COMMON MARKET FOR EASTERN
AND SOUTHERN AFRICA

Eighth Meeting of Infrastructure Ministers Responsible for Transport,
Communications, Information Technology and Energy

Djibouti, Republic of Djibouti

21 – 22 October, 2014

FINAL REPORT
EIGHTH MEETING OF INFRASTRUCTURE MINISTERS RESPONSIBLE FOR TRANSPORT,
COMMUNICATIONS, INFORMATION TECHNOLOGY AND ENERGY

2014(lm/smz)
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<td>MFN</td>
<td>Most Favoured Nation</td>
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MFA - Multi Fiber Agreement
NAOs - National Authorizing Officers
NAPS - National Association for the Prevention of Starvation
NDRA - National Drug Regulatory Authority
NGO - Non-Governmental Organization
NEPAD - New Partnership for African Development
NORAD - Norwegian Agency for Development
NTOs - National Telecommunications Operators
OPIC - Overseas Private Investment Capital
PASU - Policy Analysis Support Unit
PMAESA - Port Management Association of Eastern and Southern Africa
PPPs - Public Private Partnerships
PR - Public Relations
RAERESA - Regional Association of Energy Regulators for Eastern and Southern Africa
RECs - Regional Economic Communities
RIA - Regional Investment Agency
RIFF - Regional Integration Facilitation Forum
RIRN - Regional Integration Research Network
RISP - Regional Integration Support Programme
RTAs - Regional Trading Agreements
SADC - Southern African Development Community
SDI - Spatial Development Initiative
SNCC - National Congolese Railways
SOGA - Strategic Objective Grant Agreement
SPS - Sanitary and Phytosanitary Standards
SSATP - Sub Saharan Africa Transport Programme
TDA - Trade and Development Agency
TIFA - Trade and Investment Framework Agreement
TRASA - Telecommunications Regulators Association for Eastern and Southern Africa
UNCTAD - United Nations Conference Trade and Development
UNDP - United Nations Development Programme
UNECA - United Nations Economic Commission for Africa
UNESCO - United Nations Educational Scientific and Cultural Organization
UPU - Universal Postal Union
USAID - United States Agency for International Development
USTDA - US Trade and Development Agency
USTR - US Trade Representative
VSAT - Virtual Small Aperture Terminal
WIB - Women In Business
WCO - World Customs Organization
WMO - World Meteorological Organisation
WTO - World Trade Organization
ZEP-RE - PTA Re-Insurance Company
A. INTRODUCTION

1. The Eighth Meeting of the Ministers of Infrastructure responsible for Transport, Communications, Information Technology and Energy was held at the Kempinski Hotel, Djibouti, Republic of Djibouti from 21 - 22 October 2014. The objective of the meeting was to consider the report of the Eighth Joint Meeting of the Committees on Transport and Communications, Information Technology and Energy and to take decisions that would accelerate the implementation of the COMESA infrastructure programmes and projects.

Attendance

2. The meeting was attended by delegations from Burundi, Democratic Republic of Congo, Djibouti, Egypt, Ethiopia, Kenya, Madagascar, Malawi, Sudan, Uganda, Zambia and Zimbabwe. The meeting was also attended by the following international and regional organizations: East African Community (EAC), European Union, Inter-Regional Coordinating Committee (IRCC), Northern Corridor Transit Transport Coordination Authority (NCTTCA), Universal Postal Union (UPU), and Pan-African Postal Union. The list of participants is at Annex VI.

B. OPENING OF THE MEETING

Speech by the Guest of Honour

3. The meeting was officially opened by His Excellency Ilyas Mousa Dawaleh, Minister of Economy and Finance in charge of Industry of the Republic of Djibouti. In his opening statement, the Minister welcomed his colleagues’ fellow Minimisers, all delegates and the representatives of the regional and international organizations to the Eighth Meeting of the Ministers of Infrastructure responsible for Transport, Communications, Information Technology and Energy on behalf of His Excellency President Ismail Omar Guelleh, the people and the Government of the Republic of Djibouti. He urged the delegates to spare a little more time to make their stay more pleasant by visiting the several places of historical significance and tourist attractions in and around Djibouti City and in other parts of the country.

4. His Excellency Dawaleh indicated that the people of Djibouti would feel greatly honoured to host this meeting of the COMESA Ministers responsible for Infrastructure because Djibouti was strongly committed to upholding the objectives of regional economic integration on the African continent and especially in the COMESA region.

5. The Minister underscored that regional infrastructure development related to transport, energy, information communications technology (ICT) and information technology was critical in enabling the production and conveyance of commodities through the various means of transport and communications. In this regard, The Minister pointed out that COMESA should accord infrastructure its rightful role in regional integration programming. He further pointed out that it would, therefore, be crucial to eliminate the missing links in transport like the railways, road networks and energy projects in order to reduce the cost of doing business and enhance COMESA’s competitiveness in its internal and international markets.

6. The Minister indicated that lack of inadequate infrastructure in many of COMESA countries would remain one of the major constraints to economic growth and development. In this regard, the Minister indicated that the region was lagging behind in the area of transport, energy and communication and information technology (ICT) infrastructure. The Minister further
indicated that the total installed capacity for electric power in the 19 COMESA countries was about 55,800 Megawatts compared to Brazil with a total of 100,000 Megawatts, Russia over 220,000 megawatts and to a total of 716,0000 for China.

7. The Minister urged that COMESA should utilize the resources made available by the international community and that COMESA should also effectively promote Infrastructure agendas through maximising on their impact. In this regard, the Minister indicated that he would wish to see COMESA, in the coming years, accessing more resources from contributions by Member States as well as from institutions such as the African Development Bank, the PTA Bank as they should play a leading role in up scaling investments in infrastructure in the region.

Opening Remarks by the Secretary General of COMESA

8. The Secretary General of COMESA Mr. Sindiso Ngwenya also made opening remarks at the opening session. He thanked the Guest of Honour for officially opening the meeting. He then thanked the Government and the people of the Republic of Djibouti for the warm welcome accorded to all the delegations since their arrival to Djibouti and for the excellent facilities provided for the meetings which demonstrated the Djibouti commitment for implementing the COMESA regional integration agenda. He also expressed his thanks to Ministers and their delegations and the cooperating partners for their steady commitment to COMESA integration programmes.

9. The Secretary General indicated that the COMESA region had seen an expansion of the road network through construction of new roads and rehabilitation of existing ones. He further indicated that construction and rehabilitation of railways had gathered momentum in East Africa. East African countries which had taken a decision to migrate from the narrow to the standard railway gauge. He further indicated that the Ethiopia - Djibouti railway line was currently being upgraded to standard gauge with funding from the Chinese Government. On the other hand, Mr. Ngwenya in indicated that the project to upgrade, to standard gauge, the Kenya - Uganda railway, on the Northern Corridor linking the Port of Mombasa to Kampala was also progressing. He then indicated that other projects would include the upgrading of the Central Corridor railway linking Dar es Salaam to Isaka and proceeding to connect with the Kagera Basin railway linking Tanzania to Burundi and Rwanda.

10. On inland waterways, the Secretary General pointed out that projects which were under various stages of development funded by the African Development Bank, would include the Shire-Zambezi Navigation Project, establishment of a Navigational Route between Lake Victoria and Mediterranean Sea through River Nile and the Lake Tanganyika Transport corridor.

11. Mr. Ngwenya further said that the COMESA strategy was to generate and transmit power through interconnectors for regional markets. In this regard, he pointed out that the main power generation sources in the COMESA region would include the Millenium Power Dam in Ethiopia, Inga III in Congo DR and the Batoka Gorge in Zambia and Zimbabwe which were expected to provide a total combined capacity amounting to 12,400 MW in the near future.

Vote of Thanks

12. The Vote of Thanks was delivered by the Honourable Mrs. Ciza VIRGINIE Minister of Transport and Public Works, Republic of Burundi. On behalf of all delegations, she thanked the
Guest of Honour, Excellency Ilyas Mousa Dawaleh, Minister of Economy and Finance in Charge of Industry of the Republic of Djibouti, for opening the meeting.

13. She thanked the Government and People of Djibouti for warm welcome extended to all delegations since their arrival in Djibouti City, Djibouti.

14. She also thanked the Secretariat for the logistical arrangements and wished the meeting fruitful deliberations.

**ELECTION OF THE BUREAU**

15. The meeting elected the following Bureau:

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<th>Role</th>
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<tr>
<td>Chairperson</td>
<td>Djibouti</td>
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<td>Vice-Chairperson</td>
<td>Ethiopia</td>
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<td>Rapporteur</td>
<td>Zimbabwe</td>
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**ADOPTION OF THE AGENDA AND ORGANISATION OF WORK**

16. The Meeting considered and adopted the following agenda:

1. Opening of the Meeting
2. Election of the Bureau
3. Adoption of the Agenda and Organization of Work.
5. Any Other Business
6. Date and Venue of the Next Meeting
7. Adoption of the Report and Closure of the Meeting

**C. ACCOUNT OF PROCEEDINGS**

17. The meeting considered the above agenda items, and the proceedings and outcomes of the deliberations are contained in three headings related to transport, information and communications technologies (ICT) and energy across the thematic focus areas namely; policy and regulatory harmonization, facilitation and physical infrastructure development for each sub sector. The report also contains some other items such as issues related to post conflict reconstruction and development project and financing of infrastructure project.

**C.1 TRANSPORT SECTOR**

18. The meeting noted that the transport policy was developed under the COMESA Transport and Communications Strategy and Priority Investment Plan completed in 2010 which would provide the guidelines for Member States to incorporate the regional dimensions of
transport as they would develop or review their national transport policies. The meeting further noted that the incorporation of the regional policy guidelines in national policies would ensure that national policies were in tandem with the regional agenda thus enhancing harmony with respect to implementation of regional facilitation instruments and the development of the desired regional connectivity in physical transport infrastructure.

19. The meeting also noted that the harmonization of regulatory regimes in transport was on the basis of specific subsectors and would follow best practices developed and adopted at international levels with respect to safety and economic regulation in various modes of transport.

TRANSPORT FACILITATION

20. In transport facilitation, COMESA has over the years developed various instruments in order to remove the various bottlenecks which arise out of regulatory, licensing and administrative procedures for cross border and transit transport operations.

Air Transport

i. Air Transport Liberalization

African Air Transport Liberalization and Market Analysis Study

21. Studies indicated that full implementation will have positive impact on the travelling public, air carriers, airports, other allied service providers and the economy of Member States. The benefits of the main stakeholders are as follows.

i. **Passengers:** The passenger will have increased choice of carriers, convenience, better quality, reliable and affordable services and ease of travel due to better connectivity and reduced fares.

ii. **Air Carriers:** African airlines like their counterparts in other regions of the world where liberalization has been fully implemented stand to benefit from more commercial freedom to wider route networks, more frequencies, hence economies of scale and density, better aircraft utilization, flexibility and reduced cost of operations.

iii. **Airports and Air Navigation Service Providers:** The airports and air navigation service providers will also benefit greatly from increased and efficient utilization of airport facilities and airspace which will enhance revenue.

iv. **Allied Aviation Service Providers:** The increased passenger, cargo and aircraft traffic will have a multiplier effect on the activities and revenues of the allied service providers.

v. **States/Governments:** YD implementation will create investment opportunities and generate employment as well as stimulate the growth of trade and tourism.

vi. **Tourism and Trade:** Tourism has become one of the most important sectors of Africa’s economies and is increasingly recognized as a fundamental tool to create jobs and opportunities for small enterprises, foster investment and generate foreign
exchange. Today, tourism accounts for as much as 7% of all exports in Africa and 58% of its service exports. Therefore, considering the fact that 51% of all international tourists arrive at their destinations by air, the implementation of the YD will further boost tourism and trade in Africa because air connectivity is fundamental to the development of tourism and trade.

vii. **Transforming Intra-African Air Connectivity:** Air transport can open and connect markets, facilitating trade and enabling African firms to link into global supply chains. It plays an especially pivotal role in just-in-time global manufacturing production and speeding fresh produce from agricultural communities in developing economies to markets in the industrialised world. Enhancing air connectivity can help raise productivity, by encouraging investment and innovation; improving business operations and efficiency. Air transport is indispensable for tourism, where convenient air service facilities the arrival of larger numbers of tourists to a region or country.

**Decisions**

22. **The meeting decided that Secretariat should:**

(i) circulate the AFCAC/IATA study on Air Transport Liberalization and Market Analysis to Member States by 30 October 2014; and

(ii) conduct a similar study for the COMESA region by 31 March 2015 in order to quantify economic benefits of air transport liberalization taking into account the need for COMESA Carriers to increase their market share.

**Establishment of the Joint Competition Authority (JCA)**

23. The Fourth Meeting of the Joint Competition Authority (JCA) Board was held on 11 to 12 December, 2013 at the Durban International Conference Center (DICC) in Durban, South Africa and was attended by representatives from Burundi, South Africa, Uganda and Zimbabwe, and representatives from COMESA, EAC and the Tripartite Project Preparation and Implementation Unit (PPIU). The meeting underscored the need for fast tracking the adoption of the instruments necessary to operationalise the JCA. This would entail the finalisation of Regulations and all the other instruments and their submission to the policy organs for their adoption. The initial operationalization of the JCA Secretariat would entail only the hiring of the seven personnel provided for, the JCA would require more capacity in terms of manpower. The meeting noted that such capacity could be filled through secondment of qualified personnel from Member States. The meeting noted that:

(i) Funding of the work of the JCA Board including its meetings and studies had been funded primarily through Trademark Southern Africa;

(ii) The TMSA budget had been exhausted and the project would not find further grant resources;

(iii) There is need for Board Member States to fund the participation of the JCA Board members in order to complete its work; and

(iv) Board Member States and other States will also be requested to avail experts on initial secondment to the JCA Secretariat staff.
Decisions

24. **The meeting decided that:**

(i) *the COMESA Secretariat should raise funds for establishment of the JCA Secretariat;*

(ii) *Member States are requested to allocate resources for implementation of the programme and to participate in the Board meetings; and*

(iii) *Member States are requested to avail experts to the JCA on secondment basis.*

ii. **Co-operative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP)**

25. The meeting noted that the conditions governing the management of airports varied according to countries. The meeting further noted that in Malawi, Uganda and Zimbabwe the Civil Aviation Authorities were also responsible for the commercial operations of airports. The meeting also noted that they combined regulatory and airport administration functions. In Egypt, Ethiopia, Kenya, Sudan and Zambia, the meeting noted that airports were managed by separate autonomous entities. In Egypt, the Airport Holding Company is responsible for running airports in the country, while in Ethiopia; the Ethiopian Airports Enterprise was established in 2003 to perform this function. The Kenya Airports Authority (KAA), an autonomous parastatal under the Ministry of Transport, manages all Kenyan international airports. Similarly in Zambia, the National Airports Corporation, an autonomous body under the Ministry of transport manages the four international airports in the country. Sudan has established a Civil Aviation Authority and company to manage the airports.

