

Expert Group Meeting (EGM)
ON ASSESSING THE STATUS OF IMPLEMENTATION OF TRADE AND TRANSPORT
Facilitation instruments and measures in Africa
15-19 July 2013 Addis Ababa
Intergovernmental Authority ON Development
(IGAD)



Disclaimer: The boundaries are only indicative and do not represent the position of IGAD

1. IGAD is an African Regional Economic Community for Eight countries, namely: Djibouti, Eritrea, Ethiopia, Kenya, Somalia, South Sudan, Sudan and Uganda. Which constitutes around
2. IGAD was first established in 1986 as a regional organization to combine efforts of member states to combat and mitigate droughts and other natural disasters in the region.
3. in 1996, IGAD is then mandated for cooperation in economic integration & Collaborate on Peace & Security Social Development matters.
4. IGAD countries having overlapping membership with 4 RECS (IGAD, COMESA, EAC, SEN-SAD).
5. Three of IGAD countries are Landlocked: Ethiopia, Southern Sudan and Uganda. These constitute more that %50 of IGAD region by both area and population.

6. The state of being land locked is relatively new, as the region extends along the Red Sea and Indian Ocean.
7. Having new Land locked member states necessitated development of New corridors, with assistance of development partners now some new corridors are being developed: (Lamu corridor (Lapsset), Berbera –Addis ababa Corridor and RAAD-Kapoeta segment to link Southern Sudan with Ethiopia .
8. IGAD had conducted an Infrastructure Investment Conference in march 2012.
9. Estimated cost of Infrastructure is 19.7B USD, of which 4B are mobilized with a funding gap estimated 16.6B USD

| Priority Road Projects |
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| Djibouti – Addis Ababa corridor: |
| Ethiopia–South Sudan : Construction of Raad-Boma- Kapoeta Road |
| Ethiopia –Kenya : |
| Rehabilitation of Addis Ababa Moyale Road in Ethiopia |
| Upgrading of Isiolo-Moyale Road in Kenya |
| South Sudan – Kenya Link: Juba–Nadapal–Lodwar–Eldoret Road |
| South Sudan–Uganda: Juba–Nimule–Kampala road |
| South Sudan–Ethiopia–Kenya Lamu Corridor (LAPSSET) |
| ENERGY (POWER–INTERCONNECTIVITY) |
| Work in progress: |
| Ethiopia–Kenya Interconnection 400kv (1200km): design and procurement |
| Ethiopia-Sudan segment complete |
| Djibouti–Ethiopia Interconnection 220kv – 100MW: already commissioned |
| Study proposed for: |
| South Sudan (Juba)–Uganda (Karuma) interconnection – 220 KV (450 km) |
| Eritrea–Sudan interconnection: 220kv (350km) |

10. Bilateral Agreements on infrastructure, ICT and trade was the immediate remedy to overcome being landlocked. The result is that a reasonable roads network is developed and used. Yet the networks need to be measured and upgraded against the international standards
11. Under the integration program several policy frameworks were developed and adopted by member states, including protocol of free movement of persons,

migration policy framework, however implementation needs fast tracking efforts to reach intended limits.

Recommendation:

- To develop infrastructure to the standard.
- To review and attain membership of the appropriate international conventions those can build the capacity in the integration regard.
- To Develop Regional and national institutions those would build the capacity of policy makers and private sector users to adopt, adapt and effectively use facilities.
- To mobilize financial recourse

Conclusion:

IGAD is the Regional Economic Community for eight of member states (Djibouti, Eretria, Ethiopia, Somalia, South Sudan, Sudan and Uganda) having three land locked member states these are (Ethiopia, South Sudan and Uganda) Within the African integration plan IGAD could identified priority projects and mobilized resources from development partners, including EU and the AfDP and USAID to carry out feasibility studies, construction and rehabilitation. Also IGAD member states on their own capacity in bilateral arrangements they could develop trans-border roads and energy interconnections. Meanwhile on regional level policy frameworks were developed to facilitate regional integration. These including protocol of free movement of persons, migration policy framework, as well as cross boarder projects dealing with communicable diseases, pastoral and nomadic livestock, building capacities on the borders. This beside studies on trade barriers and axle load limit had been carried. Also IGAD with assistance of donor partners had engaged in capacitating the Private sector to engage in the integration efforts. However resource mobilization for infrastructure development and upgrade of infrastructure remain a major challenge. Also there is a visible need IGAD that IGAD to study and adopt best practice of the pioneer international conventions.