Congo and Zambia.

The following activities have further been undertaken to validate the TLS.

Region	Activities
East African Community (EAC)	Benchmarking of TLS Indicators on Rusumo One Stop Border Post (a functioning One Stop Border Post) by the Central Corridor Transit Transport Facilitation Agency
Economic Community of West Africa States (ECOWAS)	Sensitisation of the TLS along the Abidjan Lagos Corridor – at Noepe-Akanu Border Joint Border Posts (Ghana and Togo) and Seme – Krake Joint Border Post (Benin and Nigeria)
COMESA	Ministerial approval sought to have MoveAfrica as the platform for COMESA member states to address logistics challenges. Thereafter the TLS was approved to rank the performance of border posts and to guide corrective actions by members states to improve the performance of border posts with regards to OSBPs, Integrated Border Management and e-Logistics.



Figure 4: The Rusumo One Stop Border Post

2.2. Information and Communication Technology

2.2.1. Cybersecurity Project – Advocacy, Awareness and Ratification/ Domestication of the AU Cybersecurity Convention (AUCC)

The objective of AU Cybersecurity Convention (AUCC) is to ensure the security of the institutional, human, financial, technical and informational assets and resources throughout the continent. The convention focuses on addressing cybercrime and cybersecurity, but also seeks to legislate important elements of electronic transactions and the protection of personal data. As part of the PIDA PAP, AUCC will enable harmonisation of cybersecurity laws, policies and strategies; facilitate online and offline global and intra-regional trade; boost the confidence of investors in the infrastructure sector and encourage the development of local content and services. In view of the African Continental Free Trade Area Agreement (ACFTA), issues of cybersecurity will become increasingly significant in supporting e-services, e-commerce and the free movement of people, goods and services.

The AUCC has currently been signed by fourteen (14) and ratified by five (5) member states - it will come into force when ratified by fifteen (15) member states. AUDA-NEPAD is engaged in assessments within national and regional structures and advocacy towards cybersecurity measures in line with the Convention and its transposition into national policies and laws. Specifically, AUDA-NEPAD has developed a cybersecurity assessment framework so as to develop tailored guidelines and interventions for implementation of the African Union Convention on Cyberspace Security and Personal Data Protection for member states. Further, AUDA-NEPAD has partnered with the Pan African Parliament (PAP) to facilitate this engagement with national assembly members.

In March 2019, AUDA-NEPAD held a joint workshop for the Pan African Parliamentary Committees to enhance confidence in Africa's Cybersecurity infrastructure and the role of legislators. National assessments are currently underway in ten countries covering two RECs – the Arab Maghreb Union (AMA, also referred to as UMA), and Economic Community of Central African States (ECCAS). In addition to detailing the state of play as regards cybersecurity policy and legislation, the assessment reports will include recommendations on specific interventions for each country and steps required for ratification of the AU Convention and/or transposition of the Convention's provisions into national laws and policies. A consolidated assessment report will also be prepared detailing key findings from the national assessments and providing recommendations for AUDA-NEPAD on the assessment process and required interventions at regional and continental level to move the cybersecurity agenda forward. These reports will be released in Q1 of 2020 and will inform the next phase of assessments and interventions to be extended to the remaining RECs.

2.3. Energy

2.3.1. Continental Transmission Masterplan

Development of the Continental Transmission Masterplan was first recommended by the Africa Energy Ministers during the African Union (AU) Specialised Technical Committee meeting on Infrastructure (Transport, Energy and Tourism) held in Nouakchott in 2018. The Continental Transmission Masterplan will lead to the creation of a continental electricity market, which will enable electricity trade between power pools in Africa and between Africa and Europe, the Middle East and Asia.

To date the AUDA-NEPAD has consulted extensively with 4 of the 5 power pools on the continent and consultations are planned for the remaining power pool, the West African Power Pool. These consultations have provided important input in developing the draft terms of reference, which will be discussed with continental bodies, RECs, power pools, AfDB and development partners during a workshop to be held prior to PIDA Week 2019.

2.3.2. North Africa Power Market

In collaboration with UMA, Magreb Electricity Committee (COMELEC) and the Ministry of Electricity and Renewable Energy in Egypt, AUDA-NEPAD held a meeting in Algiers from 7th to 11th September 2019 to share the experiences and lessons learnt from the Southern Africa region in the introduction of a successful regional competitive electricity market. The meeting considered a road map for the introduction of such a competitive electricity market in the North Africa Region through the development of a stable and reliable interconnected grid that interconnects UMA member states and Egypt.

Most of the electricity trade in the North Africa Region is done on a bilateral basis which tie the countries involved into long term sale agreements (years ahead) and denies the countries from utilising the opportunities available in securing electricity on short terms at competitive prices. To date COMELEC has made progress in establishing a regional electricity market, which is harmonised with the European Electricity markets. However, there is still significant work that needs to be done in following through and implementing the outcomes of the various initiatives to set up a stable interconnected grid. The latter is a necessary precursor to the development and operation of a competitive electricity market in North Africa. In addition, Egypt is at an advanced stage of the development of an Arab Electricity market, which will link North Africa (and by proxy Africa) to the Middle East interconnected grid. There are also a number of initiatives to establish additional interconnections with Europe through Italy and Greece.

2.4. Water

The African Union Development Agency (AUDA-NEPAD), in collaboration with COMESA, African Ministers' Council on Water (AMCOW), AfDB, Global Water Partnership Africa (GWP), and with support from the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), convened a PIDA Water Programme Stakeholders' Workshop in Lusaka, Zambia from 24 to 26 April 2019. The purpose of the Lusaka workshop was to give all PIDA PAP TBW and Energy projects promoters and coordinating entities an opportunity to present the status of their respective projects, and agree on recommendations on how the PIDA Water Programme support can be targeted to accelerate implementation of the projects.

During the workshop, the project promoters updated their individual projects information on the Virtual PIDA Information Centre (VPIC), and a number of water projects were presented and proposed action plans for each project were drafted. GWP and AUDA-NEPAD are working to support actualisation of these plans, particularly in view of the PIDA PAP 2 process

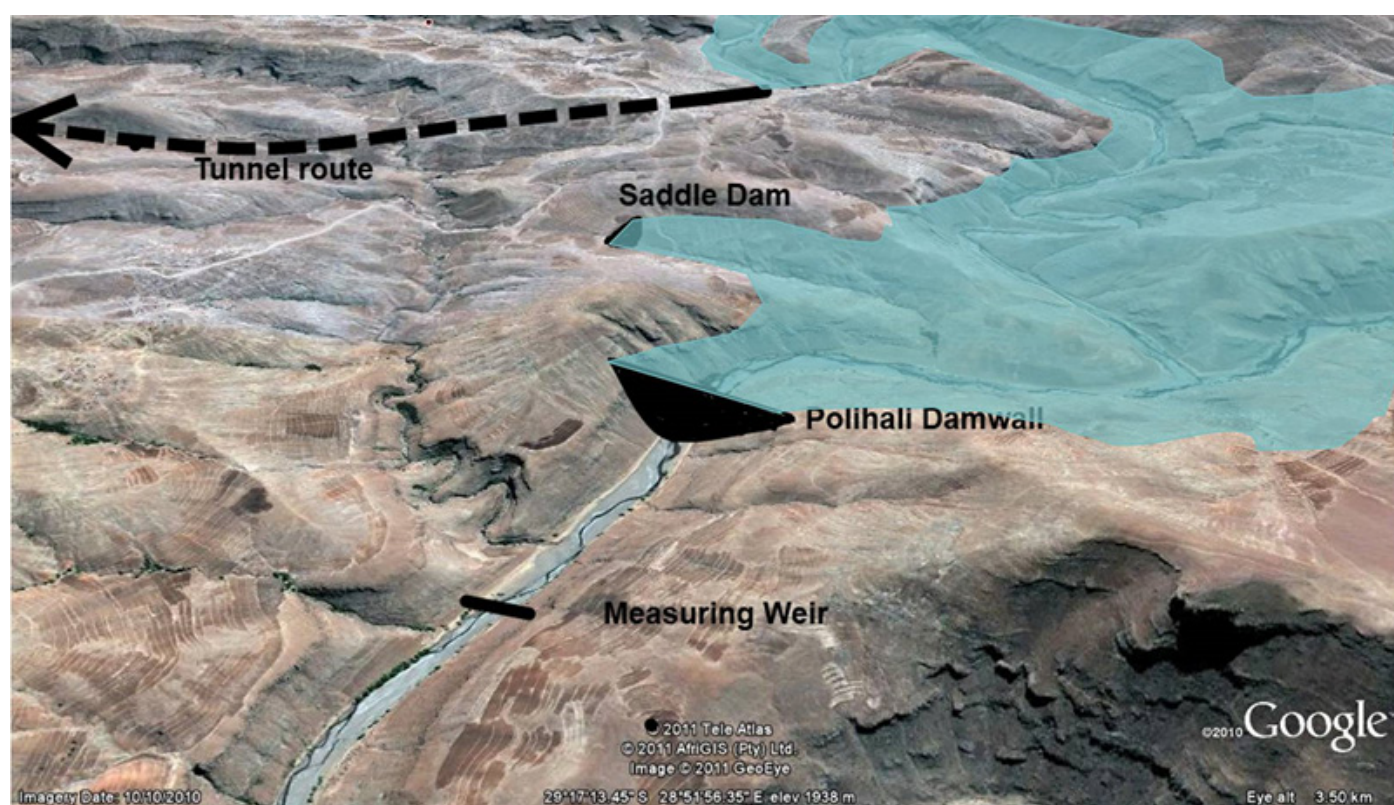


Figure 5: Aerial view of Polihali Dam, Lesotho Highlands project (Source: Infrastructure News)

2.5. Overall Status of PIDA Implementation 2019

The VPIC (found at <http://www.au-pida.org/>) provides infrastructure related information including project updates on a continuous basis. The table below summarises the status of PIDA projects, including those discussed above, in 2019.

