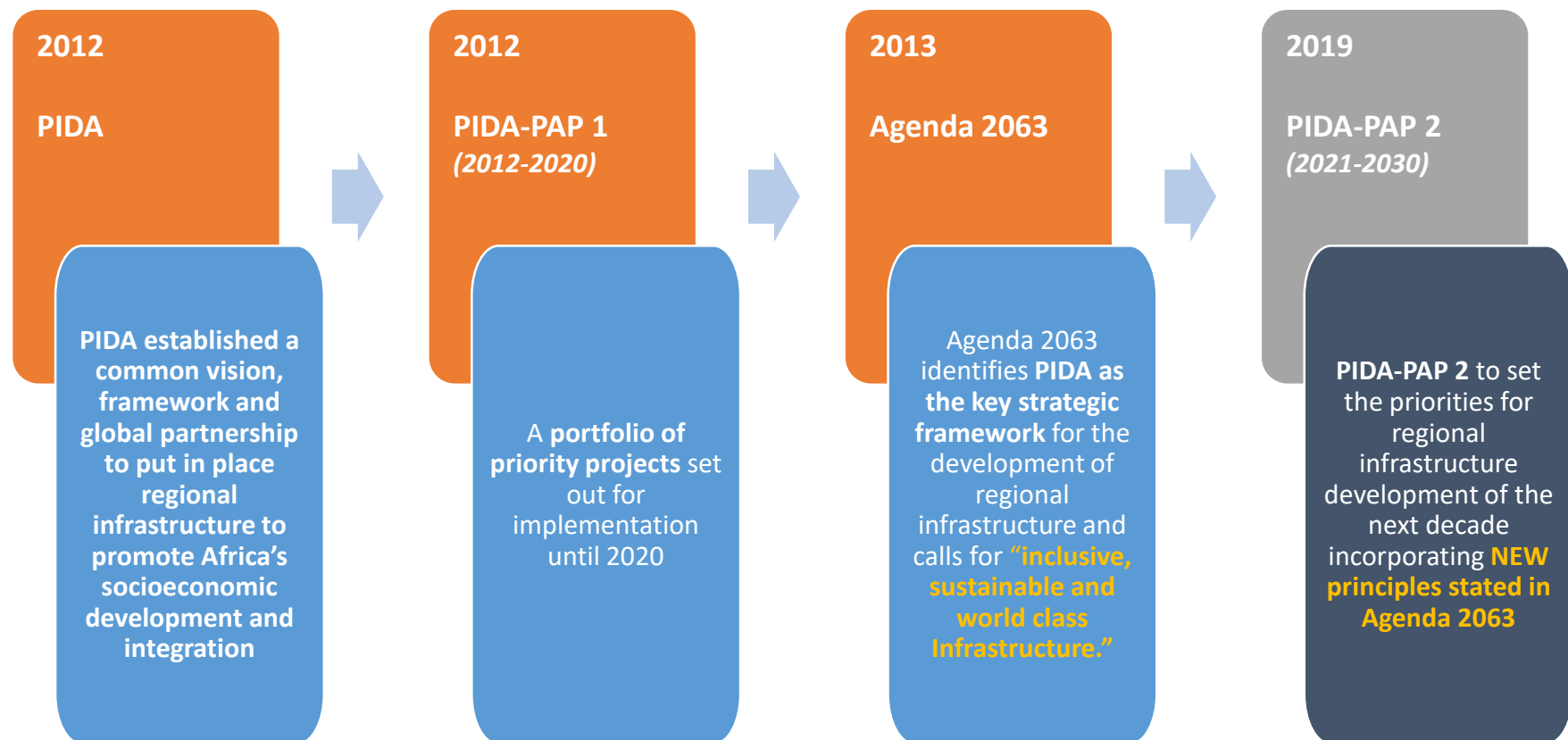




PIDA PAP 2 (2021-2030) Conceptual Basis & Process



Political basis for PIDA PAP 2 & Integrated Corridor Approach



Strong Political guidance to use the Integrated Corridor Approach to better translate AU Vision under Agenda 2063 in PIDA-PAP 2

STC IN TOGO IN 2017

Declaration requests Member States to adopt the Integrated Corridor Approach and mandates AUC and AUDA to formulate details of that approach



STC IN CAIRO IN APRIL 2019

STC adopts the PIDA-PAP 2 Corridor Concept Study

- The Integrated Corridor Approach is a strategic framework aiming to **select for PIDA-PAP 2 the regional projects that best translate the AU Vision under Agenda 2063**
- It is a concept that once translated into selection criteria allows to select projects that best maximize **economic and financial impacts** while promoting **gender** sensitivity, **employment** generation, urban-rural **connectivity**, and **climate** friendliness as per AU Vision under Agenda 2063

