



ENSURING THE SUSTAINABILITY OF CORRIDOR MANAGEMENT INSTITUTIONS

SSATP AGM, 25-29 November, Victoris Falls



SSATP
Africa Transport
Policy Program

Corridor Management institutions in Africa : What do we observe ?

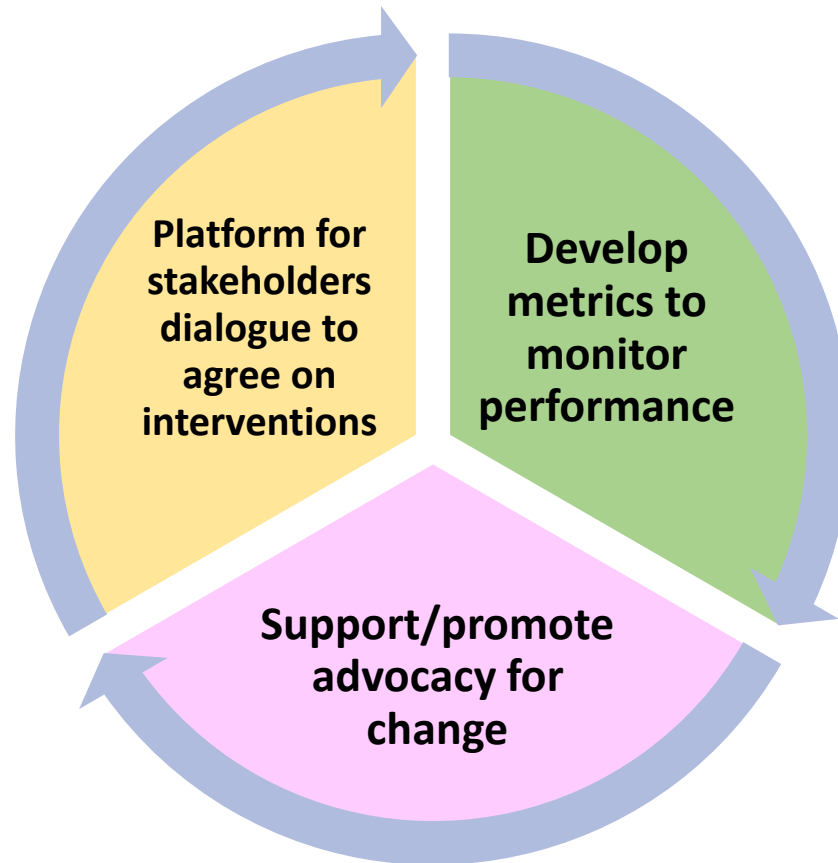
All CMIs with permanent Secretariat in SSA are faced with on critical challenge: their financial sustainability over the long run.

Corridor Management institutions in Africa : What do we observe ?

