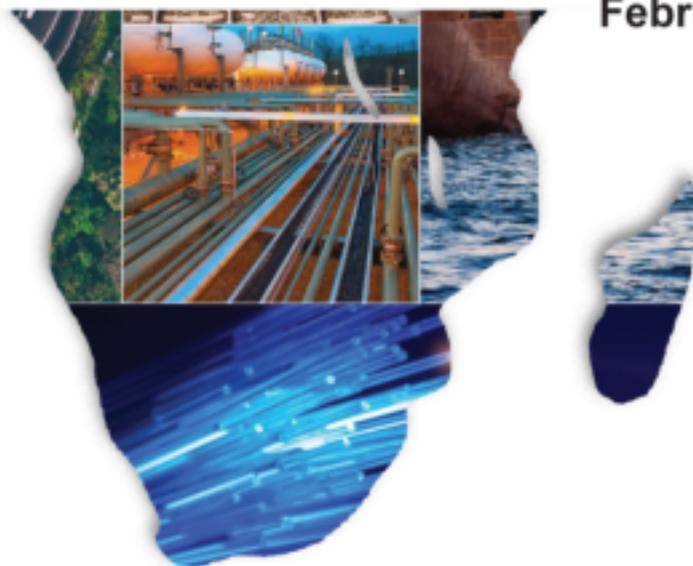




# **PRESIDENTIAL INFRASTRUCTURE CHAMPION INITIATIVE (PICI) REPORT**

February 2020





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## 2. Glossary of terms and abbreviations

|            |  |
|------------|--|
| AfDB       | African Development Bank.  |
| ACFTA      | African Continental Free Trade Area.   |
| AKK        | Ajaokuta-Kaduna-Kano.  |
| AU         | African Union.   |
| AUDA-NEPAD | African Union Development Agency - New Partnership for Africa's Development. |
| COMESA     | Common Market for Eastern and Southern Africa.                               |
| EAC        | East African Community.  |
| ECCAS      | Economic Community of Central African States.                                |
| HSGOC      | Heads of State and Government Orientation Committee.                         |
| ICRC       | Infrastructure Concession Regulatory Commission.                             |
| ICT        | Information Communication and Technology.                                    |
| IMC        | Inter-Ministerial Committee.   |
| LAPSSET    | Lamu Port - Southern Sudan-Ethiopia Transport Corridor.                      |
| LHWP       | Lesotho Highlands Water Project.   |
| OSBP       | One Stop Border Post.  |
| PIDA PAP   | Programme for Infrastructure Development in Africa – Priority Action Plan.   |
| SADC       | Southern Africa Development Community.                                       |
| TAH        | Trans-African Highway.   |
| TKR        | Trans-Kalahari Railway.  |
| TTT        | Technical Task Team.   |
| VICMED     | Victoria Lake and the Mediterranean Sea Navigational Line.                   |

### 3. Foreword by the PICI Chairperson

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Africa is back on track to return to a surge in economic growth, recorded in the earlier part of the millennium, as the continent moves with a renewed sense of urgency, speed and commitment to ensure inclusive growth. Key to the inclusive growth it seeks to achieve, is the opening up of regional, sub regional and broader continental markets.

The recent progress achieved through the establishment of the African Continental Free Trade Agreement (AfCFTA) is cause for considerable celebration. It serves, amongst many other benefits, to:

- Create a single continental market for goods and services, with free movement of people and investments and thus pave the way for accelerating the establishment of the Continental Customs Union and the African Customs Union;
- Expand intra-African trade through better harmonization and coordination of trade liberalization, facilitation regimes and instruments across RECs and Africa, in general;
- Resolve the challenges of multiple and overlapping memberships and expedite the regional and continental integration processes; and
- Enhance competitiveness at the industry and enterprise level through harvesting opportunities for scaled production, continental market access and better reallocation of resources.

The road ahead for Africa is indeed exciting. In his iconic 1963 speech on African unity, Ghana's President Kwame Nkrumah laid down the gauntlet to African nations gathered and asked that we collectively look beyond political independence towards economic independence. "Our economic independence resides in our African union" said Nkrumah.

There is no doubt that our aspirations, as expressed in Agenda 2063 and the ambitious AfCFTA should serve as the catalyst for growth and structural transformation across the continent. With about 1.2-billion people on the continent, the AfCFTA is set to create one of the largest free-trade markets in the world. Thus, it is now up to us to act with greater urgency to ensure that we reach our goal of increased and inclusive growth rates through the development of sustainable and integrated transboundary infrastructure which spans across borders, regions and our continent.

It was for this very reason that during the 23<sup>rd</sup> HSGOC meeting in Kampala, Uganda, on 24 July 2010, South Africa proposed that African leaders should identify infrastructure projects, with high developmental impact and to champion these. This trailblazing proposal has since transformed into the Presidential Infrastructure Championing Initiative (PICI), which was endorsed and adopted by the AU Assembly, in Addis Ababa, Ethiopia.

Africa is witnessing a number of positive infrastructure-related trends emerging – infrastructure investment has accelerated, exports have increased and its share in foreign direct investment continues to grow, unabatedly. However, we still face

extreme economic inequality, compounded by factors such as climate change. For this reason, we need to build on the positive trends that are emerging. Through the PICI, regional and cross-border infrastructure are being developed to facilitate inter connected trade and investment. The PICI should ultimately unlock the economic potential of the continent and provide development opportunities for regions, countries and our people.

As the chairperson of PICI, South Africa has actively submitted regular progress reports during Heads of State and Government Orientation Committee meetings at the AU Summits. I am delighted to report on the progress made by all the Presidential champions in respect of their respective PICI Country Projects. This progress certainly testifies to the firm commitment of Africa's leadership to accelerating infrastructure development through political championing of specific high impact infrastructure projects.

PICI projects are being implemented across the countries involved: some are at feasibility, others are under construction and yet more are at different stages of implementation. We will continue to take these PICI Country Projects forward to full implementation and finalisation.

As endorsement of the success of the PICI, the Governments of Namibia and Sudan joined the PICI family. I welcome both on behalf of all my PICI colleagues.

The infrastructure gap in our continent remains large, but with the commitment of our Presidential champions, the AUDA-NEPAD Agency, the AUC, the RECs, member states, the AfDB, the UNECA and the private sector, we will bridge this infrastructure gap and unlock Africa's potential.

What we are witnessing is a dramatic rebalancing of the relationship between the world's advanced economies and the African continent. We have consistently affirmed that Africa no longer wants to be passive recipients of foreign aid. African countries are developing, and their economies are increasingly becoming the focus of global interest. Our message is clear: Africa needs greater levels of investment. It wants access to markets for its products, goods and services. It wants to forge economic relationships of mutual benefit that develop our respective countries and uplift our people. The age where 'development' was imposed from outside without taking into account the material conditions and respective requirements of our countries is now past.

**HIS EXCELLENCY, CYRIL RAMAPHOSA**

**PRESIDENT OF SOUTH AFRICA**

## 4. Foreword by the AUDA- NEPAD Chief Executive Officer

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The “Africa we want”, as noted in Agenda 2063 has given us a unique opportunity to again pause and reflect-what we should do, with greater urgency, to give effect to the hopes, expectations and aspirations of over a billion people on the African continent.

Africa’s regional and continental integration agenda is driven by the pursuit to create more trade opportunities, widen and

integrate markets, achieve economies of scale and increase the competitiveness of African markets, all of which require effective and solid regional infrastructure.

Therefore, accelerating the development of Africa’s regional infrastructure is the game changer that will trigger industrialisation, economic growth, create jobs, and most importantly serve to empower the African women and youth. It would also encourage the private sector to participate in economic development and attract foreign direct investment and technology to the continent.

In response to, these pressing needs for accelerating infrastructure development in our continent, the African Union (AU) leaders demonstrated strong support to the establishment of the Presidential Infrastructure Champion Initiative (PICI) in 2011, following the proposal raised by the former President of the Republic of South Africa during the 23rd New Partnership for Africa’s Development (AUDA- NEPAD Agency) Heads of State and Government Orientation Committee (HSGOC) meeting in Kampala, Uganda.

PICI is thus all about ensuring the acceleration the implementation of regional and continental infrastructure projects through political championing. The main purpose of political championing is to bring visibility and awareness to the selected transboundary projects, providing political leadership, unblocking bottlenecks, leading resource mobilization for project implementation, ensuring speedy implementation and regularly reporting on the projects to the African Union.

Over the period from 2011 to 2019, the membership of the PICI has increased by 50% from 8 to 12 members, reflecting the unequivocal commitment of our political leaders to significantly upscale infrastructure across the African continent. Along with South Africa as chair, the PICI comprises Algeria, Benin, Congo, Côte d'Ivoire, Egypt, Namibia, Nigeria, Kenya, Rwanda and Senegal. Furthermore, in 2019, the PICI members accepted and endorsed the

membership of Sudan which will be formally announced during the AU Summit in 2020.

