

Africas Transport Infrastructure Show

Raj Bardouille, Deborah Bryceson, Muna Ndalo

Africa's Transport Infrastructure Heinrich Bofinger, 2011-01-01 This book will be of interest to governments in the region and to multilateral and bilateral aid and lending agencies, as well as to graduate students, faculty, and researchers in African studies and transport studies. --Book Jacket.

Africa, Transport and the Millennium Development Goals Raj Bardouille, Deborah Bryceson, Muna Ndalo, 2009-10-02 Transport is an essential service that must contribute to national development objectives in health, education, agriculture and other sectors in guiding sub-Saharan Africa out of poverty. Developing policies aimed at providing safe, reliable and affordable transport infrastructure and services can and will make a substantial and sustainable contribution to eradicating extreme poverty and hunger, achieving universal primary education, improving health care and reducing HIV/AIDS. Although transport is identified as a priority in poverty reduction strategies, it has not generally been adequately addressed. Global responses tend to focus on rural transport infrastructure—principally roads—with little attention given to sub-sectors such as rivers, lakes, and railroads; and important geographical and econological differences are ignored. The needs of the urban poor have been weakly addressed, as have the access and mobility needs of women, the disabled and other disadvantaged groups, while strategies for adapting transport to agricultural production/distribution or social services (e.g.

health and education) have not been adequately developed. A systematic approach to the development of sound, comprehensive transport sector programs that provide clear guidance on what is to be done is much needed. This volume—the product of an expert workshop held at Cornell University’s Institute for African Development in May, 2007—provides accounts of an array of African operational spaces in which transport is relevant to the Millennium Development Goals. It addresses many heretofore ignored dimensions of transport–mobility issues of the urban poor, of women and children, and issues of access to employment, education and health services. It provides an alignment of transport with the MDGs in what proves to be fertile ground for research with important messages for policy makers and consequences for policy.

Africa's Infrastructure Vivien Foster, Cecilia Briceño-Garmendia, World Bank, 2010 This booklet contains the Overview as well as a list of contents from the forthcoming book *Africa's Infrastructure: A time for Transformation*.

Road Network Upgrading and Overland Trade Expansion in Sub-Saharan Africa Piet Buys, Uwe Deichmann, David Wheeler, 2006 Recent research suggests that isolation from regional and international markets has contributed significantly to poverty in many Sub-Saharan African countries. Numerous empirical studies identify poor transport infrastructure and border restrictions as significant deterrents to trade expansion. In response, the African Development Bank has proposed an integrated network of

functional roads for the subcontinent. Drawing on new econometric results, the authors quantify the trade-expansion potential and costs of such a network. They use spatial network analysis techniques to identify a network of primary roads connecting all Sub-Saharan capitals and other cities with populations over 500,000. The authors estimate current overland trade flows in the network using econometrically-estimated gravity model parameters, road transport quality indicators, actual road distances, and estimates of economic scale for cities in the network. Then they simulate the effect of feasible continental upgrading by setting network transport quality at a level that is functional, but less highly developed than existing roads in countries like South Africa and Botswana. The authors assess the costs of upgrading with econometric evidence from a large World Bank database of road project costs in Africa. Using a standard approach to forecast error estimation, they derive a range of potential benefits and costs. Their baseline results indicate that continental network upgrading would expand overland trade by about \$250 billion over 15 years, with major direct and indirect benefits for the rural poor. Financing the program would require about \$20 billion for initial upgrading and \$1 billion annually for maintenance. The authors conclude with a discussion of supporting institutional arrangements and the potential cost of implementing them.

Infrastructure for Economic Development and Poverty Reduction in Africa Afeikhena Jerome, 2011
Evaluates the role of infrastructure in promoting

economic growth and poverty reduction in Africa. Examines complementary physical infrastructure: telecommunications, power, transport (roads, railways, ports and airports) and water supply. Explores Africa's infrastructure endowment and financing options.