26. The main objective of the Co-operative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) is to contribute to the social and economic development of the participating countries by improving their capability to maintain suitable and efficient airworthiness, flight operations and aerodrome regulatory systems as per related provisions contained in the Convention on International Aviation and its related Annexes.

27. The Comoros, Djibouti, Egypt, Eritrea, Ethiopia, Libya, South Sudan and Sudan require funding in order to initiate the COSCAP programme and take them forward to the level of the other countries in the Eastern and Southern Africa region. The Secretariat liaised with ICAO on the establishment of a COSCAP organization for these countries. ICAO responded by highlighting the decisions taken to establish an organization for these Member States. The steps have reached in March 2012 the formation of High Level Review Task Force (HLRT) composed from the designated officials. The main objective of HLRT is the development of the organizational, financial and legal frame work for the Regional Safety Oversight Organization (RSOO). The general framework was prepared in 2013 and sent to Member States for their review and comments prior to their acceptance by the established HLRT. The Member States were invited for a meeting twice which unfortunately did not take place. According to ICAO the Arab Civil Aviation Commission (ACAC) General assembly decided to conduct a study on the establishment of an RSOO for ACAC states including Egypt, Libya, and Sudan. The meeting of Directors of Civil Aviation Middle East region endorsed the strategy for the establishment of an RSOO. The ICAO found it practical to delay the establishment of an RSOO for the remaining Member States namely Djibouti, Ethiopia, Eritrea and Somalia. In view of the above
development, it will be important to have discussion with these Member States on the implementation of the project. Hence the Secretariat may conduct visit to Member States to discuss the COSCAP project implementation and its options.

28. The meeting noted that the COSCAP project for the seven states started in 2010 to establish the regional safety oversight organization (RSOO). The regulatory and instruments frameworks have been developed. However, the seven countries have not yet met to sign the required instruments to establish the RSOO. It is a requirement that a country has to belong to only one RSOO. They emphasized the importance of establishing RSOO and the benefits of the COSCAO. The meeting called on the re-assessment of the concerned Member States status. The commitment of Member States is important for implementation and ensures air transport integration. The strong countries in these fields have to cooperate and help the others to bridge the gap.

29. According to Abuja Safety Targets endorsed by the African Union Assembly of Heads of State and Government, Member States should achieve 60% of effective implementation (EI) of the critical elements of a safety oversight system by end of 2015. Very few countries achieved more than 60% and they are in West Africa which demonstrates the importance of the COSCAP project.

Decisions

30. The meeting decided that the Secretariat should:

(i) Collaborate with ICAO/ACAC/AFCAC in mobilising resources for the implementation of COSCAP/RSOO in the seven States;
(ii) visit Member States to agree on the implementation modalities; and
(iii) Member States are urged to write to the Secretariat on their needs for experts for safety oversight.

International Civil Aviation Organisation (ICAO) Aviation System Block Upgrades (ASBU)

31. ICAO developed the Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBU) Methodology and associated Technology Roadmaps. In accordance with the Twelfth Air Navigation Conference (AN-Conf/12) Recommendation 6/1, the Africa-Indian Ocean (AFI) and Middle East Regions Planning and Implementation Regional Groups (APIRG and MIDANPIRG) have aligned their regional plans with the ASBU Methodology, and States are expected to implement the adopted ASBU modules to improve performance in the areas of airport operations, interoperable systems and data, optimum capacity and flexible flights, and efficient flight paths.

32. The meeting endorsed the importance of the ASBU project. It is more beneficial for Eastern and Southern Africa to come as one block. Harmonization of the regulations is necessary. There will be a series of activities to support the implementation of ASBU.

Decisions

33. The meeting decided that:
Member States are urged to develop national plans aligned with the regional air navigation plans adopted by the established Planning and Implementation Regional Groups (PIRGs);

(ii) implementation of programmes/projects should be based on ASBU modules and agreed regional performance objectives;

(iii) air navigation integrated programmes/projects initiated by Regional Economic Communities (RECs) such as COMESA, EAC and SADC, should be aligned with the ICAO ASBU methodology and regional performance objectives;

(iv) working arrangements should be established among ANSPs, including coordination, cooperation and partnership in the provision of air navigation services, as well as consultations among States, ANSPs and users;

(v) policies for appropriate training and retention of expertise should be established and implemented, and exchange of expertise should be promoted between States;

(vi) ICAO, AFCAC and COMESA to continually provide capacity building through workshops and seminars to AFI States and regional stakeholders as the needs arise in the different levels of ASBUs; and

(vii) AFCAC, Regional Economic Communities and Financial institutions to provide their support and assist Member States the implementation of the ASBUs.

Road Transport Facilitation

34. The meeting noted that the road subsector could currently convey the largest proportion of freight and passengers in the intra COMESA region having upstaged the rail subsector which had been the primary mode of transport in pre independence era. It is also the primary mode for freight transport international seaborne trade in the region.

35. The meeting noted that transport facilitation across borders was actively undertaken in order to reduce the cost of conducting business in the COMESA region. The meeting further noted that Trade and Transport Facilitation Instruments had been developed over time in order to address the various constraints arising from disparities in policy, regulatory, administrative and procedural regimes among the member countries. The COMESA transport facilitation instruments had been developed in order to address issues such as the licensing of transit and cross-border transporters, harmonisation of axle load limits, vehicle overload control, gross vehicle masses, vehicle dimensions and road user charges.

36. It is worth noting that over the years, experience has shown that the failure to implement the COMESA facilitation instruments has been primarily due to the lack of national legal frameworks to provide for the enabling legal regimes to underpin their implementation, lack of capacity to undertake oversight and the enforcement of the relevant protocols and Council decisions.

37. This was clearly demonstrated from the six country Northern Corridor assessment studies, from which the stakeholders recommended elaborate measures to address the lack of implementation of key COMESA transport facilitation instruments.
(i) The COMESA Carrier License

38. With respect to the implementation, COMESA Carrier License, following the pilot project undertaken along the Northern Corridor countries namely; Burundi, Congo DR, Kenya, Rwanda, and Uganda and including Southern Sudan, the meeting noted that a Model Legislative Instrument and Draft Guidelines for Issuance of the License were prepared to assist Member States in preparing legislation and the processing of licenses.

(ii) Axle Loads Limits and Vehicle Overload Control

39. The regional road network comprises an important asset for the transport of freight within the COMESA region and even for seaborne international freight that transits through the member states. The harmonisation of Axle Loads Limits and Vehicle Overload Control across the member states is intended to ensure that vehicles operating on the road networks comply with the pavement design standards. This compliance will reduce damage to the road infrastructure and hence avoid heavy expenditure in maintenance or rehabilitation as roads fail to fail to meet their design lives.

40. Based on the above, the meeting noted that Regional Vehicle Overload Control studies funded by SSATP and JICA and undertaken jointly by COMESA, EAC and SADC, had been undertaken and recommended appropriate axle loads and Gross Vehicle Mass (GVM) standards applicable for the entire Eastern and Southern Africa region. It is thanks to these that the entire ESA region now has a uniform system for axle loads and GVM standards.

41. In order to implement the standards, the adopted standards, the meeting noted that Guidelines were prepared and had already been adopted by the three RECs and cover issues such as Legislation and Regulations, Weighbridge infrastructure, weighbridge Operations, Enforcement, Institutional Arrangements, Capacity Building. In addition, the issue of public awareness has also been underlined.

42. The meeting noted that the Tripartite was in the process of developing a Tripartite Strategy and Implementation Plan for the synchronised and coordinated implementation of agreed measures focused at supporting Member States to implement the legislative, policy, regulatory systems and standards at national and corridor level necessary for ensuring harmonised vehicle overload controls in the ESA region. The meeting further noted that a Tripartite workshop to deal with this issue had been scheduled on 10-12 November 2014, Gaborone, Botswana.

43. The meeting noted that the COMESA Regional Integration Support Mechanism (RISM) which is funded by European Union provides budget/project support to Member States to enhance their capacity for implementing COMESA programmes and that to date 105 million Euros has been disbursed to Member States. To access the funds Member States are required to domesticate the COMESA Trade and Transit Transport facilitation instruments

Decisions

44. The Meeting urged Member States:

   (i) to domesticate the COMESA Carrier license, air transport liberalisation, axle load limits and gross vehicle weight and road user charges; and
(ii) to participate in the Tripartite Axle Load workshop which will be held on 10-12 November 2014 in Gaborone, Botswana.

(iii) Management and of Maintenance of Road Infrastructure

45. As roads are currently the primary mode of transport for both freight and passengers in the COMESA region, currently accounting for nearly 90 per cent of freight, their management and maintenance is key in conducting both intra COMESA and international trade.

46. Taking cognisance of the predominance of the road subsector, the COMESA countries have undertaken road sector management with the setting up of reforms in financing maintenance, rehabilitation and new constructions in line with similar developments in the rest of the African continent and other parts of the world.

47. In this respect, the meeting noted that most of the countries in COMESA had established dedicated road funds and road development agencies in order to undertake maintenance, and development of roads for both the regional and national road networks. The meeting further noted that most of the COMESA countries had established such funds and road authorities.

48. In most of the countries, the main sources of funds for road maintenance have been the fuel levy while funding for new construction and rehabilitation the primary funding sources have been government capital budget allocations, borrowing from development banks and funds from cooperating partners provided either as loans or grants.

49. The status of countries with respect to the reforms and establishment of road development, maintenance and management institutions is shown on the Table I below:

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<td></td>
</tr>
<tr>
<td>Egypt</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Eritrea</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Ethiopia</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Kenya</td>
<td>Yes</td>
<td>Yes</td>
<td>Has 3 authorities responsible for national, rural and urban roads</td>
</tr>
<tr>
<td>Libya</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Madagascar</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Malawi</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Mauritius</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rwanda</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Seychelles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sudan</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Swaziland</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
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<tr>
<td>Uganda</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Zambia</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Zimbabwe</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
Decisions

50. The meeting decided that:

(i) the Secretariat undertake study on the performance of the road funds and make recommendations on scaling up funding for sustainable road maintenance; and

(ii) the report should be submitted to the next ministerial meeting and subsequently to the Ministers of Finance for final decision.

Railways Operations and Management

51. The rail network in the COMESA countries comprises a mixture of one meter and Cape gauge versions. Egypt has segments comprising standard gauge and other broader gauges while Djibouti, Ethiopia and Libya have been developing a brand new standard gauge rail network most of railway backbones had been built by the beginning of the First World War. While a number of branches and extensions were developed in the twenty first century, only Rutenga-Beitbridge line (first direct railway link between Zimbabwe and South Africa)\(^1\), Tanzania Zambia Railway Authority (TAZARA) and Beitbridge Bulawayo Railways (BBR) were constructed in the last forty years.

52. In this respect, the meeting noted that the share of rail traffic both in terms of freight and passengers had over the last three decades declined drastically. The meeting further noted that this decline had resulted in the railways losing revenue and incurring heavy losses in the provision of services and hence turning to governments for subventions in order to remain afloat.

53. The meeting noted that Zambia had however rescinded the concession following the failure of the concessionaire to meet the conditions of the concession agreement. In the case of Ethiopia and Djibouti, the meeting further noted that a new standard gauge railway line is under construction. The meeting then noted that in the region, the rail concessions had in most cases been with one concessionaire who had taken over the rail network which had handed over all the fixed and mobile infrastructure to a single consignee who had been given mandate over the railway asset to carry cargo and only pay a fee which largely was matched with asset leasing fees. The meeting also noted that the case of Zimbabwe was different in that BBR constructed a railway line on a BOT basis and brought its own operating equipment. The National Railways of Zimbabwe and BBR operate on separate but connected networks.

54. The meeting noted that the concept of multiple access to the rail network had not yet been adopted for implementation in any of the COMESA railways. The meeting further noted that the experience of concessioning in most countries was that results had not been encouraging but in a number of instances, performance had actually deteriorated (in terms of services and condition of infrastructure) compared to the times prior to the concessioning.

55. The current status of the railways in the COMESA region railway services with regard to their current management structure is as shown in Table III shown below:

\(^1\) Zimbabwe (Rhodesia then) was linked to South Africa through Botswana until 1974.
## Table III: Current Status of Railways in the COMESA Region

<table>
<thead>
<tr>
<th>Country</th>
<th>Status of Rail Services</th>
<th>Current Railway Operator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congo DR</td>
<td>Partially operational</td>
<td>SNCC and ONATRA</td>
<td>World Bank funding rehabilitation of SNCC infrastructure and equipment.</td>
</tr>
<tr>
<td>Djibouti</td>
<td>Partially operational</td>
<td>Ethio/Djibouti Railway</td>
<td>Operational scaled down and a standard gauge network under construction</td>
</tr>
<tr>
<td>Egypt</td>
<td>Operational</td>
<td>Egyptian Railways</td>
<td></td>
</tr>
<tr>
<td>Eritrea</td>
<td>Partially operational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethiopia</td>
<td>Partially operational</td>
<td>Ethio/Djibouti Railway</td>
<td>Operationally scaled down and a standard gauge network under construction</td>
</tr>
<tr>
<td>Kenya</td>
<td>Partially operational</td>
<td>Rift Valley Railways (RVR)</td>
<td>Concession renegotiated and restructured to inject more capital. Construction of new parallel Standard gauge line between Mombasa-Nairobi is to commence in October 2014 after land acquisition.</td>
</tr>
<tr>
<td>Madagascar</td>
<td>Partially operational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Malawi</td>
<td>Partially operational</td>
<td>Central Africa Railways</td>
<td>Concessioned</td>
</tr>
<tr>
<td>Sudan</td>
<td>Operational</td>
<td>Sudan Railways</td>
<td>Partial access granted to private iron ore trains operator. New Western Link to South Africa under development.</td>
</tr>
<tr>
<td>Swaziland</td>
<td>Operational</td>
<td>Swaziland Railway</td>
<td></td>
</tr>
<tr>
<td>Uganda</td>
<td>Partially operational</td>
<td>Rift Valley Railways (RVR)</td>
<td>Concession renegotiated and restructured to inject more capital. Contractor identified for construction of a new parallel Standard gauge line between Kampala–Malaba. The ground breaking for construction was done on October 8, 2014.</td>
</tr>
<tr>
<td>Zambia</td>
<td>Operational</td>
<td>Zambia Railway Limited</td>
<td>Railway Systems of Zambia Concession revoked in 2012</td>
</tr>
<tr>
<td>Zimbabwe</td>
<td>Operational</td>
<td>NRZ and BBR</td>
<td>BBR built on PPP arrangements Partial access to NRZ network by BBR on North-Line</td>
</tr>
</tbody>
</table>

### Decisions

56. **The meeting decided that:**

   (i) the status of railway services in the COMESA region be noted; and

   (ii) Member States were urged to enact legislation in their respective countries to facilitate railway reform.
Corridor Development and Management

57. The Corridor concept remains the primary approach in developing both regional transport infrastructure and facilitation measures following the adoption by all RECs in Africa and also in many parts of the world. In this respect, facilitation measures which include the COMESA transport facilitation instruments, are in line with this approach.

