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ANNEX 4

ANNEX

to the

Proposal for a Council Decision

on the conclusion of the Economic Partnership Agreement (EPA) between the East African Community (EAC) Partner States, of the one part, and the European Union and its Member States, of the other part

ANNEX III and IV to the Agreement

ANNEX III(a)

EPA DEVELOPMENT MATRIX 11 SEPTEMBER 2015													
	Project Sub-component	**Location**	**Geographical Coverage**	**Current Status**	**Total Estimated Cost ($ million)**	**EU**	**EU Member States**	**Other Donors**	**EAC PS**	**Gap to be financed ($ millions)**	**Equivalent in Euros (1 $ = 0.78 Euro)**	**Implementation Period**	**Comments**
Northern Corridor No. 1 (Mombasa-Malaba-Katuna)	Mombasa Port Development (MPDP)	Kenya	Burundi, Uganda, Rwanda and Tanzania	Feasibility Studies and detailed designs completed and phase 1ongoing & phase 2 funding is available	1,375.00		-		-	885.00	690.00	5 years	Modernize infrastructure at the port to allow larger vessels to call at the port and enhance trade - It includes development of new container terminal berth No. 23 at a cost of $ 300 million. The conversion of conventional cargo berths 11 to 14 into container berths at a cost of $ 73 million. Relocation of Kipevu Oil terminal at $ 152 million. Development of Dongo Kundu Free Port at a cost of $300 Million. Dredging of the Channel $ 60 Million

	Voi Dry port	Kenya	Burundi, Uganda, Rwanda and Tanzania	Feasibility study done	104.00						81.12	4 years	To decongest Mombasa Port and regional transit point. 97 acres of land available.
	Container Ship Hub development	Tanzania/ Zanzibar	Kenya, Uganda	Project study is already completed	212.00							5 years	Enabling easier transhipment and good link along EAC coast wise and in land container ports destination
	Development of Kisumu Port and other Lake Victoria Ports												
	Development of new transport corridor from Lamu to Ethiopia and South Sudan	Kenya	Kenya, Rwanda, Uganda, Tanzania and Burundi	Initiated	22,000.00				30.00	21,170.00		5 years	Development of the Port of Lamu, Road Network, 3 International Airports, Oil Refinery, Pipeline and 3 Resort Cities for an efficient rail transport linking Lamu Port to South Sudan and Ethiopia
	Widening of the port basin and Construction of a container terminal in Bujumbura Port	Burundi	Burundi, Tanzania & Rwanda	Feasibility studies completed	19.00	-	-	-	-	19.00	14.82		This project will allow Bujumbura Port Construction of Breakwater at Port Entrance and Rehabilitation of Oil Terminal

	Shipyard construction at Bujumbura port	Burundi	Kenya, Tanzania, Uganda, Rwanda	Ongoing Feasibility studies available (within Ports Master Plan)	7.00	-	-	-	-	7.00	5.46		Improvement of equipment handling, construction of a warehouse, enlargement of docks, construction of a new port authorities building. Cost to be determined. Renovation of the fleet, construction of new vessels, improving navigation safety.
	Construction of Bukasa Port and associated ships to connect with Mwanza Port in Tanzania	Uganda	Uganda & Tanzania	Feasibility study to be undertaken	300.00	-	-	-	-	300.00	234.00	5 years	Will enable the easy access and connection to Tanzania
	Establish Off Dock Container Depots in Mombasa and Dar Es Salaam	Rwanda	Rwanda, Burundi, Kenya, Uganda and Tanzania	Feasibility studies completed for both Mombasa and Dar. Land acquisition in Mombasa is in the final stage while the process has not started in Dar es Salaam.	34.00	-	-	WB and TMEA	-	34.00	26.52	7years	GoR is implementing this project as part of the integrated logistics facilities project seeking to transform the Logistics chain from the ports to the hinterland; reduce costs and improve operations.

	Development of a New Port at Mwambani Bay Tanga and the Musoma Railway	Tanzania	Tanzania, Uganda	The feasibility study was completed in November, 2012. Following unsuccessful international competitive tender procurement Under Design build Finance (DBF) on 27 January 2015 it has been decided that the project will be undertaken in two phases starting with detailed designs independent of construction works. ToR for design is expected to be advertised in August 2015	500.00	-	-	-	-	500.00	390.00	3 years	The railway project is part of the ***Tanga (Mwambani) – Arusha - Musoma - New Kampala Railway and Maritime project***, which also has a maritime component of developing high capacity new ports at Mwambani - Tanga, Musoma and Kampala. The line will open Tanga Development Corridor to the International gateway and promote cross border trade with neighbouring countries. The railway line will be used to transport agriculture and forest products, soda ash, phosphates and other mineral products to the market centres. The project will also stimulate evacuation of a huge nickel deposit which has been discovered at Dutwa, some 100 km east of Mwanza and a huge soda ash deposit at /near Lake Natron.
	Construct oil pipeline from Kigali to	Burundi	Rwanda & Burundi	Not initiated	-	-	-	-	-	-	-		Feasibility studies and construction not yet initiated. Costs to be

	Bujumbura												determined by the study. BAD accepted (579,368$) the financial support in the framework of the EAC
	Construction of parallel pipeline from Nairobi to Eldoret to increase the pumping capacity	Kenya	Kenya, Uganda, Rwanda and Burundi	Feasibility study completed	194.74	-	-	-	-	194.74	151.90	5 years	Installation of a 14-inch diameter oil pipeline from Nairobi to Eldoret
	Extension of the Kenya-Uganda Petroleum Pipeline (KUPPE)	Kenya	Kenya & Uganda	Design /procurement initiated	144.94	-	-	-	-	144.94	113.05	5 years	Construction of Eldoret - Malaba - Kampala oil pipeline to ensure safety and supply of oil products to Uganda, install a 10 inch diameter oil pipeline in the reverse implemented by both countries.

