

Djibouti, 2-3 June 2014



General Guidance for the Programming

Transport & ICT Sectors

EUROPEAID

Sustainable Growth and Development Water, Energy, Infrastructures



Transport & ICT Sector

- > Context
- > General policies
- Working Method and Process
- > ICT: a cross cutting sector
- > Transport: a strategy with 2 pilars
- Questions and answers
- Objectives of the seminar



CONTEXT

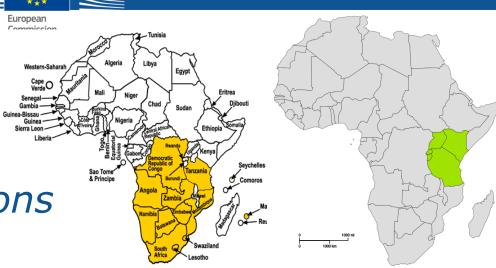


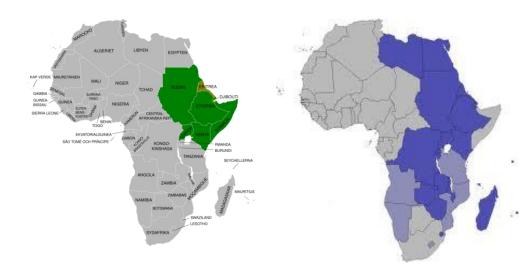
Context

5 Regional Organisations

- COMESA
- EAC
- IGAD
- IOC
- SADC

29 Countries

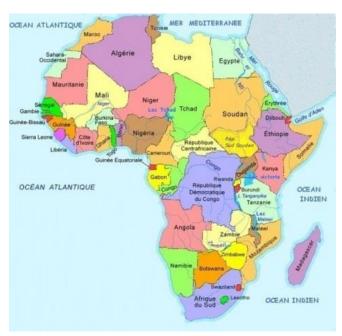






Context

- Economical disparities
- Specific problems:
 - Island states
 - Landlocked countries
 - Fragile states
- Discrepencies in natural resources
- Different climate problematics





GENERAL POLICIES



General Policies

Agenda for Change

- Focus on inclusive and sustainable economic growth
- Regional economic integration: driver for development



General Policies

Increasing impact

- Value for money approach
- Blending Grants Loans
- Sustainability
- Increase the role of private sector

Focus on PIDA and regional strategies



General Policies

Regional envelope of 600Mio€

Main Sector:

Regional Economic Integration

Main Objective:

Regional Infrastructure Networks



WORKING METHOD & PROCESS



Coordination Principles

Level 2

- National delegation
- National Autorities
- HQ Services
- EEAS

Level 1

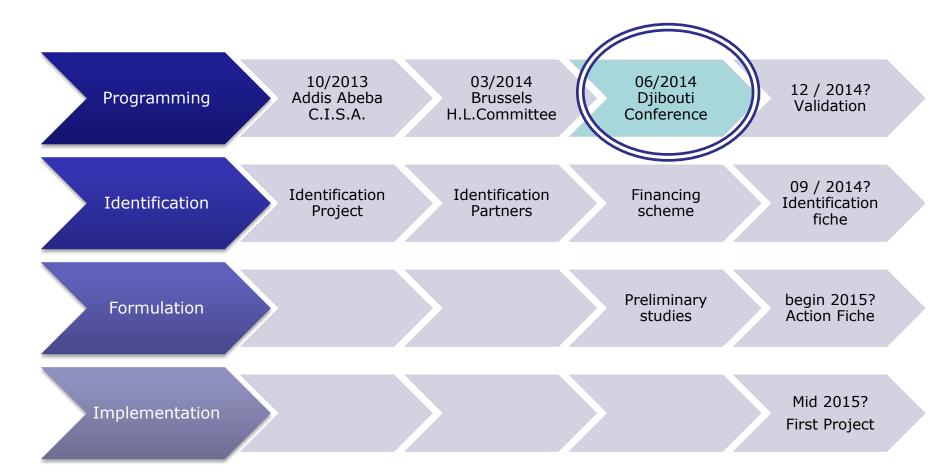
- RO's
- Regional Delegation
- Regional Coordinator
- Thematic Unit

Level 3

- Development banks
 - Cooperation partner
- Other Regional Organisation
- Other Donnors



Process





ICT:

