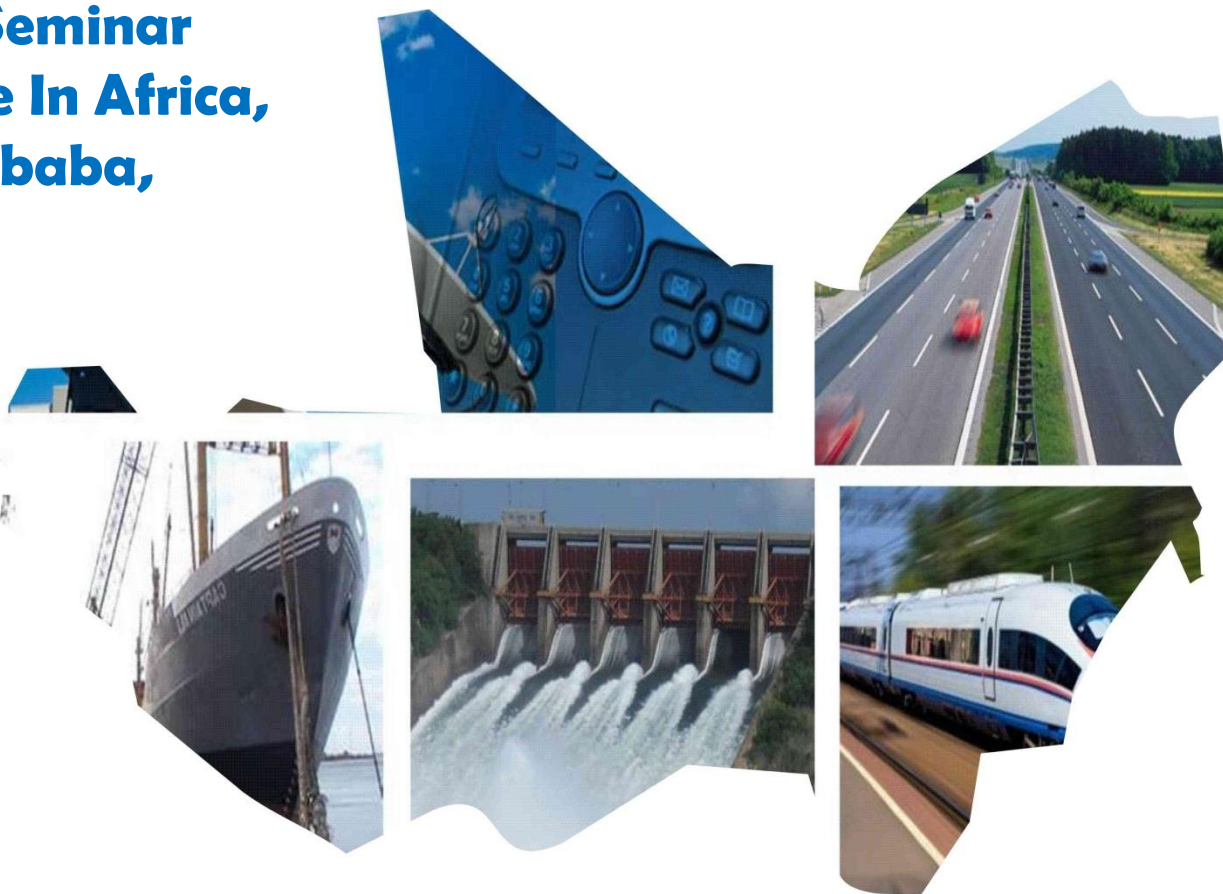




ECOWAS Regional Networks and Sector Governance Challenges

**EC Continental Seminar
on Infrastructure In Africa,
Oct 1-4, Addis-Ababa,
Ethiopia**



**David Kamara
Director, Transport & Telecoms**



OUTLINE

1. Introduction

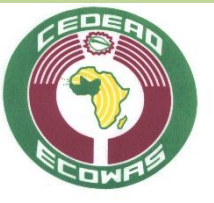
2. Challenges

- Finance and resource mobilization
- Institutional and capacity
- Infrastructures

3. Responses: Priority Interventions

- ECOWAS 5 - year strategic plan
- Finance and resource mobilization
- Project Preparation and Development
- Infrastructure projects (Energy, ICT, Transport)

