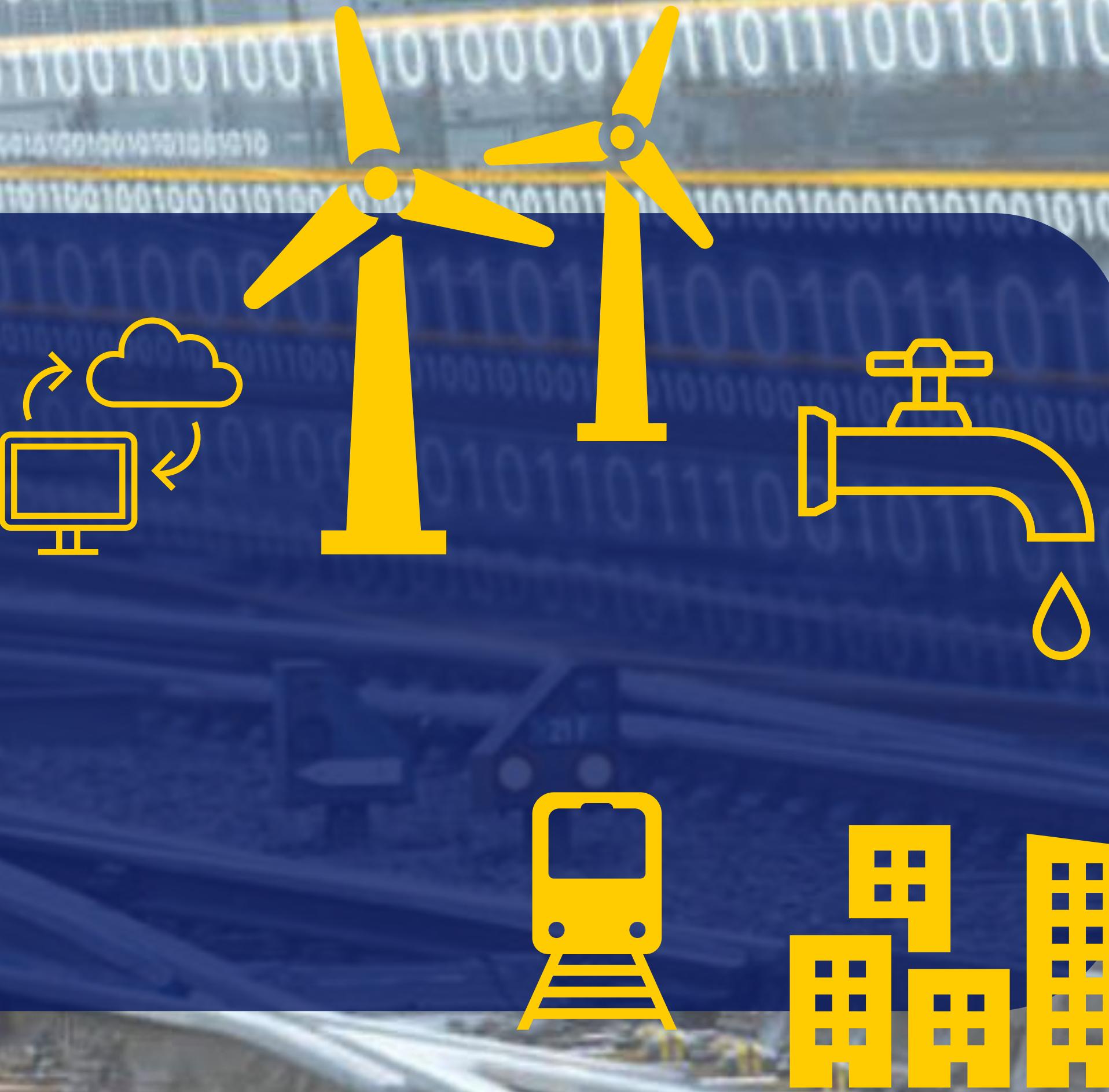




Global Gateway

30 June - 4 July

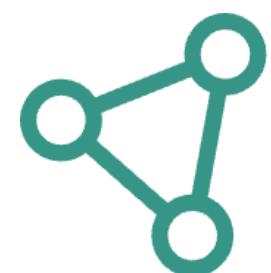




Interconnecting Central Africa's Transport and Green Corridors



Imperatives for Central African Development



Regional Integration Challenges

Central Africa faces fragmented connectivity and underutilized natural transport corridors

Its waterways structured the establishment of the capitals and main cities of the region