58. In this respect, the meeting noted that the COMESA programming and indeed the entire Tripartite had continued to coordinate transport and trade facilitation programmes along the key corridors in the ESA region. The meeting further noted that the rehabilitation of infrastructure, the implementation of One Stop Border Posts (OSBPs) procedures and the monitoring of NTBs had proceeded primarily along corridors in the region.

59. The meeting noted that the pilot Aid for Trade Programme along the North South Corridor under the auspices of the COMESA, EAC and SADC Tripartite had continued to address the issues of physical infrastructure and facilitation along the various segments of the Corridor. In this respect, the meeting noted that significant progress had been made in reducing transit times along the corridor with interventions at key border posts such as Chirundu and Beit Bridge and other outlying borders such as Mchinji and Kasumbalesa.

60. The meeting noted that along the Eastern and Horn of Africa region, dedicated corridor organisations had already been established for the Central and Northern corridors. The meeting further noted that the Northern Corridor under the TTCA had already established a dedicated system of monitoring transit NTBs in the ports, weighbridges, en route and at border posts.

61. The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) presented to the meeting a report on a study findings on the use of COMESA trade facilitation instruments along the northern corridor.

62. The meeting noted that the AfDB funded study was a component of the East Africa Trade and Transport Facilitation Project. The instruments under consideration are in the Study are the COMESA Customs Document (CD – COM), the Regional Customs Transit Guarantee, the Carrier License, the Transit Plates. Part of the Study is also the use of a unique Consignment Reference (UCR); harmonization of Transit Road User charges; the institutionalization of the Northern Corridor Stakeholders Forum and the Strengthening of the National Trade and Transport Facilitation Committees.

63. The study found out that a lot of investments by Member States in technology had been made in the area of trade facilitation (the automation of forms and behind the scene short cut for information exchange between Customs Authorities, CVTFS, ESWs, the RADDEX 2.0, the ECTS) and a number of developments (the Single Customs territory) had occurred that would lead to changes in the approach to implementing the instruments.

64. The meeting noted that Heads of States and Government of the NCTTCA observed that the COMESA harmonized road user charges had the potential of double taxation to users and called for their review in order to enhance the competitiveness of the region.

65. The study concluded that the implementation of the instruments will require firm engagement by member States and donors for funding projects arising from the recommendations by the Study on one hand; and collaboration between the NCTTCA and the COMESA for capacity building, on the other hand.
Decision

66. *The meeting decided that the Secretariat should carry out a review of the harmonised road user charges in order to determine whether or not they constitute double taxation.*

**One-Stop Border Posts (OSBP)**

67. One of the areas where trade conveyed by surface transport encounters serious delays is at border posts when crossing frontiers across countries. Most of the border posts in the Eastern and Southern Africa region have been causing major bottlenecks to the flow of traffic resulting in long delays and high costs for transit and cross border operations.

68. In this respect, the meeting noted that common operating procedures for all border agencies had been developed and it had also included the procurement and installation of electronic data processing facilities, improvement of communications in order to exchange data and capacity building for all agencies staff in order to be able to apply the common operating procedures developed for the one stop border posts.

69. The meeting also noted that the ESA region had now operationalised three border posts namely; Chirundu (Zambia/Zimbabwe), Malaba (Kenya/Uganda) and Nemba/Gasenyi (Rwanda/Burundi) and Ruhwa. In a good number of other border posts, the meeting noted that work had already begun for development as OSBPs. The meeting then noted that these were at various stages of development and these border posts would include Mchinji, Nakonde, Namanga, Rusumo, Akanyaru Haut/ Kanyaru Haut, Mpondwe/Kasindi and Rubavu/Goma.

70. It is planned that other OSBPs will be developed in various borders in the ESA region on upcoming infrastructure such as the Kazungula Bridge connecting Zambia, Botswana, Namibia and Zimbabwe, Nakonde- Tunduma between Tanzania and Zambia.

71. Holili (Tanzania)-Taveta (Kenya) OSBP, an initiative of the EAC aimed at facilitating regional trade and movement of persons between Arusha to Voi on the Northern Roads Corridor on Mombasa to Malaba is partially operational.

Decision

72. *The meeting decided that the Secretariat should circulate, by 15 November 2014 the model legislation to assist Member States in implementing the OSBP.*

**Maritime and Inland Water Transport**

73. The Maritime transport subsector will cover ports and shipping in both deep sea and inland waterways in the COMESA region.

(a) **Maritime Ports**

74. The maritime ports considered here consist of the deep sea ports serving the COMESA region and located in the Indian Ocean, the Red Sea and the Atlantic Ocean. In 2013, a number
of ESA ports serving the COMESA trade recorded increased performance in cargo traffic both in (DWT) and container traffic in (TEUs) compared to 2012.

75. The meeting noted that in 2013, the port of Mombasa handled a total of 22.3 million tonnes of general cargo up from about 21.9 million tonnes in 2012, a growth of 1.8 per cent. The meeting further noted that container traffic declined to 894 000 from in 2013 from 903,463 TEUs in 2012 representing a decrease of 9.9%. The port of Dar es Salaam also recorded significant growth in traffic.

76. The meeting also noted that there was an overall increase in general cargo handled by South Africa’s major ports between 2013 and 2012 and that there was a decline (12.2%) for the port of East London. The meeting then noted that container traffic measured in TEUs increased for most South African ports except for East London where a decline of 21% was recorded. The meeting noted that the port of Nagura recorded a 27.2% increase and that for Durban, general cargo handled during 2012 amounted to 42 977 231 compared to 45 208 321 tonnes in 2013, while container traffic in 2013 amounted to 1.3 million TEUs compared to 2.6 million tonnes in 2012.

77. In the case of Durban, the meeting noted that general cargo volume increased by 5.2% between 2012 and 2013 and container traffic increased by 5.1 per cent. Moreover, the meeting noted that there were also increases in general cargo traffic for Richards Bay, East London and Port Elizabeth but East London and Cape Town recorded decreases.

78. The meeting noted that Port Louis in Mauritius registered a decline in both TEUs and general cargo and that the container traffic declined from 417 467 TEUs in 2012 to 385 326 TEUs in 2013 representing, a 7.7% decline while cargo volume declined by 4.4% from 7 075 186 in 2012 to 6 760 701 tonnes in 2013.

79. The meeting also noted that the general cargo and container traffic for Djibouti in 2013 was 7 594 514 DWT and 794 060 TEUs respectively. The meeting further noted that Djibouti was planning to expand port terminal capacity including storage tanks to cater for increasing demand. In this regard, the meeting also noted that a new multi-purpose port would be built to replace the existing one which would be converted into a new business district and railway infrastructure to improve access to the port was also part of the development. Sea air cargo will also be developed.

80. The 2014 ESA ports general cargo and containers is attached as Annex I to this report.

81. The meeting noted that shipping lines required container deposits from importers which ranged from USD 1500 for a 40 foot containers for coastal Member States to USD 6500 for landlocked countries and that this the effect of making the region uncompetitive. The meeting further noted that the region had no containers owned by freight forwarders and that this limited the use of containers for intra COMESA trade.

82. The further noted that port performance indicators exist and that the statistics are collected by PMAESA although there is no harmonised format for data collection and that this made it difficult to benchmark the port performance against world best practices.

Decisions

83. The meeting decided that the Secretariat should:
(i) collaborate with PMAESA to harmonise the statistics data collection to be used for benchmarking regional port performances against world best practices;
(ii) produce regular reports on port performance for dissemination to Member States; and
(iii) undertake a study on the impact of container deposits on the regional economy and recommend options for mitigating the negative impact of container deposits.

DEVELOPMENT OF PHYSICAL TRANSPORT INFRASTRUCTURE

COMESA Airspace Integration Project

84. The report on COMESA airspace integration project highlighted the progress and developments made since the establishment of the unit in Kigali, Rwanda. The draft Terms of Reference for the Project’s studies were finalized with the corresponding Expression of Interest and submitted to the Bank for “No Objection”. The studies are:

(i) Consultancy services for the establishment of a regulatory Framework and Agency for COMESA Unified Single Upper Airspace;
(ii) Consultancy services for the establishment of a Cooperative Legal and Institutional Regional Framework for a Unified single upper Airspace in the COMESA Region; and
(iii) Consultancy services for Assessment of Technical and Financial Feasibility of Unified Single Upper Airspace in the COMESA region.

85. The meeting noted that, upon invitation from Sudan Civil Aviation, a successful Workshop was held on 1 October 2014 for the air transport stakeholders to raise awareness and consolidate the project ownership. It was recommended that similar workshops should be conducted with other COMESA Member States in order to enhance their understanding and ownership of the Project and implementation strategies to mitigate the risks associated with the security and economic sensitivities of the Project and facilitate change management. The meeting was also informed that Member States were advised to write to the Secretariat if they were interested in convening similar national workshops.

86. The meeting noted that the project had an inbuilt capacity building component for Member States. The meeting further noted that Member States would make arrangements for secondment of experts to the project through COMESA Secretariat. It will ensure the knowledge transfer, harmonize the regulations and enhance cooperation and coordination among Member States.

87. Ethiopia expressed reservations in implementing the project and made the following statement: “Ethiopia accepts regional integration in general and has been playing an active role in many regional and continental integration initiatives. However, Ethiopia informed the meeting that it will not be part of the air space integration project because of the reasons that supremacy of sovereignty and diverse geo-political situation versus security were not properly analyzed and that Ethiopia cannot compromise on security and sovereignty matters.”
Decisions

88. The meeting decided that:

(i) Member States to submit to Secretariat CVs of competent experts for secondment in the project fields and especially in the PPPs by 20 December 2014;
(ii) Member States to establish focal points for the projects by 15 December 2014;
(iii) Member States can request the Secretariat to convene national workshops; and
(iv) the Kick-Off meeting will be held in Khartoum, Sudan in the second quarter of 2015.

Framework for establishing Civil/Military Coordination Committee for COMESA Airspace Integration Project

89. The meeting noted that the proposal to establish a Civil/Military Coordination Committee was discussed by the joint civil/military meeting. The meeting further noted that the transition to CNS/ATM was a global initiative mandated and coordinated by the International Civil Aviation Organization (ICAO). The meeting also noted that a regional approach to meet ICAO’s requirements to migrate to satellite-based CNS/ATM could yield substantial savings over the long term.

90. The meeting noted that the Civil Aviation Authorities were responsible for ensuring the safe and expeditious use of airspace, organisation and management and the provision of CNS/ATM services. On the other hand, the meeting also noted that military authorities (the Air Force of individual states) were responsible for protecting the sovereignty and integrity of a state and its airspace, both responsibilities should be exercised in the same airspace. The advent of the UACC(s), clearly calls for a definitive co-operative arrangement that will not necessarily be restricted to the boundaries of a singular state’s airspace, and may cover a vast area. A regional coordinating body between civil and military authorities has to be established for purposes of a seamless airspace. EUROCONTROL serves as a good example with their Civil/Military Interface Standing Committee. In this regard, the meeting noted that COMESA would develop the appropriate legal instruments to make a provision for the establishment of permanent structure referred to as the Regional Civil-Military Interface Committee (RCMIC) to facilitate the interface between civil aviation and military activities. The establishment of the RCMIC will be specifically aimed at interaction and co-ordination between the civil and military authorities of participating states at all operational levels.

91. The Regional Civil/Military Interface Committee Terms of Reference will be developed with close consultations with all Member States and taking into account the specific needs of the region.

92. The meeting noted that Member States agreed to establish national civil/military coordination mechanisms where they did not exist for purposes of collaborating on internal issues for consideration at regional level. The national joint civil/military committee will enhance the coordination and cooperation at both national and regional levels. Member States were requested to provide inputs to the Secretariat for the development of the terms of reference (ToRs) of the Regional Civil-Military Interface Committee. A comprehensive ToRs have to be developed.
Decisions

93. The meeting decided that:

(i) Secretariat should develop the ToRs by 15 November 2014 and circulate them to Member States for comments; and

(ii) Member States are requested to establish national joint civil/military coordination committees where they do not exist.

The Role of Regional Economic Communities (RECs) in the implementation of EGNOS in Africa

94. The meeting noted that the main advantages of EGNOS were Infrastructure rationalization, operational benefits, improve safety and limited impact on user avionics. Extension of EGNOS to Africa is within the framework of the EU-Africa common Strategy (2005) and the Joint EU-Africa Partnership (2007), both adopted by Heads of State and Government from Africa and Europe. Through ACP/EC framework, the Program “Support to the Air Transport and Satellite services applications in Africa” was launched.

95. A Joint Programme Office was created under SAFIR project in December 2013 as a regional structure responsible for coordinating the GNSS/EGNOS programmes in sub-Saharan Africa after the completion of the SAFIR Project. COMESA is a member of the Steering Committee and will play a great role in its implementation. The project will enhance the capacity of Member States and contributes to the regional integration process. Hence, COMESA and EGNOS have to come up with a comprehensive programme and capacity building programme and be presented to Member States.