Central Corridor No. 2 (Dar es Salaam-Dodoma-Isaka-Mutukula-Masaka)	Development of Kisarawe Freight Station (KFS).	Tanzania	Tanzania, Uganda, Rwanda and Burundi	TPA is in the process of acquiring 1,760 acres for project development. The Contract for carrying out Feasibility Study was signed on 17th September 2014 and the Consultant now is at Interim stage of the study and expected to complete the study by end of September, 2015.	120.00	-	-	-	-	120.00	93.60	5 years	The project will increase capacity of the port of Dar es Salaam to handle traffic for Tanzania and neighbouring countries of Burundi, Rwanda and Uganda.

	Construction of a standard gauge railway line from Dar es Salaam - Isaka - Kigali /Keza - Gitega - Musongati (km 1,670).	Tanzania, Burundi and Rwanda	Tanzania, Burundi and Rwanda	Feasibility Study on construction of a standard gauge railway from Isaka - Kigali /Keza - Gitega -Musongati was completed under AfDB financing ($2.80ml). Feasibility study for upgrading to standard gauge of Dar-Isaka line was completed by BNSF under USTDA & BNSF joint financing ($ 0.9 ml). Detailed Engineering study for the whole railway line (Dar es Salaam-Isaka-Kigali/Keza-Gitega-Musongati) was finalised in November 2014 under AfDB financing ($8.9ml) Project coordinated by a Secretariat chaired by Tanzania and Rwanda hosting the project secretariat.	5,580.00	-	-	-	-	5,580.00	4,352.40	8 years	

				A Transaction Advisor (CPSC) was recruited to package the project into PPPs and assist in finance negotiations. An EoI was requested in July 2015.									

	Upgrading to bitumen standard of Mutukula-Kyaka-Bugene – Kasulo (277 km).	Tanzania	Tanzania, Burundi, Rwanda and Uganda		124.00	-	-	-	-	124.00	96.72	5 years	Funding is sought for 124 km only
	Development of berths 13 & 14 at Dar es Salaam Port	Tanzania	Burundi, Rwanda and Uganda	A Transaction Advisor (CPSC) was recruited to package the project into PPPs and assist in finance negotiations. An EoI was requested in July 2015.	400.00	-	-	-	-	400.00	312.00	3 years	Estimate cost is for construction and equipment procurement
	Improvements to Mwanza South, Kigoma and Kasanga ports.	Tanzania	Tanzania, Kenya, Uganda, Rwanda and Burundi	Feasibility study for Mwanza Port Modernization started in August, 2014 by Consultant Royal Haskoning and will be completed in March, 2015. Modernization works to start after completion of studies	400.00	-	-	-	-	400.00	312.00	5 years	

	Upgrading of Mpanda – Uvinza – Kanyani (252 km) The road section is part of the Western Corridor namely: Tunduma – Sumbawanga – Mpanda – Kigoma - Nyakanazi (1286 km). Economic activities along this corridor include agriculture, tourism, mining, timberworks, fishing and gold smiting. Section of Tz's major western corridor, opening up central-western Tanzania and	Tanzania	EAC-SADC-COMESA	A total of 50km from Mpanda-Mishamo (Mpanda-Usiumbili section (35 km)) is under procurement for works under GOT funding. The missing link which requires financing is the Usimbili-Mishamo-Uvinza-Kanyani 267km. Feasibility Study and Designs completed by the GoT.	203.46	0	0	0	1.46	202	5 years		

	connecting with EAC and COMESA regions. It is an important linkage to the TANZAM, at Tunduma and Central Corridors, at Nyakanazi.											
	Dar es Salaam Southern Bypass Expressway (85.5 km) - Link Dar Port with proposed Kisarawe Dry Port and Mlandizi.	Tanzania	Tanzania, EAC, COMESA	Feasibility study and design are ongoing under GOT financing	200	0	0	0	0	200	5 years	Expressway will decongest the central transport corridor and increase efficiency of traffic throughput into and out of Dar city.	
	Upgrading to bitumen standard of Handeni - Kiberashi - Singida Road (460 km).	Tanzania	Tanzania, Rwanda and Burundi	Feasibility study and design are on-going under the Government of Tanzania financing	460.00	-	-	-	-	460.00	358.80	5 years	

	Dar es Salaam Southern Bypass Expressway (85.5 km)	Tanzania	Tanzania, Burundi and Rwanda	Feasibility study and design are on-going under the Government of Tanzania financing	200.00	-	-	-	-	200.00	156.00	5 years	Expressway will decongest the central transport corridor and increase efficiency of traffic throughput into and out of Dar city.
	Construction of Rumonge port (Feasibility studies and construction)	Burundi	Burundi Tanzania	Not initiated Feasibility studies available	6.00	-	-	-	-	6.00	4.68	2011/12 - 2014/16	
	Rehabilitation of Kayonza-Rusumo road (92 km)	Rwanda	Rwanda and Tanzania	The Government of Rwanda is mobilizing funds from JICA and AfDB.	75.45	-	-	0.45	-	75.00	58.50	3 years	The project appraisal by JICA was completed in July 2015
	Rehabilitation of Musanze - Cyanika Road (24 km)	Rwanda	Rwanda and Uganda	Detailed study was initiated in March 2015. It is due to be completed in November 2015	26.20	-	-	0.20	-	26.00	20.28	3 years	No funding for works yet available
	Upgrading of Ngoma - Ramiro - Nyanza (130 km in 2 lots) . Link to Central Corridor	Rwanda	Rwanda and Tanzania	The detailed study was completed in January 2015	170.00	-	-	0.50	-	169.50	132.21	4 years	No funding for works yet available
	Construction of a ferry boat on Lake Tanganika	Burundi	Burundi & Tanzania	Not initiated	12.00	-	-	-	-	12.00	9.36	2012 - 2016	No funding for works yet available