Today, I am proud to say that tremendous progress has been achieved in implementing most of PICI projects, and the initiative puts Africa on the right track towards unlocking its potential. This initiative is so recommended to be replicated and strengthened as a positive approach for championing, properly coordinating, and accelerating the implementation of the different mega infrastructure projects in Africa, listed in the Program for Infrastructure Development in Africa (PIDA). This is to promote sustained momentum in the implementation of PIDA projects. PICI could also serve as a platform for sharing experience and lessons learned. Consequently, the success of PICI will indeed give us assurance the PIDA can be of a huge success.

The AUDA-NEPAD Agency, acting as the executing secretariat of the PICI and working closely with South Africa and the country focal points of the respective states, the African Union Commission (AUC), the RECs, the African Development Bank (AfDB) and the United Nations Economic Commission for Africa (UNECA), continues to monitor the progress on the implementation of the PICI projects. Regular Technical Task Team (TTT) workshops are being held to monitor the progress of the projects and to provide a platform to share experiences in project implementation.

In this regard, we must all ensure that the institutional structures, that are established to support the implementation of Agenda 2063, the African Continental Free Trade Area (AfCFTA) and other efforts, like the Presidential Infrastructure Championing Initiative (PICI) are based on practical approaches that work in Africa. Additionally, existing initiatives aimed at supporting trade, investment and economic development in Africa, at national, regional and continental levels, must all be properly coordinated to support the implementation of these efforts, and, thereby, fast track regional integration, economic growth and development.

**Dr. IBRAHIM ASSANE MAYAKI**  
**CEO, AUDA- NEPAD**

An aerial photograph showing a winding asphalt road that curves through a dense, green forest. The road has white lane markings and a few cars are visible. The forest is lush and covers the entire area around the road.

## 5. PICI background and objectives

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In the ever-changing world economy, Africa is still seen as a continent of opportunity – a destination of choice for many investors and development actors. This is, by all accounts a new, more confident Africa. A continent now much more aware of its place in the world and determined to be a global investment haven. Africa's economic growth rates are encouraging. In 2019, 37 countries in Africa experienced growth rates of 3% and above. Even better, six of the ten fastest growing regions of the world are in Africa. Commodity prices are recovering. Foreign direct investments in Africa increased in 2018 by 11%, compared to 4% in Asia, and a decline of 13%, globally (Africa Investment Forum 2019).

So, Africa is on the move: but it still needs a lot more, and even faster. Africa is ready to attract and absorb much more of these investments. Africa's risk perceptions, while high, are often exaggerated. It does not match what data shows on risk and return performance on investments. The Moody's Investor Service on project finance bank loans between 1983 and 2016, shows that Africa has one of the lowest project default rates in the world; much lower than Latin America, Asia, Eastern Europe, North America and Oceania.

Yet, investments are tilted to the regions with the much higher default rates. So, it is not about real risks. It is all about perceived risks. As such, despite the ongoing global economic turmoil, Africa still presents a high-growth market and needs to take advantage of this. Although rich in resources, the continent lacks the necessary infrastructure to reap the benefits of potential investment opportunities and to sustain its current economic growth and competitiveness. Bridging the gap in infrastructure is thus vital to economic advancement and sustainable development. However, this can only be achieved through regional and continental co-operation and solution-finding.

PICI was born out of a proposal by South Africa to accelerate regional infrastructure development enabled through the political championing of projects. The role of the champions is to bring visibility, unblock bottlenecks, coordinate resource mobilisation and ensure project implementation. It presents the opportunity for African Heads of State and Government to be actively involved in the development and implementation of projects.

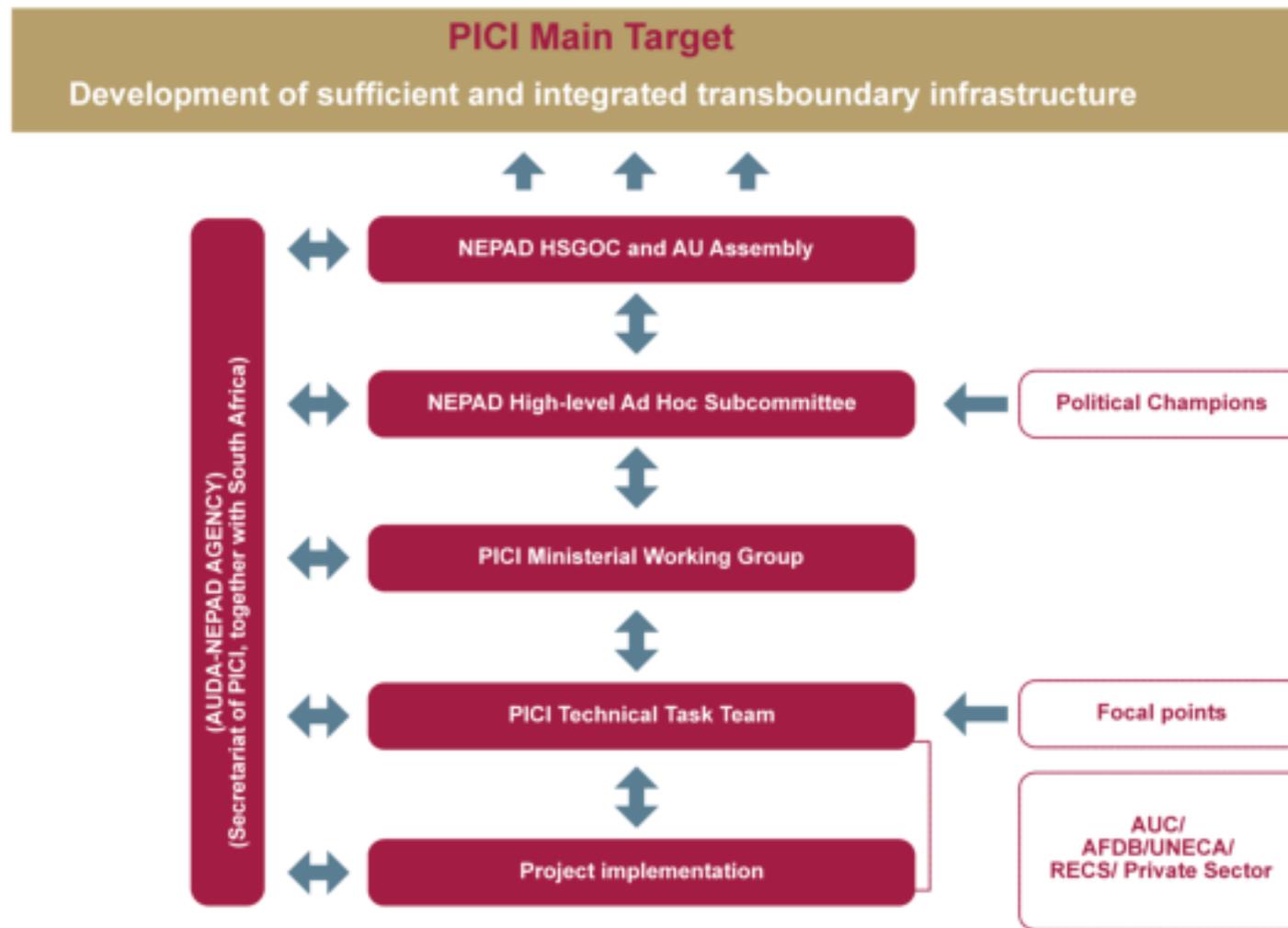
Initially, seven projects were identified to be championed by the seven selected Heads of State and Government. Most of these projects were endorsed by the 16th AU Assembly in Addis Ababa, Ethiopia, while others, such as the LAPSSSET Corridor Project, later joined the PICI family thus making the total number of championed projects eight. This has increased even further-Namibia and Cote D'Ivoire have also joined the PICI family. Sudan is the latest to request admission to the PICI.

South Africa, under the leadership of HE President Cyril Ramaphosa, chairs the PICI. The projects cover various transboundary infrastructure sectors, including transport, energy, information and communication technology (ICT), and trans-boundary water. The PICI was jointly conceptualised, developed and implemented by the AUDA- NEPAD Agency and the South African Presidency.

