

Reimagining China's Transportation Funding Investments in Africa in lieu of COVID-19

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ISSUES IN AFRICA

- Africa has insufficient investment in healthcare infrastructure
- Africa has the fastest growing population & rapidly urbanizing
- Low levels of foreign direct investment (FDI) globally
- China has become a main source of transportation infrastructure investment
- There are insufficient COVID 19 resources
- Despite a 2001 pledge, most African countries have not increased their healthcare spending to 15% of GDP
- Poor transportation infrastructure is a constraint



CHINESE TRANSPORTATION INVESTMENTS IN AFRICA

Examples of financed transport projects:

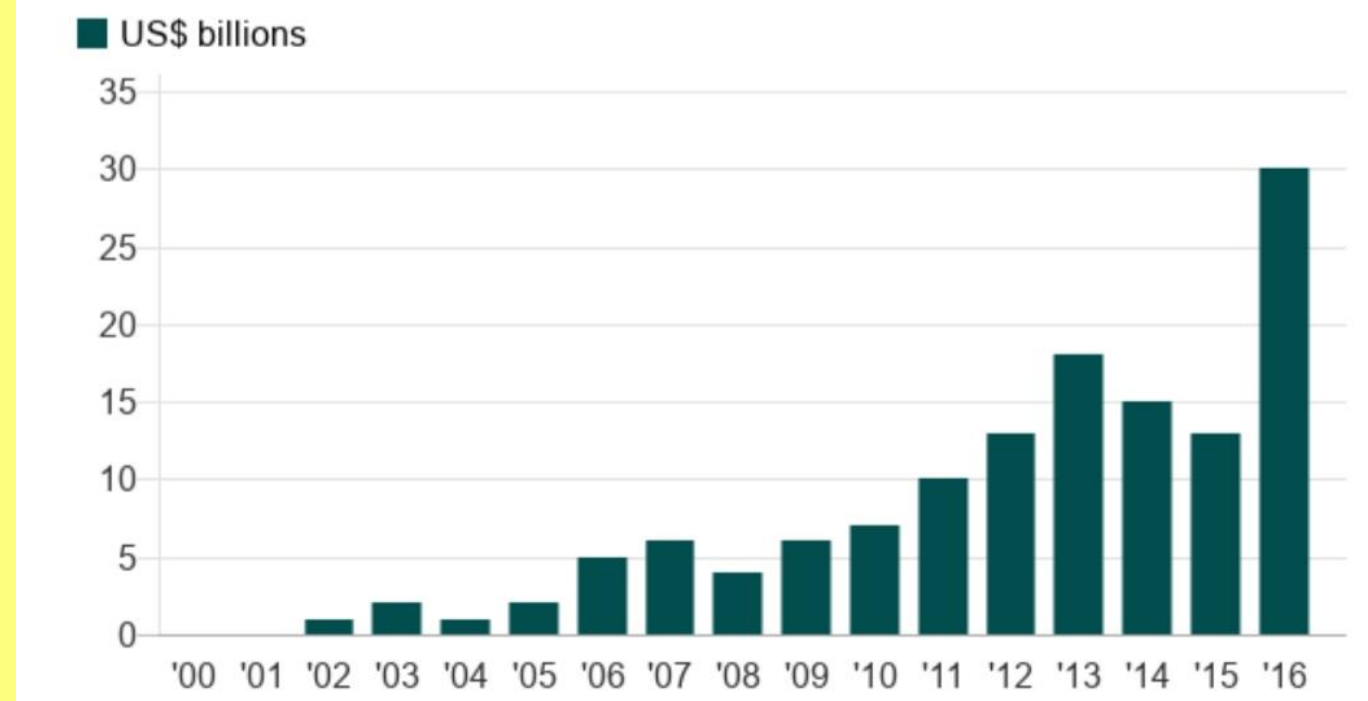
- Abuja Rail Mass Transit System (Nigeria)
- \$12 billion Lagos-Kano coastal railway (Nigeria)
- \$4.5 billion Addis Ababa–Djibouti railway (Ethiopia)
- \$11 billion Megaport in Bagamoyo (Tanzania)
- \$300 million road construction (Sudan)
- \$9 billion loan to finance a rail system (Democratic Republic of Congo)
- At least 6% of Kenya's GDP Mombasa-Nairobi railway (Kenya)



AFRICA'S NATURAL RESOURCES – NEW FORM OF COLONIALISM?

