

# Adequacy of JAES Transport Roadmap



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## JAES 2014-2017 Transport Road Map vs SDGs and COP21

47. In the **field of transport**, we will strive for the **reduction of transport costs and boosting of intra-African trade** by bringing **regional transport corridors** to an adequate level of service, which is **sustainable, safe and reliable**. More attention will be given to the **economic, social and environmental dimensions of transport**. We will provide sustainable and adequate financial and human resources for the **deployment of satellite navigation infrastructure based on European Geostationary Navigation Overlay Service (EGNOS)** and establish governance and financing schemes for the capital and operational expenditures of EGNOS in Africa for the countries concerned. **Multimodal inter-connections** must be the tangible link that unites our two continents and must reflect the privileged relationship between Africa and the EU.



**Target 3.6:** By 2020 halve the number of global deaths and injuries from **road traffic accidents**



**Target 9.1** Develop **quality, reliable, sustainable and resilient** infrastructure including **regional and trans-border infrastructure**, to support economic development and human well-being, with a focus on **affordable and equitable access to all**

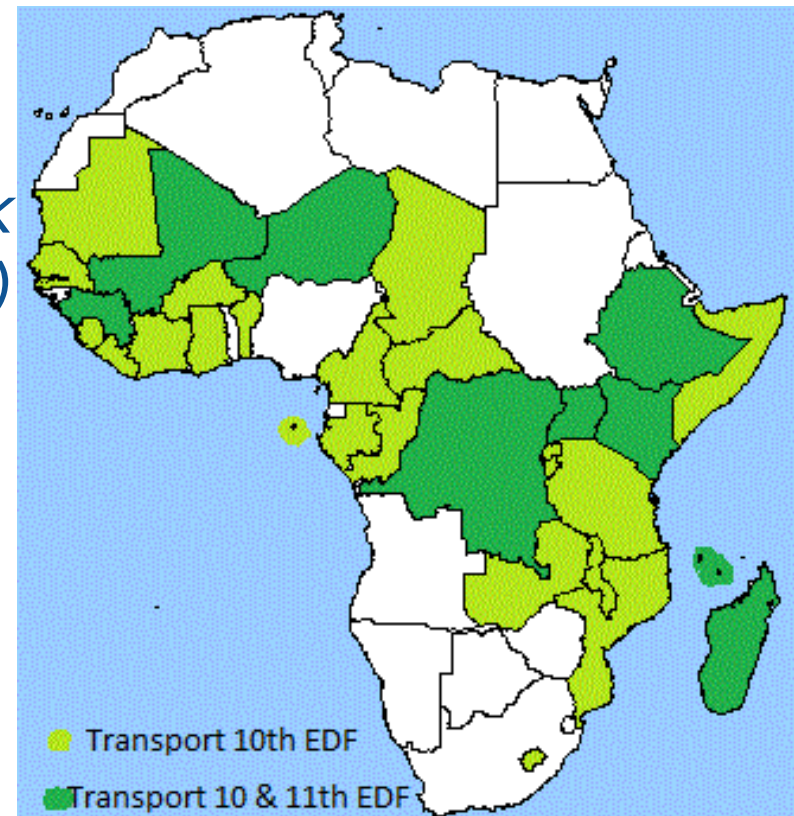


# EC Transport Cooperation in support of 2014-2017 JAES Road Map



## 10<sup>th</sup> EDF : Ongoing Transport Cooperation under National Programmes (NIPs) in support of JAES Transport Road Map

- *> 32 Countries*
- *> 7,200 km of road network supported (T,M,D Networks)*
- *€ 3.5 bn investments*
- *Road sector: most financed mode (97%)*
- *Studies/Capacity building*
- *"Consolidation" objective*





