



THE AFRICA-EU PARTNERSHIP
LE PARTENARIAT AFRIQUE-UE



Technical Assistance to the African Union – Infrastructure Support Mechanism (TA to AU/ISM)

Project No. PANAF/2019/408-347

INCEPTION REPORT

Short-term Mission: NKE Transport for PIDA PAP 2

Submitted by:

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LIST OF ABBREVIATIONS AND ACRONYMS

AU	African Union
AUC	African Union Commission
AUSP	African Union Support Programme by European Commission
AfDB	African Development Bank
AFCAC	African Civil Aviation Commission
AFD	French Development Agency
AFI	African Indian Ocean Region
AFISNET	AFI Region Satellite Telecommunications Network
AFRAA	African Airlines Association
AMU	Arab Maghreb Union
APIRG	AFI Planning and Implementation Regional Group
ASECNA	Agency for the Safety of Aerial Navigation in Africa and Madagascar
ATRB	Air Transport Regulatory Board (COMESA)
AUDA-NEPAD	African Union Development Agency -NEPAD
BOT	Build Operate and Transfer
CBN	Continental Business Network
CCI	Cross-cutting Issues
CEN-SAD	Community of Sahel–Saharan States
CIDA	Canadian International Development Agency
CISA	Continental ICT Strategy for Africa
CJEC	Court of Justice of the European Communities
CNS/ATM	Communication, Navigation, Surveillance /Air Traffic Management
COMESA	Common Market for Eastern and Southern Africa
DCA	Directorate of Civil Aviation
DIE	Department of Infrastructure and Energy
EAC	East African Community
ECA	United Nations Economic Commission for Africa
ECCAS	Economic Community of Central African States

ECOWAS	Economic Community of West African States
ECGD	Export Credits Guaranteed Department
EDF	European Development Fund
EES	European Economic Space
EGNOS	European Geostationary Navigation Overlay Service
EIB	European Investment Bank
EU	European Union
EUD	European Union Delegation
EUEI PDF	European Union Energy Initiative Partnership Dialogue Facility
FIR	Flight Information Region
FTAA	Free Trade Area of the Americas
GATS	General Agreement on Trade in Services
GATT	General Agreement on Tariffs and Trade
GDS	Global Distribution Systems
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
IATA	International Air Transport Association
IBRD	International Bank for Reconstruction and Development
ICAO	International Civil Aviation Organization
ICC	International Chamber of Commerce
ICT	Information Communications Technology
IDA	International Development Association
IFC	International Financial Corporation
IGAD	Intergovernmental Authority on Development
IOSA	IATA Operational Safety Audit
ISM	Infrastructure Support Mechanism
IsDB	Islamic Development Bank
JCA	Joint Competition Authority (Tripartite)
JAES	Joint Africa EU Strategy
JAES SM	Joint Africa EU Strategy Support Mechanism

KE	Key Expert
M&E	Monitoring and Evaluation
MAG	Multi-stakeholder Advisory Group
MFN	Most Favoured Nation Clause
NEPAD	New Partnership for Africa's Development
NKE	Non-Key Expert
OECD	Organization for Economic Cooperation and Development
ODA	Overseas Development Administration (Great Britain)
OECD	Overseas Economic Cooperation Fund (Japan)
OSBP	One Stop Border Post
PANAF	Pan African Programme
PIDA	Programme for Infrastructure Development for Africa
PIDA MTR	PIDA Mid-Term Review
PIDA PAP	PIDA Priority Action Plan
PPF	Project Preparation Facility
PPP	Public Private Partnership
PQL	PIDA Quality Label
REC	Regional Economic Community
RGI	Reference Group on Infrastructure
SAATM	Single African Air Transport Market
SADC	Southern African Development Community
SAP	Structural Adjustment Program
SDF	Saudi Development Fund
SDG	Sustainable Development Goal
SDM	Service Delivery Mechanism
SIDA	Swedish International Development Authority
STC	Specialised Technical Committee
STE	Short Term Expert
TA	Technical Assistance
TAF	Technical Assistance Facility

ToR	Terms of Reference
TA to AU/ISM	Technical Assistance to the African Union / Infrastructure Support Mechanism
TAT	Technical Assistance Team
UACC	Upper Area Control Centres
UEMOA	West African Monetary and Economic Union
UNCTAD	United Nations Conference on Trade and Development
UNDP	United Nations Development Programme
UNECA	United Nation Economic Commission for Africa
UNTACDA	United Nations Transport and Communication Decade in Africa
USTDA	US Trade and Development Agency
WAEMU	West African Economic and Monetary Union
WTO	World Trade Organization
YD	Yamoussoukro Decision

1. EXECUTIVE SUMMARY

The Programme for Infrastructure Development in Africa (PIDA) is a flagship programme for the development of infrastructure in transport, energy, ICT and transboundary water resources in the African continent.