	Rehabilitation of the National road 6, Muyinga - Kobero	Burundi	Burundi-Tanzania		104.00	-	-	-	-	104.00	81.12		
	Rehabilitation and extension of the National road 12 Gitega-Karuzi-Muyinga - Tanzanie	Burundi	Burundi-Tanzania	Detailed design done	89.60	-	-	-	-	89.60	69.89		
	Rehabilitation of the National road 18, Nyakararo - Mwaro - Gitega	Burundi	Burundi-Tanzania	Detailed design done	44.80	-	-	-	-	44.80	34.94		No funding for works yet available for Mwaro-Gitega
	Rehabilitation of the National road 7, Bujumbura –Nyakararo	Burundi	Burundi-Tanzania	Detailed design done	60.00	-	-	-	-	60.00	46.80		
	Rehabilitation and extension of the National road 1, Bujumbura-Kayanza,-Kanyaru Haut	Burundi	Burundi-Rwanda	Detailed design done	138.00	-	-	-	-	138.00	107.64		
	Construction works for the Provincial road 101	Burundi			49.20	-	-	-	-	49.20	38.38		

	Extension of the National road 6 to Kayanza	Burundi	Burundi-Rwanda	Detailed design done on the section from Kobero to Muyinga	156.00	-	-	-	-	156.00	121.68		
	Rehabilitation for the National road 2, Bujumbura-Gitega	Burundi	Burundi-Tanzania		52.00	-	-	-	-	52.00	40.56		
	Rehabilitation and construction works for the National roads 16 & 17 Gitega-Bururi-Makamba – 127 km)	Burundi	Burundi-Tanzania		145.20	-	-	-	-	145.20	113.26		
	Feasibility study and Construction of Ruyigi-Gisuru-Gahumo(Burundi - Tanzania) 80 km	Burundi	Burundi & Tanzania	Not initiated	70.00	-	-	-	-	70.00	54.60		Costs to be determined by the study

	Construction of a standard gauge railway line from Dar es Salaam - Isaka - Kigali /Keza - Gitega - Musongati (1,670 km).	Tanzania, Burundi and Rwanda	Tanzania, Burundi and Rwanda	Feasibility Study on construction of a standard gauge railway from Isaka - Kigali /Keza - Gitega -Musongati was completed under AfDB financing ($ 2.80 ml). Feasibility study for upgrading to standard gauge of Dar-Isaka line was completed by BNSF under USTDA & BNSF joint financing ($ 0.9 ml). Detailed Engineering study for the whole railway line (Dar es Salaam - Isaka - Kigali/Keza-Gitega-Musongati) will be finalised in February 2013 under AfDB financing ($ 8.9 ml) Project coordinated by a Secretariat chaired by Tanzania and Rwanda hosting the project secretariat. Feasibility studies	5,580.00	-	-		-	5,580.00	4,352.40	8 years	

				by DBI of Germany and BNSF of USA were finalized. Currently a detailed engineering study financed by the AfDB to the tune of US$ 8.9 million is underway to package the project into PPPs and undertake pre-investment/feasibility study on the priority interventions. Draft report expected in December , 2012 and final report in February , 2013									

	Railway project Mombasa-Kampala-Kigali Standard gauge railway	Rwanda	Rwanda, Uganda, Kenya and Burundi	The construction of Mombasa-Nairobi section has started in November 2013. This section is mainly financed by the Exim Bank of China and the construction is implemented by China Road and Bridge Corporation (CRBC); -The feasibility study for the Nairobi-Malaba section is been carried out by China Communications Construction Company (CCCC), to be completed in September 2015; The Preliminary Engineering Design for Malaba-Kampala section has been completed in August 2014. In March 2015, the Government of Uganda and China Harbour Engineering Company (CHEC) has signed an	13,800.00	-	-		######	7,300.00	5,694.00	2014-2019 (Institutional framework, financing and design: 2 years; Construction : 3 years.)	

				agreement for the construction of that section, including the northern route to Gulu and Nimule; - Uganda and South Sudan have started implementing jointly the Preliminary Engineering Design for the Tororo-Nimule-Juba section. - Uganda and Rwanda have started implementing jointly the Preliminary Engineering Design for the Kampala-Kigali section and spurs, to be completed in October 2015. Process for finance mobilisation has been initiated in the 3 countries.									

	Rehabilitation of Nyanguge-Magu-Musoma road (184.2 km)	Tanzania	Tanzania & Kenya	Rehabilitation has been completed for the Simiyu/Mara Boarder to Musoma section of 85.5 km. The missing link which needs financing is Nyanguge Simiyu/Mara border section (80 km). Feasibility Study was completed in June 2008 and detailed engineering design was completed in 2009 under EU financing	115.00	0.67	-	-	-	114.33	89.18	5 years	The project could be financed from the 10th EDF resources (RIP).

