



**AFRICAN INSTITUTE FOR ECONOMIC DEVELOPMENT AND PLANNING
ARAB BANK FOR ECONOMIC DEVELOPMENT IN AFRICA
(IDEP/BADEA)**

**TRANSPORT INFRASTRUCTURE DEVELOPMENT
IN AFRICA**

CALL FOR APPLICATIONS AND NOMINATIONS¹

Announcement in Brief

Course Type: Short Term Course

Programme Area: Transport Infrastructure

Date: 31 August – 11 September 2015

Duration: 2 Weeks

Language: English

Location: Dakar, Senegal

Fee: \$2,500 (Excluding air travel and subsistence costs)

Scholarships: Yes (IDEP offers partial and full scholarships)

Financing: The Arab Bank for Economic Development in Africa (BADEA)

Application Deadline: 17th July, 2015

¹ IDEP /BADEA strongly encourage and supports the participation of suitably qualified female officials in its capacity development and training programme

PROGRAMME RATIONALE

Background and Rationale for the Course

Infrastructure services are central to economic activities and to facilitate human development, economic growth, and productivity in industry. As African countries aspire to higher levels of development, the need to meet the increasing demand for transport infrastructure has become critical. The growing demand for infrastructure presents a challenge for Africa as it affects the pace of regional integration, the competitiveness of goods and services in the global and regional trade markets. Coverage in terms of road density and provision for other transport infrastructure is generally low in comparison to other developing regions which has hindered economic growth and increased transaction costs associated with the movement of goods across African borders. According to a recent African Development Bank (AfDB)/Programme for infrastructure Development in Africa (PIDA) report the continent's large infrastructure deficit is holding it back with road access rate of only 34%, compared with 50% in other parts of the developing world, while transport costs are 100% higher. Poor infrastructure slows Africa's per capita growth by 2% annually².

Currently the cost of transporting goods in in Sub-Saharan Africa (SSA) is the highest in the world (AfDB, 2013). Though wages are very low, the lack of reliable provision of roads in all regions of SSA, seaports and other transport infrastructure makes it is extremely difficult for African industries to compete in the global market. For example, African seaports are small by world standards, poorly equipped and are associated with high costs due to outdate port-management structures compared to ports in other developing regions, poor productivity and lack of economies of scale. Container traffic in Africa, with the exception of South Africa, is still at an early stage of development. Air transport remains also critical to Africa's integration and participation in an increasingly competitive world air-transport market. However, inadequate airport infrastructure and the unsatisfactory performance of many indigenous air transport operators remains a major problem. According to a recent publication³, the level of international connectivity, measured in terms of the number of airports receiving direct international service, is generally in decline with some exceptions⁴. Railways have the potential to transform the continent but currently play an insignificant role in Africa with rail density of 2.8 km/1000km². The rail network is characterised by limited interconnection with very little electrified outside South Africa.

Significant investment is therefore required to address major transport infrastructure deficit in the African continent. Increased budgetary constraints in the public sector for investment and maintenance of transport infrastructure have increased the need for effective transport infrastructure policies to attract private investment. The collaboration between Africa's leading continental organizations, UNECA, AUC through the NEPAD Planning and Coordinating Agency and the African Development Bank (AfDB) is designed to address the transport infrastructure deficit. The 12th Assembly of Heads of State and Government adopted Declaration requesting the African Union Commission (AUC) to formulate the Programme for Infrastructure Development in Africa (PIDA). The overall strategic objective of PIDA is to accelerate the regional integration of the continent and to facilitate the creation

² *The Programme for Infrastructure Development in Africa (PIDA); Transforming Africa through Modern Infrastructure : "Closing the Infrastructure Gap Vital for Africa's Transformation" p. 2*

³ *Ken Gwilliam (2011) Africa's Transport Infrastructure: Mainstreaming Maintenance and Management, World Bank Publication , Directions in Development, Washington, USA*

⁴ *Connectivity is more developed in the eastern part of Africa, anchored by the major hubs in Nairobi (Kenya), Addis Ababa (Ethiopia) and Johannesburg (South Africa). The three airports serve 36 percent of all international traffic within Africa supported by dominant national airline: (Source: Ken Gwilliam (2011) referenced above)*

of African Regional Economic area in line with the Abuja Treaty.

The rationale for a regionally integrated approach to transport infrastructure development is to facilitate the creation of large competitive markets in place of small, fragmented and isolated markets and to lower costs across production sectors. PIDA will reduce transport costs and boost intra-African trade and in the process accelerate regional integration.

PIDA was launched as comprehensive programme designed to bring about effective investments and to address the financing challenges involved in dealing with continental infrastructure projects. However, to attract private investment from international investors and multinational companies there is a need for countries to adopt public-private partnership (PPP) approach to ensure a competitive market based environment with clear legislation, enforcement of commercial law, transparency in procurement and acceptable risk management structure to attract private sector interest, particularly on regional projects. Given these challenges, there is a need to address the current human resource capacity, institutional and policy challenges affecting transport infrastructure development in Africa.