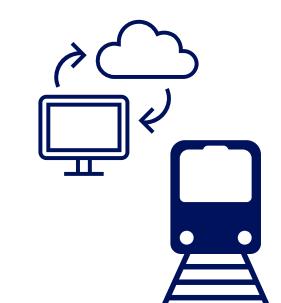
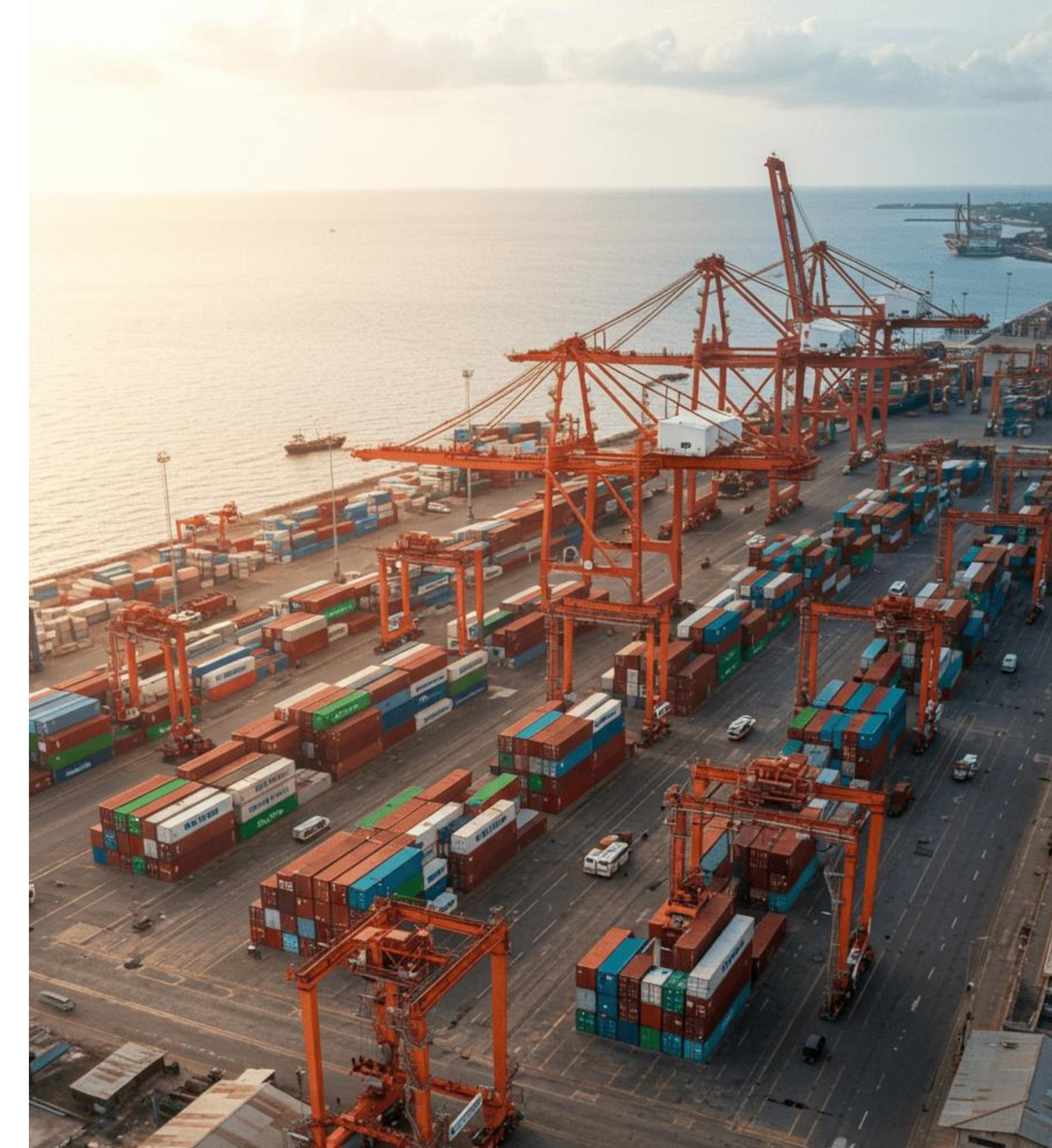
Economic Backbone

The African Continental Free Trade Area aims to establish a market of 1.5 billion consumers with \$3.4 trillion GDP, dependent on efficient transport networks.