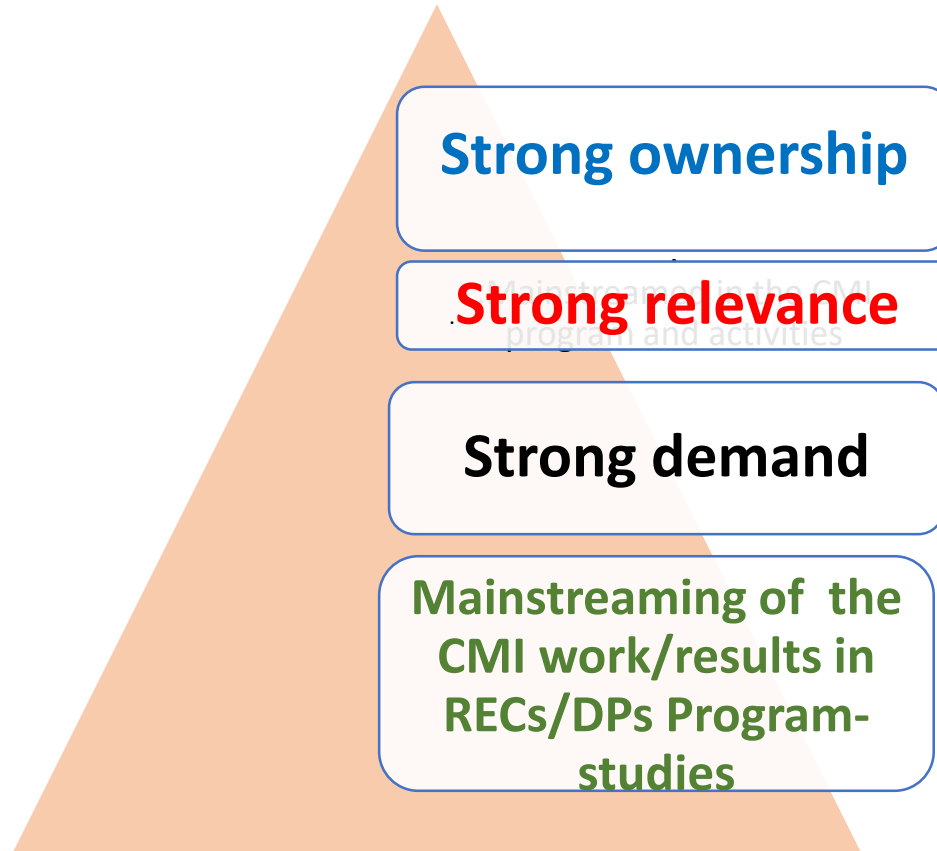
There is a mis match between the high importance given to Corridor Management Institutions and corridor Development in Africa at different levels :

- Dedicated Department/agency ; Mombasa charter; Kenya high level weekly report
- REC level: TTTFP, EAC high corridor meeting
- DPs level: World Bank (2nd generation corridors, Corridor GSG, AfDB; TMEA
- AUC/ : Smart corridors, CMI guidelines. Cairo April 2019 STC on transport
- AU/EU Connectivity cluster – Brussels July 2019

Critical mandate and role played by the CMIs



Critical mandate and role played by the CMIs



No corresponding means in support of the CMIs

Statutory means of funding by members/transit traffic

No formal continental/regional support program/ project

Lack of formal and consistent support programs/projects or random sustainable support from DPs

Complexity of enforcement of “user pays fee”

some CMIs have managed to cope with the challenges

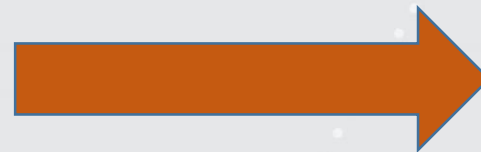
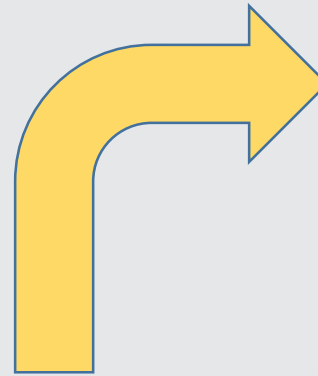
- Central Corridor (CCTFA) -
- Northern Corridor (NCTTCA)



Others are struggling and find it hard to keep up

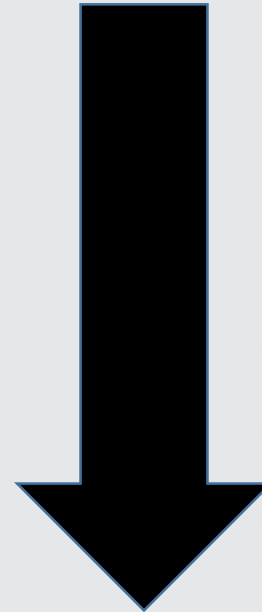
- Trans Kalahari Corridor (TKCS) -
- Dar Corridor (DCC)