Table 2: Status of PIDA projects by Region

	CONTINENTAL	ECCAS	COMESA	EAC	ECOWAS	IGAD	SADC	AMU/UMA	TOTAL
Energy		7	6	9	7		18	5	52
S1: Project Definition				2			1		3
S2a: Pre-Feasibility		5	2				3	4	14
S2b: Feasibility			1		1		5		7
S3a: Project Structuring		1	2		2		3		8
S3b: Transaction Support & Financial Close		1		2			5		8
S4a: Tendering				1	1		1		3
S4b: Construction			1	3	2				6
S4c: Operation				1	1			1	3
Ict	2	9	10	8	24	5	12	5	75
S1: Project Definition	1	1	1	2		1	1	2	9
S2a: Pre-Feasibility						1			1
S2b: Feasibility					2		2		4
S4b: Construction	1	6	3	2	10	2	1	1	26
S4c: Operation		2	6	4	12	1	8	2	35
Transport	2	29	16	78	27	8	31	2	193
S1: Project Definition		3	1	8	7	3	7		29
S2a: Pre-Feasibility		6		3		1	2		12
S2b: Feasibility		3	2	6	3	1	5		20
S3a: Project Structuring		2		10	3	2	2		19
S3b: Transaction Support & Financial Close		1		9			1	1	12
S4a: Tendering		1	8	5	2		2		18
S4b: Construction	1	13	2	13	8	1	8		46
S4c: Operation	1		3	24	4		4	1	37
Water		1			4	1	2	1	9
S2a: Pre-Feasibility		1			1				2
S2b: Feasibility					1				1
S3a: Project Structuring					1			1	2
S3b: Transaction Support & Financial Close					1				1
S4a: Tendering						1			1
S4b: Construction							1		1
S4c: Operation							1		1
TOTAL	4	46	32	95	62	14	63	13	329

3. PIDA PERSPECTIVES TOWARDS 2020 AND BEYOND

3.1. Towards PIDA PAP 2

The African Union Commission (AUC), the African Union Development Agency (AUDA-NEPAD), the UN Economic Commission for Africa (UNECA) and the African Development Bank (AfDB) are undertaking the development process of the next phase of the PIDA (PAP 2) that will be adopted by the African Heads of State and Government during the AU Summit in January 2021. The preparatory process for the second phase of the PIDA PAP should be inclusive of all stakeholders: member states of the African Union, Regional Economic Community (RECs), African institutions, civil society, private sector, youth and the women, African and non-African development partners. It will go through five (5) main stages which are:

- The mid-term review of the implementation of the PIDA PAP;
- Market and demand study;
- The development of an integrated corridor approach;
- Development of project selection criteria for the new phase;
- The selection of PIDA PAP2 priority projects.

In April 2019, the PIDA Steering Committee reviewed the status of the implementation of PIDA PAP 1, the PIDA Capacity Building Project and PIDA's governance structure - the Institutional Architecture for Infrastructure Development in Africa (IAIDA) – in order to prepare for the next phase of PIDA PAP.

3.2. PIDA Mid-Term Review

The major objective of the PIDA Mid-Term Review was to take stock of the programme's implementation to date, assess progress achieved so far, and highlight the strengths and success stories as well as weaknesses of the processes and instruments put in place for the achievement of the 2020 targets. The analysis will provide the basis for charting the way forward in the medium-term, in particular, the process of formulating PIDA-PAP 2 (2021-2030) and its content.

The major outcomes of the PIDA Mid-Term Review include:

- * An identification of the strengths and weaknesses of the institutional architecture of the PIDA-PAP and recommendations for improvement;
- * Identification of the concrete achievements in the implementation of PIDA PAP 1 compared to its targets;
- * Proposed measures to accelerate the rate of implementation of the PIDA-PAP 1;
- * Assessment of the effectiveness of the financial resources mobilization strategy including from the private sector, for the implementation of the PIDA PAP 1;
- * Proposed strategies to mobilize alternative financing for the NEPAD Infrastructure Project Preparation Fund (NEPAD IPPF) and the PIDA Service Delivery Mechanism (SDM) for projects preparation; and
- * An outlook of the process and content of PIDA-PAP 2.

3.3. PIDA Market and Demand Study

The current PIDA PAP is based on a market study from 2011 forecasting the demand for regional infrastructure on the continent until 2040. Although this study still holds valuable insights, key developments in recent years have changed the dynamics of African infrastructure development. Furthermore, given the nature of infrastructure required to achieve the needed economic growth, there are numerous constraints surrounding the delivery of such capital investment, including:

- fiscal limitations and issues of affordability;
- the capacity of the construction sector to supply all the desired infrastructure at a given time; the administrative capacity of the planning system;
- climate change commitments and environmental constraints;
- issues of political stability and commitment;
- concerns relating to price inflation and value of investment; and
- concerns relating to gender inclusivity.

In light of these constraints, it is therefore necessary to make policy decisions as to what sectors and projects should be prioritised over the coming years. This decision should be made on the foundation of current trends with due consideration for bankability and attractiveness for Public Private Partnerships.

To this end, the AUC, supported by GIZ, is conducting a Market and Demand Study, which is expected to provide a framework through which such constraints, along with demands, are considered. The study will include compilation of available evidence to support the PIDA PAP 2 project selection process including:

- macro-economic analysis, public consultation, detailed submissions from RECs and member states;
- extensive research on both physical and virtual regional infrastructure, building on the previous research conducted prior to the commencement of PIDA;
- changes in investment landscape and priorities, as well as
- sectorial needs and forecasting analysis.

In addition, the Market and Demand Study will examine the existing and potential market and demand for regional infrastructure in the four PIDA sectors (energy, transboundary water, transport and ICT) on the African continent for the period 2021-2040. Based on the key components, the study should give valuable insight to the clients with regards to the competitive position of a project and more importantly, the need/demand for a particular project in a given market.

3.4. PIDA Corridor Approach and Project Selection Criteria for PIDA PAP 2

The development of the second phase of the PIDA-PAP 2 will include updating selection criteria for regional projects as well as the selection of the projects/programmes. Projects and programmes under PAP 2 will represent the first batch of agreed priorities resulting from the analysis, criteria review and consultations with Regional Economic Communities (RECs) and their member states. It will represent the priority pipeline required to meet the PIDA outcomes over the period 2021-2030. This process will include the development of an integrated corridor approach that will be translated into selection criteria for planning purposes in a consultative process, following the lessons learnt from PIDA PAP 1.

The Integrated Corridor Approach is based on two pillars:

- The corridor planning concept that ensures that all related corridor infrastructure, such as ports, roads, rail, pipeline, inland waterways, border post facilities, optical fibre and other telecommunications, link to and complement each other
- The integration of inclusiveness, social and sustainability features into the planning process to mirror the AUC Vision and realize the full development socio-economic impact of regional projects.

The multi-sectorial corridor approach will link the various services provided by the infrastructure sectors of Energy, Transport, ICT and Water to create a cross-border corridor approach. By integrating the value-add of the respective services through a corridor approach the creation of industrial hubs, logistical hubs and Special Economic Zones and ultimately, regional markets, can be facilitated and strengthened.

The underlying concept for planning the PIDA PAP 2 is to promote an integrated, multi-sectoral corridor approach that is:

- employment-oriented,
- gender-sensitive,
- climate-friendly and
- connects urban/industrial hubs with rural areas.

The Integrated Corridor Approach will ensure that future cross-border infrastructure planning is aligned with AU principles and values of Agenda 2063.

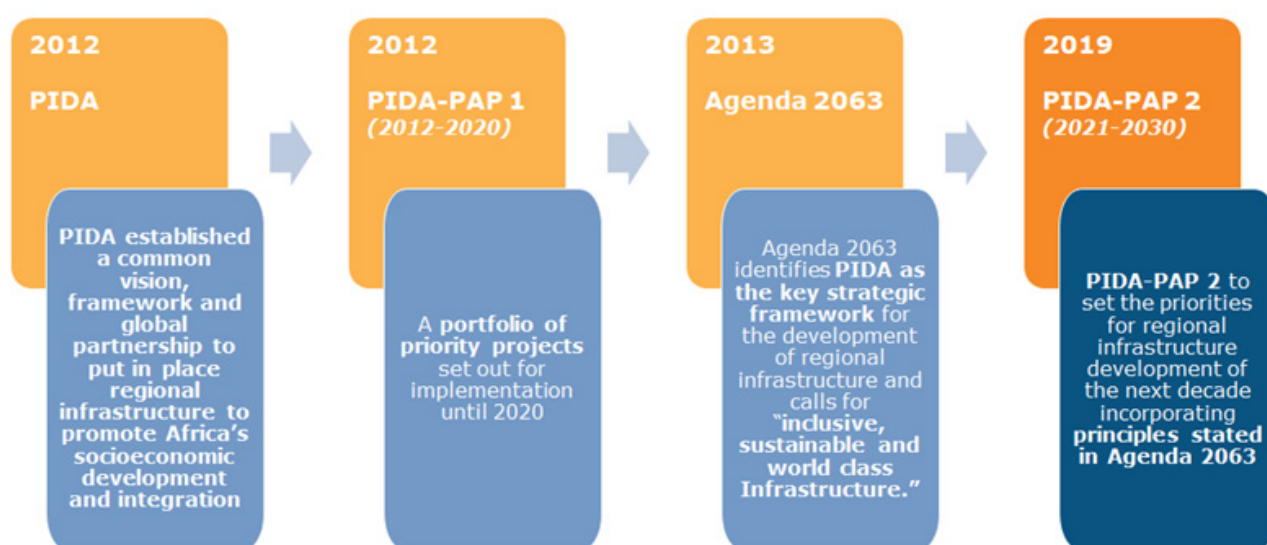


Figure 6: Integrated Corridor Approach – From PIDA to PIDA PAP 2 Source: CPCS Transcom

The PIDA PAP was built from the master plans of the Regional Economic Communities (RECs) and Member States. Project selection criteria were developed and used to identify 51 programmes/projects that were included into the PAP. Going forward, the development of the PIDA PAP 2 will have to take into account additional and new contexts, initiatives, agenda and priorities at the national, regional and continental levels in order to select projects and programmes that address both short-term and long-term development priorities on the continent.

