

Africa's Infrastructure: A Time for Transformation



Africa's Infrastructure: A Regional Perspective

Africa Infrastructure Country Diagnostic: a multi-stakeholder effort

Banque Africaine de
Développement



African Union



African Union

Agence Française de
Développement



Development Bank of Southern
Africa



Department for International
Development



European Union



The Infrastructure Consortium for Africa



Kreditanstalt für Wiederaufbau



The New Partnership for Africa's
Development



Public-Private Infrastructure Advisory
Facility



Sub-Saharan Africa Transport Project



The World Bank



Water and Sanitation Program



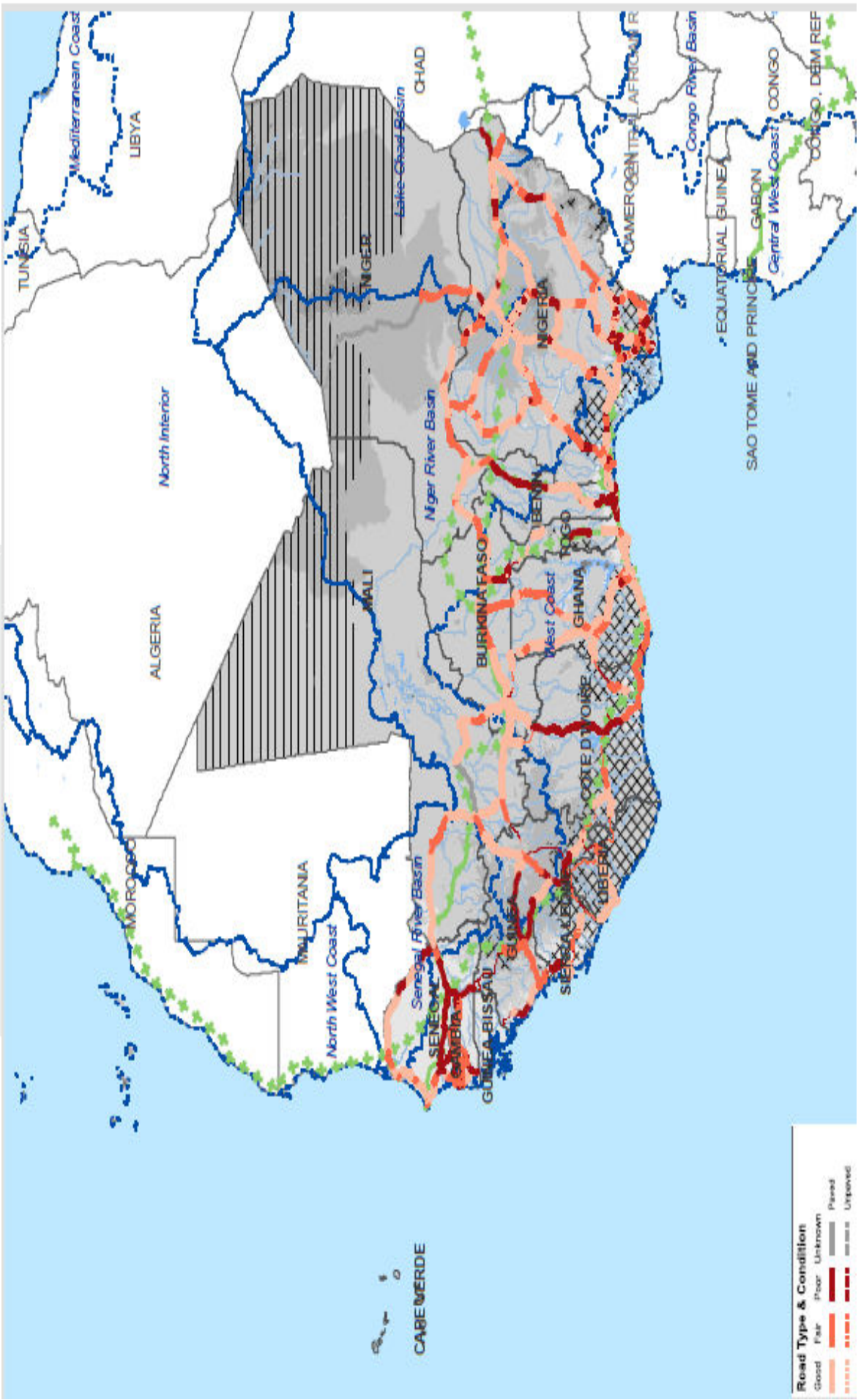
Key Message #1

**Diverging incentives around
development and maintenance
of regional roads**

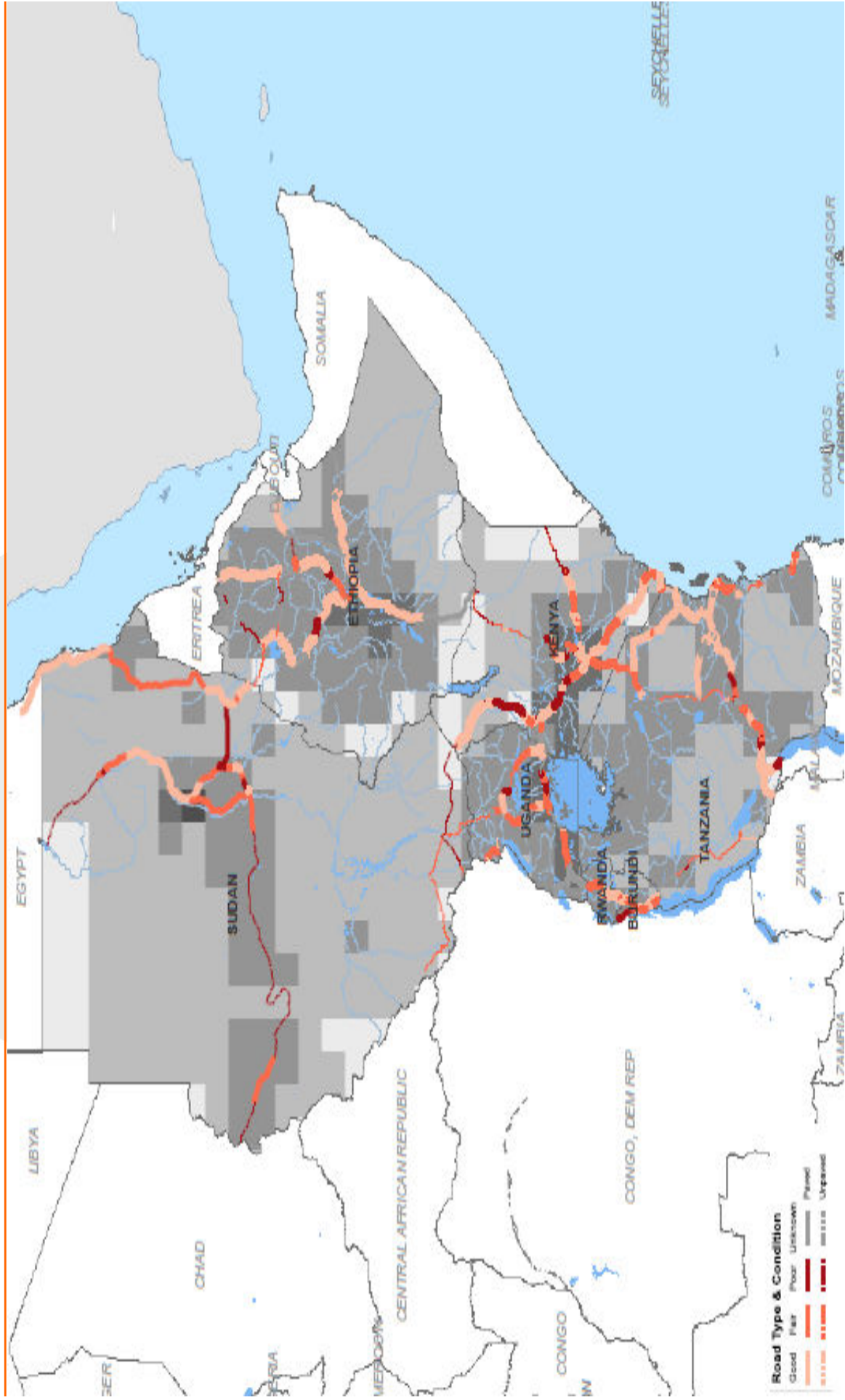
Roads are variable in quality and traffic volumes are not particularly high



