GPH-International Journal of Social Science and Humanities Research
(Online ISSN: 3050-9637)
Volume 9, Issue 10, October 2026
Publisher: Global Publication House
DOI: https://doi.org/10.5281/zenodo.24131233
Homepage: | https://gphjournal.org/index.php/ssh/index

Evaluation of Trade Facilitation Measures on Intra-African Trade under the African Continental Free Trade Area

Chijioke A. C. Okoye, PhD.
Department of History and International Studies
Chukwuneka Odumegwu Ojukwu University Igbariam Campus
Email: ca.okoye@coou.edu.ng || metchijiokeokoye@gmail.com
ORCID ID: 0009-0002-5252-5055

Abstract

African Continental Free Trade Area (AfCFTA) is a historic step towards enhancing economic integration and drive intra-African trade. This study assesses the expected effect of AfCFTA trade facilitation measures. The research is conducted using a qualitative approach, with a documentary analysis to analyze the impact of customs modernization, digitalization, infrastructure and regulatory harmonization on the trade flows between the different African regions. The study, based on the Gravity Model of Trade, New Institutional Economics, Regional Integration Theory and Infrastructure-Led Growth Theory, concludes that trade facilitation measures have significantly contributed to customs efficiency improvements, trade cost reductions and to better market access for small and medium enterprises (SMEs) in countries where institutional contexts and infrastructure preparedness were better. But Afghanistan's trade facilitation policy has not been fully realised due to the lack of full implementation of its provisions in different regions, infrastructural shortcomings and other non-tariff barriers. The study of Okoye, Osegbue, Azubuike and Idogo (2025) and Okoye, Osegbue, Okelue and Emesiana (2025) corroborates the need to solve road transport challenges and invest in regional infrastructure projects. The study suggests that specific measures such as capacity development, alignment of trade standards, strengthening of dispute resolution processes and increased investment in transport and digital infrastructure are needed. This research sheds light on the progress and challenges encountered in trade facilitation under AfCFTA, and proposes strategic policy recommendations to enhance the competitiveness and resilience of the African trade system.

Keywords:

AfCFTA, Intra-African Trade, Trade Facilitation, Customs Modernization, Infrastructure Development, Non-Tariff Barriers, Digitalization, Regional Integration, Gravity Model of Trade.

1. INTRODUCTION

AfCFTA was launched in 2018 and is operationalized in 2021, as a transformative step towards regional economic integration in Africa. The world's largest free trade area by number of countries involved, it is meant to boost the trade among African countries by lifting tariffs and lower non-tariff barriers to trade. With the potential to boost Africa's trade by 52.3% in the

© 2026 Author(s). Published by Global Publication House (GPH).
This is an Open Access article distributed under the terms of the CC BY 4.0 License.

absence of tariffs, the AfCFTA has the power to unlock new markets, improve the competitiveness of African businesses, and foster economic growth across the continent (African Union Commission, 2020).

A major challenge in achieving the ambitious trade integration objectives of AfCFTA is the need to respond to trade facilitation challenges experienced in intra-African trade. The difficulties are involve in the complex customs procedures, non-tariff barriers like roadblocks, lack of transport infrastructure and lack of harmonized regulatory systems. Trade costs are still too high in many areas of Africa, and transport costs in some areas are on average more than 20% of traded value (World Bank, 2023). Slow and inefficient border procedures, variable quality standards and poor access to trade information add to this high cost of trade.

Trade facilitation measures – which are defined as measures that shorten the time and cost of trading goods across borders – have become critical to achieve the goals of the AfCFTA in this context. Some of these measures are: customs modernization, digitalization of trade processes, better transport infrastructure, and harmonization of trade regulations. Such measures are vital for the success of the AfCFTA, as they can help to lower trade barriers, improve efficiency, and create a more integrated and efficient trade environment between African nations.

Despite the optimism and enthusiasm around AfCFTA, however, there are still important challenges in trade facilitation in the implementation of free trade across all African countries. Significant disparities in the quality of infrastructure, institutional capacity and political will among member states leads to a fragmented trading environment, where the effect of implementation of the agreement is felt more strongly in some parts of the world than in others. AfCFTA offers a greater opportunity for countries with underdeveloped transport sector and customs systems to fully realize the benefits of the agreement.

