



**AUDA-NEPAD**  
AFRICAN UNION DEVELOPMENT AGENCY



# 2<sup>nd</sup> PIDA Priority Action Plan (2021-2030) Projects Prospectus



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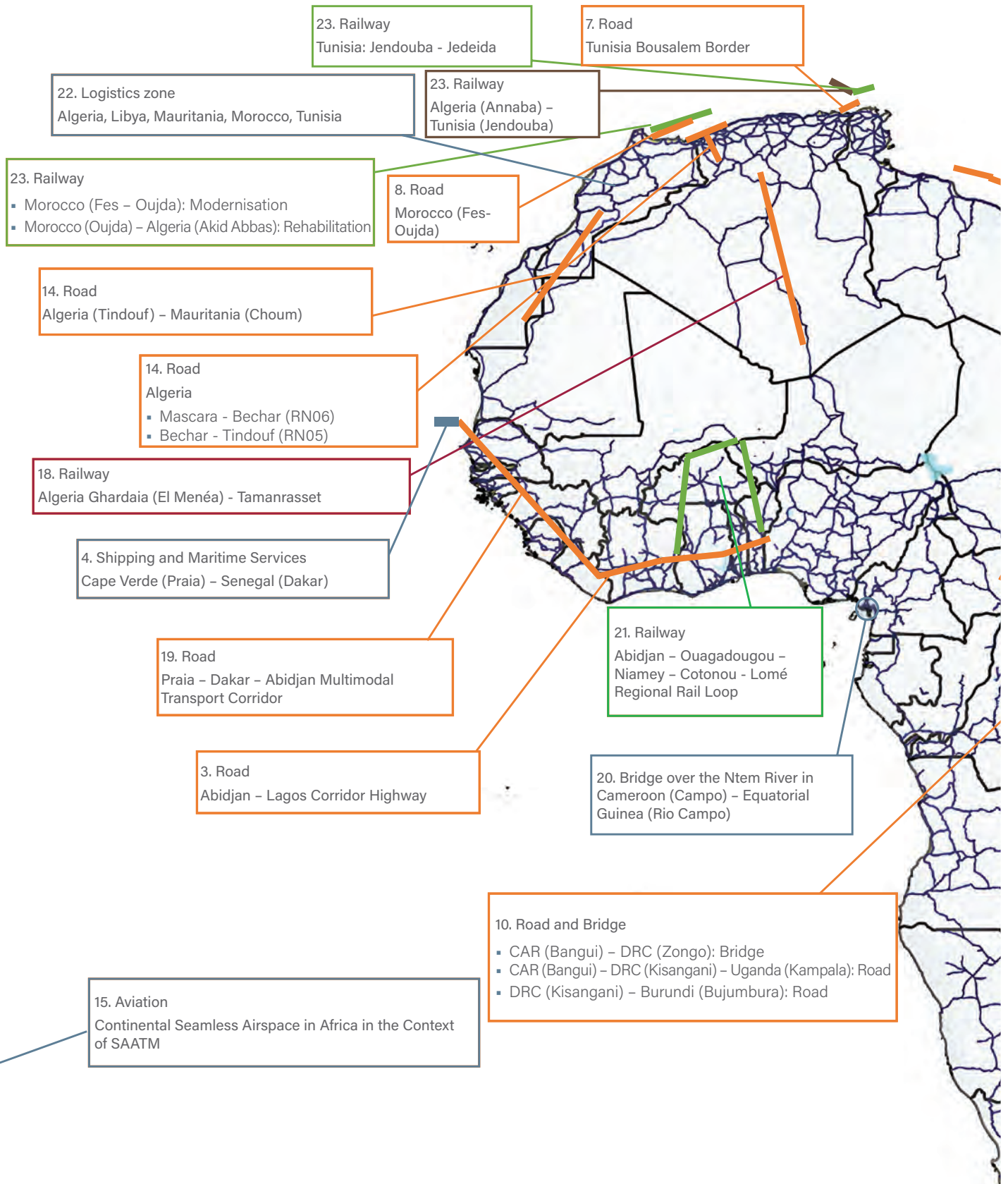
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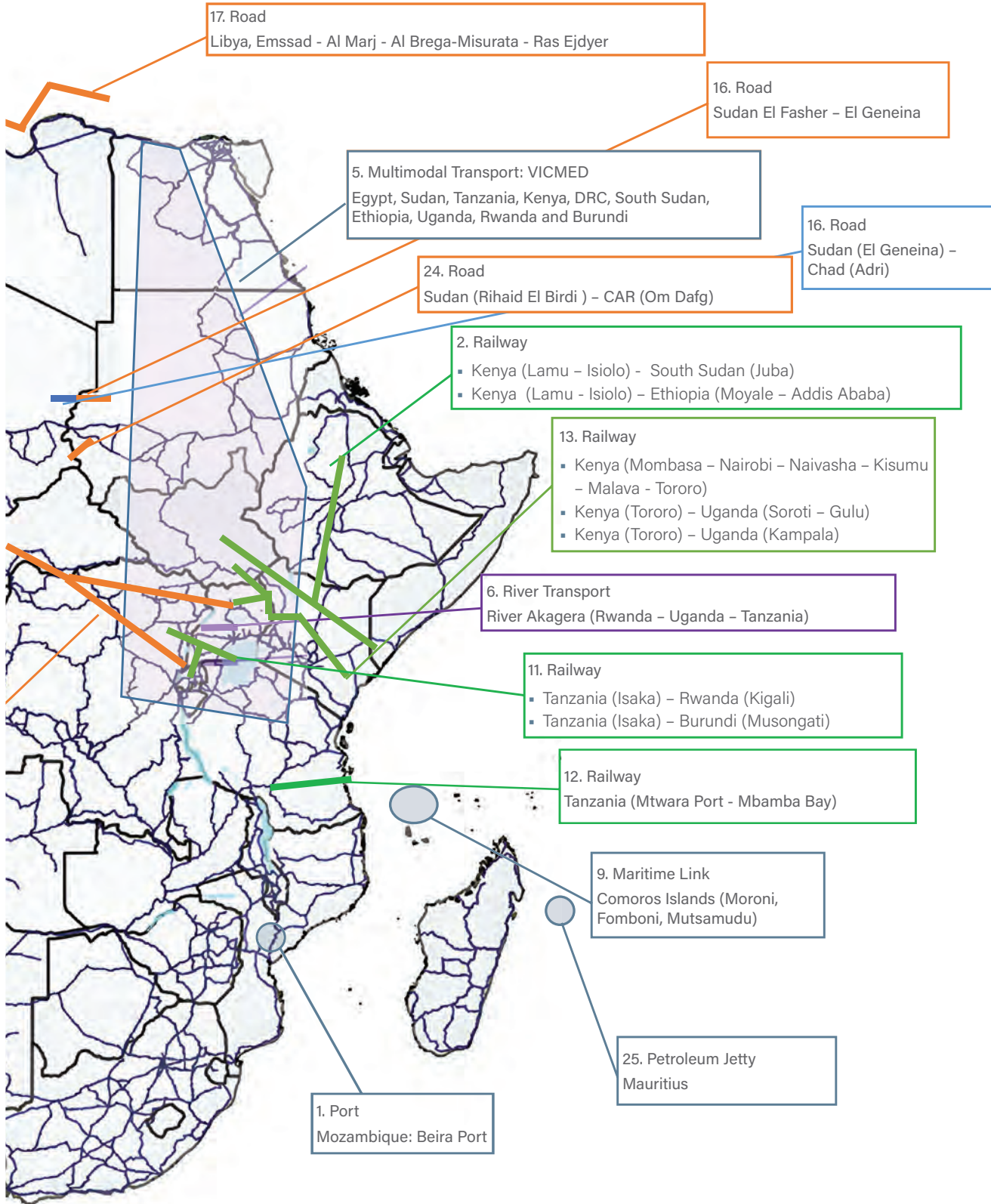


# Part A: Transport Project Navigator









# 1. Beira Port Development

## Project description and objectives

The Beira Port Development Project consists of the development of the following port infrastructure:

- Multipurpose terminal construction
- Container terminal expansion
- Construction of wharf 11a and wharf 11b, including paving an area of more than 20 hectares
- Construction of a fertilizer terminal and its supporting infrastructure
- Rehabilitation and expansion of the fuel terminal.

The project objectives are to:


- **Increase the container capacity** to 700,000 TEU per year
- **Boost the handling capacity** to 24 million of metric tons/year
- Facilitate the trade
- Improve the efficiency of the logistic chain
- Enhance the economy
- Promote integrated transport.

## Map of the project

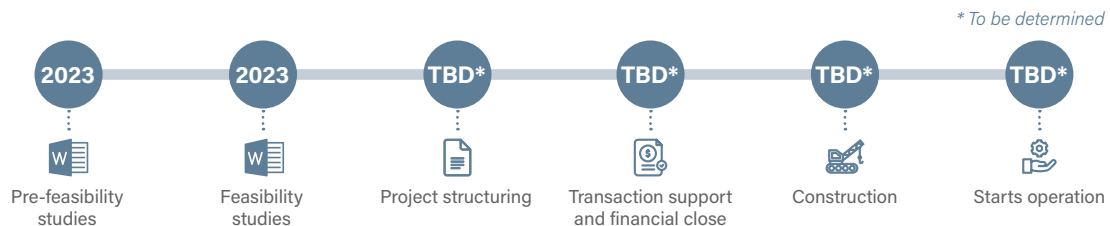
### Beira Port layout

**Link:** <https://www.dakarfinancingsummit.org/projects/beira-port-development>



Project status	Financial needs
The latest milestone known for the project is <b>Pre-feasibility stage (S2A)</b> , but under several actions could progress to Transaction Support and Financial Close stage (S3B).	Current Project Cost Estimates amount to USD 88.9 Million but more accurate estimates will be determined <b>once the feasibility studies are completed</b>
Key parties	Private sector opportunities
	The project has <b>high opportunities for PPP</b> , since two of the main ports of the country (Beira and Maputo) have terminals managed under a PPP structure.

## Implementation timing



## 2. LAPSSET Railway Project

### Project description and objectives

The LAPSSET Corridor will cross the north-eastern part of **Kenya**, from the port of Lamu to Isiolo in Kenya, and connect directly with **South Sudan**, via Nakodok, and **Ethiopia** via Moyale. The **project objectives** are to:

- **Enhance capacities** for the transport of people and goods, improving connectivity and trade and fostering economies
- **Reduce transport costs** and improve the freight transport connectivity
- **Trigger private investment** and development of industrial parks and logistic facilities/hubs
- **Improve passenger transport** and contribute to socio-economic regional integration.

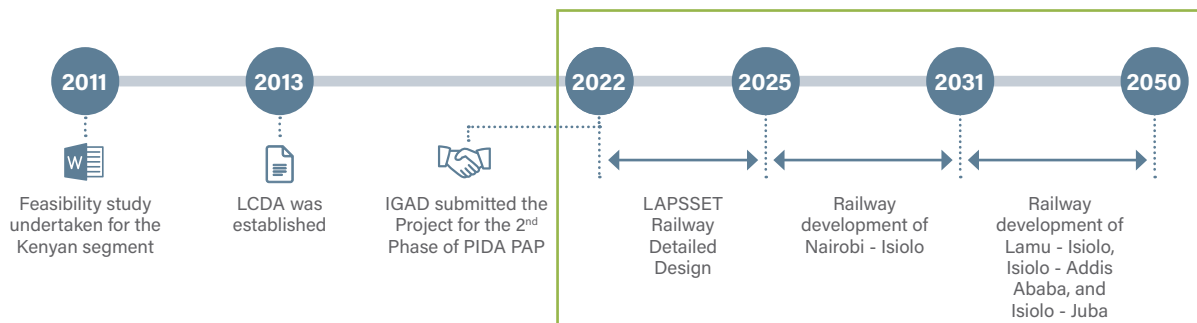
### Map of LAPSSET Railway Corridor



**Link:** <https://www.dakarfinancingsummit.org/projects/lapsset-crude-oil-pipeline-lamu-to-south-sudan>

Project status	Financial needs
The Kenyan segment is at the <b>Feasibility Stage (S2B)</b> , the Ethiopian segment is at <b>Pre-feasibility Stage (S2A)</b> and the South Sudanese segment is at <b>Enabling Environment and Aeads assessment Stage (S0)</b> .	Project Cost Estimates : USD 12.0 Billion Funds sought for <b>feasibility studies</b> , the <b>Detailed Engineering Design study</b> and <b>PPP models study</b> for financing the project and managing the infrastructure.
Key parties	Private sector opportunities
	A PPP scheme can be studied for the Kenyan segment, which may extend to the other segments once feasibility studies are completed.

### Implementation timing



According to IGAD Regional Infrastructure Master Plan

### 3. Abidjan-Lagos Corridor Highway Plans on Promoting Trade along the Corridor and Integrating the Economies in West Africa

#### Project description and objectives

The project comprises the construction of a **6-Lane (2x3) dual-carriage Highway** originating at Bingerville in Abidjan (Côte d'Ivoire) and ending in Eric Moore in Lagos (Nigeria), through Ghana, Togo and Benin.

The Abidjan-Lagos Corridor is approximately **1,028 km long** and connects some of the biggest cities in West Africa, as well as some ports which serve the landlocked countries of the region, such as Burkina Faso, Mali and Niger. The project is expected to also include eight border posts along the corridor. The **project objectives** are to:

- **Integrate** the **economies** in West Africa
- **Improve** the **free movement** of persons and goods along the Corridor by reducing transit times and costs and improving cross-border trade
- **Generate** social and economic **activities**
- **Reduce poverty** and social inequalities.

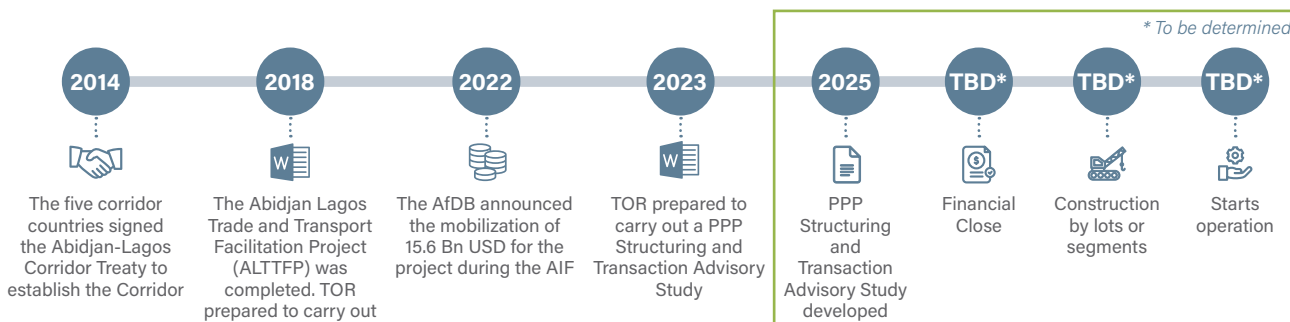
#### Map of the project



Link: <https://www.dakarfinancingsummit.org/projects/abidjan-lagos-corridor-highway-development-project>

Project status	Financial needs
The ECOWAS Commission <b>launched the Feasibility Studies</b> (S2B) of the Project in 2018 and <b>will launch the PPP Structuring Studies and Transaction Advisory Services</b> in 2023	Construction cost : USD 15.6 Billion
Key parties	Private sector opportunities
 	<ul style="list-style-type: none"> <li>▶ The Project is expected to be financed through a PPP scheme, whose structure will be defined within the PPP Structuring Studies launched.</li> <li>▶ The Abidjan - Grand-Bassam Highway in Côte d'Ivoire was the first part of the Corridor to be constructed and was financed through a PPP scheme.</li> </ul>

#### Implementation timing



To be validated according to Sponsor Information

## 4. Praia-Dakar Shipping and Maritime Services Project

### Project description and objectives

The project comprises the establishment of a **maritime link for people and goods** between the island port of Praia (Cape Verde) and the port of Dakar (Senegal).



The project includes **operating the maritime link, improving the port infrastructure** and **simplifying and harmonising the requirements and controls** that govern the movement of goods and people. The main **project objectives** are to:

- **Boost intra-regional and international trade** to/from Cape Verde through Dakar
- **Strengthen trade and economic cooperation** between Cape Verde and the rest of West Africa
- **Reduce poverty** and social inequalities
- **Improve the business climate.**

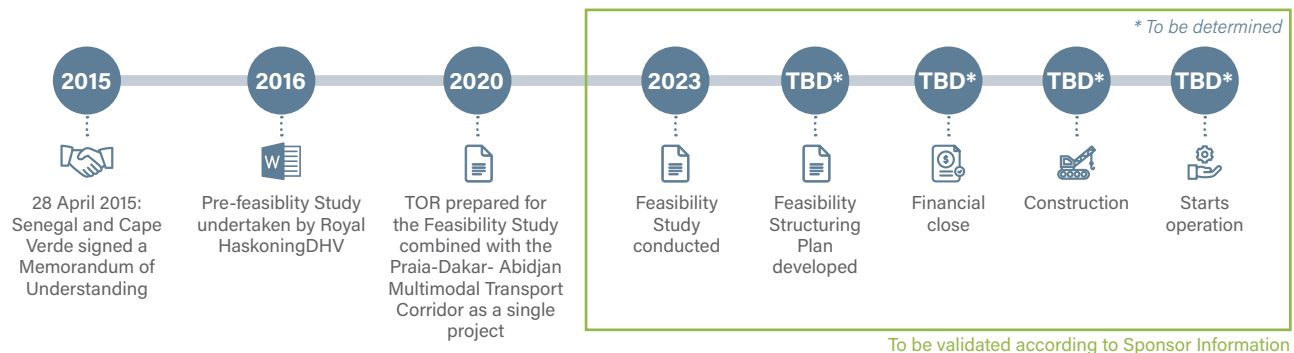
### Map of the project



**Link:** <https://www.dakarfinancingsummit.org/projects/abidjan-lagos-corridor-highway-development-project>

Project status	Financial needs
A Pre-feasibility Study was completed in 2016 and a <b>Feasibility Study (S2B)</b> is currently <b>being carried out</b> and is expected to be completed in 2023	Project cost estimates initially put at USD 57.2 Million but more precise estimates will be made <b>after completion of the Feasibility Study</b>
Key parties	Private sector opportunities
 	<ul style="list-style-type: none"> <li>▶ The solution proposed involves each country developing its port infrastructure via a <b>turnkey</b> contract and operating the route with a single private operator.</li> <li>▶ Most of the operators consulted showed relevant market interest and capability in <b>delivering the services through a PPP</b>, as in the Dakar-Ziguinchor shipping service.</li> </ul>

### Implementation timing



## 5. Establishment of a Navigational Line Between Lake Victoria and the Mediterranean Sea – Feasibility Study Phase 2 (VICMED)

### Project description and objectives

The assignment is a multimodal transport project to **link between Lake Victoria and the Mediterranean Sea**, approximately 5,500 km.

The general project objectives are to:

- Achieve **socio-economic integration** and cohesion
- Enhance **trade and tourism**
- Offer a **cheaper transport** alternative
- Bring a **sustainable integrated multimodal transport**.

The specific project objectives are to:

- **Connect footprint countries**
- Provide **opportunities for landlocked** countries
- Support **economic development**
- Provide effective support and facilitation for **trade**
- **Reinforce region's position** with the global economic system
- Allow more **cooperation**
- Enhance regional **integration**.

### Map of the Nile Basin

**Link:** <https://www.dakarfinancingsummit.org/projects/establishment-of-a-navigational-line-between-lake-victoria-and-the-mediterranean-sea-feasibility-study-phase-2-vicmed>



### Project status

According to the latest available information, the project is under **Feasibility Stage – Phase 2 (S2B)**

### Financial needs

USD 8.5 : 11.7 Million for Feasibilities Studies

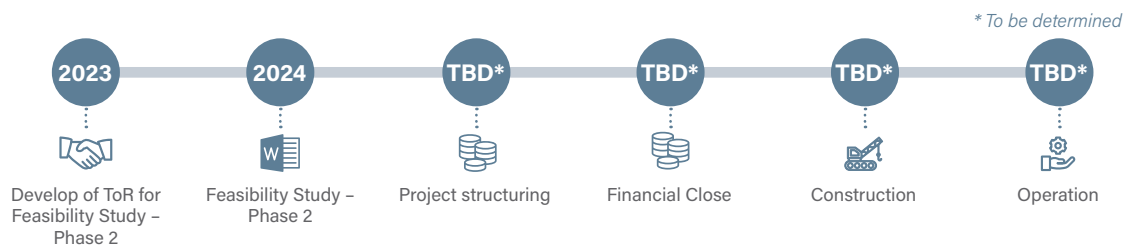
### Key parties



### Private sector opportunities

The private sector can access the navigable waterways through open access policy provided in the US, Europe, and neighbouring sub-regions.

### Implementation timing



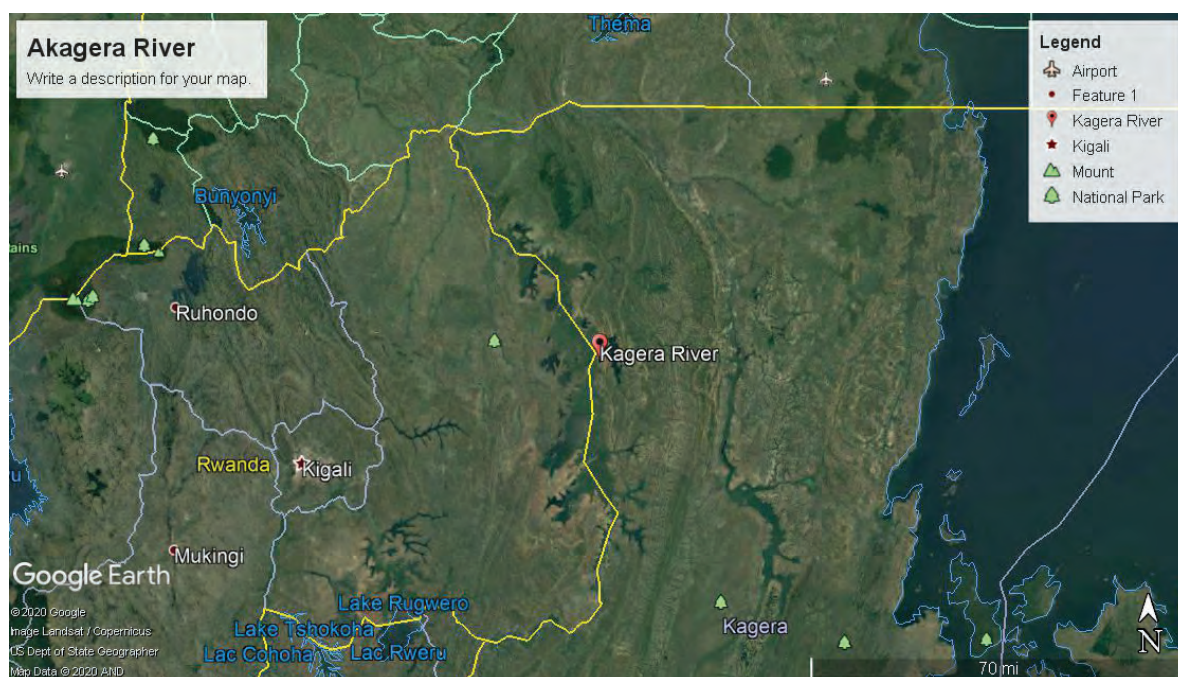
## 6. Akagera River Transport

### Project description and objectives

The Akagera River, also known as the Alexandra Nile, is an East African river. Its source is Lake Rweru in Burundi and flows East along the Rwanda-Burundi and Rwanda-Tanzania borders to a confluence with the Ruvubu River. It then flows North along the Rwanda-Tanzania border, over the Rusumo Falls and through the Akagera National Park and then flows Eastwards along the Tanzania-Uganda border, emptying into Lake Victoria. The general project objectives are to:

- **Transform the Akagera River** to a navigable waterway for river-going vessels
- **Provide access to Lake Victoria** by the river and enable Rwanda to access the Kisumu and Mwanza inland ports
- **Enable Rwanda access** both Mombasa and Dar es Salaam ports through existing road/rail networks, increasing transport options.

### Location Map



### Project status

The project is in the **Feasibility Stage (S2B)**

### Financial needs

Project Cost Estimate : USD 298.0 Million

### Key parties



### Private sector opportunities

- ▶ There are two major corridors linking Rwanda to the Indian Ocean ports; the Central Corridor and the Northern Corridor. This project aims to compliment these services by providing a multi-sectoral link (inland waterway transport to cargo transport). Its hinterland is Burundi and the DRC.
- ▶ The private sector may invest in the water transport services and in the shipbuilding and repair facilities.

### Gender procurement actions

Women should make up at last 30% of the project management team

**Link:** <https://pp2.au-pida.org/approved-project/entry/d3chr/>

## 7. Bousalem Highway in Tunisia at the Algerian Border

### Project description and objectives

This section is part of the Trans-Maghreb Highway which extends over **80 km** from Bousalem (Wilaya de Jandouba) to the border with Algeria.

The overall objective of the project is to enhance regional integration and complete the missing sections of the Trans-Maghreb Highway.

### Project Map



### Project status

The project is in the **Project Structuring** stage (S3A)

### Financial needs

Project Cost Estimate : USD 81,47 Million

### Key parties



### Gender procurement actions

- ▶ Promote women's employment
- ▶ Involvement of women in design, construction and operation.