## 6. Chronology of PICI milestones

| Date                    | Event  | Country       | Main outcome (s)  |
|-------------------------|--|---------------|---|
| July 2010               | NEPAD HSGOC  | Uganda        | The Former President of South Africa proposed political championing approach to accelerate projects implementation<br>Recommendation of establishment of a High-Level Ad Hoc Subcommittee for the PICI. |
|                         | 15 <sup>th</sup> Ordinary Session of the AU Assembly               |               | Endorsement of the establishment of a High-Level Ad Hoc Subcommittee for the PICI, with South Africa as chair.  |
| July–September 2010     | Conceptualization of PICI  | South Africa  | Development of the concept and technical papers of PICI based on the proposal submitted by South Africa   |
| September–November 2010 |  |               | Development of criteria for selecting projects and champions, as well as modalities for advancing the concept.  |
| December 2010           | First PICI TTT workshop  | South Africa  | Endorsement of the different technical papers and documents   |
| January 2011            | Africa – wide PICI Ministerial Meeting                             | South Africa  | Selection of PICI projects and champions.   |
|                         | High-level Ad Hoc Subcommittee on Infrastructure                   | Ethiopia      | Endorsement of the outcomes of Africa – wide PICI Ministerial Meeting.  |
|                         | NEPAD HSGOC /16 <sup>th</sup> Ordinary Session of the AU Assembly  |               | Endorsement of PICI (i.e.: projects, criteria and modalities for operation).  |
|                         | NEPAD HSGOC /18 <sup>th</sup> Ordinary Session of the AU Assembly  |               |   |
| January 2013            | Third PICI TTT Workshop  | Nigeria       | Endorsement of Egypt's PICI project.  |
|                         | High-level Ad Hoc Subcommittee on Infrastructure/ PICI breakfast   |               |   |
|                         | NEPAD HSGOC/ 20 <sup>th</sup> Ordinary Session of the AU Assembly  | Ethiopia      |   |
| January 2015            | 4 <sup>th</sup> PICI TTT Workshop                                  | South Africa  | Endorsement of Kenya's PICI project   |
|                         | Africa – wide PICI Ministerial Meeting                             |               |   |
|                         | High-level Ad Hoc Subcommittee on Infrastructure/ PICI breakfast.  | Ethiopia      |   |
|                         | NEPAD HSGOC/ 24 <sup>th</sup> Ordinary Session of the AU Assembly. |               |   |
| January 2016            | High-level Ad Hoc Subcommittee on Infrastructure/ PICI breakfast.  | Ethiopia      | Endorsement of Namibia's PICI project.  |
|                         | NEPAD HSGOC/ 26 <sup>th</sup> Ordinary Session of the AU Assembly. |               |   |
| October 2019            | 9 <sup>th</sup> PICI TTT Workshop                                  | Côte d'Ivoire | Endorsement of Côte d'Ivoire's PICI project and Sudan's request to join PICI.   |
|                         | PICI Africa-wide Ministerial Working Group meeting                 | Egypt         |   |

## 7. PICI implementation and reporting framework



## 7. PICI implementation and reporting framework

### A. AUDA-NEPAD Agency:

The promotion of infrastructure development is one of the key mandates of the AUDA-NEPAD Agency. It is therefore appropriate for it, as the technical arm of the AU, to be the secretariat of PICI, together with South Africa. The AUDA-NEPAD Agency co-ordinates engagements with the country focal points, champions, RECs, development partners and prospective private sector investors for the funding and financing of the PICI projects.

It also monitors project progress and coordinates and hosts and co-hosts the TTT workshops in collaboration with PICI member states. The AUDA-NEPAD Agency furthermore produces regular progress reports and a comprehensive annual Report on the implementation status of PICI projects. This annual Report is presented by the HSGOC chair, H.E. President Cyril Ramaphosa, for endorsement and adoption by the AU Assembly.

### B. NEPAD HSGOC High-level Ad Hoc Subcommittee on Infrastructure: (Political champions)

The High-level Ad Hoc Subcommittee on Infrastructure operates under the NEPAD HSGOC governance structures, and reports to the NEPAD HSGOC<sup>(1)</sup>. It was established according to the recommendation of the 23rd NEPAD HSGOC meeting on 24 July 2010. It provides regular progress reports on the PICI projects to ensure that regional infrastructure development remains a top priority of the NEPAD HSGOC.

The subcommittee now comprises eleven Heads of State and Government from South Africa (chair), Algeria, Benin, Egypt, Nigeria, Republic of Congo, Kenya, Namibia, Cote D'Ivoire, Rwanda and Senegal, who are also the political champions of specific infrastructure projects. Sudan will be formally announced as a new member state during the AU Summit in 2020.

**The political champions are central to the success of the PICI. Among others, they are responsible for:**

Bringing visibility to the projects.

Unblocking political bottlenecks.

Leading resource mobilisation efforts for project implementation.

Ensuring speedy project implementation.

#### Chronological list of High-level Ad Hoc Subcommittee on Infrastructure meetings

|      | Date    |      | Country           |
|------|---------|------|-------------------|
| 1st  | January | 2011 | Ethiopia          |
| 2nd  | January | 2012 | Ethiopia          |
| 3rd  | July    | 2012 | Equatorial Guinea |
| 4th  | January | 2013 | Ethiopia          |
| 5th  | May     | 2013 | Ethiopia          |
| 6th  | January | 2014 | Ethiopia          |
| 7th  | June    | 2014 | Ethiopia          |
| 8th  | January | 2015 | Ethiopia          |
| 9th  | January | 2016 | Ethiopia          |
| 10th | January | 2018 | Ethiopia          |

#### PICI Presidential Breakfast

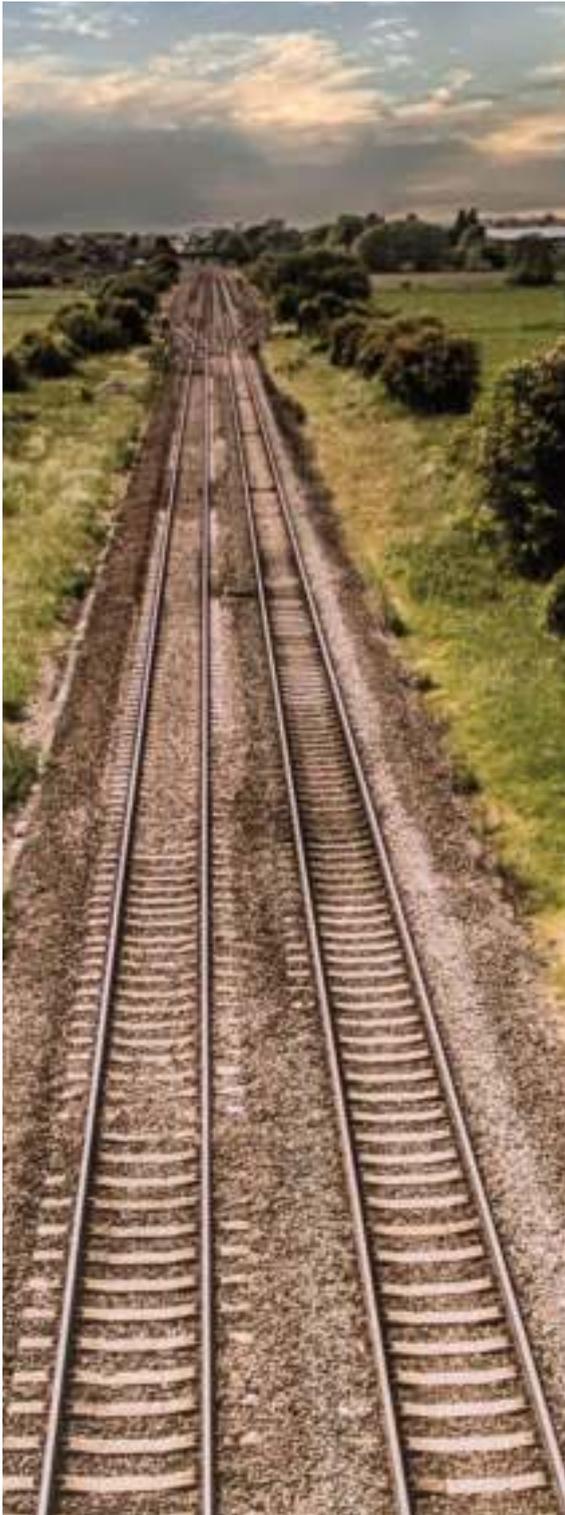
President of South Africa regularly hosts a Presidential Breakfast before each HSGOC meeting.

The breakfasts provide a platform where the respective PICI champions report on the progress of their projects. The first breakfast was hosted in January 2012.

|     | Date         | Country           |
|-----|--------------|-------------------|
| 1st | January 2012 | Ethiopia          |
| 2nd | July 2012    | Equatorial Guinea |
| 3rd | January 2013 | Ethiopia          |
| 4th | January 2014 | Ethiopia          |
| 5th | June 2014    | Ethiopia          |
| 6th | January 2015 | Ethiopia          |
| 7th | January 2016 | Ethiopia          |

<sup>(1)</sup>NEPAD HSGOC Heads of State and Government Orientation Committee (HSGOC) was established in February 2010 at the AU Summit in Addis Ababa, Ethiopia, in line with the integration of NEPAD into AU structures. The HSGOC provides leadership to the NEPAD process, sets policies, priorities and the programmes of action. It comprises the Heads of State and Government of 20 African countries, who are elected on the basis of the AU five regions.

