



ICAO/AFCAC Regional Symposium on Airport & Air Navigation Services Infrastructure Financing

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***Session 3: International Cooperation – COMESA-EAC-
SADC Tripartite Experience***

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On behalf of COMESA-EAC-SADC Tripartite***

COMESA-EAC-SADC Tripartite Region

- **Angola**
- **Burundi** . **Eritrea**
- **Comoros** . **Djibouti**
- **Botswana** . **Ethiopia**
- **DR Congo** . **Egypt**
- **Lesotho** . **Libya**
- **Madagascar**
- **Malawi** . **Kenya**
- **Mauritius**
- **Mozambique**
- **Namibia** . **Rwanda**
- **South Africa**
- **Sudan** . **Seychelles**
- **Swaziland**
- **Tanzania**
- **Uganda**
- **Zambia**
- **Zimbabwe**



COMESA – 19
EAC – 5
SADC - 15



CONTEXT

- 3 RECs established under the auspices of Lagos Plan of Action and Final Act of Lagos which seek to establish African Economic Community
- 3 RECs like other RECs is building of African Economic Community
- 3 RECs Programs in line with Abuja Treaty(1994) – Air Transport Programs are in line with Articles 61 and 88 of the Abuja Treaty



THE VISION

To attain a fully integrated internationally competitive regional economic community with high standards of living of its people and where goods, services, capital and labour move freely across borders



AIMS AND OBJECTIVES

- To attain sustainable growth and development of the member states
- To co-operate in the creation of an enabling environment for foreign, cross-border and domestic investment
- To co-operate in the promotion of peace, security and stability among member states
- To co-operate in strengthening the relations between COMESA and the rest of the world.
- To contribute towards the establishment, progress and realization of the objectives of the African Economic Community
- To promote joint development in all fields of economic activity-including in **Infrastructure Development**



Rationale for the COMESA-EAC-SADC Tripartite Framework

- Overlapping challenges resulting in diverse programmes including overlapping States;
- Harmonisation process in areas of trade and infrastructure deemed an optimal solution;
- COMESA-EAC-SADC 2008 Tripartite Summit approved the establishment of the COMESA-EAC-SADC Tripartite – Key decisions: Free Trade Area and Joint Implementation of Infrastructure Programmes

Keys Decisions of the Tripartite in Infrastructure Programs



Development of Joint Infrastructure Master Plans and Implementation Programs for:

- Transport
- ICT
- Energy





Keys Decisions of the Tripartite in Air Transport:

Approved the following Projects for implementations as Tripartite Programs:

- Yamoussoukro Decision (YD) and Launched the JCA
- CNS/ATM Systems
- COSCAP





CNS/ATM systems Programs of the RECs:

Started in late 1990s as independent Programs:

- SADC UACC funded by SOFREAVIA - 2000
- COMESA CNS/ATM Systems project funded by SASG - 2001
- both projects funded through Grant Financing





Objectives & Outcomes of the Feasibility Studies:

Demonstrated that Implementation of the UACC was technically feasibly and financially viable and proposed options for:

- Operations and Management
- Technical and design structures
- Institutional Framework and Ownership Options





Follow on Studies and their Main Objectives:
However Implementation of UACC was delayed due concerns raised over impact of UACC on viability of lower airspace and follow on studies funded by USTDA/DORS Int. were initiated:

- SADC – 2006 (completed)
- EAC - 2007 (completed)
- COMESA - 2008 -ongoing and will integrate all 3





Current Status of the Tripartite CNS/ATM systems Programme:

For the Implementation of the Tripartite CNS/ATM systems funding has been secured from AfDB for:

- PIU to manage project implementation
- Legal and Institutional Framework
- Technical and Financial Feasibility
- Detailed Design/Transaction Advisory
- Regulatory Framework





What Have Been the Challenges?

Financing and Sustainability of Lower Airspace has been main challenge however other challenges have also delayed the process:

- Commitment
- Ownership - data, participation
- Investment Financing



Tripartite Investment Needs In Infrastructure Development



- Funding for Project Development, Packaging and Feasibility Studies to Bankable Projects
(Upstream)
- Funding for Capacity building
- Funding for Investment in Infrastructure Projects
(Downstream) e.g. an Airport





CONCLUSION

For the COMESA EAC SADC Tripartite, the implementation of airport and air navigation services infrastructure is feasible, do-able the challenge is to come up with well packaged and bankable projects

**Thank You, Muito Obrigado,
Merci!**