Some of the key issues that need to be taken into account in updating the project selection criteria include:

- Job creation;
- Water and sanitation;
- High impact and inclusiveness;
- Youth and gender mainstreaming;
- Renewable energy;
- Climate resilience;
- Technical viability and data availability
- Small Island Developing States (SIDS); and
- Fundability and bankability.

Suggested selection criteria for PIDA PAP 2 projects and their associated weights have been developed, and will be validated by the Specialized Technical Committee (STC) during PIDA Week 2019.

Figure 7 below illustrates the technical aspects of the planning process.

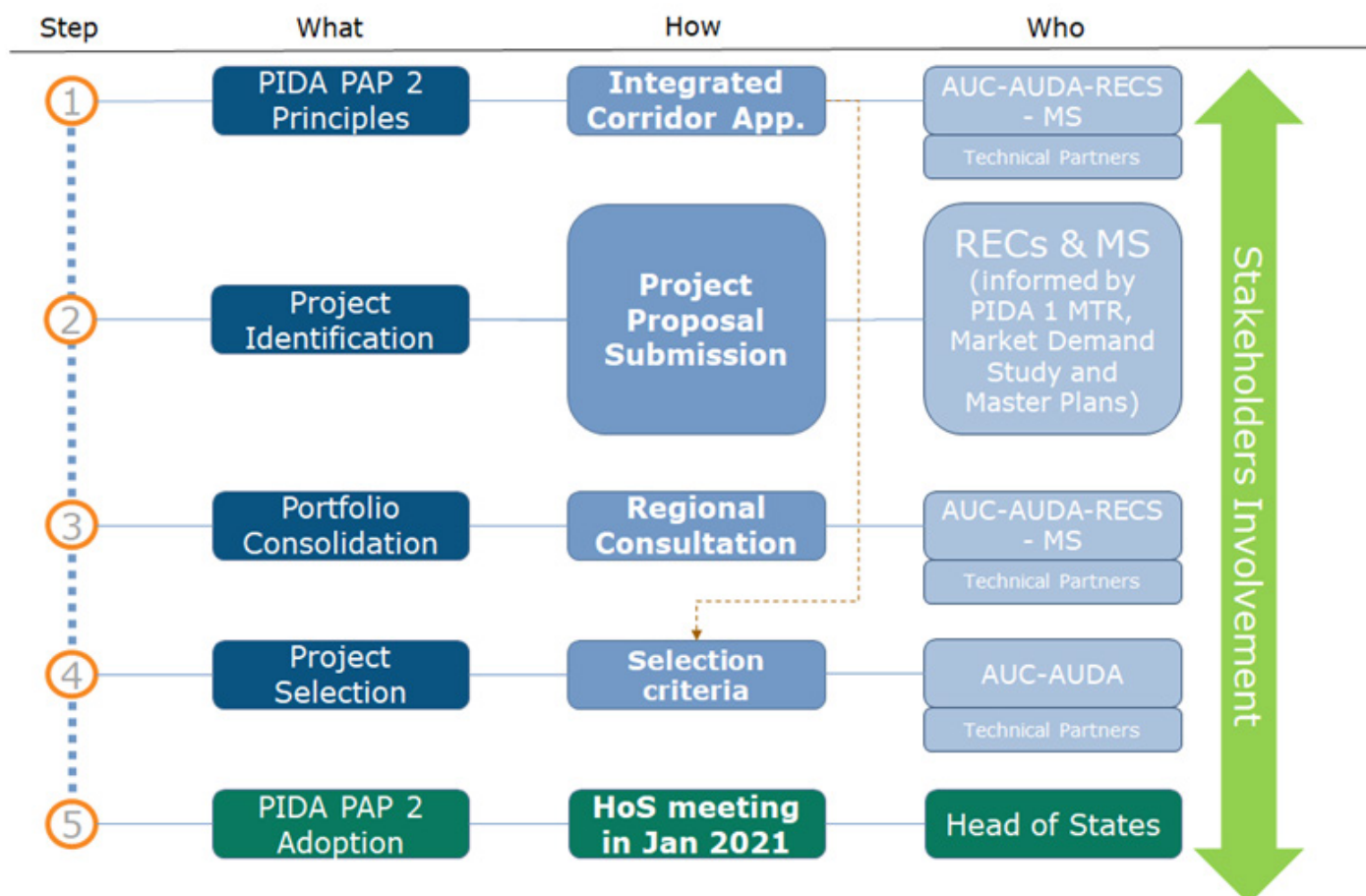


Figure 7: Technical Aspects of the PIDA PAP 2 Planning Process

3.5. African Network for Women in Infrastructure (ANWIn)

Another innovation in the PIDA PAP 2 process is the involvement of the African Network for Women in Infrastructure (ANWIn). Most of the burden of infrastructure deficit is carried by women, who walk kilometres per day and spend hours collecting water as well as wood for cooking and heating. Thus, the design of infrastructure programmes needs to prioritize such gender-specific issues to ensure that women are able to carry out their everyday chores more efficiently, allowing more time for family care, educational opportunities, productive work and participation in community life.

The PIDA PAP 2 process aims, however, to be more inclusive in its project selection approach. In doing this, there is a necessity to account for the needs of female infrastructure stakeholders (users, policy makers, engineers and service providers). A gender mainstreamed approach at different decision levels (national, regional and continental) is therefore crucial in sensitising our politicians and governments of the inclusion of women across the whole infrastructure value chain.

In cognisance of this, ANWIn was launched at the second session of the STC on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism on 16 and 17 April 2019 in Cairo, Egypt. The initiative was developed by the African Union Commission and the African Union Development Agency (AUDA-NEPAD) with the support of the Government of Germany, through GiZ. The goal of the ANWIn is to “provide a high-level strategic engagement platform that will bring all stakeholders together for ensuring a gender responsive planning and implementation of infrastructure”. The STC welcomed the symbolic launching of ANWIn and exhorted the AUC and the AUDA-NEPAD to prioritise its formal launch, which will take during PIDA Week 2019.

ANWIn will provide technical input into the PIDA PAP 2 process and specifically to the Corridor Concept and the Project Selection Criteria.

3.6. Strategy to Unlock Access to Rural Areas with Integrated Infrastructure

The AUC STC on Transport, Interregional and Intercontinental Infrastructure, Energy and Tourism adopted in March 2017 the concept of a new programme to unlock access to rural and remote areas through integrated infrastructure services. The objectives of the strategy are to:

- i) increase cost-effectiveness of PAP 2 projects for rural and remote areas by improving cross-sectoral coordination,
- ii) lower capital expenditures to open rural areas to private service providers,
- iii) lower operation expenditures of service providers, and
- iv) secure profitability of the private undertakings, providing they comply with universal service obligations agreed with government.

The draft strategy was presented to the Member States during the PIDA Policy dialogue held in Malabo, Equatorial Guinea from 24 to 26 September 2019. It will be submitted to the bureau of the STC on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism in the margins of PIDA Week 2019 for validation.



4. AUDA-NEPAD TOOLS THAT FACILITATE PIDA IMPLEMENTATION

Part of AUDA-NEPAD's role is to help member states (and RECs) deal with constraints that impact on their ability to develop and implement infrastructure projects. In response, the following tools have been developed to address members states' unique challenges, and to boost their capacities and capabilities to implement infrastructure projects:

- i. The Service Delivery Mechanism (SDM);
- ii. The Continental Business Network (CBN);
- iii. The PIDA Job Creation Toolkit;
- iv. Presidential Infrastructure Initiative (PICl); and
- v. The NEPAD Infrastructure Project Preparation Facility (NEPAD-IPPF)

4.1. Service Delivery Mechanism (SDM)

The PIDA Service Delivery Mechanism (SDM) was established to address the lack of capacity for early stage project preparation at the national and regional level. It provides technical assistance to countries and agencies that originate PIDA projects to address early-stage project preparation issues and challenges. The SDM provides, amongst others, institutional advisory services, legal advice, communications and capacity building support. The SDM's mandate complements that of the NEPAD IPPF, and indeed it acts as a feeder into the IPPF's project pipeline.

Existing projects in the SDM's pipeline include:

- (i) the Lamu Port - Southern Sudan-Ethiopia Transport (LAPSSET) Corridor Project - integrated master planning and project-management advisory support and scoping studies;
- (ii) the Central Corridor (CC) - creating an enabling environment for inland/ lake transportation, and
- (iii) the North South Corridor (NSC) – project prioritisation and pre-feasibility support.

An array of activities have been undertaken under the SDM to scale up its operations since it was unveiled, including the finalisation of the SDM operational procedures, boosting its financial resources from partners and fund-raising activities, standardisation of funding applications through an application template, and project pipeline development activities to complement the fundraising proposals.

Going forward, the following activities will be undertaken to further boost the SDM:

- A MoU will be formally concluded between the NEPAD Agency SDM and the NEPAD IPPF; and
- Finalisation of SDM statutory rules of procedure, such as application, selection process, fundraising, procurement and management of consultancy, will be finalised to enhance financial support from partners.

4.2. Continental Business Network (CBN)

The Continental Business Network (CBN) was launched to “crowd- in” financing and support for infrastructure projects by creating a platform for collaboration between the public and private sectors. As depicted in Figure 8 below, it does this by:

- mobilising public-sector support and private-sector engagement for early stage PIDA project development,
- project structuring, finance and operation,
- managing regional project investment risks,
- accelerating and incentivising private- sector procurement,
- developing practical and effective working relationships with African heads of state, and
- enabling governments and public entities responsible for implementing projects to access high-quality independent technical advisory services.



