



International Conference on the Great Lakes Region

Regional Programme of Action: Economic Development and Regional Integration

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I. General Introduction

The countries of the Great Lakes region (Angola, Burundi, Central African Republic, Kenya, Republic of Congo, the Democratic Republic of Congo, Rwanda, the Sudan, Uganda, the United Republic of Tanzania and Zambia) which in their majority have fallen prey over the last two decades to the political instability, lengthy wars and recurring conflicts which have resulted in the numerous displacement of the populations and the destruction of social, economic and industrial infrastructure are at the heart of the International Conference on the Great Lakes Region (IC/GLR) organized by the UN and the AU. The leaders of the countries of the Great Lakes region have committed themselves to a process of consultations aimed at reaching agreement on a set of guiding principles, articulating and launching selected policies and Programmes of Action with a view to ending the cycle of crises and armed conflict, and ensuring durable peace, stability, security, democracy and development in the whole region.

The prime objective of the IC/GLR, which is a process, not an event, is therefore to set a regional framework for consultations structured around the Pact on Security, Stability and Development drawn from the four main thematic areas: Peace and Security, Democracy and Good Governance, Economic Development and Regional Integration as well as Humanitarian and Social Issues.

Economic Development and Regional Integration is deemed crucial given the role of the economy in the search for durable solutions to the many challenges facing the Great Lakes Region. It is with this in mind that a comprehensive regional programme of action was developed in this thematic area to tackle the above-mentioned consequences. The programme of action has three sub-programmes: (1) Co-operation in Poverty Reduction, (2) Harmonisation and Strengthening of Regional Co-operation Policies and (3) Infrastructure Development.

II. Vision

The above mentioned three sub-programmes aim at translating into projects the vision of the Heads of State and Government as expressed in the Dar Es Salaam Declaration adopted on 20 November 2004, i.e. "... to make the Great Lakes region a space of growth and shared development, a space of cooperation based on strategies and policies of convergence within a framework of common destiny which we are determined to achieve in accordance with the aspiration of our people..."

It is with this in mind and in light of the root causes that are undermining the economic development and regional integration of the countries, that the Heads of State and Governments wanted to give added impetus to economic development, poverty reduction, economic growth and strengthening cooperation through regional integration, the long-term construction and rehabilitation of transport, communication and energy infrastructure and recommended the elaboration of the priority projects summarized below in the three sub-programmes.

III. Specific Objectives

In the short and medium term, the specific objectives of the Programme of Action are to:

1. Record a regional average economic growth rate commensurate with the Millennium Development Goals, in particular in terms of poverty

reduction, i.e. higher than the average population growth rate in the region, and basing the attainment of this growth on dynamic broad-based social sectors;

2. Invest in agriculture in general (agro forestry, stock breeding and fishing) to enhance regional average yields and record a growth rate that is at least double the population growth rate, to ensure food security in the region and in tandem with industrial development in the region;
3. Promote a balanced regional industrial development, based on value addition to agricultural, natural and mineral resources through the implementation of integrating industrial and agro-industrial projects, as well as the establishment of trans-border development basins;
4. Develop and interconnect regional transport, communication and energy infrastructure networks, thereby contributing to restoring the economic space for economic recovery;
5. Strengthen the private sector and create enabling macro-economic conditions to enable it to play its role as the driving force of growth, and in particular in broad based growth, but also in the promotion of transnational investment in the region;
6. Formulate a regional policy of employment creation by implementing reconstruction projects that would enhance employment opportunities with a special focus on women and youth;
7. Reaffirm the political will to cooperate and harmonize basic development strategies;
8. Consolidate harmonization and rationalization efforts made within sub-regional organizations;
9. Develop transport infrastructure (roads, railways, air transport, waterways, pipelines), energy, industries and services (tourism, banking, insurance and ITC), for example by putting in place a network of infrastructure with the potential for integration and promoting common strategies for attracting investments in the infrastructure area.