- China has obtained rights to extract up to 10 million tons of copper and 420,000 tons of cobalt
- Access to aluminum in Guinea
- Chinese companies contracted in engineering and construction projects (\$48.84B total in 2018)
- Yet, there have been crashed in commodities prices – eg copper & iron
- African economies tend to be insufficiently diversified to handle these shocks

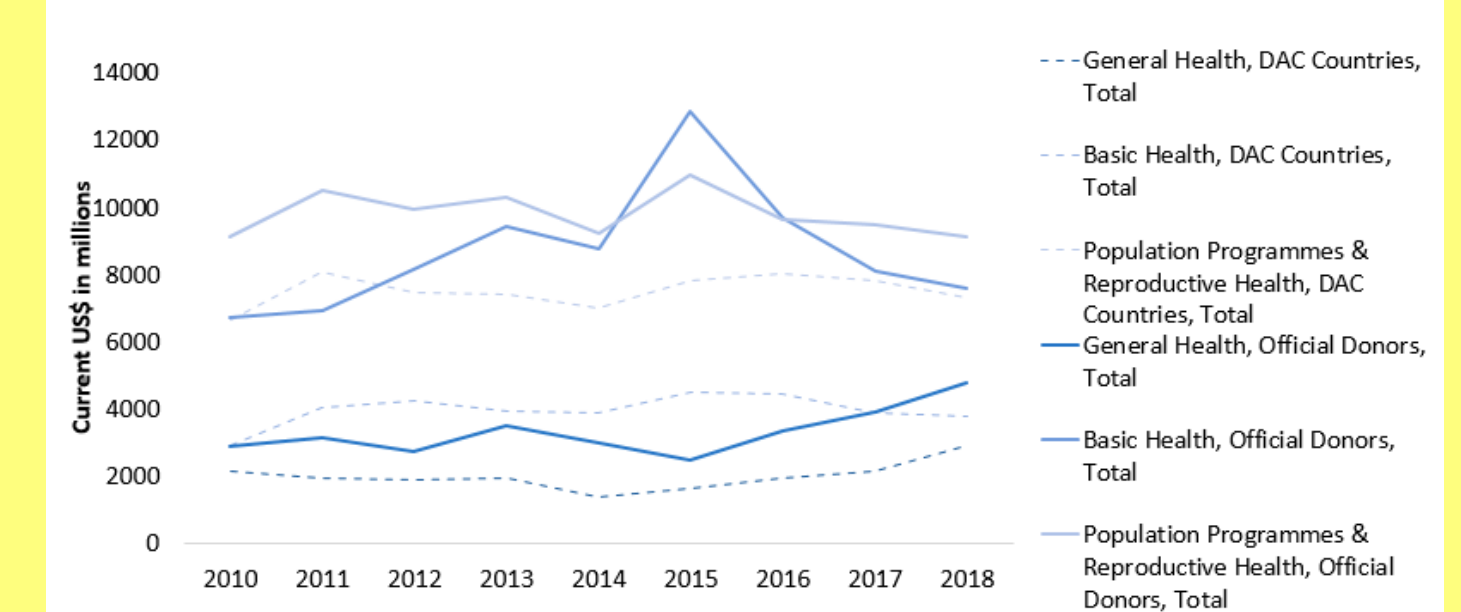
Annual Chinese loans to African governments (2000-2016)



