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CP (2021)

COPY NO. \_\_\_\_\_

**CABINET**

**RATIFICATION OF THE TREATY ON THE ESTABLISHMENT OF THE DAKAR-ABIDJAN  
CORRIDOR**

Memorandum by the Minister of Works and Public Assets

**1. Recommendations:**

Cabinet is kindly invited to:

- i. Note the attached copy of the Treaty on the Establishment of the Dakar-Abidjan Corridor which is geared towards economic and infrastructural advancement in the region;
- ii. Note the deadline of 31<sup>st</sup> July 2021 for the ratification of the Treaty by all Parliaments of the Corridor countries;
- iii. Authorize this Ministry, in collaboration with the Ministries of Justice and Foreign Affairs and International Cooperation, to present the Treaty to Parliament for ratification.
- iv. Authorize this Ministry to spearhead the process of collaborating with external partners and other MDAs and local partners in the facilitation and implementation of this project.

**2. Purpose and brief description:**

On the margins of the 51<sup>st</sup> Ordinary Session of The ECOWAS Authority of Heads of State and Government in June 2017, the Treaty on the Establishment of the Dakar-Abidjan Corridor was signed. The Praia-Dakar-Abidjan Corridor extends from Praia in Cape Verde to Abidjan in the Republic of Cote d'Ivoire with a maritime link on the Praia-Dakar section that crosses five other West African countries namely: The Gambia, Guinea Bissau, Guinea, Sierra Leone and Liberia. It comprises the construction of a 6-lane highway from

Dakar to Abidjan, a maritime link from Cape Verde to the West African Coastal Countries, Railway Development, air transport and Corridor Economic Development Initiatives.

The ECOWAS Commission has been tasked, on behalf of the Corridor Member States, to review progress in the implementation of key tasks related to the preparation, financing and management of the project, in line with the conclusions of the 3<sup>rd</sup> meetings of the Committee of Ministers of Infrastructure of the Corridor Member States held on 13<sup>th</sup> July 2018 in Dakar, Senegal. The Sierra Leone component of the project runs from the Guinea border at Gbalamuya through Rogbere Junction, Masiaka, Bo, Bandajuma, Gendema to the Liberian border.

There is the need for corridor countries to fast-track the process of ratifying the Corridor Treaty. Based on the Ministerial Steering Committee meeting held in Praia, Cape Verde on 21<sup>st</sup> March 2019, it was agreed by all Member States that ratification of the Treaty would be completed by 30<sup>th</sup> June 2019. Few countries have still not ratified the Treaty, which is significantly undermining the progress of the project. In order to sustain the interest of financing partners for this corridor project, Member States have been requested to urgently complete the ratification process against the **31<sup>st</sup> of July 2021** to enable the project to proceed smoothly and swiftly. Sierra Leone is one of the few countries which are yet to ratify the Treaty.

#### **Strategic relevance and urgency:**

The Praia-Dakar-Abidjan Corridor Development Programme came about as a result of the need to develop a successful regional road infrastructure to ensure the economic integration and sustainability of the region. It has the potential to significantly increase economic and social mobility in its area of influence. The ultimate object of the programme is to contribute to increase employment and income generation opportunities and to reduce the levels of poverty of people whose livelihoods depend mainly on the modes of transport on the corridor.

The urgent implementation of the Praia-Dakar-Abidjan Corridor Development Programme is consequent upon ***the need to expedite the ratification of the Treaty*** by the respective parliaments, which will serve as a key document required by financiers to fund the project.

The ratification and implementation of this programme will significantly contribute to the attainment of one of the flagship priorities of Government in Cluster 3, Sub-Cluster 3.2 which is Advancing Transportation System.

#### **4. Expected benefits and target beneficiaries**

The primary beneficiaries of this project are the corridor West African countries, their traders, agricultural producers, commuters, women and children. The project's many associated activities will make a significant difference to the activities of rural dwellers in the region. In other words, the project will lead to the creation of jobs for local populations. The reduction in transport costs will also benefit people living in the project area, especially women, who account for 52% of the population in the area and 60% of the economic activity. It will help to greatly reinforced regional economic integration.

The benefits of a well-built and well-maintained corridor will also include: Reducing barriers (physical and non-physical) to trade and transport; facilitating the movement of people and goods along the borders; reducing the cost and price of transport for goods and people; facilitating access to basic social services, schools, health centres; and maintaining a better connection between production and consumption areas.