## 7. PICI implementation and reporting framework



### C. PICI Ministerial Working Group:

The Heads of State and Government serving on the High-level Ad Hoc Subcommittee on Infrastructure are supported by the Ministerial Working Group. This Ministerial Working Group, chaired by South Africa (represented by Mr Jackson Mthembu, Minister in the Presidency), has fully delegated authority and reports on the progress and implementation status of the selected PICI projects to the High-level Subcommittee.

Among others, the PICI Ministerial Working Group is responsible for:

- Discussing the concept and process structure for champion selection.
- Discussing the involvement of national and regional institutions in the drafting of the Executive Report, as well as adopting the TTT Report before it is presented to the HSGOC.
- Selecting the projects recommended by the TTT for implementation, for subsequent submission to the High-Level Subcommittee.
- Proposing champions and their respective infrastructure projects for endorsement by the HSGOC.
- Overseeing the activities of the PICI TTT.

#### Chronological list of PICI Africa-Wide Ministerial Working Group Meetings

|     | Date     |      | Country      |
|-----|----------|------|--------------|
| 1st | January  | 2011 | Ethiopia     |
| 2nd | January  | 2012 | Ethiopia     |
| 3rd | February | 2019 | South Africa |
| 4th | October  | 2019 | Egypt        |



## 7. PICI implementation and reporting framework

### D. PICI Technical Task Team (TTT): (member state focal points)

The PICI Ministerial Group is supported by the PICI TTT. It is co-chaired by South Africa and the AUDA-NEPAD. The main mandate of the PICI TTT is to deliberate on the way forward for the initiative and to present the progress status of each of the PICI projects to be submitted to the PICI Ministerial Working Group. In addition, it identifies the recommended criteria for new project selection and the modalities of champions.

Along with AUDA-NEPAD and South Africa, the PICI TTT brings together PICI Country Focal Points and relevant to provide inputs for the preparation of the Comprehensive PICI Project Status Report.

It is worth mentioning that a Working Group was created during the early stages of the PICI to, among others, finalise the concept notes on promoting regional infrastructure in Africa; draft the selection criteria for projects and champions; prepare the technical concept; and draft the champion modality.

These outputs were submitted to the TTT for endorsement and escalated to the PICI Africa-wide Ministerial Working Group. The AUDA-NEPAD Agency and the South African Government (represented by DIRCO) served on the Working Group, which was disbanded once it achieved its mandate.

#### Chronological list of PICI Africa-Wide Ministerial Working Group Meetings

|                 | Date     |      | Country      |
|-----------------|----------|------|--------------|
| 1 <sup>st</sup> | December | 2010 | South Africa |
| 2 <sup>nd</sup> | December | 2011 | South Africa |
| 3 <sup>rd</sup> | January  | 2013 | Nigeria      |
| 4 <sup>th</sup> | January  | 2015 | South Africa |
| 5 <sup>th</sup> | May      | 2015 | Egypt        |
| 6 <sup>th</sup> | January  | 2017 | South Africa |
| 7 <sup>th</sup> | May      | 2018 | Kenya        |
| 8 <sup>th</sup> | January  | 2019 | Namibia      |
| 9 <sup>th</sup> | October  | 2019 | Ivory Coast  |

The member state focal points are designated by their country's champion and represent them at TTT level. Their role is to present the Project Status Report as well as all relevant information concerning their respective projects at the TTT workshop.

They are therefore the point of contact for PICI in their country and work closely with the AUDA-NEPAD Agency's PICI Co-ordinator, South Africa and their respective Ministers serving on the PICI Ministerial Working Group.

### E. African Union Commission (AUC):

The AUC works closely with the AUDA-NEPAD Agency to co-ordinate and facilitate preparation and implementation of PICI projects and is also an active member of the PICI Technical Task Team Workshop.

### F. Other relevant stakeholders:

The AfDB, UNECA, and RECs play a significant role not only on the TTT but are also responsible for the resource mobilisation. Furthermore, the involvement of the private sector is pivotal to the successful implementation of the PICI projects.



## 8. PICI selection criteria

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After due consideration, selection criteria were put in place for the infrastructure projects to be championed, as well as for the champions who would be responsible for the successful implementation of the projects. In 2010, it was decided that the infrastructure projects selected should come from either the NEPAD HSGOC Short Term Action Plan (STAP) and/or the AU Africa Action Plan (AAP). These projects were also linked with the finalised outcomes of the PIDA projects. The champions had to be Heads of State and Government with a vested interest in the specific project and with the capacity to create visibility for the project, unblock bottlenecks and mobilise the necessary resources for project implementation.

### A. Criteria for Projects:

Projects must be:

1. Regional (multi-country/cross-border covering at least two AU member states), continental (covering at least two sub-regions) or a state project with regional implications.
  2. Bankable and have gone beyond the pre-feasibility or feasibility stages.
  3. Have quantifiable socio-economic benefits, thereby promoting regional integration and trade in the short to medium term.
  4. Promote employment opportunities by creating sustainable jobs arising from the project.
  5. Have joint or co-ownership potential which will be accepted by the states or regions concerned.
  6. Be considered a top priority by all stakeholders concerned, and have a sub-regional or continental balance, i.e. equitably distributed.
  7. Require minimal, uncomplicated resource mobilisation efforts.
  8. Be considered a flagship project with the potential for duplication in other regions as a commendable practice in infrastructure.
  9. Serve to achieve regional integration objectives by targeting poverty alleviation, economic growth and development with demonstrable impact, and contribute to the attainment of food security.
  10. Not be hindered by complicated national and regional geo-political issues, with minimal effort required to resolve/unblock any bottlenecks.
- 

### B. Criteria for champions:

Champions must:

1. Have proven or demonstrable ability to promote and advocate the NEPAD HSGOC Agency's vision and agenda.
  2. Express their commitment and willingness to infrastructure development selection criteria.
  3. Have the ability to lead the development of an action plan for final project implementation.
  4. Oversee the monitoring and evaluation process, including regular reporting on the progress of the project to the NEPAD HSGOC.
  5. Have evidence of sustainable infrastructure development through the specific project.
  6. Be committed to sponsoring the project through active mobilisation of resources from within the African continent and from development partners, to fast-track the facilitation and promotion of infrastructure development.
  7. If necessary, be willing to source/ provide the required additional resources to support the speedy implementation of the project.
  8. Have a direct and vested geo-political interest and relevance in the project and commitment to its delivery.
  9. Be dedicated to engaging and consulting with other African colleagues towards effectively sponsoring projects.
  10. Support the creation of an environment conducive to project implementation, and the necessary technical implementing capacities to drive project delivery.
  11. Have a demonstrable interest in ensuring the completion of the project through prioritised implementation phases.
  12. Have successfully promoted infrastructure projects to full implementation in the past.
-

## 9. PICI: Current status

### A. Membership of PICI:

| Date of Joining PICI | Total Number | Countries  | Note   |
|----------------------|--------------|--|--|
| 2011                 | 8            | Algeria, Benin, Egypt, Nigeria, Republic of Congo, Rwanda, Senegal and South Africa. | <ul style="list-style-type: none"> <li>Benin is yet to present its project.</li> <li>Egypt's PICI project was endorsed in 2013.</li> </ul> |
| 2012                 | 9            | Côte d'Ivoire  | Côte d'Ivoire's project was endorsed in 2019   |
| 2015                 | 10           | Kenya  | -  |
| 2016                 | 11           | Namibia  | -  |
| 2019                 | 12           | Sudan  | To be officially announced during 2020 AU Summit   |

Note: Cumulative \*



### B. LIST OF PICI PROJECTS:

| Project ID | Project *  | Championing State** | Number of benefiting countries |
|------------|--|---------------------|--------------------------------|
| 1.         | Trans-Sahara Highway missing links and the Optic Fibre Link between Algeria and Nigeria via Niger.       | Algeria             | 6                              |
| 2.         | Kinshasa-Brazzaville Bridge Road/Rail Project.   | Congo               | 2                              |
| 3.         | Abidjan-Lagos Highway Project.   | Côte d'Ivoire       | 5                              |
| 4.         | Lake Victoria - Mediterranean Sea Navigational Line (VICMED).  | Egypt               | 9                              |
| 5.         | Lamu Port - Southern Sudan-Ethiopia Transport (LAPSSET) Corridor Project.                                | Kenya               | 4                              |
| 6.         | Namibia-International Logistics Hub.   | Namibia             | 8                              |
| 7.         | Trans-Sahara Gas Pipeline.   | Nigeria             | 3                              |
| 8.         | Unblocking Political Bottlenecks for ICT Broadband and Optic Fibre Projects Linking Neighbouring States. | Rwanda              | All African countries          |
| 9.         | Dakar-Bamaka Road/Rail Project.  | Senegal             | 10                             |
| 10.        | The North-South Road, Rail and related Infrastructure Corridor.  | South Africa        | 12                             |
| 11.        | The Sawakin-Port Sudan Project.  | Sudan***            | 4                              |

Note:

\*Project denotes to each PICI member state's championed project regardless its nature and whether it is a single or compound project.