Figure 8: Schematic Illustration of the CBN (Adapted from AUDA-NEPAD website)

In order to de-risk African infrastructure projects and scale up institutional investments, AUDA-NEPAD facilitated the establishment of an African Infrastructure Guarantee Mechanism (AIGM) with a focus on regional infrastructure projects. AUDA-NEPAD and AfDB then resolved to work together towards the implementation of AIGM as part of the AfDB co-guarantee platform (CGP), which serves as a collaborative platform to increase the volume of insurance and guarantee solutions available to project sponsors and their investors.

4.3. The PIDA Job Creation Toolkit

The PIDA Job Creation Toolkit was developed with support from the German Government through the GIZ. The Toolkit is designed as an on-line platform that enables users to estimate the job creation potential of PIDA and other African infrastructure projects. It allows users to explore ways in which to capitalise on Africa's demographic dividend and opportunities for wider regional economic development through job creation in infrastructure.

The Toolkit provides a scalable process enabling project owners to estimate job creation resulting from African infrastructure projects, especially the larger transboundary PIDA Projects. As part of beta testing, a training workshop was held in the second quarter of 2018 and estimates were developed for an initial set of PIDA projects. The workshop included a partners' meeting in which usage recommendations, case studies and business models for the Toolkit were discussed.

The PIDA Job Creation Estimation toolkit was piloted on the Batoka Gorge Hydro-Electric Scheme to estimate the number of direct, indirect, induced and secondary jobs to be created during its cycle. AUDA-NEPAD has been providing support to the Zambezi River Authority on the use of its tools for job maximisation and domestic financial resource maximisation for the Batoka Gorge Hydro-Electric Scheme, a priority project under PIDA.

Following the successful completion of development and testing of the PIDA Job Creation Toolkit, the inaugural PIDA Jobs Outlook will be released during PIDA Week 2019. The Outlook will feature jobs estimates from selected projects in the PIDA portfolio. This inaugural edition will profile all member states of the African Union with information on PIDA projects that are implemented in their countries or of which they are a direct beneficiary. The Outlook is a tangible demonstration of the Toolkit which allows users to explore ways in which to maximize job creation from infrastructure projects and thus capitalize on Africa's demographic dividend and opportunities for wider regional economic development. Toolkit users include infrastructure project owners and their technical partners, as well as policymakers, development partners, and both public and private providers of project preparation support and finance.

Estimates show that the project has the potential to create 10 443 jobs during construction (i.e., 4 262 direct, 20 176 indirect and 4 105 induced jobs). Opportunities for maximising jobs were identified in the cement, steel, transport and tourism industries and these can potentially result in an additional 11 258 jobs.

4.4. The African Infrastructure Database (AID) and the Virtual PIDA Information Centre (VPIC)

To effectively support implementation of the PIDA-PAP, AUDA-NEPAD relies on data generated by project owners, African Union member countries and Regional Economic Communities to monitor progress. Although work has been ongoing to improve the flow of information on regional and continental PIDA projects, challenges remain, in terms of data collection, verification and analysis.

In order to enhance the process and quality of data collection, AUDA-NEPAD has made two information systems available to African institutions dealing with infrastructure development – the African Infrastructure Database (AID) and the Virtual PIDA Information Centre (VPIC). AID is an online data management tool for capturing, validating and storing infrastructure projects information in Africa using standard metadata descriptors such as project characteristics, location, economic indicators, financial parameters, implementation status, et cetera. It allows RECs, specialised institutions, project owners and implementing agencies, to manage their infrastructure information using a harmonised user interface and clearly defined workflows.

VPIC is a web-based knowledge portal focused on PIDA regional and continental infrastructure projects. Its purpose is to facilitate the sharing of PIDA-PAP information, promote participation in PIDA implementation, enable the tracking of progress in PIDA-PAP implementation (Monitoring & Evaluation), and to promote investment opportunities in PIDA-PAP projects. VPIC presents validated PIDA project information stored in the African Infrastructure Database in an interactive dashboard to track project implementation.

Since its launch in 2013, the VPIC has been used by stakeholders all over the continent and beyond, as it presents up to date information on all of Africa's 51 cross-border infrastructure projects. These projects comprise more than 400 actionable sub-projects across four main infrastructure sectors, namely energy, transport, transboundary water and ICT.

Training and capacity building initiatives have been undertaken on both VPIC and AID. To date, close to 200 stakeholders drawn from EAC, COMESA, SADC and UMA have been sensitised, while more than 70 project owners have been trained to update information. In the latter half of 2019, sensitisation and training will be extended to ECCAS and ECOWAS.

4.5. Presidential Infrastructure Champion Initiative (PICl)

The PICl was born out of a proposal by South African President, Jacob Zuma, to accelerate regional infrastructure development through political championing of projects. The champions bring visibility, unblock bottlenecks, co-ordinate resource mobilization, provide leadership and ensure rapid project implementation within a specified threshold period. This is an opportunity for African heads of state and governments to become actively involved in the development and implementation of regional and continental infrastructure projects. The projects cover transport, energy, ICT, and trans-boundary water. The proposal was jointly developed by the agency and the DIRCO into a technical concept paper and, ultimately, the PICl.

Initially, eight projects were identified to be championed by the seven selected heads of state and government from the NEPAD Heads of State and Government Orientation Committee (HSGOC) Ad-Hoc Committee on Infrastructure, depicted in Figure 9 below.



Figure 9: Continental location of PICI projects

Source: NEPAD 2016

The 8th Technical Task Team workshop for the PICI was held in Windhoek, Namibia from the 23 to 24 January, co-hosted by the Government of Namibia (Ministry of Works and Transport) and AUDA-NEPAD. The Presidential Infrastructure Championing Initiative (PICI) held its Technical Task Team Workshop (PICI TTT) at the African Development Bank (AfDB) headquarters in Abidjan, Cote d'Ivoire on 7 and 8 October 2019. This was followed by the PICI Africa-wide Inter Ministerial Committee Meeting held in Cairo, Egypt on 21 October 2019.

At these PICI meetings, updates were provided as regards the progress with the respective PICI country projects. This was all done as an integral part of the preparations for the African Union Heads of State Summit scheduled for 9-10 February 2020, in Addis Ababa, Ethiopia and to be presented at the HSGOC on the margins of the African Union (AU) Summit.

The table below presents a high-level summary of the updates received. Detailed updates are contained in the project fiches and recommendations attached.

Country	PICI Cham-pion	Project	Summary of Recommendations
Algeria	President Abdelkader Bensalah	The Missing Link of the Trans-Sahara Highway	The project has experienced de-lays due to technical issues. Moni-toring and high-level su-pervision needed to ensure new completion deadlines are met
Algeria	President Abdelkader Bensalah,	Optic Fibre Link between Alge-ria and Nigeria via Niger	There is little current information and project is showing slow pro-gress. There is need to con-vene a meeting with Algeria, Nigeria, Ni-ger and Chad to advance the pro-ject.
Republic of Congo	President Denis Sassou Nguesso	Kinshasa-Brazzaville Bridge Road/ Rail Project	Overall the project is showing pro-gress. In November 2018, Congo Brazzaville and Kin-shasa inked a €500 million agreement to build a bridge on the Congo River linking the two capitals.
Egypt	President Abdel Fattah el-Sisi	Construction of Navigational Line between Lake Victoria and the Mediterranean Sea	The VICMED Feasibility Study – Phase 1 was completed using a grant from the AfDB. NE-PAD and the IPPF Agency should assist in re-source mobilization for the Fea-sibility study - Phase 2. AUDA-NEPAD should include the project in PIDA PAP II.
Kenya	President Uhuru Ken-yatta	LAPSSET Corridor Project	All components of the project are progress-ing well. AfDB to continue providing financial resources for preparation and packaging of the LAPSSET Corridor Project to bankability to attract private sector participation.
Namibia	President Hage Geingob	Namibia-International Logistics Hub-comprising: <ul style="list-style-type: none"> • Grootfontein/Rundu/Katima Mulilo Railway Line • Trans-Kalahari Railway • Trans Orange Corridor: Port of Luderitz • Baynes Hydro Project 	All components and aspects of the project are progressing well
Nigeria	President Muhammadu Buhari	Nigeria-Algeria Gas Pipeline Proj-ect (Trans-Sahara Gas Pipeline)	The project experienced delays getting to fi-nancial closure. Nige-ria's ICRC has proposed a private sector-led strategy for developing the Nigeria-Morocco Gas Pipeline and fi-nancing options are available for the Ajaoku-ta-Kaduna-Kano Gas Pipeline - a subset of the Trans-Sahara Gas Pipeline.
Rwanda	President Paul Ka-game	Unblocking Political Bottle-necks for ICT Broadband and Optic Fi-bre Projects Linking Neighbouring States	The project was progressing well and the ICT Broadband and Optic Fibre Project for all the EAC coun-tries was duly completed.
Senegal	President Macky Sall	The Dakar-Ndjamena-Djibouti Road/Rail Project entails con-struc-tion of a new standard gauge railway network from Dakar-Tam-bacounda-Kedougou (Senegal) to Kenie-bu-Bamako-Bougouni-Si-kasso (Mali) and to Bobo Dioulasso (Burkina Faso)	The project has experienced slow progress. Senegal is negotiating with Chinese compa-nies and other partners for funding. Senegal has not been represented in the last 3 PICI TTT Meetings.
South Africa	President Cyril Rama-phosa	North-South Corridor Road/Rail Project comprising four infrastruc-ture projects: <ul style="list-style-type: none"> • African manufacturing hub for rail stock in South Africa • Beitbridge Border Post • Grand Inga (Inga 3) • LHWP Phase II 	All components of the four South Africa proj-ects are progressing well. The projects are multi-modal (road, rail and ports) trans-conti-nental interconnectors.