Decision

96. The meeting decided that EGNOS Africa JPO in consultation with the Secretariat develop a roadmap for the capacity building and knowledge transfer and the implementation of the project for COMESA Member States.

a. Trans-African highway Project

97. The sector objective is to establish transport systems that provide efficient, cost-effective and fully integrated infrastructure and operations which best meet the needs of customers and promote social development while being environmentally and economically sustainable.

98. The meeting noted that Trans-African highway project would be implemented in two phases, comprising the following:

99. Phase I: Civil works for: (i) rehabilitation of Lot A: Nakonde-Isoka (110km) and construction of road side amenities; (ii) spot re-gravelling of 50km of feeder roads; (b) Consulting services for (i) design review and supervision of the civil works; (ii) feasibility and detailed engineering design of the one-stop-border-post at Nakonde/Tunduma and preparation of a legal framework required for the extra-territorial operation of the one stop border post between Zambia and Tanzania; (iii) road safety; (iv) sensitization and mitigation measures for HIV/AIDS, STI and TB; (v) gender; (vi) monitoring of ESMP implementation and baseline data collection;
(vii) technical and financial audits; (viii) feasibility and preliminary design and detailed engineering design of the Mtera Bridge in Tanzania; (ix) capacity building; (c) Trade Facilitation; and (d) Compensation and Resettlement.

100. The meeting noted that Zambia-Tanzania (Nakonde/Tunduma) OSBP project was submitted to NEPAD-IPPF for funding and that NEPAD agreed to fund it and it would start in February 2015. The project cost is $1.6 million. The study will cover the following aspects:

- (i) Assessing the current status of the Tunduma-Nakonde border;
- (ii) Feasibility, preliminary and detailed engineering designs for the Tunduma-Nakonde OSBP;
- (iii) Environmental impact of the OSBP on the immediate communities at Tunduma and Nakonde;
- (iv) Social-economic impact of the OSBP on the immediate communities, adjoining states and the region;
- (v) Legal and institutional framework to support OSBP operations; and
- (vi) Preparation of bidding documents for items (i), (ii), (iii) and (iv) above.

101. The projects also include road sections in Zambia and a bridge in Tanzania as stated above.

Decisions

102. The meeting decided that Member States involved in the project: 

- (i) should implement the project and should participate in its activities; and
- (ii) be urged to submit the necessary information related to the project and discuss with the consultants.

b. North/South Corridor

103. The objective of the studies is to carry out prerequisite project preparation work to bring five road sections in the three countries of Botswana, Malawi and Zimbabwe along the NSC to a ready state for investment financing. These roads are:

- 64km Pandamatenga – Nata road section in Botswana;
- 111km Palapye – Martins drift (border with South Africa) road section in Botswana;
- 205km Lilongwe City Junction (M1) – Jenda road section in Malawi;
- 120km Bulawayo – Gwanda road section in Zimbabwe, and;
- 200km Gwanda – Beitbridge link in Zimbabwe.

104. The preparatory activities to be undertaken shall comprise:

- (i) Full feasibility studies for rehabilitation of each of the road sections above, covering technical, economic, environmental and social issues in order to provide the Tripartite and the respective Governments with sufficient information for decision making on the preferred alignment and proposed rehabilitation of the road sections; and
- (ii) Preparation of detailed engineering designs, drawings, cost estimates and tender documents for the improvement of these international roads along the NSC.
105. The meeting noted that an advert had been launched for design and engineering of five roads in Malawi, Zimbabwe and Botswana. Evaluation of Expression of Interest has been completed and approved for projects in Malawi and Zimbabwe whilst the evaluation for Botswana projects will be submitted to AfDB for No Objection. The project is funded by NEPAD-IPPF. The total cost of the project is $5 million.

Serenje- Nakonde Road

106. The Tripartite has conducted feasibility studies and detailed designs for the 600km Serenje-Nakonde road which was funded by the European Union. The designs were carried out in three sections i.e. Serenje-Mpika, Mpika-Chinsali and Chinsali-Nakonde. Detailed designs have been completed for the first two sections. The AfDB has agreed to fund the rehabilitation works for the Chinsali-Nakonde road and have requested that the design and tender documents be split into two i.e. Chinsali-Isoka and Isoka-Nakonde because AfDB will be funding the rehabilitation works in two phases.

Karonga-Songwe Road

107. The consultant for the feasibility study and detailed design for the Karonga-Songwe has already started work road has submitted the Inception Report. The funding for the detailed design has been provided by the World Bank who are also interested in funding rehabilitation works.

108. The meeting noted the progress made on the project implementation.

Development of Standards and Regulations for Inland Water Transport

109. The issue of the development of standards and regulations for inland water transport has remained pending as reported in the last Committee meeting. This was also a decision that was made during the, Ministerial meeting in Sharm El Sheikh, Egypt in 2005 which identified as a priority the preparation of standards and regulations for inland water transport in the COMESA region. Development of Standards and Regulations for Inland Water Transport is one of the terms of reference for the Nile River Transport Project Steering Committee. The standards so developed will form the nucleus of inland waterway stands to be developed in the region. Egypt will make her experts available to develop the standards and regulations.

110. The meeting noted that the development of standard and regulations was raised during a visit to Cairo in April, 2013 by the Secretariat, with the representatives of the Egyptian River Authority who were supposed to lead the initiative and they indicated that the Authority was ready to proceed with the tasks but funding was required to undertake the various tasks which included the country assessments, preparation of draft working documents and stakeholder’s meetings to discuss and agree standards.

111. The meeting noted the status of development of Inland Water Transport Standards and Regulations in the COMESA region.
c. **The Establishment of the Navigation Line between Lake Victoria and the Mediterranean (VICMED) Sea project**

112. The objective of this mega-project is to establish a Navigational Route connecting Lake Victoria and Mediterranean Sea through the river Nile. Furthermore, the project supports the economic development in the Nile Basin by raising the level of trade and transport of goods and individuals. The main Targets of the prefeasibility study is to investigate the Navigational Route between Lake Victoria and Mediterranean Sea.

113. The prefeasibility study is not yet completed. It is important to complete the pre-feasibility study and identify its gaps. The pre-feasibility study lacks information and data from the foot print countries. It is a must to share information and form a network. The pre-feasibility study has to take into account the ongoing and planned initiatives in the foot print countries. There is a need for national workshops for stakeholders for awareness and ownership. The national workshops have to be facilitated by the Champion of the project which is Egypt and the foot print countries.

114. Coordination is highly important to link the countries to promote trade, provide passenger transport and enhance regional integration. Hence a proactive engagement is necessary.

115. The AfDB is financing the South Sudan River transport Master Plan and Lake Victoria Master plan. The ADB also is financing feasibility study for Bujumbura and Mbologu ports on Lake Tanganyika. A feasibility study and design has been done on the Lukuga dam including the tender document. Rwanda conducted study on river Kagera to connect to Lake Victoria.

116. The meeting emphasized that the comments made has to be incorporated in the terms of reference of the pre-feasibility. The amended TORs will be circulated to members.

**Decisions**

117. **The meeting decided that:**

   (i) each country appoints a focal point for coordination and data collection by 30 November 2014;
   
   (ii) a mechanism for data collection and exchange of information be established;
   
   (iii) the team of the pre-feasibility study should visit the foot print countries by December 2014;
   
   (iv) the pre-feasibility study should include the ongoing and planned projects in the foot print countries;
   
   (v) the pre-feasibility study be finalized by May 2015;
   
   (vi) a coordination mechanism for River Nile transport, Lake Victoria, Lake Albert and Lake Tanganyika studies including Nile basin initiative studies/projects be established;
   
   (vii) The Chairperson of the Committee and foot print countries should facilitate and conduct national workshops for awareness; and
   
   (viii) The chairperson of the committee and COMESA Secretariat should follow up with AfDB on the financing support to the pre-feasibility study.
d. Shire-Zambezi River Navigation Project

118. Shire-Zambezi River Navigation project aims at undertaking a detailed feasibility study for the opening of the Shire River in Malawi and Mozambique, and the Zambezi River in Mozambique and Zambia for navigation, in order to demonstrate its technical, economic, financial, social and environmental viability and sustainability. The proposed re-opening of the Shire-Zambezi Waterway for navigation to the Indian Ocean is expected to contribute to the competitiveness of the economies of Malawi, Mozambique and Zambia through the reduction of the cost of transportation. The intervention will also foster regional integration and cooperation in a sustainable manner through the development and the use of shared water resources. The Feasibility Study for Navigability of Shire-Zambezi Waterway was initially planned to be a one year project, whose implementation started on the 5th of November, 2013. It comprises among others the surveying of the rivers Shire and Zambezi for a length of approximately 300 Km. All the project interventions are focusing on the achievements of project outputs, which in turn are expected to achieve project outcomes.

119. The meeting noted that the first Interim Draft Report of the Shire-Zambezi project feasibility study was submitted by the consultants and discussed by the Joint Technical Committee meeting held from 27 to 29 August which made comments on issues to be addressed by the consultant. The meeting highlighted data inadequacies and failure to adhere to the terms of reference by the consultants. The draft final report is expected to be submitted by mid-January 2015. The project is funded by the African Development Bank.

Decision

120. The meeting decided that the Secretariat in conjunction with SADC should ensure that the data inadequacies in the consultancy report are addressed prior to the finalisation of the report.

e. Lake Tanganyika Transport corridor

121. The meeting noted that the Lukuga dam design and engineering had been completed and that a request for proposal to construct the dam had also been drafted.

122. ADB is funding design study for Mpulungu and Bujumbura ports in Zambia and Burundi respectively. An advert has been launched for the Bujumbura and Mpulungu ports feasibility studies. The consulting firms for feasibility study and detailed engineering design for the Burundian side (Bujumbura Port) and the Zambian side (Mpulungu Port) would hopefully be on board in September and November respectively.

Decision

123. The meeting commended the AfDB for financing the feasibility study and detailed engineering design for the Burundian side (Bujumbura Port) and the Zambian side (Mpulungu Port) project.
f. Central Corridor-Railway

124. Dar Es Salaam - Isaka – Kigali/ Keza - Musongati Railway project: The project objective of the Dar Es Salaam - Isaka – Kigali/ Keza - Musongati railway project is to contribute to the implementation of an efficient and low cost transport system which will promote regional economic integration, development of areas of high mining, industrial and agricultural potential in Burundi, Rwanda, and potentially in the Eastern region of the Democratic Republic of Congo and southern Uganda. The new Isaka-Kigali/Keza-Musongati railway line is an extension of the existing Dar es Salaam-Isaka line. The existing Tanzanian railway line connects Dar es Salaam with Isaka (980km) while the new railway line would connect Isaka to Kigali (494 km) on one branch and Keza to Musongati (197 km) on another.

125. Investment for the Dar Es Salaam - Isaka – Kigali/ Keza - Musongati railway project is estimated at around US$ 2.0 – 2.5 billion. Africa Action Plan estimates the wider associated railway development at US$ 4.0 billion. At this stage the financing plan/ modality is not yet defined. The current project study (Phase – II) financed by AfDB will detail the cost, and will also provide recommendations on financing modalities, including involvement of private sector. The three countries have held an investment forum inviting various governmental entities, multilateral development institutions, and representatives of private sector to familiarize them with the project, and to gear momentum for its financing.

126. To this end, the meeting noted that the feasibility study was funded by African development bank and countries were implementing agency. The meeting further noted that technical studies were currently underway, namely the Phase II of the project’s study. The objective of this phase is to find the optimal solution to the construction of the railway line, from Isaka in Tanzania to Kigali in Rwanda, and from Keza in Tanzania to Musongati in Burundi with links to four (4) mine sites in Burundi The technical study has been completed and financial analysis is in progress.

127. The meeting noted the progress made on the project implementation.

g. LAPSSET corridor-Railway

128. The meeting noted that the railway network would provide vital regional links between Kenya, Ethiopia and South Sudan, promote industrial growth and socio-economic development. It is worth noting that the LAPSSET Railway Project is a component of a broader spatial development initiative, the LAPSSET Corridor Project initially covering Kenya, Ethiopia and South Sudan being championed by the government of Kenya. The railway project is specifically for three countries; Kenya, Ethiopia and South Sudan and is expected to cost USD7.1 billion dollars. It is a 1,710km Standard Gauge greenfield railway line project anchored on Lamu port on Kenya’s coastline to Isiolo where it branches to Ethiopia and South Sudan. The main objectives are to create economic zone between the three countries through trade promotion, transport linkage, alternative ways of accessing the sea and enhance the regional integration. The specific objectives of the project are to:

(i) Open alternative transport links for South Sudan and Ethiopia to the sea through Lamu port in Kenya for freight cargo.
(ii) Develop rail transport infrastructure between Kenya, South Sudan and Ethiopia;
(iii) Promote trade and regional integration through new railway transport links;
(iv) Improve accessibility for the communities in the Corridor watershed to markets and;
(v) Provide better social and economic opportunities and contribute to the reduction of poverty. Information and studies report are required from Ethiopia, Kenya, and South Sudan.

Decisions

129. The meeting decided that:

(i) Ethiopia, Kenya and South Sudan be urged to submit information and study reports to the Secretariat; and

(ii) the Secretariat should mobilize financial resources for the project.

h. Djibouti Corridor

130. The meeting noted that Djibouti, Ethiopia, Sudan and South Sudan were countries forming the Djibouti Corridor and that was based on the COMESA Council of Ministers decision. The meeting further noted that the development of the corridor would enhance regional integration, cross-border and international trade and tourism, and would also provide improved transport services and lower transport cost access between the three countries. The principal beneficiaries are the cross-border traders and communities of the four countries in the zone of influence and the region at large. The corridor will release the economic potential in the sub-region. Projects on railway in Djibouti and Ethiopia and Djibouti ports are under construction.

131. The sub-region lacks the one stop border (OSBP) projects which will facilitate the movement of goods and people along the corridor. OSBPs can be implemented between Djibouti-Ethiopia and Ethiopia-Sudan and Ethiopia-South Sudan.). This will be appropriate for the entire Djibouti Corridor which by its definition serves the four countries (Djibouti, Ethiopia, South Sudan and Sudan). A corridor authority has to be established to manage operate, monitor movement of goods and people.

