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Issue: Expanding regional trade integration initiatives

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I. Introduction

Expanding regional trade integration has become a pressing issue in the global economy, and nowhere is its importance more evident than in Africa. Despite being a continent with vast natural resources, a young and growing population, and rapidly developing markets, Africa remains one of the least integrated regions in terms of intra-continental trade. The majority of African countries still rely heavily on exports to external markets, often in raw materials, while importing manufactured goods from outside the continent. This imbalance limits opportunities for sustainable growth and leaves economies vulnerable to global fluctuations.

Regional trade integration initiatives aim to change this dynamic by creating larger, unified markets that enable the free flow of goods, services, capital, and labor across borders. Such efforts not only boost economic growth but also enhance social development by fostering job creation, improving access to essential goods, and encouraging the spread of technology and innovation. Moreover, stronger regional trade ties can serve as a foundation for deeper political cooperation, offering tools to address cross-border challenges such as infrastructure gaps, food insecurity, and economic inequality.

For Africa, advancing these initiatives is both an opportunity and a challenge. While frameworks such as the African Continental Free Trade Area (AfCFTA) highlight the continent's commitment to integration, practical obstacles remain, including inadequate transport and energy infrastructure, divergent national policies, and governance constraints. Successfully overcoming these hurdles requires collaborative dialogue, trust among member states, and sustained political will.

This Chair Report will provide a detailed exploration of the background, benefits, and challenges of expanding regional trade integration in Africa. It will assess ongoing initiatives, identify structural barriers, and highlight possible avenues for strengthening cooperation. By understanding the fundamental dynamics of trade integration, delegates will be better equipped to propose solutions that contribute to Africa's long-term economic resilience and social progress.

II. Key Vocabulary

Regional Trade Integration: The process of reducing trade barriers between neighboring countries to allow goods, services, and capital to move more freely. This is directly linked to Africa's goal of strengthening intra-continental trade and building unified markets.

African Continental Free Trade Area (AfCFTA): An agreement launched in 2018 to create a single African market. It is the most important framework for advancing regional trade integration on the continent.

Tariffs and Non-Tariff Barriers: Tariffs are taxes on imports, while non-tariff barriers include quotas, licenses, and customs restrictions. Eliminating these obstacles is necessary for facilitating trade within Africa.

Economic Diversification: The expansion of an economy beyond dependence on a few commodities or sectors. Regional integration supports diversification by opening markets for manufactured goods and services.

Regional Economic Communities (RECs): Subregional organizations such as ECOWAS or SADC that coordinate trade and development policies. They act as building blocks for broader continental integration under the AfCFTA.

III. Involved Countries and Organizations

Nigeria

Nigeria, Africa's largest economy and most populous country, plays a central role in the continent's trade integration agenda. As a founding member of the African Continental Free Trade Area (AfCFTA), Nigeria initially hesitated to ratify the agreement due to concerns about protecting domestic industries but formally joined in 2019 after extensive consultations with business groups. The Nigerian government views regional integration as a way to expand its manufacturing sector and reduce over-reliance on oil exports. President Muhammadu Buhari emphasized during the AfCFTA signing that the country's participation would be guided by the goal of achieving "prosperity through increased African cooperation." Nigeria is particularly invested in infrastructure projects like the Lagos-Abidjan corridor, which are crucial for translating trade agreements into practical benefits.

South Africa

South Africa stands as one of the continent's most industrialized nations and a vocal supporter of regional trade integration. The country has historically championed economic cooperation through the Southern African Development Community (SADC) and is one of the strongest advocates for the AfCFTA. Pretoria views trade integration as both an economic opportunity and a geopolitical strategy to strengthen African agency in global markets. Former President Cyril Ramaphosa described the AfCFTA as a "new frontier of inclusive growth," underlining South Africa's vision of an Africa that is less dependent on external powers. South Africa's role is also tied to its well-developed logistics and port systems, which are intended to serve as gateways for intra-African commerce.

Egypt

Egypt, as a transcontinental bridge between Africa and the Middle East, has consistently emphasized the importance of continental integration. The country ratified the AfCFTA early and hosted several high-level meetings on its implementation. Cairo views trade integration as a means of reinforcing Africa's collective bargaining power while simultaneously strengthening Egypt's role as a hub for North–South and East–West trade routes, particularly through the Suez Canal. President Abdel Fattah el-Sisi, during Egypt's chairmanship of the African Union in 2019, highlighted that "integration is not a choice, but a necessity for Africa's sustainable development." Egypt's commitment also extends to infrastructure and energy projects designed to connect North Africa with sub-Saharan economies.