The PICI meetings endorsed the admission of Sudan as a new PICI member as well as the Abidjan-Lagos Highway Project as the PICI Project for Cote d'Ivoire.

The broader issues regarding the PICI and proposed operational mechanisms were also considered. The following observations were noted:

- There is a need to identify local, regional and continental players to get more meaningfully involved in infrastructure development projects;
- There is a greater need for domestic resource mobilisation;
- PICI projects are part of PIDA and, as such, will be incorporated as part of the PIDA PAP II portfolio of projects;
- There is a need to provide resources and support the PICI Secretariat;
- There is a need to ensure that PICI TTT Focal Points attend meetings in preparation for the PICI Africa-wide IMC;
- Cote de l'voire will formally join PICI and have submitted the Abidjan-Lagos Highway Project as their PICI Project;
- The AfDB recommended that PICI Countries channel bankable projects through the AfDB as the pre-eminent partner for infrastructure development on the continent.



5. PIDA ACTIVITIES AT THE RECS

5.1. Background

The Regional Economic Communities are instrumental in coordinating Member States in the planning and execution of PIDA Projects. Through the RECs Member States submit their priority projects in line with their National Development Plans. These projects will then be integrated at regional level into REC Infrastructure Master Plans. PIDA Projects are a subset of the REC Infrastructure Project Master Plans. This section therefore focuses on PIDA activities at the RECs that are geared towards:

- creating awareness of the PIDA programme or projects;
- private-sector engagement, such as road shows or investor sounding activities undertaken to attract financing for PIDA related projects;
- institutional strengthening and capacity building to facilitate implementation of PIDA projects;
- consensus building to garner political support within governments and from private-sector participants, as well as other key stakeholders; and
- engaging the private sector for financing and project development.

5.2. Intergovernmental Authority for Development (IGAD)

The Intergovernmental Authority on Development (IGAD) facilitates closer co-operation among the member states to pool resources for joint implementation of regional infrastructure development initiatives. The overall objective is to develop regional infrastructure to support economic cooperation and integration.

IGAD has restructured its involvement in supporting major transport and communication projects by developing some options such as the establishment of an IGAD infrastructure fund, exploring non-traditional donors and promoting public private partnership. It will, however, continue to assist in mobilizing donor funding for the vital missing links as well as other infrastructure interventions that will facilitate the movement of goods and people in the region, such as the seven IGAD Transport Corridors illustrated in Figure 10 below.

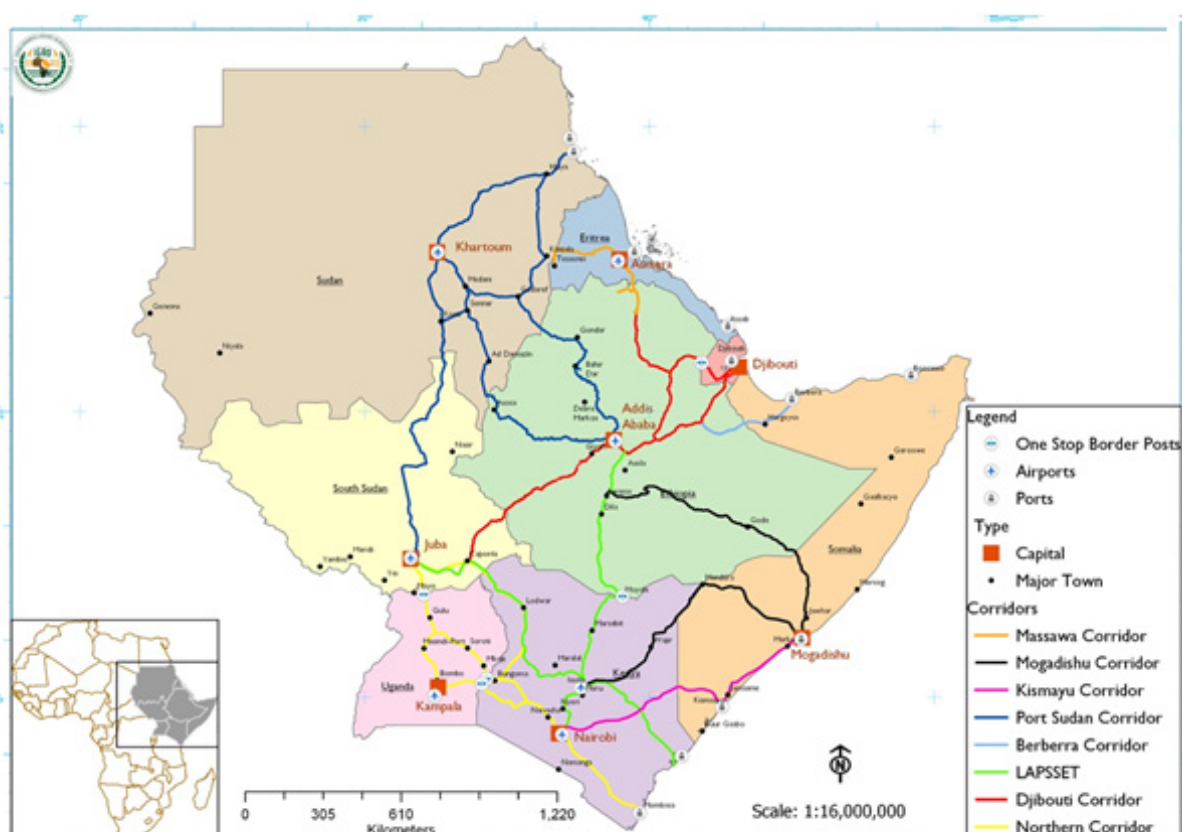


Figure 10: IGAD 7 Transport Corridors

The IGAD Regional Integration Plan 2010 proposed the development of an IGAD Regional Infrastructure Masterplan (IRIMP). The IRIMP covers the sectors of transport, energy, ICT and transboundary water resources in the framework akin to PIDA. Once completed, the master plan will identify priority infrastructure projects to be implemented in the short term (by 2020) and the long term (by 2040).

IRIMP studies commenced in May 2018 supported by funding from the AfDB, and are expected to be finalized in December 2019. So far, two reports have been finalized including the Inception Report and the Broad Sector Overview and Project Prioritization Criteria Report. Major regional ongoing/completed projects are:

- i. Completed construction of Isiolo-Moyale in Kenya (missing link of TAH4) and rehabilitation of Awassa – Moyale in Ethiopia.
- ii. Ongoing construction of Grand Ethiopian Renaissance Dam (6,000MW).
- iii. Completed construction of Djibouti-Addis Ababa Standard Gauge Railway (SGR).
- iv. Construction of Mombasa-Nairobi-Kampala-Kigali SGR (Phase 1 Mombasa-Nairobi 472km completed, Phase 2 Nairobi – Naivasha 120 km construction ongoing).
- v. Ongoing construction of Kenya – Ethiopia 500kv transmission line (1045km).
- vi. Ongoing construction of Nimule (Uganda/South Sudan) OSBP;
- vii. Completed construction of Moyale (Kenya/Ethiopia) OSBP.
- viii. Ongoing construction of Kitale – Nadapal - Juba road (Kenya/South Sudan).
- i. Ethiopia - Djibouti Power Interconnection Project – first line 230kv completed, second line 500kv under construction
- ii. Ethiopia-Sudan Power Systems Interconnection – 230kv line completed. Second phase 500kv line planned.
- iii. LAPSSET Lamu Port – first three berths being constructed, connecting roads construction ongoing
- iv. Tadjourah Port - construction of phase 1 ongoing
- v. Completed construction of Djibouti New Port.

5.3. The Arab and Maghreb Union (AMU/ UMA)

One of the main roles of the UMA is to integrate the continental objectives of the African Union into the national development plans of the five member states. AUDA-NEPAD supports WBU to achieve this goal through a support program with a strong capacity building component. For the last three years, the WBU has focused its efforts on supporting mainly four regional ICT projects:

- i. Broadband Optical Fibre Telecommunication Network in the UMA countries;
- ii. Cyber Security;
- iii. Policy and Regulation Initiative for Digital Africa (PRIDA); and
- iv. ICT North African Business HUB.

Under the UMA Broadband Optical Fibre Telecommunication Network, two projects were launched in 2011 with the aim of making the regional Maghreb area more attractive to domestic and foreign capital, and thus promote development and regional economic integration. These were Regulatory harmonization; and Realization and securing of the broadband network in the member countries.

An underwater cable of approximately 4500 km long will link the 5 countries of the UMA with a forecast of 2 landing points per country to guarantee the securing of part of their respective national networks. This network will be operated by an ad hoc structure with a dedicated network operations Centre to ensure end-to-end communications quality. A reference catalogue will be published. The cost of the project is estimated at about \$ 200 million and the funding could be in the context of a PPP involving all national and regional operators of infrastructure coverage.

5.4. East African Community (EAC)

The EAC is implementing a number of priority PIDA projects for acceleration within its multimodal multi-sectoral corridors. EAC-based multimodal multi-sectoral corridors (EMCs) include several corridors traversing through Burundi, Kenya, Rwanda, Tanzania, Uganda and South Sudan. The primary transport corridors include but are not limited to the Northern Corridor; Central Corridor; and the LAPSSET Corridor. The energy corridors include the North-South Power Transmission Corridor and several regional projects such as the Uganda-Kenya Petroleum Product Pipeline and Ruzizi III. Other projects include continental ICT projects and transboundary water projects. The EMCs were listed in the Programme for Infrastructure Development in Africa (PIDA) Priority Action Plan 2012-2040.