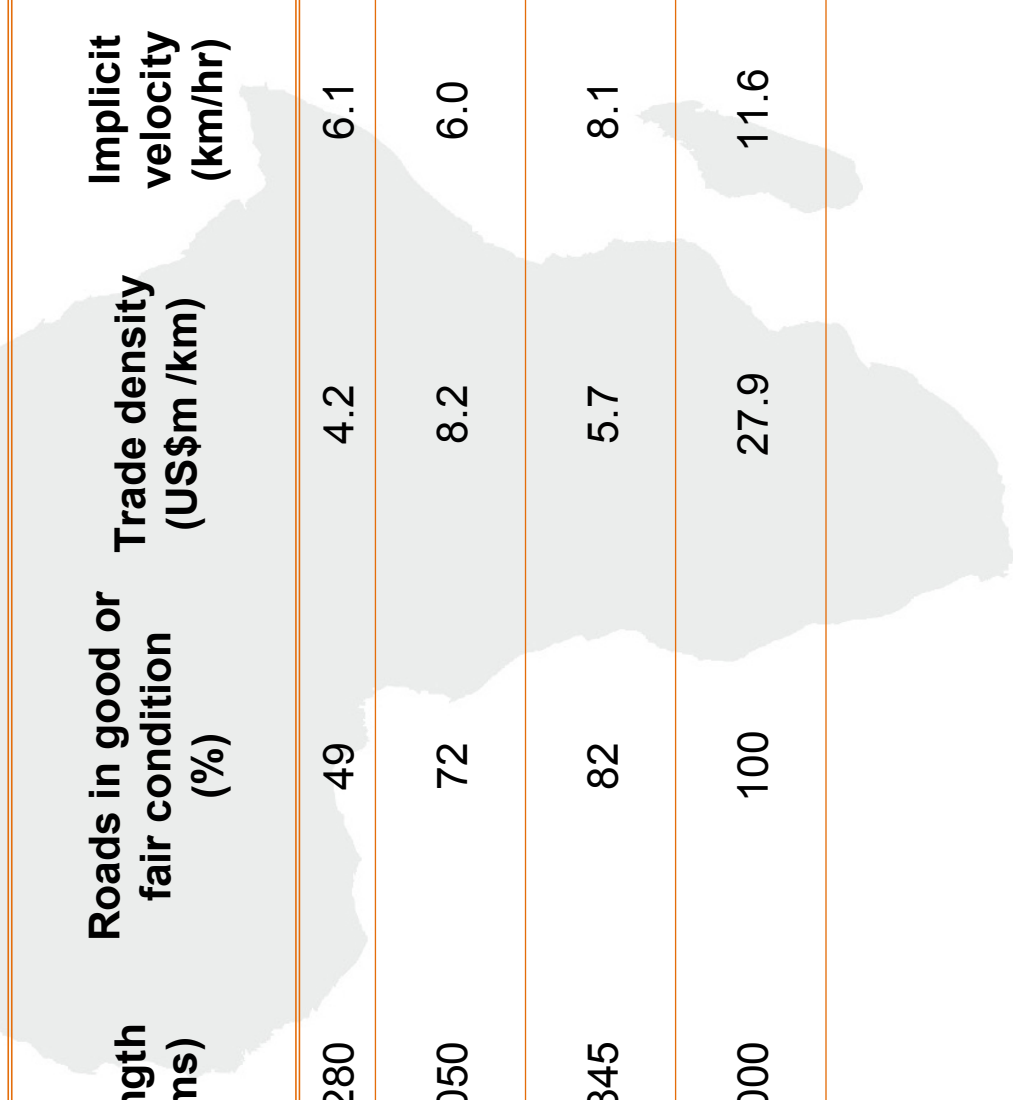
Coastal countries unlike landlocked countries do not invest sufficiently in the regional road network



Marked absence of connectivity between EAC, and broader East Africa



Freight pays exorbitant rates, while traffic moves at horse-and-buggy pace



Corridor	Length (kms)	Roads in good or fair condition (%)	Trade density (US\$m /km)	Implicit velocity (km/hr)	Freight tariff (\$US/tonne-km)
Central	3,280	49	4.2	6.1	0.13
Western	2,050	72	8.2	6.0	0.08
Eastern	2,845	82	5.7	8.1	0.07
Southern	5,000	100	27.9	11.6	0.05

