Strategic Corridors for an enhanced and greener EU-Africa connectivity

As part of the Global Gateway, and in line with the African Union’s Agenda 2063 as well as the ambitions of the African Continental Free Trade Area, the EU intends to support the African continent by financing quality connectivity infrastructure through multi-country Team Europe Initiatives shaped along Strategic Corridors.

The Strategic Corridors are transport systems that facilitate sustainable, efficient, smart, resilient, fair, affordable, secure and safe mobility and trade within Africa, as well as between Africa and Europe. They underpin the territorial organisation (rural and urban) through reliable networks and services that create jobs and support value chains that can benefit industries in both Africa and Europe.
Identifying key Strategic Corridors in Africa, and focusing on their development provides an important opportunity to **deepen the Africa-EU partnership**:

- by concentrating investments in a limited number of Strategic Corridors, **development impact** can be increased and the EU will be able to make a difference in the quality of the infrastructure delivered;
- by supporting more clean and efficient Corridors through the promotion of multi-modality and **climate ambitions**, the increased demand for transport in Africa will not necessarily imply growing emissions and pollution, environmental impacts can be reduced and infrastructure can be more climate-resilient.

For the most part, the Strategic Corridors match with projects approved by the 2nd Priority Action Plan of the Programme for Infrastructure Development in Africa (PIDA PAP 2).

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**Recommended Strategic Corridors**

1. **ABIDJAN-LAGOS**  
   West Africa: Côte d’Ivoire, Ghana, Togo, Benin, Nigeria

2. **ABIDJAN-OUAGADOGOU**  
   West Africa: Côte d’Ivoire, Burkina Faso

3. **PRAIA/DAKAR-ABIDJAN**  
   West Africa: Senegal, Gambia, Guinea-Bissau, Guinea, Sierra Leone, Liberia, Côte d’Ivoire, Cabo Verde

4. **COTONOU-NIAMEY**  
   West Africa: Benin, Niger

5. **LIBREVILLE/KRIBI/DOUALA-N’DJAMENA**  
   Central Africa: Gabon, Equatorial Guinea, Cameroon, Chad, São Tomé and Príncipe

6. **DOUALA/KRIBI-KAMPALA**  
   Central Africa: Cameroon, Central African Republic, Democratic Republic of the Congo, Uganda

7. **DAR ES SALAAM-NAIROBI-ADDIS ABEBA-BERBERA/DJIBOUTI**  
   East Africa: Tanzania, Kenya, Ethiopia, Somalia, Djibouti

8. **MOMBASA-KISANGANI**  
   East Africa: Kenya, Uganda, Rwanda, Democratic Republic of the Congo

9. **MAPUTO-GABORONE-WALVIS BAY**  
   Southern Africa: Mozambique, South Africa, Eswatini, Botswana, Namibia

10. **DURBAN-LUSAKA**  
    Southern Africa: South Africa, Botswana, Zimbabwe, Zambia

11. **CAIRO-KHARTOUM-JUBA-KAMPALA**  
    North and East Africa: Egypt, Soudan, South Sudan, Uganda
Methodology

The methodology was composed of two phases: a quantitative analysis followed by a qualitative one. The quantitative analysis led to the identification and classification of 55 Strategic Corridors, under four specific rankings, according to the four defined scenarios, which reflect EU policy priorities and strategies. The selection of the Strategic Corridors accounts for potential social, environmental and economic trade-offs. While impacts can be beneficial for the wider economic outcomes of economic welfare, equity and social inclusion, they may also be detrimental to the environment or for vulnerable groups.

1. Corridor delineation

The initial list (long list) of African Corridors was extracted from the African Union and Regional Economic Communities (RECs) official documents, as well as corridors labelled as strategic by other key donors, which constitutes the current state of play of connectivity networks at continental level (including the current work on the Trans-Mediterranean Transport Network – TMN-T).

FOUR BROAD CATEGORIES OF CORRIDORS depending on their prevalent functionality

| Economic corridors | Systems-of-cities coastal corridors | Cross-regional corridors | Africa-Europe connectivity corridors |

NETWORK-BASED DELINEATION

1. Checking available infrastructures
   - Roads
   - Railways
   - Rails yards
   - Waterways
   - Marine ports

2. Positioning the Corridors on the map
   - Estimate of the most probable route

3. Approximating their physical footprint
   - Based on the actual network characteristics (mean speed, roads conditions, other ancillary information) and the service area.

BUFFER AREA

55 IDENTIFIED CORRIDORS
2. Corridor characterisation

For every buffer area along each Corridor, a set of quantitative indicators was calculated. They were used to rank the Strategic Corridors.

AROUND 140 CANDIDATE INDICATORS ➔ 32 FINAL INDICATORS

The selected indicators covered the following themes:

- **Economy and investments**: 8 indicators
- **Biodiversity and sustainability**: 5 indicators
- **Connectivity and logistics**: 9 indicators
- **Human development, cities and security**: 10 indicators

3. Corridor optimisation

Different priorities and strategies analysed under different scenarios.

**DEFINITION OF SCENARIOS** and assignment of indicators

- **Strengthening Europe-Africa connectivity**
- **Human development & peace and security**
- **Green Deal**
- **Sustainable growth and jobs**

**UTILITY FUNCTIONS**

Minimise or maximise each indicator

**WEIGHTING**

The weight of indicators changes according to the importance of criteria, which can be defined in two ways.

- **Machine-based**: defined by algorithm
- **User-defined**: stakeholders needs