Highways to Success or Byways to Waste Rubaba Ali, A. Federico Barra, Claudia Berg, Richard Damania, John Nash, Jason Russ, 2015-09-30 Roads are the arteries through which the economy pulses. They connect sellers to markets, workers to jobs, students to education, and the sick to hospitals. Yet much of the developing world, Africa in particular, lacks adequate transportation infrastructure. Accordingly investments in transportation remain a cornerstone of the development agenda. Sub-Saharan Africa spends roughly \$6.8 billion per year on paving roads, and the World Bank invests more on roads than on education, health, and social services combined. Despite the development focus on transportation, methodologies for evaluating which road projects to fund are often dis-jointed and unreliable. This report hopes to improve upon the current approaches by establishing a new methodology for prioritization which can be applied to a diverse set of scenarios, regions, and projects. This book demonstrates how modern econometrics and geospatial techniques can be combined to analyze the latest available geo-referenced datasets at the smallest possible scale to answer some of the most important questions in development. Uniquely this report attempts to shed light on some of the most profound puzzles in determining the impacts

of roads and where to locate these. Does road infrastructure unleash a virtuous growth cycle? Is it advisable to improve roads in conflict prone zones? What is the effect of improving market access on farming practices? And what are the impacts of roads on forests and biodiversity? It is envisioned that the approach used in this book can be a reference guide to researchers from across the spectrum of international development, who are seeking new tools and insights into the many issues (technical and non-technical) of this important field.

Privatizing Africa's Infrastructure Michel Kerf, Warrick Smith, 1996-01-01 This paper examines the promise and challenge of infrastructure privatization in sub-Saharan Africa, with particular emphasis on power, telecommunications, water, rail, ports and airports. The paper places primary emphasis on mobilizing private investment in infrastructure. To realize the potential of infrastructure privatization in sub-Saharan Africa, four main challenges must be addressed: a) concerns over market size, affordability and payment risks; b) establishing adequate legal and regulatory frameworks; c) dealing with non commercial risks; and d) mobilizing local finance. The paper examines these four areas and gives elements of a future strategy for the World Bank Group.

The Development Dimension Enhancing Connectivity through Transport Infrastructure The Role of Official Development Finance and Private Investment OECD, 2018-08-31 Transport infrastructure is crucial to connect developing

countries and help them to boost trade, growth and regional integration. This is because cross-border or long-distance roads and railways as well as international ports and airports are needed to move products and people around in a ...

The African Continental Free Trade Area and Demand for Transport Infrastructure and Services
United Nations Publications, 2022-09-06
The African Continental Free Trade Area (AfCFTA) agreement entered into force in 2019, and its implementation commenced in 2021. A major milestone in the continent's regional integration, it aims to increase intra-African trade by eliminating import duties. Its planners hoped to double intra-African trade if non-tariff barriers were also reduced. Inadequate transport infrastructure and services could hamper the realization of AfCFTA's benefits. The urgent need to improve transport connectivity in Africa in the context of AfCFTA has created new research demands. This report explores the effects of AfCFTA on trade flows in Africa and asks how the AfCFTA signatories could reap the agreement's full benefits through the integrated planning of trade and transport. Using trade flow and freight mode choice models, the report identifies critical transport links across the continent and provides estimates for the infrastructure required for different modes of transport--road, rail, maritime and air--because of AfCFTA. It also unpacks the transport equipment required for the different modes: trucks for roads, rolling stock for railways, aircraft for air transport and ships for maritime transport. The report shows that trade and transport are mutually reinforcing and that

current infrastructure and services, in all modes of transport in Africa, require upgrading to cope with the increased freight under the AfCFTA. This underscores the importance of prioritising the implementation of the Programme for Infrastructure Development in Africa (PIDA), the Trans-African Highway (TAH) network and the Single African Air Transport Market (SAATM).