IV. Strategy

To achieve those objectives and tackle the regional challenges posed by the current situation in this area, the strategy to be adopted would be a multi-dimensional one. It would include in particular the following components:

- (i) Put in place macro-economic frameworks conducive to stabilization, investment and increased economic growth;
- (ii) Implementation of a model of economic growth that is sustainable and conducive to poverty eradication, notably a model of labour intensive growth, i.e. economic growth based on the productive sectors involving large segments of the population both in production and sharing the benefit of growth itself. It is precisely sectors such as agriculture which must be "industrialized" to enhance their productivity, mass economic and social services, housing and other sectors linked to transport,

energy, etc., in order to stimulate internal accumulation instead of extrovert accumulation. It should also be a model of growth that would create employment and more opportunities, especially for income generation;

- (iii) Economic diversification in the context of regional integration for the equitable sharing of the benefits of growth in the region, in the perspective of a controlled integration into the process of globalization;
- (iv) Promoting of Trans-border Development Basins to fast-track reconstruction, recovery and growth in the most affected areas and accelerate the reconstruction, the rehabilitation and economic growth in the region most affected by conflicts;
- (v) Fostering partnership between the State and other national and regional players, especially with a private sector that is socially responsible and a civil society that is mobilized in the prospect of building a stable and prosperous economic community;
- (vi) Promoting integrated, sustainable and well balanced rural/urban development;
- (vii) Building human, institutional and infrastructural capacities for efficient economic governance at national and regional levels.
- (viii) Encouraging the building or rehabilitation of regional transport, communication and energy infrastructure to facilitate the establishment of industries and to create favourable conditions for commerce, the free circulation of people, goods and services;
- (ix) Encouraging cooperation between the RECs in the framework of the implementation of the regional projects as well as the active involvement of NEPAD, financial institutions such as the AfDB, the World Bank, the DBSA and the EIB, particularly in mobilizing the necessary resources for their implementation;
- (x) Utilize the IC/GLR and its tools such as the Pact to strengthen the confidence of development partners and to attract investments needed for the implementation of the projects.

V. Sub-Programme of Action no. 1: Cooperation in Poverty Reduction

Most countries in the region are among those with a very low human development index. In other words, this is a region where the majority of the population lives in abject poverty. This is also the source of the frustrations and tension that have sometimes assumed violent proportions in certain countries. But poverty has also been exacerbated by the failure of development policies, by policies of marginalization and exclusion of most of the populations from the gains of the little growth experienced in other places and especially by political crises and armed conflicts which have destroyed the economic and social infrastructure and eroded the availability of, and access to, basic social services, thereby undermining the very economic foundation of human development.

The development crisis in the Great Lakes region resulting in the abject poverty of the people is closely linked to the political dimension of the crisis in the countries and in the region. The poor, who have nothing to lose, are open to political enticements and manipulations from one side or another, provided they promise some gain or well-being in general.

To tackle this situation at regional level, any policy or programme of action should be able to take up the following important socio-economic challenges:

- (i) The weak economic growth in the region;
- (ii) Subdued social development as opposed to broad based, inclusive and participatory social development;
- (iii) The tendency to export the phenomenon of poverty and/or its consequences to other countries in the region;
- (iv) The foreign debt burden on the economies in the region;
- (v) Inadequacy and weak interconnection of regional infrastructure networks that could facilitate the multiplying and regionalization effects of economic growth and related social welfare;
- (vi) Lack of convergence in regional sectorial policies in key economic areas of growth such as agriculture, industry and the growing modern service sectors;
- (vii) Lack of regional convergence in the important social sectorial areas of education, health, and in areas that make it possible to building the capacity of human resources and enhance opportunities in a regional perspective such as the empowerment of women and youth
- (viii) Weakness of the private sector and especially the national private sector in the economic growth process and its exclusion from the task of building an integrated regional economic space.

Projects and activities

1. Regional Micro-Finance Support Facility

Most populations in the Great Lakes region live below the poverty line. As noted, one of the causes of this situation is the lack of access to means of production including credit. In fact, poor populations, women and youth in particular as well as micro enterprises, which normally immensely contribute to creating employment, growth and poverty reduction, do not have easy access to credit from conventional banks.

In order to cope with their needs for finance, these populations living below the poverty line strive to access resources through informal associations, savings and credit cooperatives or micro-enterprises. The project aims at building capacities to enhance micro-finance facilities, increase their financial resources in order to turn them into efficient instruments in the fight against poverty.

2. Food Security Project

Agro forestry, the integration of a number of different kinds of “working trees” on small farms and in rural landscapes, can simultaneously reduce poverty, increase food security, restore and stabilise depleted soils. The Millennium Agricultural Programme for Africa (MAPA) is a phased large-scale initiative being proposed by the World Agro forestry Centre that is designed to capitalize on the inherent ability of agro forestry and other agricultural innovations to empower small farmers to increase the productivity of their farming operations. This

combined with livestock breeding and fisheries will contribute to food security in particular in the poorest regions.