Respond to the objective of Regional Integration, especially the AfCFTA, through planning of priority regional infrastructures in line with the AU vision under Agenda 2063

AU Aspirations – Agenda 2063	Specific goals captured by the Integrated Corridor Approach
<p>Aspiration 1: A prosperous Africa based on inclusive growth and sustainable development.</p>	<p>Calling for job creation, especially addressing youth unemployment;</p> <p>Stimulating environmentally sustainable and resilient economies and communities</p>
<p>Aspiration 2: An integrated continent, politically united and based on the ideals of Pan-Africanism and the vision of Africa’s Renaissance</p>	<p>Improving connectivity through newer and bolder initiatives to link the continent by world class infrastructure, which criss-crosses Africa</p>
<p>Aspiration 6: An Africa, whose development is people-driven, relying on the potential of African people, especially its women and youth, and caring for children</p>	<p>Strengthening the role of Africa’s women through gender-sensitive infrastructure development and use policies</p> <p>Creating opportunities for Africa’s youth for self-realisation, access to health, education and jobs</p>

Multi-Sectoral Planning of Physical Assets	Planning of infrastructure assets encompassing a corridor approach, entailing the development of infrastructure from at least two different sectors on the same geographic space
Catalyzing Job Creation	Foster regional infrastructure projects that maximise job creation
Climate Friendly	Promote a limited environmental footprint of a regional infrastructure project by preferring projects with lowest CO2 emission
Gender Sensitive	Encourage regional infrastructure projects that propose procurement related actions that could increase the women’s opportunities to participate in the infrastructure value chain (See ANWIn definition)
Spatially Connecting	Select infrastructure project that passes significantly through rural areas to increase mobility, access to electricity, internet, and water
Economically attractive	Favor projects that are planned in a region/country with higher need of infrastructure investments
Financially Viable	Promote projects with a higher potential of attracting private investment
Smart/Innovative	Promote projects that display smart or innovative approaches/technologies

- 2 main criteria translating the **REGIONAL INTEGRATION**:
 - A project has to be regional (transnational project or national project with regional impact)
 - A project has to have a clear agreement between the concerned countries (clearly expressed in the submission form)
- « Pass or Fail » approach

1. **Corridor Criteria:** Projects should synergize with an existing or planned infrastructure of another sector. (GIS Based)
2. **Employment criteria:** Projects should maximize total job creation in adjoining areas, both during construction and operation. (PIDA Job Toolkit)
3. **Environmental criteria:** Projects should minimize amounts of CO2 emissions per dollar. (IFIs methodologies)
4. **Gender criteria:** Projects under PIDA PAP 2 should propose procurement related actions that could increase women's opportunities to participate in the infrastructure value chain
5. **Rural–Urban connectivity criteria:** Projects should impact maximum people living in rural areas (rural population impacted by the project in a 100km radius)
6. **Economic criteria:** Projects should be implemented in regions with the highest need of infrastructure investments (the lowest AIDI scores).
7. **Financial criteria:** Projects should present features that are proven to attract private financing (PPI data)
8. **Smart criteria:** Projects should display innovative or technologically advanced features

Category	Criteria	Weight
Regional Integration	Regional project	Pass/fail
	Clear agreement from concerned countries	Pass/fail
Inclusiveness & Sustainability	Gender Sensitivity	10%
	Rural Connectivity	5%
	Climate Friendliness	10%
Economic & Financial Impact	Corridor Planning	15%
	Job Creation	10%
	Economic Impact	25%
	Financial Attractiveness for Private Sector Investment	20%
	Smart/innovative technologies	5%