The fall in transport costs that resulted from the improvements to services will breathe new life into local agriculture and will reinforce informal trade. Better roads linking localities and countries will make it easier for local producers to reach markets and will slash losses in produce that were finding it difficult to reach larger markets. The halving of transport times will free the population to spend more time on other socioeconomic activities.

##### **i. Evidence that proposed intervention is needed and will work**

Currently, the physical crossing of the corridor reveals great disparities in the quality of road surfaces and structures and an uneven level of service. Available research reveals that there is little road fluidity. Moreover, beyond the functional deficiencies of infrastructure and physical barriers, there are also non-physical barriers such as the many roadblocks, where illegal levies often take place and especially the cumbersome customs and management border operations that regularly display long queues of passengers and vehicles at border crossings that can reach kilometers for freight trucks. This obviously results in major obstacles to trade between the countries of the sub-region, which maintains the level of intra-regional trade well below the region's potential (intra-community trade in the ECOWAS region accounts for only 12% of total trade of the region).

However, in order to address the above challenges, the Praia-Dakar-Abidjan Corridor project was contrived. The said Corridor project is a sub-section of the Dakar-Lagos Coastal Corridor, stretching from Dakar in Senegal to Lagos in Nigeria, traversing nine (9)

other countries namely, The Gambia, Guinea Bissau, Guinea, Sierra Leone, Liberia, Cote d'Ivoire, Ghana, Togo and Benin. The Corridor is designated part of the key continental routes and is listed among the Programme for Infrastructure Development in Africa (PIDA) Priority Action Plan (PAP) – in short PIDA-PAP under the auspices of the African Union Commission (AUC). The PIDA is a continental outlook for infrastructural development defining a 30-year framework to guide development in the transport, energy, telecoms and water sectors to support a projected average annual growth rate of 6.2% in the Gross Domestic Product (GDP) of African countries. PIDA is made up of priority infrastructure projects in the various regions of Africa and Member States.

The proposed intervention is therefore imperative in deepening regional integration and enhancing economic development and social advancement for the region and its people.

**6. Other options considered:**

Sierra Leone as a country does not have the wherewithal to front-load its fundamental national development programmes all on its own. It is therefore relying on its bi-lateral and multi-lateral partners to achieve its development aspirations. In that vein, it has undertaken several development ventures in roads and infrastructure using its own resources. It is also looking outwards for support and partnership. Along with this project, this Ministry is also working on other fronts as well, including a proposed Roads investment Conference/Engagement with local and international investors in the private sector in April 2021. This is because road infrastructure is undoubtedly imperative in determining the level of development of any country; and plays a central and catalytic role in stimulating other sectoral growth and advancement.

Nonetheless, as a regional initiative and as a member of the ECOWAS, it is incumbent on Government to embrace this project, which it had already acceded to by signing the Treaty, to complete the process by ratifying it.

**7. Consultation across government:**

The concurrence of the Ministries of Foreign Affairs and International Cooperation and the Ministry of Justice has been sought. Please see attachment.

**8. Financial implications:**

The ECOWAS Commission in collaboration with the West African Economic and Monetary Union (UAEMU) will jointly advocate for financing from other multinationals and regional

banks such as the ECOWAS Bank for Investment and Development (EBID), and the West African Development Bank (Banque Ouest Africaine de Developement – BOAD); and with partners including the Islamic Development Bank (IsDB), African Development Bank (AfDB), the European Union (EU), Japan International Cooperation Agency (JICA), and several others.

**9. Legal implications:**

Legal concurrence and collaboration has been sought from the Office of the Attorney-General and Ministry of Justice in readiness for the presentation of the Treaty to Parliament for ratification.

**10. Implementation risks and monitoring:**

This Project will be implemented under the auspices of the ECOWAS Commission with the active involvement and supervision of the Government of Sierra Leone. This Ministry, as the supervisor of the sector, will monitor and lead the process up to its fruition.