Key Message #2

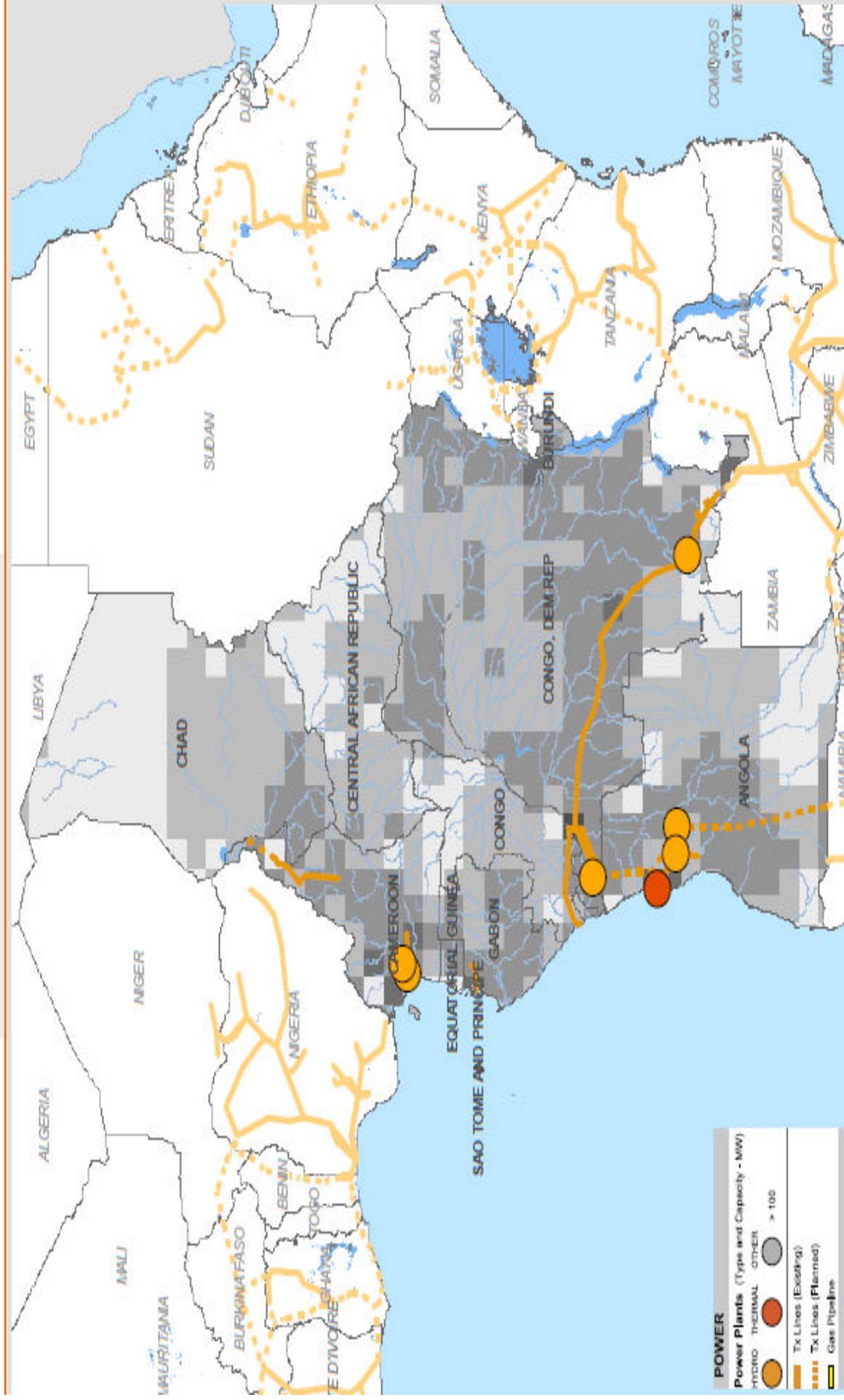
Regional integration brings a wide range of benefits... but needs to build up from functional national networks to integrated regional networks

Power trade is associated with large financial, economic and environmental savings

Savings in ...

	Spending needs (US\$ bn pa)	LRMC of power (US cents/kWh)	CO ₂ emissions (mns tons pa)	Return on trade (%)
CAPP	0.2	-2	4	22
EAPP/NB	1.0	0	20	20
SAPP	1.0	-1	41	168
WAPP	0.5	-1	5	33

Minimal interconnections of national systems (indeed minimal national grids) in ECCAS



Key Message #3

**Success of regional projects contingent
on suitable regulatory environment at
the national and regional levels**

Submarine cable by-passes many coastal nations in West and Central Africa



Countries do not benefit fully from submarine cable without competitive gateway access

	Share of countries (%)	Price per minute for a call within Sub-Saharan (\$)	Price per minute for a call to US (\$)	Price for 20 hours per month of dial-up Internet access (\$)
No access to submarine cable	67	1.34	0.86	67.95
Access to submarine cable	32	0.57	0.48	47.28
Monopoly international gateway	16	0.70	0.72	37.36
Competitive international gateways	16	0.48	0.23	36.62