4. Critical Success factors

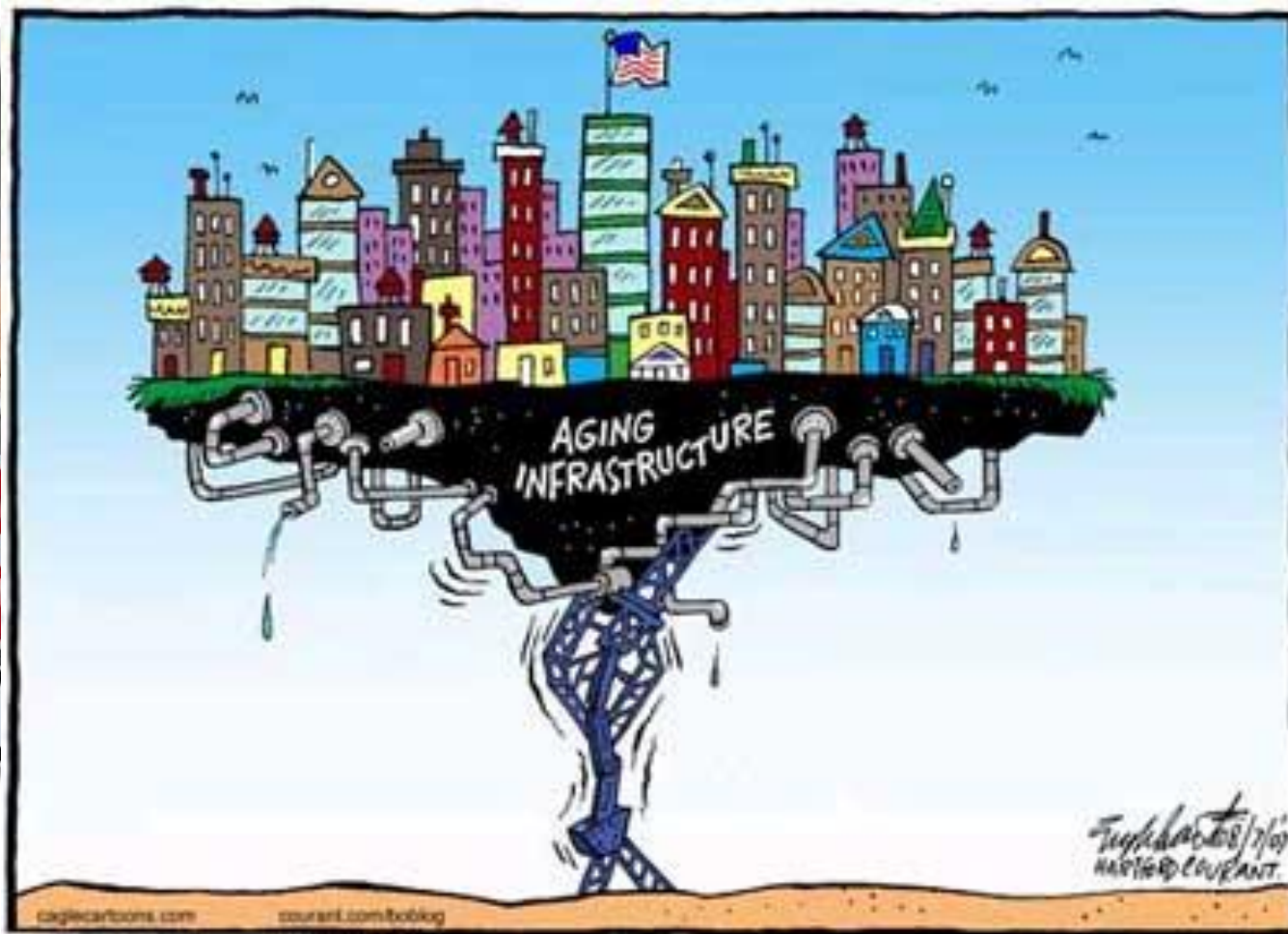


Introduction

- The Infrastructure development agenda is guided by Goal 2 of the ECOWAS regional strategic plan, **“To facilitate the development of infrastructure for the attainment of a Competitive Business Environment and Investment Capacities”**
- Programmes, projects and activities are tailored towards achieving this goal to promote integration and support growth in regional trade and free movement.
- These projects are in tandem with continental infrastructure development agenda such as the African Union (AU), PIDA (Programme for Infrastructure Development in Africa) for which ECOWAS is the designated coordinator of projects in West Africa

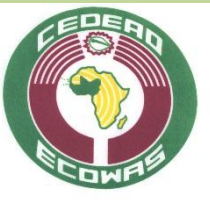


Challenges



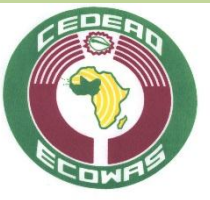
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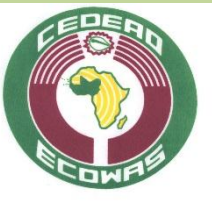
Challenges: 1. Finance & Resource Mobilization

- Inadequate investment finance for infrastructure development especially transport and energy sub-sectors, caused by:
 - Inadequate Government budgets and prioritisation;
 - Weakness in projects development, packaging and marketing;
 - Poor policy, institutional, legal and regulatory frameworks to attract large regional and international private sector finance (through PPPs)
- Limited mobilization of potential investment financing from the vast regional natural resource base
 - Fragmented resource mobilization
 - Lack of value addition
 - Inadequate knowledge base of the true resource base