Paradigm Shift

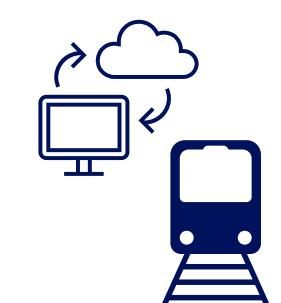
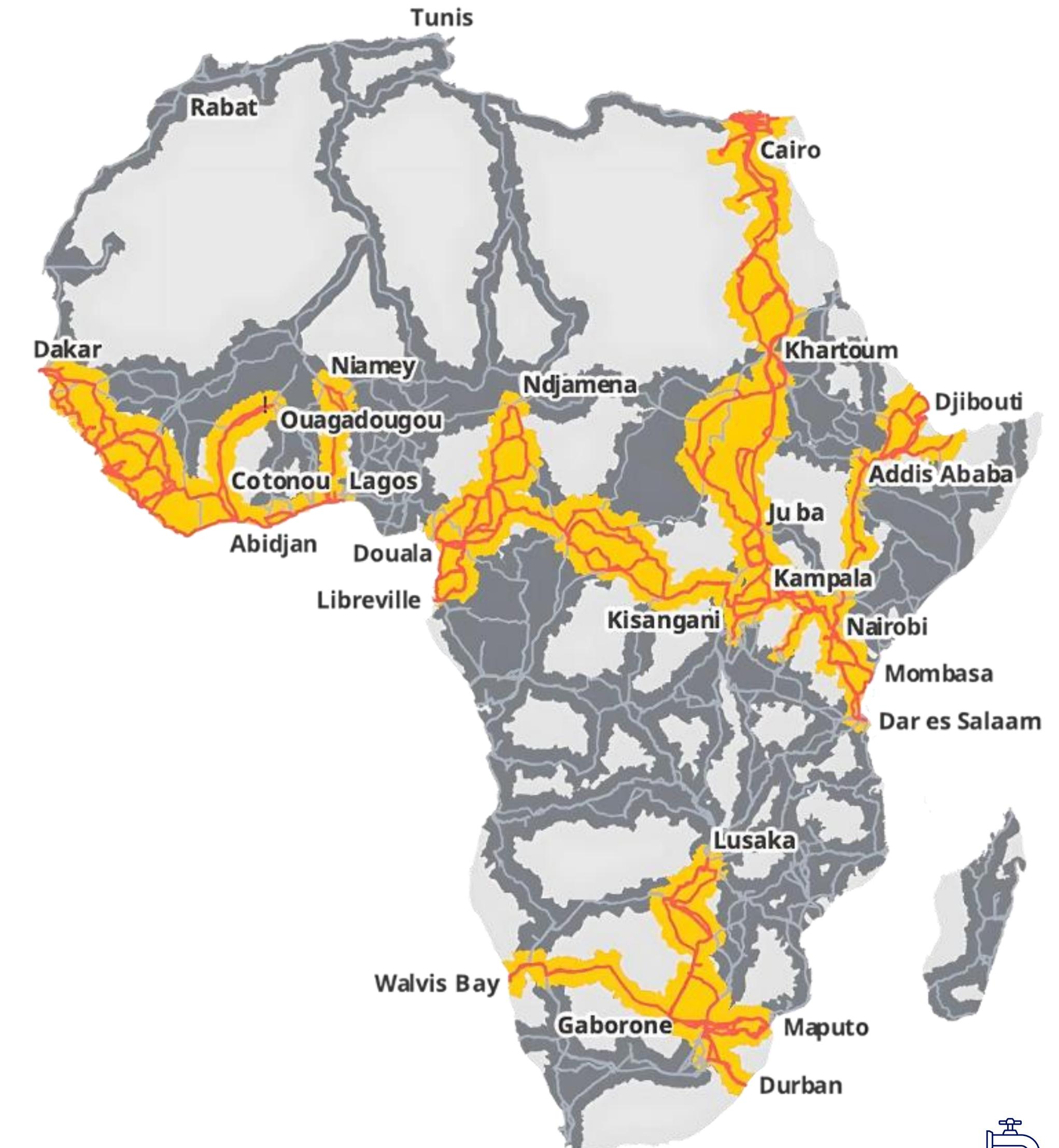
The Green Corridor concept signals a move beyond purely economic metrics to a holistic approach integrating environmental conservation and social inclusivity



Strategic corridors across Africa

Ambition by 2030: Integrate the African and European multimodal transport networks in line with the regional and continental frameworks and tailor these networks to the economic potential of an African Continental Free Trade Area.

1. ABIDJAN-LAGOS
2. ABIDJAN-OUAGADOUGOU
3. PRAIA / DAKAR-ABIDJAN
4. COTONOU-NIAMEY
5. LIBREVILLE / KRIBI / DOUALA-N'DJAMENA
6. DOUALA / KRIBI-KAMPALA
7. DAR ES SALAAM-NAIROBI-ADDIS ABABA-BERBERA / DJIBOUTI
8. MOMBASA-KISANGANI
9. MAPUTO-GABORONE-WALVIS BAY
10. DURBAN-LUSAKA
11. CAIRO-KHARTOUM-JUBA-KAMPALA



Strategic importance of the Corridor Pointe-Noire Brazzaville Kinshasa Bangui

It plays a critical role for the integration of the regional economy, in synergy with corridor 6

Maritime Gateway

Pointe Noire serves as Central Africa's deepwater port. It offers vital access to global shipping routes.