\*\*PICI member states are sorted in alphabetical order.

\*\*\*Sudan is to be formally announced as a new member during February 2020 Summit.

## 9. PICI: Current status

### C. Distribution Of PICI Projects by Recs In 2019 :

| Project   | CENSAD | COMESA | EAC | ECOWAS | ECCAS | IGAD | UMA | SADC |
|---|--------|--------|-----|--------|-------|------|-----|------|
| 1. Trans-Sahara Highway missing links and the Optic Fibre Link between Algeria and Nigeria via Niger.       |        |        |     | ○      |       |      | ○   |      |
| 2. Kinshasa-Brazzaville Bridge Road/Rail Project.   |        | ○      |     |        | ○     |      |     | ○    |
| 3. Abidjan-Lagos Highway Project.   |        |        |     | ○      | ○     |      |     |      |
| 4. Lake Victoria - Mediterranean Sea Navigational Line (VICMED).  |        | ○      | ○   |        |       | ○    |     | ○    |
| 5. Lamu Port - Southern Sudan-Ethiopia Transport (LAPSSET) Corridor Project.                                | ○      | ○      | ○   |        |       | ○    |     |      |
| 6. Namibia-International Logistics Hub.   |        | ○      |     |        |       | ○    |     | ○    |
| 7. Trans-Sahara Gas Pipeline.   |        |        |     | ○      |       |      | ○   |      |
| 8. Unblocking Political Bottlenecks for ICT Broadband and Optic Fibre Projects Linking Neighbouring States. | ○      | ○      | ○   | ○      | ○     | ○    | ○   | ○    |
| 9. Dakar-Bamaka Road/Rail Project.  |        | ○      |     | ○      | ○     | ○    |     |      |
| 10. The North-South Road, Rail and related Infrastructure Corridor.   |        | ○      | ○   |        |       |      |     | ○    |
| 11. The Sawakin-Port Sudan Project.   |        | ○      |     | ○      |       | ○    |     |      |

## 10. PICI: The way forward

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Tangible progress has been achieved in the implementation of most of PICI projects. However, there is still a pressing need for much better and stronger coordinated efforts to ensure the PICI projects are fully implemented within the planned timeframe.

### **A. Increasing visibility:**

Despite the significant momentum associated to PICI since its inception, we still need to bring more visibility to the different PICI projects. In this regard, the AUDA-NEPAD and South Africa are currently examining the possibility to further increase the coverage of the African Infrastructure Database (AID) to include all PICI projects. This is to maintain an updated PICI project database and make it available on the internet, like the Virtual PIDA Information Centre (V-PIC).

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### **B. Continued high-level political support:**

Political engagement of PICI Heads of States and Governments is perceived a necessity in some cases to ensure that some of the hurdles/blockages are removed, with greater urgency, in order to accelerate the implementation of PICI projects.

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### **C. Effective participation of member states in PICI implementation and reporting framework:**

PICI Member States are expected to continue their effective engagement and participation in all segments of the PICI initiative, as shown in the Figure presenting PICI implementation and reporting framework in Section 5. This is to update the PICI on the most current status and challenges thereof. Consequently, member states could propose the necessary actions to further advance the implementation of the different projects.

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## 10. PICI: The way forward

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### D. More collaboration among member states:

All PICI countries are urged to remain fully committed to collaborating more prodigiously toward successful implementation of selected transboundary PICI projects.

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### E. Resources mobilization for PICI projects:

This could be done through a number of actions, including:

- PICI countries are recommended to channel bankable projects in collaboration with the AfDB as the pre-eminent partner for infrastructure development on the continent.
  - AUDA-NEPAD and South Africa are expected to engage and work more closely with the relevant partners and with regional and continental experts to get more meaningful participation and involvement in continental PICI infrastructure development projects.
  -
- 

### F. Efficacy and funding of PICI Secretariat:

To address the aspect of effective functioning and funding of PICI and its long-term sustainability, the PICI country members and relevant stakeholders are called on to seriously consider allocating additional resources (technical and financial) to the PICI Secretariat to ensure it carries out its roles and responsibilities efficiently and effectively.

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### G. Integration of PICI into PIDA PAP process:

There is a need to ensure that various PICI projects are part of the Programme for Infrastructure Development in Africa – Priority Action Plan (PIDA PAP) process.

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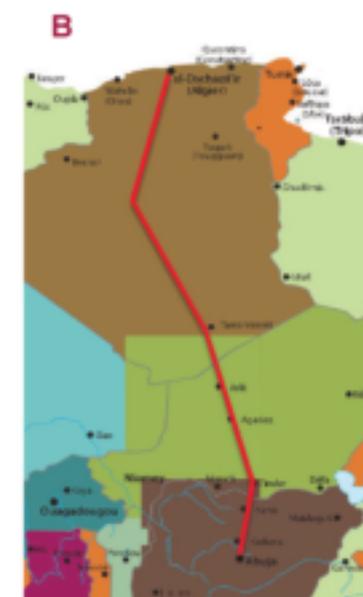


# 11.1 PICI: Project Overview

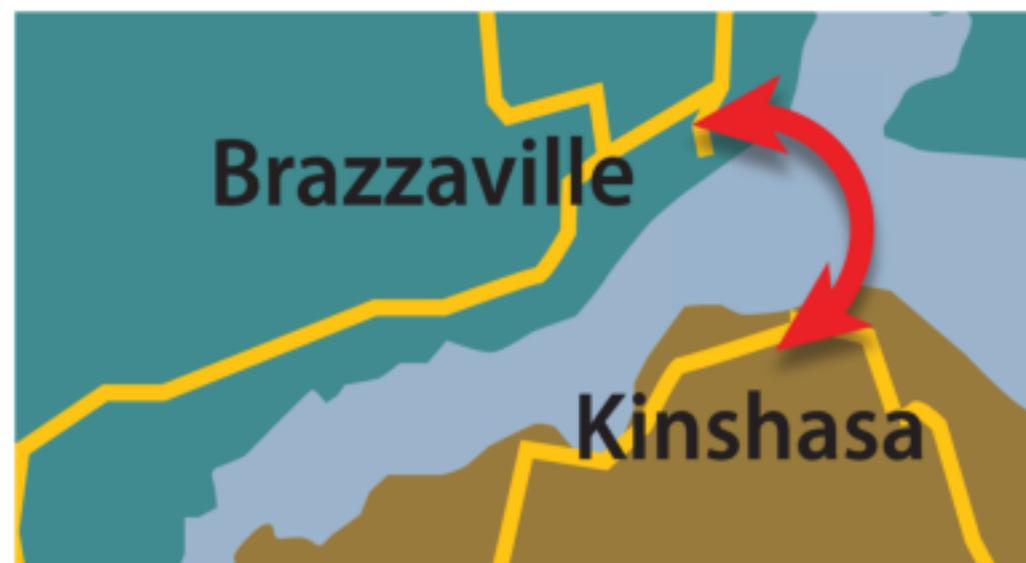
## 11.1 The Missing Link of the Trans-Sahara Highway and the Optic Fibre from Algeria via Niger to Nigeria