3. Transborder Development Basins (TDBs)

The concept paper on the TDBs describes the historical background and theoretical functioning of TDBs with details on the critical success factors. The TDBs are bi-, tri- or quadrilateral arrangements between states willing to develop or jointly exploit transborder resources. The concept paper provides an illustration of a TDB: the joint development program of Lake Victoria (involving Uganda, Kenya and Tanzania), which could serve as a model for future TDBs.

VI. Sub-Programme of Action no. 2: Harmonisation and Strengthening of Regional Cooperation Policies

In the context of globalisation the drive is towards strengthening regional economic blocs. However, the multiple memberships of countries to several sub-regional economic organizations has proven to constitute an obstacle rather than a benefit to regional economic cooperation and integration policies, while this should have been perceived as a driving force for development and for future regional integration.

Furthermore, efforts of Regional Economic Communities established to promote economies and regional integration have been hampered by conflicts as well as the resultant lack of mutual trust. The discussions on Economic Development and Regional Integration through out the preparatory process revealed that the causes of weak regional cooperation include inter alias:

- (i) Membership of core countries of the Conference in several sub-regional economic organizations;
- (ii) Lack of convergence of macro-economic policies at the regional level;
- (iii) Lack of regional policies in the areas of agriculture, livestock development and fishing;
- (iv) Weak regional cooperation in the areas of health and health infrastructure.

Projects and Activities

1. Project to revive the CEPGL

Reviving the Economic Community of Countries in the Great Lakes (CEPGL) seems like an avenue for not only offering solutions to economic and social problems of these countries but also for restoring peace and security in the sub-region.

The proposed project examines ways and means available to the three Member States to give a new boost to this organization so that it can fulfill the role of an institutional framework for economic and social development cooperation and peace building.

A revived CEPGL would reinforce political and diplomatic initiatives underway to end political instability and border conflicts, restore an atmosphere of trust and confidence between member States and re-establish cooperation.

2. Project for a regional mechanism for the certification of natural resources

The objective of the project is to propose solutions to curb the illegal exploitation of natural resources and promote the sustainable management of resources in the Great Lakes region.

This project will be executed through the cooperative efforts of all eleven participating countries. Project execution will take five years and involve regional as well as country specific based interventions. It would also reinforce cooperation between the relevant national and regional institutions.

VII. Sub-Programme of Action no.3: Infrastructure Development

The many wars and recurrent conflict that have affected the Great Lakes region have had negative impacts among others on the forceful displacement of peoples and the destruction of social and economic infrastructures. The destruction of energy, roads, railways and water infrastructure has in different degrees affected both the national and regional economies in the Great Lakes. The productive sectors like agriculture and industry cannot thrive without functioning physical infrastructures. Similarly, commerce both domestic and regional trade cannot grow if there are no goods to be exchanged between countries and if there is no reliable transportation system to facilitate movement of such goods. Even at the social level, delivery of services including those of education and health depend on functioning infrastructures.

Realizing that conflicts in the Great Lakes have encouraged and fuelled unsustainable exploitation and use of natural resources, the Dar es Salaam Declaration also sought and encouraged the search for ways and means for enhanced cooperation in the areas of harnessing and using, for the common good the resources available within the region including minerals, biomass, energy and water. Construction of the necessary infrastructure of appropriate facilities to tap and distribute the resources is a vital part of reconstruction.

Projects and Activities

As indicated above, a total of 10 projects have been selected to promote economic growth and regional integration in the GLR. The follow-up activities required for each of the ten projects are given below.

1. Northern Corridor

This is an ongoing programme aimed at improving transportation systems (railways, roads, pipeline and water ways) within the northern corridor. The Corridor stretches from Mombasa to the DRC, and joins the major urban areas of Mombasa, Nairobi, Kampala, Kigali, Bujumbura, Goma, Bukavu, Beni, Bunia and Kisangani. The five signatory countries to the Northern Transit Agreement are Kenya, Uganda, Rwanda, Burundi and DRC. A programme comprising critical infrastructure within each country has been identified for construction, rehabilitation or grading. Some of these are already under implementation. Similarly, areas of policy, legal and operational procedures which require harmonization to ensure well coordinated transportation systems have been identified and some of these including procedures at border crossing are already being addressed. The ultimate aim is to convert the Northern Corridor into an Economic Development Corridor (EDC).

