



ICA Annual Meeting

Accelerating Successful Implementation of Regional Infrastructural Projects

North South Corridor

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Milestones on the North South Corridor:

- May 2007 - NSC concept (holistic, sequenced, AFT, integrated, transport solution) agreed by Tripartite Task Force.
- May 2008 - Scoping study and projects presented to stake-holders in Pretoria in the form of a GIS map.
- Apr 2009 - High Level Conference in Lusaka – attended by 4 Presidents and most major donors and IFIs - and pledges of US\$1.2b made to NSC projects specifically, plus other non-specific pledges.
- May 2010 - Tripartite the main driver: Projects identified; GIS layered by corridor; TTA established; roads categorised by condition/level of preparedness; OSBPs - being implemented; rail projects – private sector interest; Port projects - under TPA master-plan. ZTK interconnector – financing for PMU (SPV) secured. Follow-on conference planned.



Some Outstanding Challenges:

- Reducing costs of cross-border trade while raising revenue through new taxes such as carbon taxes and road tolls.
- Preparing “bankable projects” – means different things to different people: Infrastructure projects all different and no single way. Should prepare with financier.
- Regional projects are still two or more national projects – challenges of funding, procurement, political economy, etc.
- Trade Facilitation – aligning GVM and axle loads; regional customs bonds; regional carriers licenses; single window and community platforms; OSPB and customs modernisation.
- Aligning national and regional priorities – but progress is being made – NSC April Harare Ministerial meeting.
- Translating pledges into disbursements. Problems of identification – what is infrastructure, what is new money, what is committed, etc.



Lessons Learned:

- Timing of conference: Needed the political momentum both regionally (to align MSs behind the NSC) and of donors and IFIs. Would have been difficult to get the enthusiasm if it had been held later. Momentum built up from the Tripartite Summit and the AFT Geneva conference.
- Drivers – main driver was the Tripartite (COMESA-EAC-SADC Secretariats) and national champions (such as Zambia). DFID played an important role in aligning donors and IFIs while keeping “behind the curve”. Role of DFID as coordinator still important but depends on definition of the role by the Tripartite.
- The need to be more specific on the pledges so as not to raise expectations above what is possible.
- The need to allow economic and financial considerations determine priorities and long-term needs not politics.



Way Forward and Role of ICA :

- Match pledges to projects – ICA assistance by coordinating this process through the G8 and ICA Members.
- Project preparation activities – assistance of ICA to secure financing from PPIAF, IPPF, etc.
- Project funding – can ICA act as a clearing house - assist to secure funding through AfDB, WB, EUAIF, etc.?
- Funding architecture – use of PPPs, establishing SPVs, restructuring concessions, tolling, etc. Can ICA assist to prepare regional “models”?
- Governance structure of the corridors – clustering corridors at the regional (one Minister and Senior Official per country) level, with nodes between clusters. Not necessary to have a corridor management group per corridor. National organisation up to country. Can ICA assist at this level?



Thank You

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