



ABIDJAN-LAGOS
CORRIDOR
ONE ROAD - ONE VISION



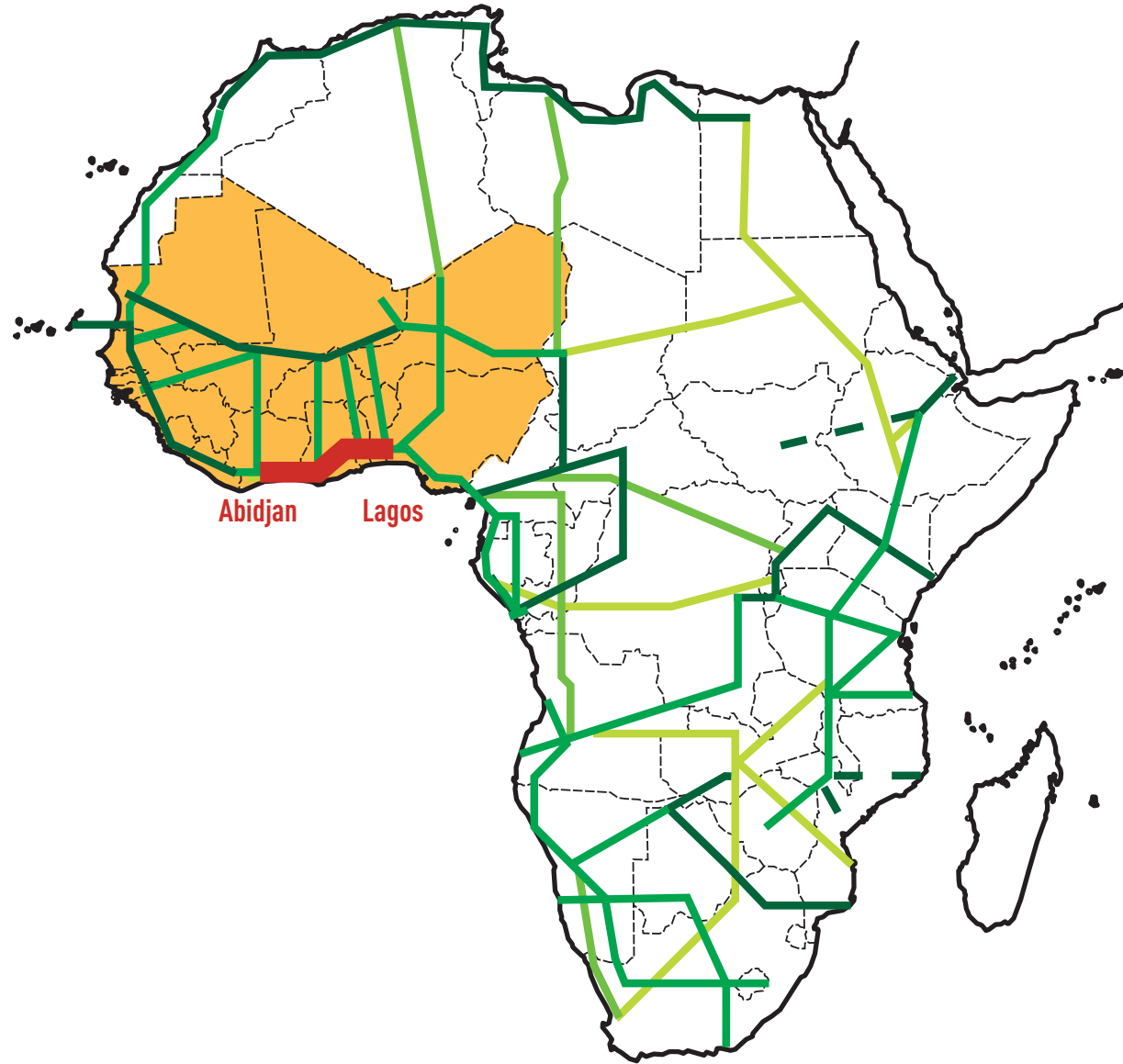
TRANSPORT CORRIDORS IN AFRICA BY 2040, ACCORDING TO THE PROGRAM FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA)

“ The perspective of extending the Corridor to Dakar first of all and then from the future junction with the Corridor network of the continent will further enhance the integrating effect of this project. ”

Mr. Marcel de Souza
ECOWAS COMMISSION
PRESIDENT



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MESSAGE FROM THE PRESIDENT



Mr. Marcel de Souza
ECOWAS COMMISSION PRESIDENT

“The Abidjan – Lagos Corridor is an ambitious priority project of ECOWAS. It is a vital key for regional integration in view of stimulating economic growth and eliminating poverty.

The ECOWAS “Vision 2020” calls for the implementation of an appropriate regional environment in which all citizens of West Africa can circulate freely and easily in order to take care of their activities and business. It aims at the creation of a competitive, viable and secured regional economic union with national economies integrated at regional level and able to integrate to global economy.

MESSAGE FROM THE PRESIDENT

The deficit and inefficiency of the infrastructures is costing billions of dollars every year and is hampering growth, intraregional trade and investments. Since the creation of ECOWAS 42 year ago the share of intraregional trade has barely reached 15% which is obviously insufficient for an integration of our economies.

Against this background the five States crossed by the Corridor (Nigeria, Benin, Togo, Ghana and the Ivory Coast) have agreed that the development of regional transport infrastructures was essential to solve the issue.

By signing the Treaty in Yamoussoukro in March 2014 the Head of States have made commitments towards promotion and creation of a development Corridor connecting Lagos and Abidjan common to the five States.

This Abidjan – Lagos Corridor Project is perfectly in line with the objectives of the ECOWAS Vision since it matches three essential criteria:

- Major impact in terms of economic density and intraregional trade
- Viability and bankability
- Strong political appropriation

This Corridor is not only a six-lane highway (2x3); it is a space enabling economic activity zones along and beyond the highway to capture their energy in view of the enhancement of their road transport capacities and improvement of traffic flow as well as exchange of persons and goods including in terms of safety. Furthermore interconnections between transport modes and networks will considerably bring closer manufacturing and consumption location and enhance accessibility from and towards landlocked countries.

Intraregional trade development will be the mechanism enabling the creation employment generation activities since tomorrow's business owners will require mobility and fluidity and a space like this Corridor can be the key to their success. It will also be more beneficial for the population of the five States and will contribute to the economic and social development of the sub-region.

The perspective of extending the Corridor to Dakar first of all and then from the future junction with the Corridor network of the continent will

further enhance the integrating effect of this project. All pre-feasibility studies have shown the viability of the project. However the key to its success lies in the preparation capacity in order to move from conceptual stage to feasibility stage and to turn this project into a “bankable” project by attracting the private sector through PPP mechanisms as recommended by the Treaty.

For this purpose the project is profiting from the support and assistance of many technical and financial partners. Being already in the field for long years through the implementation of various works and programs on the alignment of the Corridor some of them, i.e. the African Development Bank (AfDB), the European Union (EU) and the German Cooperation Agency (GIZ) have mobilized the funds necessary to conduct these studies.

In addition, it is benefiting from resources of NEPAD's service delivery mechanisms (SDM) since the Abidjan – Lagos Corridor is among the sixteen priority flagship projects of the Program for Infrastructure Development in Africa (PIDA), a strategic continental program by the African Union (AU) coordinated by NEPAD's planning and coordination agency.