It is a long-term programme that is implemented through a ten-year programming cycle under the PIDA/PAP where the second cycle that is under development is PIDA/PAP2 with its implementation scheduled to commence in 2021.

The Technical Assistance (TA) to the AU/ISM aims at supporting the African Union in addressing the challenges arising from deficits in Transport, Energy, ICT, Transboundary Water resources. These deficits have been acknowledged to be critical constraints stalling economic development in Africa. The TA is expected to facilitate in building the capacities of African policy makers, regulators, the private sector, civil society, and technical community in policy and regulatory issues.

This document presents the Inception Report on the assignment for the Non-Key Expert (NKE-Transport) contracted to work with the Taskforce, the RECs and Member States in order to assist in the preparation of the PIDA/PAP 2 programmes and projects.

The objective of this Inception Report for the Consultant to present an overview of his understanding of the assignment in accordance with the Terms of Reference after the initial two weeks of engagement. The Report there contains the Consultant's understanding of the scope of the assignment and the activities to be undertaken, stakeholder consultation mechanisms, important milestones and timelines under which the expected outputs will be delivered.

It then outlines the activities already undertaken following the commencement of work by the Consultant which covered discussions with the contracting authority; desk review of PIDA documentation and discussions by mail and through videoconferencing held with a wide range of stakeholders including RECs, Member States, EU and other cooperating partners.

The Report provides a summary of Key Activities, detailed sub-activities and the timelines in which they will be undertaken in order to deliver the expected outputs in order to complete the preparation of PIDA/PAP 2 programme in time.

In addition, the detailed Work programme for the execution of the assignment is provided in a Gantt Chart.

2. INTRODUCTION

2.1 Background

In the quest to promote trade, enhance movement of persons across the continent and achieve economic integration in the continent, the African Union (AU) has developed the Programme for Infrastructural Development in Africa (PIDA) is an overarching strategic framework for deepening connectivity through infrastructural development. PIDA is developed to enhance synergies with regional and infrastructure master plans together with initiatives and strategies adopted by NEPAD), the African Development Bank (AfDB) and the AU member states.

PIDA is a thirty-year AU programme that is to implement selected and prioritised projects in order to address infrastructure deficits in the continent. It is programmed for implementation in three phases designated as Short term (2012-20), Medium-term (2021-2030) and Long-term (2031-2040) action plans. The next decade of PIDA will be guided by the Medium-term Priority Action Plan PIDA-PAP 2, where focus will be regional and continental integration and connectivity with regard to regional infrastructure in the four sectors (energy, transboundary water, transport and ICT) in all its five designated geographical regions.

The preparation of PIDA/PAP2 is currently ongoing following a medium-term evaluation of PIDA/PAP 1 and is expected to be ready for launch so that implementation will commence in 2021. The EU and GIZ are among the cooperating partners who have contributed directly to the development of PIDA PAP2. Key activities already undertaken or ongoing to prepare PIDA/PAP 2 which include the following:

- (i) The development of Criteria for Selection of new infrastructure projects undertaken by a consultant whose report was reviewed by a workshop in Addis Ababa in November, 2019;
- (ii) The holding of PIDA training workshops in collaboration with Member States, RECs, institutions (AUC, AUDA-NEPAD, AfDB, UNECA. donors and partners, in order to bring all members states and RECs to a common level of understanding of the selection criteria; and
- (iii) A feasibility study on market analysis and demand study relevant to PIDA is ongoing and will be completed to provide material information during the development of PIDA/PAP2

This report is prepared as per the Terms of Reference under this assignment which stipulate that the Non-Key Expert (NKE) will prepare an Inception Report two weeks after commencement of the work. The Consultant commenced work on 18th May, 2020 following the kick-off meeting held with the contracting authority and the African Union Commission as the beneficiary.