This research is intended to assess the effects of trade facilitation on intra-African trade from 2018-2025, which is a key time when the AfCFTA has been continuously implemented. This study aims to examine the nexus of trade facilitation reforms and their effects on regional growth in trade by covering the various aspects of the reforms and their effect on trade flows, including facilitating reducing transaction costs, enhancing market access and promoting greater integration.

The study is grounded in the existing literature such as the study by Okoye et al (2025) on the role of road transport infrastructure in improving intra-African trade, and Okoye et al (2025) on the impact of the Programme for Infrastructure Development in Africa (PIDA). These studies clearly demonstrate the importance of investments in infrastructure and the importance of good trade facilitation policies for regional trade. Furthermore, it builds on previous studies on security issues in Africa, including the study by Ilo, Ikegbunam, Okoye and Onyejegbu (2023) on the effect of insecurity, specifically by groups such as Boko Haram, on trade and infrastructure development in the region. The lessons learned highlight the importance of guaranteeing stable and secured conditions for the effective implementation of trade facilitation.

The study also aims to uncover challenges and gaps in the existing framework of the AfCFTA considering the complexities of implementing trade facilitation measures. Specifically it will look at how these challenges can be tackled through policy recommendations that seek to build institutional capability, streamline trade flows and make up the infrastructure gap between

regions. Finally, the study's goal is to make an impact on the discussion on regional integration and to offer some concrete guidance to stakeholders and policy makers seeking to improve intra-African trade under AfCFTA.

2. Rationale for the Study

The need for this study has been established because of the need to maximise the benefits from AfCFTA to the African economies. The AfCFTA provides unprecedented opportunities for intra-regional trade, but in order to reap the benefits, there is a need to have a strong and efficient trade facilitation mechanism. It is important to learn about the challenges and achievements of implementing trade facilitation as countries start to do so in order to fine-tune policies and close policy gaps. The main objectives of this research are to offer insights to optimise trade facilitation measures for Africa's economic transformation via deeper economic integration and trade liberalisation.

3. Review of Related Literatures

The role of trade facilitation in economic integration and trade competitiveness has gained much attention (World Trade Organization [WTO], 2020). Historically, cross-border trade in Africa has been hampered by various non-tariff measures, complicated customs procedures and high trade costs (United Nations Economic Commission for Africa [UNECA], 2019).

Okoye et al. (2025) note that digital customs systems and harmonised trade documentation greatly facilitated trade processes in other countries such as Rwanda, Kenya, and South Africa. They contend that digitalization together with capacity building of border officials lowered transaction costs and delays in the border. Likewise, Okoye et al (2025) emphasize the transformative effect of digital trade platforms in the context of AfCFTA. The findings of their study lead them to believe that there are benefits in better access for small and medium enterprises (SMEs) to regional markets and increased transparency in customs administration.

In addition, Okoye et al (2025) analysed the importance of road transport infrastructure and determined that it plays a vital role in supporting increased volumes of intra-African trade within the AfCFTA framework. On the other hand, Okoye et al (2025) assessed the Programme for Infrastructure Development in Africa (PIDA) and concluded that it is extremely significant in helping to tackle the infrastructure challenge to support the growth of continental trade. However, the potential of AfCFTA is still not fully realized due to the various challenges, including non-tariff barriers, inadequate transport infrastructure and differences in the implementation of the trade facilitation protocols (World Bank, 2023; UNECA, 2023).

4. Theoretical Framework

The aspects of trade facilitation and how they affect intra-African trade could be explained in the following major theories of international trade and regional integration.

i. **Gravity Model of Trade:** The Gravity Model of Trade hypothesis suggests that international trade between two countries increases in proportion to their economies (GDP) and decreases in terms of distance between the countries (Tinbergen, 1962). AfCFTA trade facilitation measures like better customs procedures and digital trade platforms, and lower non-tariff barriers, help to “shrink” distance and transactional barriers between African countries and boost trade volumes (Anderson, 2011).