OBJECTIVES

The aim of the course is to strengthen the capacity of the relevant officials of African countries to design, implement, monitor and evaluate the efficacy of appropriate policies to facilitate structural transformation of the economies of the continent. The specific objectives of the course are:

- To develop the knowledge of participants in transport infrastructure policy issues and challenges facing Africa.
- To develop the practical skills of participants in policy design, planning, implementation and monitoring of transport infrastructure programmes and projects.
- To develop knowledge of alternative institutional and financing arrangements and to provide participants with skills that are needed to engage fully as policy officials in projects (including PPP projects) from the planning, design, implementation and monitoring.

SKILLS TO BE IMPARTED

The course is expected to provide senior officials drawn from relevant ministerial and extra-ministerial departments and RECs from across Africa with tools and knowledge for transport policy formulation and application. In addition, the following benefits are expected to flow from the course:

- i. Appreciate the evolution of transport policy and the central role of the public sector, government ministries and other stakeholders in addressing current transport policy challenges;
- ii. Understand the PIDA framework, rationale for the priority transport projects in the short-term, medium term and long-term, and the role of RECs, PIDA focal points and member states in the implementation of the continental infrastructure projects;
- iii. Understand the policy and strategic development issues in transport projects, and the implementation challenges;
- iv. Develop practical skills on how to design transport infrastructure policies, appraise transport infrastructure proposals, programmes/projects to ensure proper alignment with transport policy objectives, and to assess the resource implications;
- v. Develop knowledge of alternative institutional structures and financing models including PPP projects for the realization of transport policy objectives

CONTENT

The course will provide the historical context for a better understanding of the evolution and dynamics of transport infrastructure development in African countries, deepen participant's understanding of policy and legislative issues, and navigate the range of institutional options and institutional coordination required to facilitate the implementation of transport policy initiatives. It will also focus on key topics to meet the special needs of the transport infrastructure sector, implementation of and management of projects, public private partnerships and sustainable transport.

Case studies will be included to deepen the understanding of participants on specific topics and to encourage deeper reflections and discussions.

PEDAGOGICAL APPROACH

The course is structured as a participatory one in which the full-time presence and active contribution of all those who are admitted will be demanded and assessed. It will be facilitated by experienced resource persons with first-hand knowledge of the historical and contemporary issues in infrastructure development in Africa. They also come with strong comparative insights from other regions of the world. The resource persons are coordinated by a course director. In line with the IDEP pedagogical philosophy, the presentation of the course modules will combine a knowledge-building component with experience-sharing among participants and a practical, hands-on technique designed to impart core skills. Each module is accompanied with exercises aimed at testing the depth of understanding of participants, the key messages delivered and their readiness to apply the knowledge gained and skills acquired to be able to engage independently in problem-identification and solving.

An annotated bibliography is offered, along with the course prospectus and syllabus, to each participant for the purpose of enabling them to be able to follow-up on the core references introduced by the resource persons during the training. At the end of each session, a comprehensive evaluation of the course is carried out to enable IDEP to continuously improve its capacity development and training activities.

MODE OF DELIVERY

- **Language:** The course will be delivered in English
- **Duration:** The course is structured to run over a period of ten (10) working days with a minimum of 60 contact hours.
- **Number of participants:** A total of twenty five (25) participants are admitted into each IDEP short course.
- **Resource persons:** Resource persons will include specialists with knowledge of, and practical experience, and expertise in transport infrastructure policy, design and development in Africa.

METHOD OF APPLICATION AND NOMINATIONS

Applications and nominations are on the basis of a form which all interested participants are expected to complete and send back to IDEP along with their CV and copies of the main pages of their passport. **The forms are available on the IDEP website and can be downloaded for transmission by fax or as e-mail attachment. Alternatively, candidates can complete an online application form which is also accessible on the IDEP Website.** Candidates are advised to complete all the relevant sections of the forms as incomplete applications will not be processed.

TARGET PARTICIPANTS

The course is mainly targeted at senior and middle level government officials and experts from African

Union Commission (AUC), NEPAD/PIDA focal points in African Members States, Secretariats of the Regional Economic Communities: ECOWAS, CEN-SAD, ECCAS, IGAD, SADC, COMESA, EAC, CEMAC and WAEMU, public officials in ministerial institutions and departments dealing with infrastructure development policy at the national, regional and continental levels.

COURSE TUITION & SCHOLARSHIPS

The cost of this course is USD 2,500 (excluding air travel and subsistence costs). Please note that IDEP through BADEA, offers partial and full scholarships to those admitted to participate in its programs. Self-sponsored candidates are also encouraged to apply to this capacity development and training programme. Please note that priorities are given to self-sponsored applicants.

IMPORTANT DATES

- Deadline for Applications and Nominations: **17 July 2015**
- Course Period: **31st August -11 September, 2015**

CONTACT INFORMATION

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N.B.: IDEP/BADEA strongly encourages and supports the participation of suitably qualified female officials in its capacity development and training programme.

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