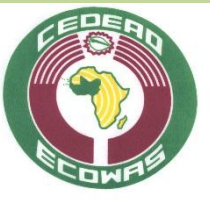
Challenges: 2. Institutional & Capacity

- **Inefficient Management Structures and Discordant Frameworks**
 - Policy, legal and regulatory frameworks and processes.
 - Institutional structure and functioning;
 - Resources management and operational inefficiency;
 - Lack of requisite technical human resources for infrastructure development
- **Limited regional dimensions to national infrastructure development strategies**
 - Low national interest in regional infrastructure projects
 - Inadequate technical capacity for regional infrastructure development and management
 - Project preparation and development



Challenges: 3. Infrastructure

- **Gaps in infrastructure development:**
 - Missing or undeveloped links along major regional (and national) infrastructure networks;
 - Infrastructure needed to make investment possible in hitherto “locked up” or underexploited resources or economic potential, for example in minerals, agriculture, tourism, manufacturing and processing industries; and
 - Insufficient intra and inter-regional transport access
- **Poor utilisation of existing infrastructure, in respect of:**
 - Standards and quality of infrastructure (harmonisation, establishing and application of requisite common standards and specifications);
- **Backlog maintenance resulting from:**
 - Inefficient maintenance management systems;
 - Inadequate and unreliable financing;
 - Inadequate capacity to carry out maintenance works.



Challenges: Infrastructure cont'd...

- Energy infrastructure and services are unevenly distributed and resources highly under exploited, with very low access rates and highly fragmented markets
 - WAPP demand forecast is 8.9%, requiring additional 90GW
 - Per capita consumption projected to 67% due to access increase
- Road transport haulage cost relatively high compared to other regions with inadequate multi-modalism;
 - Non-existence of cheaper alternatives like railways and regional maritime and coastal services.
- Slow and sporadic implementation of the Yamoussoukro Decision on Air Transport liberalization.
 - Poor Air connectivity between major capitals,
 - Non-viable airlines & High cost of air tickets
 - Inadequate airport infrastructure with periodic safety concerns
- Low international connectivity and high costs to telecommunication consumers.
 - Continental ICT demand projected to grow 20 times before 2020 due to broadband growth.



Responses!!!

Priority Interventions



- ✓ Regional Strategy
- ✓ Finance & Resource Mobilization
- ✓ Project Preparation & Dev't
- ✓ Infrastructure Development
 - Energy
 - Transport
 - ICT





5-year ECOWAS Strategic Plan: Infrastructure Development

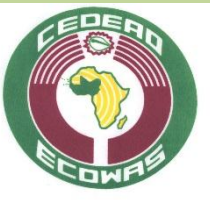
- Reduce cost and enhance provision of infrastructure services
- Increase involvement of the private sector and public-private-partnerships in infrastructure development
- Secure adequate funding for infrastructure projects facilitate member states access to funds, secure foreign capital and expertise
- Improve rural access to energy and energy services
- Focus on multimodal transportation systems to improve connectivity between member states





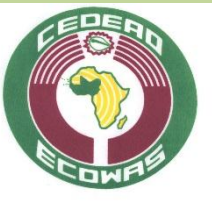
1. Finance & Resource Mobilization

- FODETE
 - Fund for the development and financing of regional Transport and Energy projects which is expected to be fed from a levy on the key export resources within the region.
 - Feasibility study for the establishment of the fund underway (project prioritization criteria, fund mechanism and Management, sustainability etc).
- Donor Engagements & Meetings
 - Coordinated donor inflows and interventions
 - Harmonized project and programme intervention/selection



2. Project Preparation & Development

- **Preparation of ECOWAS Regional Infrastructure Development Master Plan**
 - Provide a development framework for infrastructure to meet requirements and targets for 30-year (2015 – 2045) period
 - Define benchmarks, minimum and ultimate regional requirements and development targets in the area of Transport, ICT, Energy & **Water Resources?**
- **Establish the Programme Preparation and Development Unit (PPDU)** - Staff recruitment underway
 - Prepare and develop bankable regional infrastructure projects
 - Increase and promote private sector participation in the implementation of infrastructure projects within the ECOWAS region.
- **Programme for Infrastructure Development for Africa (PIDA)**
 - AUC/NPCA/AfDB project preparation, development & implementation capacity building



2. Project Preparation & Development: Priority Studies for 2013

Procurement process ongoing

- ECOWAN Study on market analysis and business model
- ECOWAS Regional Infrastructure Development Master Plan
- Lagos-Dakar Corridor missing links
- Development of airport infrastructure in West Africa
- Development of rural and peri-urban electrification in West Africa
- Development of a postal service Master Plan in West Africa
- Feasibility Studies for Railways new links

To be launched

- Procurement of Construction Works: Joint Border Posts between Ghana and Cote d'Ivoire
- Study for Extension of gas pipeline project
- Study for ECOWAS Energy Policy
- Feasibility Study for new Joint border posts construction
- Feasibility study for the construction of the regional broadband infrastructure including right of way for landlocked countries to submarine cables