**Link:** <https://p2.au-pida.org/approved-project/entry/1voec/>



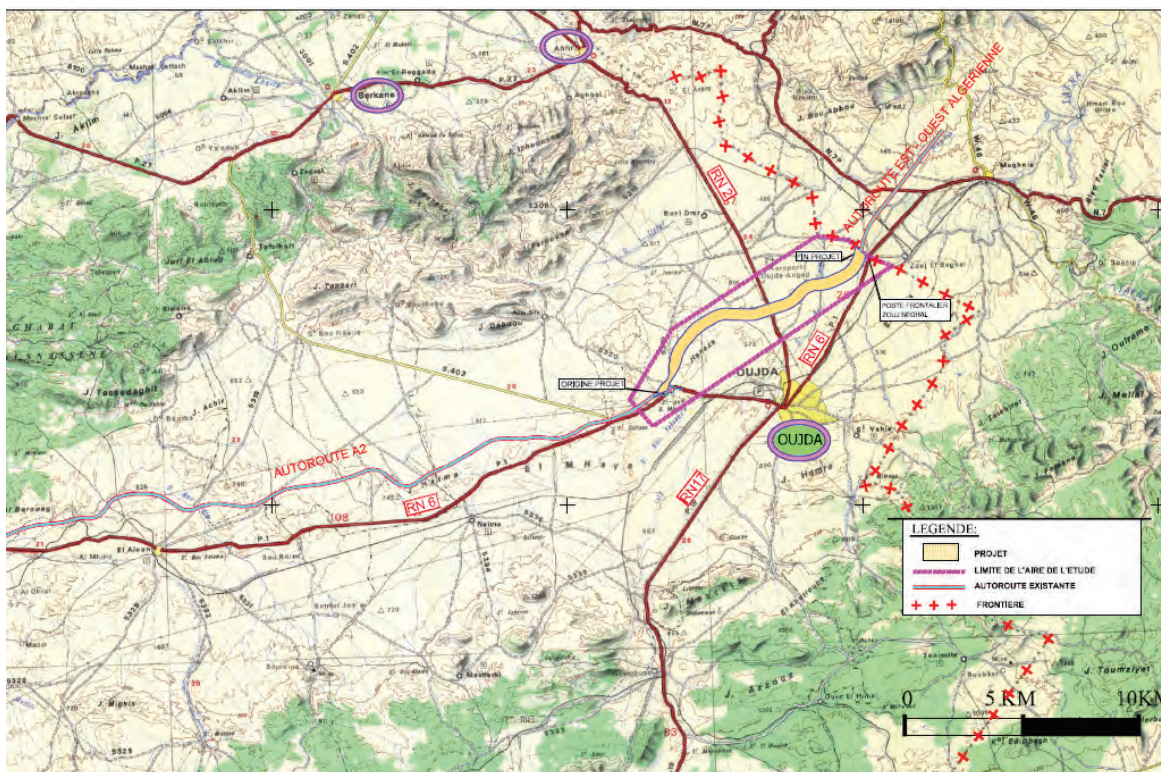
## 8. Highway Linking the Terminal Part of the Fez-Oujda Highway to the Algerian East-West Highway

### Project description and objectives

This road forms part of the Coastal Highway in the Marghreb Region linking Egypt to Morocco. Most of its segments have already been constructed. The project aims to:

- **Connect** the terminal part of the Fez-Oujda highway (in service since 2011) to the East-West Algerian highway, the end of which is located on the Morocco-Algeria border (slightly North of the Zouj Beghal border post)
- **Ensure the continuity** of the Moroccan part of the Trans-Maghreb Highway linking Mauritania, Morocco, Algeria, Tunisia and Libya.

### Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/s577c/>

### Project status

The project is in the **Project Definition** stage (S1)

### Financial needs

Project Cost Estimates : USD 140 Million

### Key parties



### Technical specifications of the project

3 interchange points with the road network are planned: (1) Interchange Oujda Nord (RN2); also allows Saidia to be served by the RN2; (2) Interchange Isly (Nouvelle Ville); (3) A full-lane toll gate and a service area.

### Gender procurement actions

- ▶ Enable easy and rapid access to basic social services (hospitals, bus/rail stations)
- ▶ Encourage income-generating activities, enabling the professional integration of women.

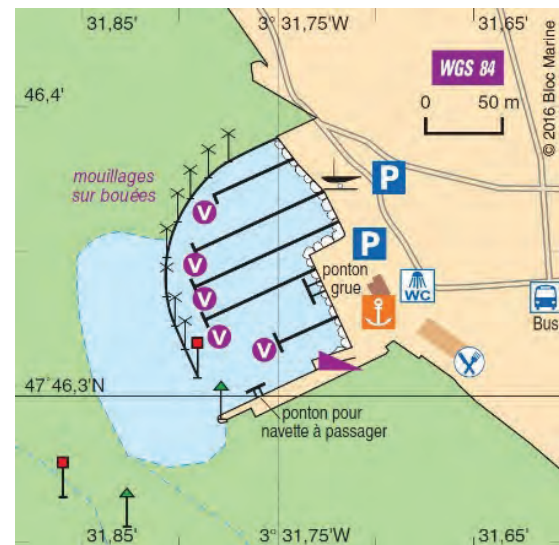
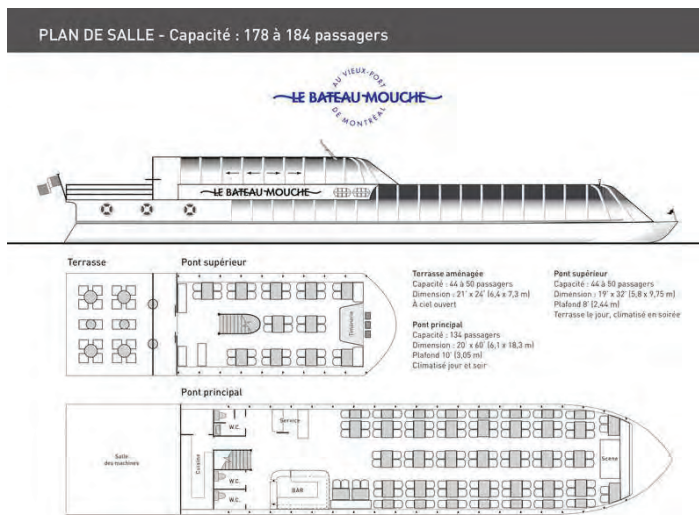
## 9. Maritime Link between the Comoros Islands

### Project description and objectives

The overall objective of the project is to **provide a maritime link** between the Comoros Islands (Moroni, Fomboni and Mutsamudu) to facilitate the movement of cargo and passengers between the islands. The specific objectives are to:

- **Diversify the transport sector**
- **Provide a regular and affordable boat connection** within 2 hours, which can facilitate the movements of goods and people significantly and offer tourists a circuit of the islands and lighthouses erected all along the coast.

### Project Map



### Project status

The project is in the **Enabling Environment and Needs Assessment** stage (S0)

- ▶ **Comoros** has carried out a **study on the technical analysis** of the development of the port of Fomboni, secondary ports and the renewal of the fleet in cooperation with the World Bank.
- ▶ **The study analysed demand for transport of people and goods** across 3 islands, potential port designs for different ship sizes, potential traffic diversions from existing vessels and projected growth. Similar studies for Seychelles, Madagascar and Cape Verde recommended an appropriate type of seaworthy vessel.

### Financial needs

Project Cost Estimate : USD 56 Million

### Key parties



### Private sector opportunities

The private sector may participate in the development of some infrastructure and also invest in vessels.

**Link:** <https://pp2.au-pida.org/approved-project/entry/up5f3/>

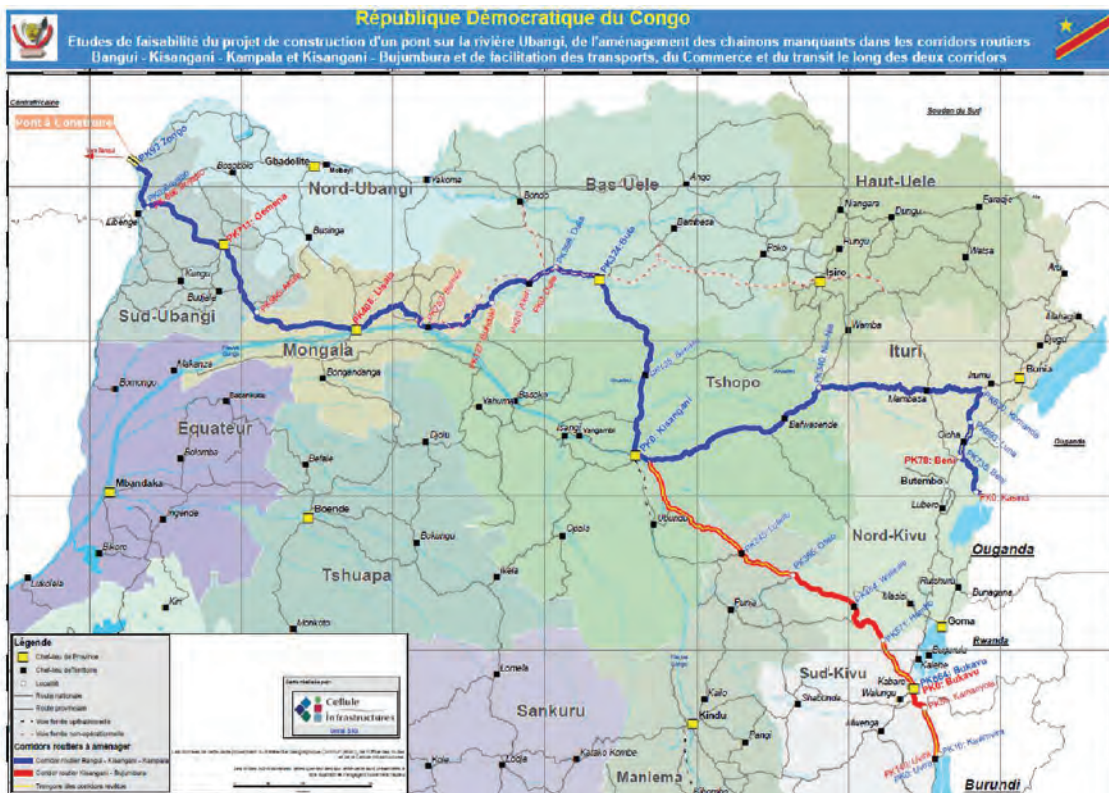
# 10. Construction of a Bridge over the Oubangui River, Development of Missing Links in the Bangui-Kisangani-Bujumbura and Kisangani-Kampala Road Corridors, and Facilitation of Transport, Trade and Transit along the Two Corridors

## Project description and objectives

The Bridge project over the Oubangui River between Bangui (CAR) and Zongo (DRC) is one of the 55 projects of the First Priority Program of the Consensual Master Plan for Transport in Central Africa (PDCT-AC). The **general project objectives** are to:

- **Improve the continuity of the transport chain** along the Lagos-Mombasa Trans-African Corridor by interconnecting the transport networks of Central Africa and East Africa
- **Reduce transport costs** on the Bangui-Kisangani-Bujumbura and Kisangani-Kampala road corridors
- **Facilitate the movement of goods and people** at the CAR - DRC, DRC - Burundi and DRC - Uganda borders
- Generate economies of scale; Promote and strengthen **trade** between the four States (CAR, DRC, Burundi and Uganda)
- **Stimulate the productivity and competitiveness** of the economies of Central and East Africa
- **Attract more private investment** in the area of influence of the project.

## Project Map



### Project stage

The project is in the **Project Definition** stage (S1)

### Financial needs

Project Cost Estimate : USD 3.492 Billion

### Key parties



# 11. Construction of Central Corridor Standard Gauge Rail (SGR) of the Dar es Salaam - Isaka - Mwanza and Isaka - Kigali/Keza - Gitega - Musongati/Tabora - Kigoma/Uvinza - Musongati - Gitega (with extension to the Eastern DRC)

## Project description and objectives

The project will **link the port of Dar es Salaam (Tanzania) to Rwanda, the DRC and Burundi**: The proposed railway forms part of the Central Corridor. The Tabora-Kigoma line (**411 km**) is expected to connect to the Dar es Salaam-Tabora-Isaka SGR, which is currently under construction. The Uvinza- Musongati-Gitega line (**280 km**) will begin at Uvinza station on the Tabora-Kigoma line and run North to Musongati, ultimately reaching Gitega.

The **main project objective is to reduce transport costs and enhance economic development** by improving the connection with land locked countries (particularly Rwanda, Burundi and the DRC) to the world economy and to provide improved reliability for rail.

## Project Map



## Project status

The project is in the **Transaction Support and Financial Close** stage (S3B)

## Financial needs

Project Cost : USD 3.24 Billion, broken down as follows:

- ▶ Tabora – Kigoma (411 km): USD 1.5 billion
- ▶ Uvinza – Musongati (246 km): USD 1.5 billion
- ▶ Musongati - Gitega (34km): USD 235 million.

## Key parties



## Private sector opportunities

All development is through the public sector, although operations can be concessions under Open Access System. Market size is 21 million tones of cargo annually by 2045.

## Technical specifications of the project

The Isaka-Kigali SGR was designed to run at a maximum speed of 160 km/h for passengers and 120 km/h for freight, with a maximum axle load of 35 tones per axle and the railway line will be electrified.

**Link:** <https://pp2.au-pida.org/approved-project/entry/i9lhb/>

## 12. Construction of Standard Gauge Railway (SGR) from Mtwara/ Mbambaba - Liganga to Mchuchuma

### Project description and objectives

The **railway section is about 1,000 km**, running from **Mtwara Port** on the Indian Ocean to **Mbambabay (Ameliabay)** on Lake Nyasa, connecting to the Mineral fields of Mchuchuma Coal and Liganga Iron Ore Mines in the South-West of Tanzania. The **main project objectives** are to:

- **Promote sustainable transport** along the Mtwara Corridor, by constructing a **new railway line** from Mtwara to Mbambabay, connecting to Mchuchuma Coal Mine and Liganga Iron Ore mine, unlocking the Southern Tanzania Agricultural and mineral-rich areas
- **Address the transport challenges along the Mtwara Corridor** connecting the Southern part of Tanzania with Malawi, Zambia and Mozambique through Lake Nyasa. It is part of Mtwara Development Corridor Initiatives.

### Project Map



### Project status

The project is in the **Transaction Support and Financial Close** stage (S3B)

### Financial needs

The expected CAPEX is USD 5.5 Billion (the cost estimate is from and excludes VAT). Also, the project period is 2 years of construction (2020 and 2021) and 35 years of operations

### Key parties



### Private sector opportunities

All development is through the public sector although operations can be concessions under the Open Access System.

### Technical specifications of the project

The envisaged rail construction is planned to be standard gauge with 120-pound rails and concrete sleepers with a design speed of 160 km/h for passenger rail and 120 km/h for freight train.

**Link:** <https://pp2.au-pida.org/approved-project/entry/bquvz/>

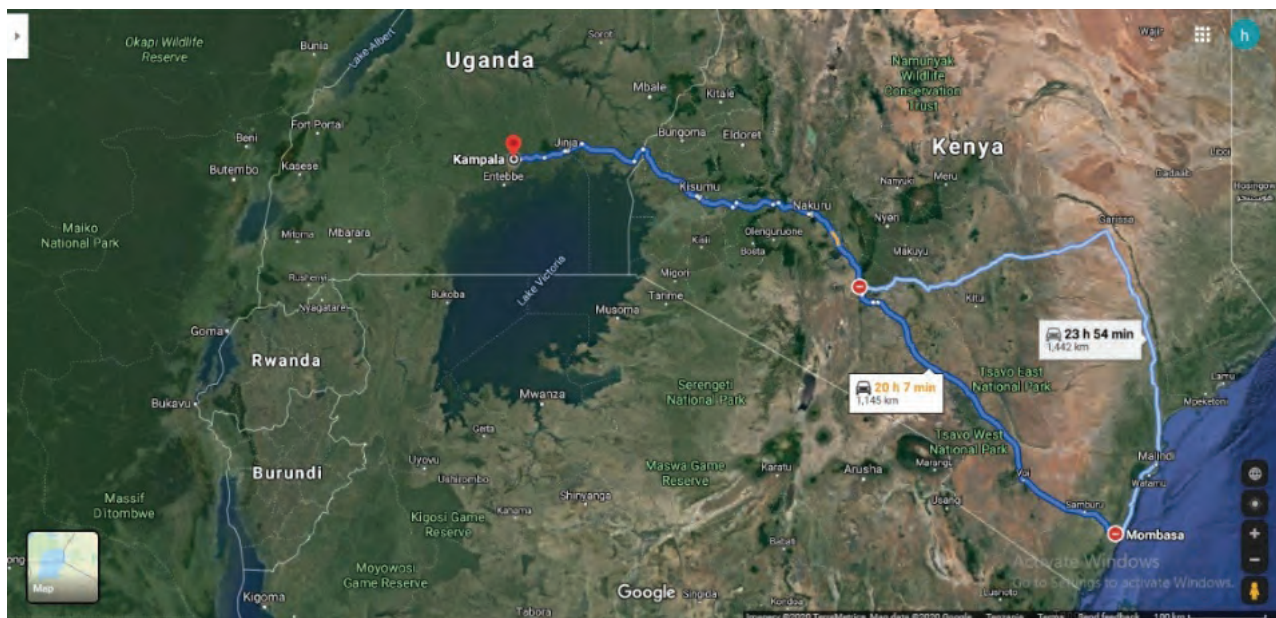
### 13. Construction of Standard Gauge Railway (SGR): Mombasa – Nairobi – Malaba – Kampala – Kigali line with Malaba – Nimule – Juba

#### Project description and objectives

On the Kenyan side, the project begins at the port city of Mombasa and covers **472 km** to Nairobi and then **120 km** to Naivasha. It then proceeds **500 km** Westwards to the Kenya/Uganda border through Kisumu. On the Ugandan side, the project covers the **250 km** Malaba – Kampala section and the spur from Tororo to Gulu via Soroti. The project objectives are to:

- **Enhance cargo haulage** along the Northern Corridor by providing a complimentary transport mode in addition to the dominant road transport mode
- **Provide seamless rail connectivity** from Mombasa port through Nairobi, Malaba, Kampala and Kigali, Rwanda.

#### Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/ukpyk/>

Project status	Financial needs
<p>The project is in the <b>Project Structuring</b> stage (S3A)</p> <ul style="list-style-type: none"> <li>▶ <b>Mombasa to Nairobi (472 km completed)</b> as well as the <b>Nairobi – Naivasha (120 km completed)</b></li> <li>▶ <b>On Naivasha – Kigali construction.</b></li> </ul>	<p>Project Cost Estimate : USD 19.2 Billion</p>
Key parties	Private sector opportunities
	<ul style="list-style-type: none"> <li>▶ The private sector may participate in the provision of rail services through the Open Access provisions.</li> <li>▶ Specific aspects of the project will be reserved for women-owned SMEs. These include sub-contracts for the provision of social amenities (restaurants, wellness centres), labour-intensive work like landscaping, tree planting, drainage lining and advocacy against the spread of communicable diseases.</li> </ul>

# 14. Doubling of the RN06 between Mascara and Bechar (over 500 km) and the RN50 between Béchar and the Algeria-Mauritania Border (over 1,700 km)

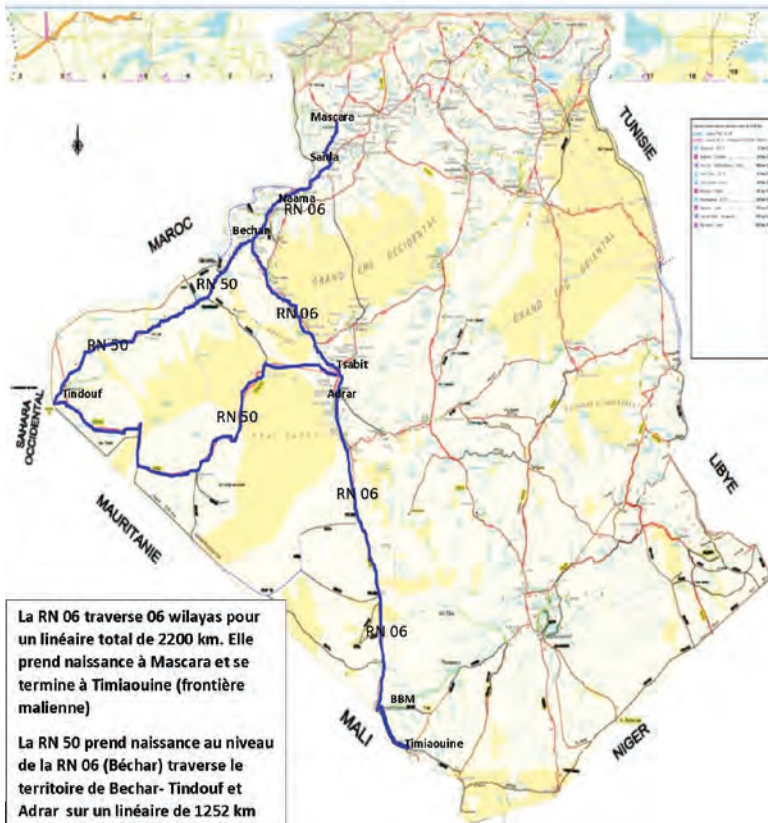
## Project description and objectives

The duplication of the RN06 between the city of Mascara with strong agricultural potential and that of Bechar in the south as well as the RN 50 between Bechar and the city of Tindouf to continue to the border with Mauritania. This highway can be extended to the town of Choum in Mauritania.

The **overall project objective** is to **intensify North/South exchanges** and contribute to regional integration.

## Project Map

REPRESENTATION DE LA RN 06 ET RN 50 SUR LA CARTE



La RN 06 traverse 06 wilayas pour un linéaire total de 2200 km. Elle prend naissance à Mascara et se termine à Timiaouine (frontière malienne)

La RN 50 prend naissance au niveau de la RN 06 (Béchar) traverse le territoire de Bechar- Tindouf et Adrar sur un linéaire de 1252 km

## Project stage

The project is in the **Project Structuring** stage (S3A)

## Financial needs

Project Cost Estimate : USD 5.121 Billion

**Link:** <https://pp2.au-pida.org/approved-project/entry/3i9c9/>

## Key parties



## 15. Continental Seamless Airspace in Africa in the Context of SAATM

### Project description and objectives

The project is a **key enabling pillar** (Pillar 4 on Aviation infrastructure) in the operationalisation of the **Single African Air Transport Market (SAATM)** that was launched in January 2018 at the 30th Summit of AU Heads of State. The general project objectives are as follows:

- **Identify current African aviation infrastructure gaps** (Airports and Air Navigation Services) considering the traffic growth that is expected with the full operationalisation of the Single African Air Transport Market (SAATM)
- **Enable improved safety, capacity and efficiency** in providing **Air Navigation Services**
- **Support improved capacity** and implement flexible routes to reduce the workload
- Reduced travel time and reduce fuels costs to support the operationalisation of the SAATM.

According to the IATA, **34 countries have signed up to the SAATM to date.**



**Link:** <https://pp2.au-pida.org/approved-project/entry/pk5on/>

#### Project status

The project is in the **Enabling Environment and Needs Assessment** stage (S0)

#### Financial needs

Project Cost Estimate : USD 20 Million

USD 1.2 Million estimated to fund the development of a continental aviation infrastructure Master Plan (6 months implementation and 2 months approval)

#### Key parties

All African Union Member Countries

#### Private sector opportunities

The terms of reference for the consultancy services for the development of the Master Plan have been developed.

#### Technical specifications of the project

The project is a component of SAATM (Under Pillar 4 on Aviation infrastructure) which refers to the African Civil Aviation Policy (AFCAP) that includes the implementation of women in aviation programme, coordinated by the International Civil Aviation Organisation (ICAO).

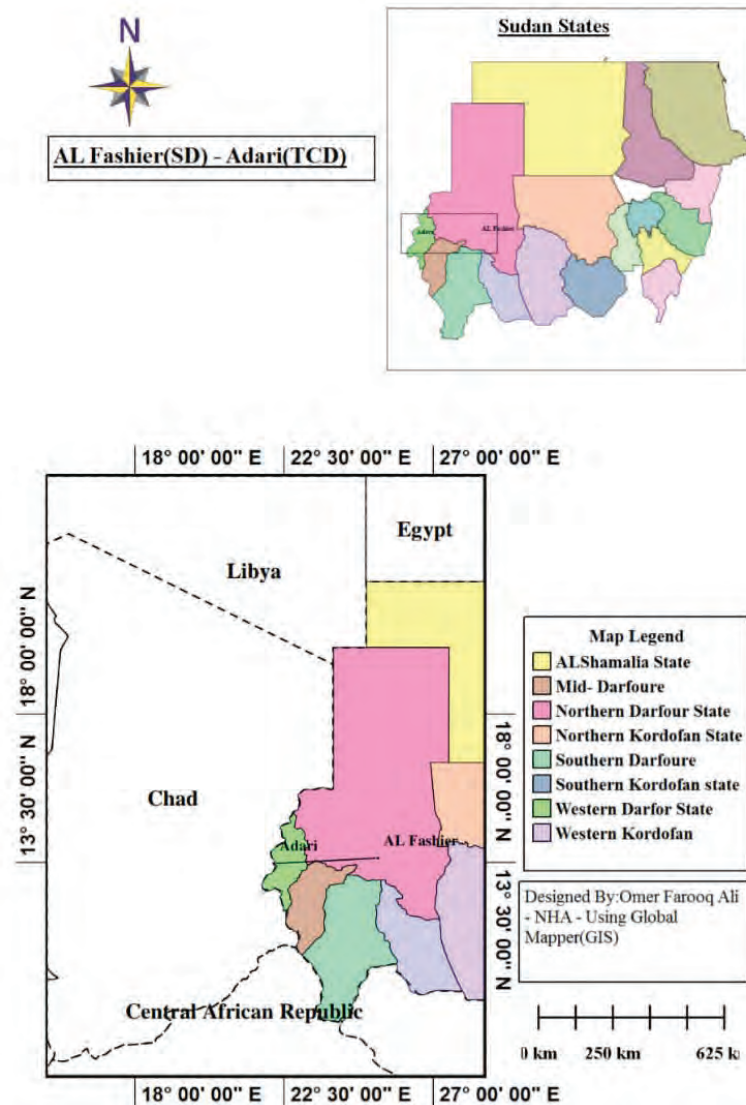


## 16. El Fasher - Kabkabiya - El Geneina - Adri

### Project description and objectives

New construction of **328 km** of road from **El Fasher (Sudan) to El Geneina (Sudan)** and upgrading **21 km** of road from **El Geneina to Adri (Sudan) on the border with Chad**. The general project objective is to **facilitate efficient movement of cargo and people** between the two countries, and to offer Chad new access to Port Sudan on the Red Sea.