The meeting conducted through videoconference via webinar had participation from the AUC, EU and DP-Global. The minutes of the kick-off meeting which contain the list of participants is provided in Annex 1

3. REVIEW OF TERMS OF REFERENCE

3.1 Scope of Work

The Terms of Reference define the scope of work and the deliverables of the Consultant in the preparation of PIDA/PAP 2. The scope covers the provision of inputs into the ongoing tasks namely; Medium-term Review of PIDA/PAP 1, the Infrastructure Market Demand Study and inputs into the development of the PIDA Implementation Strategy.

The primary function of the NKE-Transport is to provide technical inputs to the PIDA Taskforce, the RECs and the Member States in the preparation of the PIDA/PAP 2 through by contributing to the regional PIDA capacity building workshops, PIDA project preparation, screening and selection in line with the TA to AU/ISM mandate.

3.2 Objectives of the Study

The key stakeholders who are involved in this project include the African Union Commission, the AU Member States, the Regional Economic Communities (RECs) and other specialised AU agencies on one side development partners who include the EU together with its agencies and others who take part in the mobilisation of increased financial, technical and human resources in support of Africa's Transport, Energy, Water and ICT sectors.

In addition, expert institutions in transport sector and other regional and international organisations and Finance Institutions (FIs) as well as the Private Sector and Civil Society constitute an important group of stakeholders.

3.3 Expected Outputs and Deliverables

As per the Terms of Reference, the NKE-Transport is expected to work with the Taskforce, the RECs and Member States in order to assist in the preparation of the PIDA/PAP2 projects. The following are the Outputs expected to be delivered by NKE-Transport:

Output 1:	Participation in and Contribution to Specific Sectoral Aspects of the PIDA PAP 2 by providing Assistance to Member states and RECs to improve the Quality of Projects and Alignment with PIDA PAP2 Criteria.
Output 2:	Effective Participation in the PIDA PAP 2 Project Screening and Selection Processes by responding to Specific Requests made by Taskforce Members and Partner Institutions
Output 3:	Inputs to Transport Component of the PIDA Market and Demand Study
Output 4:	Advice/Assistance with Implementation of PIDA Mid-Term Review Recommendations
Output 5:	Identification of Key Sectoral Activities from the STC Action Plans and their Implementation
Output 6:	Contribution to the Organisation and Conceptualisation of PIDA PAP 2 Workshops and Meetings through Active Participation and Reporting
Output 7:	Draft Final Report on the Assignment
Output 8:	Final Report.

4. APPROACH AND METHODOLOGY

4.1 Approach

In order to provide the optimum inputs into the development of the PIDA/PAP2 programme within the time frames, the NKE will engage actively with the stakeholders during projects submission, validation, screening and selection.

Further, the NKE will be involved in the other activities such as the review of the Midterm Evaluation Study, the PIDA Infrastructure Market and Demand Study. The NKE will structure his interventions to provide inputs to ensure the delivery of the expected outputs.

These interventions will involve participation and contributions geared to assist Member states and RECs to improve quality of projects and their alignment with PIDA PAP2 criteria, project screening and selection processes by responding to specific request made by Task force members and partner Institutions

Also, NKE will be involved in providing inputs to the PIDA Infrastructure Market and Demand Study, providing advice and assistance with the implementation of PIDA Mid-Term Review recommendations and the identification of key sectoral activities from the Specialised Technical Committee (STC) Action plans and their implementation; and

Finally, noting that the method of work has transformed dramatically with the onset of COVID19, the Consultant takes cognisance of the fact that direct visits to stakeholders who might need support at home offices and capacity building workshops or similar events will not be possible in the early months.

This will have to await the possibility of relaxation of movements of persons when states make decisions on opening the existing lockdowns and allowing foreign travel.

In this respect, the Consultant will have to utilise the existing methods of interaction with stakeholders including conferencing facilities such as webinars for direct interactions and emails, WhatsApp and other messaging applications available.

4.2 Methodology

The methodology adopted is designed to undertake the activities required to ensure the realisation of the results listed as the outputs of the NKE with maximum synergies with the overall results of the project.