132. The meeting was informed that IGAD was implementing a project along the Djibouti Corridor which included a road section in South Sudan and border post. The meeting noted that there would be coordination between COMESA and IGAD to avoid duplication and waste of resources.

133. Djibouti has embarked on an extensive road rehabilitation programme since 2005 besides the new roads being constructed. The road programme focuses on both the internal network and corridors leading to neighboring countries. The current road tax being charged currently is insufficient to cover maintenance costs. Djibouti is therefore exploring other sustainable funding options.

134. The Ethio-Djibouti standard gauge railway project is 52% complete. The 750km railway will have 100km of double line between Addis Ababa and Adama in Ethiopia and will cost US$3.77 billion. The line will eventually connect to Kenya, South Sudan and Sudan. The two countries have engaged in training of staff and railway institute will be established in Ethiopia to cater even for other African countries.
Decisions

135. The Meeting decided that:

(i) Djibouti, Ethiopia, Sudan and South Sudan establish an authority for the corridor and implement the OSBPs; and
(ii) the Secretariat has to assist the countries to establish the authority and develop the legal and regulatory framework for the OSBPs along the corridor; and
(iii) the Secretariat should convene a meeting for the Djibouti Corridor Member States.

C.2 INFORMATION AND COMMUNICATIONS TECHNOLOGIES (ICT)

POLICY AND REGULATORY HARMONISATION

136. The meeting noted that The Model ICT Policy was developed and adopted by the Council in March 2003. The meeting further noted that most of the Member States updated and reviewed their national policies in line with the regional one.

137. The meeting also noted that the policy had paved the way for the establishment of ICT regulators and that currently fifteenth countries had regulators and the ministries handle regulatory functions in the remaining countries. The meeting then noted that the policy has also assisted in facilitating the ICT sector reform. The meeting further noted that there were a number of policy guidelines which had been developed and adopted and. they had been implemented by Member States

138. The meeting noted that the COMESA ICT programme had developed, among others, a Model ICT Policy and Model Bill as well as Model Regulatory Guidelines including cyber security and information society measurement.

139. The meeting also noted that fifteenth Member States had liberalized their ICT and established ICT regulators or regulatory department.

Information society measurement

140. The meeting noted that some Member States had produced reports and that few countries had managed to submit the reports to the Secretariat such as Communications Authority of Kenya. The meeting also noted that the reports should include analysis of data and statistics as well as market analysis.

Decision

141. The meeting decided that Member States should submit their annual reports to the Secretariat.

Broadcasting Sector Reform Programme

142. The meeting noted that the objective of the Broadcasting Policy Guidelines and Model Bill main objective was to improve the lives of the peoples of COMESA Member States through
a broadcasting system that would serve their needs and ensuring the availability of accessible, efficient, reliable, affordable and accountable broadcasting services.

143. The meeting further noted that the Policy would facilitate the development of legislative and regulatory frameworks which would recognize the role of broadcasting in society.

144. On implementation of digital broadcasting migration, the meeting noted that Member States were doing their best to meet the COMESA deadline.

Postal Sector Reform Programme

145. The meeting noted that COMESA and UPU signed an MOU which would strengthen their relation for the benefit of Member States. The meeting also noted that the two organizations would work together for postal sector development and would implement joint activities such as post code and addresses and organize training for postal regulators and other stakeholders.

146. The meeting further noted that COMESA had been cooperating with European Postal Committee for Regulations (CERP) to assist Member States to review and update postal policy and laws as well as analyzing the postal market. The meeting then noted that Sudan and Swaziland had benefited from CERP Consultancy in developing their postal policy and regulatory framework.

147. The meeting noted that Seychelles requested COMESA to assist in reviewing their postal policy and regulatory framework. The draft final report is with UPU and CERP to identify the resource person who will carry out the study.

Postal Quality of Service

148. Quality of service is an important issue for the postal sector and telecommunications sector. Quality of services is on the UPU priority programmes. The ARICEA reported that there is no information received on Members projects submitted to UPU quality of services fund.

149. Kenya reported in the ARICEA Executive Committee meeting that they have a project on quality of service. The project is funded by Kenya.

150. The meeting noted the progress.

ICT Consumer Protection Regulations

151. The consumer protection policy guidelines have been adopted by the Council of Ministers. The Council of Ministers requested for development of the consumer protection regulations to pave the way for implementation. A consultant has been recruited and the regulations have been drafted.

152. The meeting noted that the 24th Meeting of ARICEA Executive Committee discussed the regulations and agreed that the draft regulations be circulated for Members for comments. The comments have to be sent to the ARICEA Secretariat before or by 7 November 2014. Then the revised draft regulations have to be presented to the next AGM for discussion and adoption.
Decisions

153. **The meeting decided that:**

(ii) the draft regulations should be circulated to Member States for Comments by 1 November 2014;

(ii) Member States be urged to send their comments by 27 November 2014; and

(iii) the comments be incorporated in the draft document and the revised one be presented at the next ARICEA AGM which scheduled for the first quarter 2015.

Cyber Security Programme Implementation

154. The meeting noted that the 24th meeting of ARICEA Executive Committee discussed reports on cyber security. It is worth noting that Cyber Security affects the entire African continent and the whole world. It is important for all Member States to jointly fight this vice that is threatening the region and the world at large. Today a new form of organized cybercrime aimed at financial gains, with an expansion of the types of threats to various platforms and to various countries. Spam has evolved to become a vehicle for delivering more dangerous payloads, such as the dissemination of viruses, worms and Trojans that are today a means for online financial fraud, identity or trade-secret theft as well as various other forms of cyber threats.

155. It is therefore a necessity today to implement the cyber security measures in this moving electronic era. It is important to raise the awareness of the cybercrime and bridge the gaps among Member States. It is important to organize a high level forum for cyber security back to back with the next AGM where all the stakeholders have to be invited. It is also important to carry out and assessment on the current status of cyber security in the region and update the implementation road map. A letter has to be circulated to members emphasizing on the implementation of the cyber security and take all measures to protect COMESA cyber space.

156. The meeting emphasized that the judiciary system had to be on board and that a regional agreement on cyber security had to be developed and had to be signed by Member States to facilitate cooperation and mutual assistance. The meeting agreed that a COMESA/ARICEA Cyber Security Board be established to facilitate the implementation of cyber security policy and regulatory framework, PKI, CERT and identify a team to assist any Member State if faced with an attack. The meeting noted that the COMESA/ARICEA Cyber Security Board had set up a criteria and that a structure had to be included in the regional cooperation agreement.

Decisions

157. **The meeting decided that:**

(i) a High Level Cyber Security Forum to be held back to back with the next AGM which will be in Bujumbura, Burundi in the first quarter of 2015;

(ii) COMESA Secretariat should mobilise resources for the High Level Cyber Security Forum and should invite regional and international experts for exchange of best practices;

(iii) a letter has to be circulated to Member States to raise their awareness and alert them of the coming High Level Cyber Security Forum;

(iv) a regional cooperation agreement on cyber security to facilitate cooperation and mutual assistance be developed;
(v) a check list for mutual recognition of PKI certificates be developed; and
(vi) training on CERT be organized.

Digital Broadcasting Migration

158. The meeting noted that the 24th Executive Committee of ARICEA discussed a report on the status of the digital broadcasting. The report highlighted definition, background, policy and regulatory framework, signal distribution, set top boxes, technology and standards, current status and recommendations.

159. The meeting noted that many Member States might not be able to meet the ITU deadline of June 2015. In this regard, the meeting noted that Member States might consider joining the year 2020 list. The year 2020 is a list of countries requesting use of the analogue system until the year 2020. However Member States have to agree on certain measures to protect their analogue system taking the example of Mauritius and Reunion.

160. The meeting noted that the digital broadcasting report should be updated and that the ARICEA Interim Secretariat had been tasked to update the report. The Member States had been requested to submit information to the ARICEA Interim Secretariat.

Decision

161. The meeting decided that the report should be completed and presented to the next ARICEA AGM.

Facilitation in Information Technology (IT)

IT Master Plan

162. The meeting noted that Terms of Reference for the recruitment of a consultant (who would develop the regional IT strategy) were advertised. The meeting further noted that CVs were received and a consultant was selected to develop the strategy. Work on the regional strategy is currently ongoing and is expected to be completed by end of November. The regional IT strategy would serve as a guide for IT related activities to implement in the region in line with global developments in the field of ICT. It is worth noting that the IT master plan is a five year plan (2015 – 2020).

Decision

163. The meeting decided that the Secretariat should convene a presentation and validation workshop to review the developed IT regional strategy and to develop a new IT Master Plan.

Geographical Information Systems

164. The meeting noted the progress on the development of a Peace & Security layer on the GIS system. Continuous capacity building and skills transfers are ongoing in the development and maintenance of GIS system.
Free and Open Source Software

165. The meeting noted that regional FOSS guidelines had been drafted to assist Member States to effectively utilize Open Source Software for the advancement of ICT.

166. The meeting noted that the Secretariat was working on mechanisms on how best to disseminate the guidelines and Member States should consider domesticating/internalizing them based on their specificities.

Decision

167. The meeting decided that the developed guidelines be circulated to the Member States for domestication/internalization.

e-Government

168. The meeting noted that discussions with Uganda on the MoU which would propose the hosting of an e-Governance Academy were at advanced stage. The establishment of an e-Governance Academy to promote the development of skills in e-Government and to ensure sustainability of e-Government implementations is a project identified under the COMESA e-Government programme.

Decision

169. The meeting decided that the MoU between the Republic of Uganda and COMESA on the e-Governance Academy be finalised and a roadmap for implementation of activities to be worked out.

E-Learning Programme

170. The meeting noted that a draft business model had been developed and a new MoU with the Government of Kenya was currently under consideration. The e-Learning business model would effectively coordinate the addition of more courses onto the platform as well as the accreditation.

Decision

171. The meeting decided that the Secretariat should:

(i) convene a workshop for the Member States to adopt the draft business model; and
(ii) ensure the implementation of the business model in order to have an active e-learning program.

ICT Trade Facilitation

The COMESA Virtual Trade Facilitation System (CVTFS)

172. The meeting noted that the CVTFS roll out had commenced in the Northern, North-South & Horn Corridors that includes Rwanda, Congo DR, Malawi, Zambia, Ethiopia and Djibouti. The
meeting further noted that the roll out was being consolidated and extended to other Non COMESA Member States i.e. Tanzania and Mozambique.

173. The COMESA Virtual Trade Facilitation System (CVTFS) is an ongoing project where the intention is to provide for an online system of tracking cargo and transport equipment along the designated corridors in the region. It involves the fitting of signal transmitting gadgets fitted on vehicles or containers and enables them to be tracked as they transit across the region.

174. The CVTFS is a comprehensive system incorporating and integrating the features of other trade facilitation systems such as those for transit data transfer, regional customs bond guarantee, and electronic marketing systems.

**Electronic Certificate of Origin**

175. The meeting noted that the process of implementing a web based system to handle the electronic certificates of origin was underway and that Terms of Reference had been prepared and a tender notice was launched on the COMESA website.

176. The meeting further noted that bids were received and successful bidder was selected.

**Trade Facilitation portal**

177. The meeting noted that the Secretariat was currently developing a Trade Facilitation portal that would consolidate all the Trade information and Trade Facilitation systems. A prototype is currently available at [http://trade.comesa.int](http://trade.comesa.int).

**Data Center and Disaster Recovery (DR) Site**

178. A redesign for a new data center for the Secretariat is currently underway to host the new IT equipment which is currently being hosted in an interim server room. The primary focus is on the Secretariat’s IT infrastructure and the setup of a new data center as well as a disaster recovery site.

179. The meeting noted that the new IT equipment was in place and that DR site arrangements had been finalized and tested. The meeting further noted that the systems would go live by November 2014.

**Decision**

180. *The meeting decided that the Secretariat should fast-track the building and setup of the new data centre to house the new equipment in a more secure environment.*

**DEVELOPMENT OF PHYSICAL INFRASTRUCTURE**

**The COMTEL Project**

181. The COMTEL project aim is to create the enabling platform for unlocking value in the installed terrestrial fiber optic infrastructure by the regional networks and value added services to break the region’s dependence on international clearing houses, international satellite operators,
undersea cable operators, international IP traffic peering, thereby keeping regional traffic in the region and creating an environment for the uninhibited low cost movement of traffic across borders.

182. The IP clearing house and Regional IP Peering points is an intelligent network overlay which controls the routing of traffic running over operator networks. Traffic flows to the IP Clearing House, will be for regional and international traffic only. Internal traffic within the countries will be routed internally through local internet peering points in each country. The feasibility study has been completed.

183. Cross Connect Company finalized the technical feasibility study and the analysis economic viability will be finalised. The project will be presented to the operators and investors in the 2nd quarter of 2015.

184. The Eighth Committee meeting noted the progress made in the implementation of the project.

185. Djibouti Telecom made a presentation on their cable network and services. Djibouti is connected to SEA-ME-WE 3, EASSy, Europe India Gateway (EIG), Aden-Djibouti, SEA-ME-WE 5, AAE1, and SEACOM. It is also connected to Ethiopia and Somalia. These cables provide alternative routes and network reliability and sustainability. Djibouti Telecom had partnership with regional and international companies such as Telecom Italia Sparkle.

**VSAT Closed User Group Communications Network**

186. The VSAT network provides for voice, data and video conferencing.

187. The meeting noted that currently, the main focus was on reviving the VSAT equipment (which has started in November 2013) in the faulty sites in the Member States. The reviving aims to ensure that the VSAT Closed User group network is fully operational for the running of voice, data and video services for maximum utilization of the network at affordable prices.