3. Infrastructure Development....



“With regional spending needs of \$1.5 billion a year, catching-up on infrastructure could boost economic growth by five percentage points” – AICD study





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ENERGY



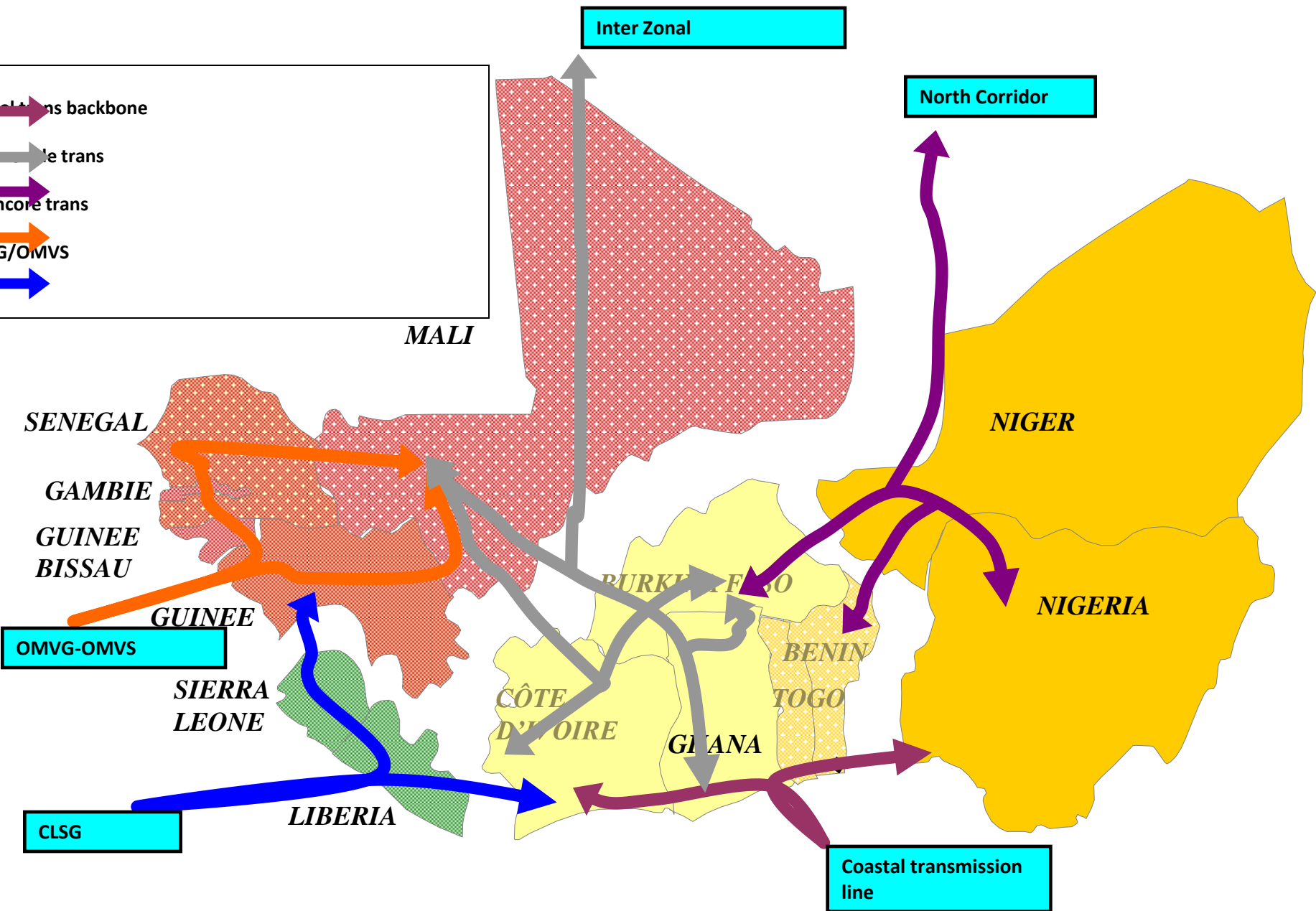
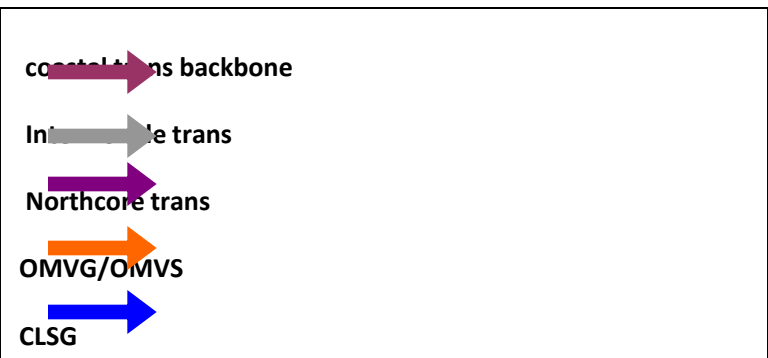
Infrastructure project under the West African Power Pool (WAPP)