The methodology covering the initial tasks prior the Inception Report and thereafter targeting each of the prescribed outputs is summarised hereunder:

(i) Review of Key Documents

The NKE will obtain and review key documents related to the assignment. These will include documents defining PIDA and the preparation of PIDA/PAP 1 and PIDA/PAP 2 including the roles of AUC, AfDB, RECs, Member States and sector institutions dealing with the development and maintenance of transport infrastructure.

Further reviews will be undertaken on the roles and inputs from other financial institutions and cooperating partners who deal with and AU, RECs and Member States through structured consultative mechanisms.

(ii) Research on the Identification and Selection of PIDA Projects

The NKE will familiarise with the updated process of identification of PIDA/PAP projects through review of documentation from the AUC, NPAD and RECs.

This will be undertaken through accessing information provided in the PIDA/PAP 2 website and from the webinar presentations being regularly made by the AUC and other agencies involved in the preparation of PIDA/PAP 2

(iii) Assistance to Member states and RECs to Improve the Quality of Projects and Alignment with PIDA PAP2 Criteria.

On the first track, the NKE respond to requests made by RECs and Member States to provide advice on projects being submitted for consideration for inclusion in the PIDA/PAP 2. On this basis, the NKE will advise of the issues of eligibility of projects and on any additional information that will assist the Taskforce to have a clear understanding of the project.

On the second track, the NKE will review the projects submitted by the RECs and Member states to identify if there are any omissions or errors with respect to standard metrics employed in the transport sector and engage the focal persons in the submitting entities to review and where necessary make amendments to the project profiles.

(iv) PIDA PAP 2 Project Screening and Selection

Assistance in PIDA/PAP 2 projects screening and selection by the Taskforce will be provided by responding to specific requests made by Taskforce or its supporting institutions.

This may be with respect to issues such optimisation of cross-border connectivity, infrastructure interfaces, interoperability and in transport infrastructure metrics such as distances, speeds and industry unit cost estimates in transport infrastructure projects preparation and implementation

(v) Identification of Key Sectoral Activities from the STC Action Plans and their Implementation

The NKE will take part in identifying key activities derivable from the Specialised Technical Committee (STC) Action Plans. In this respect, he will assist in developing mechanisms for their implementation.

These implementation mechanisms should enhance the preparation of a PIDA/PAP 2 that will contain robust and implementable priority projects in both physical infrastructure and policy, regulatory and institutional harmonisation across the corridor countries in particular and the continent in general.

(vi) Organisation and Conceptualisation of PIDA PAP 2 Workshops and Meetings

The NKE will take part in the organisation of PIDA/PAP 2 workshops, meetings and other events. In this participation will include the preparation of working documents and event reporting.

(vii) Preparation of the Mission Reports

Towards the conclusion of the mission, the NKE will prepare a Draft Report. Upon the review and comments by the contracting authority, the Final Report on the assignment will be prepared.

5. PRELIMINARY FINDINGS

5.1 Project Background and Main Players

The NTE on commencement of work was introduced to the various stakeholders through videoconferencing and the exchange of emails. Due to global restrictions on movement of people arising from COVID 10, interactions with all stakeholders will for the time being be undertaken through these means.

During the kick-off meeting, the NKE was appraised on the programmes that the AUC was implementing in transport sector covering roads, railways, maritime and inland waterway and civil aviation. The role of PIDA in enhancing connectivity in transport among RECs and across the continent through the development of infrastructure on the basis of Integrated Corridor Approach was underlined.

The NKE further understood the partnership between the AU and the EU in their cooperation in PIDA programming. The partners were desirous of enhancing interoperability in infrastructure in order to optimise the provision of transport services across states and in the various modes of transport.

Finally, the emphasis has been given on structured exchanges between the AU and EU in order to provide opportunities to share experience in the development of infrastructure taking into account the EU's own experience within its own growing geographical span through the entry of new member states.

5.2 Desk Review of Background Documents

In order to familiarise with the project and to clearly identify the tasks and outputs envisaged in the assignment, the Consultant undertook the following:

- (i) Extensive review of background documents with respect to PIDA, covering its ongoing phase and the PIDA/PAP2 that is under preparation.
- (ii) The ongoing African Union and RECs transport infrastructure programmes;
- (iii) Coordination arrangements between the AUC with the RECs, AfDB and other stakeholders involved in the development and implementation of infrastructure projects in the continent; and
- (iv) Review of the ISM mechanisms and the progress made since the commencement of project implementation was also undertaken

5.3 Review of the PIDA Ongoing Studies

The Consultant reviewed some ongoing studies on the PIDA programme and made comments. The reviewed studies include the PIDA Market and Demand Study and the PIDA Medium Term Review Draft Report. Both studies will provide inputs into the preparation of PIDA/PAP 2.