On a political and institutional level the adoption of regulatory frameworks for facilitating road transport and transit in the sub-region is a considerable achievement. Furthermore all States have integrated this project in the future development of their road network

The degree of mobilization in this project of public authorities and economic and social actors of the five States is encouragingly high as could be noticed during a recent meeting of the Federation of West African Chambers of Commerce and Industry (FEWACCI) in Spring in Lomé for the identification of potential investors for the implementation of the project.

The Steering Committee of the project, stipulated in the Treaty and composed of Ministers of Transport and/or Equipment of the States concerned, ensures a close and constant monitoring of the project's progress. The implementation of the Corridor Management Authority (ALCoMA) is among the priorities clearly showing the willingness to complete the implementation of the Corridor expeditiously and to ensure its continuity.

The ECOWAS Commission, for its part, will fully assume its coordinating and supervising lead role towards the completion of this magnificent project. It will act tirelessly and daily so that all Governments of the States served by the Corridor can find an anchorage point and cooperate congruently in view of successfully implementing this common development space called for by our people.

”





BACKG ROUND

The Abidjan-Lagos Corridor is an important socio-economic link in the ECOWAS region of the trans-African road and motorway program, a structuring project of the African Union's Continental Program for Infrastructure Development in Africa (PIDA), which was endorsed by African Heads of States and Heads of Government in February 2012 at the 18th African Union summit in Addis Ababa, Ethiopia.

It is one of the 16 projects of the PIDA's Priority Action Program (PAP).



**Africa's share in international trade
in 2011**

(Source : AfDB, 2012).

BACKGROUND

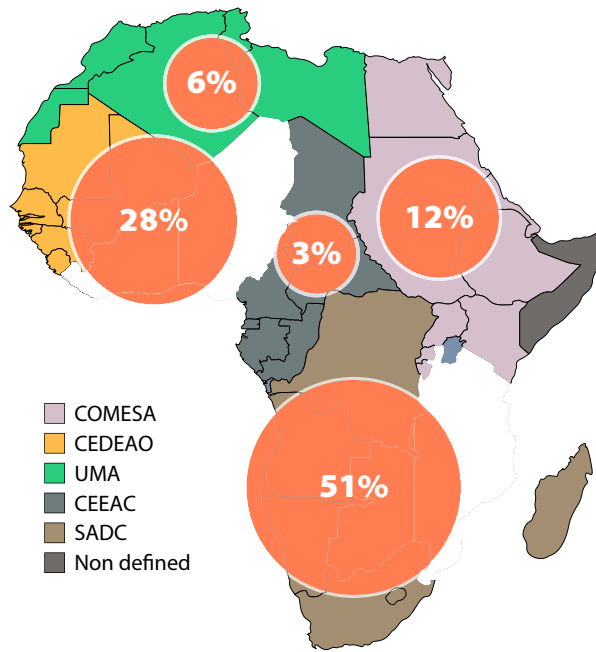
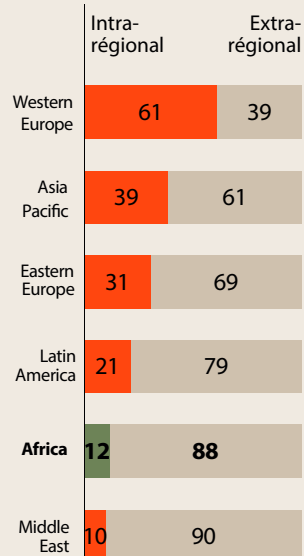
Intra African Trade remains low

Africa's economic integration is hampered by large deficits in its transport infrastructure. According to AfDB estimates, a \$ 32 billion investment in the improvement and maintenance of the African road network would result in an increase in trade flows by \$ 250 billion over a 15-year period, and the main beneficiaries will be the most isolated areas.

Intra regional Trade in Africa

Half of intra-African regional trade confined to southern Africa

Share of intra-regional trade by region %



- COMESA
- CEDEAO
- UMA
- CEEAC
- SADC
- Non defined

Due to overlaps, the EAC, CEN-SAD and IGAD are not taken into account

Source: African Development Bank; IMF Data

PIDA, PROGRAM FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA. INTERCONNECTING, INTEGRATING AND TRANSFORMING A CONTINENT.

PIDA VISION OF TRANSPORT :

PIDA will work towards an integrated continent where transport infrastructure and services allow the free movement of goods and people :

- By improving links between African capitals and major centers through modern asphalt roads and modern railway networks.
- By responding to the demand for African Regional Transport Infrastructure Network (ARTIN) at the lowest economic cost, giving priority to landlocked countries while minimizing the environmental impact of transport infrastructure and services.
- By developing modern ARTIN corridors, including ports of entry and air transport services, to bring the performance of ARTIN components to the level of worldwide best practices in terms of efficiency, cost, reliability and safety. Out of the 51 PAP projects, 16 are devoted to transport, including 10 corridors. Transport corridors and their connecting ramps play a crucial twin link between sub-Saharan Africa and the world economy through the continent's entrances and thus allow for deep regional integration. The Abidjan-Lagos Corridor is the first program supported by the PIDA Service Delivery Mechanism (PIDA SDM). Managed by the NEPAD Agency, the PIDA SDM provides advisory services for early-stage project preparation to move projects from concept stage to the point where feasibility studies can start. For the Abidjan-Lagos-Corridor, the PIDA SDM provided legal and institutional advisory on the set-up of a cross-border project management authority, communications-related advisory as well as capacity-building services. This pilot project was supported by the German Government through the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ GmbH).

The poor condition of road infrastructure significantly limits the growth and development capacity of the African private sector particularly hindering the growth of the labor-intensive industry while it is one of the keys to the promotion of inclusive growth on the continent.

In addition to improvements to its physical infrastructure, regional trade requires "intangible" or institutional infrastructure. The available worldwide data demonstrates the importance of such an institutional infrastructure.

For example, three-quarters of delays in shipments are due to administrative procedures such as customs clearance or inspection. Although solutions are underway in the RECs in this regard, regional trade still faces a range of non-tariff barriers, including origin restrictive rules, weak legal and regulatory frameworks, and lack of trade facilitation. These factors require coordinated investments in the reform of regulatory frameworks, in parallel with capacity building. Capacity

development also enables African countries to implement the World Trade Organization Agreements and to benefit from the resulting trade expansion.



The total economic cost of inefficiencies of the African Regional Transport Infrastructure Network (ARTIN)



An annual investment of USD 93 billion is required to meet Africa's infrastructure needs

(Source : PIDA, 2012).

Africa's progress in Regional Integration

CER	Year of creation	Free Trade Area	Customs Union	Common Market	Monetary Union
SADC	1996	Executed	Executed	Executed	Considered
CAE	2001	Executed	Executed	Executed	Considered
CEDEAO	1975	Executed	Executed	Executed	Considered
COMESA	1994	Executed	Executed	Executed	Considered
CEEAC	1983	Executed	Considered	Not considered	Not considered
UMA	1989	Executed	Considered	Not considered	Not considered
CEN-SAD	1998	Not considered	Not considered	Not considered	Not considered
IGAD	1998	Not considered	Not considered	Not considered	Not considered

■ Executed
 ■ Considered
 ■ Not considered

ECOWAS leaders have long recognized the importance of regional integration as a solution to this fragmentation and the resulting isolation. West Africa has achieved remarkable progress. It created a free trade area in 2004, and then a customs union, a framework for the free movement of persons, an ECOWAS passport and the transformation of the ECOWAS Secretariat into an ECOWAS Commission with reinforced powers and various commitments to greater integration have been taken.

