

Catalysing Africa's Infrastructure Development

One-Stop-Border Posts

INTRA-REGIONAL TRADE OF AFRICA *remains at*

_____ **12.8%**
in 2012, in comparison to the

European Union at _____ **68.6%**

North America at _____ **48.6%**

Asia at _____ **53.4%**

(WTO International Trade Statistics 2013)



For 16 Landlocked countries in Africa, the cost of trading is 50 times higher and the volumes of trade are 60% lower than in African coastal countries. *(UNCTAD 2009)*

TO IMPORT A
20foot container
in SUB-SAHARAN AFRICA
the average cost is

\$2,793 dollars
and it takes about
38 days

TO IMPORT A
20 foot container
from the port to destination
in SINGAPORE
the average cost is

\$440 dollars
and it takes only
4 days

By stark contrast

(Word Bank Trading Across Borders 2013)



The Program for Infrastructure Development in Africa (PIDA) has forecasted that by 2030, six border crossings are expected to exceed 2,000 heavy goods vehicles. *(PIDA | Africa's Infrastructure Outlooks 2040)*

To unlock the potential of intra-African trade and boost competitiveness, governments should redouble their efforts to improve both "hard" and "soft" infrastructure. *(African Development Bank, January 2012)*

By the end of 2015, twenty seven border posts will either be under construction or fully functional.



MODERN AND EFFICIENT BORDER CONTROLS [ONE STOP BORDER POSTS]

A key cause of lengthy transit times through Africa has been the inordinately long procedures involved in passing through two sets of identical controls on each side of the border. A typical border point operates with two separate controls in each respective territory. The One-Stop-Border-Post concept in Africa is supported by the AfDB, DFID, EU, JICA, TMEA, USAID and other stakeholders in Africa. In 2009, Africa's One Stop Border Post (OSBP) started operation in Chirundu (a village in Zambia near the border of Zimbabwe). The Chirundu OSBP successfully reduced the cross border time for a truck from 2-3 days to approximately 2 hours.

Members of the Infrastructure Consortium for Africa (ICA) are actively engaged in the identification of potential One-Stop-Border-Posts. The ICA, The Japan International Cooperation Agency (JICA) have identified seventy seven potential One Stop Border Posts. These seventy seven sites are in various stages of readiness. Of the seventy seven sites, twenty three are in East Africa, twenty three are in Southern Africa, nineteen are in West Africa, seven are in Central Africa and five are in North Africa. By the end of 2015, twenty seven border posts will either be under construction or fully functional.

Facilitating and convening consensus among stakeholders, construction, facilitation, technical cooperation and harmonization of laws and regulations of OSBPs are a few of the services the ICA provides. Through its convening power, and active engagement with the members, the ICA Secretariat helps to make certain there is not a duplication of effort or overlapping technical assistance in the development of One- Stop-Border Posts.



*For more information about the One-Stop-Border Post initiatives at the ICA, please contact Mr. Takeshi Kozu at: t.kozu@afdb.org
For more information about Infrastructure in Africa, visit: www.icafrica.org*

SOURCE BOOK

The ICA, along with its member-partner, JICA, together with the East African C have collected the lessons learned from a pilot One-Stop Border -Post in Sub-Sahara Africa in 2011. The 1st edition of the source book was developed to identify challenges and solutions in implementing a One-Stop-Border Post. It was written for an internal audience of African stakeholders who were working through a cadre of issues.

Discussions are currently underway about up-dating the One Stop Border Source Book and making it available to the general public.

HIGH LEVEL SUPPORT

In the spring of 2014, the ICA co-organized a high level event with The Tokyo International Conference on African Development (TICAD), The African Development Bank, JICA and NEPAD (New Partnership for Africa's Development). Attended by more than three hundred government officials; including five Ministers from African countries; the event outlined geo-political issues associated with the development of One-Stop-Border-Posts. More importantly, it was a platform for expressing a unified, political commitment amongst Africans toward regional economic integration.



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