ii. **New Institutional Economics (NIE) Theory:** New Institutional Economics (NIE) focuses on the importance of the formal rules, norms and enforcement mechanisms that influence the performance of economies (North, 1990). AfCFTA's trade facilitation measures, such as uniform customs protocols and dispute resolution procedures, help to reduce uncertainty and costs of trading.

iii. **Regional Integration Theory:** Regional Integration Theory is a theory of cooperation, formal agreements between countries that intend to build economic interdependence and development (Balassa, 1961). The AfCFTA is a pivotal initiative for the continent's deepening integration and trade facilitation is a key component of the programme. Based on Balassa's phases of economic integration, this study tests the impact of trade facilitation measures on the progressive process of moving from free trade areas to deeper levels of integration.

iv. **Infrastructure-Led Growth Theory:** According to Infrastructure-Led Growth Theory, infrastructure investments like roads, ports and digital networks can be considered one of the core components of economic growth and trade expansion (Aschauer, 1989). This theory is supported by the findings of Okoye, Osegbue, Azubuike and Idigo (2025) and Okoye, Osegbue, Okelue and Emesiana (2025) who found that the intra-African trade growth has been stimulated by improvement in road transport infrastructure and wider regional projects such as PIDA under AfCFTA.

This study, therefore, is based on the Gravity Model of Trade, New Institutional Economics, Regional Integration Theory, and Infrastructure-Led Growth Theory. These frameworks provide a holistic framework on the effectiveness of trade facilitation measures on intra-African trade for the period 2018-2024.

5. Methodology

The study has a qualitative research methodology to assess the effect of trade facilitation measures on intra-African trade. The main methods of data collection involve documentary analysis of AfCFTA reports, African Union publications, regional trade reports, World Bank assessments (2018-2024). Furthermore, key stakeholders such as government officials, trade experts and representatives from African trade organizations will be interviewed to gain insights into the implementation of trade facilitation measures in individual African countries at practical level.

In addition, the research uses case studies from countries that have made a significant leap in implementing trade facilitation measures under AfCFTA. The following case studies will point to good practices, as well as to the challenges encountered by the countries in the different regions, depending on their level of infrastructure and institutional capacity. This qualitative study will provide a deeper understanding of the intricate links between trade facilitation measures, institutional systems and regional trade realities.

Thematic analysis to map out patterns and trends of trade facilitation activities under AfCFTA. This approach enabled a holistic view of the context of intra-African trade facilitation challenges.

6. Case Studies of Countries Taking Large Steps in the Implementation of Trade Facilitation Measures under AfCFTA.

Implementing trade facilitation measures under the African Continental Free Trade Area (AfCFTA) is a great challenge considering the different political, economic and infrastructure settings of the African countries, but some countries have made remarkable progress in implementing measures that are consistent with the AfCFTA's goals of enhancing trade flows, lowering transaction costs and increasing intra-African trade. The following are some examples of countries in Africa that have made considerable strides in trade facilitation.

To improve the customs procedures and digital trade platforms in Kenya.To strengthen customs procedures and digital trade platforms in Kenya. Kenya has made significant strides in trade facilitation, including the introduction of digital trade systems and the streamlining of customs processes. A nation's Customs Modernization Program that began in the early 2000s, has been pivotal for the country's efforts to digitalize trade procedures, facilitating trade under AfCFTA.

Key Developments:

Kenya Revenue Authority (KRA) and the Kenya Electronic Single Window (KESWS): Kenya has created the KESWS system which enables importers and exporters to submit their documents electronically and get clearance from the trade authorities more efficiently. This has cut significantly on the time and cost of border clearance processes, enhancing the efficiency of trade in Kenya (World Bank, 2023).

The Kenya TradeNet System: This is a system which links customs and border agencies to enable faster processing of imports and exports. The establishment of the TradeNet system falls under Kenya's trade digitalization initiatives to facilitate trade with the regional market under the AfCFTA (Gathungu, 2021).

Impact:

Kenya has seen improved timeliness of trade and less corruption in trade processing at customs, which is a good example of how digital trade can enhance intra-African trade. These measures are in line with the AfCFTA's vision of easing trade processes and lowering trade barriers (World Bank, 2023).