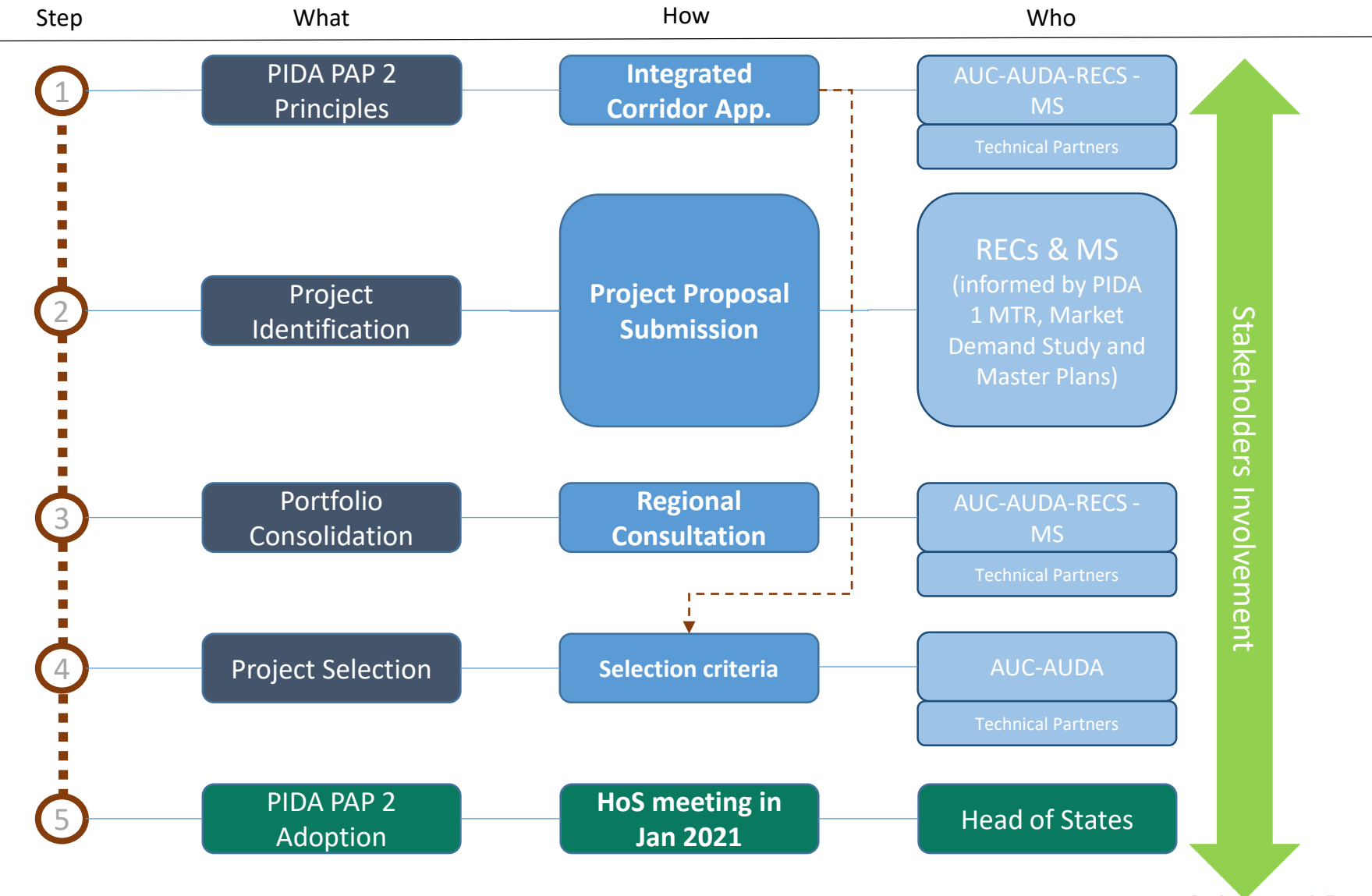
The specific case of Island Countries

- Given the strength of the screening framework based on the Integrated Corridor Approach, the infrastructure projects supported by island members' states may not meet the set selection criteria. To ensure PIDA-PAP 2 is inclusive of these AU MS and based on stakeholder consultation, it is proposed to **include 1 project by Island Country**.