Multi-Modal Connections

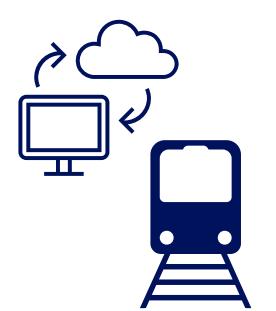
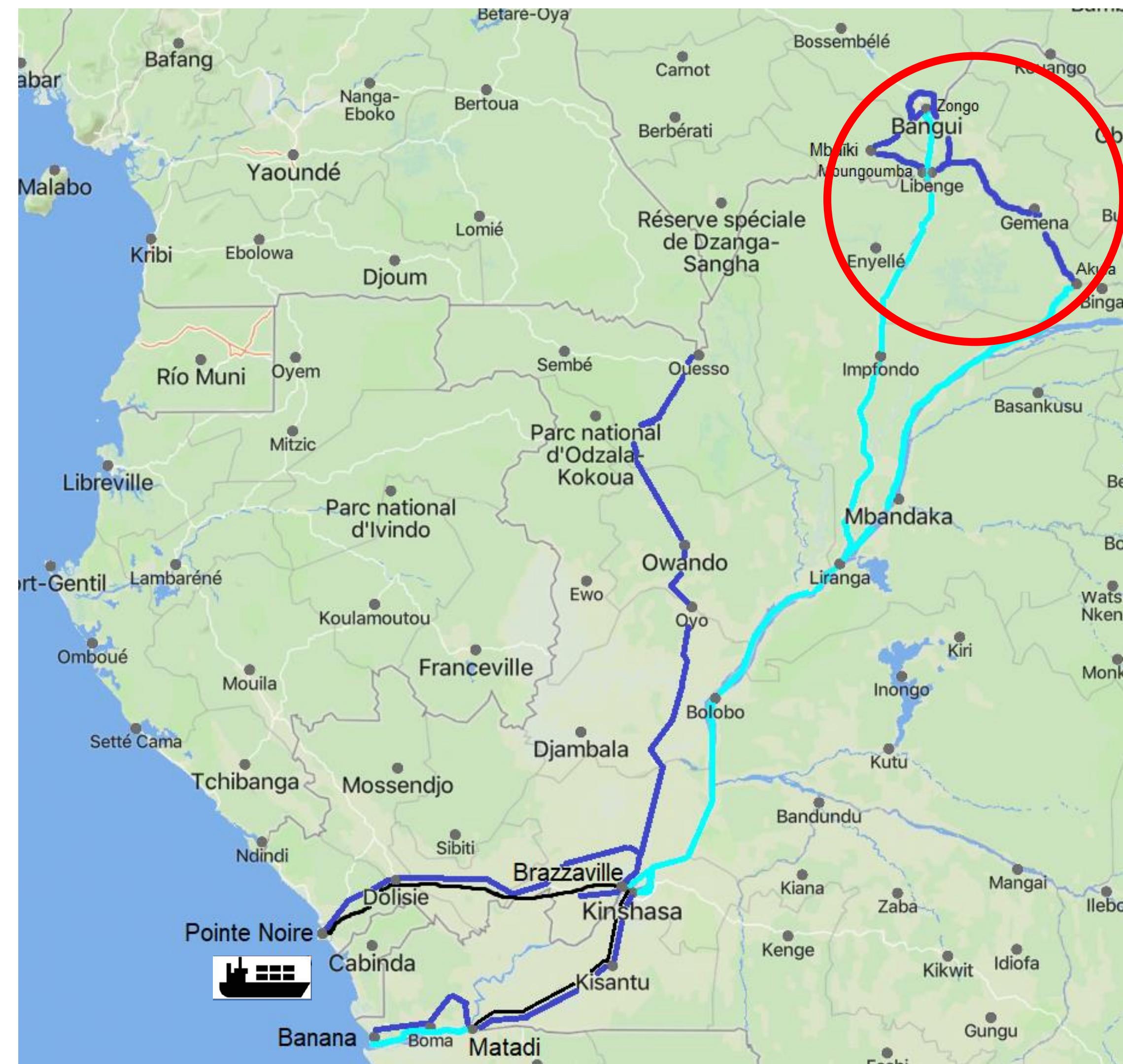
Essential access route for CAR, DRC, and potentially Chad.
Waterways, railways and roads

Economic Backbone

The corridor serves four countries with 130+ million people with an aggregate trade volume worth approximately \$25 billion annually.

Urban Hubs

Major cities along the route function as economic centers. They create commercial gravity for surrounding regions.



Pointe-Noire: connecting the corridor to the world

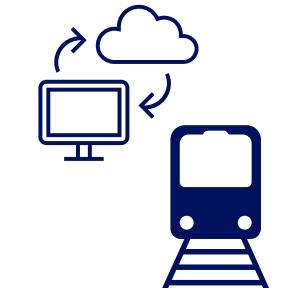
The **Port Autonome de Pointe-Noire (PAPN)** is a critical gateway for Central Africa, has undergone and continues to experience significant development and modernization (EU/AFD modernization of the port, WeCAPS, SCOPE projects). These efforts aim to enhance its capacity, efficiency, and role as a regional and international hub.

Upgrades

- **Dredging:** Channel maintenance and deepening for larger ships
- **Quay Rehabilitation & Extension:** Renovating and extending existing quays; building new ones, fishing port.
- **Container Terminal Expansion:** Expanding container storage and protection works boosting capacity from 1M to over 2.3M TEUs annually, using 100% electric equipment.