H.E President  
Abdelkader Bensalah



| Champion                         | Algeria   |  |
|----------------------------------|---|--|
|                                  | A) Missing Link of the Trans-Sahara Highway.  | B) Fiber optic Link between Algeria and Nigeria via Niger.   |
| Impacted RECs                    | ECOWAS and UMA.   | ECOWAS and UMA.  |
| Impacted countries               | Algeria, Niger, Nigeria, Tunisia, Mali, and Chad.   | Algeria, Niger, Nigeria, and Chad.   |
| Date of Joining PICI             | 2011  | 2011   |
| Project description              | <ul style="list-style-type: none"> <li>Construction and renovation of the missing links on this transnational highway. These include construction of 225 km of road between Assamaka and Arlit.</li> </ul>  | <ul style="list-style-type: none"> <li>Installation of 4500 Km of terrestrial Optic Fibre cable between Algeria and Nigeria via Niger. This has now been extended to Chad.</li> </ul>  |
| Cost                             | USD 102 Million.  | USD 80 Million.  |
| Current status and the next step | <ul style="list-style-type: none"> <li>This project is being implemented in two parts. Lot 1-125km- 64% complete, and Lot 2 -100km-74% complete.</li> <li>completion deadlines (to be completed in March 2020 and to be inaugurated April 2020).</li> </ul> | <ul style="list-style-type: none"> <li>The Algerian section (2700 km), part of the national optic fiber backbone, has been completed and is fully functional. This section will, however, be strengthened and secured to allow for permeant connectivity.</li> </ul> |



|   |  |
|---|--|
| <b>Champion</b>                         | Congo  |
| <b>Impacted RECs</b>                    | ECCAS, SADC, and COMESA.   |
| <b>Impacted countries</b>               | Republic of Congo and the Democratic Republic of Congo.  |
| <b>Date of Joining PICI</b>             | 2011   |
| <b>Project description</b>              | <ul style="list-style-type: none"> <li>The overall objective is to improve regional transportation and trade connectivity and facilitating railway network interconnections in Central, Eastern and Southern Africa.</li> <li>The project comprises the construction of a combined road and rail bridge over the Congo River; the implementation of an OSBP; and the design, construction and operation of a railway line connecting Kinshasa and Brazzaville and linking with the existing Lubumbashi-Ilebo line.</li> <li>The project has been divided into two sections, with the Republic of Congo leading the bridge/road component and the DRC leading the rail component between Kinshasa and Ilebo (1000 km).</li> </ul> |
| <b>Estimated Cost</b>                   | 367 Million Euros.   |
| <b>Current status and the next step</b> | <ul style="list-style-type: none"> <li>In November 2018, Congo Brazzaville and Kinshasa inked a €500 million agreement to build a bridge on the Congo River linking the two capitals to start the implementation of the project.</li> <li>The project is envisaged to be completed by 2025.</li> </ul>   |

## 11.3 PICI: Project Overview



|   |  |
|---|--|
| <b>Champion</b>                         | Côte d'Ivoire  |
| <b>Impacted RECs</b>                    | ECOWAS and ECCAS.  |
| <b>Impacted countries</b>               | Côte d'Ivoire, Ghana, Togo, Benin and Nigeria.   |
| <b>Date of Joining PICI</b>             | 2019   |
| <b>Project description</b>              | <ul style="list-style-type: none"> <li>The Abidjan-Lagos corridor was selected, by the presidents of the five countries concerned (Côte d'Ivoire, Ghana, Togo, Benin and Nigeria) as one of the most important projects in West Africa in terms of regional integration. The project entails five components: trade facilitation; improvement of the road corridor's infrastructure; project management and coordination; HIV/AIDS programs; and corridor performance monitoring.</li> </ul> |
| <b>Current status and the next step</b> | <ul style="list-style-type: none"> <li>Several stakeholders, such as the world bank, are involved in the implementation of the project.</li> <li>ECOWAS and the AFDB signed a 22.7 million US dollar "grant retrocession agreement" to finance all the technical studies for the implementation.</li> <li>ECOWAS launched a Project Implementation Unit to oversee the day-to-day management of the project.</li> </ul>  |

## 11.4 PICI: Project Overview

### 11.4 Construction Of Navigational Line Between Lake Victoria And The Mediterranean Sea



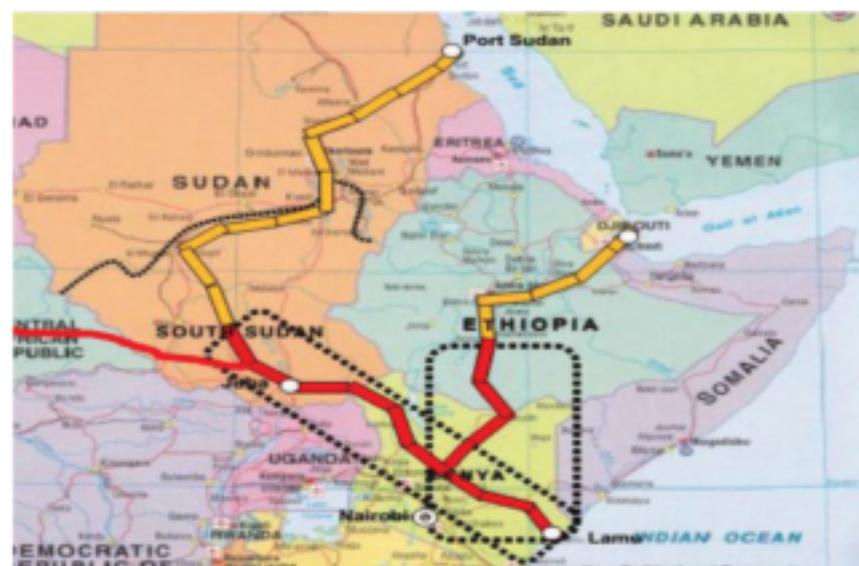
|   |   |
|---|---|
| <b>Champion</b>                         | Egypt   |
| <b>Impacted RECs</b>                    | COMESA, IGAD, EAC, and SADC.  |
| <b>Impacted countries</b>               | Egypt, Kenya, Uganda, Sudan, South Sudan, Burundi, Ethiopia, DRC, and Tanzania.   |
| <b>Date of Joining PICI</b>             | 2013  |
| <b>Project description</b>              | <ul style="list-style-type: none"> <li>The project was launched by the Egyptian Government and the NEPAD Agency in June 2013. The idea is to promote intermodal transport by integrating river, rail and road transport facilities along the Nile Corridor and to develop river management capacity. Phase 1 of the project will comprise the section from Lake Albert in Uganda to Khartoum in Sudan; the section from Gambella in Ethiopia to the White Nile in South Sudan; and the section from Khartoum in Sudan to Aswan in Egypt.</li> <li>Phase 2 will comprise the section from Lake Victoria to Lake Albert, both in Uganda, and the section between the Blue Nile Basin in Ethiopia and the Main Nile in Sudan. This project will boost economic development in the Nile Corridor by increasing trade and regional integration, as well as the transport of goods and people.</li> </ul> |
| <b>Current status and the next step</b> | <ul style="list-style-type: none"> <li>Significant progress has been achieved in implementing project activities with full participation of foot print countries.</li> <li>The VICMED Feasibility Study – Phase 1 was completed using a Grant of \$650,000 from AfDB. All activities of this phase had been successfully completed.</li> <li>Egypt is currently coordinating with AfDB, the AUDA-NEPAD Infrastructure Project Preparation Facility (AUDA-NEPAD-IPPF), and COMESA to fund the Feasibility Study – Phase 2.</li> </ul>  |

## 11.5 PICI: Project Overview

### 11.5 The Lamu Port - South Sudan Ethiopia Transport Corridor (Lapsset) Project



H.E. President Uhuru Kenyatta



|   |  |
|---|--|
| <b>Champion</b>                         | Kenya  |
| <b>Impacted RECs</b>                    | COMESA, CEN-SAD, EAC, and IGAD.  |
| <b>Impacted countries</b>               | Kenya, South Sudan, Ethiopia, and Uganda.  |
| <b>Date of Joining PICI</b>             | 2015   |
| <b>Project description</b>              | <p>The LAPSSET Corridor Project is a regional multi modal infrastructure program integrating roads, railway and pipeline components in Kenya, South Sudan and Ethiopia. The program upon completion will link with other continental corridors hence strengthening regional and continental integration.</p> <ul style="list-style-type: none"> <li>The planned investment resource is equivalent to half of Kenya’s GDP (core investment). In fact, conservative feasibility statistics show that the project will inject between 2% and 3% of GDP into the economy. The LAPSSET Corridor Project will make a tremendous contribution the Kenya’s economic growth, with projections ranging between 8% and 10% of GDP. The project components are spread over a large part of Kenya and will open up the northern parts of the country and relieve strain on the Mombasa Port.</li> </ul> |
| <b>Current status and the next step</b> | <p>The First Regional Ministerial Meeting of the LAPSSET Corridor held in Mombasa, Kenya from 12th to 14th January 2020, which agreed on the establishment of an institutional framework/ mechanism and the Umbrella Body to coordinate the implementation.</p> <ul style="list-style-type: none"> <li>Berths 2 and 3 of Lamu Port will be delivered by December 2020.</li> <li>Lokichar – Nakodok (338Km) road section that extends from Lokichar Oil Basin to the border of Kenya and South Sudan will be completed by August 2020.</li> <li>Ageremariam – Hawassa (198Km) road section in Ethiopia is under construction and expected to be ready by mid-2020.</li> </ul>   |