In 2016, the African Regional Integration Index gave ECOWAS the highest average score of RECs for the dimensions of free movement of people

and financial and macroeconomic integration. The overall score is 0.509, just behind the EAC (0.540) and the SADC (0.531) and higher than the average of the 8 RECs, which is 0.470.

However, these commitments have not always been easy to implement. Regional integration is a complex process, with three dimensions. The first involving physical infrastructure and covers the development of regional transport, energy and telecommunications networks and the establishment of institutional mechanisms for their management and maintenance.

The second, focused on intangible infrastructure, refers to lifting intangible barriers to the free movement of goods, services, capital and labor, as well as institutional frameworks that would favor the integration of national markets. These include eliminating barriers to trade, harmonizing policies to promote intra-regional trade and investment, creating institutions to manage cross-border markets, and improving the business climate at the regional level.

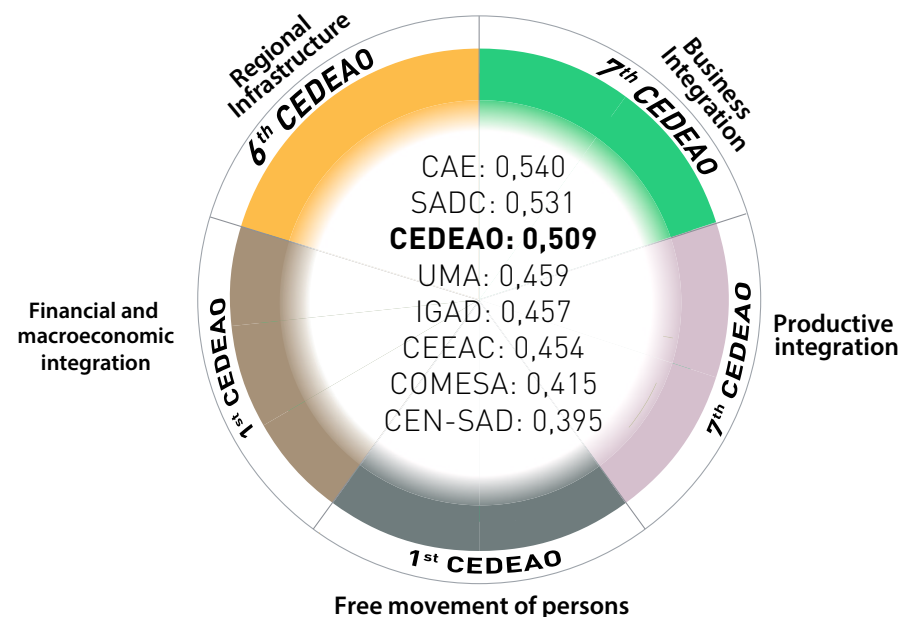
The third and final dimension relates to joint action to address cross-border regional or continental challenges, such as water management, adaptation to climate change, cross-border health issues and other areas affecting the region as a whole.



The African continent is characterized by low road density: 6.84 km per 100 km² compared with 12 km per 100 km² in Latin America and 18 km per 100 km² in Asia.

(Source : ECOWAS, 2017).

Regional integration index in Africa according to 5 dimensions



The Economic Community of West African States (ECOWAS) was established by Treaty in Lagos (Nigeria) on 28 May 1975. In 1993, the Treaty was revised to make introduce improvements. It includes 15 states (Benin, Burkina Faso, Cape Verde, Côte d'Ivoire, Guinea, Guinea Bissau, Gambia, Ghana, Liberia, Mali, Niger, Nigeria, Senegal, Togo and Sierra Leone).

With a population estimated at 328 million inhabitants in 2013, it is the most populated of the African Regional Economic Communities (RECs).

It represents more than 30 percent of the African population and a quarter of the total production of the African continent comes from this region.

The ECOWAS region has posted the best economic performance in recent years. In 2013, real GDP growth in the region was the highest among African Regional Economic Communities (RECs). The growth rate reached 6.7% in 2013 compared to 5.9% in 2011, while the average growth rate for Africa ranged from 3.4% in 2011 to 4.0% in 2013