- To integrate the national power systems of ECOWAS Member States into a unified regional electricity market, with the objective **to provide citizens with a stable and reliable electricity supply at affordable cost.**
 - WAPP comprises the development of generation and transmission capacities
 - **Construction of 6,700 km of transmission lines. Cost US\$6.5Billion:**
 - Sub-programme 1: coastal trans. backbone **(Cote d'Ivoire-Ghana-Benin/Togo-Nigeria)**
 - Sub-programme 2: **Inter-zonale trans hub (Burkina Faso, OMVS via Mali, Mali via Cote d'Ivoire, LSG via Cote d'Ivoire)**
 - Sub-programme 3: **Northcore trans (Nigeria, Niger, Burkina Faso, Benin)**
 - Sub-programme 4: **OMVS/OMVG electric networks development (Gambia, Guinea, Guinea Bissau, Mali, Senegal)**
 - Sub-programme 5: **Cote d'Ivoire-Liberia - Sierra Leone - Guinea (CLSG) system (funding obtained from World Bank)**
- 33 power plant projects for a total of 11,000 MW (Cost – US\$20.6 Billion)**
- **OMVG Project: Hydroelectric sites at Kaleta (240MW) and Sambagalou (128 MW)**

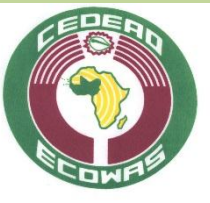


Infrastructure project (WAPP)...Cont'd

- 330kV Volta (Ghana) – Lome “C” (Togo), US\$149m. **Completion 2014, AfDB, KfW, WB**
- 225kV Bolgatanga (Ghana) – Ouagadougou (BF), US\$111m **AFD, EIB, WB**
- 60MW Felou Hydropower Facility (OMVS-SOGEM) – **Implementation level, US\$236m, WB & EIB**
- 225kV Cote d’Ivoire-Liberia-Sierra Leone-Guinea Interconnection Project: **WB, EU, EIB, 7.62**
- **450 MW WAPP Maria Gleta (Benin)** Regional Power Generation Facility – us\$564m. *At the Implementation level - completion 2017*
- **MV Cross Border Projects:**
 - Cote d’Ivoire-Liberia (1st ACP-Energy Facility): Electrification of 18 Communities in Liberia from Cote d’Ivoire, €9.6m. *completion 2013*
 - Ghana-Southern Togo (2nd ACP-EU Energy Facility), Electrification of 15 Communities in Southern Togo from Ghana €2.3m. *completion 2014*
 - Benin-Northern Togo (2nd ACP-EU Energy Facility), Electrification of 10 Communities in Northern Togo from Benin €2.3m. *completion 2014*
 - **450 MW WAPP Aboadze/Domunli (Ghana) Regional Power Generation Facility**, us\$564m, land Secured and commissioning expected in 2018
 - **330kV Aboadze-Prestea-Kumasi-Bolga (Ghana) Transmission Line Project**, **US\$174.8m secured from AfD**, commissioning expected in 2016



WAPP implementation sub programme



Specific Regional Energy Intervention Projects

- **Construction of 40 small hydro dams – UNIDO/ECREEE**
- Extension of the **West African Gas Pipeline**: to supply gas to **Côte d'Ivoire, Liberia, Sierra Leone, Guinea, Guinea Bissau, Gambia, Senegal, Niger, Burkina Faso and Mali**
- **Emergency Energy supply** programme (2008 OHoSG Summit)
 - Programme for energy supply and generation **Guinea, Guinea Bissau, Sierra Leone, The Gambia**
- Regional programme for **Power Regulation capacity building**
 - Assistance for the creation and installation of national bodies in charge of electricity sector regulation



ENERGY ACCESS/ RURAL ELECTRIFICATION



Waya (Nigeria) Small hydro power reservoir and intake structure



Setting up a PV system
Guinea Bissau



Rural and peri-urban electrification in West Africa (Phase 1)

Objective

- Increase access to electricity by about 200 million people in the ECOWAS region by providing electricity supply to 5,000 villages.

Cost: US\$2.5 Billion

Next Steps

- Detail studies to be undertaken for the whole programme.
- Fund mobilization
- Follow-up the projects implementation.