A vital regional strategy

- For now, 80% of the PAPN's activity consist of transshipment to feeder ships, to supply smaller ports
- **With the competition from the new deep-water ports (Kribi, Banana), it is vital for Port Autonome de Pointe-Noire to develop its activity towards and from the areas located in the Congo basin, in the heart of Central Africa.**



Boosting the Pointe-Noire - Brazzaville - Kinshasa - Bangui Corridor

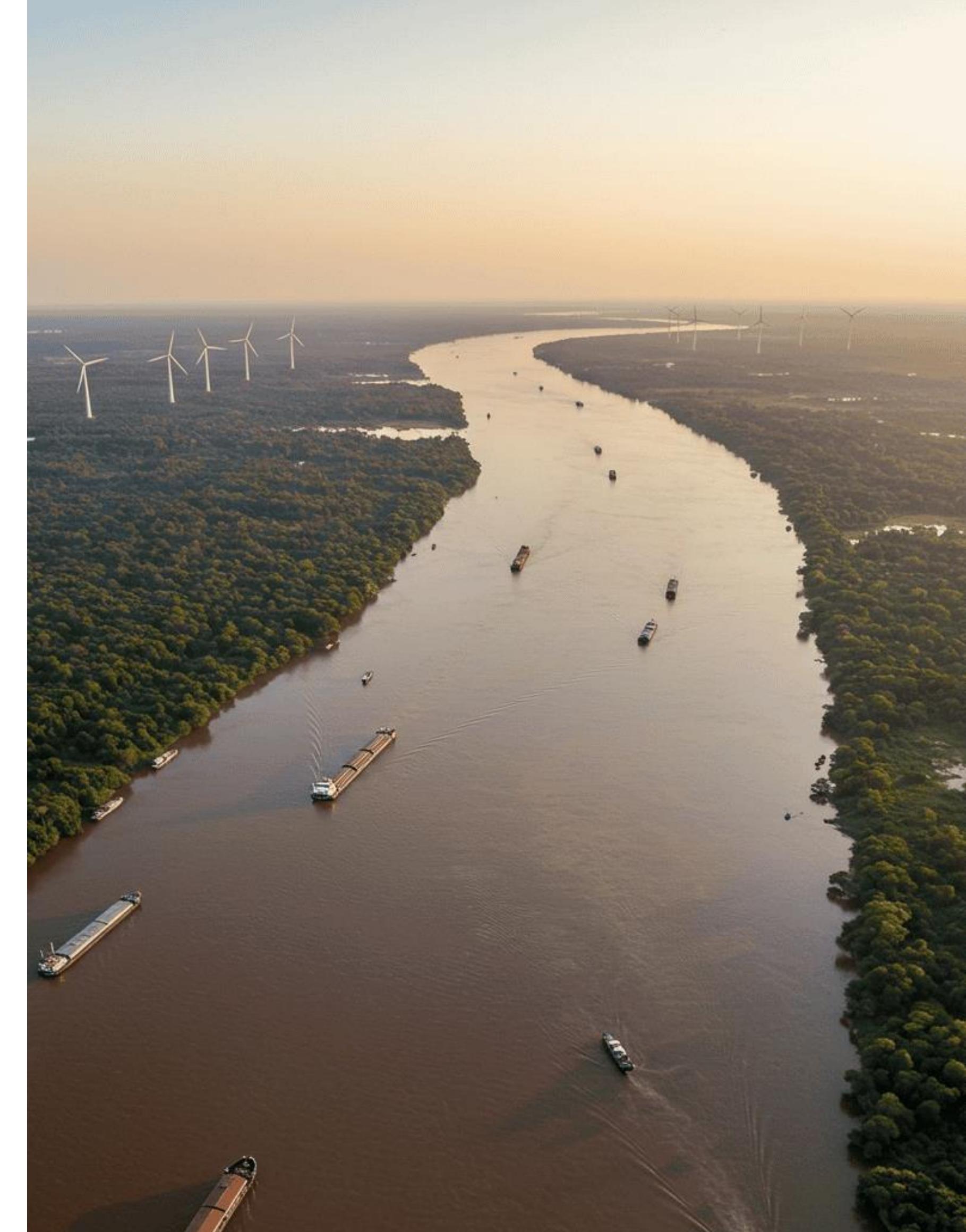
Purpose & Objectives

- Improve river transport
- Promote intra-regional trade
- Enhance accessibility for landlocked countries
- Connect CAR and north DRC to sea via Port of Pointe Noire

Key Infrastructure

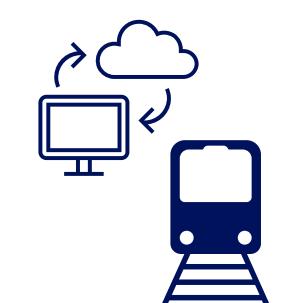
- Huge Waterways network (Congo and Oubangui : 1200 km)
- Kinshasa-Brazzaville Bridge
- Railway from Kinshasa and Brazzaville to Ocean
- Modern weighbridges to protect the roads

The corridor aims to reduce transport costs and to promote low environmental impact transportation to the heart of Central Africa.