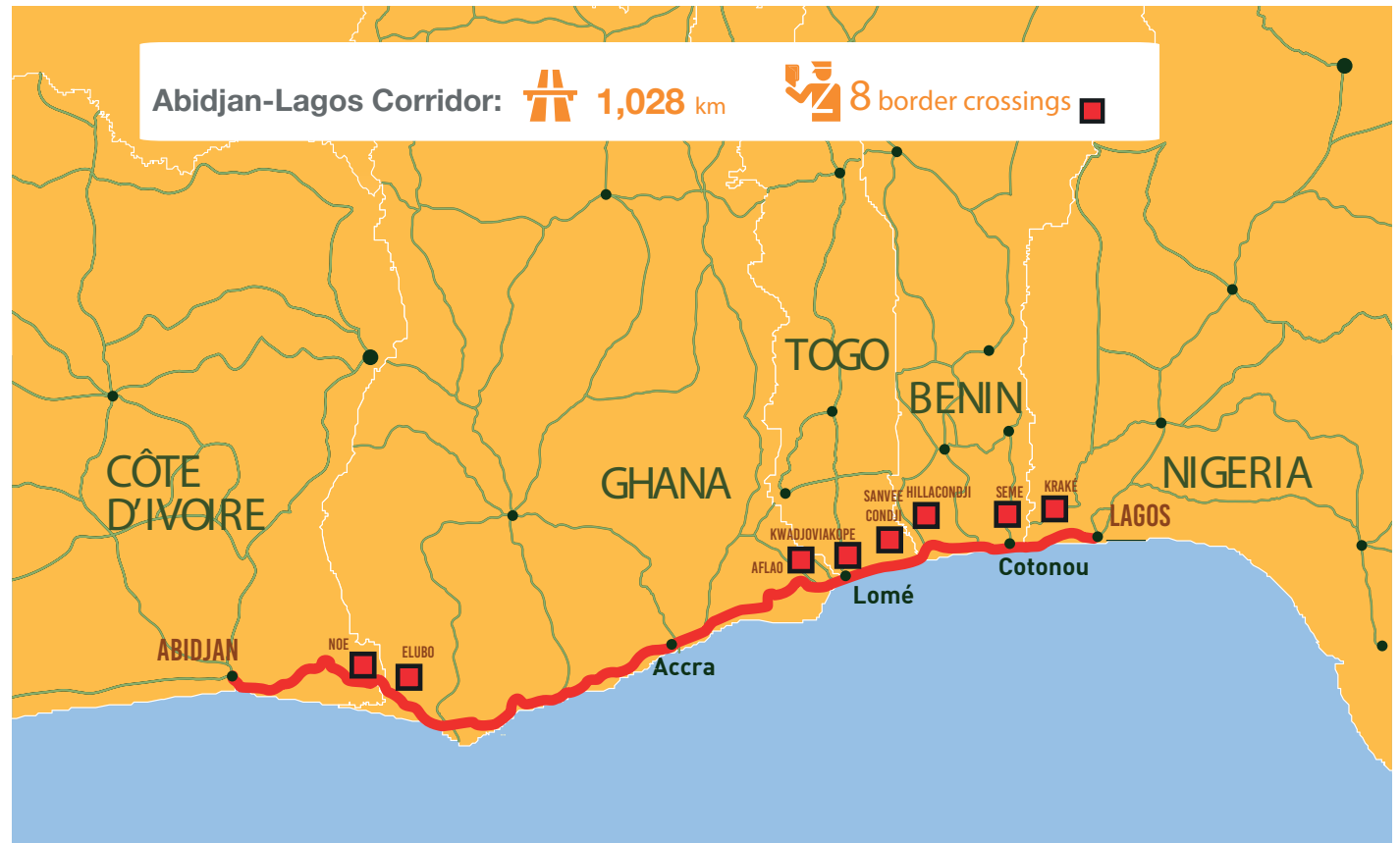
A PROJECT ALREADY UNDERWAY

In recent years, considerable investment has been made for construction or rehabilitation of roads on several sections in the various countries crossed by the Corridor and for Trade and transport Facilitation Projects. The five Corridor States with the support of several donors and stakeholders have been engaged in these achievements. 290 kms of highway and 630 kms of roads are concerned and the works are either completed or still under way in 2017.

A PROJECT ALREADY UNDERWAY

Recognizing the need to develop a successful regional road infrastructure to ensure the economic integration and sustainability of the sub-region, the Presidents of Côte d'Ivoire, Ghana, Nigeria and Togo and the Foreign Affairs Minister of Benin signed the treaty on the creation of the corridor in March 2014 in Yamoussoukro.

The development of this corridor is in line with the ECOWAS 2020 Vision and the respective strategies of the five concerned Member States to promote an efficient, secure and competitive infrastructure for trade but also for sustainable development.



Road transport remains the dominant mode of transport in Africa, accounting for 80 to 90 per cent of inter-city and inter-state freight traffic.

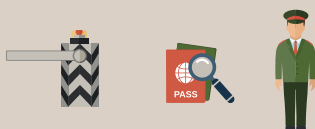
(Source : AfDB, 2012).

The Abidjan-Lagos section is the eastern part of the Dakar-Lagos Corridor on the east-west coastline of the region and covers five countries: Côte d'Ivoire, Ghana, Togo, Benin and Nigeria. It covers a distance of 1028 kilometers and has eight (8) border crossing points.

The current corridor route runs through all major economic centers of the five countries, from the "Place de la République" in Abidjan to the terminus at Mile 2 (Eric Moore) in Lagos.

The new highway, which is the central axis of the Corridor project, will include six lanes (2x3 lanes). It will follow a new trail, incorporating sections of the existing one, where necessary, to optimize the route. Border crossings will take place through joint checkpoints.

Joint border checkpoints



Joint border checkpoints must allow better cooperation between the police, customs and immigration authorities of the two States operating the border. By bringing these control services together in the same space, resources can be federated, information exchange can be facilitated, and multiple checkpoints can be removed from the border. The joint border checkpoints combine physical components (buildings, hangars and roads, ICT connectivity) and intellectual or managerial components (legal framework and operational and management procedures).

Once operational, joint border checkpoints should allow the application of the ECOWAS and UEMOA Guideline on the limitation of roadside checkpoints on corridors. They will facilitate border crossing in line with the ECOWAS protocol on the free movement of goods and people and will also help to reduce transport costs.

The corridor has today 2 joint border checkpoints, one is built (Sémé - Kraké) and the other is under construction (Hilacondji - SeveCondji).

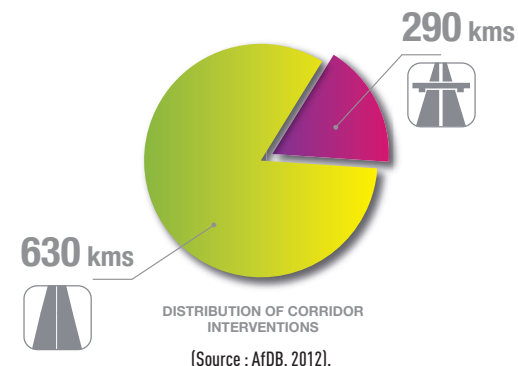
This project will make it possible to continue with a considerable multiplier effect the efforts already made to improve road

infrastructures and transport systems. "The ECOWAS region is one of the sub-regions that have provided the largest funding for the implementation of regional road projects. There have been real advances in the adoption of regulatory frameworks for the facilitation of road transport and transit in the sub-region".

In recent years, considerable investment has been made for construction or rehabilitation of roads on several sections in the various countries crossed by the Corridor and for Trade and transport Facilitation Projects.

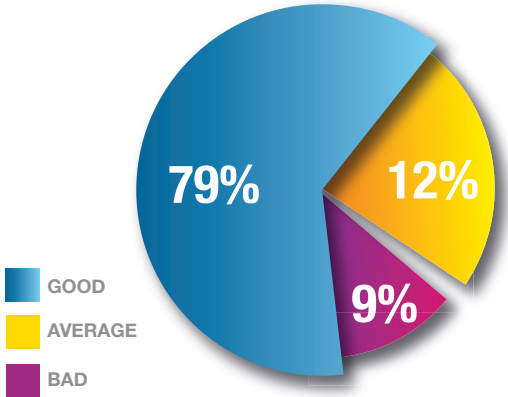
The five Corridor States with the support of several donors and stakeholders have been engaged in these achievements. 290 kms of highway and 630 kms of roads are concerned and the works are either completed or still under way in 2017. According to the experts, the Standardization of the technical standards of all these sections is necessary to preserve the character of the corridor that belongs to the entire itinerary. A positive effect on the overall state of the road network is already perceptible as indicated below.

In addition, the five Corridor States supported by ECOWAS created the Abidjan-Lagos Corridor Organization (ALCO) in 2004.



In the corridor, 79% of the lanes (nearly 800 km) have a good surface index, 12% of the corridor has an average surface area index (nearly 120 km). 9% of the corridor has a bad surface index (About 90 km).