| Champion                         | Namibia  |
|----------------------------------|--|
| Impacted RECs                    | COMESA, SADC, EAC, and IGAD.   |
| Impacted countries               | Namibia, Zambia, Malawi, Democratic Republic of Congo, Botswana, Angola, and South Africa.   |
| Date of Joining PICI             | 2016   |
| Project description              | <p>The project components are:</p> <ul style="list-style-type: none"> <li>Grootfontein/Rundu/Katima Mulilo Railway Line (Trans-Caprivi Corridor). Total length of 767 km, North Eastern Region of the country. Enable import/export trade via the Walvis Bay Port to the footprint countries.</li> <li>Trans-Kalahari Railway (TKR): TKR is a bilateral project between Namibia and Botswana to construct a railway line of about 1500km linking them to export coal.</li> <li>Trans Orange Corridor- Port of Luderitz: The Port of Luderitz is a link to the Trans Oranje Corridor that cater for the market catchment of Southern Namibia and Northern Cape of South Africa.</li> <li>Baynes Hydro Power Project: The 600MW Baynes Hydro Power Plant to be developed by the Angolan and Namibian Governments.</li> </ul> |
| Current status and the next step | <ul style="list-style-type: none"> <li>The Government of Namibia is currently engaged with the AfDB to explore the possibility to co-fund the feasibility study for the Grootfontein/Rundu/Katima Mulilo Railway Line (Trans-Caprivi Corridor).</li> <li>Joint Ministerial Committee (JMC) of Namibia and Botswana agreed to rebrand the TKR project as a corridor development initiative that will consider the various economic sectors along the corridor.</li> </ul>   |

## 11.7 PICI: Project Overview

### 11.7 Nigeria-Algeria Gas Pipeline Project (Trans-Sahara Gas Pipeline- TSGP)



|   |  |
|---|--|
| <b>Champion</b>                         | Nigeria  |
| <b>Impacted RECs</b>                    | ECOWAS and UMA   |
| <b>Impacted countries</b>               | Algeria, Niger, and Nigeria.   |
| <b>Date of Joining PICI</b>             | 2011   |
| <b>Project description</b>              | <ul style="list-style-type: none"> <li>Construction of 4400km of natural gas pipeline from Nigeria to Algeria via Niger, and onto Spain. The proposed gas pipeline will stretch 1 037 km from Nigeria to the Niger border, 840 km from Niger to Algeria, 2 303 km across Algeria and 220 km from Algeria to Spain.</li> <li>The pipeline will have an estimated annual capacity of 30 billion cubic litres of natural gas. The pipeline will be built through a partnership between the Nigerian National Petroleum Corporation (NNPC) and Algeria's Sonatrach, together holding 90% of the shares, and the Niger National Oil Company holding 10%.</li> </ul> |
| <b>Cost</b>                             | <ul style="list-style-type: none"> <li>USD 23.7 billion.</li> </ul>  |
| <b>Current status and the next step</b> | <ul style="list-style-type: none"> <li>Nigeria's ICRC has proposed a private sector led strategy for developing the proposed Nigeria-Algeria Gas Pipeline and financing options are available for the Ajaokuta-Kaduna-Kano (AKK) Gas Pipeline - a subset of the TSGP.</li> </ul>   |

## 11.8 PICI: Project Overview

### 11.8 Unblocking Political Bottlenecks For Ict Broadband And Optic Fibre Projects Linking Neighboring



H.E President Paul Kagame



|   |  |
|---|--|
| <b>Champion</b>                         | <b>Rwanda</b>  |
| <b>Impacted RECs</b>                    | UMA, ECOWAS, EAC, IGAD, SADC, COMESA, ECCAS, and CENSAD.   |
| <b>Impacted countries</b>               | All African countries.   |
| <b>Date of Joining PICI</b>             | 2011   |
| <b>Project description</b>              | <ul style="list-style-type: none"> <li>The main idea of the project is that a harmonised enabling environment for ICT infrastructure roll out will accelerate the spread of broadband access on the continent and will provide the structural foundations for setting up of e-businesses which will connect Africa with the rest of the world.</li> <li>The project brings together telecommunication unions, regulators, service providers and ICT ministries from across the region to discuss broadband and ICT infrastructure development in EAC.</li> </ul>   |
| <b>Current status and the next step</b> | <ul style="list-style-type: none"> <li>The ICT Broadband and Optic Fibre Project for all the EAC countries was duly completed, and they were interconnected and linked to the submarine optic fibre cables from Mombasa and Dar es Salaam.</li> <li>H.E. President of Rwanda is currently championing the Smart Africa initiative, which include 30 member states to date.</li> <li>Smart Africa has approved the legal framework regulating roaming and international communications within the initiative. The main purpose is to define a harmonized legal and tariff framework for roaming and international calls on fixed and mobile communication networks open to the public.</li> </ul> |

## 11.9 PICI: Project Overview

11.9 Dakar-Bamako  
(Dakar – N'djamena - Djibouti) Road/Rail Project



H.E President  
Macky Sall



| Champion                         |   |
|----------------------------------|---|
| Senegal                          |   |
| Impacted RECs                    | ECOWAS, ECCAS, COMESA, and IGAD   |
| Impacted countries               | 10 Countries: Senegal, Mali, Burkina Faso, Niger, Nigeria, Cameroon, Chad, Sudan, Ethiopia, and Djibouti.   |
| Date of Joining PICI             | 2011  |
| Project description              | <ul style="list-style-type: none"> <li>The project comprises the construction/renovation of the road between Dakar and Djibouti by combining two Trans-African Highway (TAH) Programme initiatives, TAH 5 (Dakar to N'djamena) and TAH 6 (N'djamena to Djibouti). Senegal will focus on Dakar-Bamako rail as the first part of this project.</li> <li>The railway component entails the construction of a new railway network with standard gauge.</li> </ul> |
| Cost                             | <ul style="list-style-type: none"> <li>USD 2.21 Billion for the road link.</li> <li>USD 5.95 Billion for the rail section.</li> </ul>   |
| Current status and the next step | <ul style="list-style-type: none"> <li>Senegal is negotiating with Chinese companies and other partners for funding. A round table meeting with the donors was held.</li> </ul>   |

## 11.10 PICI: Project Overview

## 11.10 The North South Road, Rail And Related Infrastructure Corridor



|                             |  |
|-----------------------------|--|
| <b>Champion</b>             | South Africa   |
| <b>Impacted RECs</b>        | SADC, COMESA, and EAC.   |
| <b>Impacted countries</b>   | South Africa, Angola, Botswana, Mozambique, Zambia, Zimbabwe, Tanzania, Malawi, Lesotho, Namibia, and DRC. |
| <b>Date of Joining PICI</b> | 2011   |

### Project description

The project is a multi-modal trans-boundary and continental interconnector, ultimately connecting Cape Town in the south and Cairo in the north. South Africa champions this project, which involves a number of countries and RECs. South Africa has identified, in the short term, four transboundary projects, which include:

- South Africa to become the hub for the manufacture and supply of rail stock for Africa-as per the resolution at the African Union Summit;
- The Beitbridge Border Post - connecting South Africa and Zimbabwe to the rest of the continent;
- The Inga III Hydropower Project – including South Africa, DRC, Namibia, Botswana and Angola; and
- The Lesotho Highlands Water Project - Phase II (LHWP).

### Current status and the next step

- South Africa is currently finalizing a strategic Concept Document that will demonstrate in clear, crisp and unequivocal terms how it plans to execute the AU decision regarding the manufacturing hub of rail stock.
- The Beitbridge Border Post is currently in the procurement phase. South Africa and Zimbabwe are committed to the urgent conclusion of all outstanding work on the Beit Bridge One Stop Border Post.
- Negotiations and deliberations on the Inga III project is back in greater focus as one of the key priorities of the continent;
- Phase II of the LHWP will be implemented in terms of two distinct components.