Financial support from DFIs

- **EU:** €30 million grant in GG Flagship project at the Port Autonome de Pointe-Noire (PAPN) (+70M loan AFD + 35M own sources)
- **African Development Bank (AfDB):** Committed over €468 million
- **World Bank Group:** a credit of €82 million to the Republic of Congo and a €208 million grant to CAR

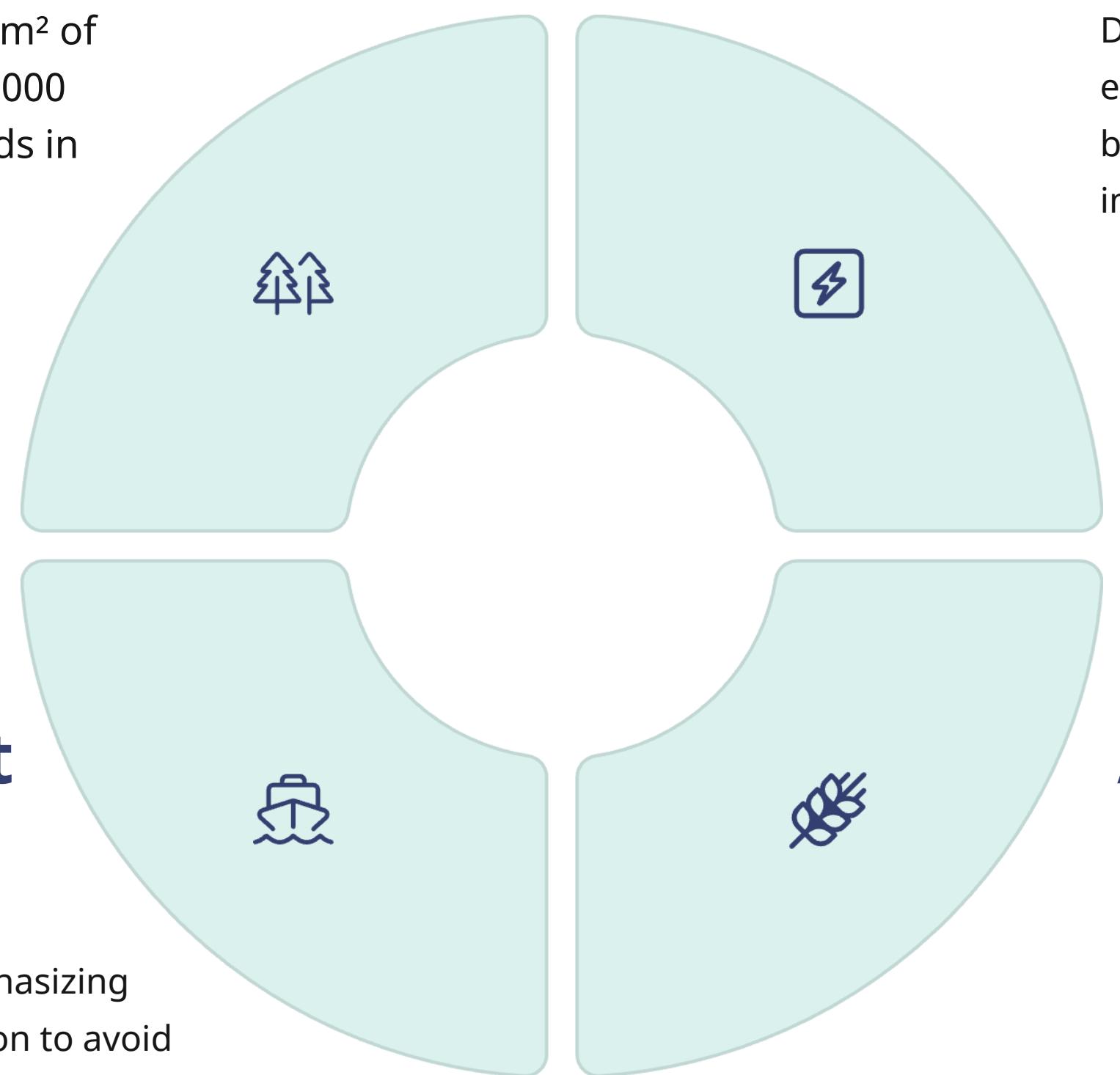


DRC's Green Corridor: Vision for Sustainable Growth

The EU's Global Gateway initiative supports the DRC's Green Corridor, a 2,600 km sustainable corridor from Eastern DRC to Kinshasa and the Atlantic Coast. This aims to boost agriculture, foster economic development, and preserve the DRC's biodiversity, often called the "last lungs of the Earth." The EU and its Member States have invested €1 billion in this region over the past decade, covering conservation, agriculture, energy, security, and transport. An additional €78.6 million is pledged for the new Green Corridor program.

Conservation

Protect over 100,000 km² of primary forest and 60,000 km² of critical peatlands in the Congo Basin.