**Decision**

188. *The meeting decided that the Secretariat make the reviving and operation of the VSAT Closed User group network a priority; and thus the Secretariat should ensure allocation of sufficient funding for the operation of VSAT Closed User group network.*

**Power Supply and Connectivity of Post Offices in Africa Project**

189. The main object of the electrification and connectivity of post offices (ECP) project is to bring about socio-economic transformation of societies by making the post offices the centre of socio-economic activity. The achievement of the objectives of the project will be accompanied by a set of specific benefits to the communities as follows:

(i) Access by populations (including school children) to ICTs through the creation of tele-centres/cyber cafes in post offices;
(ii) Operational costs savings by substituting power generators with solar energy;
(iii) Improvement of the commercial viability of post offices in rural areas; and
(iv) Encouraging the development of economic activities in rural areas.
190. Project strategy has been developed and training for project managers in the 12 pilot countries has been organised (January 2014) – COMESA Member States in the ECP pilot project are Burundi, Kenya, Madagascar, Malawi, South Sudan and Uganda; the others are Burkina Faso, Chad, Ghana, Guinea, Conakry, South Africa, and Nigeria.

191. The following actions are required to move the project forward:

(i) Adoption of the project and formation of project implementation steering committee (PISC) and Secretariat;
(ii) Provision of resources for the implementation of the pilot project;
(iii) Solicitation of counterpart funding for the other projects and related activities;
(iv) Appointment of a project manager for the ECP project;
(v) Detailed implementation planning led by the project manager under the direction of the PISC;
(vi) Site preparations of the post offices for the installation/implementation;
(vii) Procurement of ECP solution; Urge Member States to build the necessary synergies with regulatory authorities considering that there could be funds available for universal service obligation (USO);
(viii) Implementation of the ECP solution including training on innovative online postal services and business development.

192. The meeting discussed the project. The estimated cost for the pilot phase is $4 million for ten countries. The project will electrify and connect five post offices per country. The COMESA Member States included are Burundi, Kenya, Madagascar, Malawi and Uganda. The meeting emphasized the importance of using the technology and innovation in postal sector. It has also been noted that the project can benefit from the European Union sustainable energy initiative for all through the national envelope.

Decision

193. The Meeting decided that:

(i) the power supply and connectivity of post offices in Africa project be adopted for implementation;
(ii) Infrastructure within the postal sector, including electrification and Internet connectivity to all post offices be improved;
(iii) the project be incorporated in the national development plans; and
(iv) the ICT Regulators be tasked to use the Universal Service Fund to fund the project on electrification and connectivity of post offices.

C.3 ENERGY SECTOR

194. The energy part of this report contains activities related to policy and regulatory harmonization, facilitation and development of physical energy infrastructure.
POLICY AND REGULATORY HARMONISATION

195. Energy policy and regulatory harmonization part will cover the COMESA Model Energy Policy Framework and also activities related to the Regional Association of Energy Regulators for Eastern and Southern Africa (RAERESA).

The COMESA Model Energy Policy Framework

196. The COMESA model energy policy framework contains a main energy policy goal; energy policy objectives; key issues in the energy sector; supply and demand side policy objectives and policy instruments; and cross cutting issues.

197. The meeting noted that the objective of this model energy policy framework was therefore to provide an outline of contents expected in national energy policy which countries could then domesticate/internalized, therefore, harmonizing policies in the spirit of regional integration.

198. In this regard, the meeting noted that national energy policy documents of 11 countries were compliant with the COMESA model policy framework and that three countries were in the process to review their national policies. The meeting noted that Madagascar requested the Secretariat to assist in developing its national energy policy.

Table 1: The Status of Domestication/Internalization of the COMESA Model Energy Policy Framework by COMESA Member States

<table>
<thead>
<tr>
<th>Compliant to the COMESA Model Energy Policy Framework</th>
<th>Compliant to the COMESA Model Energy Policy Framework (Draft)</th>
<th>Under Review expected to Comply with the COMESA Model Energy Policy Framework</th>
<th>Initiated</th>
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<tbody>
<tr>
<td>Burundi</td>
<td>Sudan</td>
<td>Djibouti, Kenya, Madagascar, Malawi</td>
<td>Comoros</td>
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<td>Democratic Republic of Congo (DRC)</td>
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Source: Information compiles by COMESA Secretariat from the countries.

Decision

199. The meeting decided that the Secretariat should assist member states to domesticate into the national policies to comply with the COMESA model policy framework.

Report of the Fifth Annual General Meeting (AGM) of the Regional Association of Energy Regulators for Eastern and Southern Africa (RAERESA)

200. The meeting noted that the Fifth AGM of the Regional Association of Energy Regulators for Eastern and Southern Africa (RAERESA) was held in Lusaka, Zambia on 30 September – 1
October 2014 to review the annual report of activities as well as the effectiveness of RAERESA in order to facilitate the implementation of RAERESA’s work programme.

201. The meeting further noted that these activities included guidelines on the encouragement of investment and utilization of renewable energy sources in the COMESA region, namely feed-in-tariffs (FiT) guidelines, public private partnership (PPP) guidelines, power purchase agreements (PPA) guidelines and joint development of projects guidelines. The meeting further noted that these activities also included renewable energy cooperation framework for the COMESA region, report on electricity regulatory status in the COMESA region, report on the status of accessibility and affordability of oil and gas in the COMESA region, the draft report on the status of environment and energy efficiency in the electricity sector in the COMESA region and progress report on the status of implementation of the work programme of RAERESA.

202. The meeting then noted that the activities indicated above were thoroughly discussed and validated by the respective Portfolio Committees meetings which preceded the 5th AGM of RAERESA. The meeting also noted that the AGM considered these activities and made the relevant decisions.

Guidelines on the Encouragement of Investment and Utilization of Renewable Energy Sources in the COMESA Region

203. The meeting noted that the report on encouragement of investment and utilization of renewable energy sources in the COMESA region, whose objective was to come up with an investment strategy and incentives in order to promote investments and utilization of renewable energy sources, culminated in development of four guidelines, namely, feed-in-tariff (FiT), public private partnership (PPP), power purchase agreement (PPA) and joint development of projects.

204. The meeting further noted that the 5th AGM of RAERESA which was held in Lusaka Zambia on 30 September – 1 October 2014 agreed to adopt the following renewable energy guidelines:

(i) Feed-in-Tariffs (FiT) Guidelines;
(ii) Power Purchase Agreement (PPA) Guidelines;
(iii) Public Private Partnership (PPP) Guidelines; and
(iv) Joint Development of Projects Guidelines.

205. The agreed documents on the four renewable energy guidelines are attached as annexes II to V to this report.

Decisions

206. The meeting decided that:

(i) the four renewable energy guidelines on feed-in-tariff (FiT), power purchase agreement (PPA), public private partnership (PPP) and joint development of projects be adopted as COMESA guidelines on renewable energy;

(ii) COMESA Member States and member institutions be urged to use these guidelines in developing their legal and regulatory frameworks and at the
same time to contribute to the harmonization of such frameworks across COMESA countries; and

(iii) the COMESA Secretariat to facilitate training programme for Member States on the four guidelines to fully understand them and further internalize/domesticate them and that Member States be urged to avail relevant information from their respective countries with the view to sharing it with others.

Renewable Energy Cooperation Framework for the COMESA Region

207. The meeting noted that the Portfolio Committee on Renewable Energy and the Fifth AGM of RAERESA thoroughly discussed the COMESA renewable energy cooperation framework for the COMESA region and made relevant comments and improvements.

208. The objective of the COMESA renewable energy cooperation framework is to establish a regional cooperation in order to jointly harness renewable energy resources and to give priority to those projects that are close to consumer market and those to interconnected grid lines.

209. The meeting noted that the Fifth AGM of (RAERESA) agreed to adopt renewable energy cooperation framework for the COMESA Region.

Electricity Regulatory Status in the COMESA Region

210. The meeting noted that the main objectives of the report on electricity regulatory status were to:

   (i) Explore the current regulatory status of the electricity sectors in participating countries; and

   (ii) Explore the status of the national electricity markets in Member countries.

211. The meeting was informed that the purpose of this exercise was benchmarking and it was confined to monitoring the electricity regulatory status, through the fact sheet. In this regard, the meeting noted that this exercise should be updated every three years to be used as an observatory for the development in the status of the regulators in the member countries.

212. The Meeting noted that the Fifth AGM of RAERESA agreed as follows:

   (i) The report on electricity regulatory status in the COMESA region be adopted;

   (ii) Capacity building to enhance the integration of energy systems and energy trade in the COMESA region and beyond through adopting best practice guidelines in regulator performance and compliance monitoring be undertaken; and

   (iii) Those countries which had not completed the data collection format could be given the opportunity to respond to it and update the information by the end of 2014.

Status of Access and Affordability of Oil and Gas in the COMESA

213. The meeting noted that the main objective of the report on the status of access and affordability of oil and gas in the COMESA region was to facilitate the development of recommendations on issues affecting the economic efficiency of energy interconnections and energy trade among RAERESA country members. The specific objective of this survey, through
questionnaires, was to get updated information on the status of accessibility and affordability of oil and gas among the member countries of the Regional Association of Energy Regulators for Eastern and Southern Africa (RAERESA).

214. The report provides country wise general information as well as legal and regulatory framework. It also provides information on availability of oil and gas as well as oil and gas infrastructure in terms of storage facilities, refineries and pipelines. Moreover, the report sheds light on the on-going projects and programmes, in pipeline, related to oil and gas. The report further provides information related to factor affecting oil and gas accessibility and affordability and mitigation measures on oil and gas accessibility and affordability.

215. The meeting noted that the Fifth AGM of RAERESA agreed as follows:

(i) The report on the status of accessibility and affordability of oil and gas in the COMESA region be adopted;
(ii) Capacity building for regulators dealing with oil and gas should be undertaken in order to assist regulators embark on a programme to harmonize their regulatory regimes;
(iii) The COMESA Secretariat in consultation with the host regulator should organize fields visits to share experience and best practices;
(iv) COMESA Secretariat to facilitate Member States to harmonize standards/regulations related to petroleum products and transportation facilities;
(v) The Portfolio Committees should be meeting in separate sessions to enable members focus on their issues; and
(vi) Countries which had not completed the data collection format could be given the opportunity to respond to them and update the information by the end of 2014.

Status of Environment and Energy Efficiency in the Electricity Sector in the COMESA

216. The meeting noted that the main objective of the report on the status of environment and energy efficiency in the electricity sector in the COMESA was to demonstrate the importance of energy efficiency in reducing greenhouse gas (GHG) emissions and to demonstrate the improvement in energy efficiency in buildings and appliances, among others.

217. The meeting further noted that the Fifth AGM of RAERESA agreed as follows:

(i) Sudan to restructure and refine the report by the end of 2014 according to the comments and observations made by the Meeting;
(ii) The revised version of the report be circulated to Member States for comments and that Member States should be given a period of one month to submit their comments and observations to Sudan;
(iii) The Portfolio Committee on Environment and Energy Efficiency should meet to validate the revised version of the report in order to be ready for consideration by the AGM of RAERESA to be held in 2015;
(iv) Prepare a position paper to win political support for the commencement of a regional platform/stating the need and urgency of a well-co-ordinated region wide energy efficiency labelling programme to be equally embrace by all COMESA countries;
(v) Propose a region wide energy efficiency and labelling programme for selected households and industrial appliances and equipments based on the size of their contribution to the national electricity demand;

(vi) Identify well organized standards and efficiency testing laboratory/among COMESA Member States to serve as a standard and testing centre for the COMESA wide energy efficiency labelling programme;

(vii) Develop/ adopt minimum efficiency standard for selected appliances and equipments; and

(viii) Seek and collaborate with partners and collaborators, donors and relevant regional and international institutions such as: the African Electro Technical Standardization Commission (AFSEC), the Collaborative Labelling and Appliance Standards Programme (CLASP) etc for maturing a fully-fledged programme.

218. On the election of the Chairperson of the Plenary and the Chairpersons of the Portfolio Committees of RAERESA, the meeting noted that the Fifth AGM of RAERESA resolved as follows after a democratic election process was undertaken:

(i) Kenya as Chair of the Plenary; and

(ii) the following Portfolio Committees Chairs:

   a) Egypt as Chair of Portfolio Committee on Electricity;
   b) Rwanda as Chair of Portfolio Committee on Oil and Gas;
   c) Ethiopia as Chair of Portfolio Committee on Renewable Energy; and
   d) Sudan as Chair of Portfolio Committee on Environment and Energy Efficiency.

FACILITATION

219. Item to be reported under facilitation will include activities related to country energy profiles.

   Country Energy Profiles

220. The meeting noted that COMESA energy statistics study contained reports related to thirteen COMESA countries, namely Burundi, Comoros, Egypt, Ethiopia, Kenya, Madagascar, Mauritius, Rwanda, Seychelles, Sudan, Swaziland, Uganda and Zambia.

221. The meeting further noted that country energy profiles would give some insight of the energy sector of each COMESA country in order to facilitate exchange of energy data and information among them. The meeting also noted that this, in turn, would facilitate national and regional energy planning of the Member States and would also make the environment conducive for investment in the energy sector through encouraging the potential investors to make positive investment decisions.

222. The overall objective of this exercise is to foster the regional integration agendas of COMESA through exchanging energy data and information, thereby, assisting the COMESA region to achieve a higher level of strategic regional co-operation in the use and development of modern energy resources including their infrastructure so as to maximize energy gains in the short, medium and long terms.
223. The specific objectives of country energy profiles are to assist COMESA countries to exchange energy data and information that facilitate their national and regional energy planning and also to make the environment conducive for investment in the energy sector through encouraging the potential investors to make positive investment decisions.

DEVELOPMENT OF PHYSICAL INFRASTRUCTURE

224. COMESA accords energy its rightful role in regional integration programming. This is because energy is critical in enabling the production and productivity. In this regard, COMESA has recognized energy and infrastructure at large as a priority and strategic focus area that requires special attention. The Strategic Objective to be pursued is, therefore, to effectively address constraints related to the improvement of energy in the region in order to reduce the cost of doing business and also and to enhance competitiveness.

Power Interconnection Projects

225. The meeting noted that development and implementation of a number of power interconnection projects were being fast-tracked by COMESA and the Tripartite. The meeting further noted that these projects would include Zambia-Tanzania-Kenya, Ethiopia-Kenya, Ethiopia-Djibouti, Zimbabwe-Zambia-Botswana-Namibia (ZIZABONA), Democratic Republic of Congo (DRC)-Zambia, Egypt-Sudan-Ethiopia, Ethiopia-South Sudan, Ethiopia-Sudan, Egypt-Sudan, Sudan-Eritrea, South Sudan-Uganda power interconnectors.