	Kidahwe – Kibondo – Nyakanazi Road (310 km)	Tanzania	Tanzania, Burundi and Rwanda	A total of 100 km (50 km from Nyakanazi towards Kasulu and 50km from Kidahwe towards Kasulu) are under construction to bitumen standard through GOT funding. The missing length which has no financing commitment for construction is 250 km. Procurement of consultant to undertake update of the feasibility study and detailed design of Kasulu to Nyakanazi section (210 km) and Feasibility study of Kasulu Mugina (45 km) (Tanzania-Burundi border) is on going under NEPAD- IPPF Financing	255.00	-	-	-	-	255.00	198.90	5 years	
	Construction of Malindi Lungalunga Bagamoyo Road. (503	5%	Kenya and Tanzania	Feasibility studies and detailed engineering designs completed.	571.00					571.00	445.38	5 years	Feasibility studies and detailed engineering designs fully funded by AfDB. As a priority it links to corridor No. 1

	km)												and LAPSSET.
	Tanga - Moshi-Arusha - Musoma Railway Line	Tanzania	Tanzania, Uganda and Kenya	Feasibility study on going (Cost 2 billion Tanzania Shillings)	1,903.00	-	-	-	-	1,903.00	1,484.34	2012-2017	The project entails strengthening, upgrading and construction of railway line from Tanga to Musoma with spur to Lake Natron at Mto wa Mbu. The rail will establish a link between Uganda and port of Tanga.
	Rehabilitation of the existing Voi-Taveta Railway 110 km	Kenya	Kenya, Tanzania	Feasibility study done	18.00								
	Upgrading of airport facilities at Karume Airport, Pemba	Tanzania/ Zanzibar	Kenya, Tanzania, Uganda	Feasibility study ready	12.12								
Power Generation (Energy)	Rusizi IV hydro power plant study and construction (285 MW)	Rwanda	Rwanda and Burundi	Prefeasibility study completed. Feasibility studies to be undertaken	500.00	-	-	-	-	500.00	390.00		Negotiations with developers of Rusizi III are ongoing.

	Construction of Rusizi III power plant 145 MW	Rwanda	Rwanda & Burundi	All studies already completed. Negotiations with the private developer on-going	405.00	2.82		-		402.18	313.70	2015-2019	To be developed under the PPP.
	Liquified Natural Gas Joint Plant (100 MW)	Rwanda	Rwanda and Kenya	**Kenya floated a tender for 700 MW power plant including a Floating Storage and re-gasification unit to be located in Mombasa county**.(**to consult with Rwanda)** GoR through Mininfra developed a concept paper for a 1000 MW project, and had follow-up discussions with Kenya.	900.00	-	-	-	-	900.00	702.00	Given the complexity of the project, especially the LNG floating, storage and gasification facility construction time is of 2-3 years (excluding finance mobilisation and procurement)	A full assessment of the technical feasibility of all aspects of the project from the port to the power station to the transmission network. A full assessment of the financial feasibility of the project based on capital costs and projections of demand and prices of LNG. An assessment as to whether this project should be undertaken publicly with each of the countries committing funding or privately with each country guaranteeing a portion of the payment required by the private operator.

	Construction of transmission line from Uganda to Kenya to increase power supply to the Kenya national grid (127 km, 220 kv) Lessos-Tororo interconnector	Kenya	Uganda - Kenya	Feasibility study completed, Preparatory work, design and bidding documents prepared.	56.00	-	-	-	-	56.00	43.68	5 years	The project is regional in nature and it will enhance supply of power within the region. Estimated capacity 200 MW.
	Construction of transmission line from Tanzania to Kenya to increase power supply to the Kenya national grid (100 km, 400 kv) double circuit line between Isinya & Namanga)	Kenya	Kenya-Tanzania	Feasibility study completed. Preparatory work, design and bidding documents prepared.	55.00	-	-	-	-	55.00	42.90	5 years	Estimated capacity 1300 MW

	Power Interconnection Tanzania - Zambia - Kenya (TZK) Project. Extension of 292 km section from Iringa - Mbeya, 670 km section from Iringa - Shinyanga and 414.4 km from Singida - Arusha of 400 kv transmission line from Zambia to Tanzania and Kenya.	Tanzania	Tanzania & Kenya	Feasibility studies completed (Mbeya - Iringa, Iringa - Shinyanga and Singida - Arusha); Implementation ongoing for Iringa - Shinyanga	911.23	-	-	470.00	-	441.29	344.21	4 years	Development Partners World Bank, JICA, EIB, EDCF are ready to financed Iringa - Shinyanga ($ 470 m); Consortium of Lenders (WB/IDA, AfDB, JICA and French Development Agency (AFD) have shown interest to finance Singida - Arusha ($ 242.09 m) and Mbeya - Iringa ($ 199.2 m) finance is being sought.
	Transmission Lines; 1) Olwiyo-Nimule –Juba 400 Kv Live (190 km) 2) Nkenda-Mpondwe-Beni 200 Kv line (70 km) 3) Masaka – Mwanza 200	Uganda	Uganda and Tanzania	Feasibility Study to be undertaken	162.00	-	-	-	-	162.00	126.36	4 years	

	kv line (85 km)												
ICT AND TELECOMMUNICATION	Cross border connectivity(line to the eastern Africa sub marine Cable) (Feasibility studies and construction)	Rwanda	Kenya, Uganda, Rwanda, Burundi and Tanzania	**Updated status Sept 2014** 1. Long term lease for 2.4 gbps to be supplied to Rwanda was signed. This capacity is insufficient given Rwanda's needs.	32.00	-	-	-	-	32.00	24.96	3 years	There is an urgent need to establish a dedicated dark fibre ring linking all 5 capitals in the EAC region, this will reduce the costs of traffic as well as increase capacity flowing across the countries
	Establishment of ICT Parks in Kenya and Rwanda (Rwanda Technopol)	Kenya	Kenya & Rwanda	5000 acres of Land acquired and fenced for the construction of the ICT Park, Konza Technology City Master Plan approved, Master Delivery Partner I procured,, Power connected to the site office, Thwake dam construction on-going, 10 boreholes drilled, construction of sales pavilion on going, a 10 km radius buffer zone created, construction of access road ongoing and ground-breaking done.	11,765.00					11,765.00	9,176.70	12 years	International investor Conference held, ground breaking ceremony conducted with 14 international ICT related companies beginning construction such as IBM, Microsoft, Google, Safaricom and Local Banks, the Government plans to implement the project through a PPP arrangement