Kenya

Kenya has been one of the most proactive supporters of continental trade integration, being the second country to ratify the AfCFTA after Ghana. Nairobi views the initiative as vital for expanding markets for its growing industrial and service sectors, particularly in technology and finance. The government emphasizes that integration will allow East Africa to transition from subsistence agriculture toward diversified economic growth. President William Ruto has frequently stated that Africa's economic transformation depends on "tearing down borders that divide us and building bridges of commerce." Kenya's active participation in both the East African Community (EAC) and AfCFTA implementation processes underscores its role as a driver of regional cooperation.

Ghana

Ghana hosts the Secretariat of the AfCFTA in Accra, making it symbolically and practically central to the integration process. The Ghanaian government strongly promotes regional trade as a way of creating jobs and fostering industrialization. President Nana Akufo-Addo declared at the opening of the Secretariat in

2020 that "the success of AfCFTA will be measured by the prosperity it brings to our peoples." Ghana has consistently called for harmonization of customs procedures and investment in infrastructure to ensure that the agreement delivers tangible benefits. Its involvement goes beyond policy, as the country positions itself as a model for political stability and regional cooperation.

Morocco

Although geographically positioned at the northwest edge of the continent, Morocco has strategically expanded its economic diplomacy across Africa. The country is a member of several regional initiatives and has pursued policies to strengthen south–south cooperation. Rabat views trade integration as key to consolidating Africa's economic sovereignty and to diversifying Morocco's partnerships beyond Europe. King Mohammed VI has repeatedly called Africa "the future of global growth" and emphasized that integration is essential for the continent's transformation. Morocco's state-led investment in banking, telecommunications, and renewable energy across sub-Saharan Africa also illustrates its commitment to integration.

Rwanda

Despite its small size, Rwanda has emerged as a vocal champion of regional cooperation and digital innovation in Africa. Kigali ratified the AfCFTA quickly and has been at the forefront of pushing for policy harmonization and efficiency in trade facilitation. President Paul Kagame has argued that Africa cannot achieve meaningful development "without tearing down the walls that fragment our markets and limit our potential." Rwanda's active participation is rooted in its ambition to become a continental hub for services, logistics, and digital trade, making it a critical player in the conversation about integration.

African Union (AU)

The African Union is the principal continental body driving regional trade integration. It was the AU that spearheaded negotiations leading to the establishment of the AfCFTA, which stands as the AU's flagship economic project under Agenda 2063. The Union views integration as central to Africa's economic transformation and political stability, emphasizing that a unified market can enhance resilience against external shocks. AU summits consistently stress the need for harmonizing regulations and accelerating infrastructure development to make the AfCFTA fully operational. Former AU Commission Chairperson Moussa Faki Mahamat described the AfCFTA as "a historic step toward African unity and prosperity," highlighting the Union's determination to institutionalize trade as a foundation for continental progress.

United Nations Economic Commission for Africa (UNECA)

UNECA has played a vital role in providing technical expertise, research, and policy recommendations to support African governments in trade integration. The Commission has published influential studies on the economic impact of the AfCFTA, estimating that intra-African trade could increase by over 50% if the agreement is fully implemented. UNECA's official stance is that integration is essential for achieving inclusive growth and industrialization on the continent. Its Executive Secretary, Vera Songwe, stated that "the AfCFTA is not just a trade agreement; it is a development instrument." UNECA actively assists member states with capacity building, data collection, and legal frameworks to ensure smooth implementation of integration initiatives.

World Trade Organization (WTO)

Although a global institution, the WTO is deeply involved in supporting Africa's regional integration efforts through technical assistance, training, and monitoring of trade policies. The organization views initiatives such as the AfCFTA as complementary to the multilateral trading system, ensuring that African economies are better positioned to participate in global trade. The WTO has worked with African countries to streamline customs procedures, reduce non-tariff barriers, and promote transparency in trade policies. Former WTO Director-General Roberto Azevêdo welcomed the launch of AfCFTA by noting that it "sends a strong message about Africa's commitment to growth through trade and cooperation." The WTO's role thus lies in reinforcing Africa's integration while linking it to the broader global system.