A prioritization of 36 projects to be packaged was made in May 2017 at the 3rd EAC Regional PIDA meeting held in Nairobi, Kenya, which gathered experts from EAC Partner States, EAC secretariat and regional specialized institutions in support of accelerating the development of EMCs. Key compelling criteria for determining private sector appetite for investment were appraised against each prospective project put forward by EAC Partner States. The overall prioritization was mostly based on the project regional spill-over effects, availability of supporting data including their updated feasibility studies, and the private sector attractiveness features, among others.

As part of this process, an international consortium comprising of CPCS Transcom Limited in association with HYDROCONSEIL and SOFRECOM, was contracted in May 2019, with the objective to package and assess bankability of the shortlisted projects based on their relative attractiveness for private and public sector investment. This process will lead to the development of a Corridor Development Investment Plan (CDIP) and its marketing plan to develop and implement the selected EMC projects in the transport, energy, transboundary water and telecommunication and ICT sectors.

Considering that the two years had elapsed since the list of 36 projects was approved, the 5th EAC Regional PIDA meeting convened in Nairobi, Kenya on 10th and 11th July, 2019, where Partner States reviewed the list of prioritised projects to affirm their viability for continued inclusion in the list. It was noted that in the intervening period some projects in the initial had secured financing for implementation while others had been overtaken by other priorities at national levels. It was also noted that the initial project list comprised duplicate projects while others were not clearly defined. A list of 37 projects (see Figure 11 below) was approved as the final list for packaging.

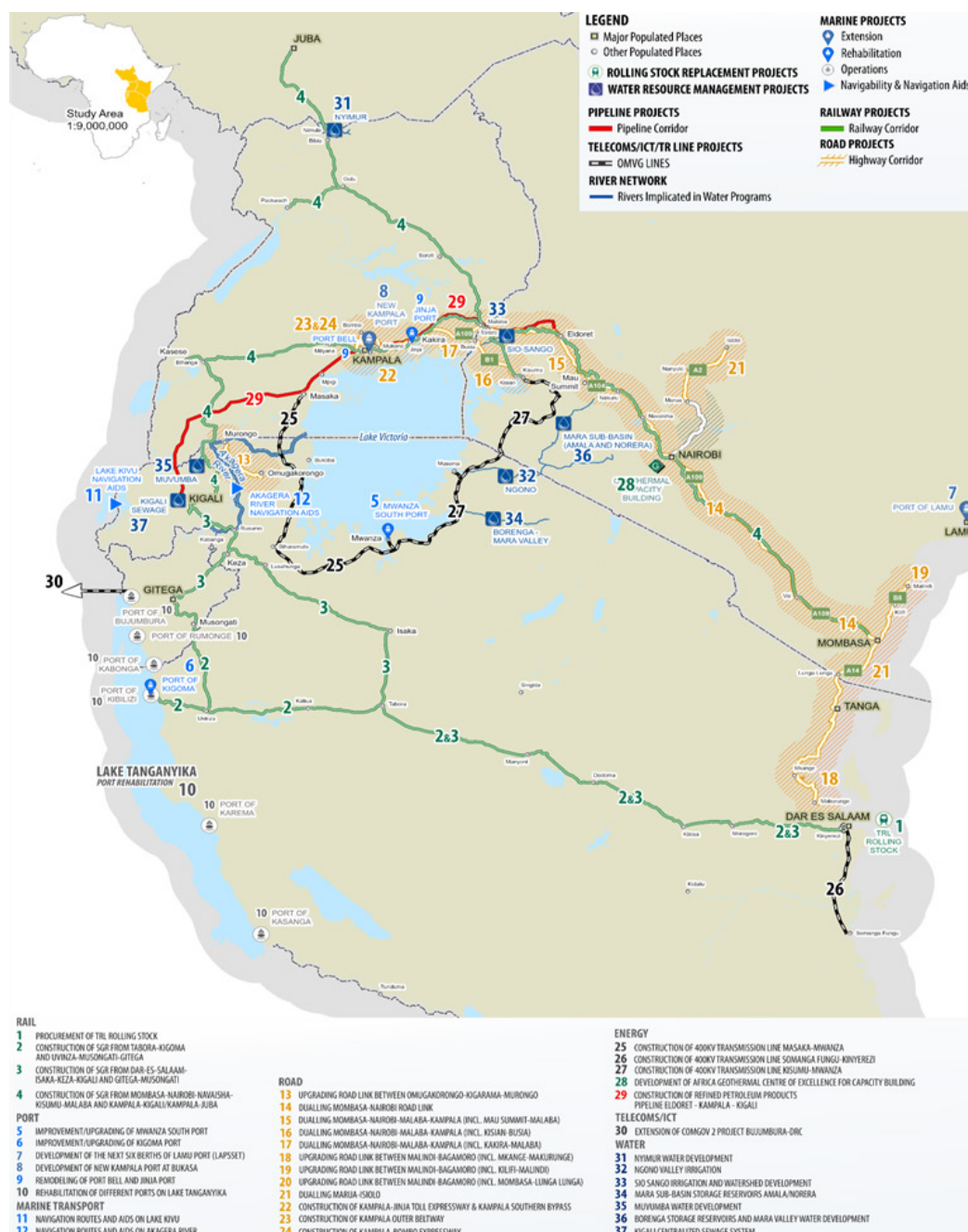


Figure 14: Praia-Dakar-Abidjan Multi-modal Multi-sectoral Corridor

The transportation corridor includes a highway between Abidjan and Dakar, a sea link between Praia and Dakar, two regional rail projects, as well as two port projects. It is anticipated that it will eventually form an important trade corridor attracting population and economic activity.

A consortium of private firms was contracted in May 2019 to package and assess bankability of the 20 shortlisted projects based on their relative attractiveness for private and public sector investment. Of the 20 projects, 14 were found to be suitable for private investment and 3 others also have potential for private investment but require more study. A validation workshop of the consultancy's interim report was held in Abidjan on November 21-22, which will be followed by a project market sounding exercise and the development of a Corridor Development Investment Plan and Marketing Plan

SECTION 2: HIGHLIGHTS OF 2019

Interconnecting African capitals through High Speed Rail



The AUDA-NEPAD team with CPCS Transcom consultants

Following the signing of the High-Speed Rail Detailed Scoping Study contract in December 2018 and the submission of the final Inception Report to AUDA-NEPAD, CPCS Transcom Consultants held a meeting with the AUDA-NEPAD team, to discuss the status of the high-speed railway network consultancy project. During the meeting, the key milestones and way forward were mapped out.

The First African Digital Rail Summit

The first African Digital Rail Summit was convened by AUDA-NEPAD and the International Union of Railways (IUC) in Cape Town, South Africa, from 25 to 27 February 2019. The theme of the summit was "Africa: The continent of the digital future for rail". The initiative is part of the African Union's Agenda 2063, of which the African Integrated High-Speed Railway Network is one of the flagship projects.

The aim of this high-level summit was to develop the African vision of digital rail, as defined in 2014 in Malabo as part of the vision of rail in Africa by 2040. A roadmap will be drawn up, major projects identified, and a strategy developed for the revitalisation of the African Union of Railways.

In a statement sent to the summit, Dr Ibrahim Assane Mayaki, CEO of AUDA-NEPAD said, "The African Integrated High-Speed Railway Network is one of the flagship projects of the African Union's Agenda 2063. The modernisation and extension of rail networks will not be possible without new digital technologies, a key element of "intelligent" transport. These technologies will help us achieve a key pillar of our regional integration."

Transport ministers from South Africa, Egypt, Morocco and Niger as well as the Director of the National Railways Office of Morocco were present in Cape Town. Also present were industrialists, economists, representatives of African sub-regional organisations, the World Bank, the African Development Bank, the Economic Commission for Africa, as well as experts in digital ecosystems.

Alternative Investments in the African Infrastructure Space



Ms Daphine Muzawazi, AUDA-NEPAD's Monitoring and Evaluation Officer for the Regional Integration and Trade Division speaking on the African Infrastructure Guarantee Mechanism

The AUDA-NEPAD session on 'Scaling Risk Mitigation to enable Greater Pension Fund Investment in Africa's Infrastructure: The African Infrastructure Guarantee Mechanism' was organised as part of the 3rd African Pension Funds and Alternatives Investment Conference.

The objectives of the session were to:

- gauge the appetite of institutional investors for the implementation of the African Infrastructure Guarantee Mechanism, and its financial potential; and
- identify what needed to be done to make the concept a reality, including possible implementation strategies and concrete action steps towards scaling risk mitigation and mobilising pension fund investment for African infrastructure,

The session panel, with representatives from the AUDA-NEPAD, the African Development Bank; the Development Bank of Southern Africa and the Trade and Development Bank debated on the African Infrastructure Guarantee Mechanism as instrument of risk mitigation.

Recommendations from the session included:

- having a comprehensive early stage guarantee that could cover development and construction risk,
- strengthening existing mechanisms through African Union continental coverage,
- working on building local institutional investors within countries who are best suited to take up currency risks as opposed to relying solely on foreign investors,
- working with development partners in the development of similar initiatives, and
- maintaining dialogue with the pension funds on what type of transactions that can be structured.

Update on Africa's Integrated High-Speed Railway Network Project



Hon. Raila Odinga – High Representative for Infrastructure Development in Africa with Mr Adama Deen, AUDA-NEPAD Senior Advisor on Strategic Infrastructure

In December 2018, AUDA-NEPAD engaged the services of a consultant for Africa's Integrated High-Speed Railway Network Project. The first experts' meeting to review the outputs of consultancy was held from the 10 -12 April 2019 to review the results and the outcomes of the project preparation framework analysis.

At the meeting, Hon. Raila Odinga, African Union's High Representative for Infrastructure Development in Africa asserted that African "...must invest in infrastructure but do so diligently and ensure there is value for money in every infrastructure investment we undertake". He gave an example of the Kenya-Uganda railway to illustrate what railways could do to the growth of countries and economies. Costing £5m and described at the time as "the Lunatic Express", this railway later became a major success to the economies of Kenya and Uganda. Hon. Odinga called on African leaders to make the hard decisions to develop and build its High-Speed Rail for the benefit of the African people.