		Kenya & Rwanda	EAC	**Updated status Sept 2014** A Masterplan, business plan and high-level architectural design has been completed for a 61.3Ha Technology park **Next phase** 1. development detailed architectural designs 2. Development of physical infrastructure for the technology park 3. The construction of the regional centre of excellence is set to begin before end of this year (for 22 months).	230.00	-	-	-	-	230.00	179.40	20014-2019	Due to the high cost of the Technology park to GOR, we have been compelled to consider a phased approach which will take more than 10 years to complete. Should funds be available, we will be in position to deliver a Technology park in half the time (reflected in the implementation timelines)
	Setting up Regional Internet Exchange Point (RIXP)	Rwanda	Rwanda, Burundi, Kenya, Uganda and Tanzania	Preliminary (Initiation) phase	15.00	-	-	-	-	15.00	11.70	2013-2015	NEW. It will create the enabling infrastructure & services to break the regional dependencies on international operators keeping regional traffic in the region.
	Regional Education and Research	Rwanda	Rwanda and Tanzania	Pilot project initiated in Rwanda and Tanzania	20.00	-	-	-	-	20.00	15.60	2013- 2015	In the region, there is limited R&D and lack of Institution capacity to

	Network project (REduNet)												innovate. The project will create a dedicated cost-effective and high performance data network connecting Research and HLI to reach others and to Global research and education resources via Ubuntunet and Internet.
	Construction of combined fertilizer plant	Kenya	Rwanda, Burundi, Kenya, Uganda and Tanzania	Feasibility study undertaken	3.20							5 years	Facilitate access to affordable and quality fertilizer
CAPACITY BULDING AND INSTUTIONAL FRAMEWORK	Strengthening the Capacity and Technology Transfer In Sanitary and Phytosanitary Issues in the EAC Partner States to conform with International Standards The funds will be used for training standards and quality assurance	EAC	EAC	Preliminary Study completed	60.25	-	-	0.25	-	60.00	46.80	5 years	FAO Biosecurity project under UN Joint Program which contributed USD 247,256.

	officers, participation in the work of Codex, OIE and IPPC (”the three sisters”); and implementation of both regional and international SPS standards including establishment of accredited laboratories, disease free zone.												
	Construction of fish feeder roads around Lake Victoria	Kenya	Kenya, Uganda and Tanzania	On going	7.10	-	-	-	-	7.10	5.54	3 years	
	Establishment of Standards and Quality inspection border posts (Namanga, Sirari, Holili and Tunduma).	Tanzania	Tanzania and Kenya	Ongoing	13.00	-	-	-	-	13.00	10.14	4 years	Implementation of this project will help to eliminate or reduce to a great extent incidences of illegal fishing practices, and improve biodiversity, fish catches and fish supply thus increasing government revenue from fishing activities.

Lake victoria projects	Rehabilitation and expansion of Port Bell with associated ferries to Kisumu and Mwanza	Uganda	Uganda, Tanzania and Kenya	Feasibility Study yet to be undertaken	157.89	-	-	-	-	157.89	123.15	4 years	Amounts contributed by other donors to be ascertained. AfDB has shown interest
	Development of fisheries marketing infrastructure	Kenya	Kenya, Rwanda, Uganda, Tanzania and Burundi	on-going	46.60							5 years	To increase exports; reduce post harvest losses; and increase fish from capture and culture
	Combating illegal and unregulated fishing	Kenya	Kenya, Rwanda, Uganda, Tanzania and Burundi	on-going	46.60							5 years	Strengthening the monitoring control and surveillance systems
	Improve water transport on L. Victoria	Uganda	Uganda, Tanzania and Kenya	Feasibility study is on-going	100.00	-	-	-	-	100.00	78.00	5 years	The project involves procurement of Navigation Aids to replace dilapidated ones.
AGRICULTURE AND LIVESTOCK	Establishment of disease free zones	Kenya	Kenya, Rwanda, Uganda, Tanzania and Burundi		4.10							5 years	to facilitate access of animal products to local, regional and external markets within international standards
				Total	**71,520.68**	**3.49**	**-**	**471.40**	**6,531.46**	**62,777.77**	**32,221.32**		

ANNEX III(b)

DEVELOPMENT BENCHMARKS, TARGETS AND INDICATORS

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
1. <u>Infrastructure</u>						
1.1. Energy	Improve the access of EAC Partner States to modern, reliable, diversified and renewable sources of energy at competitive prices in order to facilitate intra and inter regional trade.	Existing energy installed capacity (hydro, bagasse, thermal, geothermal and natural gas)around 3,597 MW, yet the projected capacity is 18,744 MW in 2030 and 21,173 MW in 2033.	Production increased by 1,613 MW (40% of the total expected production)	Production increased by 3,225 MW (40% of the total expected production)	Production increased by 6,773 MW (40% of the total expected production: 21,173 MW)	• % change in amount of electricity generated in megawatts • Reduction in cost of electricity • Reduction in reliance on fossil fuel energy
		Lack of a regional grid network linking all EAC Partner States	Two high tension interconnection lines built and operational in the EAC region	• Four high tension interconnection lines built and operational in the EAC region • Upgrade the built up infrastructure capacity,	• All the national power networks of EAC Partner States interconnected	• Number of new cross border interconnections • the regional grid is fully operational