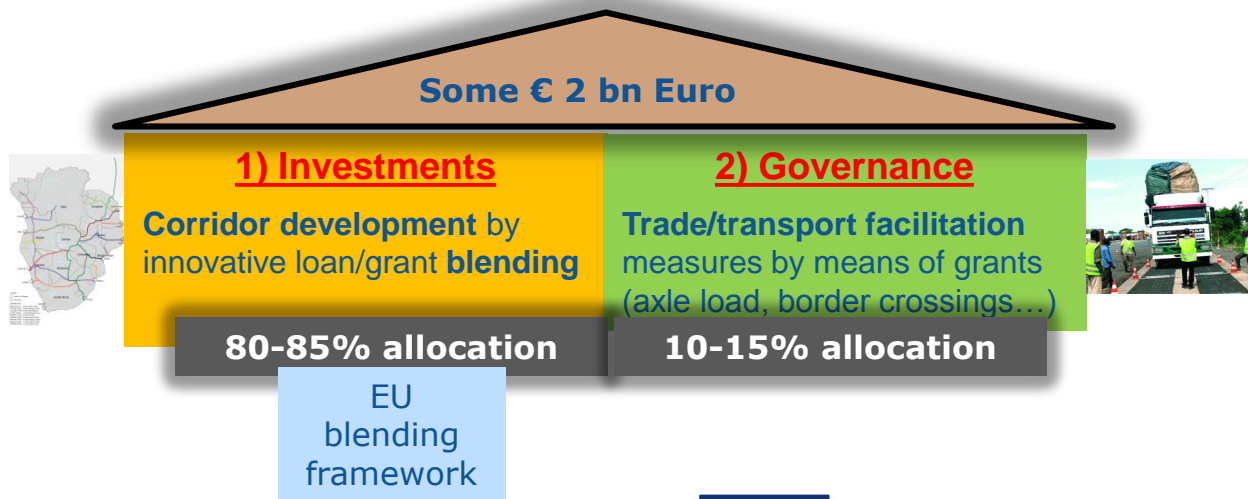
## 11<sup>th</sup> EDF Policy Shift

### 1) Under National (Bilateral) Portfolios:

-> **Disengagement** from transport in line with priorities of EU Development Policy " - Energy and Agriculture"

**BUT**

### 2) Strategic Response to regional and continental transport programmes



**FROM**  
**Bilateral Grant**  
previous EDFs

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**TO**  
**Loan/grant**  
**blending**  
via EU blending  
framework

### Example under 11<sup>TH</sup> EDF Regional Programme: Regional Governance Support ESA

#### Intervention Logic

A more competitive,  
integrated and  
liberalised regional  
road transport  
market in the ESA  
region.

Harmonised road  
transport policies,  
laws, regulations,  
standards and  
institutions in the  
East and Southern  
African region.

#### Results

ESA Vehicle Load  
Management Strategy  
Implemented

Harmonised ESA  
vehicle regulations and  
standards  
implemented

Pre-condition for ESA  
transport registers and  
information platform  
implemented

Efficiency of regional  
transport corridors  
improved



## Example under 11<sup>TH</sup> EDF Regional Programme: Regional Governance Support ESA

### Implementation Framework



#### Support to domestication

- Development of model guidelines
- Targeted assistance at Member State level (demand-based)
- TA to introduce new or amend existing legislation

#### Capacity building focusing at levels

- Regional
- Corridor
- National
- Road Transport Regulatory institutions

#### Enhance coordination

- Between RECs;
- Between RECs and Member States
- Between TRIPS management Centre and RECs and Member States

#### Improved aligned between regional at national priorities

- Enhanced engagement of national planning agencies involved in cross border transport (e.g customs, roads, police Health, environment) and line Ministries



### Conference Axle Load Control (June 2015)

#### ➤ **Coordination**

- **UEMOA/CEDEAO/UE**
- **Level: Transport Ministers** UEMOA/CEDEAO + EM UEMOA + Ghana et Guinée
- **Objectives: Road Map** – application/domestication of regional legislative framework

#### ➤ **Results**

- Reinforced fight against overloading through implementation revised penalty schemes and offloading arrangements (Sept 2015)
- Transitional measures at ports (Sept 2015)
- Full Application of Overloading legislative framework (Juin 2016)

### Support to Observatoire des Pratiques Anomale (OPA):

- Financing the OPA in West Africa as independent regional observatory in charge of accounting the level of illicit fees along the main commercial corridors (8).
- Delivers two reports per year, ranking the different countries in function of the level of illegal costs per 100 km.