5.4 Participation in RECs Presentations of PIDA/PAP 2 Projects

The Consultant participated in stakeholder discussions through webinar which included project submissions made during RECs sessions for ECOWAS, SADC and COMESA. Other webinar events included presentations made by the African Development Bank on the financing of PIDA projects.

5.5 Summary of Findings

The following is a summary of findings:

- (i) The development of PIDA PAP 2 is anchored on a well-structured programme of action with identified stakeholders, workplans, consultation mechanisms, deliveries and timelines;
- (ii) The work of the NKE is supportive to the Taskforce, AUC, RECs and Member States primarily on request though own initiative is appreciated;
- (iii) The NKE will take part in other ongoing assignments including ongoing studies such as the PIDA Infrastructure Market and Demand Study; PIDA/PAP 2 Midterm Evaluation; and in workshops and meetings;
- (iv) Arising from COVID 19, most of the consultative work will initially have to be undertake online or through videoconferencing. This may pose challenges but the Consultant will have to make the best available means;
- (v) The screening and selection of projects into PIDA has elaborate guidelines which encompass scoring of projects against eight variables.
- (vi) There is already a toolkit developed to compute some of the quantitative marking in project scoring;
- (vii) There is needs to be well explained to the Taskforce members and other parties involved so that there will be clarity; and
- (viii) The programme is well supported with direct financial resources from the EU and GTZ and with human capital resources support from the AUC, UNECA, NEPAD and the African Development Bank

6. PROPOSED WORK PLAN

6.1 Description of Activities

The tasks of the NKE mission are broken down into four categories which as much as possible will be sequenced in order to deliver the outputs required. A few of the activities will be undertaken in parallel for the duration of the assignment.

The activities will cover the following: Preparation for Projects Submission; Screening of Proposed Projects; Task Force Support Activities; and Consolidation and Approval of the PIDA-PAP 2 programme.

Below is the breakdown of the above major activities and their detailed sub-activities:

- (a) Preparation for Projects Submission
 - (i) Weekly webinars for MS and RECs (Projects Submission Period);
 - (ii) Provision of Focal point for the Hotline on PIDA Transport Queries;
 - (iii) Inputs into Formal Quality Control by AUC during Submission;
 - (iv) Inputs to the PIDA Market and Demand Study; and
 - (v) Inputs into Implementation of PIDA Mid-Term Review Recommendations
- (b) Screening of Proposed Projects by five regions
- (c) Joint Projects Consolidation Meeting
- (d) Task Force Support Activities
 - (i) Participation in Monthly Virtual Meetings of Task Force;
 - (ii) Monthly inputs into Task Force Work; and
 - (iii) Inputs into PIDA Implementation Strategy
 - (iv) Regular liaison with MS and RECs;
- (e) Consolidation and Approval of the PIDA-PAP 2 Programme
 - (i) Preparations for PIDA Continental Validation Workshop;
 - (ii) Preparations for the STC Meeting; and
 - (iii) Preparations for Submission for Adoption by Heads of States

6.2 Scheduling of Activities (May- Dec, 2020)

The activities commence in May and are programmed to be completed in December, 2020 assuming there will be no delays in the realisation of the intermediate results that are assumed in the implementation of the assignment.

The schedule foresees the completion of the submission of projects by stakeholders and validation by end of June, 2020. The screening process is scheduled to commence in July and be completed by

6.3 Work Plan GANTT Chart

The Gantt Chart showing the key activities and their schedules for performance is provided in the chart below.