### Project Image



### Project status

The project is in the **Transaction Support and Financial Close** stage (S3B)

### Key parties



### Financial needs

Project cost estimate : USD 262.4 Million

### Private sector opportunities

- ▶ This project is a part of the Trans-Africa Highway
- ▶ It will link with an associated project on the Western Sudan border and connect the Republic of Chad with the Port Sudan Corridor that promotes Transit-Trade between the countries of the region.

### Technical specifications of the project

New construction of 328 km of road from El Fasher (Sudan) to El Geneina (Sudan) from existing bare earth to paving and upgrading of 21 km of road from El Geneina to Adri on the Chad border from gravel to paved Regional Corridor standards (asphalt standard with 7 m carriageway and 1.5 m shoulders on both sides).

**Link:** <https://pp2.au-pida.org/approved-project/entry/inno4/>

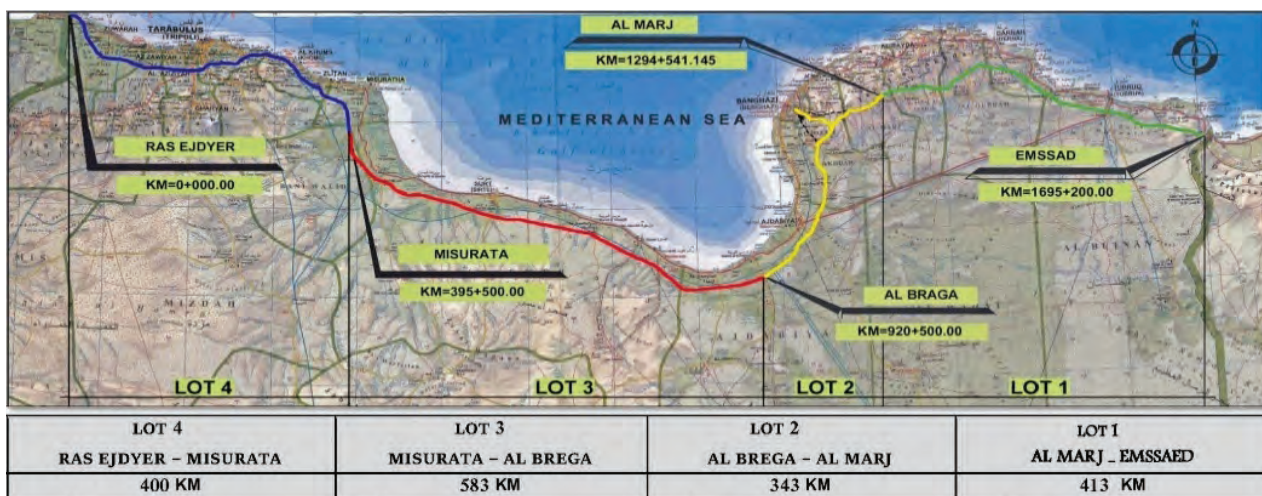
## 17. Libyan Alternative Freeway

### Project description and objectives

The Northern part of Libya that **links the Libyan Western border zone with Tunis to the Libyan Eastern border zone with Egypt**. It is expected that a reasonable portion of the Arab Maghreb Union (AMU) and Egypt populations will use this freeway for all transportation purposes. The **project objectives** are to:

- **Link all AMU states** to the Eastern part of North Africa including Egypt and other countries
- **Provide an important opportunity to complete the road networks** that connect Africa with both Europe and Asia.

### Project Map



**Link:** <https://pp2.au-pida.org/approved-project/entry/ynnm4/>

### Project status

The project is in the **Project Structuring** stage (S3A)

### Financial needs

Project cost estimate : USD 7 Billion

### Key parties



### Gender procurement actions

- ▶ The project will provide tremendous opportunities for women during the construction phases which will last 4 years and also during the operational phases which will last at least 50 years.
- ▶ These opportunities will vary from official organisational jobs to the participation into different types of services that can be provided to the project end-users through many kinds of women-owned SMEs.

### Technical specifications of the project

The project design was carried out according to the American Association of State Highway and Transportation Officials (AASHTO) international standards.

## 18. Modernization of the RN01 (Trans-Saharan) between Ghardaia and Tamenrasset

### Project description and objectives

National road RN01 stretches from **Algeria to Mali and Niger** over more than **2 400 km**. It is split over approximately **500 km** (between Algiers and Laghouat) and includes a branch towards Tunisia and continues to Lagos and N'Djamena. The trans-Saharan route originates from the East/West Highway in the Wilaya of Blida (50 km West of Algiers) and extends to Ain Guezzal on the border with the Niger over approximately 2 400 km with a branch that goes towards the Republic of Mali. The **general project objectives** are:

- **Enhance regional integration**
- Provide the Sahel **countries access to the Mediterranean Sea and Algerian ports**, particularly for trade with European countries
- **Connect to the East/West Highway and facilitate exchanges**, particularly with neighbouring Morocco and Tunisia.

### Project Map



### Project status

The project is in the **Project Structuring** stage (S3A)

### Financial needs

Project cost estimate : USD 500 Million

### Key parties



### Technical specifications of the project

- ▶ This corridor offers Sahel countries access to the Mediterranean Sea and use of Algerian ports, particularly in their trade with European countries.
- ▶ The Trans-Saharan Highway is connected to the East/West Highway in the Wilaya of Blida (about 50 km West of Algiers). It therefore facilitates East/West trade, particularly with neighbouring Morocco and Tunisia.

### Implementation timing

Women participate in the economic activity of the country, through their companies, particularly for subcontracting work.

**Link:** <https://pp2.au-pida.org/approved-project/entry/e1mjb/>

## 19. Praia - Dakar - Abidjan Multimodal Transport Corridor


### Project description and objectives

It is well accepted that the proposed **Praia-Dakar-Abidjan Corridor Project** forms part of the essential regional transit routes linking important seaports namely **Dakar, Banjul, Bissau, Conakry, Freetown, Monrovia and Abidjan** along the seven coastal countries. This Trade Route provides an **important link** in connecting landlocked countries (Mali, Burkina Faso and Niger) to these ports. Specifically, the project when implemented, will:

- **Generate social and economic activities**, promote cross-border trade and integrate the economies within the ECOWAS Community
- Contribute to reducing the poverty levels of the population that depend on the transport modes of the corridor for livelihood
- **Improve the free movement of persons and goods** among West African Member States
- **Reduce trade and logistics costs** between West and Central Africa
- Reduce corruption and loss of revenue along the corridors.

### Project Map



Project status	Financial needs
The project is in the <b>Pre-feasibility</b> stage (S2A)	Project Cost Estimate : USD 21.1 Billion
Key parties	Technical specifications of the project
	<ul style="list-style-type: none"> <li>▶ The ECOWAS Commission mandated to facilitate and coordinate the implementation of this programme, through its Department of Infrastructure is preparing various components of the broad corridor development programme.</li> <li>▶ In addition to the Highway, Article 6 (2) and (3) of the Treaty enjoins the Member States to develop an integrated transportation infrastructure in Rail, Maritime and Air Transport as well as make room for future expansions for Optic Fibre Networks, Gas Pipeline and other utilities as may be required.</li> <li>▶ In this regard, the ECOWAS Commission is envisaging a broader intervention known as the Praia-Dakar-Abidjan Corridor Development Programme.</li> </ul>

### Gender procurement actions

- ▶ Between Senegal and Gambia, several female traders undertake weekly trips with their goods. The same happens in the other Corridor Countries
- ▶ Data collected by the Observatory of Abnormal Practices such as the Borderless Alliance has shown that such traders face various degrees of obstacles to movement including bad road infrastructure, informal charges/bribes, border delays and harassment.

## 20. Project for the Construction of the Bridge Over the Ntem River Located on the Kribi-Campo-Bata Transnational Road linking the Republic of Cameroon and the Republic of Equatorial Guinea

### Project description and objectives

The project consists mainly of the **construction of a bridge** over the Ntem River between Campo (**Cameroon**) and Rio Campo (**Equatorial Guinea**), the **missing link** on the Yaounde-Bata-Libreville corridor, and the implementation of measures to **facilitate road transport** and **transit on this axis**. The location of the bridge to be constructed is about **920 m** upstream of the river. The general project objectives are that:

- The construction of this bridge will contribute to sub-regional integration and cooperation
- The bridge will be an important link in the infrastructure for the integration and development of trade between ECCAS countries and probably beyond.

### Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/ncwki/>

### Project status

The Project is in the **Transaction Support and Financial Close** stage (S3B)

- ▶ Inconclusive preliminary design studies and the first foreclosed contract
- ▶ Need to sign a second contract following the preparation mission for the construction of the bridge over the Ntem River from 17 to 28 February 2020 for the completion of the technical studies.

### Financial needs

Project Cost Estimate : **USD 447.3 Million.**

The costs of the works were established on the basis of the results of the technical, social and environmental studies carried out in 2019

### Key parties



### Private sector opportunities

- ▶ Construction of a prestressed concrete box bridge built by successive corbels with a total length of 972 m (6 intermediate spans of 135 m and 2 side spans of 81 m) with a bidirectional roadway 7 m wide and two cycle paths of 1.5 m each and two sidewalks of 1.5 m each, including environmental measures
- ▶ Development of 933 m of connecting road to the locality of Campo in Cameroon
- ▶ Development of 600 m of connecting road to the locality of Rio Campo in Equatorial Guinea.

Link: <https://pp2.au-pida.org/approved-project/entry/2bb6f/>

## 21. Abidjan - Ouagadougou - Niamey - Cotonou - Lomé Regional Rail Loop Project

### Project description and objectives

The **2 928 km**-long “**Abidjan-Ouagadougou-Niamey-Cotonou-Lomé Rail Loop**” connects the five capitals of the countries concerned: Abidjan (Côte d’Ivoire), Ouagadougou (Burkina Faso), Niamey (Niger), Cotonou (Benin) and Lomé (Togo). The distance Abidjan-Ouagadougou is **1 157 km**, Ouagadougou-Niamey 502 km, Niamey-Cotonou **1 101 km** and Cotonou-Lomé **168 km**.

The general project objective is to **improve rail transport** in the countries concerned by the rail loop (Côte d’Ivoire, Burkina Faso, Niger, Benin and Togo).

### Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/gvax6/>

Project status	Financial needs
The project is in the <b>Project Definition</b> stage (S1)	Project cost estimate : USD 5.402 Billion
Key parties	Private sector opportunities
	This projected railway line will be a vector favouring the exploitation and development of mining, industrial and agricultural production as well as their shipping at lower cost.

### Implementation timing

The realisation of the rail loop project is expected to contribute to the creation of conditions for strong and sustainable regional economic growth, through the following specific objectives:

- ▶ improve the quality of rail infrastructure
- ▶ improve the quality of rail transport services
- ▶ modernise, develop and interconnect rail infrastructure in the region.

## 22. Rehabilitation and Creation of Cross-border Centres as Multi-service Logistics Zones, within the Framework of the Trans-Maghreb Corridor Development

### Project description and objectives


Border Logistics Zones play a very important role in the socio-economic and sustainable development of AMU member countries and fall within its strategy for the creation of the African Continental Free Trade Area (AfCFTA) with the dismantling of all tariff and non-tariff barriers to international trade. The **development and implementation of cross-border logistics centres** is one of the key points of this objective and for promoting and accelerating regional economic integration. The **general project objectives** are to:

- Increase trade
- Ensure **better inter-agency and cross-border cooperation and information sharing**;
- **Simplify and harmonise procedures**
- Ensure faster clearances and reduced costs
- Encourage investment in the region
- Encourage regional and continental tourism
- Contribute to achieving the goals of Agenda 2063.

### Project Image



Link: <https://pp2.au-pida.org/approved-project/entry/qd9ik/>

<b>Project status</b>	<b>Financial needs</b>
The project is in the <b>Project Definition</b> stage (S1)	Project preparation cost estimate : USD 0.70 Million
<b>Key parties</b> 	<b>Private sector opportunities</b> Private sector likely to take part in service provisions under open access system

### Gender procurement actions

- ▶ The creation of the logistics zones at the borders will provide employment opportunities for local rural women
- ▶ Involvement of women in the whole process of the project life cycle: Architecture, Design, Operation, Maintenance.

## 23.Rehabilitation, Modernisation and Improvement of the Services of the Trans-Maghreb Railway Line

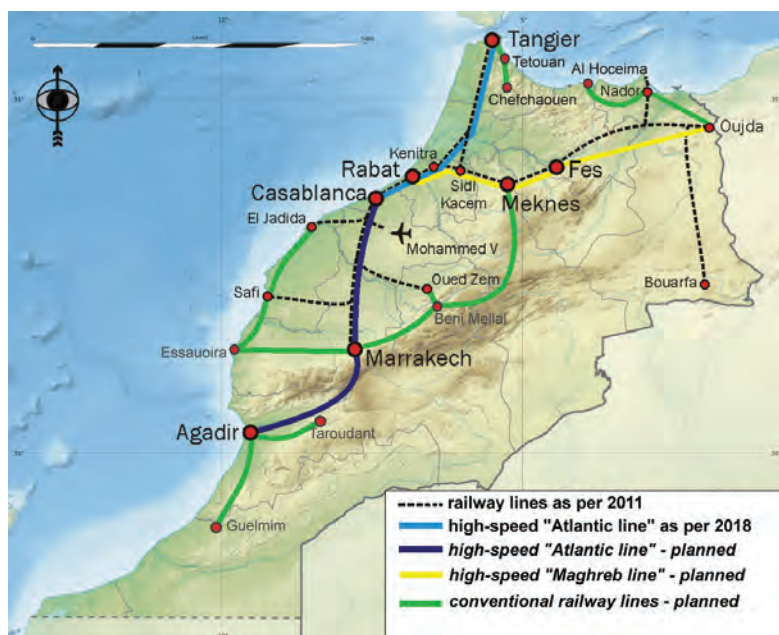
### Project description and objectives

The realisation of this project includes the following actions: (1) modernise the line in Morocco (Fes-Oujda), (2) rehabilitate the section between Morocco and Algeria (Cross-border section Morocco-Algeria, Ouida-Akid Abbas), (3) create a new cross-border railway section between Algeria and Tunisia (dependent on Annaba in Jendouba), (4) modernisation between Jendouba and Jedeida, (5) different technological interventions for the energy and control-command and signaling subsystems.


The **general project objectives** are to:

- **Modernise and rehabilitate the railway** between Casablanca, Algiers and Tunis as a first step, and extend this line to Libya and Mauritania as a second step
- Improve of rail link allow for better traffic flow, better travel conditions and more suitable journey times. Once the project is completed, Casablanca-Tunis will be done in less than 25 hours instead of 48 hours.

### Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/gvax6/>

Project status	Financial needs
The project is in the <b>Feasibility</b> stage (S2B)	Project Cost Estimate : USD 4 Billion
Key parties	Technical specificaitons of the project
	All sections will be electrified with the 2x25 kV electrification subsystem and train management will be carried out with the ERTMS N2 subsystem. Punctual interventions in the signaling and telecommunications subsystems are also planned.

### General procurement actions

- ▶ Facilitate women's mobility, by providing a safe, comfortable and affordable means of transport
- ▶ Provide a good alternative means of transport, other than by air or road.

Link: <https://pp2.au-pida.org/approved-project/entry/qoe9f/>

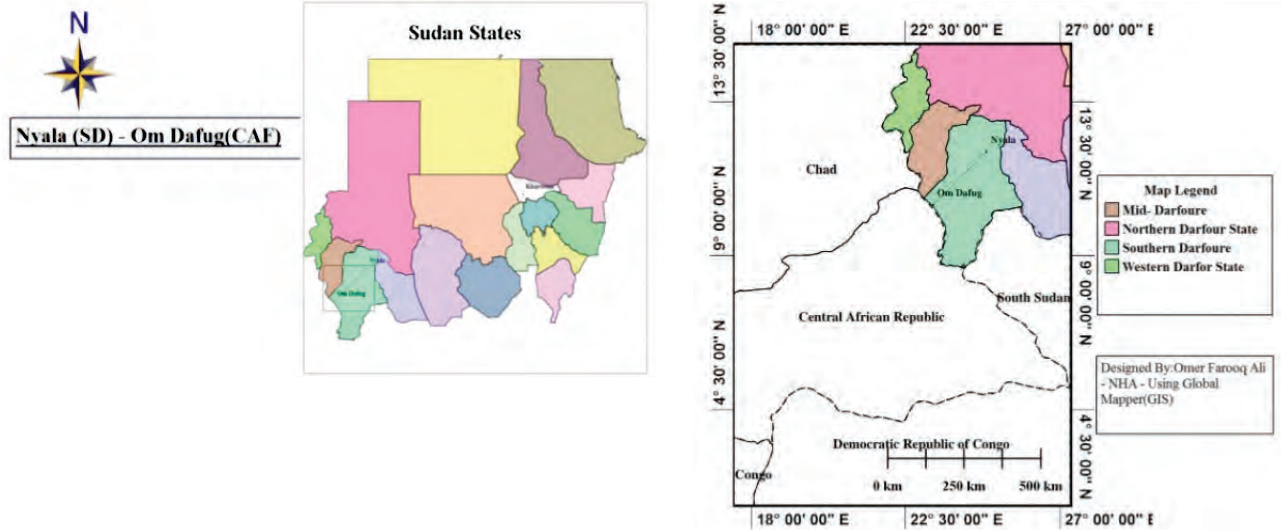


## 24. Rihaid El Birdi – Om Dafug

### Project description and objectives

The construction of **128.3 km** of road from **Rihaid El Birdi in Sudan to Om Dafug on the border with the Central African Republic**. The general objective is that the project **will facilitate efficient movement of cargo and people** for the two countries and offer a new access to Port Sudan.

### Project Map



**Link:** <https://pp2.au-pida.org/approved-project/entry/gvax6/>

### Project status

The project is in the **Feasibility** stage (S2B)

### Financial needs

Project Cost Estimate : USD 102.64 Million

### Key parties



### Private sector opportunities

The project will connect the Red Sea to the Atlantic Ocean from Port Sudan through Om Dafug to Birao, Bangui and Douala on the Atlantic Ocean which will activate Transit-Trade between the countries of the region. This corridor can be adopted as a new Trans-African from Port Sudan to Douala (Cameroon) for the beneficiaries of the regional communities. It will help in the establishment of a Free Trade Area between Sudan and Central African Republic.

### Technical specifications of the project

New construction of 128.3 km from Rihaid El Birdi in Sudan to Om Dafug on the border with Central Africa Republic from existing bare earth to paved regional corridor standards (asphalt standard with 7 m carriageway and 1.5 m-shoulders on both sides).

**Link:** <https://pp2.au-pida.org/approved-project/entry/u1jta/>

## 25. Construction of Petroleum Jetty and Associated Storage Facilities at Albion, Mauritius

### Project description and objectives

The project will be done in two phases. Phase-I will constitute the construction of a petroleum jetty and oil terminal facilities to handle **3.38 million metric tons per annum (MMTPA)**. The additional facilities for Phase-II would handle up to **6.46 MMTPA** of **petroleum** products. The dedicated petroleum jetty will be constructed at water depth of around 23 m. The approach trestle will be 765 metres long and will accommodate tankers of up to 150,000 DWT at Albion. The oil terminal will have a storage capacity of 430 000 m<sup>3</sup> in Phase-I and an additional 335 000 m<sup>3</sup> in Phase-II. In total, 765 000 m<sup>3</sup>. Project objective:

- To **boost oil-trade opportunities in the region** and is in line with the Government's vision to position **Mauritius as a petroleum and bunkering hub**.

### Project Image



### Project status

The project is in the **Feasibility** stage (S2B)

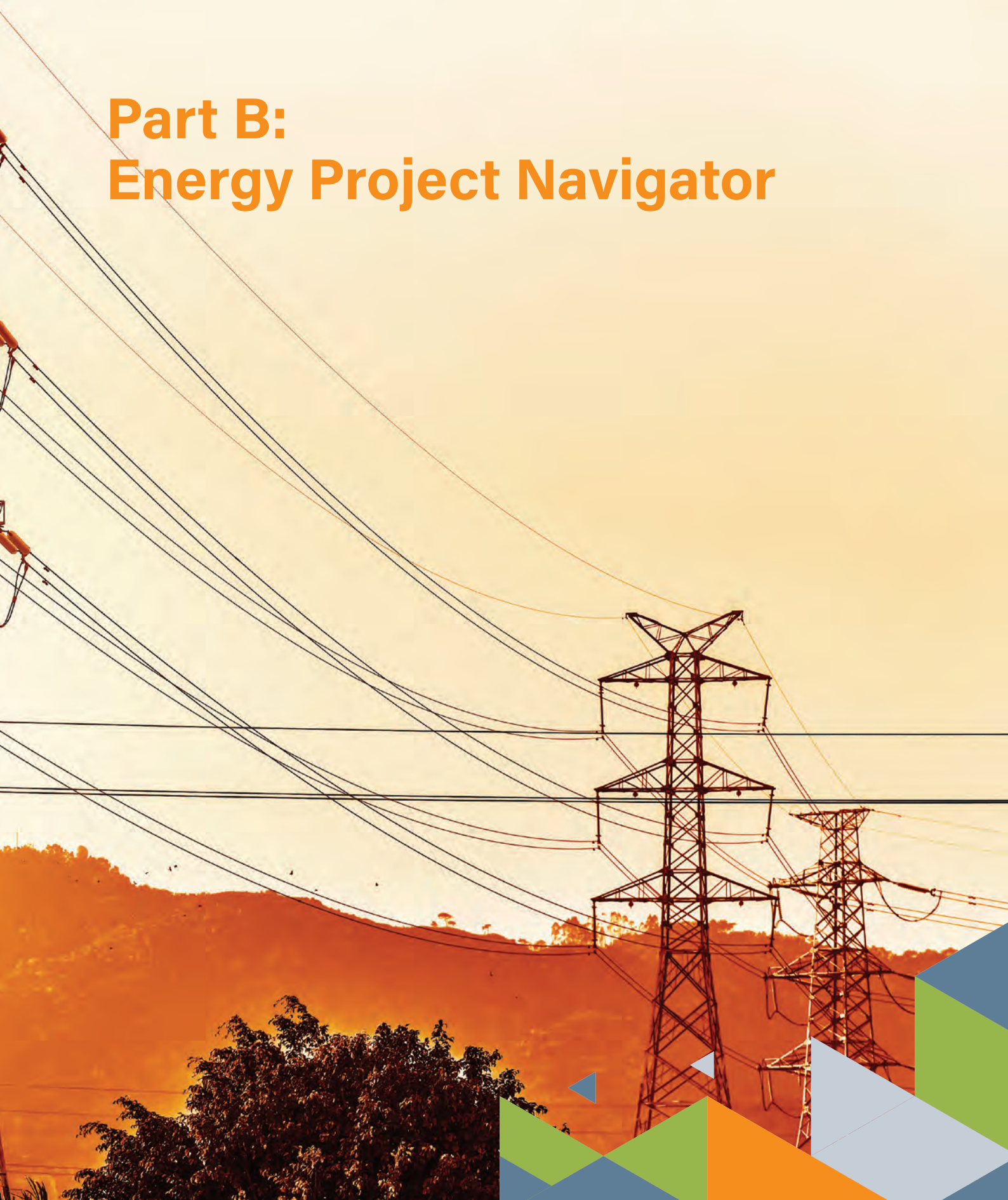
### Financial needs

Project Cost Estimate : USD 840 Million

### Key parties



# Part B: Energy Project Navigator



18. Solar Power Park  
Mali : WAPP regional solar power park project

8. Hydroelectric Power  
Nigeria: 3,050 MW Mambilla hydroelectric power project

12. Hydroelectric Power  
Côte d'Ivoire: 246 MW hydroelectric power plant

10. Hydroelectric Power  
Cameroon – CAR – Republic of Congo:  
CHOLLET hydroelectric site and transmission line

9. Hydroelectric Power  
Cameroon – Republic of Congo - Equatorial  
Guinea – Gabon:  
Booue and Tsengue-Leledi hydroelectric sites,  
and transmission lines