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
				• Improved access to private sector units to at least 75%	• Improved access to private sector units to 100%	• % of new connections to private sector
				• Improved reliability of power supply to 95%	• Improved reliability of power supply to 99%	• % of increased reliability of power supply
		Energy policies, legal and regulatory frameworks not harmonized and/or attractive to investors	• Energy policies, legal and regulatory frameworks harmonized and attractive to investors	• Partnership, linkages and joint ventures created • Enhanced investment in R&D	• Partnership, linkages and joint ventures developed • Technology developed and transferred	• Number of harmonized legal and regulatory policies • Number of new credible investments (including PPP agreements) • New technologies acquired
			• Institutional, technical and administrative capacities of energy related institutions strengthened	• Supply and Reliability of power improved	• Stabilised power supply	• Increased management capacity of energy nationally and regionally • Increased reliability of power supply.
1.2. Transport	To improve national and regional interconnectivity in order to facilitate deepening of regional	The regional network comprises:	• State of inter-modal infrastructure systems developed and improved:	• State of inter-modal infrastructure systems developed and improved:	• State of inter-modal infrastructure systems developed and improved:	• % increase in the volume of intra and inter regional trade • Reduction in transportation costs

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
	economic integration and improve the movement of people and goods.					• % increase of intra and inter regional traffic (road, railway, air and water) • Reduction in turnaround times •
		✓ about 178, 737 km of roads, of which about 22,347 km are paved and 156,390 km are unpaved (2011) ✓ No standard gauge railway in the region. The EAC region comprises about 8,100 km of meter gauge rail out of which about 6,000 km is active.	✓ 4% (600 km) reduction in the length of unpaved (gravel) roads in the East African Road Network ✓ 2 new railway standard gauge links developed	✓ A 15% (2,220 km) reduction in the length of unpaved (gravel) roads in the East African Road Network ✓ 3 new railway standard gauge links developed and 2 operational	✓ A 22% (3,240 km) reduction in the length of unpaved (gravel) roads in the East African Road Network ✓ 4 new railway standard gauge links developed and 5 operational	✓ Kms of missing regional links built and regional corridors improved and maintained
		✓ 5 major sea ports and several inland ports ✓ 11 international airports	✓ 3 priority ports are developed, expanded and/or modernised ✓ 3 priority airports are developed, expanded and/or modernised	✓ 4priority ports are developed, expanded and/or modernised ✓ 3 priority airports are developed, expanded and/or modernised	✓ 5 priority ports are developed, expanded and/or modernised ✓ 5 priority airports are developed, expanded and/or modernised	✓ Number of harbours developed, expanded and/or modernised ✓ Number of airports developed, expanded and/or modernised

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			• Regional transport policies and regulatory frameworks developed • Institutional, technical and administrative capacities of transport related institutions strengthened	• Partnerships, linkages and joint ventures developed between economic operators	• Improved safety and reliability of the transport sector • Improved movement of human and vehicular traffic (including flow of goods)	• Number of new credible investments (including PPP agreements)
1.3. Information & Communication Technology (ICT)	To develop and modernize ICT infrastructure in order to facilitate intra and inter regional trade and service delivery	All EAC Partner States are connected through fibre optic. However, ICT is expensive and only about 13% of the population have access to internet and about 50% of the population are mobile phone subscribers.	• Seamless cross border ICT infrastructure developed	• 80% of the business community is connected to high speed links	• Secured transactions and services (e.g. e-services, e-commerce, e-government, e-health) • Internet access tariffs reduced by 60 %	• Number of seamless cross border ICT infrastructure developed • % increase in bandwidth • % cost reduction for internet access
			• 20% of the population have access to internet and about 60% of the population are	• 40% of the population have access to internet and about 75% of the population are mobile	• 60% of the population have access to internet and about 90% of the population are mobile	• % increase of business transactions online • % of increase of telephone and mobile phone subscribers and internet

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			mobile phone subscribers. • Capacity building in human resources, improvement in service standards and institutional structures • Legal and regulatory frameworks on ICT developed and harmonised	phone subscribers. • Partnership linkages and joint ventures between economic operators developed • Technology development, transfer and applications, R&D, innovation	phone subscribers.	users • Number of new credible investments (including PPP agreements) • % increase in number of ICT specialists
2. <u>Agriculture and Livestock</u>						
	To improve production and productivity	(To improve production and productivity of major crops (coffee, tea, and sugarcane) from 10.95 million tonnes	Increased production and productivity of crops and livestock by 15%	Increased production and productivity of crops and livestock by 25%	Increased production and productivity of crops and livestock by 30%	• Increased Regional food security • Increased volume of agricultural exports • % increase of agricultural production in the region • Removal of NTBs in EAC

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
		To increase production and productivity of livestock (cattle, sheep, goats, pigs, poultry) from 56.6 million, 32.3 million, 61.9 million, 7.9 million and 143 million respectively	Increased production and productivity of livestock (cattle by 10%, sheep by 25%, goats by 4%, pigs by 20%, poultry by10%	Increased production and productivity of livestock (cattle by 15%, sheep by 30%, goats by 10%, pigs by 25%, poultry by15%	Increased production and productivity of livestock (cattle by 20%, sheep by 35%, goats by 15%, pigs by 30%, poultry by 20%	• Increased regional food security • % increase of livestock production in the region • Increased volume of livestock exports
	To improve and develop agro-industry (value addition)	The % of value added exports is currently less than 10%	The % of value added exports is increased to at least 20%	The % of value added exports is increased to at least 50%	The % of value added exports is increased to at least 75%	• % increase of value addition of primary products traded to total exports • Number of modern and competitive agro-based industries established
	To improve trade and market access for agricultural commodities	Presently intra-regional trade share in total regional market is about 10% for most traded products	• Increased intra-regional trade share to 30% • Enhanced development of financial markets to suppor agricultural insurance and finance by 30% • Established and	• Increased intra-regional trade share to 50% • Enhanced development of financial markets to support agricultural insurance and finance by 50% • Improved marketing	• Increased intra-regional trade share to 80% • Enhanced development of financial markets to support agricultural insurance and finance by 80% • Improved marketing	• % increased agricultural exports contribution to GDP • Number of financial institutions and insurance schemes established. • Number of investment in agriculture insured. • Regional agricultural