IV. Focused Overview of the Issue

Regional trade integration in Africa represents both a pressing challenge and a transformative opportunity. Despite the continent's vast potential — abundant natural resources, a youthful workforce, and rapidly expanding markets — intra-African trade remains far below global averages. The continent's economies are still largely structured around exports to external partners and the import of finished goods, creating dependencies that make them vulnerable to external shocks. Integration initiatives such as the African Continental Free Trade Area (AfCFTA) have been launched to reverse this dynamic, but significant barriers remain.

The issue exists because Africa's economies remain fragmented by historical legacies, underdeveloped infrastructure, and differing national policies. While trade blocs such as ECOWAS, SADC, and the EAC have made progress at the subregional level, overlapping memberships and conflicting trade regimes have slowed continental-level coordination. At the same time, protectionist concerns, particularly over sensitive industries like agriculture, mean that many states hesitate to fully liberalize trade. Addressing these obstacles requires not only technical reforms but also political will and mutual trust among African governments.

The implications of limited integration are wide-ranging. Economically, it restricts industrial development and reduces competitiveness in global markets. Socially, it hinders job creation and perpetuates inequality, particularly among youth populations who form the majority in many African states. However, opportunities exist: if successfully implemented, regional trade integration could create a unified African market, accelerate diversification, and strengthen political stability through shared prosperity.

1. Historical and Structural Roots of Trade Fragmentation

The fragmented nature of Africa's trade patterns is largely a result of its colonial past. European colonial administrations designed African economies to serve external markets, focusing on the extraction of raw materials and the import of finished goods. This prevented the development of intra-African supply chains and discouraged economic linkages between neighboring territories. After independence, many of these structures remained intact, embedding a dependency on global markets that persists to this day.

Another structural factor is the artificial nature of many African borders. Arbitrary colonial boundaries split ethnic, cultural, and economic groups, creating states that often had weak internal coherence but significant external ties. This legacy has hindered cooperation and made regional trade difficult to organize. For example, transport and communication routes in many regions were designed to connect inland areas with coastal ports for export rather than to link African countries with one another.

The result has been a trade environment where African economies interact more with Europe, Asia, or the United States than with each other. Intra-African trade accounted for only 15% of Africa's exports in 2022 (UNECA), compared with over 60% in Asia. This lack of integration has limited economies of scale, stunted industrial development, and perpetuated dependence on volatile commodity markets.

2. Infrastructure and Connectivity Challenges

Infrastructure is widely recognized as one of the most pressing obstacles to African trade integration. Many countries face severe deficits in road, rail, port, and energy networks, making the physical movement of goods expensive and time-consuming. The African Development Bank estimates that the continent loses up to $170 billion annually due to inadequate infrastructure, with transport costs alone among the highest in the world.

Even where infrastructure exists, inefficiencies in border procedures slow down trade. Trucks moving goods from Lagos to Accra, for instance, can spend hours or even days at customs posts, often due to outdated procedures, corruption, or overlapping regulatory systems. These inefficiencies create a paradox where it is sometimes cheaper and faster to import goods from outside the continent than to move them within Africa.

Efforts to address this challenge are underway, with projects such as the Abidjan–Lagos Corridor, the Addis Ababa–Djibouti railway, and various regional energy grids. These initiatives aim to physically connect African economies, but financing and political coordination remain major obstacles. Without consistent investment and maintenance, infrastructure bottlenecks will continue to undermine the effectiveness of trade agreements.

3. Tariff Systems, Non-Tariff Barriers, and Policy Misalignment

Trade barriers are not only physical but also regulatory. High tariffs and restrictive trade policies have long discouraged cross-border trade within Africa. While the African Continental Free Trade Area (AfCFTA) seeks to eliminate tariffs on 90% of goods, countries remain cautious, often keeping sensitive sectors such as agriculture, textiles, and automotive industries protected. This slows the pace of liberalization and weakens trust in integration frameworks.

Non-tariff barriers, such as quotas, import licensing rules, sanitary standards, and inconsistent customs regulations, are equally problematic. For example, small-scale traders moving agricultural products across borders frequently face multiple inspections, bribe demands, or outright bans. Such barriers disproportionately affect women, who make up a large percentage of Africa's informal cross-border traders.

Policy misalignment across Regional Economic Communities (RECs) adds another layer of complexity. Many countries hold overlapping memberships in organizations like ECOWAS, COMESA, and SADC, each with its own rules. This creates legal contradictions and hinders smooth implementation of continental agreements. Streamlining and harmonizing these policies remains one of the most urgent steps toward genuine integration.