The ECOWAS/UEMOA White Paper for Access to Energy Services

Objective

- Increase by four fold, access of energy services to 36 million households and 49,000 localities by 2015

Cost: US\$12.7 Million

Key components

- Creation of an energy access unit,
- Creation of a data base,
- Final evaluation of energy investments programmes and energy fund mobilization



FEASIBILITY STUDY FOR THE EXTENSION OF THE WEST AFRICA GAS PIPELINE



Study Objective:

- To analyze the possibilities of extension of the West African Gas-Pipeline to Dakar through Abidjan, Monrovia, Free Town, Conakry, Bissau and Banjul and also to feed the inland countries without proven Gas reserves

Study Cost : US\$2million

Current WAGP Description

- 620 km of 20-inch pipeline extending from Lagos to Takoradi in Ghana; Capacity: 474 MMBtu / day with a potential to generate 2,500 to 3,000 MW
- Financed by a consortium ie WAPCo (Chevron / Texaco, Shell, NNPC, VRA, Sobegaz & Sotogaz) – US\$2billion
- Free flow since May 2009



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TRANSPORT



TRANS-**West African** HIGHWAY



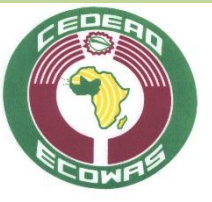
- **Trans Coastal, Dakar-Lagos corridor missing links (PIDA)**

Nigeria ; Benin ; Togo ; Ghana ;
Cote d'Ivoire; Liberia; Sierra Leone; Guinea
Bissau; Guinea; The Gambia; Senegal

- Improvement of existing roads
Boke (Guinea) – Quebo (Guinea Bissau),
112 km

- **Trans Sahelian - Dakar – Niamey-N'Djamena multimodal corridor (PIDA)**

- Senegal 315 km
- Mali **375 km**
- Burkina Faso **109 km**
- Niger **598 km**



Missing Links Improvement

- **Construction of bad sections on the Abidjan-Lagos Section – World Bank**
 - Phase I - Ghana 110km; Benin 17km; Togo 8km. Supervision, Technical Assistance & Road Safety
- **Rehabilitation of the Cotonou-Lome road – AfDB**
- **Construction of the Trans-Gambia Bridge – AfDB**
 - Construction of two roads in Senegal
 - Construction of two Joint Border Posts (Senegal & Gambia)
- **European Union 10th EDF Regional Indicative programme**
 - Construction of the Bandajuma to the Moa river bridge (45,2 km) – S. Leone-Liberia
 - Improvement/Construction of 3 bridges located over the Sewa, Waanje and Moa rivers in Sierra Leone
 - Construction of Zinder- Nigeria Border Road (Niger-Nigeria)
 - Koupela Piega-Fada Gourma-Niger Border (Burkina Faso-Niger)
- **ECOWAS-AUC-AfDB Champion Infrastructure Program**
 - Dakar-Lagos missing links - Road
 - Cotonou-Niamey-Ouagadougou-Abidjan railway links
 - Dakar-Bamako-Ouangolodougou and Dosso(Niger)-Northern Nigeria railway links
 - Sambagalou dam and interconnection lines – OMVG
 - Fomi multipurpose dam – Guinea



Construction of Joint Border Posts (JBPs)

OBJECTIVES

- To enhance movement of persons, vehicles and goods within the Community joint controls in a single location
- To enhance the effectiveness of border controls

BENEFITS

- Average border crossing time reduced to 3 hours
- Clearances for buses and passenger cars halved
- Freight times reduced quite dramatically.
- Pre-clearance possible through information & equipment sharing





Update on the construction of the JBPs

Project Update

- Architectural and engineering designs completed
- Construction ongoing on three (3) sites: **Nigeria/Benin border, Togo – Ghana and Benin – Niger border.**
- ECOWAS Regional Supplementary Act for JBPs submitted to ECOWAS Parliament
- Undertake study on detailed JBP operational procedures manuals customized for specific JBPs

Next Steps

- Secure funding for remaining JBPs
 - Bénin-Togo €16.00m
 - Ghana-Côte d'Ivoire €20.00m
 - Guinée-Mali €16.00m
 - Ghana-Burkina Faso €16.00m
- Undertake detailed baseline studies of existing borders controls to inform the development of modified manuals
- Undertake detailed training programmes for border control officials on the JBP scheme