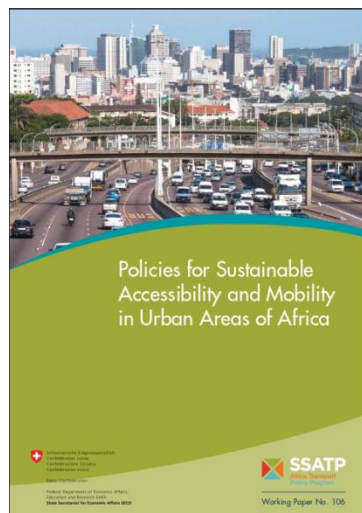
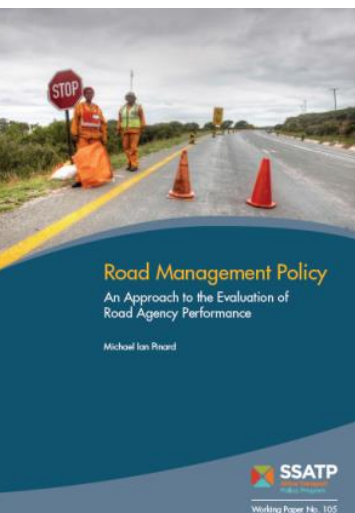






### DP 2 (2009-2014) Themes

1. promoting comprehensive pro-poor and pro-growth transport sector strategies;
2. promoting sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services; and
3. improving transit transport along selected international corridors.

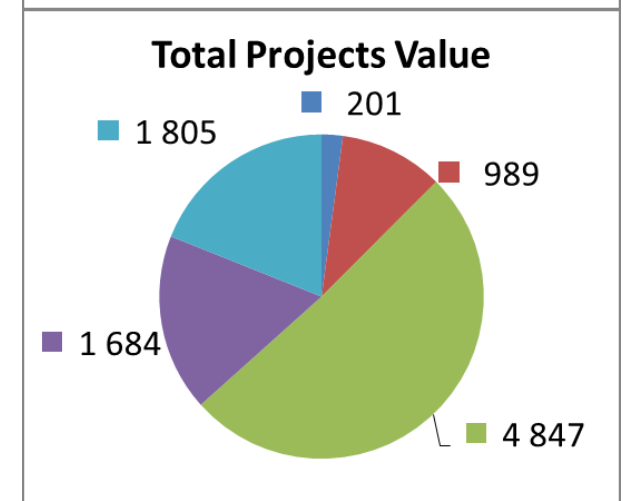
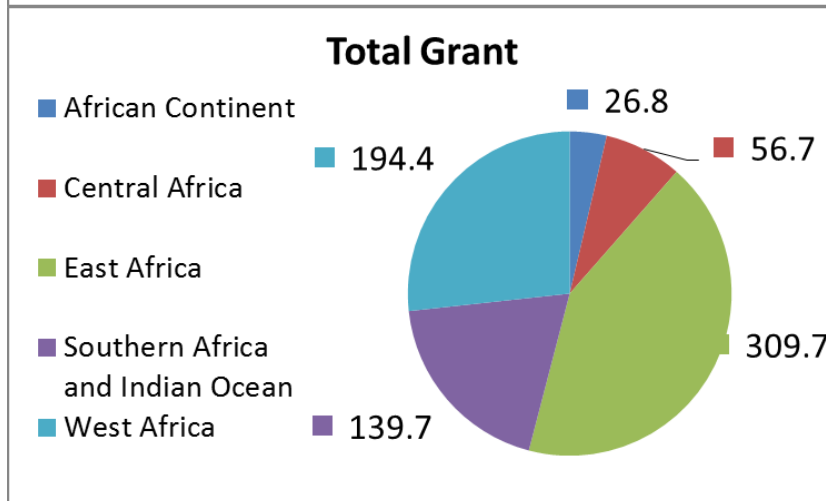
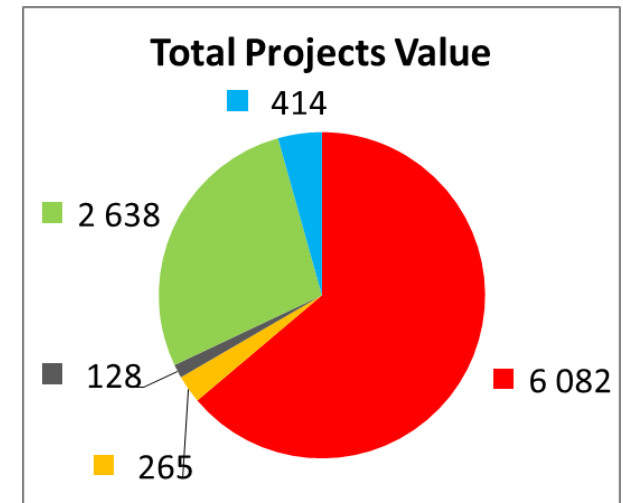
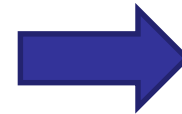
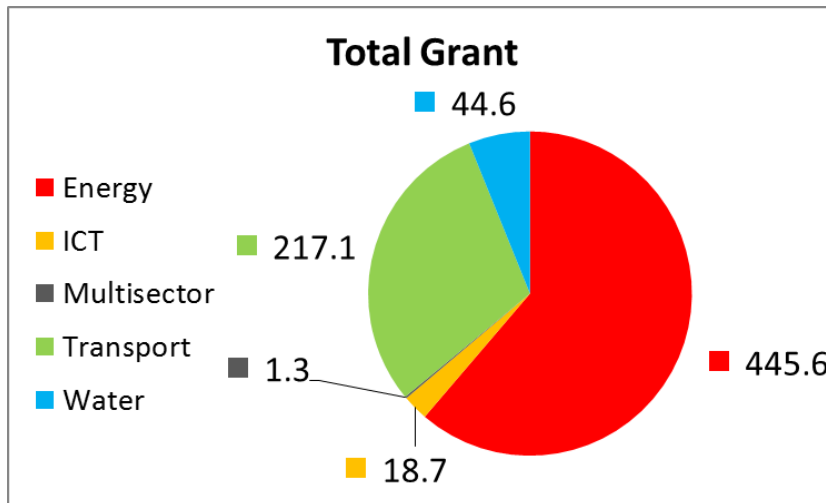