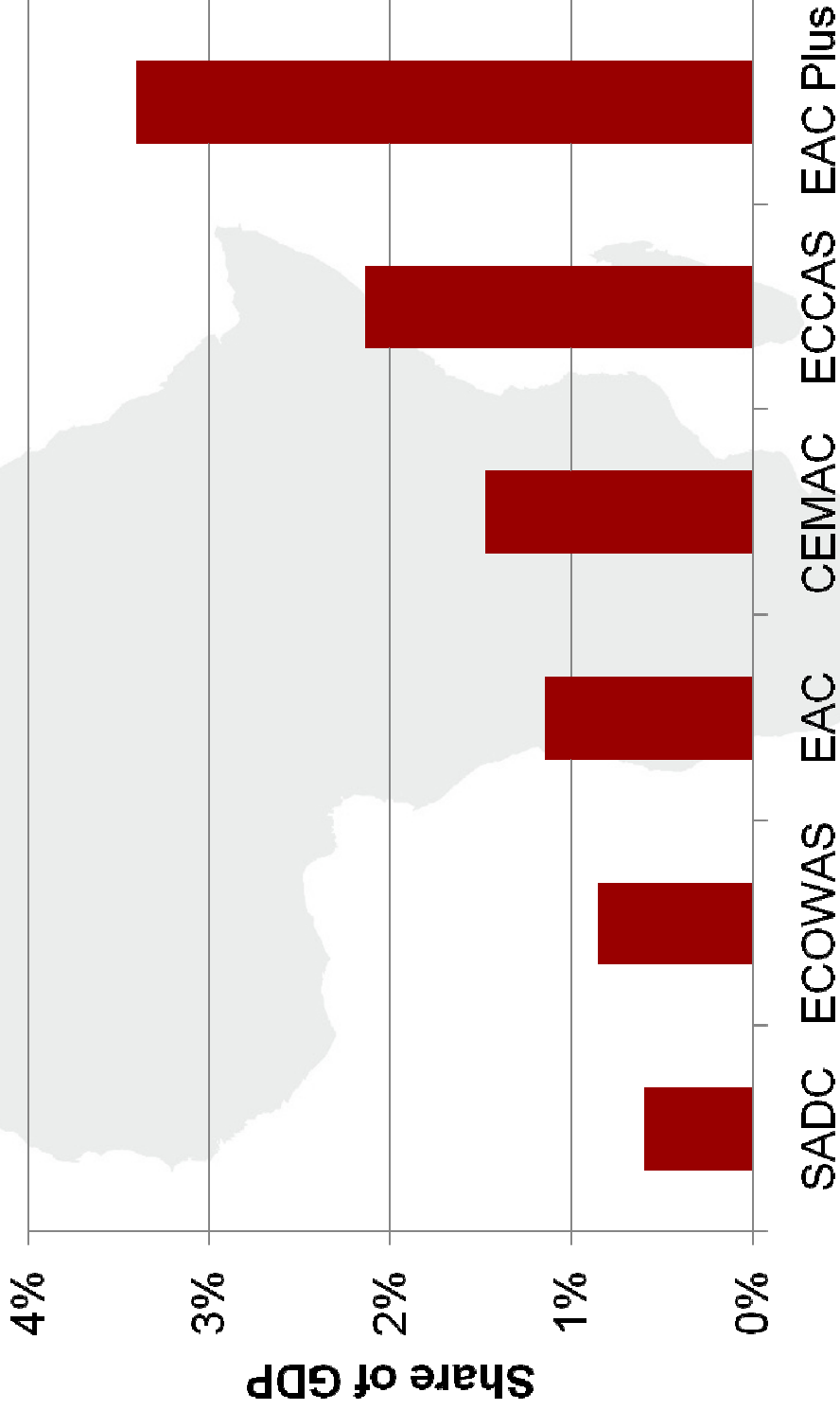
Key Message #4

**Regional integration will only be feasible
with innovative financing mechanisms
to share costs and benefits**

Spending needs dominated by power sector, while ICT costs are trivial

(US\$m)	Total needs (US\$m /yr)	By category			By sector		
		Capex	Opex	ICT	Transport	Power	ICT
EAC	513	320	193	7	141	365	7
EAC Plus	2,870	2,451	418	10	304	2,555	10
CEMAC	680	469	113	6	265	311	6
ECCAS	1,808	1,488	222	14	548	1,148	14
ECOWAS	1,464	1,006	458	7	375	1,082	7
SADC	2,095	1,685	410	15	728	1,352	15

Regional spending needs look affordable at the regional level



But the burden of spending is inequitably distributed

