SESSION 7
MEANS OF IMPLEMENTATION
Mid-term Review of the Implementation of the Vienna Programme of Action for LLDCs for the Decade 2014-2024 in the Africa Region
19 March 2019
Outline

• Priority 1: Fundamental Transit Policy Issues
• Priority 2: Infrastructure Development and Maintenance
• Priority 3: International Trade and Trade Facilitation
• Priority 4: Regional Integration and Cooperation
• Priority 5: Structural Economic Transformation
PRIORITY 1: FUNDAMENTAL TRANSIT POLICY ISSUES

Financing of OSBPs
- The Bank has financed several OSBPs:
  - Moyale Border Post (reduced travel time from five days to less than a day)
  - Lowered transport costs from $0.49c/km to $0.28c/km

Financing Intermodal Connectivity
- Road, rail, marine, and air
- The Bank is funding a number of corridors

Support for the Online NTB Reporting and monitoring mechanism
- A lot of NTBs are experienced at border and transit routes-
- The Tripartite Reporting and monitoring Mechanism has helped address over 90 percent of NTBs
Priority 2: Infrastructure development and Maintenance

The Bank supports PIDA – Programme on Infrastructure development in Africa and the Presidential Infrastructure Champion Initiative.

The PIDA plan includes 51 programmes and 433 actionable projects (mainly in transport).

Between 2014 and 2016 the Bank built and rehabilitated more than 1500 km of roads (Mombasa-Nairobi-Addis Ababa)- part of the Trans African Highway.
Infrastructure Development and Maintenance

- Invested in more than 22 regional transport projects which include: Bamako-Dakar highway, Nacala Corridor, Addis Ababa – Nairobi-Mombasa Road corridor, SeneGambia Bridge, Jomo Kenyatta Airport, Enugu-Bamenda Road.
  - The Nairobi-Addis-Ababa Highway Phase II, (completed in 2017) -1200km highway and a One Stop Border Post at Moyale – The Bank loaned Ethiopia $670 million for this project
  - Kazungula Bridge at a cost of: USD250 million – to be completed in 2020 - Financiers: AfDB and others (co-financing. The bridge connects Zambia and Botswana across the Zambezi river and is a key route linking the port of Durban in South Africa to the inland countries of Botswana, Zambia, Zimbabwe, Malawi, DR Congo up to Dar es Salaam Port in Tanzania.
  - Nacala Corridor forms part of the Spatial Development Initiative for Mozambique, Malawi and Zambia
  - Enugu-Bamenda Road part of the Trans-African Highway – links Nigeria and Cameroon
Infrastructure Development and Maintenance

• 460 MW of new generation capacity installed in 2018, including 151 MW renewables; Nour Ouarzazate Project, Morocco, world’s largest concentrated solar energy complex - $6.3 million

• Ethiopia – Kenya Power Interconnector Phases I and II. This project is part of the Eastern Africa Power Pool which has 11 member states. The Bank provided co-financing as follows: provided an ADF loan of US$338 million, the World Bank US$684, Agance Francaise de Developpement US$118, Government of Kenya US$88 million and the Government of Ethiopia US$32 million

• Southern Africa Power Pool
  • Zambia-Tanzania–Kenya Interconnector project at the cost of US$ 780 million
  • Zimbabwe-Zambia-Botswana-Namibia Interconnector at a cost of USD 225 million

• In October 2018, the Bank’s Boards approved USD approved USD322 million to Burundi and Tanzania to finance the Rumonge-Gitaza and Kabingo-Kasulu-Manyovu road upgrading project (ongoing)
Priority 3: International Trade and Trade Facilitation

OSBPs to mainstream border processes, enhance cooperation between border agencies and reduce time to cross-the-border
Moyale (OSBP structure completed by the Bank, TMEA to implement the software; Namanga (operational), Manyovu/Mugina (ongoing)

The Bank supported OSBP as a project component in Nacala III in Mozambique.

In Malawi the Bank is implementing 2 OSBPs as components of Nacala IV scheduled.
Priority 4: Regional Integration and Cooperation

The Bank has provided through a number of initiatives aimed at strengthening the institutions of RECs. These initiatives include:

- Capacity Support for NEPAD Planning and Coordination Agency – PIDA CAP at a cost of UA5 million
- Tripartite Capacity Building Project aimed at harmonizing trade regimes of 3 RECs (COMESA-EAC-SADC) and 29 countries, many of which are landlocked. (UA5 million
- The Bank is also supporting the AfCFTA through a grant of $4.8 million for institutional arrangements.
Priority 5: Structural Economic Transformation

• One of the strategic objectives of the Bank in the High 5s is ‘Industrialise Africa’, which aims at transforming African economies from predominantly trading in commodities to final products.

• The Bank is supporting a number of countries in value chains development

• It also funded the Tripartite FTA countries to develop an instrument of cooperation in industrial development.