WORKPLAN PIDA/PAP2 – NKE-TRANSPORT, 2020

Task No	Task Description	May	June	July	Aug	Sept	Oct	Nov	Dec
1	Preparation for Projects Submission								
1.1	Weekly webinars for MS and RECs (Projects Submission Period)								
1.2	Provision of Focal point for the Hotline on PIDA Transport Queries								
1.3	Inputs into Formal Quality Control by AUC during Submission								
1.4	Inputs to Transport component of the PIDA Market and Demand Study								
1.5	Inputs into Implementation of PIDA Mid-Term Review Recommendations								
2	Screening of Proposed Projects								
2.1	Screening of Projects for North Africa								
2.2	Screening of Projects for West Africa								
2.3	Screening of Projects for Southern Africa								
2.4	Screening of Projects for Eastern Africa								
2.5	Screening of Projects for Central Africa								
2.6	Joint Projects Consolidation Meeting								
3	Task Force Support Activities								
3.1	Participation in Monthly Virtual Meetings of Task Force								
3.2	Monthly inputs into Task Force Work								
3.3	Inputs into PIDA Implementation Strategy								
3.4.	Regular liaison with MS and RECs								
4	Consolidation and Approval of the PIDA-PAP 2								
4.1	Preparations for PIDA Continental Validation Workshop								
4.2	Preparations for the STC Meeting								
4.3	Preparations for Submission for Adoption by Heads of States								

7. ANNEXES

Annex 1: Minutes of the Kick-off Meeting (Attached separately)

Annex 2: Reference Documents

- (i) The Integrated Corridor Approach – “A Holistic Infrastructure Planning Framework to establish PIDA-PAP 2”, CPCS, Feb, 2020;
- (ii) Decision on the Establishment of a Single African Air Transport Market (SAATM), Doc. EX.CL/1067(XXXII), January, 2018, Addis Ababa;
- (iii) Inception Report, Technical Assistance to the African Union – Infrastructure Support Mechanism (ISM), Project No. PANAF/2019/408-347;
- (iv) Contingency Action Plan, Technical Assistance to the African Union – Infrastructure Support Mechanism (ISM), Project No. PANAF/2019/408-347;
- (v) Guidelines on the PIDA-PAP 2 Submission Form, March 2020;
- (vi) PIDA Priority Action Plan Mid Term Review, Final Report, November, 2019
- (vii) ISM-TA Communication and Visibility Plan
- (viii) Consulting Services for Conducting a Continental Infrastructure Market and Demand Study for Africa - (Procurement No: AUC/IED/C/046), WP 1- 4, CPCS, Jan, 2020
- (ix) Draft Intergovernmental Agreement on the Trans-Africa Highways Network, 2011
- (x) Revised African Maritime Transport Charter, July, 2010
- (xi) COMESA Transport and Communications Strategy /Priority Investment Plan (TCS/PIP), 2010
- (xii) EAC Railway Masterplan, 2014
- (xiii) SADC Regional Infrastructure Development Masterplan, 2012
- (xiv) Draft IGAD Infrastructure Masterplan, 2020
- (xv) Minutes of Kick-off Meeting for NKE- Transport Mission, May, 2020

Annex 3: Terms of Reference (TORs): NKE Transport for PIDA PAP 2

Programme Name	EU-funded Technical Assistance to the African Union - Infrastructure Support Mechanism (TA to AU/ISM)
Programme Number	PANAF/2019/408-347
Project Name	NKE Transport to support the Programme for Infrastructure and Development in Africa (PIDA) PAP 2
Project Number	A2.1.1
Justification = concerned Output (1-6)	TA to AU/ISM - Contract Output 2 A2.1
Description of Project	PIDA NKE Transport
Contracting Party	TA to AU/ISM / DT-Global
Funded by	EU
Programme Management	AUC/DIE

Background

The Programme for Infrastructural Development in Africa (PIDA) is the AU’s overarching strategic framework for infrastructural development in Africa.

PIDA is founded upon and is purposely synergistic with regional and continental master plans as well as other work undertaken by the AU and its partner agencies such as the African Union Development Agency (AUDA-NEPAD), the African Development Bank (AfDB) the Regional economic communities (RECs) and their respective member states (MS). PIDA has identified the following time-bound plans with specifically selected and prioritised projects to address the infrastructure deficits. These are the short term (2012-20), the medium-term (2021-2030) and long-term (2031-2040) action plans.

The next decade of infrastructural development in Africa under PIDA will be guided by the medium-term Priority Action Plan PIDA-PAP 2, whose essential focus is regional and continental integration and connectivity with regard to regional infrastructure in the four PIDA sectors (energy, transboundary water, transport and ICT) in all its 5 geographical regions Africa (North, West, East, South and Central) for the period 2021-2030.”