The meeting was attended by over 20 experts from around the continent. Its outcomes will be submitted to the forthcoming AU Specialised Technical Committee on Transcontinental Transport Infrastructure connectivity Experts Meeting and Ministerial Conference, slated between 14 and 18 April 2019 in Cairo, Egypt, for endorsement and adoption.

Electrifying the Lake Volta Islands in Ghana

In keeping with its policy to take the electric power to the remote areas of Africa, AUDA- NEPAD sent a mission comprising Prof Mosad Elmissiry, Senior Energy Advisor to the CEO and Prof Diran Makinde, Science and Technology Advisor, to Ghana. The purpose of the mission was to undertake both technical and financial appraisals of the micro-grid projects for two of the Lake Volta islands, namely Okplama and Lala. The team visited the sites chosen for the installation of the micro grid solar system and assessed the local communities' involvement and participation in the projects and the procurement process.

The micro-grid project capacity for Okplama Island is 76KW and uses solar power to generate electricity with a low voltage distribution system, while on Lala Island it is of a total of 400kW for the five communities and also uses central solar power generation station, but with 11 kV transmission systems and five transformers, and low voltage distribution network at the load sites.

Inspection of the solar station sites for both islands showed that the choice of the sites is good. Community involvement and participation was also found to be quite strong, and the provision of electricity to both Okplama and Lala islands will have significant impact on community involvement.

Launch of the African Network for Women in Infrastructure (ANWIn)



African Union Commissioner for Infrastructure and Energy, H.E. Dr. Amani Abou-Zeid

African Union Commissioner for Infrastructure and Energy, H.E. Dr. Amani Abou-Zeid hosted a dialogue in Cairo to soft launch the African Network for Women in Infrastructure (ANWIn) – a new initiative aimed at promoting African women's participation in infrastructure development at the national, regional, and global levels. The initiative was developed by the AUC and AUDA-NEPAD with the support of the Government of Germany, through GIZ. At the event, Commissioner Abou-Zeid reiterated the importance of integrating policy and planning that prioritizes women and hardwires gender. She highlighted that a full programme of events will be held this year, with a formal launch of the Network planned for November 2019.

Dr Nagla Al Adly, Director of International Cooperation in Egypt's National Council for Women shared Egypt's experience in women empowerment. In a keynote address, the Minister of Tourism and Hospitality Industry of Zimbabwe and Chair of the Sub-Committee on Tourism, H.E. Senator Prisca Mupfumira, emphasized that the Convention of the Elimination of Discrimination Against Women (CEDAW) focused on the need to promote women's participation and ensure that gender equality is central to all programmes.

A panel discussion on the state of infrastructure gender imbalance in Africa concluded that the role of women and the gender dimensions in infrastructure remains marginal, even though the continent has made significant progress towards gender equality and protection of women's rights at the policy level. The designing of the second phase of the PIDA PAP is expected to address pressing needs of women along the infrastructure value chains through provision of appropriate gender sensitive project selection criteria and tools.

With over 200 participants in attendance, the event served as a soft launch for the ANWIn. The Network should provide a platform for strategic advocacy, capacity building and networking aimed at enhancing the implementation of PIDA.

Adoption of the Landmark “Cairo Declaration” on Infrastructure



Ministers from 39 African countries have confirmed their commitment to consider strategies for developing smart infrastructure to boost Africa's continental transformation and integration, by adopting the Egypt Declaration and Action Plans for the Transport, Energy and Tourism sectors.

The Declaration was adopted at the Second Ordinary Session of the African Union STC meeting on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism, which kicked off 14 April in Cairo, Arab Republic of Egypt. The theme of the meeting was “Developing SMART Infrastructure to boost Africa's Continental Transformation and Integration.” Organized by the African Union Commission jointly with the Government of the Egypt, the AfDB, AUDA-NEPAD and the UNECA, the meeting drew over 400 participants from 39 AU member states, RECs, regional development banks and financial institutions, academia, private sector/civil society, and representatives from the development partners and international organizations involved in energy, transport and tourism.

The outcomes of the Second Ordinary Session of the STC-TIIET will be submitted for adoption by the African Union Assembly of Heads of State and Government at its Ordinary Session in July 2019.

The Declaration calls for member states and RECs to strengthen inter-African and continental cooperation in the development of infrastructure. Given the frequency and severity of climate-induced disaster on the continent, member states were requested to promote smart as well as climate resilient infrastructure.

In her closing remarks, African Union Commissioner for Infrastructure and Energy, H.E. Dr. Amani Abou-Zeid said that the adoption of the Declaration of Cairo showed the collective endorsement and consensus for infrastructure development as an impetus for the regional integration of the continent.

The Director for Infrastructure and Urban Development, Mr. Amadou Oumarou, emphasized that the key priorities of the STC Agenda align with the Bank's Strategic priorities – the High 5s, which prompted the financing of a number of projects within PIDA and beyond the framework fulfilling the objectives of this Specialized Technical Committee.

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On her part, the Minister of Infrastructure and Transport the Togolese Republic and outgoing Chair of the STC, H.E Ms. Zouréhatou Tcha-Kondo épouse Kassah-Traoré, informed the meeting that the STC Sub-Committees had all met to review the implementation of the STC Plan of Action under the different sectors.

Member states were also requested to speed up ratification of pending legal instruments related to infrastructure, notably the Maritime Charter, Yamoussoukro Declaration, the Single African Air Transport Market, and Road Safety Charter.

AUDA-NEPAD Cooperation with Egypt on Energy



Dr Ibrahim Mayaki and Dr Mohamed Shaker El Markab, Minister of Electricity and Renewable Energy in Egypt signing minutes of the cooperation meeting on energy

In May 8, Dr Mohamed Shaker El Markab, Minister of Electricity and Renewable Energy in Egypt, met with the CEO of the AUDA-NEPAD, Dr Ibrahim Mayaki and senior advisors at the Agency in Cairo to discuss potential areas of cooperation.

The meeting highlighted various recent achievements made in both heavy energy infrastructure and renewable energy that have enabled Egypt to generate more than 25 000 MW in four years (more than the total power generated by all African countries south of the Sahara, with the exception of South Africa). The country will also be completing, in four months' time, the largest solar power station in the world.

Dr Mohamed Shaker El Markab expressed the interest of the Ministry of Electricity and Renewable Energy to assist - whenever possible - African countries in the development and implementation of not only energy infrastructure, but also renewable projects and to make available experiences and lessons learned.

The meeting ended with the signing of a document which lists areas of cooperation between AUDA-NEPAD and the Ministry of Electricity and Renewable Energy in Egypt, as follows:

- The development and implementation of a continental transmission network;
- The provision of clean energy to African countries with minimal access to electricity through the development and installation of micro /mini grid systems;
- Establishment of an AUDA-NEPAD Centre of Excellence in Renewable Energy in Cairo to provide provision of technical assistance and capacity development to African countries in the renewable energy project development and implementation;
- The development of the Cairo to Cape Integrated Corridor, with the transmission lines required to transfer power to meet the development of the integrated corridor.

It was further agreed that a joint working group will meet and conclude the details of the cooperation.

Dr Mayaki further proposed that the President of the Arab Republic of Egypt, H.E. Abdel Fattah el-Sisi should champion the AUDA-NEPAD flagship strategic programme on the development and implementation of the Continental Transmission Network. This will build upon the extensive experience of Egypt in the development and implementation of transmission networks, as well as building upon the strong commitment of Egypt to play its role in the further development of the African continent.

Maximising Job Creation Potential of the Batoka Gorge Hydro-Electric Scheme

AUDA-NEPAD and the Zambezi River Authority organised a joint meeting between 28 and 30 May 2019 in Lusaka, Zambia, with stakeholders to deliberate on concrete actions to maximise the job creation potential and domestic financial resource mobilisation for the Batoka Gorge Hydro-Electric Scheme. AUDA-NEPAD has been providing support to the Zambezi River Authority on the use of its tools for Job Maximisation and Domestic Financial Resource Maximisation for the Batoka Gorge Hydro-Electric Scheme, a priority project under PIDA.

A second pilot study was also conducted to examine the potential application of the 5% Agenda and the Africa infrastructure Guarantee Mechanism to mobilise domestic financial resource for the project. Both Zambia and Zimbabwe have established Pension and Insurance Funds with assets under management equivalent to US\$1.8 billion and US\$7.4 billion mostly held in long-term assets. Diaspora remittances through official channels into the two countries amount to US\$1.9billion/year and these can be mobilised for development under the right conditions.

Mr Symerre Grey-Johnson AUDA-NEPAD's Head of Regional Integration, Infrastructure and Trade noted that the event "marks a very important milestone in the history of PIDA" as it showcased for the first time the confluence of multiple PIDA Instruments to maximise job creation and develop a strategy for the domestic resource mobilisation to finance the Batoka Gorge." If successful, this would be replicated on other PIDA projects such as the Grand Inga.

The meeting agreed to setup an Institutional Investors and Diaspora Engagement Committee to drive the process of mobilising domestic resources for the project. The committee will be led by AUDA-NEPAD and consist of the Zambezi River Authority, Regional Development Banks, the Governments of Zambia and Zimbabwe with equal representation from the Institutional Investors and Diaspora.

Africa Needs US\$188bn to Meet Demand for Power

Estimates by AUDA-NEPAD show that Africa's developmental agenda may veer off course without proper infrastructure to drive the continent's economic agenda. Africa needs a US\$188 billion to build modern energy infrastructure and meet the continental demand for power, the main driver of economic emancipation, a recent study has revealed. While Africa seeks alternative energy needs through solar, bio-fuels and other forms, ostensibly to bolster hydro power generation in most African states, there is a need for commitment to develop and modernise the infrastructure and enhance the transformation lives of more than 3 billion inhabitants.