2. Infrastructure and Logistics improvements in Rwanda

Rwanda has taken significant steps towards trade facilitation, particularly in terms of infrastructure development and enhancing logistics efficiency, with a view to increasing intra-African commerce. With its strategic position in the East African region and its efforts to enhance the region's infrastructure, the country serves as a good example for the countries that have smaller economies how to gain from regional trade integration.

Key Developments:

Efficient Logistics System: Rwanda has put in place efficient logistics systems to minimise cost and time in transporting goods within Rwanda and at the borders. The country has been spending heavily on its transport infrastructure with the upgrades of roads, improvement of border facilities, and bureaucracy clearances (Kigali Logistics Platform, 2022).

Kigali Logistics Platform (KLP): The KLP initiative aims at providing smooth transportation of cargo to and from Rwanda. It involves Private-Public Partnerships to optimise logistics operations, which is crucial for the implementation of AfCFTA trade facilitation (Rwanda Development Board, 2023).

Rwanda Revenue Authority (RRA) E-Services: The RRA has created an integrated e-services platform to support the faster clearance of goods, allowing traders to do their customs clearance online and minimize delays (Kigali Logistics Platform, 2022).

Impact:

To address this, Rwanda has been focusing on reforms of its infrastructure and logistics, which have helped cut transaction costs and boost trade facilitation, helping businesses to maximise the opportunities given by AfCFTA (Rwanda Development Board, 2023).

3. South Africa: Infrastructure Investment and Harmonisation of Trade Regulations

South Africa is one of the continent's biggest and most mature economies and has been proactive in putting in place trade facilitation measures in alignment with the AfCFTA's objectives. The country has been working to lower trade barriers, harmonize trade regulations and boost trade logistics to facilitate intra-African trade.

Key Developments:

South Africa is a member of the South African Customs Union (SACU) and has taken the initiative with respect to harmonising customs procedures in Southern Africa. The Customs Modernization Program (CMP) by SACU has facilitated the facilitation of goods movement and the effective movement of goods in the Southern African Development Community (SADC) and the wider African market (SACU, 2020).

Port and RailInfrastructure Investments: South Africa has invested significantly in the improvement of its ports and rail infrastructure which are important aspects of South Africa's trade facilitation efforts. The Transnet National Ports Authority (TNPA) has been making efforts to modernize the ports in South Africa to make efficient handling of cargo which helps in reducing delays and costs for exporters and importers (Transnet, 2021).

Advanced Customs and Trade Facilitation Systems: South Africa has established advanced customs systems that are connected to other African trade systems for more seamless trade across borders. The country has been implementing the standards of the World Customs Organization (WCO) on risk management and customs procedure in line with AfCFTA trade facilitation procedures (SACU, 2020).

Impact:

South Africa has invested in infrastructure and harmonisation of rules and regulations, which has brought down the cost of doing business in Africa and thus enabled traders to better benefit from the gains of the AfCFTA agreement (Transnet, 2021).

4. Ghana: Simplifying Trade Documentation and Customs Procedures

Ghana is one of the top countries in West Africa to have put in place trade facilitation measures to improve intra West Africa trade under AfCFTA. To simplify the customs process, lower

trade costs and boost the competitiveness of its economy, the country has been working on these issues.

Key Developments:

The Integrated Customs Management System (ICMS): Ghana went digital with its customs procedures by implementing the Integrated Customs Management System (ICMS), which enables real-time tracking of goods and improved customs documentation management. This system has decreased the time spent on borders and the chances of errors and corruption (Ghana Revenue Authority, 2023).

Efficient Customs Clearance: Ghana has taken steps towards enhancing the efficiency of the customs clearance process by implementing automation measures to facilitate faster clearance and processing of goods. The e-Customs platform has streamlined the process of submitting trade documentation, customs declarations, etc., allowing traders to function seamlessly in the context of the AfCFTA (Ghana Revenue Authority, 2023).

Regional Trade Integration Initiatives: Ghana has been actively engaged in the activities of the West African Economic Community (ECOWAS) and various other regional integration initiatives, such as harmonized tariffs and customs procedures. This regional cooperation is not only in line with the AfCFTA goals but also addresses the need for seamless movement of goods along borders in the West African countries as outlined by the World Bank (2023).