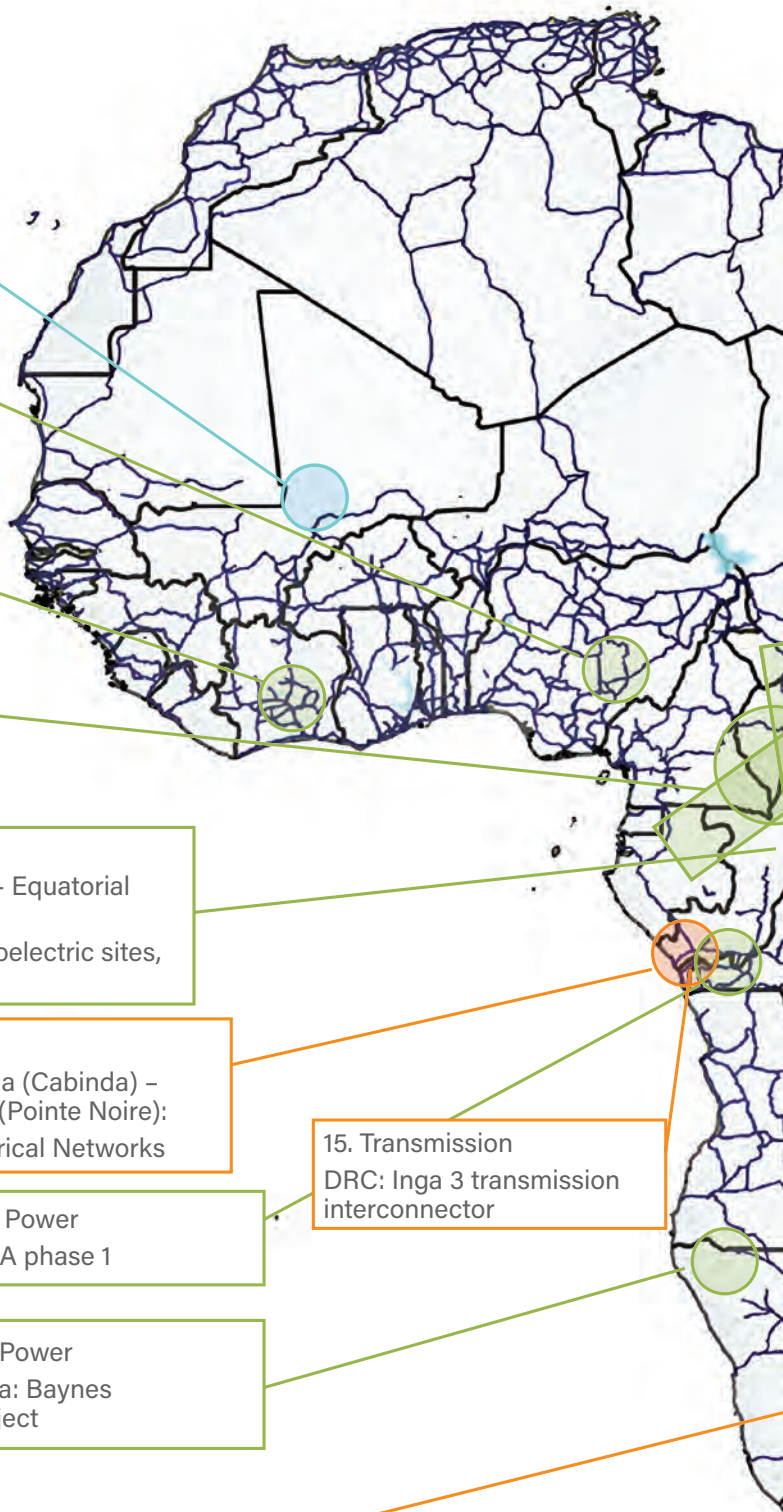
7. Transmission  
DRC (Inga) – Angola (Cabinda) –  
Republic of Congo (Pointe Noire):  
Integration of Electrical Networks

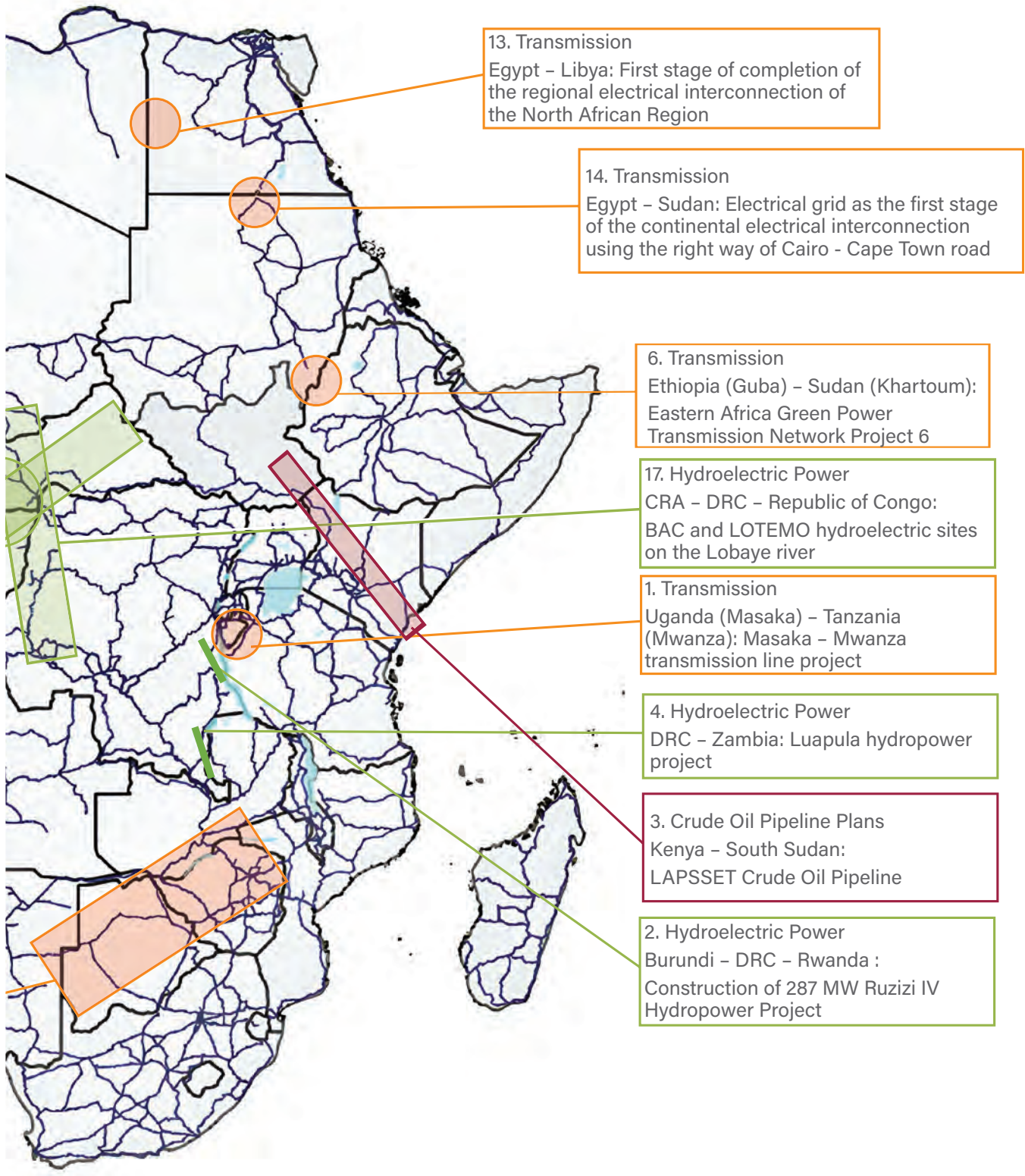
16. Hydroelectric Power  
DRC: Grand INGA phase 1

11. Hydroelectric Power  
Angola – Namibia: Baynes  
Hydropower Project

5. Transmission  
Zimbabwe – Zambia – Botswana – Namibia:  
ZIZABONA interconnector project

15. Transmission  
DRC: Inga 3 transmission  
interconnector





# 1. Masaka – Mwanza Transmission Line Project

## Project description and objectives


The **220kV-400 kV cross-national transmission line project** is composed by: (i) overhead power line, for the transmission and distribution of electricity between the cities of Masaka (Uganda) and Mwanza (Tanzania); and (ii) substations for the interconnection of the energy systems for the supply of energy for consumers along the line route. The project objectives are to:

- **Enhance electricity trade among East African countries and**, particularly, between Tanzania and Uganda, contributing to the establishment of the Eastern Africa Power Pool
- **Improve security and reliability of electric power supply in the region**
- **Foster economic development and regional integration**
- **Improve operational and technical performance** of the interconnected grids.

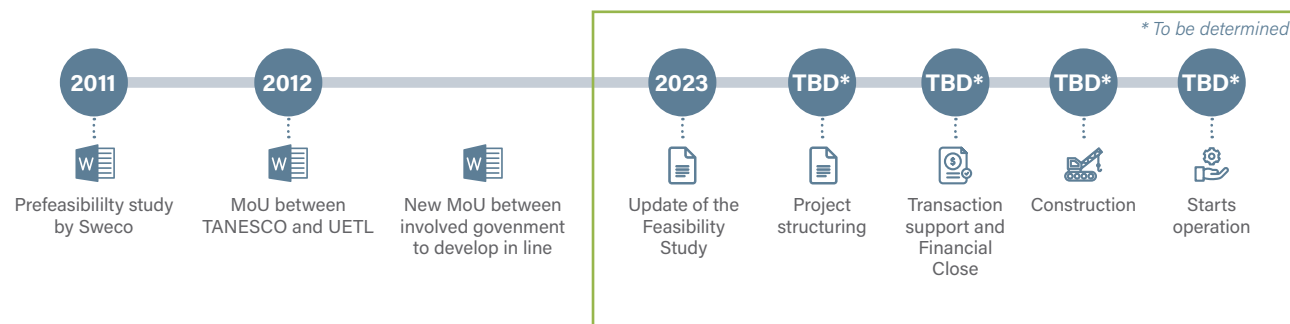
## Layout of the Transmission Line



**Link:** <https://www.dakarfinancingsummit.org/projects/masaka-mwanza-transmission-line-project>

Project status	Financial needs
The project is in the <b>Feasibility Stage</b> (S2B). An update of the 2011 feasibility study was launched. By the end of 2022, the financial resources mobilisation process had begun carrying out the ESIA and RAP required to complete the Feasibility Studies.	Project Cost Estimates : USD 325 Million  In the short term, the ESIA and RAP financing will be required. The amount has not been determined yet.
Key parties	Private sector opportunities
	There is <b>experience with PPPs</b> in transmission lines in Uganda and Tanzania. Moreover, the development of transmission lines in the whole of East Africa proves the maturity of the project.

## Implementation timing



## 2. Construction of 287 MW Ruzizi IV Hydropower Project

### Project description and objectives

The Ruzizi Hydropower Plant IV will be located on Ruzizi River. The plant is designed to have a capacity of 287 MW, allowing for the full utilisation of the 500 MW potential of the Ruzizi River. The **project objectives** are to:

- Serve as **interconnection** of three countries Rwanda, Burundi and DRC
- Offer greater and more reliable **access to electricity** which will also improve the quality of basic social services delivery including health, education, and improved security
- **Improve energy trade** among member countries
- Ensure **reliability and economic power supply** by switching to cheap and renewable sources.

### Location of the Hydropower Project Under Study



**Link:** <https://www.dakarfinancingsummit.org/projects/masaka-mwanza-transmission-line-project>

### Project status

The project is in the **Feasibility Stage** (S2B), and the terms of reference for the hiring of consultants for the feasibility study have already been finalised

### Financial needs

Project Cost Estimate : USD 712 Million

Additional details from the sponsors indicate that the main project funding requirements will be **determined once the feasibility studies are completed**.

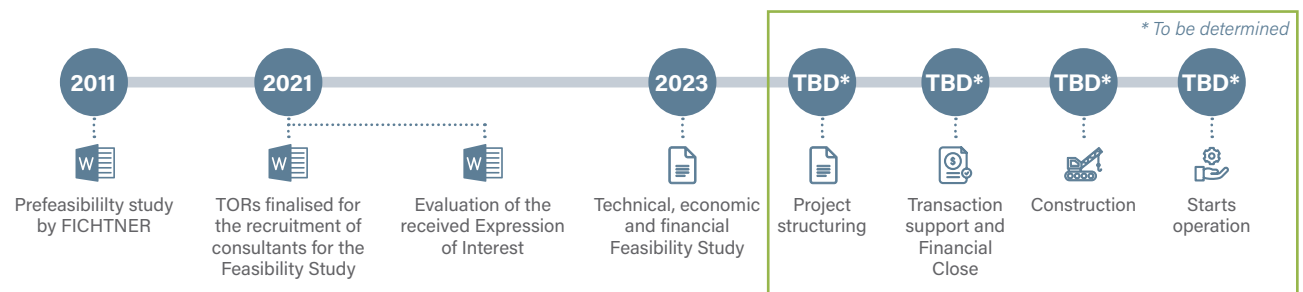
### Key parties



### Private sector opportunities

There is **experience with PPPs** in hydropower generation in DRC, Rwanda and Burundi, and since Ruzizi III is also a PPP, this makes it easy for Ruzizi IV to follow the same path.

### Implementation timing



### 3. LAPSSET Crude Oil Pipeline Plans on Transport the Crude Oil Produced in South Sudan and Lokichar (Kenya) Oil Fields to Lamu Port in Kenya

#### Project description and objectives

The Crude Oil Pipeline will originate from the South Sudan oil fields to Lamu Port and will also be used to ship crude oil from the oil-rich fields in South Lokichar in Kenya to Lamu Port for export. The **project objectives** are to:

- Drive **economic growth** by expanding the export of crude oil from South Sudan and Kenya through the Lamu Port
- **Streamline crude oil transportation**, expand trade opportunities and promote regional economic integration
- **Create job opportunities** and connect communities to larger economic networks
- **Enhance safety, efficiency** and environmental standards, supporting local economies.

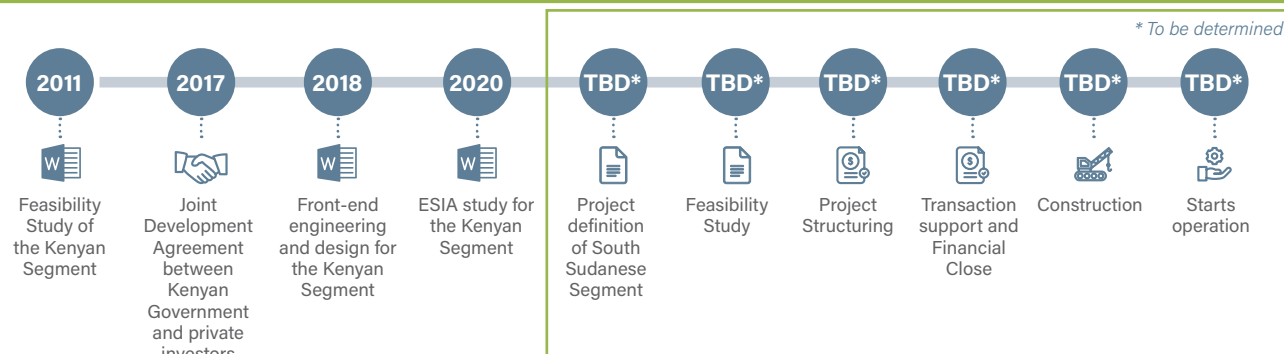
#### Map of the LAPSSET Crude Oil Pipeline



**Link:** <https://www.dakarfinancingsummit.org/projects/lapsset-crude-oil-pipeline-lamu-to-south-sudan>

Project status	Financial needs
The Kenyan segment is at <b>Project Structuring Stage (S3A)</b> and the South Sudanese segment is at <b>Project Definition Stage (S1)</b>	The sponsor is currently seeking funding to conduct the <b>feasibility studies for the project, considering Kenyan and South Sudanese segments as a whole</b>
Key parties	Private sector opportunities
	The project has the <b>suitable attributes to involve the private sector</b> , as there are similar successful projects in the region.

#### Implementation timing





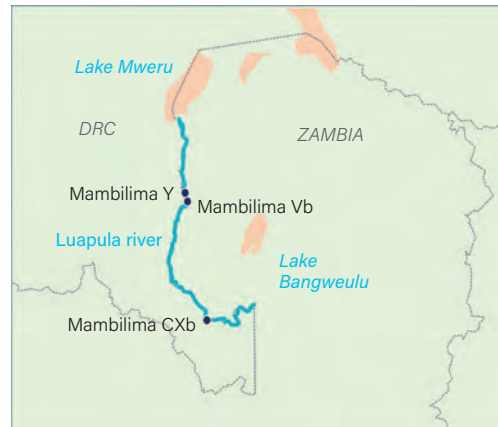
## 4. Luapula Hydropower Project

### Project description and objectives

The Luapula Hydropower project is located on the Luapula river and consists of **hydropower plants and transmission line construction** at three sites: Mumbotuta CXb, Mambilima Vb, and Mambilima Y, with an estimated **total installed capacity of 789 MW**. The **project objectives** are to:

- Provide **clean energy** there by contributing to sustainable industrial and economic development in DRC and Zambia
- Reduce** the current levels of **power deficits** in DRC and Zambia
- Increase access** to electricity to various parts in DRC and Zambia
- Improve the network stability** in the southern region of DRC and the Northern region of Zambia
- Contribute to **increase** in Southern African Power Pool (SAPP) energy market **capacity**.

### Map of Three Potential Sites



**Link:** <https://www.dakarfinancingsummit.org/projects/luapula-hydropower-project>

### Project status

The project has completed Pre-feasibility stage and is progressing to **Feasibility stage**. In **2021** (S2B), due to challenges in raising the required amount of grant funding for the three sites, the Project Sponsors selected to **commence technical studies** on the **most economically viable site**.

### Financial needs

Project Cost Estimate: USD 540 Million

Further details provided by the project sponsors indicated:

- ▶ Feasibility: USD 7.5 Million
- ▶ Project Structuring: USD 1 Million
- ▶ Transaction Support and Financial Close: USD 1 Million.

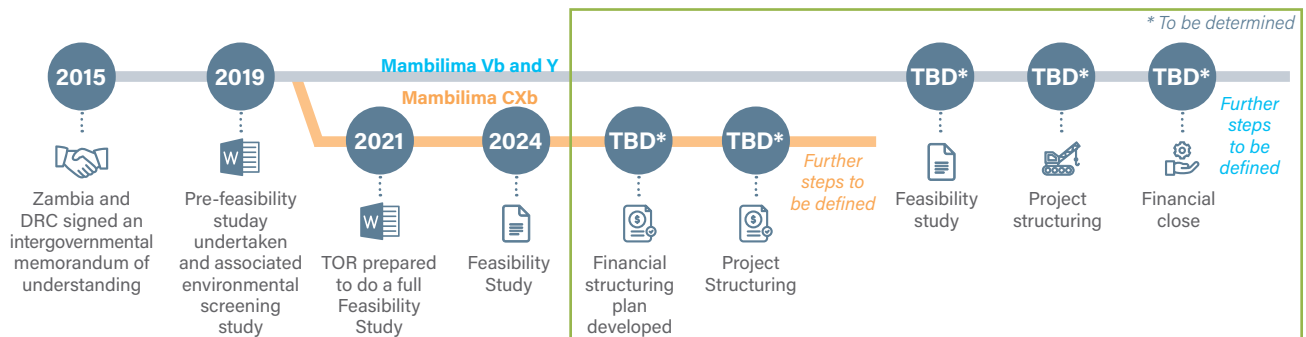
### Key parties



### Private sector opportunities

There is strong track record of private participation in hydropower generation in both DRC and Zambia, and both countries have an adequate legal/regulatory framework for private investments in infrastructure.

### Implementation timing



## 5. Zimbabwe Zambia Botswana Namibia (ZIZABONA) Interconnector Project

### Project description and objectives

The **ZIZABONA** transmission project consists of the development, financing, construction and operation of new transmission facilities in Zimbabwe, Zambia, Botswana and Namibia to facilitate the creation of a western transmission corridor in the Southern African Power Pool to decongest the central corridor. The construction is **422 km of transmission interconnectors** in Zimbabwe (Hwange) – Zambia Livingstone (Mukuni) – **101 km** (Hwange to border) and **14km** (border to Mukuni), Zimbabwe (Victoria Falls) – Botswana (Pandamatenga) – **76 km**, Zambia (Mukuni) – Namibia (Zambezi) – **231 km**. All lines will be constructed at **400 kV**, with initial operation at **330kV** and initially targeting to transfer **300 MW**. The **project objectives** are to:

- **provide an alternative electrical** power transmission in the region and decongest the existing central transmission corridor congest the existing central transmission corridor that passes through Zimbabwe, thus boosting electricity trading among Member States
- **Interconnect the four countries**
- Create an **alternative wheeling path** between North and South and Decongest the Central Transmission Corridor for enhanced power trade among SADC countries.

### Location of ZIZABONA



### Project status

The project is in the **Project Structuring** stage (S3A)  
Project has experienced some good progress

### Financial needs

Project Cost Estimates : USD 240 Million

### Key parties



### Private sector opportunities

Boast of tourism sectors in the border towns of Victoria falls and Kazungula through increased and reliable power supply, a sector which favours women participation.

### Implementation timing

Resource Mobilisation for the next steps still to be undertaken.

**Link:** <https://pp2.au-pida.org/approved-project/entry/clxbi/>

## 6. Eastern Africa Green Power Transmission Network Project 6 – Guba (Ethiopia) – Khartoum (Sudan)

### Project description and objectives

The **Guba (Ethiopia)-Khartoum (Sudan) project** is one of the proposed cross power interconnectors between five countries in the Horn of Africa under the them '**Eastern Africa Green Power Transmission Network Project**'.

The countries involved include Ethiopia, Djibouti, Eritrea, Sudan, South Sudan, and Somalia. This will form a large regional transmission network which would be part of the Eastern African Power Pool. The **project objectives** are to:

- Compliment ongoing efforts to **foster regional power system** integration in the broader Eastern Africa region through EAPP
- **Facilitate power trade** between Ethiopia and Sudan, and latter with Egypt and other countries as the line constitutes a key part of the North to South Africa power transmission corridor
- **Optimal development** of available generation resources in the region
- **Supply** countries in context with green power at a reasonable price.

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/9wf10/>

Project status	Financial needs
<p>The project is in the <b>Feasibility stage</b> (S2B)</p> <p>The 2016 Feasibility Study confirmed the viability of a 500kV double circuit interconnector, which would complement the existing 230 kV interconnector (IGAD Regional Infrastructure Master Plan (IRIMP)).</p>	<p>Project Cost Estimates : USD 670 Million</p>
Key parties	Private sector opportunities
	<p>This project is funded by the power utilities in the countries. The Project is also a huge project with possibilities for sub-contracting SMEs established by women and youths.</p>

### Implementation timing

- ▶ High Voltage AC with transfer capacity of 3000 MW
- ▶ The project have the potential to serve the existing ICT sector in both countries and the Transport sector in the future.

## 7. Integration of Electrical Networks between: Inga - Cabinda and Point Noire

### Project description and objectives

Project aimed at **securing the service** to the cities of the Inga-Moanda-Boma-Cabinda-Pointe Noire-Brazzaville-Kinshasa-Inga loop and the ramp of the future backbone of the Corridor Maquela-Do Zombo-Inga-Cabinda-Pointe Noire-Gabon-Equatorial Guinea-Cameroon-Chad. The **project objectives** are to:

- **Increase the energy supply** in the region
- Make **the availability of electrical energy reliable** on the network of the 3 countries
- Contribute to the **socio-economic development** of these countries
- **Promote trade in electricity and regional integration.**

### Location of Map



**Link:** <https://pp2.au-pida.org/approved-project/entry/7r9pf/>

Project status	Financial needs
<p>The project is in the <b>Transaction and Financial Close</b> stage (S3B)</p> <p>Feasibility studies, ODA ESIA, DAO are completed.</p>	<p>Project Cost Estimates : USD 160.00 Million</p> <p>Additional details provided by the project sponsors indicate that the project costs are estimated as (EUR 150,935,310 (341,424,138 691 CDF) and distributed as follows:</p> <ul style="list-style-type: none"> <li>▶ Angola €46,954,500 (27,983,238,592.5 AOA)</li> <li>▶ DR Congo: €89,683,410 (202 868 904 659.301 CDF)</li> <li>▶ Republic of Congo: €14,297,400 (9,378,479,612 XAF).</li> </ul>
Key parties	Private sector opportunities
	<ul style="list-style-type: none"> <li>▶ A Partnership Memorandum of Understanding was signed between PEAC and the Chinese consortium Hengtong Optic-Electric Co-LTD and China Energy</li> <li>▶ The US State Department through its Deloitte consultant is interested in this project.</li> </ul>

## 8. 3,050 MW Mambilla Hydroelectric Power Project


### Project description and objectives

Mambilla Power project is a 3.05GW hydroelectric facility being developed on the Dongo River near Baruf, in Kakara Village of Taraba State, Nigeria. The project is being undertaken by Nigeria's Federal Ministry of Power and is expected to go into full commercial operation in 2030. When completed Mambilla will be Nigeria's biggest power plant, producing approximately 5.457 billion kWh of electricity a year. The **project objectives** are to:

- To increase electricity access of the country; stimulate economic growth development and enhancement of living standards of millions of Nigerians and neighbouring countries, in particular increase power export to Niger, Togo, Benin and Chad
- increase Nigeria's current electricity generation by 30% and the country's baseload electricity generation capacity, hence improving grid stability
- The project will be a major source of additional power generation capacity that will make Nigeria meet its 90% electricity access rate by year 2030, as well as increase renewable energy use to 30% by year 2030.

### Location on Map



<b>Project status</b>	<b>Financial needs</b>
The project is in the <b>Project Structuring</b> stage (3A)	Project Cost Estimates : USD 5,800,0 Million
<b>Key parties</b>	<b>Private sector opportunities</b>
	<ul style="list-style-type: none"> <li>▶ The project is estimated to cost USD 5.8 billion and will generate up to 50,000 local jobs during the construction phase. A key action being worked upon is to streamline the Mambilla Hydroelectric Power Project (MHEPP) procurement process in favor of women owned SMEs.</li> <li>▶ It is also planned that the Ministry will from time-to-time host suppliers briefing for women SMEs and publish clear procurement processes that will enable women Engineers to participate in procurement process of the MHEPP project hence FMP plan to limit the size of some key project areas to allow women owned SMEs to participate in contract process.</li> </ul> <p><b>Link:</b> <a href="https://pp2.au-pida.org/approved-project/entry/useau/">https://pp2.au-pida.org/approved-project/entry/useau/</a></p>

## 9. Development of the Booue and Tsengue-Leledi Hydroelectric Sites, and Construction of the Associated Transmission Lines

### Project description and objectives

This Project is part of the promotion of new **Transboundary Basin Organizations** (Ogooué, Ntem, Nyanga, and Komo), located in Cameroon, Republic of Congo, Gabon and Equatorial Guinea. It is a question of carrying out two priority integrator projects which are: the creation of the two hydroelectric power stations which are: **BOOUE** and **TSENGUE LELEDI** (in the center of Gabon) and transmission lines associated.