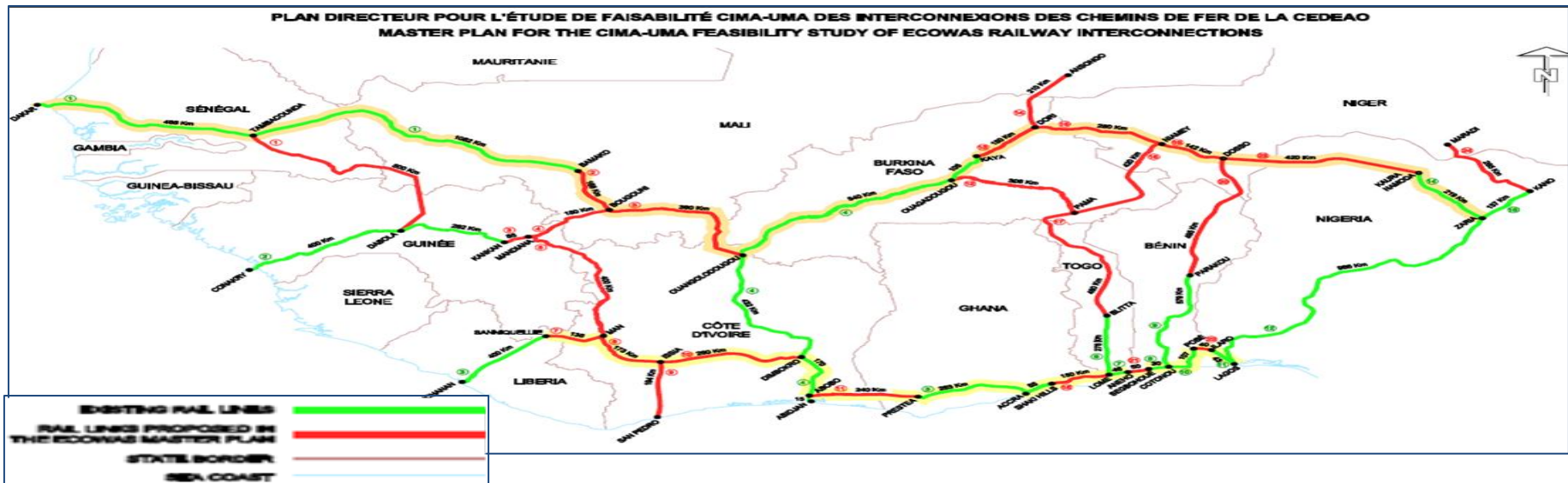
AIR TRANSPORT- Projects

- Establishment of an Air Transport Legal Framework for ECOWAS region
 - Publish, awareness campaign and follow up of the implementation of the Air Transport Supplementary Acts to sustain a Community Air Transport Market
- Enhancement of Aviation Safety and Security
 - Pooling of resources for Civil Aviation Authorities (CAA) capacity building through an Unique Regional Aviation Safety Oversight Organization (RSOO) and a Regional Pool of Experts for Aviation Security Regional in ECOWAS region
- Facilitating of a Viable Airline Industry in the region
 - Projects for the viability of the airline industry such as **Aircraft Leasing Company, Aircraft Maintenance Facility, Regional Air Transport Data Base, enhance airport infrastructure** and the **creation of ECOWAS Airlines cooperation** (joint ventures, mergers, alliances, etc).
 - Aeronautical Cooperation
 - Implementation of the MoU of July 2012 with ECAC, the Technical Agreement signed on 17 October 2012 with WFP and Finalize draft Air Services Agreements with EU and Brazil.





ECOWAS RAILWAY MASTER PLAN



OBJECTIVE

- To enhance competitiveness of economy in the region by providing affordable transport costs for agriculture and mining products and goods.

Master plan details

- ECOWAS Railway Master Plan developed in 2009, identifying 17 priority links
- Rehabilitation of 3,300 km existing railways
- Construction of 6,700 KM of new lines

Update

- Railway Route (Cotonou-Niamey-Ouagadougou-Abidjan Railway- 2,681 km)



ECOWAS RAILWAY MASTER PLAN

Trans Coastal New Links

- Ilaro - Pobé 23 km;
Segbohoue - Aného 49 km;
Lomé - Téma 147 km;
Prestea - Abidjan 222 km

Rehabilitation link

- Cotonou- Segbohoue 50 km
- Aného-Lomé-Blitta 334 km
- Dakar - Bamako 1,150 km

Interconnection New links

- Blitta-Pama-Fada Ngourma-Ouagadougou **783 km**;

Blitta- Sokodé-Fada Gourma-Niamey **839 km**; Bougouni-Mandiana-Kankan **261 km**; Tambacounda - Dabola **646 km**; Man -Mandiana- Kankan **576 km**; Dimbokro -Diléya-Man- Sanniquellie **535 km**; Ansongo - Dori-Kaya **363 km**; Man -Diléya- San Pedro **399 km**

Next Steps

- Feasibility and detailed studies to be undertaken
- Funds Mobilization



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INFORMATION & COMMUNICATION TECHNOLOGY (ICT)



ICT - ECOWAN Project

- **ECOWAS WIDE AREA NETWORK (ECOWAN)** - public sector e-governance computer network, connecting all ECOWAS institutions, Governments and affiliated organizations. **Cost - US\$130m**

Benefits to ECOWAS

- Enhance knowledge sharing and regional integration
- Secure communication, administration and financial transactions portal.