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			coordinated regional marketing information system	information system coverage by 20%	information system coverage by 100%. • Investment in Research and Development.	marketing and information system in place • Harmonisation of agricultural standards in EAC • Quality assurance, grades and certification.
	To improve and develop agricultural infrastructure	Inadequate market infrastructure	Establishing new market infrastructure and upgrading existing ones to modern facilities by 20%	Upgrading market infrastructure to modern facilities by 40%	Upgrading market infrastructure to modern facilities by 100%	• Number of constructed and rehabilitated market facilities for agricultural products. • Established and upgraded market infrastructure • % Increase in volume and value of intra EAC trade using the established infrastructure
3. FISHERIES						
	To promote and develop regional and international trade on fish and fish products	The fish industry is underdeveloped. The ratio of value added of fisheries to GDP is 1.3%	The ratio of value added of fisheries to GDP is increased to 4% Quantity of fish and	The ratio of value added of fisheries to GDP is increased to 6% Quantity of fish and fishery products marketed increased by	The ratio of value added of fisheries to GDP is increased to 13% Quantity of fish and fishery products marketed increased by	• % share increase of of value added of fisheries to GDP • % increase of quantity of fish and fisheries products produced and marketed

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			fishery products marketed increased by 30 %	60%	85%	• increase in number of fish distribution outlets established • increase in number of secured markets.
	Develop, upgrade and modernize fisheries and aquaculture infrastructure	• Inadequate modern fisheries infrastructure	• Existing fishing, fish handling and processing infrastructure upgraded and modernized	New modern fisheries infrastructure established and equipped: • • 3 fishing harbours • 15 new boatyards • 200 fish landing sites, • 30 new fish markets, • 15 fish processing industries and • 300 cold chain facilities Volume of inland water bodies and deep sea fishing increased by 40%	• Volume of inland water bodies and deep sea fishing increased by 60% • ; • 5 new fishing harbours • 25 new boatyards • 400 fish landing sites • 60 new fish markets • 40 fish processing industries • 500 cold chain facilities	• Number of existing fish handling and processing infrastructure upgraded and modernized • Number of new fishing harbours established • Number .of new landing sites established • Increase in number of inland water bodies and deep sea fishing licences • increase in number of cold chain facilities • Increase in number and type of diversified value added fish and fishery products • Number . of modern fishing vessels acquired
		Inadequate modern aquaculture infrastructure	• Upgrade and modernize existing aqua farms, hatcheries and	• Modernize aqua farms, hatcheries and breeding centers so as to increase	• Aquaculture production increased to 30% of fisheries production	• No. of new aqua farms constructed • No. of new hatcheries and breeding centers

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			breeding centers so as to increase aquaculture production by 10% • Adoption of appropriate aquaculture technologies	aquaculture production to 20%		constructed • No. of existing aqua farms, hatcheries and breeding centers upgraded and modernized • Appropriate aquaculture technologies adopted and developed
	To ensure effective fisheries resources management, protection and conservation	Limited data on fish stock potential and fisheries information.	Policy, legal and regulatory frame work on fisheries information sharing developed Fish stock potential in inshore waters and major lakes determined.	Acquisition of facilities for data collection, processing & dissemination Fish stock potential in territorial and EEZ waters	Creation of a reliable, operational and comprehensive fisheries database and information management system in place Fish stock potential in marine and inland water bodies determined. •	• Functional FIS in place; • Fisheries database established and operational • Number and type of equipment procured; Number of publications produced and disseminated • Number of water bodies with known fish stock potential
		Existence information on illegal fishing practices and trade	Establishment of Monitoring, Control and Surveillance (MCS) system in the region	Operationalize regional MCS systems	• Protection and conservation of critical habitats and aquatic biodiversity	• % decrease in illegal fishing & trade practices • Number of critical habitats improved; • Number. & type endangered and threatened fish species

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
						conserved • Number and type of MCS equipment procured • Improved aquatic biodiversity
4. WATER RESOURCES MANAGEMENT						
4.1. Water Resources	To develop sustainable use and management of water resources in the region	The use of water for agriculture production in the EAC is low	Policy, legal and regulatory framework developed	Capacity building undertaken institution framework developed.	Sustainable use and management of water resources enforced	Policy, legal, regulations and institutional framework in place.
	To develop water supply infrastructure for irrigation and other productive purposes	Water supply infrastructure for irrigation purpose in the EAC region is low	• Water supply infrastructure feasibility studies, design and procurement undertaken.	atleast 5 water supply schemes constructed and operationalized	• atleast 10 water supply schemes constructed and operationalized	• number of feasibility studies undertaken • Number of water supply plants constructed and operationalized
	To promote regional cooperation for the sustainable utilization of trans-boundary water resources	EAC regional cooperation on the utilization of common water resources in place	• Review of policy, legal and regulatory framework	• Undertake capacity building on institution framework	Operationalized policies	Policy, legal, regulations and institutional framework in place and operational.
5. PRIVATE SECTOR DEVELOPMENT						

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
	To enhance private sector development, investment, supply capacities and competitiveness	• EAC Private Sector Development Strategy	• Relevant reforms in the institutional, policies, legal and regulatory frameworks made;	• Increased MSMEs (%) integrated into the mainstream business activities;	• Increased (%) number of EAC firms exporting products made in the EAC region to the EU market	• EAC Investment Code operational.
		• EAC Investment Code Model	• Capacity for institutional support for private sector development and investment promotion built	• New industries introduced and existing ones transformed	• Increased FDI flows.	• enhanced investment promotion and enterprise development • Increased supply capacities, competitiveness, diversification and value addition
		• Regional Competition Policy	• Framework for creating and strengthening partnerships, joint ventures, sub-contracting, outsourcing and linkages created.	• EAC Private Sector access to resources from EC financing institutions such as the EIB, CDE and CTA enhanced	• Increased export volumes and earnings	• Public-Private Partnership policy and regulatory framework • % increase in FDI and % increase in partnerships attained
			• Establish appropriate administrative structures, including one-stop shops to	• Access to affordable credit at lower interest rates		• % increase in annual export earnings • % increase in investment