To this end, ECCAS requested and obtained funding from the African Water Facility for: (i) **the conduct of summary and detailed pre-project studies** (APS and APD) of the Booué and Tsengué-Lélédi hydroelectric infrastructures; and power transmission lines; (ii) carrying out an **environmental and social impact study** for each site. The **project objectives** are to:

- **Increase the production capacity** of Gabon and interconnect the electricity grids with neighboring states (Cameroon, Republic of Congo, Equatorial Guinea)
- **Increase the rate of access to electricity** for the populations of the 4 states concerned
- **Contribute to strengthening regional integration**, electrical interconnection, accelerating access to modern energies.

### Location on Map



### Project status

The project is in the **Transaction Support and Financial Close** stage (S3B)

### Financial needs

Project Cost Estimates : USD 1784 Million

Additional information provided by project sponsors indicated that the project preparation costs will be about USD 17.84 Million

### Key parties



### Private sector opportunities

The private sector has good appetite for power generation projects with suitable PPP frameworks and enabling environment in the project countries.

### Market size

Population: 25 million people

**Link:** <https://pp2.au-pida.org/approved-project/entry/m67nq/>

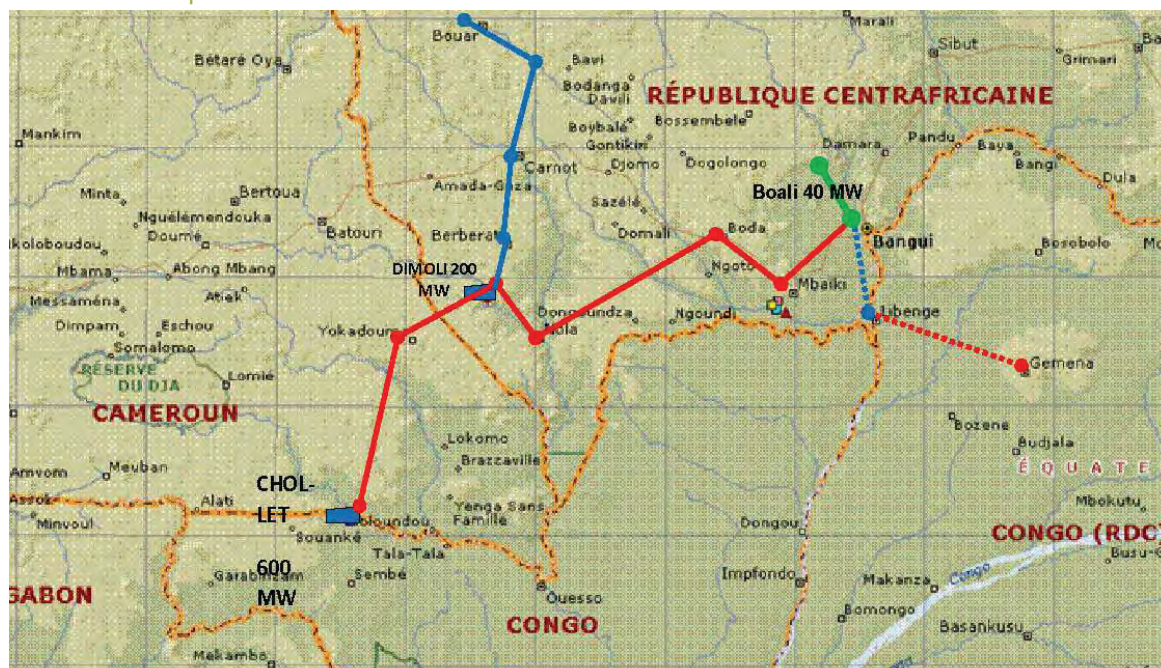
## 10. Development of the Chollet Hydroelectric Site and Associated Transmission Lines

### Project description and objectives

The Project consists of the development of a **hydroelectric power station** with a capacity of **600 MW**, and the construction of associated **transmission lines** to localities in Northern Congo, South-Eastern Cameroon and South-Western CAR. The **project objectives** are to:

- **Increase the rate of access** to electricity for the populations of the Republic of Congo and Cameroon
- Solve the issue of **electricity shortage** in the areas concerned
- Contribute to **regional integration**
- Improve the conditions of women
- **Reduce poverty** and significantly **reduce rural exodus**
- **Preserve the Environment** by contributing to the fight against deforestation in the Project area - Substitute hydroelectric production for thermal production and thus reduce the emission of greenhouse gases Tight.

### Location on Map



### Project status

The project is in the **Feasibility** stage (S3B)

Technical studies completed, Establishment of the Project Management, Financing available.

### Financial needs

Project Cost Estimate : USD 2 Billion

### Key parties



### Private sector opportunities

The private sector has interest in power generation projects where there are suitable PPP frameworks and enabling environment in the project countries.

### Market size

Population: over 6 million people

**Link:** <https://pp2.au-pida.org/approved-project/entry/88ufa/>

# 11. Baynes Hydropower Project

## Project description and objectives

The Baynes Hydropower Project is a joint project between **Angola** and **Namibia**. The project involves the construction of a hydropower dam on the Cunene River, 48 km downstream of the Epupa Falls. It is envisaged that the Baynes mid-merit/peaking power station's capacity will be in the range of **600 MW**, which will be shared equally by Namibia and Angola. Like the Ruacana Power Station, the new dam will function as a mid-merit peaking station, which will help to offset costly power imports during peak hours. During the wet season the Baynes Power Station is predicted to run at full capacity, while during the dry season the generators will generate at maximum during mid-merit/peak periods only, while **71 MW** would be generated during the off-peak periods. The **project objectives** are to:

- Provide clean energy and contribute to **sustainable industrial** and **economic development** in the two countries
- Reduce the current levels of power deficits in the two countries and increase access to electricity to various parts of the two countries
- Contribute to increased SAPP Energy Market capacity.

### Location on Map



#### Project status

The project is at a **Feasibility stage** (S2B) since the documents highlight that both the technical and environmental studies previously developed are being updated, and ToRs for the remaining Bankability Studies and Transmission Power lines studies have been issued.

#### Financial needs

USD 1.3 Billion (civil: USD 880 Million; electro-mechanical: USD 310 Million; environmental cost: USD 7.5 Million; Indirect costs: USD 108 Million), total project cost exclude interest during construction (reference date 2014).

The above cost assumes a 7-year construction period. The techno-economic data is currently being updated, and it is assumed that with technological advancements, the construction period is likely to be reduced to 5 years, which could result in significant project cost savings.

#### Key parties



#### Private sector opportunities

In accordance with SADC gender policy and guidelines and small-scale industry and agriculture development involving women is envisaged.

**Link:** <https://pp2.au-pida.org/approved-project/entry/cr15r/>



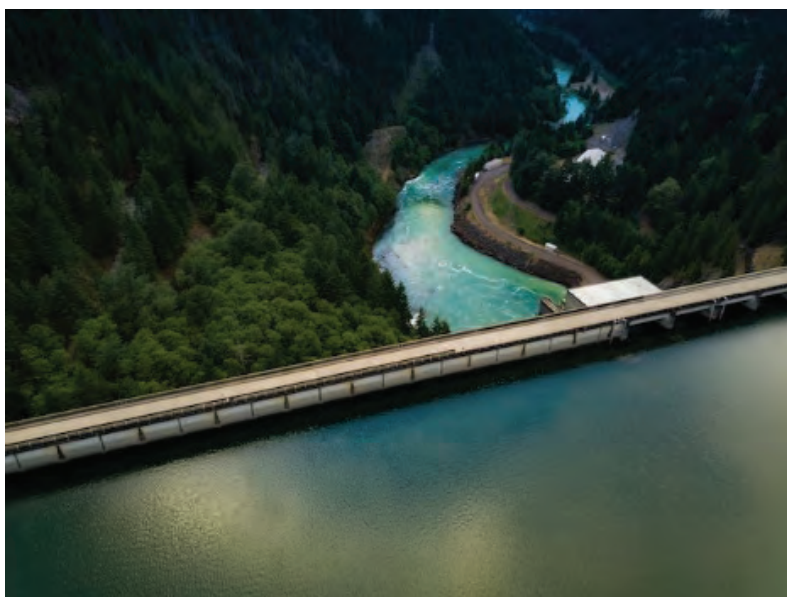
## 12. Louga Hydroelectric Power Plants 1 and 2 (246 MW)

### Project description and objectives


Among the priority projects included in the ECOWAS Master Plan for the Development of Regional Means of Production and Transmission of Electric Power 2019-2033 is the **Louga 1 and 2 hydroelectric power** plant project. **297.6 million m<sup>3</sup>** - Construction of a dam **1 683 m** long and **30m** high - Installation of **3 bulb-type groups** totaling **126 MW**. The **project objectives** are to:

- **Reduce greenhouse** gases (GHG) by 28% by 2030 compared to 2014 which corresponds for the Electricity Sector to an energy mix including 42% of renewable energies
- **Reduce dependence on fossil fuels** and diversify the electricity mix of Côte d'Ivoire's electricity sector in order to prevent a single source of production from exceeding 60% of installed capacity
- **Enhance sustainable integration of national networks** in the ECOWAS community, with a view to facilitating energy exchanges and trade between member states
- **Diversify the energy mix** and **reduce greenhouse gases**, Coping with the growth in demand, Improving the quality of service and **Stimulating economic growth** at national and sub-regional levels.

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/9mj0v/>

<b>Project status</b>	<b>Financial needs</b>
The project is in the <b>Pre-feasibility</b> stage (S2A)	Project Cost Estimates : USD 613 Million
<b>Key parties</b>	<b>Private sector opportunities</b>
	The production will be fed into the interconnected WAPP grid. The annual production capacity is estimated at 646 GWh. The project has the potential to subcontract to SMEs or certified companies.

### Technical specifications of the project

- ▶ LOUGA 1 - 55m water reservoir with a capacity of about 297.6 million m<sup>3</sup> ; - 1683 m long and 30m high dam ; - 3 bulbous units with a total capacity of 126 MW
- ▶ LOUGA 2: 30m water reservoir with a capacity of about 237 million m<sup>3</sup> ; - 1107 m long and 33m high dam ; - 3 bulbous type groups with a total installed capacity of 120 MW.

## 13. Egypt and Libya Regional Electrical Interconnection as the First Stage of Completion of the Regional Electrical Interconnection of the North African Region

### Project description and objectives



This stage covers about **165 km** from Saloum (Egypt) to Tobruk (Libya) to complete the North Regional Electrical Interconnection. An alternating current (AC) transmission line of about **165 km** to exchange a capacity of (1000) megawatts with a voltage of **(500/400) kV** (Saloum (Egypt) **500 kV** – Tobruk (Libya) **400 kV**), with a back-to-back **500/400 kV** converter station rated **1 000 MW**. The **project objectives** are to:

- **Facilitate the interconnection** between the local/national networks/grids of the North African countries by using the combination of alternating current (AC) and direct current (DC) transmission lines, and connections to HV national networks.

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/cy9t8/>

Project status	Financial needs
The project is in the <b>Pre-feasibility</b> stage (S2A)	Approximately USD 300 Million (Transmission Lines - Converter Station - Right of Way - Extension Bays)
Key parties	Private sector opportunities
 	The private sector could invest in the project although this will most likely be undertaken by the two national power utilities. The project will seek to have a procurement preference for women.

### Technical specifications of the project

An alternating current (AC) transmission line of about 165 km to transmit a capacity of (1000) megawatts with a voltage of (500/400) kV. Saloum (Egypt) 500 kV – Tobruk (Libya) 400 kV, with a back-to-back 500/400 kV converter station rated 1000 MW, (two sections rated 500 kV. each).

## 14. Egypt and Sudan Electrical Grid as the First Stage of the Continental Electrical Interconnection Using the Right Way of Cairo – Cape Town Road

### Project description and objectives

A **Direct Current Transmission Line** to transmit **2 000 MW** with **1 000 K.V.** Voltage from Cairo (Egypt) to Khartoum and Gedaref (Sudan), as the first phase of the giant electrical interconnection grid parallel to the continental road Cairo – Cape Town which is suggested to use a mixture of alternating current (AC) and direct current (DC) solutions according to the results of technical and economic feasibility studies. The **project objectives** are to:

- **Create a harmonised Integrated Continental Transmission Network (ICTN)**
- **Integrate and create the EAPP electricity market**, which is an important step in the attainment of the goal to establish the **Africa Single Electricity Masterplan (AfSEM)** through the Continental Power Systems Masterplan (CMP).

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/pvhq/>

### Project status

The project is in the **Project Definition Stage (S1)**

It is suggested that the first stage of the track be the Egypt – Sudan electrical grid with a length of about 2,200 km from Cairo (Egypt) to Khartoum and Gedaref (Sudan) parallel to the continental road by establishing two circuits with an HVDC of 1,000 kV (or a mixture of alternating current (AC) and direct current (DC) solutions of 800 kV, according to the results of technical and economic feasibility studies.

### Financial needs

Project Cost Estimates : USD 2 Billion

Further details provided by the project sponsors indicate:

- ▶ Overall Operation and Maintenance: USD 5 Million
- ▶ About USD 2.2 Billion approximately (Transmission Lines – Transformer Stations).

### Key parties



### Private sector opportunities

There is private sector interest in power projects hence the possibility of PPPs in implementation are good if the enabling environment is in place. The project will seek to have a procurement preference for women.

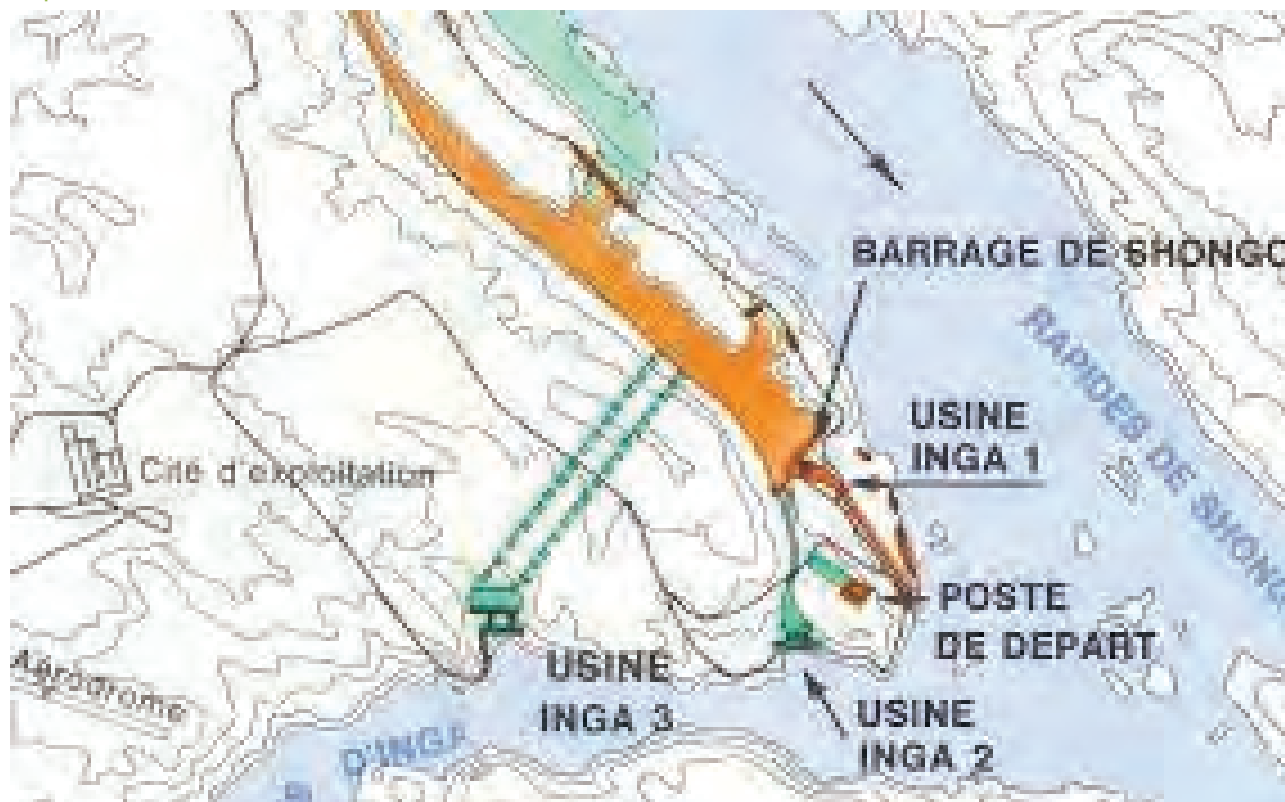
## 15. INGA 3 Transmission Interconnector

### Project description and objectives

The project involves conducting the feasibility studies in respect of the design, development, operation and maintenance of a High Voltage Direct Current (HVDC) transmission scheme that will deliver 5,000 MW of electricity to South Africa under the Inga 3 Low Head Project. The HVDC transmission Scheme will traverse Zambia, Zimbabwe and/or Botswana (Transit Countries). The **project objectives** are to:

- Undertake **feasibility studies** in respect of the design, development, operation and maintenance of a High Voltage Direct Current (HVDC) transmission scheme from DRC to South Africa, going through Botswana, Zambia and Zimbabwe.

### Map Location



### Project status

The project is at the **Enabling Environment and Needs Assessment** stage (S0)

### Financial needs

Project Cost Estimates : USD 3,564 Billion

### Key parties



### Private sector opportunities

There is private sector interest in power projects hence the possibility of PPPs in implementation are good if the enabling environment is in place.

**Link:** <https://pp2.au-pida.org/approved-project/entry/bh61j/>

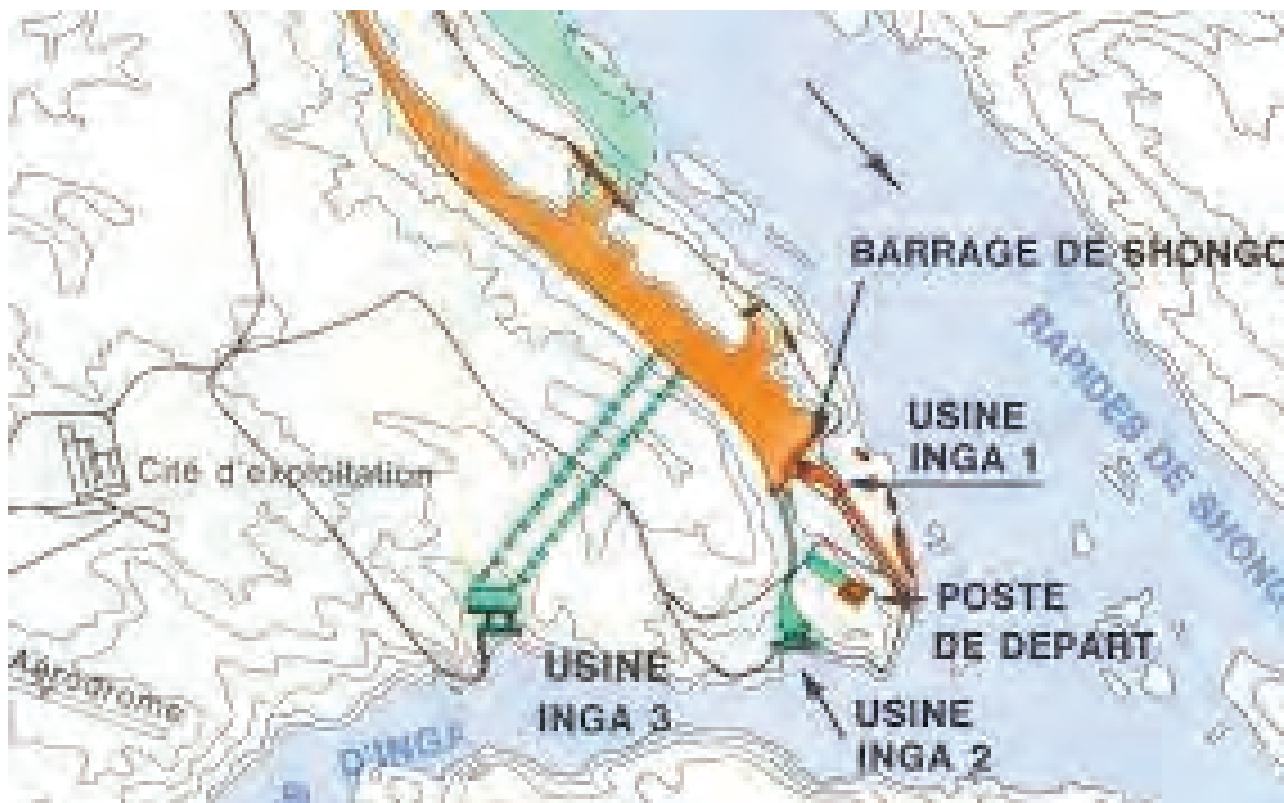
## 16. Grand INGA Phase 1

### Project description and objectives

The overall objective of the project is to generate 11,050 MW at the Inga site by building a hydropower plant with transmissions lines within DRC and across borders. Transmission lines are designed to connect with South Africa through SAPP power lines. In the western part of the DRC, transmission lines could link with Nigeria and Angola. In particular the project will:

- Contribute to increased power interconnections across Africa
- Facilitate trade in power between SAPP and DRC
- Promote economic development in the DRC, SAPP, Central African Power Pool and WAPP
- Contribute to job creation in DRC and all powerful countries involved in the project.

### Map of Project



### Project status

The project is in the **Transaction Support and Financial Close stage (S3B)**

### Financial needs

The estimated cost of the Inga 3 project is USD 12 Billion for production and infrastructure and USD 2 to 3 Billion to transport infrastructure

### Key parties



### Private sector opportunities

There is private sector interest in power projects hence the possibility of PPPs in implementation are good if the enabling environment is in place.

**Link:** <https://pp2.au-pida.org/approved-project/entry/vmpm/>

## 17. Development of the BAC and LOTEMO Hydroelectric Sites on the Lobaye River, and Related Works in CAR

### Project description and objectives

The **hydroelectric development** sites on the Lobaye are located in the **South-West of the Central African Republic (CAR)**, in the locality of M'baïki, **100 km** from Bangui. This location is par excellence favorable to the **supply of electricity to border countries** such as the Republic of Congo in its North-Eastern part, the DRC in its equatorial part (the city of Libengué and its surroundings). The Lobaye project, with an installed capacity of 60 MW. The **project objectives** are to:

- For the **Central African Republic - Interconnection with the Boalibangui system**, interconnection with the lines from Dimoul, and Inga - **Supply the Prefecture de Mbia** and the forestry and mining companies which are located there
- For the Republic of Congo: - **Supply the towns and new villages and Betou - Supply the forestry companies** established in the region
- For the DRC - **Supply the town of LIBENGE** and its surroundings.

### Location on Map



**Link:** <https://pp2.au-pida.org/approved-project/entry/4p4f6/>

### Project status

The project is in the **Feasibility stage** (S2B)

The AfDB and the World Bank had expressed their interest during the BPREF CEMAC round table in Paris in April 2020. Priority project of the ECAC Tasks.

### Financial needs

Project Cost Estimates : USD 408 Million

Further details provided by sponsors indicated that:

- ▶ USD 2 Million for studies
- ▶ CAPEX USD 406.5 Million if BAC and LOTEMO sites are developed sequentially
- ▶ USD 358.4 Million if the 2 sites are developed at the same time.

### Key parties



### Private sector opportunities

- ▶ Participation in feasibility studies.
- ▶ There is good private sector interest in power generation projects hence the possibility of PPPs in implementation are good if the enabling environment is in place.

### Market size

Population: over 6 million people

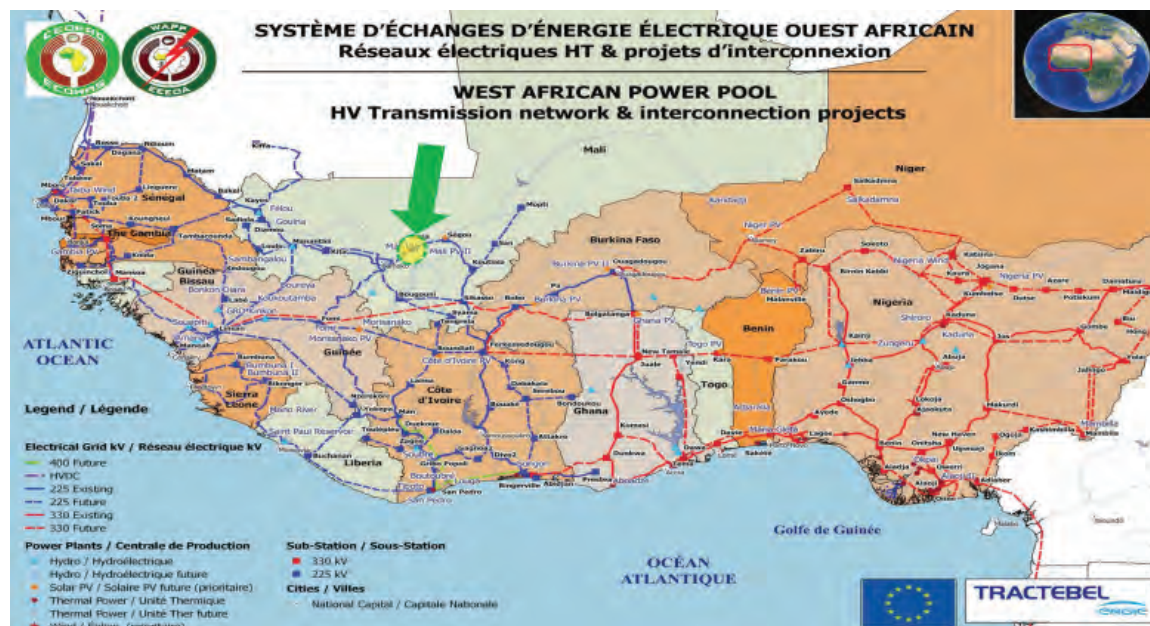
# 18. WAPP Regional Solar Power Park Project in Mali


## Project description and objectives

The implementation strategy of the WAPP assumes the realisation of distinct but mutually complementary infrastructure sub-programmes which, when realised, will result in an integrated efficient electricity system in West Africa. The WAPP Regional Solar Power Park Project in Mali of potential capacity 150 MW features prominently among the Priority Projects. The Project is scalable, multiphase and multisite. Three sites are selected, namely Fana, Bougouni and Sanankoroba around Bamako. The **project objectives** are to:

- **Reduce the demand-supply imbalance** within the ECOWAS sub-region and augment the renewable energy component in the regional energy mix
- **Develop and realization of key priority infrastructure** that permit the accessibility to economic and sustainable energy resources, to all Member States of ECOWAS
- Augment the portion of **Renewables (Solar, Wind)** in the regional energy mix.