The way forward for this project includes serious dialogue by all countries signatories to the treaty establishing the corridor so that they agree on a timetable for construction of the priority infrastructure and the necessary funding. The estimate cost of carrying all the identified works is US\$ 1.72 billion.

The Northern Corridor Transit Transport Coordination Authority is the executing agency of the programme under the Corridor.

2. Trans-African Highway (Mombasa – Lagos)

This is an old project, which is meant to connect the western Africa road system with those of both central and eastern Africa regions through a highway running from Mombasa to Lagos. While the greater part of the total length of the road estimated, as 6259 km exist in various conditions, the total length of the missing link is 2946 km found in the three countries of Cameroon, Central African Republic and the DRC. The highway only exists as a mere track in these sections and therefore requires major construction. Improvements are also required in all the other countries traversed by the highway.

The immediate action required is for all the countries served by the highway to meet and agree on how those lagging behind in the improvement of their sections can be assisted and encouraged to embark on these works. The estimated total cost of cost construction is US\$ 1.075 billion.

The highway does not have a single responsible institution. As such, and since the project cuts across regions, it would be better managed at the AU level with NEPAD playing a key facilitation role.

3. Lobito Corridor Project

The project involves re-opening of the Lobito Corridor transportation system through rehabilitation of its railway and road infrastructure. Some studies have been carried out on the works to be done on the railways, mainly covering the Angolan side. Further studies are required to detail the rehabilitation of the railways in the rest of the countries. Prefeasibility studies for the road network within the corridor also need to be carried out.

Estimated budget for the study – detailed design for the railway system – US\$ 0.895 million and for prefeasibility studies – US\$ \$2,581,000.

The immediate activities required include:

- i) Approval by the countries of the corridor, RECs and NEPAD, of TORs for both the detailed designs for the works on the railway system, and for prefeasibility studies for the road network – To be done by March 2007;
- ii) Call for the studies financiers meeting by April 2007;
- iii) Commissioning of the studies – August 2007;
- iv) Financiers' conference for the railway system – May 2008.

SADC has been closely involved in efforts to reopen the Lobito Corridor and would be the most suited central coordinating agency for the proposed studies and execution of the works.

4. Southern Corridor

The project involves improvement of transportation within three lakes of Tanganyika, Kivu, and Edward, and linking the same with a railway system. The lakes and the new railway would in turn be linked to the existing railway networks of Eastern, Central and Southern Africa regions. No study has been carried out to date. As such, a prefeasibility study has been proposed to assess the viability of the project.

The immediate actions required for this project include:

- i) Approval of the mandate by the RECs and the involved countries by February-2008;
- ii) Sourcing of funding for the study estimated to cost US\$ 0.78 million by March 2008, followed by;
- iii) Recruitment of a firm of consultants by October 2008, to undertake the proposed study;

COMESA has been closely involved in the development of the Southern Corridor Concept and would therefore be the most suited to assume the role of the lead executing agency for the proposed study and subsequent project.

5. Northern Corridor Railway Extension Project – Prefeasibility Study

The project entails extension of the existing railway system within the North Corridor into the DRC. A prefeasibility study is required to establish the viability of the proposed extension.

The immediate action required for this project comprises the following:

- i) Approval by the concerned countries, NEPAD and the RECs, of the mandate for the prefeasibility study by February 2008;
- ii) Sourcing of the funding (estimated as US\$ 1,121,750.00) by March 2008, for the study;
- iii) Recruitment of a firm of consultant by October 2008 to carry out the prefeasibility study.

The Northern Corridor Transit Transport Coordinating Authority will be the executing agency for the proposed study.

6. Rehabilitation and Navigability of the River Congo Project–Feasibility Study

The project will restore the navigability of the river Congo and its tributaries, through rehabilitation of facilities at all river ports and clearance of the navigational channels. No comprehensive study has been carried out to define the full scope of the project. A feasibility study is therefore proposed.

