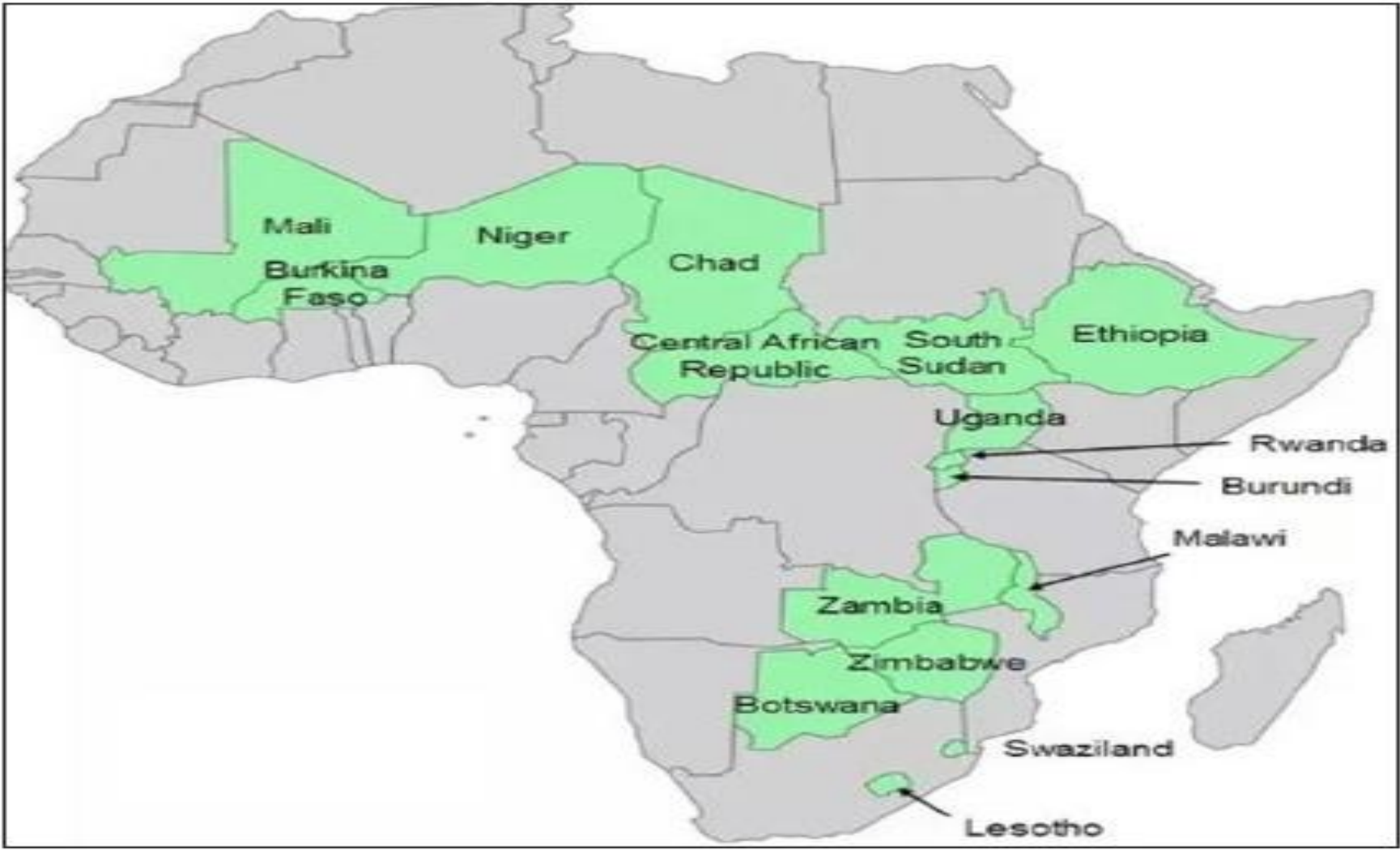


Session 1. Corridors as key for LLDCs' trade and access to global markets

ECA Inputs

Half of World's Landlocked Countries are in Africa



The Case for Regional Transport Corridors

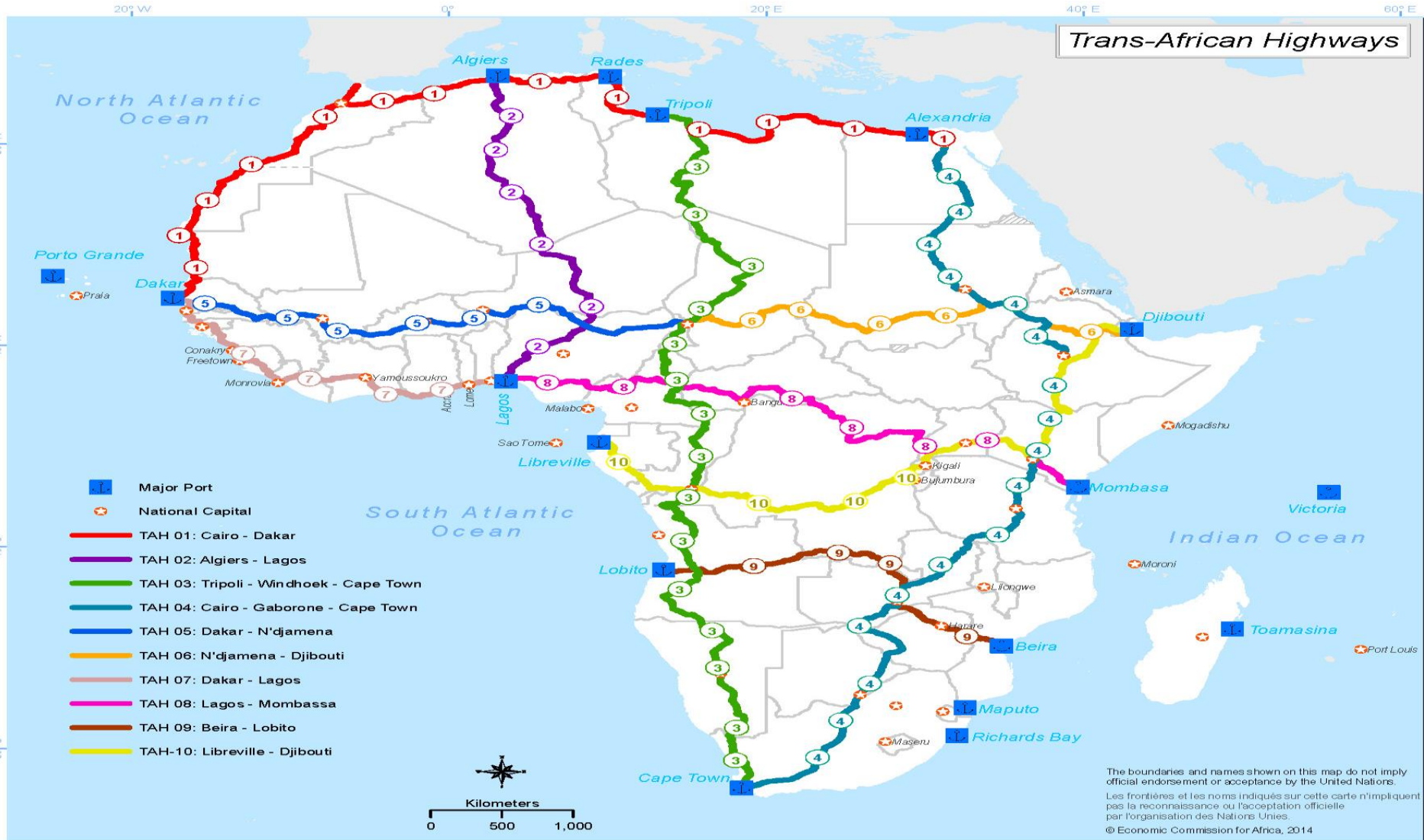
<p>(a) Provide direct road links between capital cities of the continent</p> <p>(b) Contribute to the political, economic and social integration and cohesion of Africa; and</p> <p>(c) Ensure road transport facilities between important areas of production and consumption</p>	<p>(a) Establish an efficient and integrated transport system to promote the physical integration of Africa, facilitate trade, and ultimately achieve self-sustaining economic development.</p> <p>(b) Ensure Africa's participation in the globalization process and</p> <p>© contribute to poverty alleviation on the continent</p>	<p>(a) Slash transport costs and boost intra-African trade</p> <p>(b) Link major production and consumption centers</p> <p>© Provide connectivity among major cities in Africa</p> <p>(d) Open landlocked countries and improve their contribution to sub-regional and continental trade</p>