**Annexes:**

Annex A: A copy of the Treaty on the Establishment of the Dakar-Abidjan Corridor;

Annex B: Concurrence from the Ministry of Foreign Affairs and International Cooperation and the Office of the Attorney General and Ministry of Justice;

Annex C:



**Peter B. Konteh**  
**MINISTER OF WORKS AND PUBLIC ASSETS**

**DATE: 17<sup>th</sup> MARCH 2021**



**TREATY**

**ON THE ESTABLISHMENT OF THE DAKAR-ABIDJAN CORRIDOR**

**AMONG**

**THE GOVERNMENTS OF**

**THE REPUBLIC OF COTE D'IVOIRE, THE REPUBLIC OF THE GAMBIA, THE REPUBLIC  
OF GUINEA, THE REPUBLIC OF GUINEA BISSAU, THE REPUBLIC OF LIBERIA, THE  
REPUBLIC OF SIERRA LEONE, THE REPUBLIC OF SENEGAL**



**The High Contracting Parties:**

The Government of The Republic of Cote d'Ivoire,  
The Government of The Republic of The Gambia,  
The Government of The Republic of Guinea,  
The Government of The Republic of Guinea Bissau,  
The Government of The Republic of Liberia,  
The Government of The Republic of Sierra Leone,  
The Government of The Republic of Senegal

Hereinafter referred to as "the Contracting Parties"

**PREAMBLE:**

MINDFUL of the provisions of Article 84 of the ECOWAS Treaty that prescribes that Member States can conclude Agreements among themselves for the purposes of integration;

MINDFUL of the provisions of Article 32 paragraphs (a) and (b) of the revised ECOWAS Treaty prescribing to Member States to evolve common transport and communications policies, laws and regulations and develop an extensive network of all-weather highways within the Community, priority being given to the inter-State highways aiming at free movement of persons, goods and services within the Community;

MINDFUL of Decision A/DEC.13/01/03 relating to the establishment of the Regional Road Transport and Transit Facilitation Programme in support of intra-community trade and cross-border movements;

MINDFUL of Protocol A/SP1/5/90 of 30<sup>th</sup> May, 1990 establishing within the Community, a guarantee mechanism for inter-State road transit of goods;

MINDFUL of Resolution C/RES.5/5/90 of 27<sup>th</sup> May 1990 relating to the maximum permissible axle load and subsequent ones;

MINDFUL of Convention A/P4/5/82 on inter-State Road Transit of Goods;

MINDFUL of Convention A/P2/5/82 of 29<sup>th</sup> May 1982 regulating inter-State Road Transportation between ECOWAS Member States;

MINDFUL of the Convention A/P5/5/82 for Mutual Administration Assistance in Customs Matters;

MINDFUL of Decision A/DEC 2/5/81 relating to the Harmonization of Highway Legislations in the Community;



**MINDFUL** of Protocol A/P.1/5/79 of 29<sup>th</sup> May 1979 as amended relating to Free Movement of Persons, Residence and Establishment;

**CONSIDERING** that the Heads of State and Governments of the Republic of Cote d'Ivoire, The Republic of The Gambia, the Republic of Guinea, the Republic of Guinea Bissau, the Republic of Liberia, the Republic of Sierra Leone and the Republic of Senegal based on the recommendations of the meeting of the Honourable Ministers in-charge of Roads/Works/Infrastructure and Justice held in Monrovia, Liberia on 4<sup>th</sup> March, 2017, decided during their meeting held in Monrovia, Liberia on 4<sup>th</sup> June 2017 to expand the Dakar-Abidjan Corridor, to a 2x3 Dual Carriage Highway with Trade and Transport Facilitation as well as multimodal Components, taking into account the core principles of subsidiarity and solidarity among Member States;

**HAVING RECOGNIZED** that the Dakar-Abidjan Road Network being part of the Dakar-Lagos Corridor, constitutes the most traded section of the Trans-West African Highway network and connects some of the most economically vibrant cities in West Africa;

**CONSCIOUS** that the development of Regional road infrastructure will deepen regional integration and the economic viability of the Region;

**DESIRING** to ensure the smooth and rapid movement of goods and persons by trade routes through their respective territories in order to provide an effective, efficient and competitive Corridor for regional and international trade;

**RECOGNIZING** that the Dakar-Abidjan Corridor is important towards developing an integrated infrastructure and transit system which is economical, safe and environmentally sustainable in order to boost the agricultural, mineral, tourism and energy resources existing in the Region;

**BEARING IN MIND** that neither government nor private enterprises can singularly assume all risks of investment, maintenance and operation of transport and communication facilities and equipment. In this regard, the close coordination between the Governments and the Private Sector is key to the development of trade and transit facilitation;

**CONVINCED** that a regional approach is the best way to implement a project of such magnitude by putting in place an institutional framework to oversee the project implementation and management process.