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			support investments; • EAC Public-Private Partnership Framework established			and business financing sourced from EU financial institutions • Special funds created and accessed by the private sector to finance investment projects • % increase in EU investments in the EAC; • % increase in firm capacity utilization; • % increase in EAC exports to the EU market
6. MARKET ACCESS ISSUES						
6.1. SPS,TBT	Develop capacity for compliance with trade related agreements	EAC SPS Protocol concluded	• EAC SPS Protocol and measures domesticated by all the EAC PartnerStates. • Agricultural product identification, registration and traceability systems established • Increased share of EAC intra-regional trade to 30 %	• EAC SPS Protocol operationalized • Increased share of EAC intra-regional trade to 50%	• Establishment of SPS centres of excellence for Food safety, animal & plant health • Increased share of EAC intra regional trade to 80%	• % increase in Animal, Plant and Food safety through effective alert systems • % increase in share of EAC intra-regional trade

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
		1500 EAC standards benchmarked to international level harmonized out of 2500	• 1000 standards harmonized • EAC participation in standards setting bodies • Develop EAC Technical Regulations regime • Joint TBT monitoring committees established within 2 years of implementation of EPA • Capacity building in TBT and SPS soft and hard infrastructure including: traceability, inspection, accreditation,risk analysis, standards and Certification • Harmonisation and notification of EAC Technical Regulations	• Adoption of International Standards • System and product Certification • Technology transfer	• Accredited conformity assessment institutions	• number of technical barriers reduced • Mutual recognition tests and Certificates. • Increased information disclosures in EAC Portal

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
			• Information exchange			
6.2. Customs and Trade Facilitation	• Harmonization & implementation of customs legislation & procedures	• EAC Customs Management Act in place • All EAC Partner states are WCO members	• Capacity building in customs soft infrastructure, systems and processes undertaken • Decreased turn – around period for ships from 11-14 days in 2011 to 6 days in 2017 • Average dwell time of loaded import container decreased to4 days	• Customs procedures and processes harmonized • One stop border posts established • Decreased turn – around period for ships to 3 days • Average dwell time of loaded import container decreased to 2 days	• turn-around time at border entry points shortened to 1 day. • Average dwell time of loaded import container decreased1 day	• Increase in number of Load/offload of containers per hour • Reduce ship turn around time • customs legislation & procedures fully harmonized and implemented
7. EPA ADJUSTMENT COST						
7.1. EPA adjustment Measures	To address actual and potential EPA adjustment challenges resulting from the implementation of the EPA	EPA adjustment fund not established	• EPA Adjustment fund established to cover transitionally the potential losses of government revenue arising from elimination and or substantial reduction in customs tariffs.	• Assessment study on the potential losses of government revenues undertaken • Agreed losses compensated • Assessment for compensation for NFIC undertaken • Assessment of compensation for loss	• Enhanced capacity for macro-economic stability.	• Amount of adjustment funds disbursed to cover losses of government revenues • Compliance with macro-economic indicators of over 7% GDP gowth, sustainable budget deficit and inflation rates

Area of Cooperation	Goals	Baseline (2013)	Targets			Performance indicators
			Short Term (3 years))	Medium Term (5 years)	Long Term (2033)	
				of export earnings in the EAC undertaken		
7.2. Resource mobilization	To mobilize jointly and individually funding for regional integration and the EPA development strategies	EDF, EU Member States, other development Partners, Private sector, and EAC Partner States contributions	• EAC EPA fund established. • Funds jointly and individually mobilized • Feasibility studies conducted	EAC EPA Development projects (contained in the EPA Development Matrix) funded and implemented	• Trade related infrastructure developed	• Amount of financial resources committed by EAC Partner States, EU, EU Member States, other development Partners, and the private sector. • Amount of resources utilized • Number of projects and programmes implemented

Table of abbreviations used in Annex III(a) and III(b)

Abbreviation	
WB	World Bank
TMEA	TradeMark East Africa
GoR	Government of Rwanda
ToR	Terms of Reference
BAD	Banque Africaine de Développement (same as AfDB)
AfDB	African Development Bank
BNSF	BNSF Railway (formerly Burlington Northern and Santa Fe Railway)
USTDA	US Trade and Development Agency
CPSC	CPCS - Canadian Pacific Consulting Services

EoI	Expression of Interest
Tz	Tanzania
GOT/GoT	Government of Tanzania
JICA	Japan International Cooperation Agency
NEPAD-IPPF	New Partnership for Africa's Development – Infrastructure Project Preparation Facility
CDE	Centre for the Development of Enterprise
CTA	Technical Centre for Agricultural and Rural Cooperation
NFIC	Net Food Importing Countries
TPA	Tanzania Ports Authority
HLI	High Learning Institutions

ANNEX IV

JOINT DECLARATION REGARDING COUNTRIES WHICH HAVE ESTABLISHED A CUSTOMS UNION WITH EUROPEAN UNION

The EU recalls the obligations of those States that have established a Customs Union with the EU to align their trade regime to the one of the EU and for certain of them to conclude preferential agreements with the countries having preferential agreements with the EU.

In this context, the Parties note that the EAC Partner States shall start negotiations with those States which:

(a) have established a Customs Union with the EU; and

(b) whose products do not benefit from the tariff concessions under this Agreement,

with the view of concluding a bilateral agreement establishing a free trade area in accordance with Article XXIV of the GATT.

The EAC Partner States agree to negotiate this in the future.