The 2nd Ordinary Session of the AU Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy, and Tourism, STC TTIET 14-18 April, 2018, Cairo, Egypt, adopted a 2019-2021 Action Plan in view of accelerating the implementation of the PIDA PAP 2 process and of elaborating a new list of projects for the phase 2 (2021-2030). Three (3) decisions were adopted:

- i. Definition of criteria for selection of new infrastructure projects: a consultant was hired to present a report reviewed by Validation Workshops including the one in Addis Ababa from 13-14 November, 2019, and undertaken by the EU ISM TA;
- ii. Elaboration of a feasibility study on ongoing, market analysis and demand study 2020.
- iii. Organization of 7 PIDA training workshops in collaboration with Member States, RECs, institutions (AUC, AUDA-NEPAD, AfDB, UNECA. donors and partners, in view of bringing all members states and RECs to a common level of understanding of the selection criteria.

In addition, the 5th PIDA Week held in Cairo, Egypt, from 23-29 November 2019, supported the above STC decisions and formulated, inter alia, some recommendations, such as:

- All the economic sectors shall be considered through a multi sector approach of infrastructure development as framed in the PIDA PAP2 Integrated Corridor approach.
- RECs and Member States should put in place training programmes and support implementation of the regulatory frameworks through regional technical meetings.
- There is need to develop Key Performance Indicators (KPIs) for renewable energy SMEs, renewable energy systems, the share of renewable energy in total energy consumption, and the number of African companies providing support to renewable energy to African national markets.
- Capacity building for PIDA Stakeholders in the energy, water and transport sectors plays an important role in their ability to deliver and contribute to the programme;
- Private sector investment in African infrastructure is still very low. Inputs from the ICA report can be used to guide the 5% Agenda of AUDA-NEPAD so that it can reach its target of 5% of African pension funds invested in infrastructure.
- Identify risks and mitigating measures should be incorporated in to project designs for real risk and also for perceived risks; and,
- Design a Strategy and an integrated Infrastructure Partnership Strategy in PIDA PAP 2 to be submitted for consideration to the African Ministers (STC responsible for infrastructure) and Heads of State and Government.

The EU has a long-standing and successful tradition to support infrastructure development in Africa, contributing to the implementation of the PIDA at various levels (continental, regional and national) through various instruments and methods, in particular un-locking and de-risking investments in the scope of the EU External Investment Plan (EIP). The EU also contributes directly to the PIDA PAP2 process (together with other partners such as Germany/GIZ) through different instruments, among them a "Technical Assistance to the African Union- Infrastructure Support Mechanism (TA to AU/ISM)", with a team of key experts (based at AUC, AUDA-NEPAD and AFCAC) and a pool of non-experts. This assignment is part of the contributions in the scope of this Technical Assistance.

Assignment **Objectives**

The main objective of the assignment is to hire a Transport Sector Expert to provide specific sectoral expertise and services to the PIDA PAP 2 process taking place during the course 2020-2021.

This will be achieved through a combination of response to queries by emails and coaching to the regional PIDA PAP 2 project developers at the level of the RECs and their constituent Member States (MS), technical contribution in the implementation strategy and some on-going activities within the department.

Project Purpose

The purpose of the TA to AU/ISM is "to enhance policy dialogue and support coordination and cooperation between the AU and the EU within a continent-wide infrastructure approach, by aligning programming strategies to create the regional infrastructure promoting continental interconnection with an adequate properly identified, selected and prioritized, project pipeline".

The EU-funded TA to AU/ISM on behalf of the AUC Department of Infrastructure and Energy (AUC-DIE) is now requesting the services of a **Transport Expert** for the PIDA PAP 2 process who will contribute to the regional PIDA capacity building workshops as well as the PIDA project preparation, selection and screening processes in line with the TA to AU/ISM mandate.

Expected Outputs and Deliverables

1. Participation in and contribution to the specific sectoral aspects of the PIDA PAP 2 by providing assistance to Member states and RECs to improve the quality of projects and alignment with PIDA PAP2 criteria.
2. Effective participation in the PIDA PAP 2 project screening and selection processes by responding to specific request made by Task force members and partner Institutions
3. Inputs to Transport component of the PIDA Market and Demand Study
4. Advice and assistance with the implementation of PIDA Mid-Term Review recommendations
5. Identification of key sectoral activities from the STC Action plans and their implementation
6. Contribution to the organisation and conceptualisation of PIDA PAP 2 workshops and meeting through active participation and reporting
7. A draft final report on the assignment.
8. A final report.