Zambia-Tanzania-Kenya Power Interconnection Project

226. The meeting noted that the Tenth Energy Ministers’ meeting of Zambia-Tanzania-Kenya (ZTK) power interconnection project was held in Dar es Salaam, Tanzania on 30 September 2014 and it was preceded by the officials’ meeting held on 27-29 September 2104.

227. The objective of the meeting was to discuss the project implementation and to take decisions on the following:

(i) project implementation strategy;
(ii) project management;
(iii) signing of Heads of Agreements; and
(iv) financing mobilizing strategy.

228. The meeting noted that a Frame Agreement for the Commitment between the Government of the Republic of Zambia and the Government of the United Republic of Tanzania and the Government of the Republic of Kenya on the development of Zambia-Tanzania-Kenya power interconnector project was signed by the Ministers/Cabinet Secretary. In this regard, the meeting noted that the Ministers/Cabinet Secretary agreed on issues related to asset ownership, Project Management Unit, Special Purpose Vehicle, Heads of Agreement, project preparation and implementation funding and transmission capacity.

229. The meeting noted that the three countries agreed as follows:

(i) Individual countries shall develop, own and manage the assets in their respective geographic boundaries;
Each country shall have a project management unit to coordinate and monitor the implementation of the project in their respective country;

The Project Management Unit in Zambia will be entrusted with the overall coordination and promotion of the ZTK project;

The Heads of Agreement will be reviewed; and

Zambia could utilize part of the EU funding to complete the feasibility study for the extended segment of the ZTK project in Zambia from Pensulo to Kabwe.

230. The meeting noted the progress on the implementation of Zambia-Tanzania-Kenya power interconnector project.

**Ethiopia- Djibouti Power Interconnection Project**

231. The meeting noted that a second power interconnector project between Ethiopia and Djibouti was being developed. The meeting further noted that funds for the feasibility study of the project were secured from Kuwaiti Fund and that the feasibility study tender would be floated very soon and the expression of interest would be advertised by the end of October 2014. Moreover, the meeting noted that there was railway electrification project between Ethiopia and Djibouti (230 Kv line). The funding for the physical construction to be mobilized. The meeting noted that Djibouti would send to the Secretariat the final feasibility study report in order to mobilize resources for the physical construction of the project.

**Ethiopia-Kenya Power Interconnection Project**

232. The meeting noted that the construction of the project would commence very soon following the securing of finance through co-funders, namely, the World Bank, the African Development Bank the French Development Agency, the Ethiopian and Kenyan governments. The meeting further noted that engineering construction supervising consultant had been procured and procurement of construction contractor was in progress.

**Zimbabwe-Zambia-Botswana-Namibia Interconnection (ZIZABONA)**

233. The meeting noted that Zimbabwe-Zambia-Botswana-Namibia (ZIZABONA) power interconnection project would reach financial close at the end of June 2015 and by that time, the EPC contractor would have been appointed, and the sponsors could thereafter be able to know the cost of the project.

234. It is worth noting that the Southern African Poor Pool (SAPP) Coordination Centre procured consultants for the following packages that were advertised during 2014 as follows:

(i) Package 1: transaction and advisory services will be undertaken by FICHTNER of Germany.

(ii) Package 2: coordination and supervision services will be undertaken by PHD Capital of South Africa, and

(iii) Package 3: environmental and social impact assessment of the line route in Zambia will be undertaken by SWECO of Sweden.
NELSAP Power Interconnection Projects

235. The meeting noted that the Nile Equatorial Lake Subsidiary Action programme (NELSAP) of the Nile Basin Initiative (NBI) was fast-tracking the implementation of the following power interconnectors:

(i) Uganda-Kenya,
(ii) Uganda-Rwanda, Rwanda-Burundi; and
(iii) Upgrade of existing electricity system Burundi-DRC (Eastern part) Rwanda into 220 kv.

236. Most of these projects are expected to be completed in the next three years and there will be urgent need to have the Eastern Africa Power Pool fully operational by then in order to facilitate power trade in the region.

Power Generation Projects

237. The average access to electricity in the COMESA region is low. It is around 35%. Installed capacity of the COMESA region should therefore be increased from the current level of 55,800 megawatts in order to realize a full electrification rate in each of the countries and the COMESA region as a whole.

238. Based on the above, the meeting noted that a number of projects were at either at an advance stage of construction or being developed. The meeting further noted that those projects would meet the growing electricity demand in the COMESA region and would, therefore, increase access to electricity. Table 2 reveals the status of power generation projects under construction or under development for some COMESA countries.

<table>
<thead>
<tr>
<th>Country</th>
<th>Name of Project</th>
<th>Capacity (Megwatts)</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethiopia</td>
<td>Gibe III</td>
<td>1,870</td>
<td>Hydro</td>
</tr>
<tr>
<td></td>
<td>Genale Dawa III (GD-3)</td>
<td>246</td>
<td>Hydro</td>
</tr>
<tr>
<td></td>
<td>Grand Renaissance</td>
<td>6,000</td>
<td>Hydro</td>
</tr>
<tr>
<td></td>
<td>Adama II</td>
<td>153</td>
<td>Wind</td>
</tr>
<tr>
<td></td>
<td>Aluto Langano Upgrading</td>
<td>70</td>
<td>Wind</td>
</tr>
<tr>
<td></td>
<td>Repi Waste to Energy</td>
<td>50</td>
<td>Waste to energy</td>
</tr>
<tr>
<td></td>
<td>Bamza Biomass plant</td>
<td>137</td>
<td>Biomass</td>
</tr>
<tr>
<td></td>
<td>Melkesedi Biomass pl.</td>
<td>120</td>
<td>Biomass</td>
</tr>
<tr>
<td></td>
<td>Tendaho</td>
<td>120</td>
<td>Bagasse</td>
</tr>
<tr>
<td></td>
<td>Wenji</td>
<td>30</td>
<td>Bagasse</td>
</tr>
<tr>
<td></td>
<td>Fincha</td>
<td>31</td>
<td>Bagasse</td>
</tr>
<tr>
<td></td>
<td>Beles 1, 2 and 3 (3*30)</td>
<td>90</td>
<td>Bagasse</td>
</tr>
<tr>
<td></td>
<td>Welkayit</td>
<td>133</td>
<td>Bagasse</td>
</tr>
<tr>
<td>Country</td>
<td>Name of Project</td>
<td>Capacity (MW)</td>
<td>Type</td>
</tr>
<tr>
<td>---------</td>
<td>----------------</td>
<td>---------------</td>
<td>------</td>
</tr>
<tr>
<td>Kenya</td>
<td>Omo Kuraz 1 to 6 (6*60)</td>
<td>360</td>
<td>Bagasse</td>
</tr>
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<td></td>
<td>Kessem</td>
<td>26</td>
<td>Bagasse</td>
</tr>
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<td><strong>9,436</strong></td>
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<tr>
<td>Kenya</td>
<td>Olkaria Wellhead</td>
<td>70</td>
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</tr>
<tr>
<td></td>
<td>Olkaria I Units 5</td>
<td>70</td>
<td>Geothermal</td>
</tr>
<tr>
<td></td>
<td>Kinangop Wind</td>
<td>60</td>
<td>Wind</td>
</tr>
<tr>
<td></td>
<td>Kwale Sugar Company</td>
<td>18</td>
<td>Cogeneration</td>
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<td></td>
<td>Gulf Power</td>
<td>80</td>
<td>Diesel</td>
</tr>
<tr>
<td></td>
<td>Triumph Power</td>
<td>83</td>
<td>Diesel</td>
</tr>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>381</strong></td>
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<tr>
<td>Zambia</td>
<td>Itezhi-Tezhi</td>
<td>120</td>
<td>Hydro</td>
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<tr>
<td></td>
<td>Kariba North Bank Extension (almost completed)</td>
<td>360</td>
<td>Hydro</td>
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<tr>
<td></td>
<td>Maamba</td>
<td>300</td>
<td>Coal</td>
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<td><strong>Total</strong></td>
<td><strong>780</strong></td>
<td></td>
</tr>
<tr>
<td>Zimbabwe</td>
<td>Kariba</td>
<td>300</td>
<td>Hydro</td>
</tr>
<tr>
<td></td>
<td>Pungwe (IPP)</td>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>315.25</strong></td>
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</table>

**Table 3: Power Generation Projects Under Development**

<table>
<thead>
<tr>
<th>Country</th>
<th>Name of Project</th>
<th>Capacity (MW)</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burundi, Rwanda and DR Congo</td>
<td>Ruzizi III</td>
<td>145</td>
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<tr>
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<td>Ruzizi IV</td>
<td>390</td>
<td>Hydro</td>
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<td><strong>Total</strong></td>
<td><strong>535</strong></td>
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<tr>
<td>Democratic Republic of Congo</td>
<td>Inga</td>
<td>3,500 - 40,000</td>
<td>Hydro</td>
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<tr>
<td>Djibouti</td>
<td>Jaban’As Power station</td>
<td>56</td>
<td>Thermal</td>
</tr>
<tr>
<td></td>
<td>Petit Barra</td>
<td>50</td>
<td>Solar</td>
</tr>
<tr>
<td></td>
<td>DAMERJOG</td>
<td>150</td>
<td>LNG</td>
</tr>
<tr>
<td></td>
<td>Assal/Fiale Caldera</td>
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<td>Geothermal</td>
</tr>
<tr>
<td></td>
<td>Goubhet</td>
<td>60</td>
<td>Wind</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>366</strong></td>
<td></td>
</tr>
<tr>
<td>Ethiopia</td>
<td>Genale VI</td>
<td>246</td>
<td>Hydro</td>
</tr>
<tr>
<td></td>
<td>Helele Werabesa</td>
<td>422</td>
<td>Hydro</td>
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<tr>
<td>Location</td>
<td>Name</td>
<td>Capacity</td>
<td>Energy Type</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------------------------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>Gilgel Gibe IV</td>
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<td>1400</td>
<td>Hydro</td>
</tr>
<tr>
<td>Chemoga-Yeda I &amp; II</td>
<td></td>
<td>280</td>
<td>Hydro</td>
</tr>
<tr>
<td>Aysha</td>
<td></td>
<td>300</td>
<td>Hydro</td>
</tr>
<tr>
<td>Assela &amp; Debrebihan</td>
<td></td>
<td>200</td>
<td>Hydro</td>
</tr>
<tr>
<td>Ayisha</td>
<td></td>
<td>300</td>
<td>Wind</td>
</tr>
<tr>
<td>Debre Birhan</td>
<td></td>
<td>300</td>
<td>Wind</td>
</tr>
<tr>
<td>Assela</td>
<td></td>
<td>300</td>
<td>Wind</td>
</tr>
<tr>
<td>Woldia area</td>
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</tr>
<tr>
<td>Hurso</td>
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<tr>
<td>Corbeti /IPP/</td>
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<tr>
<td>Aluto Langano</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>5448</strong></td>
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**Kenya**

<table>
<thead>
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<th>Location</th>
<th>Name</th>
<th>Capacity</th>
<th>Energy Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Menengai</td>
<td></td>
<td>40.6</td>
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</tr>
<tr>
<td>Suswa</td>
<td></td>
<td>150</td>
<td>Geothermal</td>
</tr>
<tr>
<td>Baringo-Silali Block</td>
<td></td>
<td>200</td>
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</tr>
<tr>
<td>Marine Power</td>
<td></td>
<td>70</td>
<td>Geothermal</td>
</tr>
<tr>
<td>Agil</td>
<td></td>
<td>70</td>
<td>Geothermal</td>
</tr>
<tr>
<td>Olkaria I Additional</td>
<td></td>
<td>70</td>
<td>Geothermal</td>
</tr>
<tr>
<td>Olkaria V</td>
<td></td>
<td>280</td>
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</tr>
<tr>
<td>Isiolo Wind</td>
<td></td>
<td>100</td>
<td>Wind</td>
</tr>
<tr>
<td>Lake Turkana WP</td>
<td></td>
<td>300</td>
<td>Wind</td>
</tr>
<tr>
<td>Prunus Wind</td>
<td></td>
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<td>Wind</td>
</tr>
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<td>Lamu</td>
<td></td>
<td>960</td>
<td>Coal</td>
</tr>
<tr>
<td>Kitui</td>
<td></td>
<td>960</td>
<td>Coal</td>
</tr>
<tr>
<td>DongoKundu</td>
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<td>700</td>
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<td><strong>Total</strong></td>
<td></td>
<td><strong>4,416</strong></td>
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<tr>
<td>Grand Total (for Kenya)</td>
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**Malawi**

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<th>Name</th>
<th>Capacity</th>
<th>Energy Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kapichira II</td>
<td></td>
<td>64</td>
<td>Hydro</td>
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**Uganda**

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<th>Location</th>
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<tr>
<td>Karuma HPP</td>
<td></td>
<td>600</td>
<td>Hydro</td>
</tr>
<tr>
<td>Isimba HPP</td>
<td></td>
<td>183</td>
<td>Hydro</td>
</tr>
<tr>
<td>Ayago HPP</td>
<td></td>
<td>600</td>
<td>Hydro</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>1,383</strong></td>
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**Zambia and Zimbabwe**

<table>
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<tr>
<th>Location</th>
<th>Name</th>
<th>Capacity</th>
<th>Energy Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Batoka Gorge</td>
<td></td>
<td>1,600</td>
<td>Hydro</td>
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**Zambia**

<table>
<thead>
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<th>Location</th>
<th>Name</th>
<th>Capacity</th>
<th>Energy Type</th>
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</thead>
<tbody>
<tr>
<td>Kafue Gorge Lower</td>
<td></td>
<td>750</td>
<td>Hydro</td>
</tr>
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<td>Emco</td>
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<td>300</td>
<td>Coal</td>
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<tr>
<td>Kalungwishi</td>
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<td>247</td>
<td>Hydro</td>
</tr>
<tr>
<td>Country</td>
<td>Name of Project</td>
<td>Capacity (MW)</td>
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<td>-------------------------</td>
<td>--------------------------</td>
<td>---------------</td>
<td>------------</td>
</tr>
<tr>
<td>Zimbabwe</td>
<td>Hwange</td>
<td>600</td>
<td>Thermal</td>
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<tr>
<td></td>
<td>Gairezi</td>
<td>30</td>
<td>Hydro</td>
</tr>
<tr>
<td></td>
<td>Gwayi Power Station (IPP)</td>
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<td>Thermal</td>
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<td>Southern Energy (IPP)</td>
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<td><strong>Total</strong></td>
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Table 4: Other Power Generation Projects

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<tr>
<th>Country</th>
<th>Name of Project</th>
<th>Capacity (MW)</th>
<th>Type</th>
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</thead>
<tbody>
<tr>
<td>Burundi, Rwanda and Tanzania</td>
<td>Rusumo Falls</td>
<td>63</td>
<td>Hydro</td>
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<td>DR Congo and South Sudan</td>
<td>Wanie – Rukula</td>
<td>288</td>
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<td>Hydro</td>
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<td>Zimbabwe</td>
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<td></td>
<td>Gwanda</td>
<td>100</td>
<td>Solar</td>
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<td>Lusulu (IPP)</td>
<td><strong>500 - 2000</strong></td>
<td>Thermal</td>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>1,800 – 3,200</strong></td>
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</tbody>
</table>

*Zimbabwe has the following operational IPPs:
Minihydros - Nyamingura (1.1MW), Duru (2.2MW), Pungwe A (2.7MW).
cogeneration - Green Fuel (18MW)
239. Although renewable energy is characterised by high up-front capital requirements that contribute to making it appear expensive, nevertheless operating expenses may be low, particularly if the fuel cost is zero (solar, wind). There is also an added benefit of reducing national exposure to fossil fuel price volatility and attached costs. In this regard, the meeting noted that renewable energy could play a vital role in the energy mix and could be one of the solutions of the energy challenges that many countries were facing. The meeting also noted that renewable energy would have little or no greenhouse gas emissions associated with it, making it an excellent source of carbon credits that would bring additional income. Table 3: shows selected renewable energy projects for selected counties. A table which contains selected renewable energy projects is attached as Annex VI to this report.