## Map Location of WAPP Mali



<p><b>Project status</b></p> <p>The project is in the <b>Feasibility stage</b> (S2B)</p> <p>The Feasibility Study is being finalised and the ESIA is ongoing</p>	<p><b>Financial needs</b></p> <p>Project Cost Estimates : USD 250 Million</p>
<p><b>Key parties</b></p> 	<p><b>Private sector opportunities</b></p> <ul style="list-style-type: none"> <li>▶ This project is in line with the region's renewed drive to significantly augment the portion of new Renewables (Solar, Wind) in the regional energy mix</li> <li>▶ Subcontracting with women-owned SMEs or gender-certified businesses could be a possibility but it is not yet decided.</li> </ul>

**Market size**

The expected production is 498 GWh per year. This energy will cover an equivalent demand.

**Link:** <https://pp2.au-pida.org/approved-project/entry/ozs3j/>





# Part C: Transboundary Water Project Navigator



1. Continental Africa Water Investment Support Programme (AIP)

15. Water Transfer  
Cameroon, CAR, Chad, Libya, Niger,  
Nigeria: Mobilisation and Transfer of  
Water from Bria Dam to Lake Chad

11. Multipurpose Dam  
Guinea: Fomi Dam

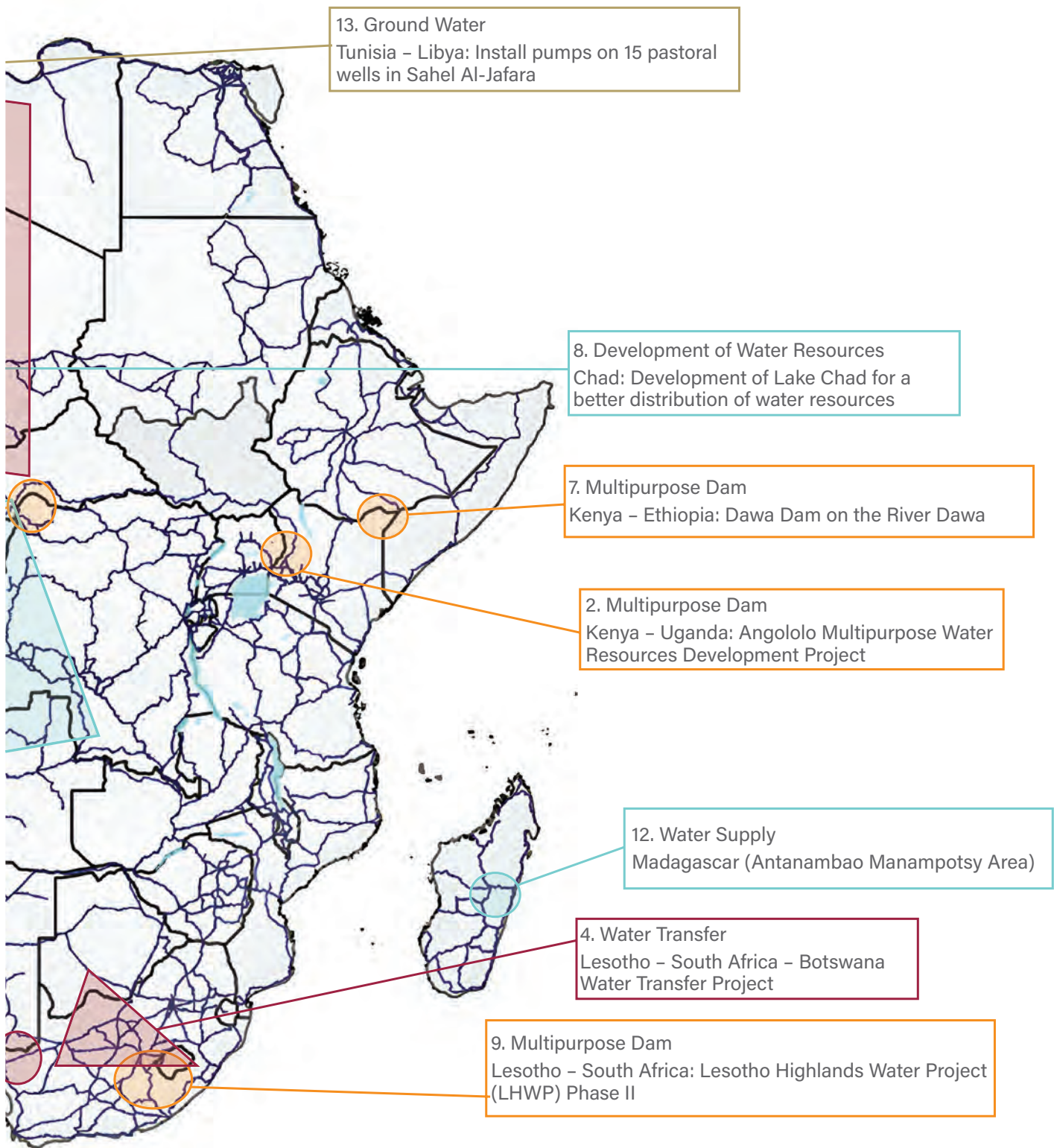
6. Multipurpose Dam  
Ghana - Burkina Faso: Noubiel Dam

3. Multipurpose Dam  
CAR - DRC - Republic of Congo:  
Construction of the Dam and development of  
the Palambo hydroelectric plant

14. Hydrometric stations  
São Tomé and Príncipe

5. Management of Water Resources  
Angola - Cameroon - CAR - DRC - Gabon and  
Republic of Congo: Sustainable Management of Water  
Resources in the Congo Basin

10. Water Transfer  
Namibia - South Africa: the Noordoewer / Vioolsdrift Dam



13. Ground Water  
Tunisia – Libya: Install pumps on 15 pastoral wells in Sahel Al-Jafara

8. Development of Water Resources  
Chad: Development of Lake Chad for a better distribution of water resources

7. Multipurpose Dam  
Kenya – Ethiopia: Dawa Dam on the River Dawa

2. Multipurpose Dam  
Kenya – Uganda: Angololo Multipurpose Water Resources Development Project

12. Water Supply  
Madagascar (Antanambao Manampotsy Area)

4. Water Transfer  
Lesotho – South Africa – Botswana Water Transfer Project

9. Multipurpose Dam  
Lesotho – South Africa: Lesotho Highlands Water Project (LHWP) Phase II

# 1. Continental Africa Water Investment Support Programme (AIP) on Transboundary Water Investment Projects: Integrated Transboundary and Regional Investments in Water-Health-Energy-Food Security (WHEF)

## Project description and objectives

The Continental Africa Investment Support Programme (AIP)'s Transboundary Water Investment Sub-programme will support specific priority projects identified by Member States and submitted as part of **the continental Africa Water Investment Programme** from Member States in all sub-regions of Africa. Member States that have been included in the first phase with specific projects include Benin, Cameroon, Uganda, Tunisia and Zambia as well regional institutions by the **ECCAS** and **SADC Water Fund** hosted by the Development Bank of Southern Africa. The **objectives are** to:

- **Support the creation of an enabling environment for accelerated planning**, preparation and financing of transboundary and the regional water-health-energy-food nexus projects that foster the integrated corridor approach for regional infrastructure development
- Get the AIP to **leverage and influence USD 30 billion** in climate resilience Sustainable Development Goal 6 water investments and create at least 5 million jobs
- **Accelerate construction activities**, job creation and boost industrialisation and trade.

## Location on Map



<b>Project status</b> The project is in <b>Project Definition stage</b> (S1)	<b>Financial needs</b> The Total Project Financial Cost of the Continental Africa Water Investment Programme covering all RECS is: <b>USD 1.860 Billion</b>
<b>Key parties</b> 	<b>Private sector opportunities</b> The programme will support and benefit 550 million people with the following headline results: (1) \$10 billion investments leveraged by 2030 toward Agenda 2063, SDG 6, stimulate job creation and growth; (2) Stalled priority water infrastructure projects 'unblocked' and project preparation accelerated; (3) Africa Water-Health-Energy-Food Nexus Operational Framework adopted by AU member states; (4) Transboundary hydropower projects adopt multipurpose 'water-healthy-food-energy' nexus approach; (5) 550 million people benefit from opportunities generated, root causes of migration addressed; (6) 2 million indirect jobs created for vulnerable, poor youth, women and girls; and (7) 250 thousand direct jobs created through investments in water and sustainable sanitation.

## Implementation timing

AIP implementation in the five pilot countries has already commenced with support from the Austrian Development Agency, the Swiss Agency for Development and Cooperation, and the Swedish International Development Cooperation Agency.

**Link:** <https://pp2.au-pida.org/approved-project/entry/jl4xz/>

## 2. Angololo Multipurpose Water Resources Development Project

### Project description and objectives

The project includes the construction of a dam and water storage reservoir, the development of irrigated agriculture, water supply and sanitation, as well as a system for flow regulation to control floods and manage drought situations. The **project objectives** are to:

- **Alleviate poverty** in the project area by transforming existing subsistence farming
- **Increase resilience and adaptability** to climate change by promotion of alternative livelihoods
- **Improve water supply and sanitation**
- **Reverse environmental degradation** through the implementation of sustainable land management
- **Intensify economic activities** in the project area by opening up agro-processing facilities
- **Strengthen trans-boundary cooperation** between Uganda and Kenya.

### Location on Map



**Link:** <https://www.dakarfinancingsummit.org/projects/angololo-multipurpose-water-resources-development-project>

### Project status

Feasibility Stage started in July 2020 and **should be completed since 2022**. Therefore, project has started **Project Structuring stage (S3A)**

### Financial needs

Funding required in the short-term for Project Structuring (USD 0.5 Million) and Transaction Support and Financial Close (**USD 0.35 Million**), for a **total of USD 0.85 Million**

### Key parties



**RPSC**

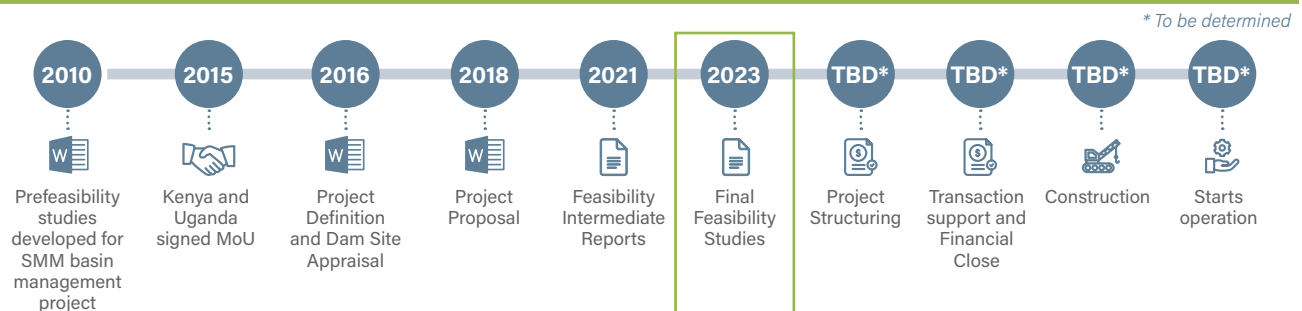
**DSPoE**



### Private sector opportunities

The Project has **potential to be suitable for a PPP scheme** with both involved countries having proper PPP regulatory framework and track record of projects in the water sector.

### Implementation timing



Estimative Calendar

### 3. Construction of the Dam and Development of the Palambo Hydroelectric Plant

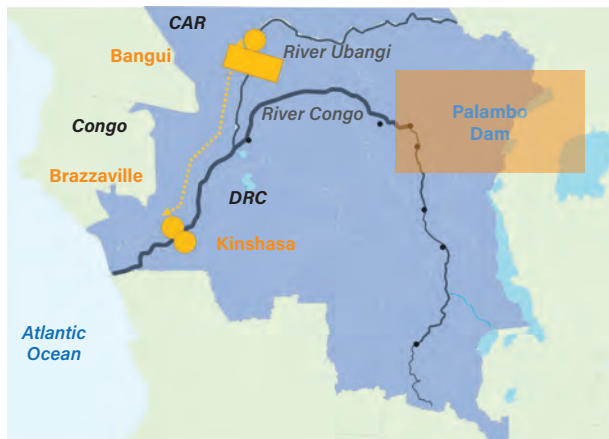
#### Project description and objectives

The project comprises the construction of a dam to regulate the Ubungu and Congo rivers flow downstream of Bangui, mainly during the low water period, and a **hydroelectric plant to serve the CAR's capital and the neighbouring area.**

The project objectives are to:

- **Produce** and ensure a regular and sufficient **supply of electricity** to Bangui and its immediate area as well as areas of Congo and DRC
- **Improve the navigation** in the Oubangi River, and consequently fluvial transportation between Bangui and Brazzaville and Kinshasa
- **Promote the development of economic activities** and services in Bangui and the DRC by the permanent supply of electricity to companies
- **Contribute** to the multimodal transport Corridor 13, part of the Central African Consensual Transport Master Plan
- Enable the **Water Transfer project From the Oubangi to Lake Chad.**

#### Map Location



**Link:** <https://www.dakarfinancingsummit.org/projects/construction-du-barrage-et-am%C3%A9nagement-de-la-centrale-hydro%C3%A9lectrique-de-palambo>

#### Project status

**Pre-feasibility studies were done in 1990** by SOGREAH, part of ARTELIA, an important French engineering company

**Feasibility Stage (S2B) has not been launched yet;** deficiency of funding is identified as the reason for the lack of progress so far

#### Financial needs

In the short term, financing is required to do the **feasibility study (USD 3 Million)** and the **Transaction Support and Financial Close (USD 10 Million)**

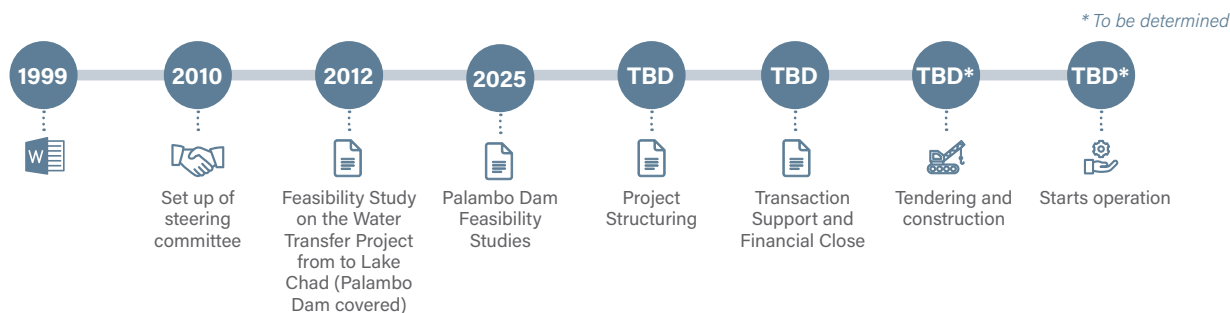
#### Key parties



#### Private sector opportunities

All involved countries have an advantageous PPP regulatory framework, including DRC that shows a relevant track record of hydropower projects and, in consequence, a **big PPP potential.**

#### Implementation timing



## 4. Lesotho-Botswana Water Transfer Project

### Project description and objectives

Lesotho – Botswana Water Transfer Project aims to implement a **water conveyance system in Lesotho through South Africa to Botswana**.

The project also includes the construction of a multi-purpose dam in Lesotho with a **hydropower plant**.

The **project objectives** are to:

- **Water supply to Botswana**, as well as **Lesotho** and **South African** municipalities along the route; beneficial to continued economic growth and implying commensurate socio-economic benefits
- **Hydropower generation in Lesotho**, in order to improve population access to electricity and to reduce dependency on imported energy supply
- **Climate resilience enhancement** from water shortages and droughts for communities in Botswana, Lesotho, and South Africa, which have negatively impacted agriculture sector outputs, factor remuneration, and general households' welfare
- **Creation of long term employment** opportunities

### Map with Alternative Conveyance Routes



**Link:** <https://www.dakarfinancingsummit.org/projects/lesotho-botswana-water-transfer-project>

### Project status

The project is in Feasibility stage (S2B)

Prefeasibility Phase I and II completed in December 2022

### Financial needs

- ▶ Total Requirements Cost : USD 3 Billion
- ▶ Short-term Financial needs: EUR 250,000 (Technical Advisory Services for ESIA Studies and Technical Studies)
- ▶ Commitments: NEPAD-IPPF (EUR 2.3 Million), AWF (EUR 2.0 Million), State Parties (EUR 1.7 Million).

### Key parties

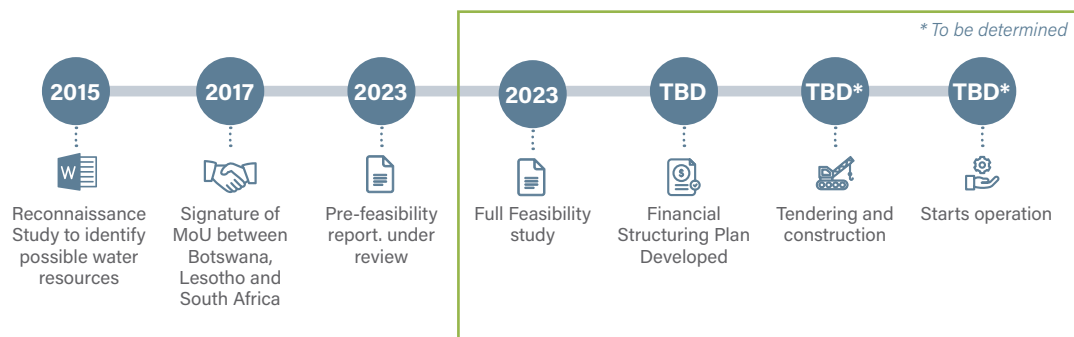


JSMC

### Private sector opportunities

Both Botswana and South Africa have developed an adequate regulatory framework for the implementation of PPPs and have relevant track records of PPPs in water and energy sectors.

### Implementation timing



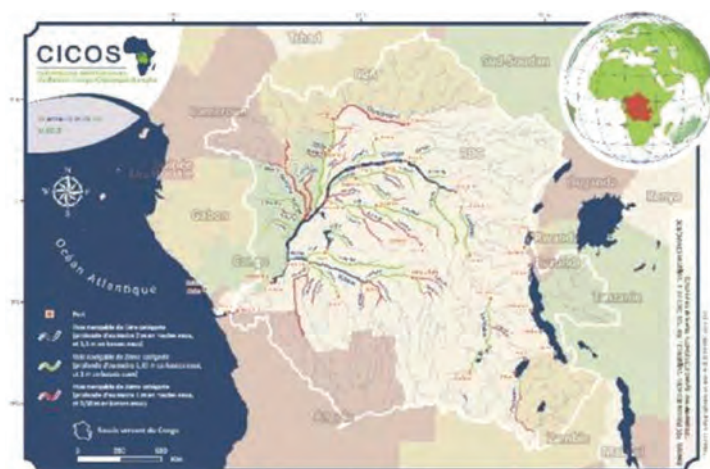
## 5. Support Programme for the Facilitation of Transport by Inland Waterways, Securing River Navigation and the Sustainable Management of Water Resources in the Congo Basin

### Project description and objectives

The Congo Basin is an immense territory which covers around **3.7 million km<sup>2</sup>** (6.6% % of the area of the African continent). This Basin has a very dense hydrographic network, with navigable waterways estimated at more than **25 000 km** in their natural state, of which at least **15 000 km** are classified. Due to its geostrategic position, the waterway network, through its terminals, constitutes a real multimodal transport platform and continental service, which represents a great opportunity for the promotion of the regional economy. The general project objectives are:

- **Contribute to the facilitation of trade on the inland waterways** of the Congo Basin and the Ogooué River
- **Facilitate integration** of the Central African sub-region
- **Improve integrated management and the sustainable use of water resources.**

### Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/9w1zs/>

### Project status

The project is in Enabling **Environment and Needs Assessment** stage (S0)

### Financial needs

Project cost estimate : USD 93.8 Million

### Key parties



### Private sector opportunities

Speaking of civil society (NGOs, Universities, Research Institutes, etc.), which has enormous needs for technical data and information, it will be able, through the results of this Project, to access information on IWRM (heights of water, flows, etc.), on the environment (ESIA, procedures manual), and on river transport (statistics), to enable them to better accomplish their missions.

### Gender procurement actions

Almost all the actions that will be developed under this Project take into account the gender approach that will involve all social strata at all levels of implementation. From the outset, it should be emphasized that being the emanation of CICOS strategic documents (SDAGE and PAS Navigation), these have been developed in strict compliance with gender representation in all meetings, both at both national and regional.



## 6. Nounbiel Multipurpose Dam

### Project description and objectives

The idea of building the **Nounbiel dam** was born in the 1970s to **strengthening cooperation** between the **Republic of Ghana** and the **Burkina Faso** formerly called **Upper Volta**. Since then, several negotiations have taken place and focused mainly on the purpose of the work that Ghana wants **hydro-agricultural** and **Burkina hydroelectric**. The **project objectives** are:

- **Poverty reduction**, economic growth, strengthening resilience to climate change, promoting gender and improving the living conditions of populations living both in the area under direct influence
- **It will enable the land enhancement**, access to electrical energy, Drinking Water Supply (AEP) and the creation of productive activities in the field of fishing, livestock and tourism for the surrounding area, as well as the strengthening of cooperation between the populations established there
- **Multiplier effects**, favorable to the creation of development opportunities and the opening up of the region.

### Location on Map



Link: <https://pp2.au-pida.org/approved-project/entry/uw2wt/>

Project status	Financial needs
The project is in <b>Pre-feasibility stage (S2A)</b>	Project Cost Estimate : USD 169 Million
Key parties	Private sector opportunities
	Project has <b>potential to be suitable for a PPP scheme</b> with both involved countries having proper PPP regulatory framework and track record of projects in the water sector.

### Gender procurement actions

- ▶ The direct beneficiaries in terms of agriculture are the populations of the three countries living in the project area, estimated at 160,000 producers
- ▶ Indirectly, the agricultural production will benefit not only the populations of the area under the influence of the dam but also those of the basin and beyond
- ▶ As for the production of electricity, which amounts to 303 GWh, it will benefit about 10 million inhabitants in the Volta Basin area. Other socio-economic activities (fishing, aquaculture, livestock farming, ecotourism, etc.) linked to the presence of this dam will benefit women, young people and vulnerable people, among others, thus avoiding rural exodus and emigration.

## 7. Dawa River Multi-purpose Dam

### Project description and objectives

The proposed **Dawa Dam** will be on River Dawa. The site is located approximately **20 km** upstream of **Rhamu Dimtu** town in Mandera County of Kenya and **2 km upstream** of Boni centre in Ethiopia. The estimated dam **height** is about **90 m** with a capacity of approximately **4.5 Billion M<sup>3</sup>** and can be utilised to generate **8.2 MW** of hydropower. The project objectives are:

- Provide irrigation water, hydropower generation, flood mitigation, and a source for drinking water for livestock and human beings
- **Protect water resources**, storing the floods for use during the dry season
- **Fishing for livelihood**
- **Irrigation potential**, changing from peasant irrigation to modern irrigation.

### Location on the Map



**Link:** <https://pp2.au-pida.org/approved-project/entry/6nw5l/>

Project status	Financial needs
The project is in the <b>Project Definition</b> stage (S1)	Preparation Costs : USD 12 Million CAPEX Cost USD 603.5 Million Overall Operation and Maintenance USD to 5 Million
Key parties	Private sector opportunities
  	<ul style="list-style-type: none"> <li>▶ Proposed type of financing is 76% of either grant or loan from development banks to cater for the actual work, 19% balance to be equity from respective governments to cater for land acquisition and environmental conservation, while balance of 5% to be from the beneficiaries to cater for operations and maintenance of the infrastructure. (IGAD Regional Infrastructure Master Plan (IRIMP))</li> <li>▶ Hydropower will stimulate the much need agro-industries for value addition of the agricultural potential outputs. Farm by-products will offer the much-needed hay for the animals, thus ensuring the community acquires resilience to the climatic challenges of droughts and floods.</li> </ul>

## 8. Feasibility and In-depth Studies on the Development of Lake Chad

### Project description and objectives


The drastic decline in freshwater availability in the **Lake Chad Basin** has resulted in a **95% decrease** in the volume of the lake from 1963 to date. At the same time, the degradation of the Lake Chad ecosystem following the **droughts of 1973-74** and 1985-86 leads **to increased erosion of the watershed and silting of Lake Chad** and its main tributaries, the Chari and Logone rivers. The actual rate of siltation and sedimentation of Lake Chad is unknown. The **project objectives** are to:

- **Undertake in-depth technical studies** on silting, bathymetric surveys, physico-chemical analysis of Lake Chad sediments and invasive plants as well as Lake Chad waters
- **Develop a sediment dredging programme** for de-sanding, the fight against harmful plant species and the de-silting of Lake Chad in order to have a better distribution of water resources between the northern basin and the southern basin of the lake
- **Restore navigation** through Lake Chad and revive the economic activities of the riparian communities
- **Develop landing stages and Restore fishing and irrigated agriculture** along Lake Chad with the objective of combating poverty.