QUALITY OF THE SURFACE INDEX ON THE CORRIDOR ROADS



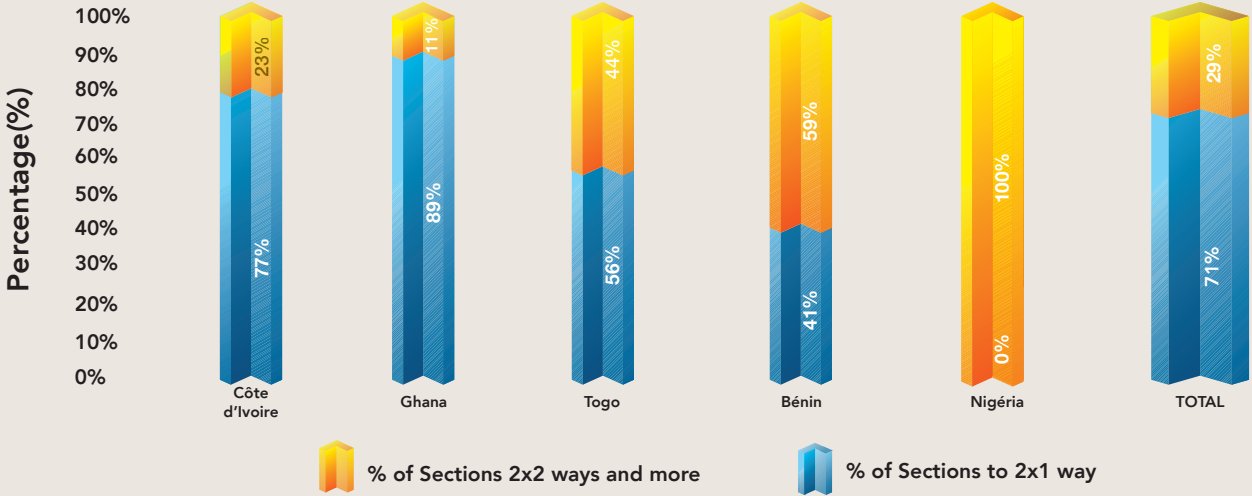
ON THE ROADS OF CORRIDOR

PERCENTAGE GROWING OF ROADS IN ACCEPTABLE CONDITION



For the entire length of the corridor, 280 km-29% of the total length- are of motorway type (ALCO studies, 2016).

Cross profiles of the corridor by country



(Source ALCO, 2016).



LAGOS STATE GOVERNMENT
MINISTRY OF WORKS AND INFRASTRUCTURE



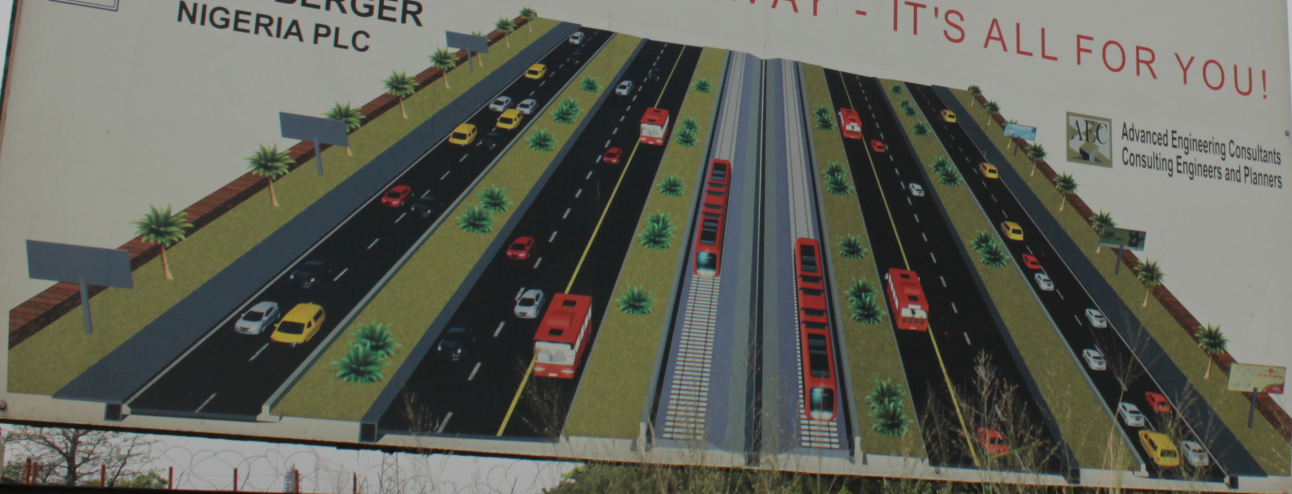
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RESTRICTED TIONS TO FREE MOVEMENT

In its present state, the interregional and sub-regional road network, while being fully functional, is not very effective. It is mainly composed of roads that do not always provide an appropriate level of traffic and safety.

RESTRICTIONS TO FREE MOVEMENT

The physical crossing of the corridor reveals great disparities in the quality of road surfaces and structures and an uneven level of service according to the sections. There are few or no parking areas, resulting in congestion of conurbations and of harbor access by many lines of trucks. The presence of often improvised and unregulated "speed bumps" at many points in the corridor is a cause of both discomfort for users and deterioration for vehicles.







The prevailing finding is that there is no road fluidity, even if the traffic remains easy on several sections.

However, beyond the functional deficiencies of infrastructure and physical barriers, there are also non-physical barriers such as the many roadblocks, where illegal levies (sometimes systematic rackets) often take place and especially the cumbersome customs and management border operations that regularly display long queues of passengers and vehicles at border crossings that can reach kilometers for freight trucks.

This obviously results in major obstacles to trade between the countries of the sub-region, which maintains the level of intra-regional trade well below the region's potential (intra-Community trade in the ECOWAS region accounts for only 12% of total trade of the region).

Below are the infrastructure competitiveness indicators and the logistics performance index (LPI of 1 to 5) of the five Corridor countries reflect well the progress that remains to be made in terms of the effectiveness of customs clearance processes , The quality of commercial infrastructure and transport infrastructure, the ease of transit of goods, the quality of logistical services, the tracking and traceability of consignments and the frequency with which shipments reach the recipient within the specified timeframe. A comparison is made with South Africa, which represents the best performance in Africa.

LOGISTIC PERFORMANCE INDEX (LPI) OF THE CORRIDOR COUNTRIES

	LPI Rank	LPI Score	Customs	Infrastructure	International Shipments	Logistic Competence	Tracking/Tracing	Timeliness
 Ghana	88	2.66	2.46	2.48	2.71	2.54	2.52	3.21
 Nigeria	90	2.63	2.46	2.40	2.43	2.74	2.70	3.04
 Togo	92	2.62	2.49	2.24	2.62	2.46	2.60	3.24
 Côte D'Ivoire	95	2.60	2.67	2.46	2.54	2.62	2.62	2.71
 Benin	115	2.43	2.20	2.39	2.55	2.62	2.23	2.69
 South Africa	20	3.78	3.60	3.78	3.62	2.47	3.92	4.02

Source : World Economic Forum, 2016.

Infrastructure services cost

Infrastructure services in Africa cost twice as much on average as in other developing regions. The transportation costs of East

Asian firms are nearly 70% lower than those of their African counterparts, and those of Latin American and South Asian firms are about 50% lower.



← LOWER IN EASTERN ASIA



← LOWER IN LATIN AMERICA

(Source : AfDB, 2012).



COMPARISON OF THE QUALITY OF TRANSPORT INFRASTRUCTURE, ONE OF THE COMPETITIVENESS INDICATORS.
RANKING ON 139 COUNTRIES


	Global Infrastructure	Roads quality	Railway quality	Port quality	Airway quality	Logistic Performance Index LPI
Ghana	103	86	96	82	92	88
Nigeria	132	126	103	117	119	90
Togo	N.D	N.D	N.D	N.D	N.D	92
Côte D'Ivoire	60	42	71	28	38	95
Benin	127	114	100	85	118	115
South Africa	20	3.78	3.60	3.78	3.62	2.47

Source : Global Competitiveness Report 2016, World Economic Forum.