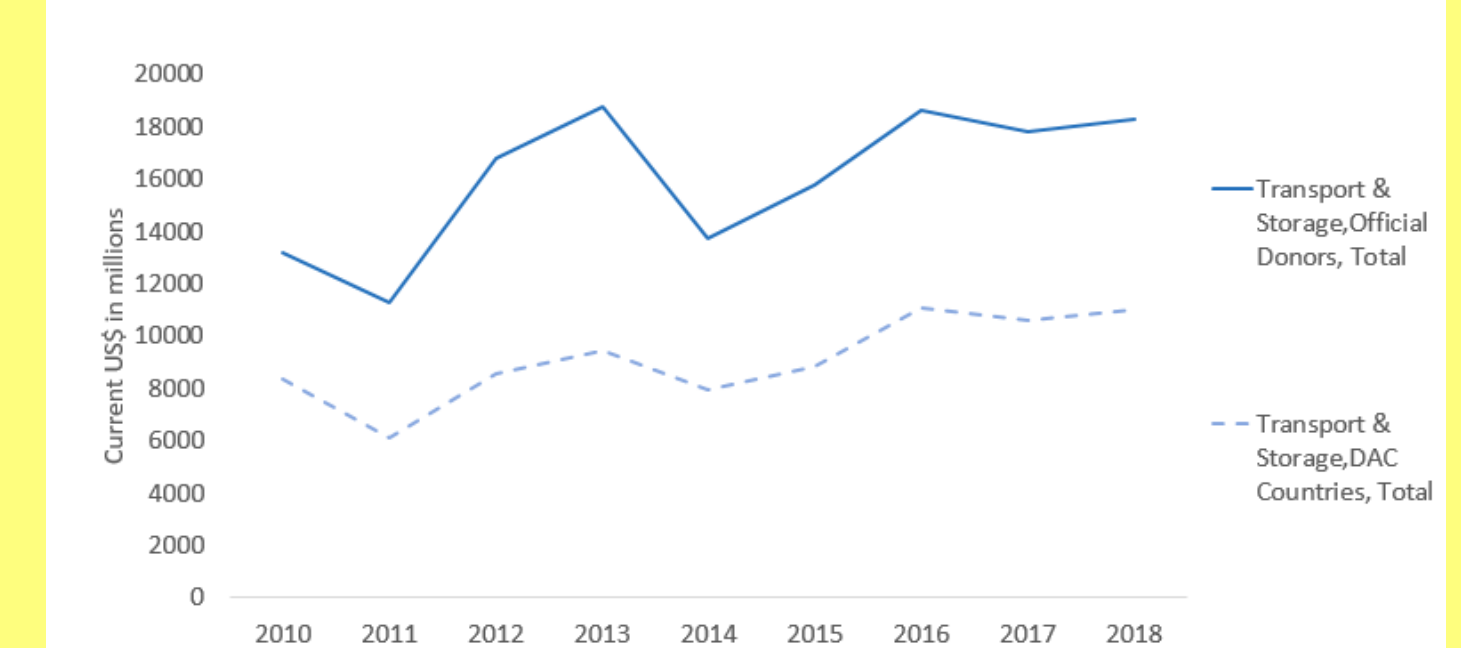
Source: Johns Hopkins SAIS China-Africa Research Initiative