Low-Impact Logistics

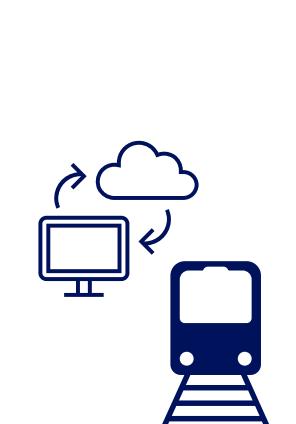
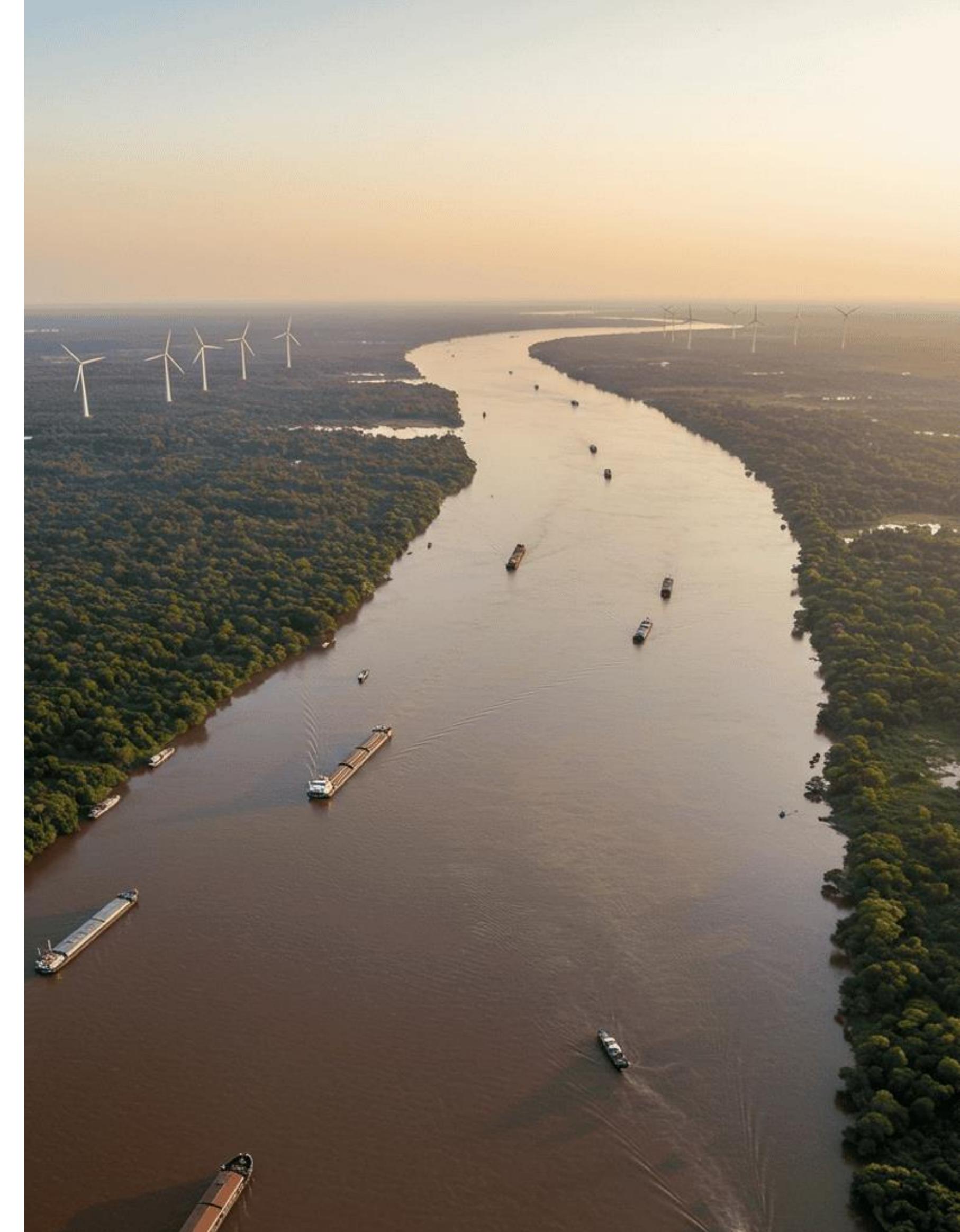
Create sustainable transport solutions emphasizing river-based transportation to avoid deforestation.

Renewable Energy

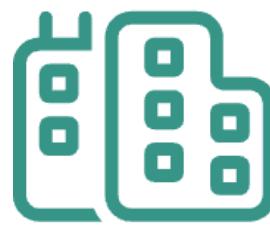
Develop 200MW of renewable energy across the corridor by 2030, building on 45MW already installed in Kivu.

Agroecology

Annually transport 1M tons of Kivu agricultural products to Kinshasa. Support smallholder producers with sustainable, biodiversity-respecting market connections.



Interconnectivity and Synergies



Kinshasa/Brazzaville as Strategic Nexus

The capital serves as the critical junction where both corridors converge, with the Kinshasa-Brazzaville Bridge forming a vital physical link.