### DP 3 (2014-2018) Themes

**Cluster A: Integration, connectivity and cohesion;**  
**Cluster B: Urban transport and mobility; and**  
**Cluster C: Road safety**

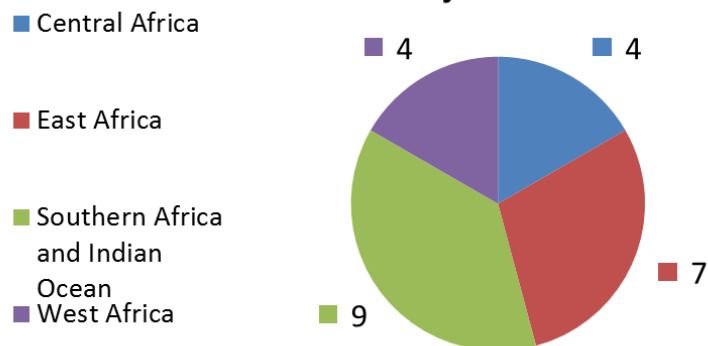
**Pan-African Allocation: € 8 million**

### Infrastructure Trust Fund: 90 projects at regional level...

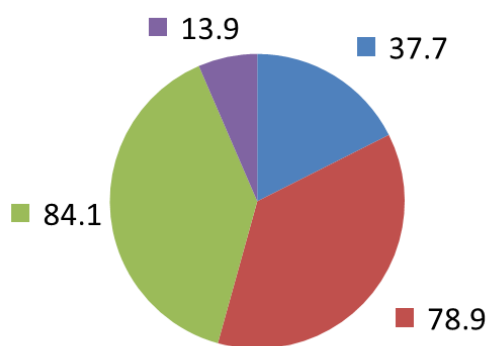