BBC

Health ODA



Transport ODA



CRITICALLY APPRAISED TOPIC (CAT) LITERATURE REVIEW

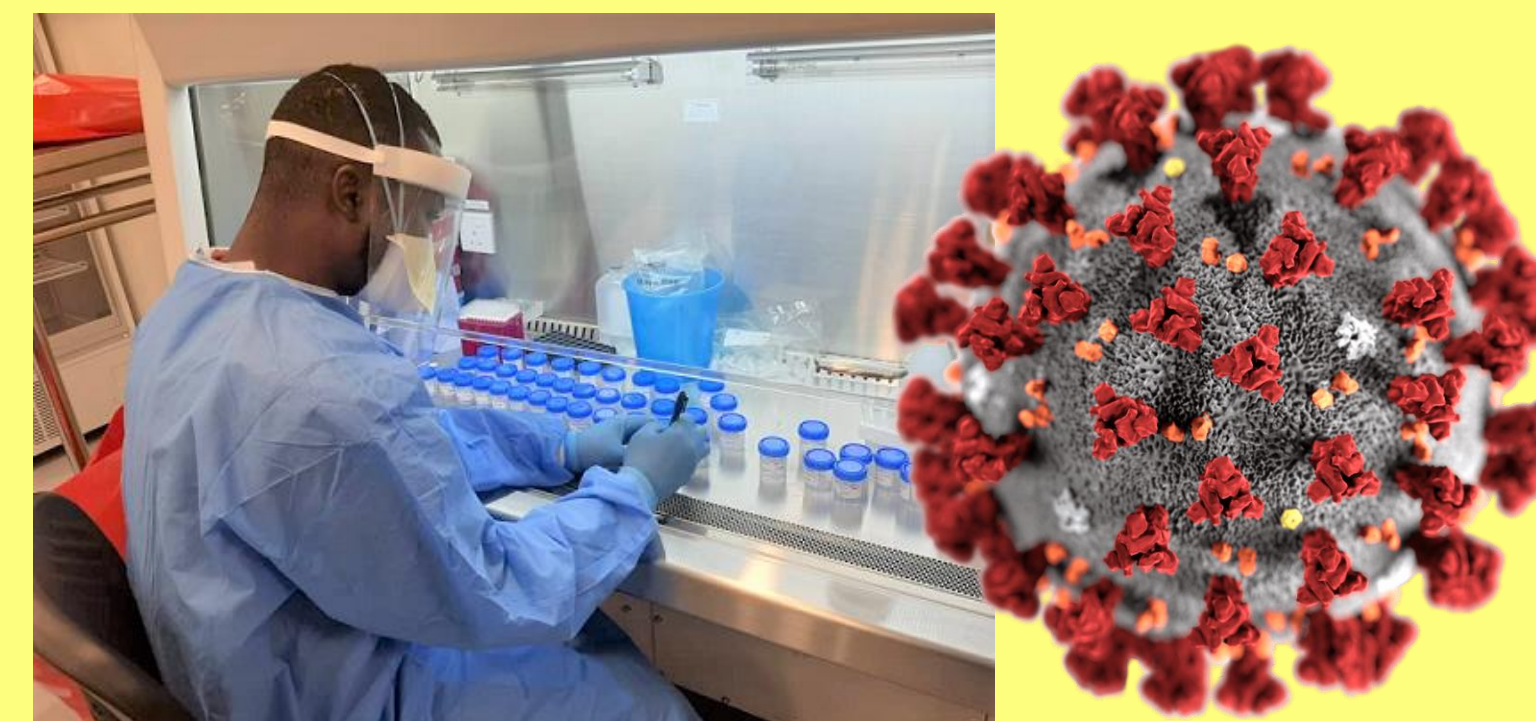
PICO	China Africa Transportation investments
Patients	the health and well-being of Africans.
Intervention	In comprehensive development planning, interventions include policy development, policy implementation, strategic planning, and financial investments.
Comparator	The comparator intervention is China's financial investments and loans focused on Africa's infrastructure.
Outcome	How can investments in African transportation infrastructure be done more comprehensively to include healthcare improvements?

VULNERABILITY TO COVID-19

- Reduction in demand for African commodities
- Capital flight from Africa
- Collapse in tourism
- Lockdowns & border closures
- Lack of access to clean water
- Poor rely on public transportation and cannot afford to stay home
- Private financing is insufficient
- Need Official Development Assistance (ODA)

AFRICAN DEVELOPMENT PLANNING

- Phase 1 (1960s-1980s):** Poor implementation due to poor planning documents, failure to implement plans, targets that were too ambitious, bureaucracy, "exogenous shocks" and political factors
- Phase 2 (1980s-1990s):** Structural Adjustment Programs that emphasized privatization that eliminated many social services
- Phase 3 (2000s-2010s):** Poverty reduction programs lacked credibility
- Current Phase:** Returns to comprehensive planning focused on the UN Sustainability Development Goals including poverty & health



RESEARCH QUESTION

With respect to the state of Africa's healthcare resources, how does China's investment in Africa's transportation infrastructure compare with other interventions used in comprehensive development planning for a successful outcome given the added burden of the COVID-19 pandemic?

PRECEDENCE FOR COMBINING TRANSPORTATION & HEALTH IN THE WEST (USA & CANADA)

Examples:

- The US has used transportation funds in health oriented areas of comprehensive development planning
- Health clinics in transit stations
- US transportation professionals should get more involved in helping developing countries

5 RECOMMENDATIONS

(1) Invest in cash for remote work as a social protection program; (2) Invest heavily in population control using safe, protected sex education and birth control; (3) Build transportation systems that tackle climate change with the use of advanced technology; (4) Have disaster risk management plans that include transportation planning and supply chain management for the movement of goods and people.; (5) Attempt to restructure existing infrastructure financing deals so that they address development plans comprehensively including healthcare issues and shocks, e.g. COVID-19, and do not result in debt servicing that far outweighs benefits of transportation infrastructure construction