The immediate actions required for this project include:

- i) Approval by the countries concerned and the RECs, of the mandate for the feasibility study by February 2008;
- ii) Sourcing of the approximately US\$ 1,761,500.00 required to undertake the study by March 2008; and
- iii) Recruitment of firm of consultants by October 2008 to carry out the study;

ECCAS with support from the NEPAD and other concerned RECs would be the executing agency for the study.

7. Rehabilitation and Inga Dam Project

The project entails rehabilitation and expansion of the hydropower generation capacity at the Inga Dam on the River Congo, for use within the region and for export beyond. The project has attracted a lot international attention, and a number of studies have been carried on both rehabilitation and expansion works. Detailed designs have been recommended for stage I works (rehabilitation) of the project.

The immediate actions required include:

- i) Approval by the countries, RECs, NEPAD and donors, of the mandate for the detailed designs of the stage I works by February 2008;
- ii) Sourcing of funding for the study (estimated as US\$ 1,602,750.00) by June 2008;
- iii) Recruitment of a firm of consultant for the designs by October 2008.

SNEL, the power utility for the Democratic Republic of Congo would be the executing agency for the study, supported by NEPAD. The concerned RECs the region would be represented in the proposed Steering Committee.

8. Regional Oil Pipeline Project – Feasibility Study

The project comprises the extension of the Mombasa Oil Pipeline, from Kampala to serve the countries beyond including Burundi, DRC and Rwanda. No comprehensive study has so far been carried out to assess the socio-economic and financial viability of the proposal. A feasibility study is therefore proposed.

The immediate actions required to advance the project include:

- i) The approval by the concerned countries of the mandate for the proposed feasibility study before end of 2007.
- ii) Sourcing of funding for the study (estimated as US\$ 1,175,400.00) by April 2008;
- iii) Recruitment of a consulting firm to start the study by September 2008.

EAC would be the executing agency for the project with participation of COMESA and ECCAS. NEPAD would also be closely involved in the process.

9. Methane Gas Project (Kivu Regional Pipeline Project) – Feasibility Study

The project involves tapping the methane gas in Lake Kivu for use within the GLR. Rwanda, has individually initiated a project on how to exploit this resource. There has not been a comprehensive study on gas usage on a larger scale. A full feasibility study will be carried out to prepare the implementation of this project.

The immediate actions that need to be taken include:

- i) Approval by the countries concerned and the RECs of the TOR for the proposed feasibility study by January 2008;
- ii) Sourcing of funding for the study (estimated as US\$ 0.673 million) by June 2008;

- iii) Recruitment of a firm of consultants to undertake the study by January 2009.

The executing agency for the Project will be SOCIGAZ; a joint venture (Rwanda-Democratic Republic of Congo) established to oversee the exploitation of the gas under Lake Kivu. The countries concerned and the RECs will be represented in the proposed Steering Committee.

10. East African Submarine Cable System (EASSy)

EASSy project entails the laying of the final link of a high capacity submarine optic fibre cable encircling the African Continent. It would provide Eastern Africa region with connectivity to the global optic fibre network. Preparation works for project implementation are almost complete and funding is being sought.

The immediate action required is for an urgent meeting under the auspices of NEPAD with all the countries involved in order to:

- i) Get all the countries of the GLR to sign the MOU for the project;
- ii) To agree on what each country should do to participate and benefit from the project, especially on the improvements required on the internal telecommunication system;
- iii) Seek funding to assist those countries, which might require financial support in order to implement.

The project's implementing agency will be the existing Project Management Committee of EASSy. The countries and RECS will be represented in the Steering Committee.

VIII. Positive Factors

1. The political will demonstrated by the Heads of State and different players and sections of the society in the region in favor of sustainable regional peace, a precondition for economic recovery in the GLR and beyond this goodwill, the commencement and consolidation of the peace process in the region;
2. The resolve of countries in the region to promote conditions of economic growth with shared benefits, especially through the promotion of regional integration and intra-regional trade;
3. The huge economic potential of the region both in terms of natural and mining resources, as well as human resources;
4. The existence of the NEPAD initiative to which States of the region have adhered to, for the recovery of growth and development on the continent as a whole, with regional reconstruction as an approach.
5. The success of the infrastructure development projects depends on the individual countries to fully play their role and make their expected contribution.
6. Successful implementation of the infrastructure sub-programme will also depend on unrestricted participation by the private sector, in order to tap

the sectors expertise and financial resources. However, the private sector can only operate if peace prevails in the GLR.