**DO HEREBY AGREE AS FOLLOWS:**



## CHAPTER I: GENERAL PROVISIONS

### Article 1: Definitions

For the purpose of this Treaty, the following terms and expressions shall have the meanings hereby assigned to them:

**Authority:** means the Dakar-Abidjan Corridor Authority;

**Corridor:** means the Dakar-Banjul-Bissau-Conakry-Freetown-Monrovia-Abidjan Corridor which is formed by the geographical areas in:

- a. The Republic of Cote d'Ivoire,
- b. The Republic of The Gambia,
- c. The Republic of Guinea,
- d. The Republic of Guinea Bissau,
- e. The Republic of Liberia,
- f. The Republic of Sierra Leone,
- g. The Republic of Senegal

**Depositary:** means the President of the ECOWAS Commission in accordance with Article 20;

**Development Corridor:** means the Spatial Development Initiative approach to mobilise investment resource for the development of transportation, infrastructure, facilities and services in coordination with other Economic Zones or Sectors of the economy along the Corridor;

**Enabling Legislation:** means the domestic legislation passed by each Contracting Party to incorporate this Treaty;

**Facilities:** means infrastructure such as buildings or equipment put in place for the purpose of enabling the execution of a specific task in relation to transportation and transit of vehicles, goods and persons;

**Facilitation:** means procedures or measures put in place to ease the movement of transit vehicles for the transportation of, goods and persons through the Corridor;

**Goods:** mean all personal chattels and include wares, ores, livestock, aquatic animals and products, merchandise, crops, currencies and other articles offered for transportation;

**Hazardous Material:** means any substance or material that could adversely affect the safety of the public, handlers or carriers during transportation. These include explosives, compressed gases, flammable liquids and solids, oxidizers and organic peroxides, toxic materials, radioactive materials, corrosive materials and any other material that presents a hazard in transportation.

**International Project Agreement** means the agreement to be signed by the Contracting Parties and the Authority in accordance with Article 6,



**Interstate Traffic or Transport:** means the transport of goods or passengers between two or more Contracting Parties;

**Joint Border Post:** means a border post established at designated land borders at which all traffic utilizing the border post stops only once in each direction of travel and both exit and entry procedures are jointly undertaken by border control officers of the adjoining Contracting Parties from within the common control zone;

**Other Stakeholders:** means actors or representatives of private sector, civil society, non-governmental organizations or any other recognizable bodies as may from time to time be identified.

**Project:** means the construction and management of a 2x3 Dual Carriage Highway with complementary Railway and Maritime improvement components from Dakar traversing Banjul Bissau, Conakry, Freetown, Monrovia to Abidjan;

**Right of Way:** means the entire carriage way as well as adjacent portions of land, reserved sidewalks, roadside corridors for utilities, and future expansions as may be required;

**Steering Committee:** means the Committee set up by Heads of States and Governments of the Contracting Parties in accordance with Article 9;

**Supra-National Status:** means transcending powers accorded to the authority of the Dakar-Abidjan- Highway. It also means a status accorded to the highway which transcends the jurisdictions of the national laws, regulations or policies of the Contracting Parties;

**Traffic in Transit:** means the traffic passing across the territory of a contracting party with or without transshipment warehousing, break bulk, cleaning, repairing, replacing assembly, disassembly, reassembly of machinery and goods, or change of mode and means of transport;

**Transit:** means the passage across the territories of a Contracting Party when such passage is only a portion of a complete journey, terminating beyond the frontier of the Parties across whose territory the transit takes place;

**Treaty:** means the Treaty relating to the development and management of the Dakar-Abidjan Corridor;

**Other Terms and Expressions:**

Words in the singular include the plural unless the context otherwise requires;

Unless otherwise indicated, references to "Chapters", "Articles", and "Paragraphs" refer to chapters of, articles to, and paragraphs of this Treaty.

**Article 2: Establishment, Construction and Management of the Corridor**

The Contracting Parties hereby:

- a. establish the Dakar-Abidjan Corridor.
- b. establish the Dakar-Abidjan Corridor Management Authority which shall have a Supra-National Status.