Impact:

Ghana's initiatives in trade facilitation have simplified the trade procedures, decreased corruption, and enhanced the speed at which goods cross the borders. These measures have played a pivotal role in transforming Ghana into a major trade and logistics hub in West Africa, thus helping to ensure the ease of access to markets under AfCFTA (Ghana Revenue Authority, 2023).

Digital Trade and Customs Modernization in Egypt

As one of the major trading partners in North Africa, Egypt has taken great strides in trade facilitation under AfCFTA through modernisation of its customs systems, implementation of digital trade technologies and the strengthening of its logistics sector.

Key Developments:

The Egyptian Customs Modernization Program (ECMP): Egypt has updated its customs processes by adopting the ASCyuda system, which is an automated customs data system. This has significantly reduced customs clearance time and increased transparency (Egyptian Customs Authority, 2022).

Trade Facilitation and Transport Infrastructure: Egypt has made tremendous efforts in the field of transport infrastructure including ports and airports, which play a key role in trade within Africa. The country is also seeking to enhance the connectivity with the neighbouring countries to boost the regional trade flows (Egyptian Ministry of Trade, 2023).

Digital Trade Initiatives in Egypt: The Government of Egypt has implemented a number of initiatives and policies to improve trade facilitation, including a plan to create an e-trade

platform to facilitate the access of businesses to the African markets (Egyptian Ministry of Trade, 2023).

Impact:

The digitization of customs and trade processes has considerably lowered the cost of transactions and accelerated trade in Egypt, helping the country to become a part of the wider African market under AfCFTA (Egyptian Customs Authority, 2022).

The case studies show that several African countries are taking major steps towards the implementation of trade facilitation measures, which are key to the success of the AfCFTA. A number of countries such as Kenya, Rwanda, South Africa, Ghana, and Egypt have implemented a mix of infrastructure development, digital trade platforms, customs modernization, and regional integration measures to ensure a smooth cross-border trade process. The more countries take these examples, the more the potential of intra-African trade is to grow under AfCFTA, promoting more economic integration and prospering for the continent.

The experiences gained from the case-studies are important for other AfCFTA member-states seeking to improve their trade facilitation measures and to help achieve the AfCFTA objective.

7. Findings and Discussion

Customs Modernization: AfCFTA's entry of the single window systems, electronic customs platforms, and automated procedures at the borders have led to substantial clearance time reduction in certain areas (Okoye et al., 2025a). Some countries, including Kenya and Ghana, experienced significant gains in improving efficiency of borders, particularly because of the political will and technical support provided.

Digitalization and E-Commerce: The initiatives of digitalizing trade, such as e-certificates of origin, online cargo tracking, and digital payment systems, led to smoother trade transactions and improved integration of SMEs (Okoye et al., 2025b). Yet, in many impoverished and fragile states the digital divide exists.

Non-Tariff Barriers and Infrastructure Gaps: Persistent non-tariff barriers (road blocks, corrupt red tape and diverging standards), as well as poor transport infrastructure continue to pose challenges, especially for trade in Central and West Africa (UNECA, 2023). The AfCFTA Non-Tariff Barriers Reporting Mechanism is yet to achieve its full potential.

Regional Disparities: The impacts of trade facilitation are uneven across regions. The results show that intra-African trade growth is stronger in Southern and Eastern Africa than in Central and Western Africa, mainly because of the differences in institutional readiness and infrastructure quality between the two regions (World Bank, 2023).

8. Policy Recommendations

This study identified various policy recommendations to improve the effect of trade facilitation measures on intra-African trade within the framework of AfCFTA, based on the result of this study. The recommendations are designed to tackle the identified research issues, especially those related to infrastructure gaps, non-tariff barriers and institutional capacity.

Improve regional infrastructure development

Recommendation: Governments in Africa should do more to invest in cross-border transport infrastructure such as roads, railways and ports in the Programme for Infrastructure Development in Africa (PIDA). This will make the trade of goods and services easier and smoother while also curbing the high transportation costs that currently hamper intra-African trade.

Policy Action: More investment is needed in infrastructure development, and public-private partnerships (PPPs) should be encouraged to provide financing for major transport initiatives.