Decisions

240. The meeting decided that:

(i) Member States and the Secretariat exert more effort towards increasing access to electricity from the current average of 35% to 50% by 2020; and

(ii) the Secretariat should submit the energy projects to the COMESA Infrastructure Fund for financing.

POST CONFLICT RECONSTRUCTION AND DEVELOPMENT PROJECT

241. The meeting noted that the report on post conflict reconstruction and development project contained background, preparatory activities, surveys and summary of the proposed projects. The meeting noted that the programme would commence with two border posts, the Gatumba-Kavimvira border posts between the DRC and Burundi and the Goma-Gisenyi border post between the DRC and Rwanda; while the identification of the projects was guided by among other things, the needs as identified in a socio-economic study, prioritisation by the stakeholders and also informed by National Development plans of the respective member states. Based on the findings of the assessment the following projects were identified as the first priorities for the programme:

(i) Construction of a border market in Gatumba and rehabilitation and extension of border offices in Gatumba
(ii) Construction of a border market with storage facilities in Kavimvira
(iii) Construction of a border market in Rubavu
(iv) Construction of a border market in Goma and rehabilitation and extension of border offices in Goma

242. The programme proposes the construction of a border markets in central administrative sector of Gatumba, approximately 4.4 km from the border on 1.51 hectares of land belonging to the local government; and another in Kavimvira in DRC but the site is yet to be confirmed. In addition, the project proposes to rehabilitate and extend the border offices in Gatumba and Kavimvira.

243. Other project considered at the Gatumba border posts include the rehabilitation of the Vugizo-Kiliba road and for the Kavimbira border area, the construction of a parking area at Uvira. These will be considered in future phases.
244. With respect to Goma (DRC) and Rubavu (Rwanda), the construction of markets were seen as an urgent priority of the border area. This was informed by a study which estimates that over 20,000 people at the border area make a living from cross border trade with over 75% comprising women. The rehabilitation and extension of border offices at the “petite barrier” in Goma was also identified as an urgent priority. The current offices small and dilapidated and many different services are forced to share offices. A survey has identified that over 12,000 traders cross the border on a daily basis therefore putting a huge strain on the existing offices. The Goma border is the busiest of all border areas of the Great Lakes Region with over 2,000 registered businesses and more than ten cooperatives operating in the area. A full feasibility study will determine the viability of the construction. It will evaluate the potential users on both sides; determine the size of the storage and packing area projected to ten years among other things.

245. The market will be located approximately 4 km from the border while the offices will be approximately 100 m from the border.

246. In Rubavu (Rwanda), the construction of the market was also identified as a priority by the border communities, some of who have to walk over 20 Km to trade at the border area. The Ministry of Commerce has also confirmed that its construction is in line with the Rubavu development plan. The border has got more than 5,000 registered businesses and more than thirteen associations operating at the border of Rubavu every day. Women represent over 85% of the trading population in Rubavu.

247. The meeting noted that other projects considered at the Goma-Gisenyi border area would include the construction of an animal fence in Gisenyi and the rehabilitation of the access road to the proposed border market in Goma.

248. The meeting further noted that all projects would be accompanied by capacity building programmes to ensure the optimal utilisation of the infrastructure. With respect to indicators, the meeting noted that the project would include both peace and security, and socio economic indicators. The meeting then noted that the baselines for the socio-economic indicators had been identified through a survey while for the baselines for the peace and security indicators would use the Heidelberg’s Conflict Barometer. The other common important considerations on these projects include:

(i) On the legal aspects: the legal aspects relating to land ownership will need to be addressed but discussions with the administration have commenced. However in case of Rubavu-Rwanda the local authorities have identified a 2-hectares plot;

(ii) On ownership: The market shall be handed over to Cross Border Traders cooperatives (CBTAs). Ownership could be shared with local government, which will provide the land for the construction; and

(iii) On coherence and coordination: The projects are in line with the development plans for the border posts and the national economic plan.

Decisions

249. The meeting decided that Member States:

(i) note the progress made towards enhancing infrastructure at border areas of countries emerging from conflicts; and
(ii) were urged to cooperate with the Secretariat on the implementation of the new Post-Conflict Reconstruction and Development project particularly in the provision of lands for development and facilitate tax exemptions for the procurement of goods and services.

C.4 FINANCING INFRASTRUCTURE PROJECTS

COMESA Infrastructure Fund

250. The meeting noted that the COMESA Ministers of Finance and Economic Planning have established as part of the COMESA Fund, a COMESA Infrastructure Fund (CIF) which is co-managed by the PTA Bank and Harrith Fund managers. The meeting further noted that the CIF has been launched with a capitalization of USD25 million of which the PTA Bank contributed USD15 million and COMESA USD 10 million. The CIF is hosted by Mauritius in the off-shore financial centre. The CIF is now in a position to receive bankable infrastructure projects for which projects it would mobilise funding.

251. The meeting further noted that the Ministers of Finance and Economic Planning decided to establish a regional Infrastructure Bond to be floated at the Mauritian Stock Exchange and that the facility would complement the CIF.

Decision

252. The meeting decided that each Member State should submit bankable projects to the Secretariat for financing under the CIF.

11th EDF Infrastructure Envelope

253. The meeting noted that COMESA, EAC, IGAD, IOC and SADC will be signing the global 11th EDF Regional Indicative Programme (2014 – 2020) which allows for EUR 600 million of grants to support regional infrastructure development. Access to the 11th EDF regional infrastructure envelope will be through a leveraging/blending mechanism whereby the EDF money would not be used as grants to fund total investments need for infrastructure projects as was the case in the previous EDFs but would be issued to leverage additional funding from other donors, development partners and financial markets.

254. Delivering on regional economic integration requires, among other measures, good regional infrastructure. Despite robust gains in GDP in many of the East Africa (EA)-Southern Africa (SA)-Indian Ocean (IO) countries in recent years, infrastructure inefficiencies continue to slow down integration efforts and growth, and put stress on national resources, both public and private. The infrastructure deficit that hampers competitiveness needs to be addressed through investments for the development of more integrated transport, energy, ICT and trans-boundary water networks that boost interconnectivity and growth.

255. The overall objective is to contribute to sustainable economic development through regional economic integration, with an emphasis on the completion of more integrated markets,
the development of investment and productive capacities and the improvement of economic infrastructures. The specific objectives are:

(i) Improved connectivity and efficiency of regional infrastructure networks;
(ii) Improved enabling environment e.g. strategic and regulatory framework to sustain and maximise utilisation of physical infrastructure; and
(iii) Capacity development on infrastructure.

256. The main expected results of the programme are:

(i) Improved transport links and their efficiency, resulting in increased average speed on road has and travel time reduced, reduction in average vehicle operating costs (VOC) and improved road conditions along the major corridors;
(ii) Increased energy access, supply, reliability and connections especially to business and public production entities that are crucial for socio-economic development and enhance cross border electricity interconnectivity;
(iii) Enhanced and secured ICT networks;
(iv) ICT services and applications usage increased;
(v) Increased water availability;
(vi) Conducive environment for infrastructure development at regional and national level developed and implemented;
(vii) Regional policies are translated into national legislations and standards implemented and enforced;
(viii) Business/entrepreneurship models developed and implemented;
(ix) Investment in infrastructure increased;
(x) Enhanced capacity of relevant national authorities in infrastructure project preparation with a blending approach;
(xi) Enhanced capacity of relevant national authorities in initiating, supervising and managing PPPs;
(xii) Operation and management of corridors enhanced; and
(xiii) National regulators capacity enhanced.

257. The RECS, party to the 11th EDF configuration, namely COMESA, EAC, IGAD, IOC and SADC, will need to agree, with the European Union, on a roadmap for the leveraging and blending of the 11th EDF funding, ahead of the signature of the RIP.

258. The meeting noted that the RECS, their Member States, and the EU agreed in their 11th EDF programming meeting in Mauritius in November 2013 that the preferred options for leveraging/blending would include:

(i) the use of existing or new blending facilities;
(ii) projects concluded at national level with a regional relevance;
(iii) additional innovative financing mechanisms (equity funds, etc.); and
(iv) that the matching financial resources for leveraging and blending for regional infrastructure financing may be open to the international and continental vehicles such as the Africa 50 Fund, as well as if appropriate to regional development banks and funds and other public and private resources including equity funds.
The meeting further noted that the EU – AU infrastructure seminar that was held in October 2013, at the AU HQ, Addis Ababa, Ethiopia, emphasized the need for a structured approach in defining the regional pipeline of “bankable” infrastructure projects inclusive of their state of preparation from identification, prefeasibility, feasibility and detailed technical design studies, etc., up to ready-for-finance stage. On prioritization of regional projects, the seminar agreed that the PIDA (Programme for Infrastructure Development in Africa) system which now features the Africa Infrastructure Database (AID), managed by NEPAD, and itself encompassing the TRIPDA (COMESA EAC SADC Tripartite Infrastructure Projects Database) would be considered to be the reference platform for prioritizing the infrastructure projects.

The meeting also noted that one of the main challenges in the past has indeed been the absence of “bankable” projects that could be frontloaded for financing under the 11EDF and other funding institutions. The meeting that the COMESA EAC SADC Tripartite Projects Preparation and Implementation Unit (PPIU), hosted by COMESA, was created to prepare and package regional projects to bankability and also to ensure the proper finalization of TRIPDA projects, towards their readiness for financing. The PPIU is one of the projects preparation facilities in Africa recognized by the Infrastructure Consortium for Africa (ICA).

The meeting was informed that on 10 October 2014, the RECs (COMESA, IGAD, IOC), IOC Member States, the PTA Bank, and potential financiers (commercial banks, insurance companies, etc) met under the COMESA/PPIU Chairmanship in Mauritius on this theme of innovative financing (blending/leveraging) for regional infrastructure development. The meeting agreed for a joint consolidated approach to use the PPIU facility inclusive of IGAD and IOC priorities for regional infrastructure preparation and development and with a view to a common approach for the leveraging and blending of the 11th EDF regional infrastructure envelope.

The meeting noted that the PTA Bank, which also hosts the COMESA Infrastructure Fund, has the potential to be the nexus to leverage grant monies for regional infrastructure from the 11th EDF and other development partners.

Decisions

The meeting decided that:

(i) The Secretariat should circulate the 11th EDF Leveraging and blending concept paper by 30 November 2014;
(ii) The Secretariat in conjunction with the other RECs should work with the EU and the regional and continental financing institutions and financial markets to develop the Leveraging Blending Mechanism and to propose a road map to the EU in the context of the 11th EDF RIP; and
(iii) The Tripartite PPIU should be adequately funded and its human resources strengthened in order to enhance its capacity to prepare and package regional infrastructure projects including IGAD and IOC as well as the Member States, in line with the priorities endorsed at the TRIPDA/PIDA level.

Tripartite Infrastructure Master Plan

Each of the three RECs has prepared its respective Master Plan and these Master plans have now been put in the Tripartite database. These now constitute the tripartite pipeline
projects from where the priority list is being drawn. The database for the projects has been harmonised with the PIDA database being developed by NEPAD.

IMPLEMENTATION MATRIX

265. The meeting agreed on a matrix for following up and monitoring implementation of decisions taken at this meeting. The implementation matrix is attached as annex VI to this report. The implementation matrix will assist Member States and the Secretariat to follow up and monitor implementation of decisions taken at this meeting.

**Decision**

266. *The meeting adopted the implementation matrix which is expected to assist Member States and the Secretariat to follow up and monitor implementation of decisions taken at this meeting.*

DATE AND VENUE OF NEXT MEETING

267. The meeting decided that the next meeting would be held in Ethiopia and the dates would be communicated by the Secretariat after consultations with Ethiopia.

Any Other Business

268. There was no item discussed.

Adoption of the Report and Closure of the Meeting

Adoption of the Report

269. The meeting adopted the report with amendments.

Closure of the Meeting

270. The Chairperson thanked the Ministers and delegates for the fruitful deliberations. He also thanked the Ministers for their participation. The Chairperson further said that decisions taken would enhance the development of infrastructure and subsequently the improvement of regional integration. He assured the meeting that Djibouti would implement all the decisions adopted and encouraged all Member States to do the same. He also encouraged the Secretariat to continue to work hard to ensure the implementation of these decisions.

271. Finally he thanked all those who worked on the logistics of the meetings. He wished the Ministers and delegates a pleasant journey back to their respective countries and declared the meeting officially closed.
Annex VI: Implementation Matrix on Infrastructure Ministers Meeting Decisions

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</table>
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