### Infrastructure Trust Fund: Transport Sector - 24 projects

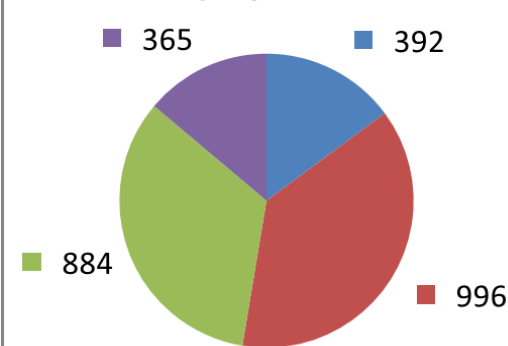
Number of Projects



Total Grant

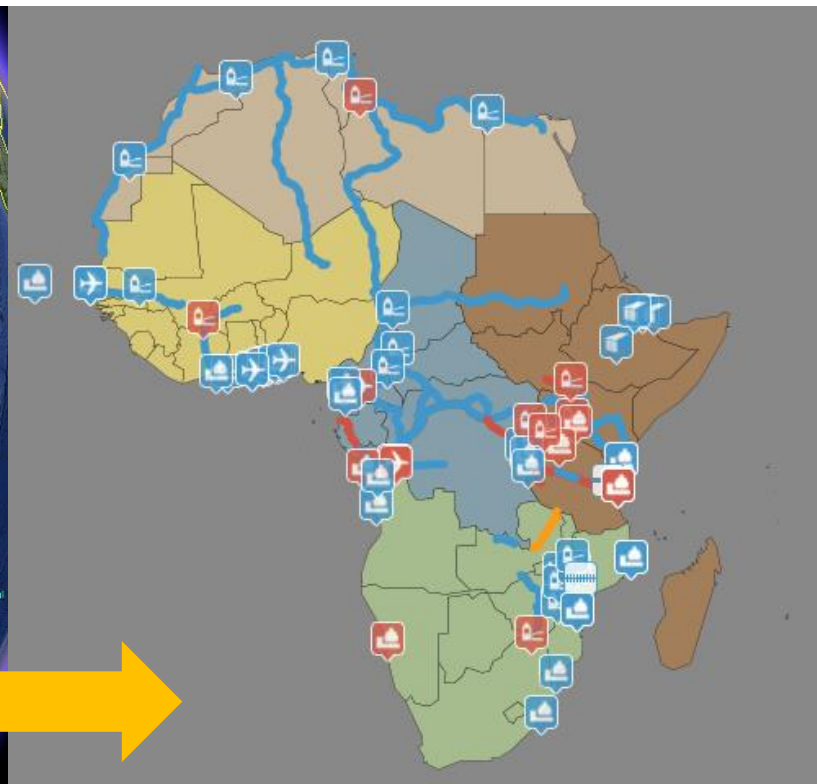


Total projects value



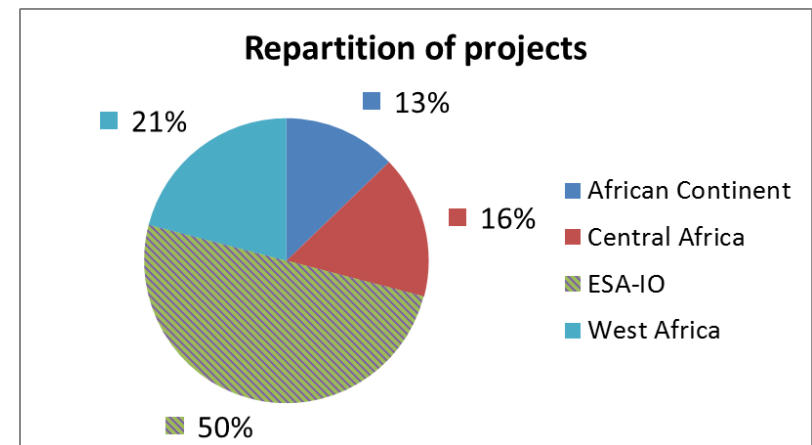
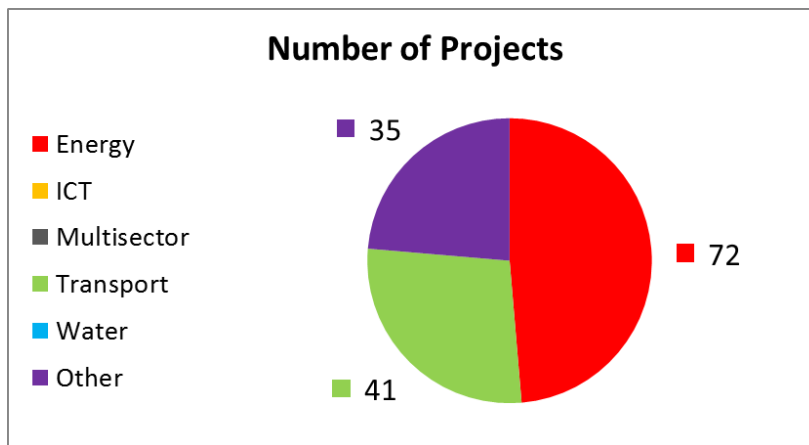
- *Only regional project*
- *Multi-modal support*
- *Corridor prioritisation*
- *TA+Project Preparation*