According to a study conducted in 2012 in the corridors of West Africa on total logistics costs for merchandise imports, land transport costs are the main item of expenditure, followed by costs of access to ports. One of the effects is observable for example in Benin, where the transporters are confronted with the low rotation of trucks with only 2 to 4 rotations per month. More generally in Africa, transport costs in landlocked countries can reach 77% of the value of exported goods.

Removing the constraints on the road sector is imperative, especially as economic players adapt to a degraded situation by shifting these constraints and associated additional costs to final consumers, i.e. the overwhelming majority of the population, and especially the most fragile. Moreover, in West Africa, road transport accounts for most of the flows (about 80% of external trade in transit from ports and more than 90% of intra-regional trade). Reducing by one day the transport land time would lead to a 7% decrease in transport costs. Improvements in this direction are already evident on the corridor.

		JUIN 2015	➔	JUIN 2016
Length of stay of goods at ports (days) 	Abidjan	12		11
	Tema	17		15
	Lomé	13		12
	Cotonou	14,5		14
	Lagos (Apapa)	25		22
Number of roadblocks 	Côte d'Ivoire (170 km)	6		5
	Ghana (558 km)	18		15
	Togo (53 km)	6		5
	Bénin (135 km)	11		6
	Nigéria (105 km)	17		15

		JUIN 2015	➔	JUIN 2016
Border crossing time for Trucks (hours) 	Elubo - Noé :	6		5
	Noé - Elubo :	18		15
	Kodjoviakopé - Afloa :	6		5
	Afloa - Kodjoviakopé :	11		6
	Hillacondji - Sanvee Condji :	17		15
	Sanvee Condji - Hillacondji :	6		5
	Seme - Krake :	11		6
	Krake - Seme :	17		15

Source : ALCO, 2016.



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BON VOYAGE

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THE CORRIDOR A HUGE POTENTIAL

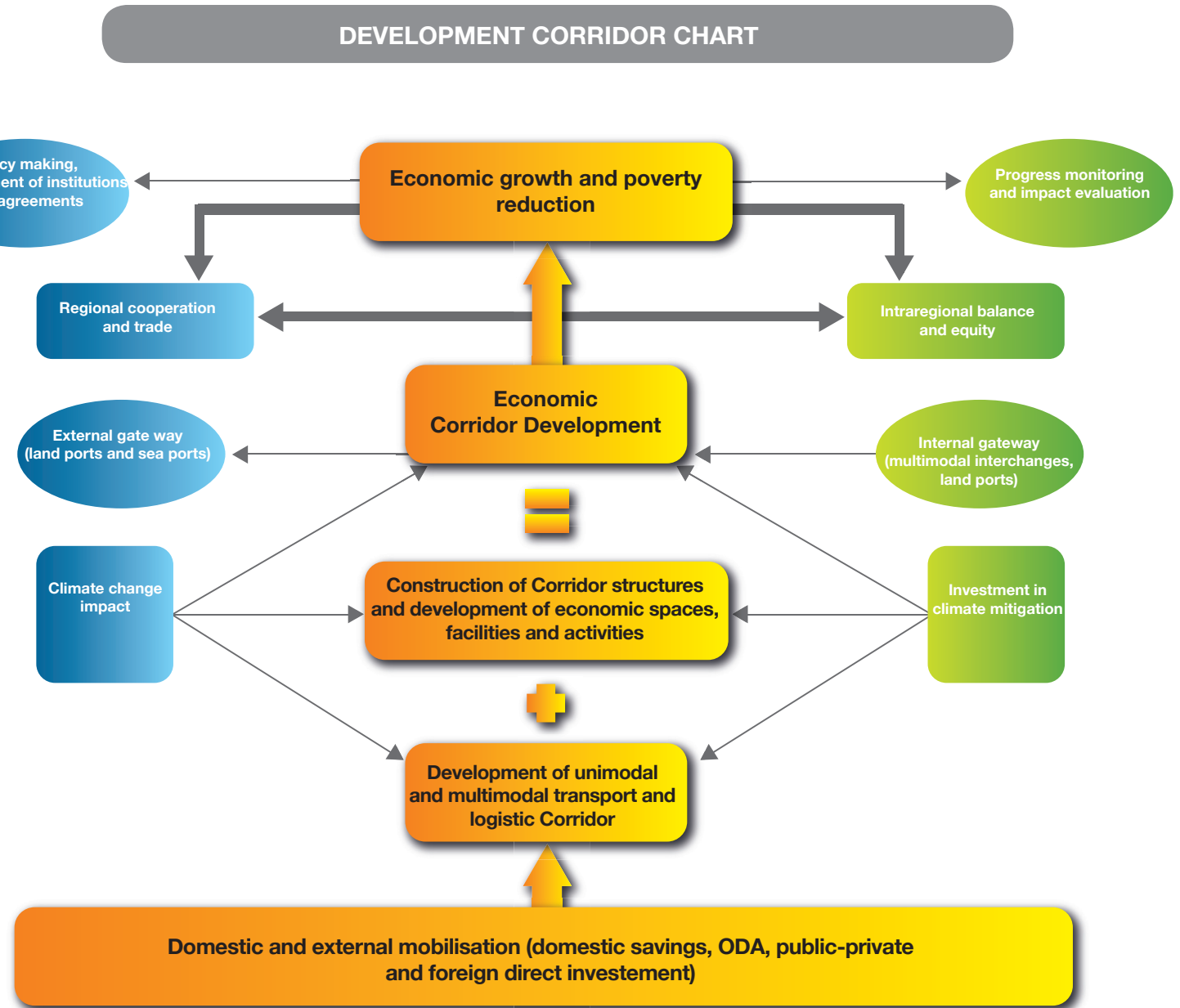
The Abidjan Lagos Corridor will have to contribute decisively to meeting the socio-economic needs of a rapidly growing population thanks to a road infrastructure that meets international standards.

The corridor covers a population of about 30 million inhabitants in as of 2016. The transiting population would rise to more than 45 million. The projections for 2040 are more than 65 million inhabitants. More widely the population of the 5 countries of the corridor will increase from 250 million in 2015 to 442 million in 2040.

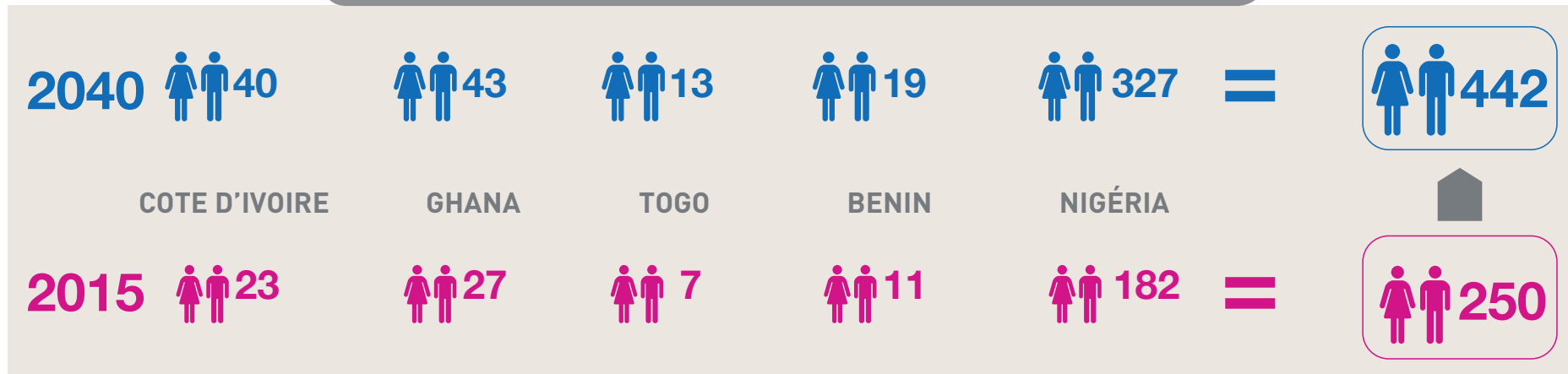
THE CORRIDOR A HUGE POTENTIAL

The Abidjan-Lagos corridor cannot be reduced to the simple construction of a motorway. First, it is a trade and transport corridor, that is to say a coordinated set of multimodal transport and logistics infrastructures and services that facilitate trade and transport flows between the main centers of economic activity.