Leveraging on AfCFTA to fast track regional transport Corridors development for African LLDCs

- ECA continues to strengthen its partnership with and support African LLDCs to address their peculiar challenges. Transport corridors are seen today as a key area of focus in infrastructure development and trade facilitation strategies.
- Transport Corridors help in addressing isolation and remoteness of LLDCs due to their lack territorial access to sea which is major constraint to trade
- In general, African LLDCs have lower road density on average and are improving their size of their road networks at lower speed than coastal neighbors
- Trans African Highway (TAH) is at the heart of regional connectivity for the African continent has a total length of 54,120 km distributed along nine corridors. However, it is characterized by missing links and poor maintenance in some key segments. It provide direct road links between capital cities of continent connects and all African LLDCs to a sea ports. However, the network still has about 20% missing links and the Inter-governmental Agreement was only endorsed in 2014 after more than 40 years after conception

The Case for Regional Transport Corridors-Trans-African Highway

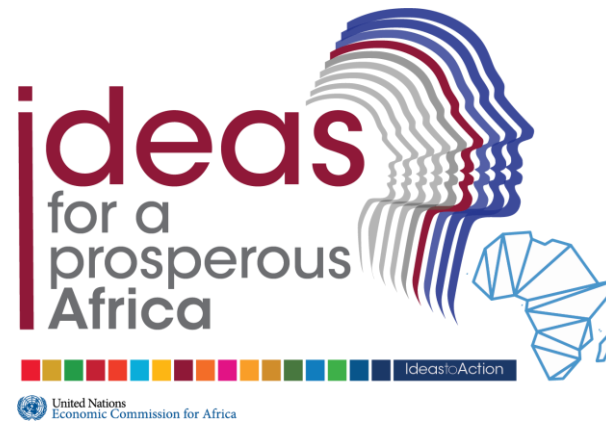


Leveraging on AfCFTA to fast track regional transport Corridors development for African LLDCs

- **In addition to TAH, africa other transport corridors run by authorities providing alternative routes for LLDCs are**
 - ✓ THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY
 - ✓ Dar-es-Salaam Corridor
 - ✓ North-South Corridor
 - ✓ Brazzaville – Libreville Corridor
 - ✓ Dakar – Bamako – Ouagadougou – Niamey Corridor
 - ✓ Dakar – Abidjan Corridor
 - ✓ Abidjan – Lagos Corridor
 - ✓ Tema – Ouagadougou Corridor

Conclusions and Way Forward

- Leveraging on the AfCFTA which takes a holistic approach to African integration by promoting coherence across different policy areas entails;
- By bringing onboard African single continental market of more than 1.3 billion people, with a combined annual output of \$2.5 trillion offers an appropriate regional approach to infrastructure development especially transport corridors
- Building on the AfCFTA momentum to address LLDCs challenges includes facilitating a platform where corridors stakeholders share ideas and experiences to bring to bear Africa development aspirations for LLDCs;
- Strengthen African Corridor Management Alliance (ACMA): to enhance cooperation and coordination, and promote information sharing among corridor management institutes in Africa.
- ECA's commitment is to ensure that the regional integration agenda (AfCFTA) yields tangible outcomes for the Africa We Want encapsulated in Agenda 2063 and leaving no one behind as encompassed in the SDGs.



THANK YOU!

Ideas
to
Action