# PIDA Transport



## In direct PIDA support

- Africa Investment Facility: Pipeline of more than € 25 bn of potential project leveraged



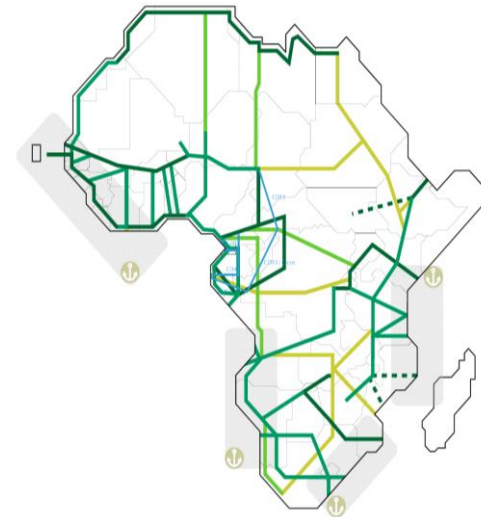
- *Facility also open to national projects*
- *Possibility to mix NIP/RIP/PANAF budgets*



### Africa Investment Facility:

*About € 500 m **already** allocated to AfIF for Infrastructure*

- 200 Mio€ RIP ESA-IO
- 100 Mio€ RIP West Africa
- 20 Mio€ RIP Central Africa
- 156 Mio€ NIP Madagascar
- 20 Mio€ NIP Kenya



# Urban Dimension

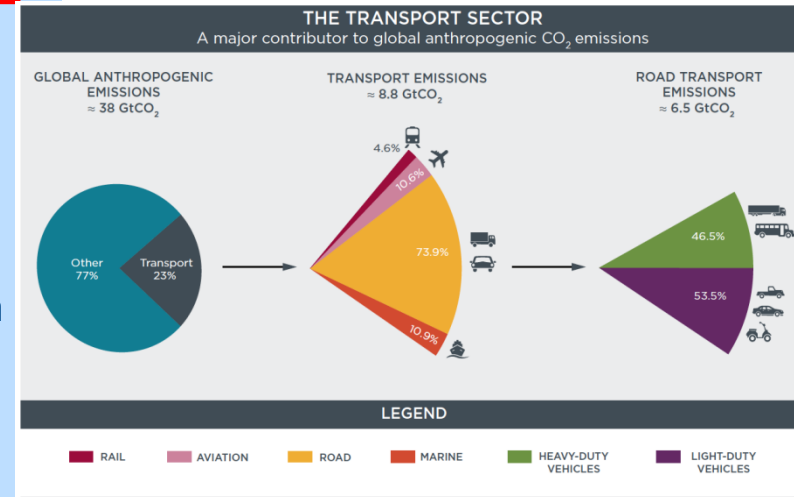


## Urban transport's relevance in terms of GHG emissions:

- produced 6.7 GtCO<sub>2</sub> in 2010
- Responsible for some 23% of total energy-related CO<sub>2</sub> emissions.
- Between 2000 and 2050, transport related GHG emissions are projected to increase by 140%, with a very large share coming from developing countries (nearly 90%).

## -> Urban transport accounts for nearly half of these emissions.

- CO<sub>2</sub> emissions from daily mobility of persons and goods are expected to double by 2050.
- Scenarios giving priority to urban transport and active modes are by far more affordable and sustainable than current car-dominated scenarios.
- Estimates suggest that urban transport energy consumption could be 40-50% lower, compared to the 2010 demand, only by using currently available and cost-effective measures.



Source: ICCT



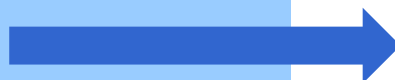
**Nexus:**  
Urban Mobility/  
Energy Efficiency

# Urban Dimension



## Possible EC Response Framework for countries and pilot/candidate cities:

- **Support to National Urban Transport Policies (NUTP)** including development of NAMAs
  - **Sustainable Urban Mobility Plans (SUMP)**
- > To stimulate investment opportunities for urban mobility under EU blending framework and others



## To be coherent/in complementarity with:

- **SSATP DP3 pillar on Urban Transport**



**Habitat III Urban Agenda**



- **Covenant of Mayors – African Context**





Thank you for your  
**ATTENTION**