Then, the corridor, thanks to the spatial planning dimension, by which it can fulfill a territory Development function, will allow the opening of the landlocked countries and the deployment of sector-specific policies (industry, agriculture, energy, environment, ICT, tourism, Etc.) in the regional community, thus becoming an economic corridor.



POPULATION GROWTH OF THE CORRIDOR COUNTRIES (in million)



(Source : United Nations, Economic and Social affairs Department, 2015).

By 2040, volumes of goods transported in Africa will be multiplied by 6 or 8, and up to 14 in some landlocked countries

(Source : PIDA, 2012).



The Abidjan-Lagos corridor has enormous potential to significantly increase economic and social mobility in its area of influence.

Covering 75% of the commercial activities, it crosses the most active economic poles and the most densely populated cities of ECOWAS. Imports to the ECOWAS community are dominated by Nigeria (41%), Ghana (18%), and Côte d'Ivoire (10%) accounting for nearly 70% of imports from the sub-region.

It is the true backbone of the economic and social development of the sub-region.

The potential of the Corridor also lies in its interconnections with other transport corridors on the north-south axis linking landlocked countries such as Burkina Faso, Mali and Niger, and more to the west with Liberia and Sierra Leone.

Inter-connectivity with major ports (Abidjan, Tema, Lomé, Cotonou, Lagos) has a major influence on the prospects for trade and transport development in West Africa, given that the major ports of the five countries of the Corridor carry the bulk of maritime freight from ECOWAS (85% in 2010). Improving port connectivity is a key factor for growth in the Hinterland countries (10 million tons of goods have been transported from Burkina Faso, Mali and Niger to these ports and are expected to reach 16.5 million in 2020). This is essential to connect West African producers to regional and global markets.

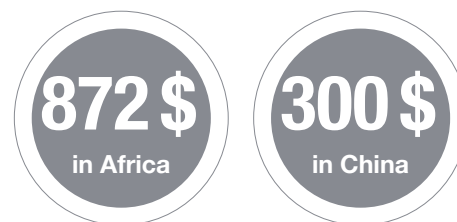
The interconnection capacities of the Corridor will be all the more asserted since it will concern the rail network in decline over the last thirty years (the number of passengers on the Abidjan-Ouagadougou line has decreased from 3 million and a half in 1980 to a few Thousands in 2003). Revitalizing the railways is an opportunity for the integration of

the sub-region because they allow the transport of goods at significantly lower costs than road transport, while reducing the pressure on roads.

The private sector is an engine of growth. But to unleash its potential, bringing markets closer by freeing cross-border movement of people and goods is a necessity. Easy movement of inputs increases productivity and competitiveness and improves prospects for local and foreign investors. The delay of Africa's infrastructure alone would account for an estimated 40% corporate productivity loss (UNCTAD, 2017). By extending market opportunities and moving human and financial resources to areas where they are most needed, the corridor will promote private sector expansion, including participation in Public-Private Partnerships (PPPs).

Container cost average before shipping

(Source : World Bank, 2012).







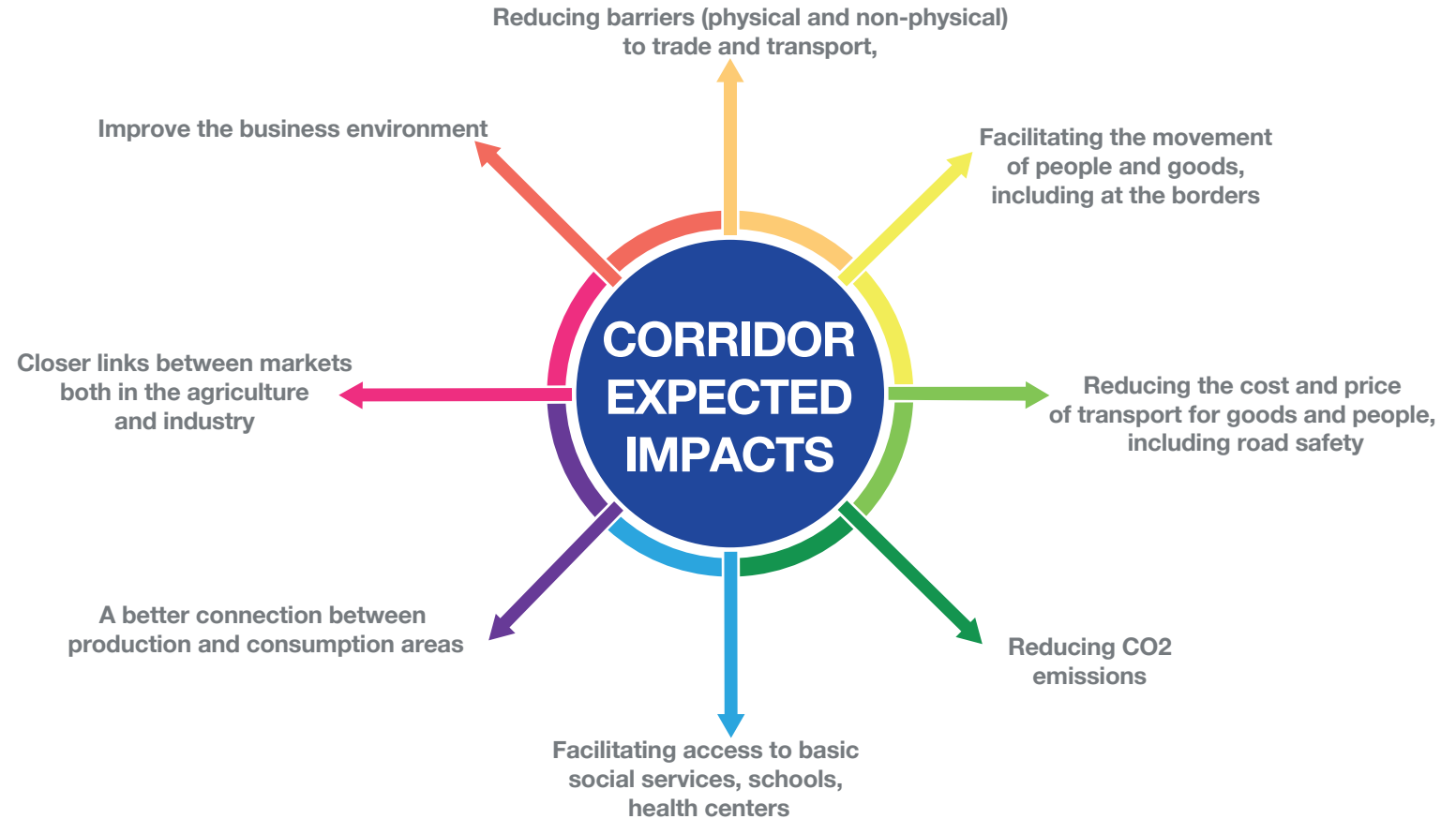
THE CORRIDOR, A LARGE- SOCIO- ECONOMIC ACCELERATOR

For each of the involved countries, the corridor needs to be significantly transformed in order to improve substantially and sustainably its performance in terms of social and economic development.