4. Economic and Social Dimensions of Limited Integration

The absence of strong regional trade ties has significant economic consequences. Most African economies remain reliant on exporting unprocessed raw materials, leaving them vulnerable to fluctuations in global commodity prices. A collapse in oil or mineral prices, for instance, can devastate national budgets overnight. Without integrated regional markets, opportunities to develop manufacturing, services, and technology sectors remain limited.

The social consequences are equally severe. High unemployment, especially among youth, is a persistent challenge. The World Bank estimates that Africa must create 12 million new jobs each year to keep pace with population growth, yet actual job creation falls far short. Greater integration could stimulate labor-intensive industries such as textiles, agribusiness, and light manufacturing, providing employment opportunities for Africa's growing workforce.

In addition, weak integration exacerbates inequality within and between countries. Landlocked states like Niger, Chad, and Malawi often pay higher trade costs than coastal economies, widening regional disparities. Stronger cooperation and open trade could reduce these imbalances by improving access to markets, lowering consumer prices, and creating new opportunities across the continent.

5. Progress, Opportunities, and Future Outlook

Despite the challenges, Africa has taken important steps toward integration, most notably with the creation of the AfCFTA. Covering 1.4 billion people and a combined GDP of $3.4 trillion, it is the largest free trade area in the world by membership. Projections suggest that successful implementation could increase intra-African trade by more than 50% and lift 30 million people out of extreme poverty (World Bank, 2020).

Examples of regional success are already visible. The East African Community (EAC) has made significant progress in harmonizing customs systems, while ECOWAS has promoted free movement of people and goods across West Africa. These subregional models demonstrate the potential of integration when political will and institutional support align.

Looking ahead, digital trade presents a new frontier. Africa's rapid adoption of mobile technology, e-commerce, and digital finance could drive integration in areas where traditional infrastructure lags. Initiatives like Kenya's M-Pesa and Rwanda's digital trade platforms showcase how technology can bypass conventional barriers and create new markets. If combined with physical infrastructure and regulatory reforms, these innovations could allow Africa to leapfrog into a more integrated, resilient economy.

V. Important Events & Chronology

Date (Day/Month/Year)	Event
01/07/1975	Creation of ECOWAS (Economic Community of West African States).
17/10/1992	Signing of the Treaty of Abuja, roadmap for African Economic Community.
08/09/1999	The Sirte Declaration calls for stronger African unity and integration.

09/07/2002	Launch of the African Union (AU) in Durban, South Africa.
15/06/2015	AU Summit in Johannesburg approves creation of the AfCFTA.
21/03/2018	44 states sign the AfCFTA Agreement in Kigali, Rwanda.
07/07/2019	Operational phase of the AfCFTA launched in Niamey, Niger.
01/01/2021	Start of official AfCFTA trading across the continent.
25/05/2022	Guided Trade Initiative launched to pilot AfCFTA trade.

VI. Past Resolutions and Treaties

- United Nations General Assembly Resolution A/RES/73/337 (2019) "Strengthening the United Nations Conference on Trade and Development" (UNCTAD): Adopted in 2019, this resolution reaffirmed UNCTAD's central role in promoting trade as a driver of sustainable development, particularly for African economies. It emphasized capacity-building, technical assistance, and inclusive trade policies as key mechanisms to support developing countries in achieving the 2030 Agenda for Sustainable Development.
- United Nations General Assembly Resolution A/RES/74/318 (2020): "Implementation of the New Partnership for Africa's Development (NEPAD): progress in establishing the African Continental Free Trade Area" (AfCFTA): This resolution welcomed the signing and ratification of the AfCFTA and urged member states and development partners to assist African nations in implementing the agreement. It highlighted the AfCFTA as a milestone for regional integration and sustainable economic growth, calling for enhanced support in capacity-building, infrastructure, and trade facilitation.
- United Nations General Assembly Resolution A/RES/72/297 (2018): "Implementation of NEPAD: progress in the establishment of the AfCFTA": Adopted in 2018, this resolution underscored Africa's regional integration as essential for realizing both Agenda 2063 and the 2030 Sustainable Development Goals (SDGs). It encouraged further harmonization among Regional Economic Communities (RECs) and recognized trade integration as a catalyst for industrialization, innovation, and poverty reduction.
- Abuja Treaty (1991): The Treaty Establishing the African Economic Community, also known as the Abuja Treaty, was signed in 1991 and entered into force in 1994. It provided a detailed roadmap for achieving full continental economic integration through six stages, culminating in an African Common Market and Economic Union. The treaty emphasized strengthening Regional Economic

Communities (RECs) as building blocks for wider integration. Although ratified by most AU member states, the Abuja Treaty's ambitious timeline has not been met. Political instability, weak infrastructure, and overlapping trade blocs slowed implementation. Nevertheless, the treaty was critical in laying the legal foundation for the AfCFTA decades later.