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/qo6w1/>

<b>Project status</b>	<b>Financial needs</b>
The project is in <b>Project Definition</b> stage (S1)	Project Cost : USD 21.6 Million
<b>Key parties</b>	<b>Gender procurement actions</b>
	<ul style="list-style-type: none"> <li>▶ Capacity building of contractors and public institutions on methodologies to enhance women's participation</li> <li>▶ Establish standards for bidders to demonstrate their track record in promoting gender activities</li> <li>▶ Establish gender sensitive monitoring and reporting mechanisms.</li> </ul>

## 9. Lesotho Highlands Water Project Phase II

### Project description and objectives

Water transfer from **Lesotho** to **South Africa**, for water supply to South Africa and hydropower generation in Lesotho. The **project objectives** are to:

- To **provide revenue** to Lesotho by transferring water from the catchment of the Senqu/Orange river in Lesotho to **meet the growing demand** for water in the RSA's major industrial and population centres
- To avail an **increased assurance** of water supply for the regional economic hub in South Africa
- To **generate hydro-electric** power for Lesotho
- To provide the opportunity to **undertake ancillary developments** such as the provision of water for irrigation and potable water supply
- To **promote** the **general development of the remote** and underdeveloped mountain regions of Lesotho.

### Location on the Map



**Link:** <https://pp2.au-pida.org/approved-project/entry/gu5rn/>

Project status	Financial needs
The project is in the <b>Pre-feasibility</b> stage (S2A)	<ul style="list-style-type: none"> <li>▶ Preparation Cost : USD 4.0 Million</li> <li>▶ Construction Cost USD : 2,600 Million.</li> </ul>
Key parties	Technical specification of the project
	<p>Construction of Polihali Dam (2,325 MCM full supply storage, 165m high dam wall, 921m crest length, 9m crest width, 45m high saddle dam with 603m crest length and 6.5m crest width), 38km transfer tunnel to Katse Dam, Advance infrastructure (power, telecommunications, roads, etc), hydropower generation (211MW). Water transfer RSA to increase to over 1,270MCM/year.</p>
Market size	

17,000 people affected, population of Lesotho and Gauteng. In impact, the beneficiaries from the project are estimated to be over 8 million people (including in Lesotho and South Africa). Various foreseen water uses include domestic, industrial, tourism, hydropower generation and environmental water requirements.

# 10. Noordoewer/Vioolsdrift Dam

## Project description and objectives



The Orange River System (ORS) is one of the most highly developed River Systems in Southern Africa. In September 2015, Namibia and South Africa, under the auspices of the PWC, commissioned the Noordoewer / Vioolsdrift Dam (NVD) Feasibility Study. The study investigated many possible options and in 2016 initially concluded that the optimal NVD would have a wall height of about 73m, with a storage capacity of 2,800 million m<sup>3</sup> and would be of concrete faced rock fill type (CFRD). The project objectives are to:

- Increase the long-term sustainable yield of the Orange River System
- Provide for the projected growth in water requirements in the Orange River System/Improve water supply and sanitation
- Compensate for the impact of the implementation of the Reserve on the yield of the Orange River System
- Provide a re-regulation storage on the Lower Orange River to allow for releases to be made to correct the seasonal distribution of flows in accordance with the riverine Ecological Water Requirements (EWRs) in the Lower Orange River.

## Location on the Map



Link: <https://pp2.au-pida.org/approved-project/entry/2iew3/>

Project status	Financial needs
The project is in <b>Feasibility</b> stage (S2B)	Project Cost Estimate : USD 501.0 Million  (Further feasibility studies-approximately USD 1 million; and Detailed design, procurement and construction-Approximately USD 500 million)
Key parties	Technical specification of the project
 	The initially proposed NVD was sized as a concrete face rockfill dam (CFRD), with parameters as set out below, consisting of a side spillway, outlet works, hydroelectric plant, river flow gauging weir, etc. Parameter Description: Full Supply Level (FSL)-230 masl; Freeboard-12.5 m; Non-Overspill Crest (NOC)-242.5 masl; Lowest River Bed Level-162 masl; Dam Height up to NOC Level-80.5 m; Crest Length-1 km; Crest Width-10 m; and Embankment Slopes- 1V:1.4H.

## Market size

About 1.2 million people are within the project sphere of influence. The comparative advantage of agriculture in the area and high levels of unemployment best exhibits the NVD's potential contribution to development in the region. The proposed NVD can potentially stimulate specific sectors that have some resonance in the particular environments of the area, specifically agriculture and tourism. Through targeted support measures that look to address the evident weaknesses in the local economic system, the project can have a remarkable developmental impact.

# 11. Fomi Multipurpose Dam Development Project

## Project description and objectives

The **degradation of the Niger River Basin ecosystem** may ultimately compromise the existence of local populations and deteriorate their living conditions. This is why the development of the **Fomi dam** is the best alternative for sustainable development in the **Upper Niger**, a guarantee of safeguarding the natural resources of the river basin. The **project objectives** are to:

- **Regularise the river regime** and preserve the Niger Basin ecosystems
- **Improve the living environment** of local populations through the production of low-cost electricity
- **Ensure basic water supply** and livestock watering needs
- **Develop Irrigated Agriculture**
- **Produce low-cost hydroelectricity**
- **Develop fishing** and fish farming
- **Improve river navigation** and **develop ecotourism**.

## Location on Map



Project status	Financial needs
The project is in the <b>Transaction Support and Financial Close</b> stage (S3B)	Project Cost Estimate : USD 55.20 Million
Key parties	Technical specification of the project
	Water level (normal reservoir): 396 m Reservoir volume: 4 978 Mm <sup>3</sup> Reservoir area: 367 km <sup>2</sup> Maximum height of the dam: 50 m Length of the average concrete dam: 192.12 m Hydraulic turbine: Number: 3 Model: ZZ550-L J- 470 Nominal output power: 30.93 MW Nominal flow rate (unit) of the turbines: 151.32 m <sup>3</sup> /s.

## Gewnder procurement actions

The project has the potential to subcontract to women-owned SMEs or certified companies as subcontractors.

**Link:** <https://pp2.au-pida.org/approved-project/entry/4ejcx/>

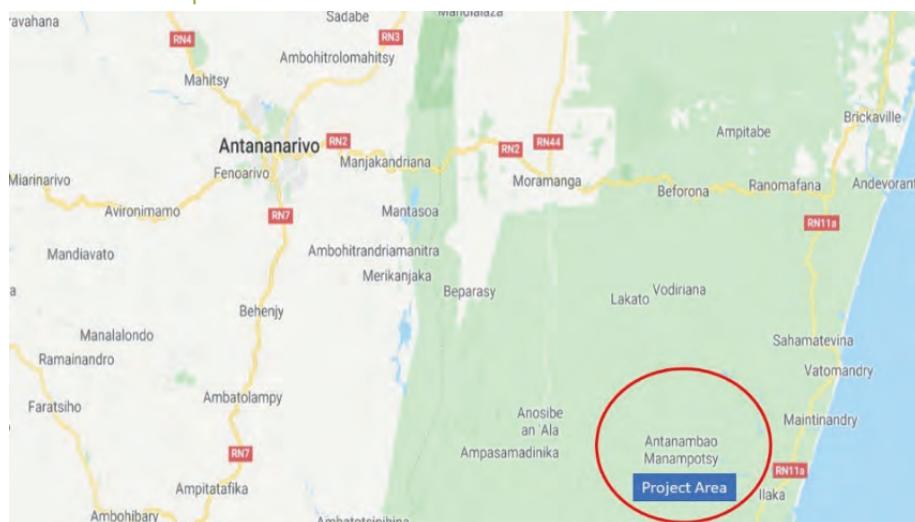
## 12. Water Supply Project in Antanambao Manampotsy (Atsinanana Region)

### Project description and objectives

The Project consists of **interventions on water infrastructure** development interventions to ensure adequate **supply of potable water** to communities of in the Antanambao Manampotsy Area, but also seeks to implement water resources management interventions to increase climate resilience of the water resources systems in the area. The **project objectives** are to:

- **Improve the quality of life** for households, schools and public facilities through increased access to drinking water
- **Protect the community's water sources** and improve the hygiene standard of the population dependent on the water resources
- **Water supply infrastructure development**
- **Implement some adaptation** measures to Climate Change
- **Protection of the community's water sources.**

### Location on Map



### Project status

The project is in the **Project Definition** stage (S1)

### Financial needs

Project Cost Estimate : USD 88.0 Million

### Key parties



### Technical specification of the project

The Project will consist of the following main Components:

- (1) Awareness Raising on the Project Issues (Stakeholder Mobilisation);
- (2) Integrated Water Resource Management Actions: a. Development of understanding of (specific knowledge) of the watershed and the water sources (water resources); b. Carry out water inventory studies; c. Undertake water use mapping studies (by each user sector), including zoning; d. Develop institutional, policy and legislative (regulatory) framework for the river basin; and e. Develop an Action Plan for resource protection and infrastructure development; and
- (3) Water Supply Infrastructure Development: a. Feasibility Study; and b. Construction of Water Supply Infrastructure.

### Market size

The project will benefit about 46,700 residents in the community of Antanambao Manampotsy / Atsinanana areas

**Link:** <https://pp2.au-pida.org/approved-project/entry/yjk42/>

## 13. Using Solar and Wind Energy to Extract Groundwater in the Pastoral Wells in the Western Region of the Jafara Plain


### Project description and objectives

This project is to install pumps on a number of 15 pastoral wells in Sahel Al-Jafara in northwestern Libya, and they are operated by solar energy or wind energy for the purpose of watering animals and establishing forest areas around the wells that are among its priorities to establish natural reserves for different animals that are distinguished in the region in addition to developing the area pastorally. The **project objectives** are:

- To contribute **to the creation of pastoral areas and the provision of water for watering animals and the establishment of natural reserves** for several types of wild animals that spread on the Libyan-Tunisian borders
- To contribute to **increasing the vegetation cover in the region gradually and resisting climate changes and desertification.**

### Location on Map



<b>Project status</b> The project is in <b>Project Definition</b> stage (S1)	<b>Financial needs</b> Project Cost Estimate : USD 0.4 Million (approximately) Actual costs will be determined by the Feasibility Study results
<b>Key parties</b> 	<b>Technical specification of the project</b> <ul style="list-style-type: none"> <li>▶ Nature reserves provide employment opportunities for studies and research</li> <li>▶ Providing job opportunities through natural parks</li> <li>▶ Increasing the numbers of livestock and providing meat and leather to establish wool mills and tanning factories.</li> </ul>
<b>Market size</b> The project will benefit about 250,000 residents in the community. <b>Link:</b> <a href="https://pp2.au-pida.org/approved-project/entry/f5ql4/">https://pp2.au-pida.org/approved-project/entry/f5ql4/</a>	



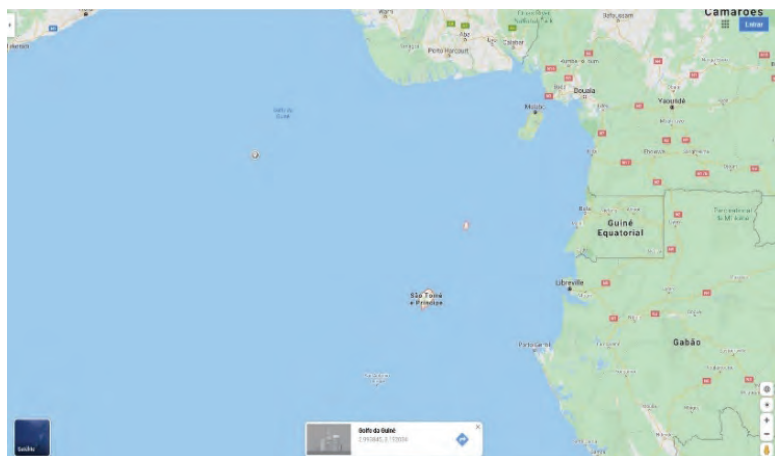
# 14. Operationalisation of the São Tomé and Príncipe hydrometric stations

## Project description and objectives


**São Tomé and Príncipe** has **12 automatic hydrometric stations**, which **require in-depth maintenance** for their effective operation. Taking into account the climate change that has devastated the country, there is a need to adapt and mitigate the impacts that could cause **flood and river overflow**, and be resilient, through operationalization of hydrometric station for issuing alerts and management of watersheds. The main **objectives of the project** are:

- Optimise and manage water resources efficiently in order to ensure their **correct use, protection and enhancement, guaranteeing the quality of the service** provided to the population and the sustainability of existing systems
- **Make hydrological stations operational** (satellite communication, maintenance, calibration, data processing, purchase of tools and materials)
- **Strengthen the hydrological sector legally and institutionally** (Legal, Human resources, Job training, material, rolling stock, hydrological portal)
- **Promote environmental awareness** in order to improve environmental impact, reduce vandalism actions and increase community surveillance.

## Project Map



Link: <https://pp2.au-pida.org/approved-project/entry/qo6w1/>

Project status	Financial needs
The project is in <b>Project Structuring</b> stage (S3A)	Project Cost Estimate : USD 1.5 Million
Key parties	Technical specification of the project
	<ul style="list-style-type: none"> <li>▶ Maintain the stations and improve the communication system (satellites, data transmission - antennas).</li> <li>▶ Acquire data processing software, flow-tek materials and equipment and rolling stock to monitor the stations.</li> <li>▶ Carry out measures and actions aimed at increasing the population's individual and collective responsibility and the adoption of principles regarding the sustainability of equipment.</li> </ul>

## Market size

Developing an economic and sustainable activity in our Basins contributes to an excellent execution of the same and integration of the populations living near or in said Basins. Increase the feminine presence in the Committees and participation in the IWRM process as is the case of the ladies of Neves. Some actions related to gender sensitive public procurement that a project can propose are (but not limited to).

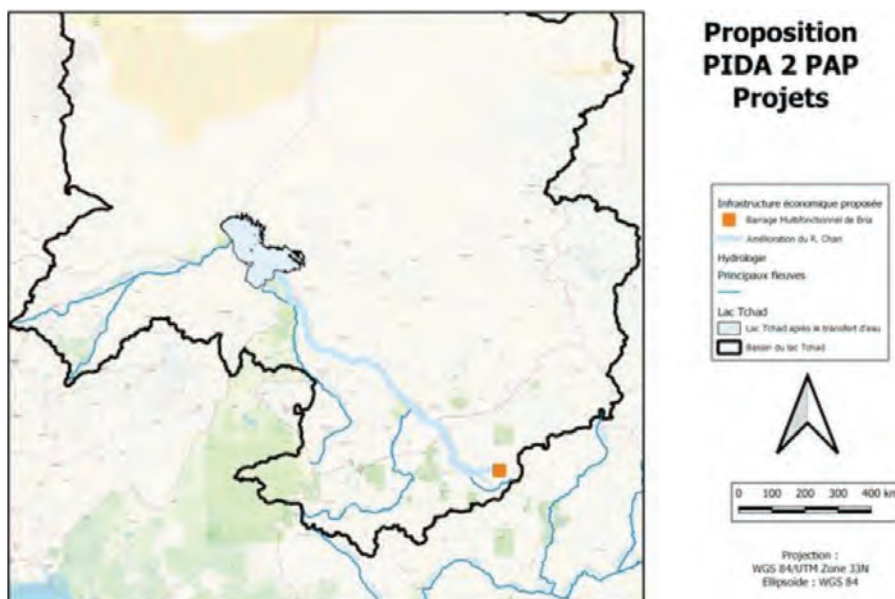
## 15. Mobilisation and Transfer of Water from Bria Dam to Lake Chad

### Project description and objectives

The Lake Chad basin has many flood-prone areas that are affected year after year. These areas are concentrated along the Chari and its tributaries, near Guelendeng, Bousso and the Am Timan area, east of Sarh. The loss of water in these sections promotes the drying up of Lake Chad. The overall **objectives of the project** are to:

- Ensure the implementation of a technical process to **improve the hydraulic capacity** of the Chari River to limit losses in the flood plains;
- Design the **facilities and infrastructure necessary** for the transfer of water by gravity from the Bria Dam to the Chari River
- **Optimise the various components for hydropower generation, irrigation development and flow support** while minimising potential negative impacts.

### Location on Map



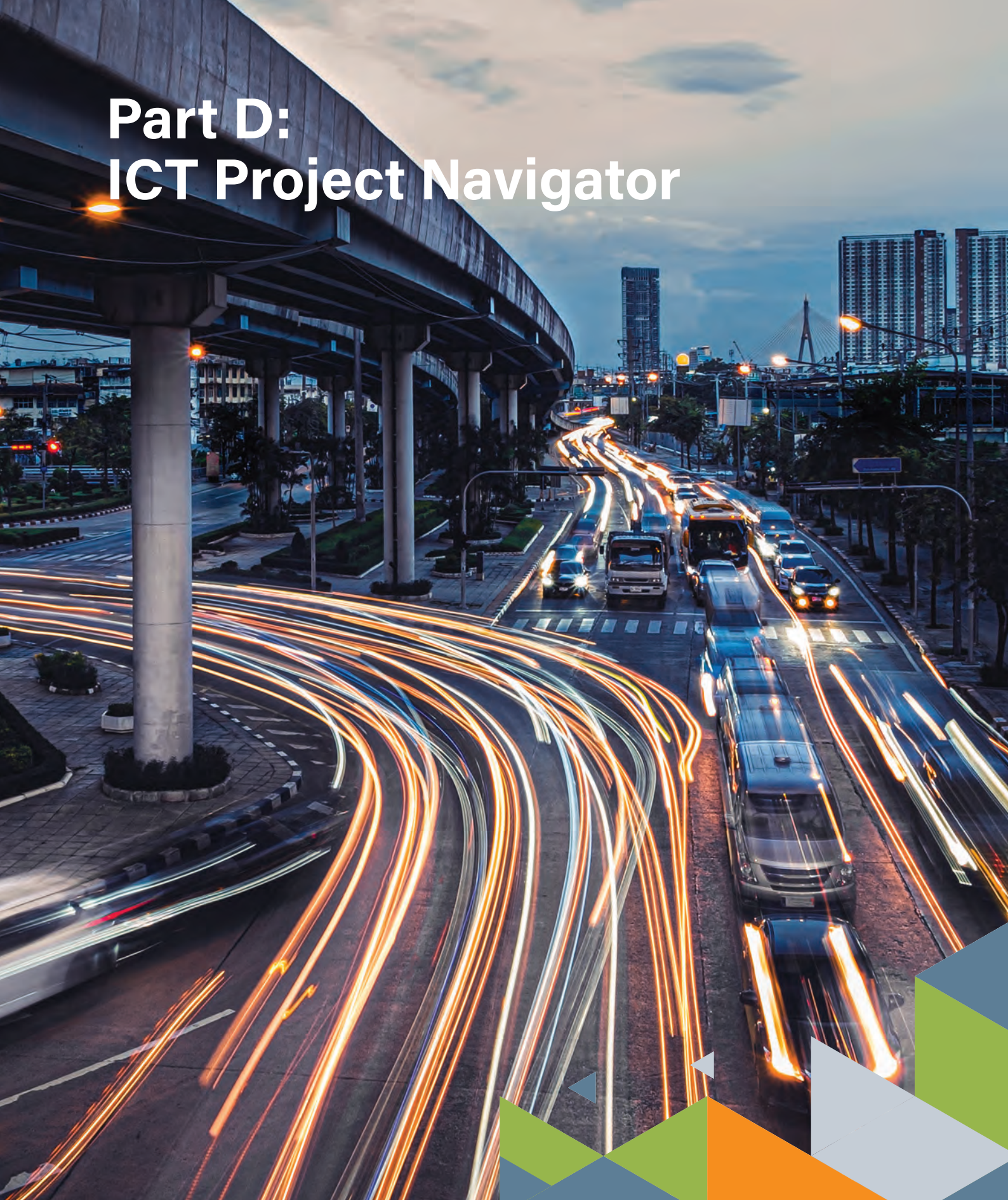
Link: <https://pp2.au-pida.org/approved-project/entry/itie4/>

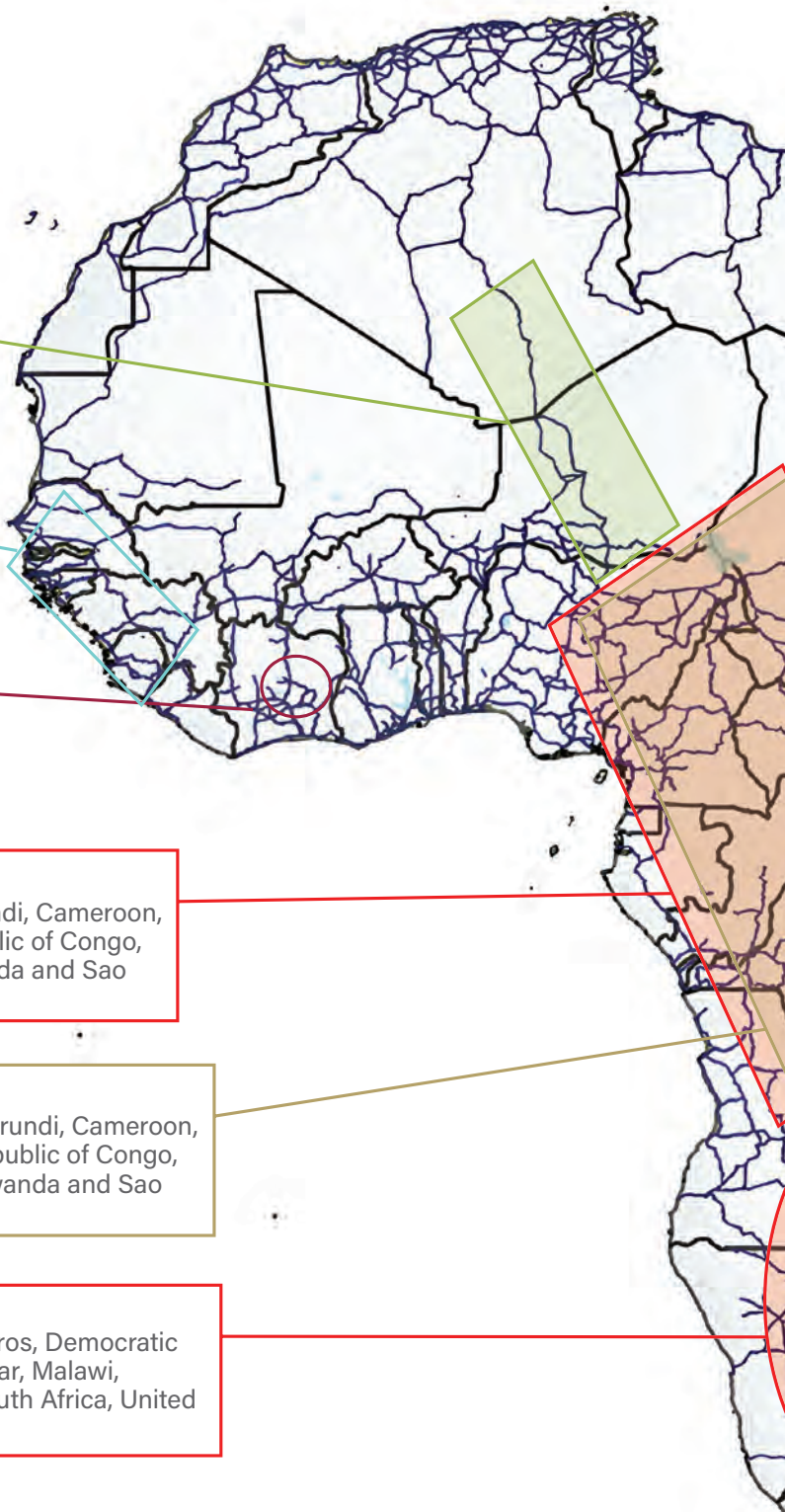
Project status	Financial needs
The project is in the <b>Pre-feasibility</b> stage (S2A)	Project Cost Estimate : USD 25.6 Million
Key parties	Technical specification of the project
	<ul style="list-style-type: none"> <li>▶ Preliminary analysis has shown that if some of the water from the floodplains were diverted to Lake Chad, this could improve the drying of the lake and allow for an average rise in water levels of between 0.4 and 1m</li> <li>▶ In addition, the Chari River faces a serious silting problem along its entire length and contributes to sediment transport and silting of Lake Chad.</li> </ul>

### Gender procurement actions

- ▶ Capacity building of contractors and public institutions on methodologies to increase women's participation
- ▶ Establish standards for bidders to demonstrate their track record in promoting gender specific activities
- ▶ Establish gender-sensitive monitoring and reporting mechanisms.