Road Network Upgrading and Overland Trade Expansion in Sub-Saharan Africa Piet Buys, Uwe Deichmann, David Wheeler, 2012 Recent research suggests that isolation from regional and international markets has contributed significantly to poverty in many Sub-Saharan African countries. Numerous empirical studies identify poor transport infrastructure and border restrictions as significant deterrents to trade expansion. In response, the African Development Bank has proposed an integrated network of functional roads for the subcontinent. Drawing on new econometric results, the authors quantify the trade-expansion potential and costs of such a network. They use spatial network analysis techniques to identify a network of primary roads connecting all Sub-Saharan capitals and other cities with populations over 500,000. The authors estimate current overland trade flows in the network using econometrically-estimated gravity model parameters, road transport quality indicators, actual road distances, and estimates of economic scale for cities in the network. Then they simulate the effect of feasible continental upgrading by setting network transport quality at a level that is functional, but less highly

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Transport Planning and Mobility in Urban East Africa Nadine Appelhans, Wolfgang Scholz, Sabine Baumgart, 2020-11-27 This book critically explores the relationship between mobility patterns, transport provision and urban development in East African cities. Bringing together contributions on the futures of mobility in urban East Africa, the chapters examine transport provision, mobility patterns, location-specific modes of transport and transformative factors for transport and mobility in the rapidly urbanising region. The book outlines different mobility needs to be addressed in transport planning to serve and shape the respective cities and examines the decision-making process in transport planning and the level of accountability to the public. The contributors show the dialectic between innovation in transport/mobility and urban development under

rapid urbanisation and discusses how to practically integrate mobility and transport provision into urban development. This book will be of interest to scholars in urban planning, transport planning, transport geography, social sciences and African studies.

Infrastructure in Africa Ncube, Mthuli, Leyeka Lufumpa, Charles, 2017-03-31 Good infrastructure is essential for socio-economic growth and sustainable development. Safe and accessible water supplies, reliable energy, good transport networks and communications technology are all vital to a region's development agenda. This book presents a comprehensive exploration of the state of infrastructure in Africa and provides an integrated analysis of the challenges the sector faces, based on extensive fieldwork across the continent. Contributors with a wide range of expertise challenge current policy, practice and thinking on issues including the politics of infrastructure development, social inclusion, domestic resource mobilisation and infrastructure financing. The book will be an important resource for academic researchers, students and early career development professionals as well as policymakers and NGOs engaged in dialoguing the infrastructure development options for Africa.

Road Network Upgrading and Overland Trade Expansion in Sub-Saharan Africa Piet Buys, 2016 Recent research suggests that isolation from regional and international markets has contributed significantly to poverty in many Sub-Saharan African countries. Numerous empirical studies identify poor transport infrastructure and border

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Rural Infrastructure from a World Bank

Perspective Louis Y. Pouliquen, 1999 Rural infrastructure is critical to both economic and social development. Its absence thwarts growth and, typically, the poor are those hurt the most. The purpose of this paper is to serve as a basis for knowledge management on rural infrastructure. In the 1970s, the primary, if not the unique, objective of rural infrastructure lending was to get rural infrastructure built. However, the institutional aspects of how this infrastructure was to be built, and later how it would be operated and maintained, did not receive much attention. Only recently has poverty alleviation through employment creation become an explicit objective of rural infrastructure investments. This review tracks the poverty alleviation objective of rural infrastructure projects using three criteria: 1. whether poverty was an explicit criterion in the selection of specific sub-projects; 2. whether poverty was addressed in the pricing of rural infrastructure services; and 3. whether poverty was addressed through the creation of employment.