Complementary Objectives

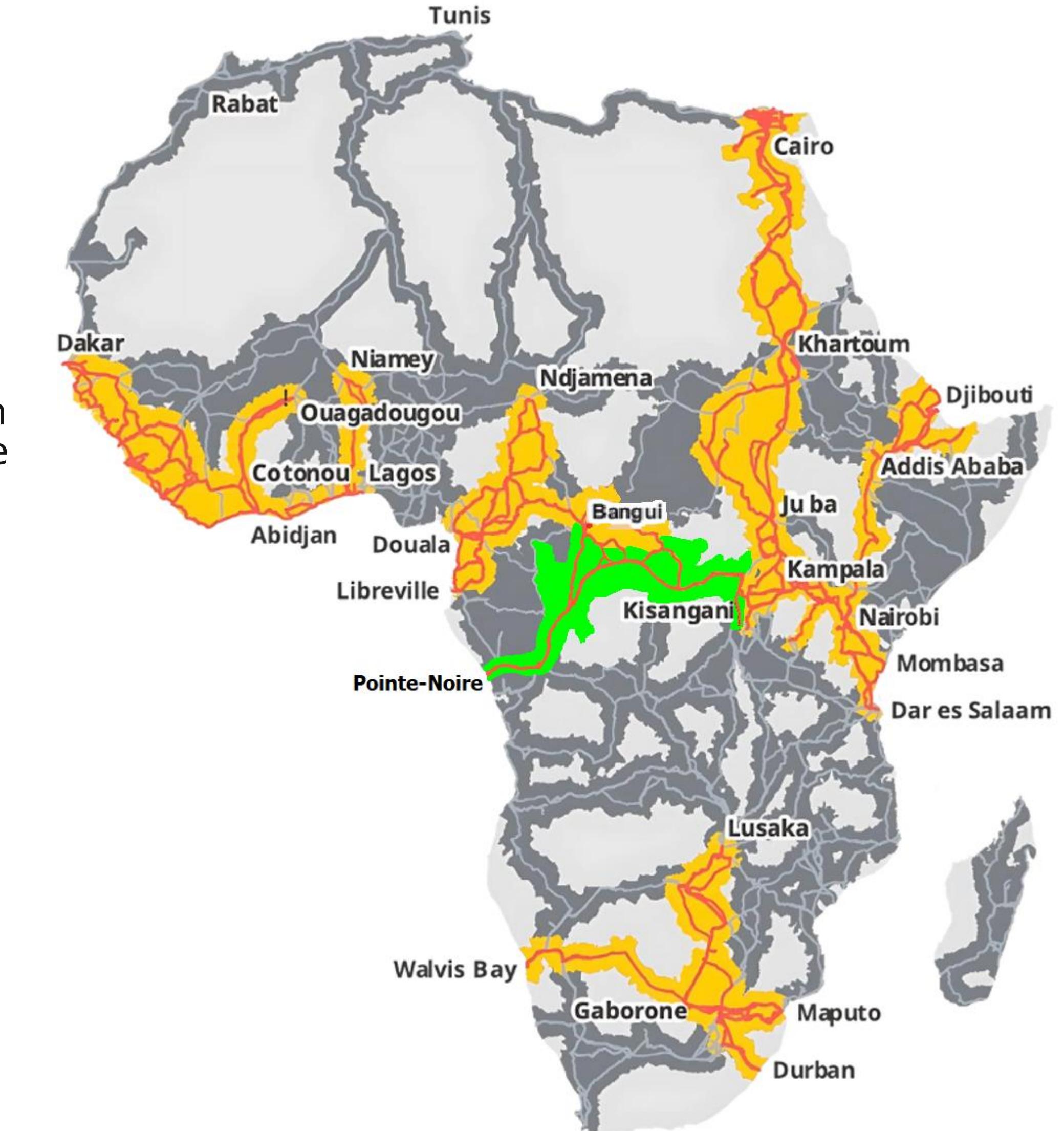
Transport infrastructure enhances capacity to move sustainable products, while green practices provide blueprint for reducing carbon footprint.



Extending DRC's Green Corridor Concept to Pointe-Noire Brazzaville Kinshasa Bangui Corridor

Both corridors are located in the Congo Basin, in total synergy with corridor 6 : they have to be developed with the same high level environmental standards.

Together they create one large Congo Basin Green Corridor.



Challenges and Recommendations

Environmental Safeguards

Reconcile infrastructure expansion with conservation goals through comprehensive impact assessments and climate-resilient design, by extending the concept of DRC's Green Corridor to the corridor Pointe-Noire Brazzaville Kinshasa Bangui, since they share the same Congo basin.

Governance

Strengthen cross-border coordination and harmonize regulations across ECCAS member states to facilitate efficient trade.

An ideal fit for the Global Gateway and Team Europe strategies

The strategic Pointe-Noire – Brazzaville – Kinshasa – Bangui corridor is fully in line with the European Union's Global Gateway initiative, which aims to promote smart, clean, and secure connections to stimulate sustainable development, regional integration, and economic diversification.

19 projects has just been identified by GGTSM, to boost and to modernize this corridor (new companies, new container ports, etc) that are ready to be implemented.

Community Inclusion

Ensure Free, Prior, and Informed Consent from local communities and indigenous peoples, with equitable benefit sharing.

Provide people safe boats to travel from one city to another by river.

Sustainable Financing

Leverage EU Global Gateway and AfDB funding to create innovative blended finance mechanisms that attract private investment.



Download

Identification and Cartography Study of Future Projects on the Pointe-Noire Brazzaville Kinshasa Bangui Multimodal Transport Corridor



<https://circabc.europa.eu/share/fs/j6v5yfcksu>

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