## 11.11 PICI: Project Overview

### 11.11 The Sawakin, Port Sudan Project And Two Related Infrastructure Projects



|   |   |
|---|---|
| <b>Champion</b>                         | <b>Sudan</b>  |
| <b>Impacted RECs</b>                    | ECOWAS, IGAD, and COMESA.   |
| <b>Impacted countries</b>               | 4 countries: Sudan, South Sudan, Niger, and Senegal.  |
| <b>Date of Joining PICI</b>             | 2019 (to be formally announced during 2020 AU Summit)   |
| <b>Project description</b>              | <p>This project entails three sub-projects:</p> <ul style="list-style-type: none"> <li>• The Sawakin Seaport Harbour which has been previously submitted to the PICI Africa wide IMC, held in Cape Town on 5 February 2019.</li> <li>• The Dakar-N'djamena-Port Sudan Railway: is a 4000 km long proposal which link Dakar, Senegal with Port Sudan, Sudan by a transcontinental railway. It would pass through several countries along the way and would have branches to link capital cities not on the direct route.</li> <li>• The Babanusa - South Sudan Railway: is an international railway line from the town of Babanusa in Sudan to South Sudan's second largest city Wau. It terminates at Wau Railway Station. The 1,067 mm gauge railway line is 445.5 km long. 195.5 km are running on Sudanese territory, 250 km on South Sudanese territory.</li> </ul> |
| <b>Current status and the next step</b> | <ul style="list-style-type: none"> <li>• Sudan noted that the documents pertaining to the above projects will be submitted to the PICI Secretariat.</li> <li>• The PICI meetings welcomed Sudan and endorsed its membership as part of the PICI. This decision will now be shared at the Heads of State level. To this effect, AUDA-NEPAD and South Africa will engage Sudan and assist in developing its respective PICI project.</li> </ul>   |

## 12. Contacts

### AUDA- NEPAD:

Dr. Mustafa Sakr

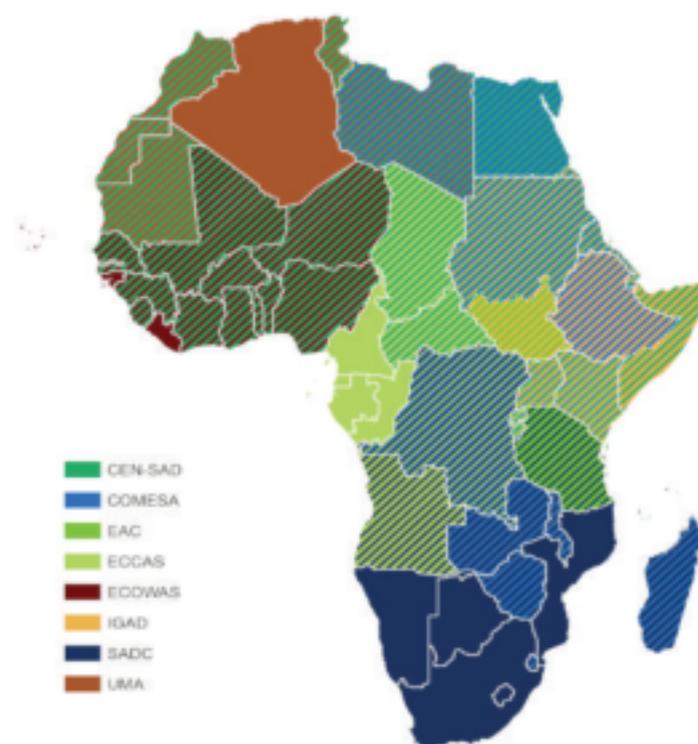
Presidential Infrastructure Champion Initiative (PICI) Coordinator.  
Office: +27112563553 Cell: +27653804157. E-mail: mustafas@nepad.org

### Country Focal Points:

| Country       | Project   | Name   | Designation  | Email                                  |
|---------------|---|--|--|--|
| Algeria       | The Missing Link of the Trans-Sahara Highway                        | Mr. Mohamed Ayadi  | Secretary – General of the TRLC  | clrt@hotmail.fr                        |
|               | Optic Fibre Link between Algeria and Nigeria via Niger.             | Mr. Hakim Ichira   | Director of ICT, Ministry of Post & ICT                                  | a.benkrid@mptic.dz                     |
| Congo         | Kinshasa-Brazzaville Bridge Road/Rail Project                       | Mr Gilles Prosper Lemborna Ngomot  | Ministerial Counsellor,  | gillesngomot@gmail.com                 |
| Côte d'Ivoire | The Abidjan-Lagos Highway Project.                                  | Mr Fabrice Coulibaly   | -  | fcoulibaly@ibtp.org;                   |
| Egypt         | Navigational Line between Lake Victoria and the Mediterranean.      | Dr. Tahani Sileet  | Director, Regional Cooperation   | tsileet@yahoo.com<br>tsileet@gmail.com |
| Kenya         | Lamu Port - Southern Sudan-Ethiopia Transport Corridor Project.     | Silvester Kasuku, MBS, CMILT<br>Supported by: orman Muraya & Victor Odingo | Director General & CEO,<br>LAPSSET Corridor Development Authority (LCDA) | dg@lapsset.go.ke                       |
| Namibia       | Namibia-International Logistics Hub.                                | Mr Willem Goeiemann  | -  | Willem.Goeiemann@mwt.gov.na            |
| Nigeria       | Nigeria-Algeria Gas Pipeline Project (Trans-Sahara Gas Pipeline).   | Eng. Chidi Izuwah  | -  | chidi_izuwah@yahoo.co.uk               |
| Senegal       | Dakar-Bamaka (part of Dakar-Ndjamena-Djibouti Road/Rail).           | Mr Abdoulyae Lo  | -  | ancf.dg@gmail.com                      |
| Rwanda        | Unblocking Political Bottlenecks for ICT Broadband and Optic Fibre. | Mr Proteas Kanyankore  | -  | kanyankorep@gmail.com                  |
| South Africa  | North-South Corridor.   | Mr. Hanief Ebrahim   | Office of the Presidency of South Africa                                 | hanief@dpme.gov.za                     |
| Sudan         | The Sawakin, Port Sudan Project.                                    | Gen Ibrahim Jabir Ibrahim  | CEO, National Secretariat of NEPAD/APRM                                  | alhawata@gmail.com                     |

## 13. Regional Economic Communities (RECS)

|   |   |  |
|---|---|--|
| <p>Arab Maghreb Union (AMU)</p>                               |    | <p>The AMU was instated in 1989 through the Consecutive Treaty of the Union of the Arab Maghreb. The aim of the AMU is to establish a free trade area in its five member states to foster economic and political unity in North Africa.<br/>Member states: Algeria, Morocco, Tunisia, Libya and Mauritania</p>   |
| <p>Common Market for Eastern and Southern Africa (COMESA)</p> |    | <p>Established in the mid-1960s, COMESA strives to achieve sustainable and social progress in its member states through development integration and increased co-operation.<br/>Member states: Burundi, Comoros, Democratic Republic of Congo, Djibouti, Ethiopia, Egypt, Eritrea, Kenya, Libya, Madagascar, Malawi, Mauritius, Rwanda, Seychelles, South Sudan, Sudan, Swaziland, Uganda, Zambia and Zimbabwe</p>   |
| <p>Community of Sahel-Saharan States (CEN-SAD)</p>            |    | <p>CEN-SAD focuses on the creation of economic unity via the free movement of people and goods through its member states. CEN-SAD was established 1998.<br/>Member states: Benin, Burkina Faso, Central African Republic, Chad, Comoros, Côte d'Ivoire, Djibouti, Eritrea, Egypt, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Libya, Mauritania, Mali, Morocco, Niger, Nigeria, São Tomé and Príncipe, Senegal, Sierra Leone, Somalia, Sudan, Togo and Tunisia</p>                         |
| <p>East African Community (EAC)</p>                           |   | <p>The EAC is a regional intergovernmental organisation comprising five member states and was established in 1967, and officially revised in 2000. It aims to create a prosperous, secure, competitive and politically united East Africa.<br/>Member states: Burundi, Kenya, Rwanda, Tanzania and Uganda</p>  |
| <p>Economic Community of Central African States (ECCAS)</p>   |  | <p>The ECCAS came into operation in 1985 as one of the African Union's economic communities. It promotes regional economic co-operation in Central Africa and aims to attain collective independence and raise the standard of living of its citizens by maintaining economic stability in the region.<br/>Member states: Angola, Burundi, Cameroon, Central African Republic, Chad, Republic of Congo, Democratic Republic of Congo, Equatorial Guinea, Gabon, Rwanda and São Tomé and Príncipe</p> |
| <p>Economic Community of West African States (ECOWAS)</p>     |  | <p>The ECOWAS, founded in 1975, comprises 15 countries that aim to promote regional economic integration in all fields of economic activity in West Africa.<br/>Member states: Benin, Burkina Faso, Cape Verde, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone and Togo</p>   |
| <p>Intergovernmental Authority on Development (IGAD)</p>      |  | <p>The IGAD was formalised in 1996 to assist and complement the efforts of its member states in achieving food security and environmental protection, peace and security, and economic co-operation and integration.<br/>Member states: Djibouti, Ethiopia, Kenya, Somalia, South Sudan, Sudan, Uganda, Eritrea</p>  |
| <p>Southern African Development Community (SADC)</p>          |  | <p>SADC was established in 1980 and is an inter-governmental organisation which aims to promote sustainable socio-economic development in the region.<br/>Member states: Angola, Botswana, Democratic Republic of Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Tanzania, Zambia and Zimbabwe</p>   |





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