Ibrah Mountaka Wahabou, the AUDA-NEPAD project manager for the Service Delivery Mechanism in the Regional Integration, Infrastructure and Trade division, noted that Africa's quest to development should remain in tandem with the need to modern and development reliable cross-country-infrastructure linking all 55-member states for it to attain economic emancipation. Citing the US\$4 billion Batoka hydro power plant in which Zambia and Zimbabwe are tasked to raise 5% each of the local resources needed using local resources, he said AUDA-NEPAD stood ready to assist in mobilising resources and speeding up the project which will reduce the energy deficit affecting the two neighbours and ultimately benefit regional member states.

The developers of the project, according to the project plan, are expected to mobilise the remaining resources using various alternatives, including tapping into domestic markets and ensure the project comes to fruition as envisaged.

Zambia and Zimbabwe have since embraced the continental initiative of mobilising "home grown resources" whole heartedly for the development of the Batoka Gorge hydroelectric scheme with 20% of the cost provided for using local content in the form of local materials and local infrastructure development such as access

roads and construction of villages.

The chairperson of the Zambezi River Authority (ZRA), Emeldah Chola, commended the relationship between AUDA-NEPAD and Association of Power Utilities of Africa (APUA), which is tasked to coordinate and execute priority regional and continental projects to ensure the realisation of Agenda 2063. The partnership further endeavoured to accelerate regional integration, infrastructure, energy, water and ICT, transport, trade, industrialisation, science, technology and innovation, natural resources, governance and food security, among other developmental roles.

Mobilising Domestic Resources to Replenish the NEPAD IPPF Special Fund

Concerted efforts will be required to scale up support for domestic resource mobilization by AU Member States to bridge the financing gap of the NEPAD-IPPF Special Fund. This call was made by the African Union Director for Infrastructure and Energy, Mr. Cheikh Bedda, at the 29th Oversight Committee (OC) meeting of the NEPAD-IPPF Special Fund in Addis Ababa, Ethiopia on 28 June 2019.

NEPAD-IPPF Fund Manager, Mr. Mike Salawou, stated that cumulative contributions by donor partners including the African Development Bank amounted to US\$ 102 Million out of which US\$ 96.1 million had been committed to approve 91 projects. As per June 2019, 60 studies have been completed and without any new contributions to the Fund "NEPAD-IPPF will no longer be in a position to support further project preparation activities".

According to the Director for Infrastructure and Urban Development at the African Development Bank, Mr. Amadou Oumarou, "new contributions from Spain (Euro 3.0 million) and the African Development Bank (US\$ 4.13) are indications of confidence bestowed in the Fund's ability, and also recognition that the NEPAD-IPPF is playing a critical role in infrastructure development in Africa".

The meeting offered the opportunity to discuss the NEPAD-IPPF Independent Review and New Business Model, the progress report, updates on continental infrastructure initiatives, and adoption of a proposed joint AUC/AUDA/AfDB Domestic Resource Mobilization Strategy for NEPAD-IPPF. Participants also endorsed the NEPAD-IPPF Special Fund as the key instrument for project preparation to accelerate the delivery of infrastructure on the continent. They also agreed that the NEPAD-IPPF resources are managed in a sound manner under rigorous internal control, in addition to the governance around the administration of these resources, which is adequate.

No Real Development in Africa without Regional Integration - NEPAD

Since 2005, NEPAD Infrastructure Project Preparation Facility (NEPAD-IPPF) has approved 76 grants for regional infrastructure projects, crowding in investment financing of over US\$ 8.7 billion, thereby directly impacting Africa's integration and development agenda. Mr Symerre Grey-Johnson, Head Regional Integration and Trade Division- AUDA-NEPAD Agency made the statement during the African Development Bank Annual Meeting under the theme 'Regional integration' that were held in June 2019 in Equatorial Guinea.

According to reports regional integration is often seen as less relevant for resource-rich countries, since demand for commodities typically comes from the global market rather than from regional demand. Regional integration in Africa, however, can play a vital role in diversifying economies away from dependence on the export of just a few mineral products; in delivering food and energy security; in generating jobs for the increasing number of young people; and in alleviating poverty and delivering shared prosperity. Therefore, to accelerate the integration, the priority of economic integration must be balanced by those of social, cultural and political integration. Policy instruments, especially for overlapping REC member nations, need to be harmonised. Currently, weak enforcement of existing treaties and nontariff barriers continue to hinder free movement of goods, services and persons across borders.

African Governments Urged to Rethink ICT as a Prime and Primary Sector

Better connectivity will also be an important step to increasing the ICT sector's contribution to Africa's GDP, which currently stands at just 5%. However, government's investments in ICT are lacking, said Mr Symerre Grey-Johnson, Head Regional Integration and Trade Division- AUDA-NEPAD Agency. The comments were

made in an interview with The Guardian during the African Development Bank Annual Meeting under the theme 'Regional integration' that were held recently in Equatorial Guinea.

According to Grey-Johnson, in today's fast-moving world, all infrastructure depends on information and communication technologies (ICTs). Global, national and local infrastructure is controlled, managed and optimized by ICTs, whether power networks, water supplies, transportation systems or communications networks.

He further said that for the fundamental purpose of mobilizing financial capital to invest in ICT networks and services, a mix of open markets, free and fair competition, minimal restrictions, technological neutrality, and competent, effective regulation has proven itself repeatedly.

At the same time, however, the accelerated transformations of the ICT sectors of nearly every country continue to introduce new challenges for policymakers and regulators, who must cope with constantly changing technical and market conditions. The key imperative remains to enable and encourage investment financing of ICTs for development objectives, and to ensure that the market and regulatory environment facing current and potential investors will allow maximum deployment of resources, in the most equitable and advantageous ways possible.

Through its ICT Broadband Infrastructure Programme, AUDA-NEPAD aims to connect all African countries to one another and to the rest of the world by broadband optical fibre. To this end two cable systems, one submarine (Uhurunet) and another terrestrial (Umojanet) have been built.

Africa has it all! One Stop Border Post (OSBP) as an Instrument to Trade Facilitation

To strengthen the development and operations of One Stop Border Post (OSBP), in each REC Regional Economic Community, seminars on 'training of trainers' and data collection for RECs took place in Kigali, Rwanda from 29th to 31st July 2019. The objective of the seminar was for the REC participants to; share knowledge and experiences in the development and operations of OSBPs. The seminar was co-sponsored by AUDA-NEPAD and Japan International Cooperation Agency (JICA) and hosted by the EAC.

REC participants were trained on the use of the AID as a monitoring tool for infrastructure development and on VPIC. Hence in order to keep the database up to date, the delegates were requested to populate the data base with updates. COMESA, EAC, ECCAS, ECOWAS, IGAD, Union Economique et Monétaire Ouest Africaine (UEMOA) and UMA were each represented by three experts in the areas of infrastructure, customs and immigration.

Participants recommended that the OSBP procedure manual developed by EAC to be shared amongst the RECs as a model in the process of rolling out the OSBP. They also advocated for the cross pollination of knowledge and ideas through benchmarking, pre- and post-construction monitoring of the OSBP, and AUDA-NEPAD to develop a model designs for OSBP as a continental blueprint.

Presidential Infrastructure Championing Initiative (PICI) Inter-Ministerial Meeting



The Presidential Infrastructure Championing Initiative (PICI) was hosted by the Government of the Arab Republic of Egypt in Cairo, on 21 October 2019. The PICI Inter-Ministerial Meeting, under the chairmanship of the Minister Mohammed Khalil Abdel Aty with the support of AUDA-NEPAD as the secretariat for PICI, discussed the detailed report prepared by the PICI Technical Task Team Workshop updating the status of PICI projects, challenges and recommendations for intervention from the Champions where necessary.

Before the official opening, all Ministers in attendance and Dr Ibrahim Mayaki, CEO of AUDA-NEPAD made a courtesy call to the President of the Arab Republic of Egypt.

In his opening remarks, Minister Aty underscored the need to undertake key continental infrastructure projects if the continent is to realise its growth potential through trade. Minister Aty further underscored the need for Africa to develop its capacity to be able to undertake these projects. Minister Jackson Mthembu (Co-chairperson) of South Africa, spoke on the importance of developing continental Infrastructure. He reiterated that the continent needs to accelerate its infrastructure development to match the growing population and rapid urbanisation to achieve development goals.

Minister Mustapha Kouraba, Minister of Works and Transport of Algeria presented the progress achieved in implementation of the Trans-Sahara Highway connecting Algeria, Mali, Niger, Tunisia, Nigeria, and Chad. The Minister also presented to the meeting Algeria's desire to host the next PICI Africa-wide IMC Meeting.

Dr Mayaki provided the overarching frame of reference for the PICI and the underpinning success of the model through the Champions who bring visibility, unblock bottlenecks and give critical momentum leading to the acceleration of these projects. Based on the success in PICI, Dr Mayaki added, the PICI Africa-wide IMC will recommend to the AU and the African Union Commission that the PICI model be reflected in this PIDA Review as a positive approach for championing and accelerating the implementation of PIDA projects, and that it should be replicated and strengthened.

The meeting received a detailed update on the status of all PICI projects. In addition, Sudan requested that the following projects be endorsed and considered as part of the PICI:

- The Suakin Seaport Harbor which has been previously submitted to the PICI Africa wide IMC, held in Cape Town on 5 February 2019;
- The Dakar-N'djamena-Port Sudan Railway, and
- The Babanusa – South Sudan Railway.

The meeting welcomed Sudan and endorsed its membership as part of the PICI. This decision will be shared at the Heads of State level.

The Report from the Inter-Ministerial Meeting will be finalised by AUDA-NEPAD and the South African Presidency to be submitted to the African Union Heads of State Summit scheduled for 9-10 February 2020, in Addis Ababa, Ethiopia and to be presented at the Heads of State and Government Orientation Committee on the margins of the AU Summit.