*[Handwritten signatures and initials]*



- c. undertake to construct and manage a 6-lane Dual Carriage Multinational Highway (2x3), which is more particularly described in the International Project Agreement, with
- d. complementary trade and transport facilitation measures linking Dakar to Abidjan passing through Banjul, Bissau, Conakry, Freetown and Monrovia, with such extensions, expansions and additional transportation modes as the Contracting Parties shall from time to time agree.

**Article 3: The Objectives and Scope of the Corridor**

1. The Objectives of the Corridor shall be to:
  - a. facilitate safe and efficient movement of persons and goods, regional and international trade and transport by improving on the road infrastructure and simplifying and harmonizing the requirements and controls that govern the movement of goods and persons with a view to reducing transportation costs and transit times.
  - b. stimulate economic and social development in the territories of the contracting parties and the partnership between public and private sectors.
  - c. transform the Corridor into a Development Corridor which, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, will also stimulate investment, encourage sustainable economic development, poverty reduction and guarantee security on the Corridor.
  - d. implement strategies for accelerating economic and social growth along the Corridor while ensuring environmental sustainability.
2. The Scope of the Corridor shall be from:

Contracting Parties	Sections of Corridor Highway	Length (Km)
Senegal	Part 1: Dakar-Kaolack-Karang (Gambia Border)	276
	Part 2: Gambia Border-Seleti-Bignona-Ziguinchor-Mpak (Guinea Bissau Border)	114
The Gambia	Part 1: Amdallai-Bara-Banjul	25
	Part 2: Banjul-Mandinaba-Jiboro	64
Guinea Bissau	Mpack-Safim-Bissau-Nhacra-Quebo-Mampata-Guinea Border	347
Guinea	Guinea Bissau Border-Boke-Conakry-Forecariah-Pamelap- Sierra Leone Border	483
Sierra Leone	Guinea Border-Gbalamuya-Rogbere Junction- Masiaka-Bo-Bandajuma-Gendema-Liberia-Border	428
Liberia	Sierra Leone Border-Bo Waterside-Monrovia-Gbarnga-Ganta-Tappita-Toe-Zamu-Côte d'Ivoire Border	637
Côte d'Ivoire	Liberia Border-Pekan Barrage-Touleupleu-Bléquin-Guiglo-Duekoue-Daloa-Bouaflé-Yamousokro-Abidjan	790
<b>TOTAL</b>		<b>3,164</b>



#### Article 4: Guiding Principles

##### 1. Principle of Transparency

The Contracting Parties agree to cooperate in a transparent manner concerning issues relating to the funding, development, management and operation of the Corridor.

##### 2. Principle of Equity

The Contracting Parties agree to manage and operate the Corridor in an equitable manner in the areas of funding, development, operation and management in order to achieve their objective.

##### 3. Principle of Solidarity

The Contracting Parties agree that the principle of solidarity shall guide the operations and implementation of this Treaty.

##### 4. Principle of Mutual Assistance

The Contracting Parties shall give assistance to one another as may be required in matters of customs, immigration, security, health and any other such areas of interest in the use of the Corridor. This assistance includes, but not limited to, control at each entry and exit point of their respective territories.

##### 5. Principle of Subsidiarity

The Contracting Parties agree to apply the principle of subsidiarity by granting the necessary powers to any entity created under this Treaty to act for and on their behalf.

#### CHAPTER II: OBLIGATIONS OF THE CONTRACTING PARTIES

##### Article 5: General Obligations

The Contracting Parties agree to collaborate in matters relating to the following:

##### 1. Infrastructure Development

- a. Undertake the necessary Technical Studies on the different segments of the Corridor to include:
  - i. Economic and financial feasibility Study and Environmental, Social Impacts Assessment (ESIA)
  - ii. Public Private Partnership (PPP) viability assessment for investment and operations of the Corridor
  - iii. Detailed Technical, Engineering and Environmental Impact Studies,
- b. To undertake Construction Works and Supervision for the 2 x 3 Dual Carriage Highway
- c. To introduce modern Tolling Systems based on appropriate studies and best practices in Road Financing.
- d. To provide weighbridges and other axle load control equipment.



- e. To ensure the implementation of road safety measures and the sensitization of social epidemics including HIV/AIDS, along the Corridor and its area of influence,
- f. The Contracting Parties shall, after signing this Treaty, enter into an International Project Agreement with the Authority. The International Project Agreement shall be executed on behalf of the Contracting Parties by the Steering Committee.