# Part D: ICT Project Navigator





9. Fibre Optic Link  
Nigeria, Niger and Algeria

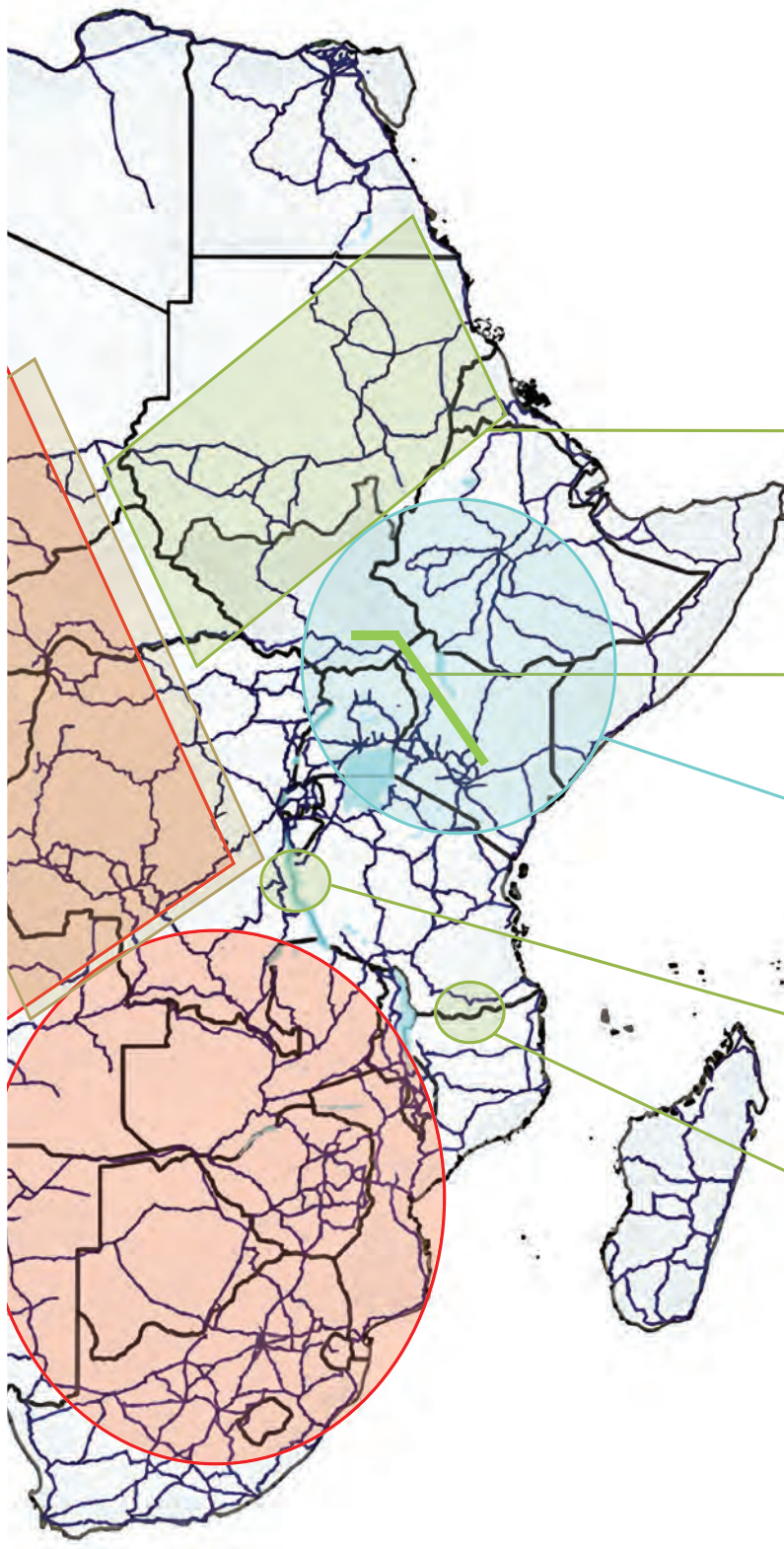
1. Submarine Cable System  
Cape Verde, Liberia, Guinea, Guinea-Bissau, The Gambia and Sierra Leone

5. Internet Exchange Points  
Côte d'Ivoire

2. Data Centre  
ECCAS Member States: Angola, Burundi, Cameroon, Central African Republic, Chad, Republic of Congo, DRC, Equatorial Guinea, Gabon, Rwanda and Sao Tome and Principe

6. Broadband Networks  
ECCAS Member States: Angola, Burundi, Cameroon, Central African Republic, Chad, Republic of Congo, DRC, Equatorial Guinea, Gabon, Rwanda and Sao Tome and Principe

7. Data Centre  
SADC Member States (Angola, Botswana, Comoros, Democratic Republic of Congo, Eswatini, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, United Republic Tanzania, Zambia and Zimbabwe)



10. Fibre Optic Link  
Central African Republic, Chad, Ethiopia, South Sudan, Sudan

3. Fiber Optic Link  
Kenya (Nairobi) - South Sudan (Juba)

4. Submarine Fiber PoPs  
Ethiopia, Kenya, Somalia, South Sudan, Tanzania, Uganda

11. Fibre Optic Link  
Tanzania and DRC

8. Fibre Optical Link  
Tanzania and Mozambique

# 1. Construction of Amilcar Cabral Submarine Cable System

## Project description and objectives

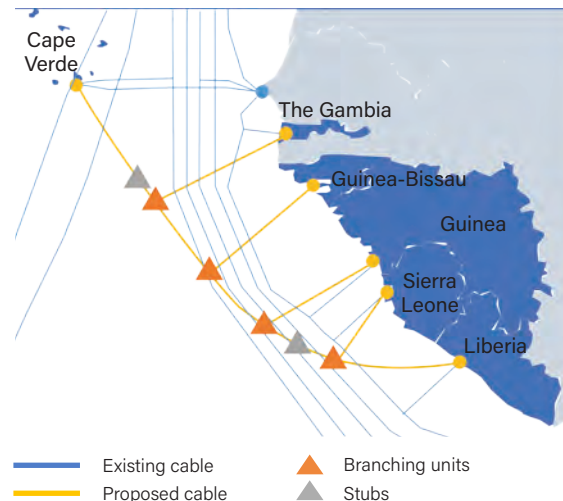
The project aims to **link some West African countries to the submarine Cable Ella Link**, which connects Brazil to Europe, in order to strengthen their **international IT connectivity**.

The new cable will run from Cape Verde to Liberia, with **4 branching units** to Gambia, Guinea Bissau, Guinea and Sierra Leone and **2 stubs** for future expansion to the North and South respectively. The entire length of the cable system will be about **3,555 km** with an estimated **lifetime of 25 years**.

Among others, the main **project objectives** are to:

- **Strengthen international IT connectivity** and guarantee redundancy
- **Contribute** to the digital development
- **Facilitate** socio-economic development
- **Improve** Cape Verde's integration with the West Africa.

## Map of the Project



**Link:** <https://www.dakarfinancingsummit.org/projects/construction-of-amilcar-cabral-submarine-cable-system>

## Project status

The project is in **Feasibility stage** (SB2)

A **Feasibility Study** conducted in 2019, but is being **updated** in order to include the interconnection segment to the Gambia

## Financial needs

Total Project Cost Estimate : USD 74.5 Million

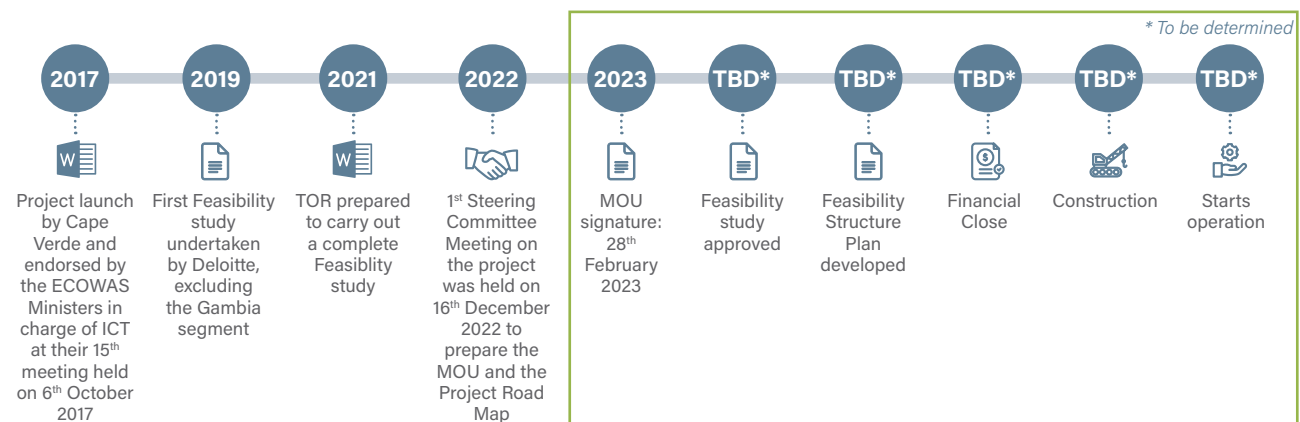
## Key parties



## Private sector opportunities

The project is likely to be partially financed by private investors combined with financial support from international and public institutions.

## Implementation timing



## 2. Development of Data Centre Infrastructures Underpinning the Digital Economy

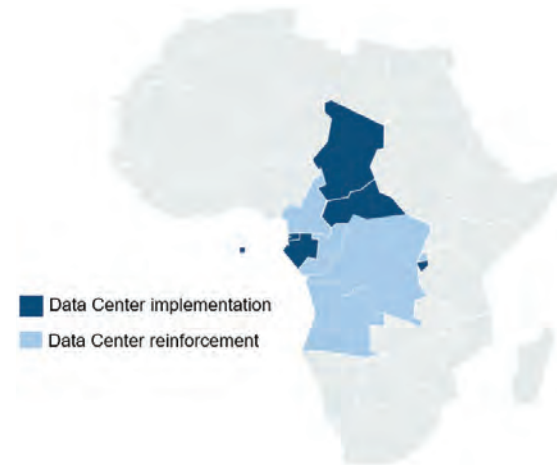
### Project description and objectives

The project envisages the implementation of **six Data Centers** in Burundi, Central African Republic, Sao Tome, Chad, Equatorial Guinea, Gabon- and the reinforcement of five –Angola, Republic of Congo, Cameroun, Rwanda, Democratic Republic of Congo.

The **project objectives** are to:

- **Secure cyberspace** and help create confidence in an increasingly digital world
- Regionalise **the exchange of digital data** within the Central Africa sub-region in order to reduce the response time and the data access time.

### Map of Data Centre implementation and reinforcement



**Link:** <https://www.dakarfinancingsummit.org/projects/d%C3%A9veloppement-des-infrastructures-des-data-center-sous-tendant-l%C3%A9conomie-num%C3%A9rique>

### Project status

The project is in **Enabling Environment and Needs Assessment** stage (S0)

### Financial needs

Project Cost Estimate : USD 92.5 Million

**Securing funding for Pre-feasibility** studies is needed for this project to move forward

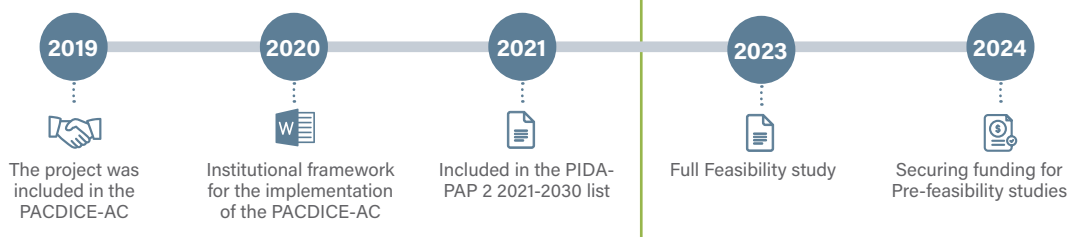
### Key parties



### Private sector opportunities

Private investment is available in the ICT subject to attractive enabling environment.

### Implementation timing



### 3. Juba - Nairobi Fiber Optic Link

#### Project description and objectives

The Juba – Nairobi Fiber Optic Link Project consists of **the construction of the 957 km high-capacity optic fiber cable (OFC)** to interconnect Eldoret (Kenya) to Juba (South Sudan) through the Nadapal border town.

The project objectives are to:

- **Enhance regional connectivity and integration of South Sudan** with its Eastern Africa neighboring countries
- **Bring fiber optic** broadband to South Sudan
- Provide **high-speed and high-capacity ICT infrastructure** network
- **Reduce** the elevated costs of ICT services
- **Connect the business sector** in the region and attract more investment
- **Boost export-oriented agricultural development.**

#### Map with the Kenyan and South Sudanese segments



**Link:** <https://www.dakarfinancingsummit.org/projects/juba-nairobi-fiber-optic-link>

#### Project status

The **Kenyan segment** is at **Construction Stage** (S4B) as this segment has achieved its financial close and is currently under construction, while the **South Sudanese segment** is at **Pre-feasibility Stage** (S2A)

#### Financial needs

Project Cost Estimates : USD 45.0 Million

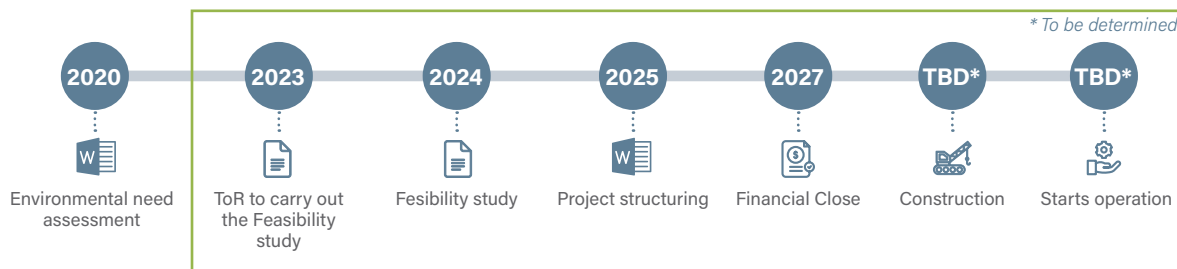
#### Key parties



#### Private sector opportunities

The current appraisal shows that the project may have the potential to be structured under a PPP agreement.

#### Implementation timing





## 4. Transborder Submarine Fiber PoPs, Regional Smart Hub Facility and Data Centre

### Project description and objectives

The project will **interconnect Kenya and the neighbouring countries** to relay the Kenyan terrestrial fibre network connecting the sub-marine cables arriving to Mombasa to their borders through PoPs and a Smart Hub Data Center.

The **project objectives** are to:

- **Bring down the concept of internet access and telecommunication services**
- **Contribute to economic development**, social well-being, and job creation through the capital role played by ICT in the industrialization process
- **Support** the growth of internet, digital networks and services to aid in the **digital expansion of participating countries**.

### Project map



**Link:** <https://www.dakarfinancingsummit.org/projects/transborder-submarine-fiber-pops-and-regional-smart-hub-facility-and-data-center>

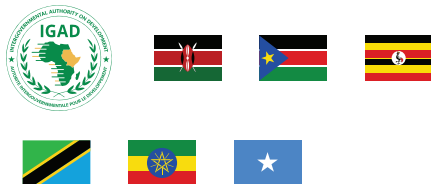
### Project status

The project is currently at **Project Structuring** stage (S3A). Therefore, Feasibility Studies have been carried out and the project needs mobilisation of resources for its implementation

### Financial needs

Project Cost Estimates : USD 70.0 Million

### Key parties



### Private sector opportunities

The Private Sector is normally ready to invest in the ICT projects subject to attractive enabling environment.

### Implementation timing

TBD

## 5. Implementation of an ECOWAS Regional Internet Exchange Points

### Project description and objectives

The project is to set up a regional internet exchange point (RIXP) where traffic between countries within the West Africa region can be exchanged by public peering.

The Project involves interconnection with IXPs within ECOWAS Member States in order to create a regional Hub for digital services. Among others, the main **project objectives** are to:

- **Ensure that internet traffic** which has source and destination within the West Africa region does not have to be routed through transit hubs of which most are located outside the region
- **Increase efficiency and improve quality of experience and reduce the cost of transit-to-transit hubs** located outside the region.

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/5qqd5/>

### Project status

The project is in **Project Definition** stage (S1)

### Financial needs

Project Cost Estimate : USD 0.3 Million

### Key parties



### Private sector opportunities

This is a small sum of money and service providers can provide the financing.

## 6. Interconnection of Member States' Broadband Networks

### Project description and objectives

This project **aims to provide** the sub-regional space of ECCAS with infrastructure that contributes to the **security of cyberspace** and contributes to **creating confidence in an increasingly digital world** and to guaranteeing the digital sovereignty of States.

This project aims to **equip the underground space ECCAS** regional infrastructure that contributes to the **securing cyberspace** and help build trust in a world increasingly digital and **guarantee the digital sovereignty of states**.

Among others, the main **project objectives** are to:

- **Provide and/or strengthen** each Member State with high bandwidth fibre optic connectivity
- Provide the ECCAS space with a sub-regional data hosting centre.

### Project Image



**Link:** <https://pp2.au-pida.org/approved-project/entry/eg9y/>

#### Project status

The project is in **Project Definition** stage (S1)

#### Financial needs

Project Cost Estimate : USD 0.3 Million

#### Key parties



#### Private sector opportunities

The Private Sector is normally ready to invest in the ICT projects subject to an attractive enabling environment.

## 7. SADC Regional Carrier-Neutral Data Centre

### Project description and objectives

This project will host a SADC Regional **IXP**, additional Root Server Instances and adequate capacity **cloud services** for the region. Tier 3 Certification (**99.982 % uptime**, No more than **1.6 hours** (95 minutes) of downtime per annum and N+1 fault tolerant providing at least 72 hours of power outage protection).

Among others, the main **project objectives** are to:

- Centralise **the various critical and complementary core infrastructure** elements that will **reduce operational costs**
- Optimize** the performance of Internet access to meet current and future demands of region
- Ensure that **Internet access, tools and services** are available and remain resilient against any regional or global crisis
- Reduce the cost of and stimulate hosting of content, create a cloud-based services** ecosystem to accelerate eservices, and provide Government and the private sector with simple, flexible, scalable and secured solutions, with disaster recovery capability, in the region.

### Project Image



Link: <https://pp2.au-pida.org/approved-project/entry/iqhi2/>

### Project status

The project is in **Enabling Environment and Needs Assessment** stage (S0)

### Financial needs

Project Cost Estimate : USD 10 Million

### Key parties



### Private sector opportunities

The Private Sector is normally ready to invest in the ICT projects subject to an attractive enabling environment.

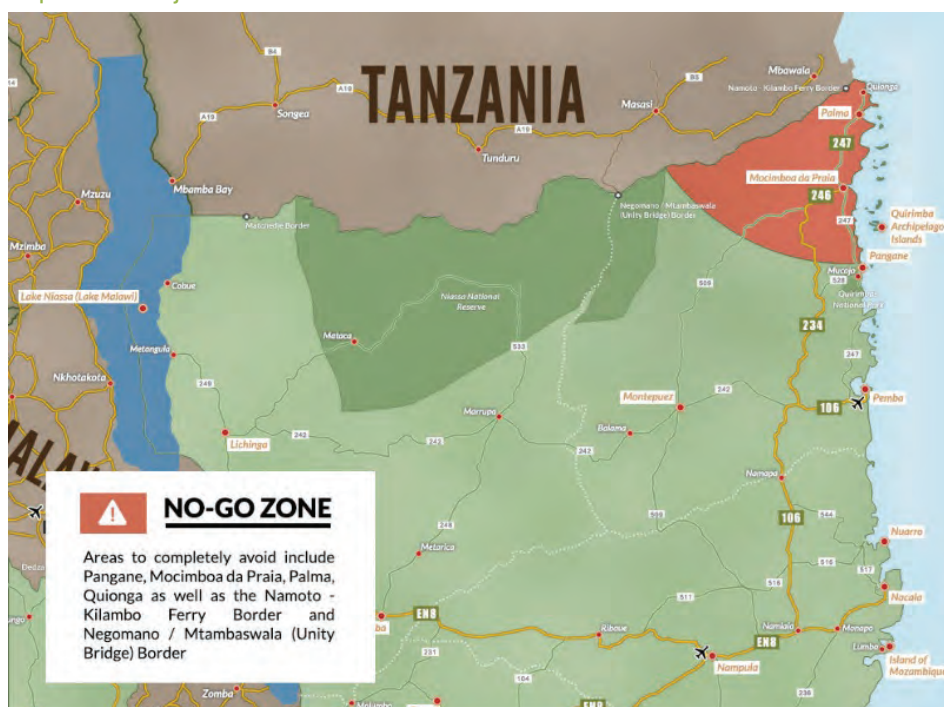
## 8. Extension of National ICT Broadband Backbone (NICTBB) to Mozambique by Construction of Optical Fibre Cable and Points of Presence (PoPs)


### Project description and objectives

The Government of Tanzania constructed a **National ICT Broadband Backbone (NICTBB)** connecting all Regions in Tanzania and cross border connectivity to Zambia, Malawi, Kenya, Uganda, Rwanda and Burundi. The NICTBB has a total length of **7 910 Km**. The aim of NICTBB is to connect all neighboring countries. Now the government is planning to **connect Mozambique** to enable **access of submarine cables** landed in both countries. This connect will **increase the reliability** of the sea cables in the SADC and EAC regions. Among others, the main **project objectives** are to:

- **Provide connectivity** to Mozambique so that they can have access to sea cables of EASS and SEACOM landed at Dar es salaam and also Tanzania will have access to sea cables landed in Mozambique
- Create **resilience** of international connectivity in SADC and EAC regions.

### Map of the Project



<b>Project status</b>	<b>Financial needs</b>
The project is in <b>Pre-feasibility</b> stage (S2B)	Project Cost Estimate : USD 60.0 Million
<b>Key parties</b>	<b>Private sector opportunities</b>
	The Private Sector is normally ready to invest in the ICT projects subject to attractive enabling environment.

### Technical specifications of the project

Single Mode Optical Fiber type G652D, transmission OTN over DWDM.

**Link:** <https://pp2.au-pida.org/approved-project/entry/gga6s/>

## 9. Trans-Saharan Optic Fibre Broadband Project, (Lagos - Kongolam, Katsina) Nigeria - (Zinder) Republic of Niger - (Algiers) Algeria

### Project description and objectives

The project is a major **Terrestrial Broadband Backbone** designed to **convey the excess bandwidth** capacity from coasts to hinterland and also provide an alternative **gateway to Europe** through Algiers. It is one of the presidential infrastructure champion Initiative (**PICI**) 2010 - 2015 aimed at **accelerating socio-economic** diversification of benefiting Countries. Among others, the main **project objectives** are to:

- **Increase broadband penetration**
- **Provide effective and efficient operation**, monitoring, maintenance and management of critical infrastructure along the Trans Saharan route
- **Provide an alternative international gateway** to Europe; provide access point to landlocked Countries. The Report of the Feasibility Studies will assist wholly for effective planning and execution of the overall project activities.

### Map of the Project



### Project status

The project is in **Pre- Feasibility** stage (S2A)

### Financial needs

Preparation Cost Estimate : USD 4.5 Billion

### Key parties



### Private sector opportunities

It serves the existing Trans-Sahara Highway and the proposed Trans-Sahara Gas pipeline as well as providing broadband access to the benefiting countries and Nigerian Communities and States. There is an opportunity for telecommunications service providers, ISPs, SMEs and all e-businesses.

**Link:** <https://pp2.au-pida.org/approved-project/entry/ykw4r/>

# 10. Sudan Section of the Fiber Optic Connectivity Component of the Port Sudan to Douala Corridor

## Project description and objectives

The proposed project addresses **enlargement of the regional ICT coverage** by providing services for unconnected customers with satisfied and affordable quality and prices. Moreover, crossing border cable will significantly contribute to injecting new communities and activities across its route as well as additive job opportunities. Among others, the main **project objectives** are to:

- Create the possibility of **Sudan being a regional Hub** because of its Special geographical location
- **Provide broadband connectivity** with affordable prices
- **Connect land-locked countries** in West and Central Africa
- Create an open access gateway.

## Map of the Project



### Project status

The project is in **Pre- Feasibility** stage (S2A)

### Key parties



### Financial needs

Preparation Cost Estimate : USD 55 Million

### Private sector opportunities

Laying of high-quality fibre optic cables that are characterised with ducted 130 – 170 cm depth, multi mode, high capacity and fitted with distributed open access points.

**Link:** <https://pp2.au-pida.org/approved-project/entry/5y0pl/>

# 11. Extension of National ICT Broadband Backbone (NICTBB) to DRC by construction of optical fibre cable across Lake Tanganyika and point of presences (PoPs) for providing connectivity with DRC

## Project description and objectives



The government of Tanzania constructed a **National ICT Broadband Backbone (NICTBB)** connecting all Regions in Tanzania and cross-border connectivity to Zambia, Malawi, Kenya, Uganda, Rwanda and Burundi. The NICTBB has a total length of **7,910 Km**. The aim of NICTBB is to **provide connectivity to all neighbouring** countries. Now the government is planning to connect with DRC by construction of optical fiber cable. The ideal of connection is between Kigoma in Tanzania and Kalemie in DRC, where the submarine optical fiber cable will be constructed. To achieve direct cross border link across lake Tanganyika requires understanding of **lake Tanganyika's bottom terrain and hydrology**, landscape of beach sides, assessment of risks for marine activity and analysis of environmental factors for an in-depth design.

## Map of the Project



Location Map of Major Ports and Local Ports along Tanganyika Lake

Link: <https://pp2.au-pida.org/approved-project/entry/lhbt6/>

Project status	Financial needs
The project is in <b>Pre-feasibility</b> stage (S2A)	Preparation Cost Estimate : USD 4 Million
Key parties	Private sector opportunities
 	<ul style="list-style-type: none"> <li>▶ The process will need to involve desk study, preliminary system design, route survey then detailed system design, which will determine the requirements for its implementation and operation</li> <li>▶ However, for a generic understanding of requirements, possible locations of cable landing points along the shores of lake Tanganyika have been identified. The direct water distances between the two points is approximately 150 km and the maximum depth of lake Tanganyika 1 470m.</li> <li>▶ Considering that the cable will need to be laid down at the bottom of the lake, about 200 km of submarine OFC would be needed for laying it between the two points.</li> </ul>











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