A CROSS CUTTING SECTOR



ICT: a cross cutting sector

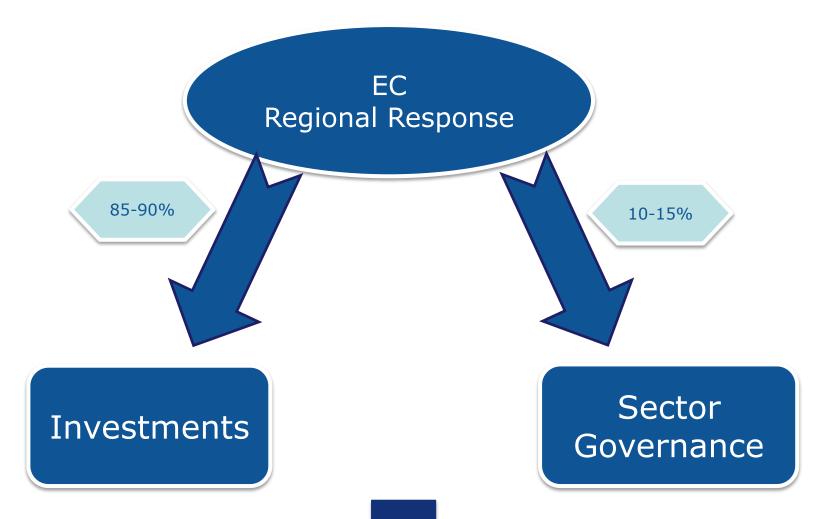
- > ICT: important support tool for other sectors
 - Development of enabling environment
 - Capacity building
- Project of regional importance through blending
- Harmonisation of policies at Pan-African level



TRANSPORT: A STRATEGY WITH 2 PILARS



Transport: a strategy with 2 pilars



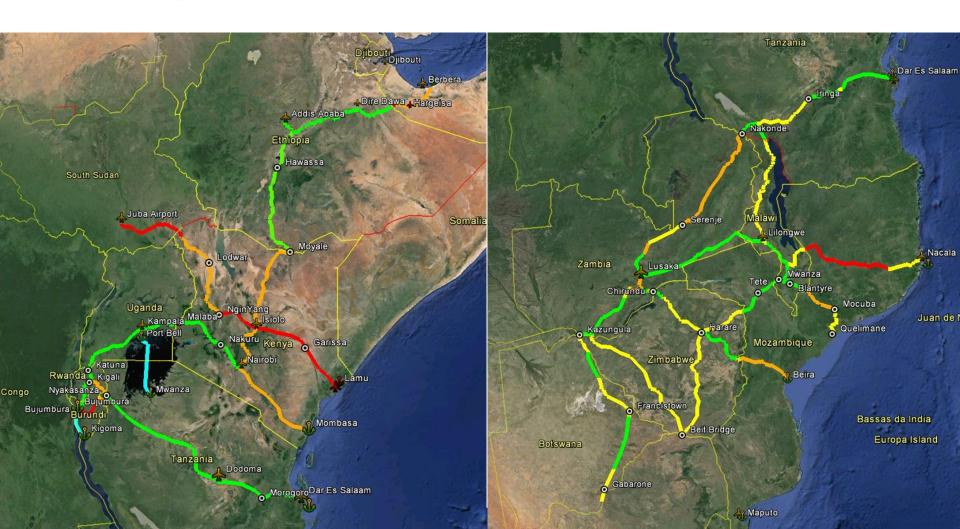


- > Corridor from PIDA and/or Regional priorities
- > Sustainability of the investment
 - Effective maintenance strategy
 - Axle load control reinforcement
- Priority to project
 - Studies finalised
 - Availability of financing partner (Blending)
 - Added value of the EU grant
- Multi-modal approach



- > Focus on the missing links
- > Complementarity with other actions/donors
- > Area of attention
 - Environment impact of the project
 - Safety during construction and usage







- General ESA-IO
 - Regional Ports & Airports
- > Eastern Africa
 - North-South Corridor (Djibouti/Berbera-Addis Abeba-Nairobi)
 - LAPSETT Corridor (Lamu-Isiolo-Juba)
 - Northern Corridor(Mombassa-Nairobi-Kampala-Bujumbura)
 - Central Corridor (Dar Es Salaam-Dodoma-Kigali)



- > Southern Africa
 - North-South W Corridor (Dar Es Salaam-Nakonde-Lusaka-Gaborone)
 - North-South E Corridor (Dar Es Salaam-Lilongwe-Mwanza-Beit Bridge)
 - Nacala Corridor (Nacala-Lilongwe-Lusaka)
 - Beira Corridor (Beira-Harare-Lusaka)
- > Indian Ocean
 - Multi-modal corridor between Island and Continent



- > Need to focus on fewer project!
 - Based on selection criteria
- > Assesment
 - Maturity
 - Sustainability



Transport: Sector Governance

- > TA for Regional corridor
- > Maintenance of the investment
- Reinforcement of the Axle load control
- > Market integration (Border crossing, harmonisation)
- > Improvement of transport competitiveness and efficiency



Reinforcement of axle load control

Organisation of an axle load conference

- > Objective:
 - Definition of the roadmap
- > Timing:
 - November 2014 (To be Confirmed)
- > Location:
 - (To be confirmed)



OBJECTIVES OF THE SEMINAR



Objectives of the seminar

- > Narrow down the list of selected project
- > Identification of first projects to be financed
- Confirmation of the axle load seminar



QUESTIONS AND ANSWERS