Transport and Mobility Futures in Urban Africa

Ransford A. Acheampong, Karen Lucas, Michael Poku-Boansi, Chinebuli Uzundu, 2022-11-02 This book provides a collection of insightful conceptual and empirical works that situate transport and mobility challenges in the unique context of individual countries and cities while highlighting commonalities across the African continent. Written from an interdisciplinary perspective, the book covers important themes in transport and

mobility including the links between urbanization, urban structure, and accessibility; transport equity and poverty, non-motorized transport, public transport, and the challenges and opportunities of new and emerging transport technologies, and ICT-mediated mobility solutions. Each chapter engages with the normative imperatives that are critical to improving the transport and mobility situations of African urban areas now and in the future.

Connecting Africa ,2018

Infrastructure, Geographical Disadvantage and Transport Costs Nuno Limão,Anthony Venables,1999
The median landlocked country has only 30 percent of the trade volume of the median coastal economy. Halving transport costs increases that trade volume by a factor of five. Improving the standard of infrastructure from that of the bottom quarter of countries to that of the median country increases trade by 50 percent. Improving infrastructure in Sub-Saharan Africa is especially important for increasing African trade--Cover.

Why Does Cargo Spend Weeks in Sub-Saharan African Ports? Gael Raballand,Salim Refas,Monica Beuran,Gozde Isik,2012-04-19 Sub-Saharan Africa has a serious infrastructure deficit--estimated at about \$48 billion a year--which is impeding the continent's competitiveness and hence its economic growth. How to solve this problem? Some advocate building more infrastructure while others suggest privatizing, or contracting out to the private sector, the management of infrastructure so that the discipline of the market will lead to more and better quality services. This book graphically

illustrates the problem in the case of Africa's ports. With the exception of Durban, cargo dwell times—the amount of time cargo spends in the port—average about 20 days in African ports, compared with 3-4 days in most other international ports. None of the past attempts to solve this problem have worked. The reason—and this is the major contribution of this volume—is that long dwell times are in the interest of certain public and private actors in the system. Importers use the ports to store their goods. Customs brokers have little incentive to move the goods because they can pass on the costs of delay to the importers. And when the domestic market is a monopoly, the downstream producer has an incentive to keep the cargo dwell times long as a way of deterring entry of other producers. The net result is inordinately long dwell times, ineffective interventions, and globally uncompetitive industries in African countries. The solution to decrease dwell time in these ports relies mainly on the challenging task of breaking the private sector's collusion and equilibrium between public authorities, logistics operators, and some shippers and not on investing massively in infrastructure. Addressing the challenge will also require that there be political support from the general public for reforms that will promote their interests. And before they offer their political support, the public needs to be informed. This book is a step in that direction.

Intermediate Means of Transport in Sub-Saharan Africa John D. N. Riverson, S. Carapetis, 1991
Infrastructure and Growth in South Africa

Johannes W. Fedderke, Jelko Bogetić, 2006 Empirical explorations of the growth and productivity impacts of infrastructure have been characterized by ambiguous (countervailing signs) results with little robustness. A number of explanations of the contradictory findings have been proposed. These range from the crowd-out of private by public sector investment, non-linearities generating the possibility of infrastructure overprovision, simultaneity between infrastructure provision and growth, and the possibility of multiple (hence indirect) channels of influence between infrastructure and productivity improvements. The authors explore these possibilities using panel data for South Africa over the 1970-2000 period, and a range of 19 infrastructure measures. Using a number of alternative measures of productivity, the prevalence of ambiguous (countervailing signs) results, with little systematic pattern is also shown to hold for their data set in estimations that include the infrastructure measures in simple growth frameworks. The authors demonstrate that controlling for potential endogeneity of infrastructure in estimation robustly eliminates virtually all evidence of ambiguous impacts of infrastructure, due for example to possible overinvestment in infrastructure. Controlling for the possibility of endogeneity in the infrastructure measures renders the impact of infrastructure capital not only positive, but of economically meaningful magnitudes. These findings are invariant between the direct impact of infrastructure on labor productivity, and the indirect impact of infrastructure on total factor

productivity.--World Bank web site.

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system is an organ

system that permits

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