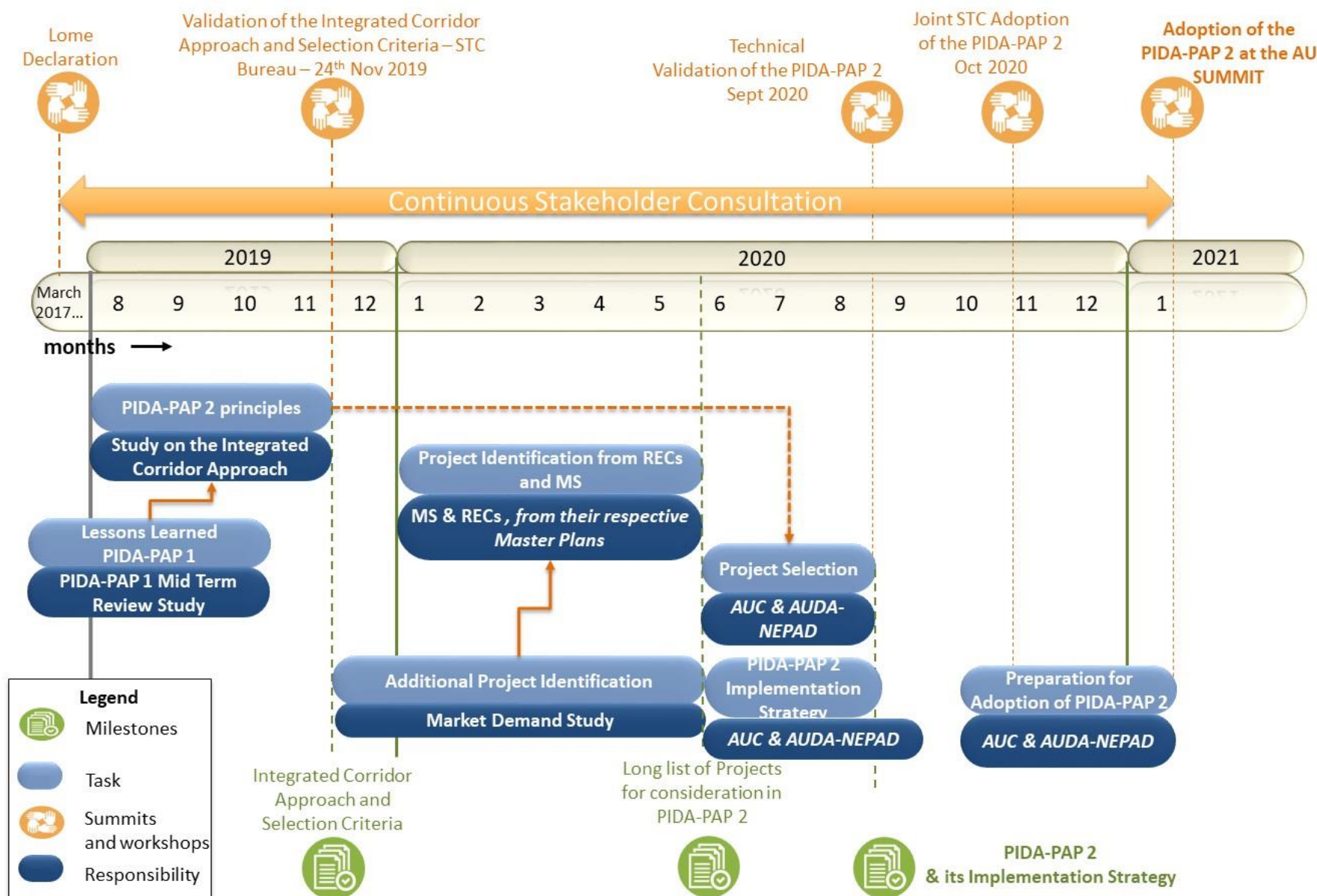
The screening of the PIDA PAP 1 projects

- the RECs continue to propose PIDA-PAP 1 projects deemed as priorities by their member states and that these **PIDA-PAP 1 projects are screened through the proposed process reflecting the Integrated Corridor Approach** to be included in the PIDA-PAP 2.

- Lessons learnt from PIDA PAP 1 call for a limit on the total number of priority projects.
 - Suggest to select **50 projects, 10 per region** of the continent (North, East, West, South and Central)
- Among the 10 projects per region, **at least one project by sector** (Transport, Energy, ICT, TWRM)
- Roll-Over approach: PIDA-PAP 2 should be viewed not as a single list cast in stone, but a roll over portfolio where projects not selected at this stage could enter at a later stage. Mid-Term Review of the PID-PAP 2 will inform the roll-over approach



Process timeline & responsibilities



1. STC Bureau adopted the Corridor Approach and the associated Criteria Selection
2. STC Bureau mandated the PIDA Steering Committee to set –up a Task Force in charge of supporting RECSs and Members States in preparing their proposals for the PIDA PAP 2 projects. The Task force will screen the proposals and can call for external expertise if required.
3. The STC Bureau requested AfDB to develop the financing strategy for the PIDA PAP 2

Unlocking access of rural and remote areas to basic infrastructure & Economic hubs: Strategic note

1. **A continental coordination mechanism within PIDA PAP2** should promote the integration of national, regional and continental investment programmes in economic infrastructures in Energy, Water, ICT and transport
2. **National cross-sector coordination**, planning and bidding will provide significant economies of scale by introducing reservation for optical fiber and other infrastructure sharing opportunities
3. **PIDA PAP2 infrastructure projects** will allocate a fraction of **3-5% of their budget to servicing rural communities**
4. **Public-Private Partnerships** with **blending mechanisms** and universal access **subsidies**
5. **Private operators will ultimately build, operate and maintain** the rural infrastructures
6. **The business model relies on benefits from Internet services** and, to a lesser extent, electricity
7. **Supportive national policies and regulatory frameworks** to **PPPs, services integration, tariff equalization, infrastructure sharing, and pay as you go models**

1. Integration of the sensitisation component in the strategy
2. The Strategy Note should be deployed and disseminated as part of the PIDA PAP 2.
3. The Member States and RECs to adopt the strategy as a guideline for increasing access to the basic infrastructures in rural and remote areas taking into road safety issues.
4. The AUC, AUDA-NEPAD and all the partners are called upon to support the implementation of the Strategy and use it to promote local tourism.



Thank you
Merci
شكرا
Obrigado