## 2. Transport and Trade Facilitation

To develop and Harmonize Trade and Transport Facilitation measures along the Dakar-Abidjan Corridor, in the following areas:

- a. Roads and Facilities;
- b. Information & Communication Technology (ICT) Connectivity and Information sharing between Stakeholder Platforms for Customs, Immigration and other Border Agencies at National and Regional Level;
- c. Harmonized Control for Customs, Immigration, Police and Other Agencies along the Corridor;
- d. Documentation and Procedures;
- e. Transport of Goods by Road, Rail and any other means as developed;
- f. Multimodal Transport of goods;
- g. Handling of Hazardous Material;
- h. Measures of Facilitation for Transit Agencies, Traders and Employees;
- i. Economic Development of the Corridor, and
- j. Maritime Port Facilities;

## Article 6: Specific Obligations

The Contracting Parties agree to:

1. Regard the Corridor Project as a single unit, which may be divided into appropriate lots for purposes of contracting for design, works, supervision and management.
2. Review the scope and provisions of this Treaty to encourage the development of integrated transportation infrastructure such as Rail, Maritime and Air Transport services and facilities on the Corridor.
3. Make available to the Authority, parcels of land on each side of the highway for Right of Way in order to accommodate the entire carriageway as well as for future expansion and developments such as Railway lines, Optic Fibre Networks, Gas Pipeline and any other utilities as may be required to enhance the operationalization of the Corridor.
4. Jointly address matters relating to resettlement, compensation and protection of the Right of Way.
5. Source for funds needed for the execution of the project from any but not limited to the following:
  - a. Individual Contracting Party contributions
  - b. Other Governments



- c. Loans from Financial Institutions, Grants, Bequests, Subventions, Donations from National and International Donor Partners and International Institutions or Bodies.
  - d. Donations from Civil Society, Professional Organizations and Private Companies, and
  - e. Donations from beneficiaries of the Corridor, in particular private companies active along the Corridor
6. Enter into, after signing this Treaty, an International Project Agreement with the Authority. The International Project Agreement shall be executed on behalf of the Contracting Parties by the Steering Committee.
  7. Contracting Parties agree to, for the time being entrust the ECOWAS Commission with the power to open account, receive, accept and deposit at a designated Bank on behalf of the Contracting Parties, Loans, Donations, Contributions and Grants both in Cash and Kind that may from time to time be made for the purpose of the Project.

**Article 7: Agreed Regime and Stability**

1. The Contracting Parties and the Authority recognise and agree that their rights and obligations relating to the Corridor, shall be exclusively governed by the following set of Instruments, Principles, Rules and Regulations:
  - a. this Treaty,
  - b. the International Project Agreement,
  - c. the Enabling Legislation,
  - d. Agreement for the set-up of the Authority,
  - e. the Rules of Procedure,
  - f. all other instruments forming part of and or implementing the Agreed Regime, and
  - g. all such general principles of international law, international treaties and domestic legislation as may be applicable to the Project, to the extent not inconsistent with any of the instruments contemplated in paragraphs (a), (b), (c), (d) or (e) above.
2. The Contracting Parties further recognize and agree with one another that the harmonized and stable application of this Treaty, the International Project Agreement, the Enabling Legislation and all other elements of the Agreed Regime by all the Contracting Parties throughout the duration of the International Project Agreement and across all seven jurisdictions is essential to protect the rights and interests of each of the Contracting Parties in maintaining the Corridor to facilitate the transportation of persons, goods and services.
3. Each Contracting Party hereby agrees and undertakes that:



- a) it shall comply with the provisions of the Agreed Regime;
- b) it shall desist from the use of direct executive action or any action whatsoever, which may discontinue performance of, revoke, amend, suspend, terminate or disable the legal effectiveness of this Treaty; and
- c) it shall abstain from adopting any legislation or do anything which is incompatible with the text and application of this Treaty or of any other instruments forming or contemplated under the Agreed Regime.