- Sirte Declaration (1999): The Sirte Declaration, adopted in Libya in 1999, called for the establishment of the African Union to replace the OAU and accelerate continental integration. It emphasized trade, industrialization, and cooperation as the means to strengthen Africa's voice in global affairs. While not a treaty in itself, the declaration was politically significant. It paved the way for institutional reforms that led to the creation of the AU in 2002 and eventually the prioritization of trade integration under the Agenda 2063 framework. Its success lay in shifting momentum toward continental unity, though it lacked enforcement mechanisms.
- AfCFTA Agreement (2018): The Agreement Establishing the African Continental Free Trade Area (AfCFTA), signed in Kigali in March 2018, is the most significant trade treaty in Africa's history. It aims to eliminate tariffs on 90% of goods, create a single market for services, and promote free movement of labor and investment. By 2021, 54 out of 55 AU members had signed, and 46 had ratified. The AfCFTA's strength lies in its broad participation and institutional support from the AU, UN, and World Bank. However, implementation remains uneven. Many states have been slow to adjust customs systems or address non-tariff barriers. The Guided Trade Initiative launched in 2022 aims to test practical application, but full success depends on sustained political will and infrastructure investment.

VII. Failed Solution Attempts

1. Lagos Plan of Action

The Lagos Plan of Action was one of the earliest continental strategies to promote African economic self-sufficiency. Adopted by the Organization of African Unity (OAU) in 1980, it called for stronger intra-African trade, industrialization, and reduced reliance on external markets. The plan placed emphasis on regional cooperation, proposing the creation of interconnected economic blocs that would eventually unify into a continental market. At its core, the Lagos Plan envisioned an Africa capable of sustaining its own development without overdependence on Western powers.

Despite its ambitious goals, the plan failed to achieve measurable progress. The global debt crisis of the 1980s diverted attention away from regional integration, while many African governments were pressured by international financial institutions to adopt structural adjustment programs. These programs often prioritized privatization, liberalization, and external trade rather than continental cooperation. As a result, the Lagos Plan became more of an aspirational document than a concrete policy framework, remembered for its vision but criticized for lacking practical pathways to implementation.

2. Yamoussoukro Decision on Air Transport (1999)

The Yamoussoukro Decision, signed in Côte d'Ivoire in 1999, was intended to liberalize Africa's aviation sector and allow airlines to operate freely across borders. The goal was to create an integrated air transport market that would reduce costs, increase connectivity, and facilitate trade across the continent. A strong aviation network was seen as critical for linking Africa's vast geography and supporting economic integration.

Despite its promise, the decision was never fully implemented. Many states protected their national airlines from competition, fearing economic losses, while others lacked the regulatory infrastructure to ensure fair competition and safety. As a result, air travel in Africa remains some of the most expensive in the world, limiting the continent's ability to connect markets quickly and efficiently. The failure to operationalize this agreement demonstrated the difficulty of aligning national interests with continental goals.

3. Multilateral Debt Relief and Structural Adjustment Programs (1980s–1990s)

In the late 20th century, African economies were heavily affected by debt crises. In response, international institutions like the IMF and World Bank imposed structural adjustment programs (SAPs) as conditions for debt relief. These programs promoted liberalization, privatization, and integration into global markets, with the expectation that efficiency and competitiveness would improve. In theory, this was meant to lay the foundation for economic resilience and greater trade capacity.

Instead, SAPs often undermined local industries and weakened state capacity. Domestic manufacturing collapsed under competition from imports, while public spending cuts hurt education, healthcare, and infrastructure — all critical to sustainable trade integration. By prioritizing global trade linkages over regional ones, SAPs deepened Africa's dependence on external markets rather than fostering intra-African commerce. Many African governments later criticized these programs as externally imposed and poorly adapted to local realities, marking them as failed attempts to strengthen integration.