The ultimate objective of the project is to contribute to increased employment and income generation opportunities and to reduce the levels of poverty of people whose livelihoods depend mainly on the modes of transport on the corridor.

THE CORRIDOR, GROWTH AND POVERTY REDUCTION ACCELERATOR

The first effects of a well-built and well-maintained corridor will include :



Once implemented, the Abidjan-Lagos corridor project will be a decisive lever for :







AN AUTONOMOUS AND SUPRANA- TIONAL AUTHORITY TO MANAGE THE CORRIDOR

Regional transport projects have a multidimensional nature and are therefore increasingly complex, technical, legal and socio-economic, because of the multiplicity of actors : several countries and Regional Economic Communities, several donors, several administrations and supervisory bodies ... the conflicting interests of which are difficult to reconcile. This is why a core proposal has been conceptualized in close cooperation between ECOWAS and the Member States: the legal and institutional establishment of the Corridor Management Authority.

THE CORRIDOR MANAGEMENT AUTHORITY

In order to ensure the harmonized construction and efficient operation of the Corridor, it is essential to set up the Abidjan Lagos Corridor Management Authority (ALCoMA). As a supranational authority, it will guarantee the smooth operation, development and maintenance of the corridor.

ALCoMA will have a legal personality and financial autonomy. It will be composed of a management team led by a board of directors. Units will be responsible for the following functions:



ALCoMA has four legal instruments to fulfill its functions:

- 1 Intergovernmental agreement on the establishment of ALCoMA
- 2 International Project Agreement (IPA)
- 3 Enabling Legislation - A Model Abidjan Lagos Corridor Act 2017
- 4 Rules of Procedure for ALCoMA

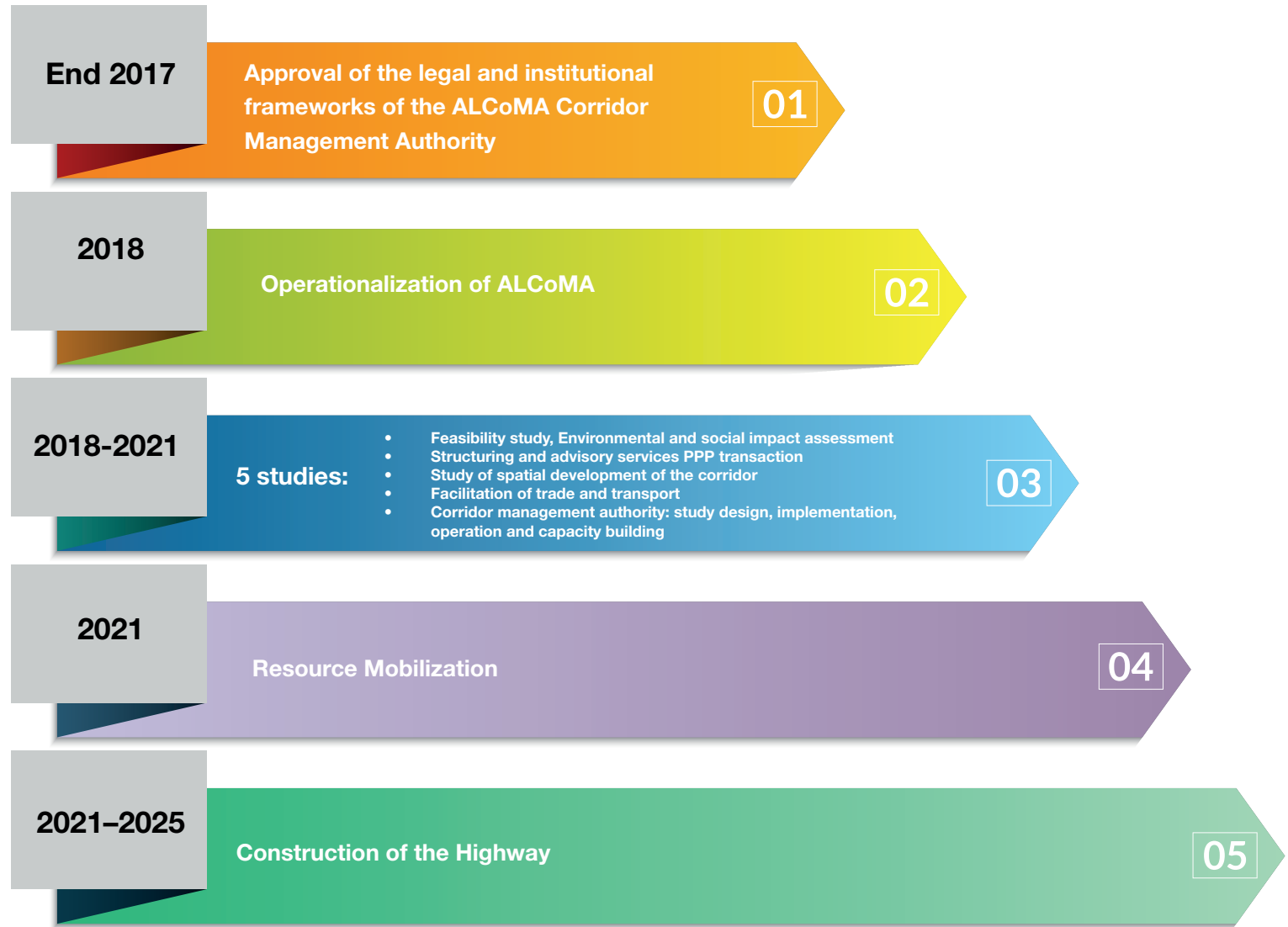
Together, these documents establish ALCoMA as a supranational entity with the power to act on behalf of the Corridor States.



THE WAY FORWARD

Two priorities:

- The establishment of the ALCoMA
- The finalization of several studies thanks in particular to the involvement of the African Development Bank.





CONCLUSION

In all countries crossed by the Corridor, the objective of transforming this transport corridor into a regional development corridor is widely shared by users, traders, transporters, contractors, farmers and community representatives, professional associations and unions, chambers of commerce and industry, government officials (infrastructure, customs, etc.) and Policy makers.

The success of the Abidjan-Lagos Corridor depends on the unwavering commitment of the stakeholders to implement this large-scale project, to which the cross-border and multinational character adds in complexity.

In addition, the strong political and institutional support of ECOWAS and the AU through NEPAD and the strong support of technical and financial partners, notably the African Development Bank, will undoubtedly contribute to transforming the commitments of each party into a realization for the benefit of all.



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