**Article 8: Action in the event of Breach of this Treaty**

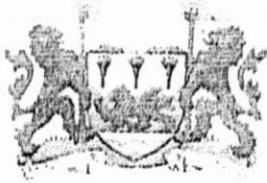
In the event of breach of any of the provisions of the Treaty:

1. The affected Party shall promptly notify the Authority of the breach.
2. The Authority shall serve a notice of the breach on the Party in breach with a request to, cease and cure the breach;
3. The Contracting Party in breach shall immediately cease and remedy any such breach upon receipt of notice of the breach;
4. Refusal or failure to cease and/or adequately remedy the breach shall entitle the affected Party to seek redress or remedies under Article 19 of this Treaty.
5. The provisions of the International Project Agreement shall apply to determine any consultative, corrective or compensatory measures to be taken in respect of the party entitled to a remedy thereunder.

**CHAPTER III: INSTITUTIONAL FRAMEWORK AND STATUS OF THE AUTHORITY**

**Article 9: Institutional Arrangements**

1. The Steering Committee as established by the Heads of State shall compose of Ministers responsible for either Roads/Highways/Road Infrastructure or Road Works matters from each of the Contracting Parties and the Commissioner for Infrastructure of the ECOWAS Commission.
2. The Committee shall as soon as practicable after its establishment, draw up the Rules of Procedure which shall apply to its conduct and to any other ad hoc committee as may be set up by it.
3. The Steering Committee may amend the Rules of Procedure.
4. For the smooth development and management of the Corridor, the Committee shall set up the following organs:
  - a. Project Committee of Experts made up of the respective Directors in-charge Road Infrastructure Planning and Development in their respective Ministries or Road Agencies. This Committee may recommend the periodic inclusion of related sector specific experts in areas such as Customs, Immigration, Trade and Environment.



## GOVERNMENT OF SIERRA LEONE

### MINUTE PAPER

#### MINISTER OF WORKS AND PUBLIC ASSETS

- (i) Below is Extract from Minutes of the 10<sup>th</sup> Meeting 2021 held on Wednesday 5<sup>th</sup> May 2021

**Memo No: CP(2021)50**

#### RATIFICATION OF THE TREATY ON THE ESTABLISHMENT OF THE DAKAR-ABIDJAN CORRIDOR

#### SUMMARY OF PROPOSAL

The Minister of Works and Public Assets presented a proposal for Cabinet to:

- i. approve the ratification of the Treaty on the Establishment of the Dakar-Abidjan Corridor;
- ii. authorize the Minister of Works and Public Assets, in collaboration with the Ministries of Justice and Foreign Affairs and International Cooperation, to present the Treaty to Parliament for ratification;
- iii. authorize the Minister of Works and Public Assets to spearhead the process of collaborating with external partners and other MDAs and local partners in the facilitation and implementation of this project.

On the margins the 51<sup>st</sup> Ordinary Session of The ECOWAS Authority of Heads of State and Government in June 2017, the Treaty on the Establishment of the Dakar-Abidjan Corridor was signed. The Praia-Dakar-Abidjan Corridor extends from Praia in Cape Verde to Abidjan in the Republic of Cote d'Ivoire with a maritime link on the Praia-Dakar section that crosses five other West African countries namely: The Gambia, Guinea Bissau, Guinea, Sierra Leone and Liberia. It comprises the construction of a 6-lane highway from Dakar to Abidjan, a maritime link from Cape Verde to the West African Coastal Countries, Railway Development, air transport and Corridor Economic Development Initiatives.

The ECOWAS Commission has been tasked, on behalf of the Corridor Member States, to review progress in the implementation of key tasks related to the preparation, financing and management of the project, in line with the conclusions of the 3<sup>rd</sup> meetings of the Committee of Ministers of Infrastructure of the Corridor Member States held on 13<sup>th</sup> July 2018 in Dakar, Senegal. The Sierra Leone component of the project runs from the

Guinea border at Gbalamuya through Rogbere Junction, Masiaka, Bo, Bandajuma, Gendema to the Liberian border.

There is the need for corridor countries to fast-track the process of ratifying the Corridor Treaty. Based on the Ministerial Steering Committee meeting held in Praia, Cape Verde on 21<sup>st</sup> March 2019, it was agreed by all Member States that ratification of the Treaty should be completed by 30<sup>th</sup> June 2019.

**CABINET DECISION**

CABINET approved the proposal presented by the Minister of Works and Public Assets.



S. U. KARIM  
for: Secretary to the Cabinet and  
Head of the Civil Service

**6<sup>TH</sup> MAY, 2021**