4. Tripartite Free Trade Area (TFTA) Initiative (2011)

In 2011, leaders from COMESA, the EAC, and SADC launched the Tripartite Free Trade Area (TFTA) to merge their markets into a unified bloc of 26 countries. It was seen as an important step toward harmonizing trade regimes and reducing the problem of overlapping memberships. The TFTA aimed to liberalize tariffs, coordinate customs, and create an integrated market of over 600 million people.

However, more than a decade later, the agreement has stalled. Ratification has been slow, with only a handful of countries fully adopting its provisions. Disagreements over tariff schedules, fears of industrial competition, and lack of infrastructure financing prevented momentum. The TFTA's slow progress illustrates how political declarations often struggle to move into implementation, especially when national interests conflict with regional visions. Its shortcomings directly fed into the urgency of establishing the AfCFTA.

5. Programme for Infrastructure Development in Africa (PIDA, 2012)

Launched in 2012 by the African Union, the African Development Bank, and UNECA, the Programme for Infrastructure Development in Africa (PIDA) sought to address the continent's infrastructure deficit. With a long-term vision extending to 2040, PIDA prioritized cross-border transport, energy, and ICT projects to physically connect African economies. The initiative was hailed as critical for unlocking trade potential and reducing costs of doing business.

Yet progress has been slow. Many projects have faced financing shortfalls, political delays, and weak implementation capacity. Governments often prioritized national infrastructure over regional projects, undermining the initiative's collaborative spirit. By 2020, only a fraction of PIDA's priority projects had been completed, leaving Africa's infrastructure gap largely intact. The failure to advance PIDA at scale underscores how infrastructure, while recognized as essential, remains one of the hardest challenges to solve in practice.

VIII. Possible Solutions

Expanding regional trade integration in Africa requires addressing the structural weaknesses that continue to fragment the continent's markets. One of the most immediate steps is the harmonization of trade policies, especially regarding tariffs, rules of origin, and customs procedures. Current inconsistencies, particularly due to overlapping memberships in Regional Economic Communities, discourage traders and undermine the credibility of continental frameworks like the AfCFTA. Establishing uniform standards and regulations would reduce complexity, improve trust among states, and help transform agreements from political declarations into actionable systems. A continental digital customs platform could be developed to streamline processes, cut down border delays, and ensure transparency in trade documentation.

Another essential solution lies in scaling up investment in cross-border infrastructure. In many cases, even the most promising trade agreements are ineffective because goods cannot move quickly or affordably between countries. Improving road and rail corridors, modernizing ports, and expanding regional energy and internet networks are critical for reducing costs and enhancing competitiveness. Delegates may consider mechanisms such as public–private partnerships, infrastructure bonds, or regional development funds to provide sustainable financing. By prioritizing connectivity projects that link multiple states, Africa could begin to close the gap between political ambition and practical trade flows.

Supporting small and medium enterprises (SMEs) is equally vital for making integration inclusive and sustainable. SMEs dominate Africa's business landscape, yet many lack access to financing, training, or simplified cross-border procedures. Streamlined regulations for small-scale trade, targeted credit programs, and digital tools that lower entry barriers could empower SMEs to take part in regional supply chains. Special provisions to protect women and youth traders — who form a significant share of Africa's informal cross-border commerce — would also strengthen the social dimension of integration, ensuring that growth is not limited to large corporations or wealthy elites.

Finally, stronger institutions are needed to build trust and resolve disputes that inevitably arise during integration. A functional trade dispute resolution mechanism within the AfCFTA framework could prevent conflicts from escalating and reassure businesses of a fair and predictable system. Transparency, anti-corruption measures at borders, and regular reporting on implementation progress would help increase accountability. By combining policy harmonization, infrastructure development, SME empowerment, and robust institutions, Africa can turn trade integration into a driver of both economic resilience and social progress, laying the groundwork for a continent better equipped to face global uncertainties.

IX. Useful Links

- The African Continental Free Trade Area
- Agreement Establishing the African Continental Free Trade Area
- Trade and Infrastructure Integration in Africa
- African Trade Policy Centre | United Nations Economic Commission for Africa
- AfCFTA
- https://www.usitc.gov/sites/default/files/publications/332/executive_briefings/ebot_african_continent
- Trade in Transition 2025: Africa regional insights

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