- Walvis Bay- Ndola Lumbumbashi

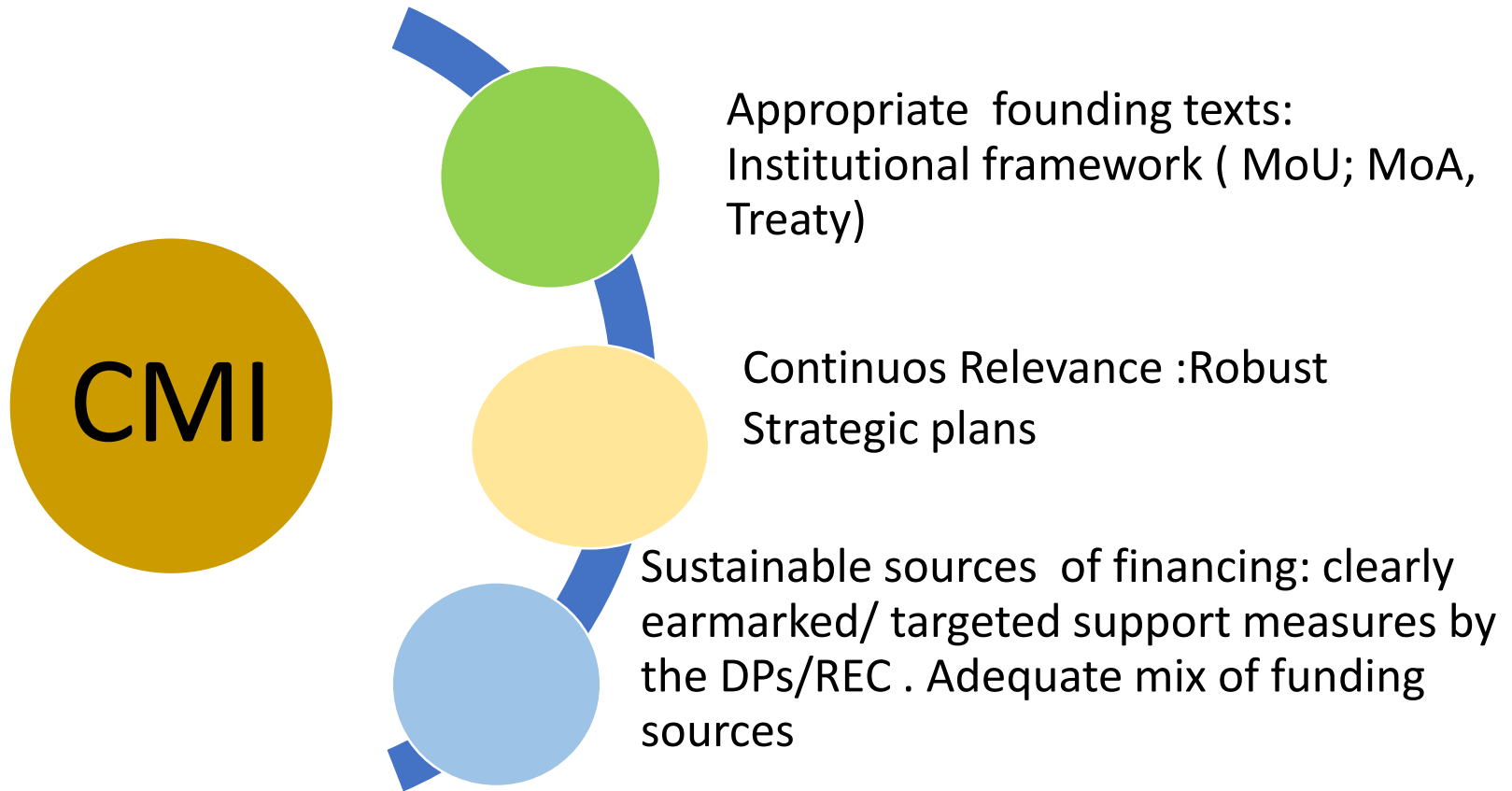


and others have “thrown the towel”

- Maputo Corridor (MCLI)
- Abidjan- Lagos Corridor (ALCO)



What lessons have been learned from the past



Way forward

- RECOMMENDATIONS

- AUC/ UNECA

- DPs

- RECs

- Private sector