The Project comprises:

- **Fibre-optic connectivity** within a country (Middle Mile connectivity)
- **Cross-border connectivity**
- **Last Mile (end-user) connectivity**
- **Capacity building**
- **Core Applications to be deployed**
 - **THE REGIONAL CONTROL,**

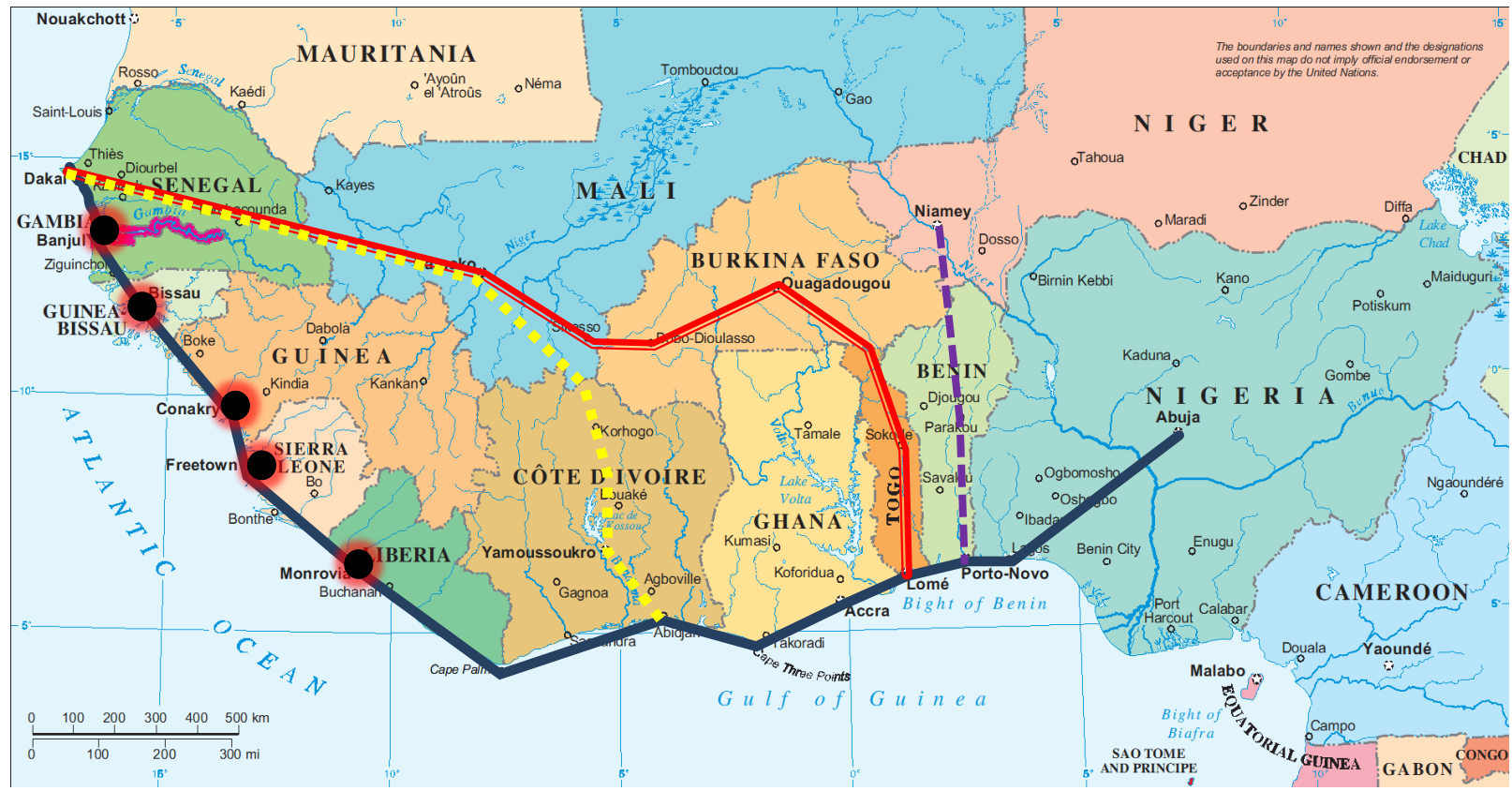
- **COMMAND AND COMMUNICATION (R3C)** – The connectivity of the Heads of State and Government, Foreign Affairs ministries, ECOWAS Institutions and fee paying applications
 - **ALISA** – Customs connectivity and transaction support
 - **RVAIS** – Regional Vehicle Administration Information system
 - **WAMI** – connectivity for national central banks enabling real-time financial transaction support

Update

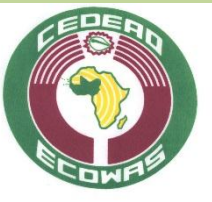
- The Gambia and Sierra Leone have both signed loan agreements with the Islamic Development Bank (IsDB) for the implementation of the project .
 - **IsDB has also indicated interest to finance the implementation project in other IsDB member countries**



ECOWAN Implementation plan



- Individual country
- Coastal corridor
- CV-Senegal-Mali-Cote d'Ivoire link
- == Senegal-Mali-B/Faso-Togo link
- == Niger-Benin link



Critical Success Factors

1. **Need to respect the Regional mandate accorded ECOWAS by the 15 Member States**
 - ECOWAS procurement process
 - Active participation needed even in national level implementation
2. **Requisite Capacity Needs** (Departments, Agencies, technical Assistance, etc)
 - Staffing requirements and resources
 - Training
3. **Member States**
 - Capacity building
 - Commitment (preparation, implementation, operations, etc)
 - Sensitization
4. **Funding Funding Funding**



**Thank you for
your kind attention**