IX. Risks and Challenges

1. Failure of national peace processes, weak political will in collectively building a region with equitable and lasting economic growth,
2. The lack of financial resources may result in lukewarm resolve or absence of real commitment of the member states,
3. The multiplicity of memberships in the different regional economic communities underpinned by differing integration policies, which has a negative impact on the budgets of mostly poor countries,
4. Conflicting rules and different liberalisation timetables undertaken by different RECs can be an obstacle to regional integration,
5. The international system has pushed developing countries to open market economies and export promotion policies which have resulted in placing access to international markets higher on the national agenda than intra-regional trade,
6. Countries should be aware of the costs and benefits of regional integration and undertake necessary adjustments for economic integration. The cost and functioning of equalisation mechanisms are major challenges,
7. The main challenge being to find ways and means for raising awareness and winning support from the peoples of the GLR,
8. The lack of a dynamic private sector with sufficient resources to be able to undertake the realisation of a number of projects, particularly those dealing with the construction or rehabilitation of development infrastructures.

Annex 1

Table on the Institutional Mechanisms for the Implementation and Follow-up of the Projects

Project (ED and RI)	Executing Organ	Supervising Organ	Follow-up Mechanism	Location
3.1.1 Regional Micro-finance Support Facility (Study)		Project Steering Committee	CEMAC and COMESA	
3.1.2 Concept on the Transborder Development Basins (TDBs)		Multi-sectoral commissions to be set up upon common agreement by the countries participating in the TDBs	Conference Secretariat	
3.1.3 Regional Project on Food Security	RECs with the assistance of ECA		RECs (All seven active in the Region)	
3.2.1 Revival of the CEPGL and its specialized agencies	Committee for the Revival of the CEPGL		GEPGL	Gisenyi, Rwanda
3.2.2 Regional Mechanism for the Certification of Natural Resources		Project Steering Committee	SADC	
3.3.2 Transafrican Highway (Mombasa – Lagos)			EAC, ECCAS, CEMAC and COMESA	
3.3.1 Northern Corridor	NCTTA		EAC	
3.3.3 Lobito Corridor	Project Coordination Office within a REC	Project Steering Committee	SADC	
3.3.4 Southern Corridor	Coordination Unit within REC	Project Steering Committee	COMESA	

ANNEX 2

SUMMARY OF PROGRAMME BUDGETS BY YEAR

	2007	2008	2009	2010	2011	Total
Programme cost	246,753,926	238,866,231	258,437,054	257,240,344	251,910,344	1,253,227,899
<u>Priority Project No. 3.2.3</u> Regional micro-credit support facility;	196,900	598,070	226,710			1,021,680
<u>Priority Project No. 3.2.7</u> Concept paper on the transborder development basins;						
<u>Priority Project 3.2.8</u> Food security project;	70,000					70,000
<u>Priority Project No. 3.2.2</u> Revival of CEPGL and its specialized agencies;	17,138,161	16,488,161	36,830,344	36,440,344	31,110,344	138,007,354
<u>Priority Project No. 3.2.6</u> Regional mechanism for certification of natural resources;	94,215					
<u>Priority Project No. 3.1.2</u> Northern Corridor;						
<u>Priority Project No. 3.1.3</u> Trans-African Highway (Mombassa-Lagos).	172,000,000	172,000,000	172,000,000	172,000,000	172,000,000	860,000,000
<u>Priority Project No. 3.1.4</u> Lobito Corridor project;	1,000,000	1,000,000	581,000			2,581,000
<u>Priority Project No. 3.1.5</u> Southern Corridor	961,750					961,750
<u>Priority Project No. 3.1.6</u> Prefeasibility						1,121,750

study of the Northern Corridor railway extension.	1,121,750					
Priority Project No. 3.1.7 Feasibility study on the rehabilitation and navigability of the River Congo basin;	1,761,500					1,761,5000
Priority Project No. 3.1.8 Rehabilitation and connectivity of Inga Dam;	1,602,750					1,602,750
Priority Project No. 3.1.9 Feasibility study on the regional oil pipeline;	1,175,400					1,175,400
Priority Project No. 3.1.1 Methane gas project (Kivu regional pipeline project);	828,500					828,500
Priority Project No. 3.1.11 East African Submarine Cable System (EASSy);	48,800,000	48,800,000	48,800,000	48,800,000	48,800,000	244,000,000