Scope of Tasks

The scope of tasks will cover transport sectoral technical support to the Department of Infrastructure and Energy in the PIDA PAP 2 project identification process. This will include assistance to MS and RECs, contribution to the PIDA PAP 2 implementation strategy and Financing plan.

Duration and location of the assignment

The maximum total number of working days allocated to this assignment is anticipated to be a maximum of 40 working days.

The assignment will be based in Addis Ababa, Ethiopia with potential travel, as deemed necessary, to PIDA targeted countries, events depending on missions and requested from RECs

Weekend days, travel days and official public holidays are not working days, except in exceptional circumstances and in the interest of the project when work need to be carried out during a weekend day or a public holiday.

The assignment will not exceed 40 work-days and will not exceed a period of six months.

A 5-day week will be applicable. A follow up mission is an option, if justified during the first mission. This will be subject to inception report during the first mission.

The Transport Expert will be provided with working facilities at the offices of TA to AU/ISM. The Transport Expert must demonstrate his or her qualification and experience required to carry out the above-mentioned activities.

Tenders must include the following:

- Presentation of the Consultant, experience in projects promotion and references, including profiles (CV);
- Presentation of a technical and financial proposal.
- Intervention approach (methodology, roles, limitations);
- Scheduling of the activities including detailed work plan, timelines, progress reports and final report;
- Detailed budget for each activity (fees and expenses)

Presentation of Reports

The submission dates with regard to reports are as follows:

- Inception report – within 2 weeks of the signing of the contract
- Two progress reports – one on the assistance to MS and RECs for submissions and another on the project Screening and selection processes
- Reports on contribution to the PIDA MDS (Market Demand Study), PIDA Implementation Strategy and Financing Strategy
- Draft final report – on the completion of the assignment
- Final report – 14 working days after comments are received from the submission of the draft final report.

Profile of the Transport Expert

The Consultant has a crucial role in implementing the contract. The Assignment Terms of Reference (TORs) contain the required profile:

Qualifications

- University degree: Masters in Transport, Civil Engineering, Transport Economics, Policy or Planning or in a related field of Transport (Road, Maritime, Railway or Air).
- Excellent computer skills (MS Office: Word, Excel, Power Point, Outlook) will be an added advantage

General professional experience

- Minimum of 10 years of extensive experience and managerial skills in the area of transport (Road, Maritime, Railway or Air) policy, infrastructure, engineering in a national or international structure

- Must have similar relevant work experience in Transport policy analysis and formulation, project and program design, execution, monitoring and evaluation at the regional or international level
- Familiar with AU Member States interconnectivity, and RECs ICT Infrastructure Master Plan

Specific Professional experience

- At least 5 years cognate experience working in/with a regional or international organization.
- Proven professional experience in project planning and implementation in the Transport sector, including planning, designing, implementing and evaluating Transport sector projects in the different regions of Africa
- Successful experience in the field of project development and implementation in the Transport sector or equivalent, in at least 1 service contract financed by bilateral or multilateral Development & Cooperation Partners or Development Banks.

Language Skills

- English or French, knowledge of both languages would be an added advantage

Management Authority

The consultancy services contract will be made between the Transport Expert and contractor of the EU-funded TA to AU/ISM - DT-Global. The Transport Expert will work under and report to the SEBC concerning all aspects of the professional services to be rendered in accordance with the present ToRs.

Changes in the ToRs may be made only according to needs subject to mutual written agreement between the TA to AU/ISM - DT-Global and the Transport Expert.

Accommodation, transport and support facilities in the field

Accommodation, transportation and any other support facilities required for the execution of the project are the responsibility of the Transport Expert. The cost thereof must be included in fees and expenses for rendering the agreed services.

Obligations of AUC

The AUC will provide the Transport Expert with information concerning the sector. The AUC shall cooperate with the Transport Expert and facilitate him/her in the completion of this assignment to the greatest possible extent.

The TA to AU/ISM shall provide the Transport Expert with suitable office accommodation, complete with telephone access to an international line. The Transport Expert will provide his/her own computing facilities.