2. Simplify and Standardize Customs Procedures and Standards

Recommended Action: AfCFTA member countries should strive to harmonize customs procedures such as the use of a common digital trade platform and customs documentation. This will help minimise inefficiencies at borders and expedite goods clearance.

Policy Action: Create regional working groups to create a common continent-wide customs procedure and regulations. The African Union should coordinate in order to make sure that all member states follow these common standards.

3. Strengthen the capacity of TFI's

Recommendation: Capacity building programmes are important for the successful implementation and operation of trade facilitation reforms by customs and trade organisations at the national and regional levels.

Policy Action: Member countries in AfCFTA should invest in training for customs officers, other trade regulators and SMEs in digital skills, trade policy management and customs administration.

4. Respond to Non-Tariff Barriers (NTBs)

Suggested actions: Although tariff cuts have come a long way, non-tariff barriers like roadblocks, weak standards and corruption are still impeding trade. AfCFTA should strengthen monitoring, reporting and resolution mechanisms at regional and national levels.

Policy Action: Create an autonomous mechanism in the African Union to monitor the implementation of the Non-Tariff Barriers Reporting Mechanism of the AfCFTA. This body shall ensure complaints are dealt with promptly; and penalties enforced on those who fail to comply.

5. Promote Digital Trade Platforms and E-Commerce

Recommendation: Governments and the private sector should make an effort to promote the growth of digital platforms that enable e-commerce and digital trade, especially for SMEs. These platforms can aid enterprises in remote areas in reaching regional markets, minimizing transaction charges.

Policy Action: The African Union should provide incentives for investment in digital infrastructure, including high-speed internet and e-payment systems, to guarantee digital platforms and services for all enterprises in Africa are accessible.

6. Make the AfCFTA Dispute Resolution Mechanism more robust

Recommendation: Dispute settlement procedures between member states need to be robust and efficient to be able to settle trade conflicts, in a timely and clear manner.

Policy Action: AfCFTA should provide a specific legal mechanism and an expert body for trade disputes and make sure that decisions are respected by the member states. This will facilitate trust in the Agreement and facilitate trade relations.

7. Promote Public-Private Partnerships (PPPs) on Trade Facilitation

Recommendation: PPPs should be promoted to take advantage of the private sector's knowledge and resources in the design of trade facilitation infrastructure and digital platforms.

Policy Action: Governments should foster positive frameworks for PPPs by offering incentives, investment guarantees, and easier regulations to incentivize private funds to invest in infrastructure and trade facilitation projects.

8. Foster Policy Coherence between National Governments

Recommendation: Policy coherence across national governments and regional organisations is essential to prevent fragmentation and harmonisation of implementation of AfCFTA goals.

Policy Action: The African Union and national governments should harmonise national trade policies with the AfCFTA protocols and harmonise national policies with AfCFTA objectives.

9. Conclusion

The potential of the African Continental Free Trade Area (AfCFTA) to stimulate intra-African trade requires the critical issues underlined in this study to be addressed. The policy recommendations offered seek to address current issues on the infrastructure, customs and trade non-tariff barriers and institutional capacity. These measures will help build a more connected, competitive and resilient African trade market to realize Africa's economic potential for years to come.

References

African Union Commission. (2020). African Continental Free Trade Area (AfCFTA) Implementation Strategy. Addis Ababa: AUC.

Anderson, J. E. (2011). The gravity model. Annual Review of Economics, 3(1), 133–160. https://doi.org/10.1146/annurev-economics-111809-125114

Aschauer, D. A. (1989). Is public expenditure productive? Journal of Monetary Economics, 23(2), 177–200.

Balassa, B. (1961). The theory of economic integration. London: Allen & Unwin.

Egyptian Customs Authority. (2022). Egyptian Customs Modernization Program. Retrieved from http://www.customs.gov.eg

Egyptian Ministry of Trade. (2023). Digital Trade Initiatives in Egypt. Retrieved from http://www.trade.gov.eg

Gathungu, D. (2021). Kenya's Trade Facilitation and Customs Reforms. World Bank Group.

Ghana Revenue Authority. (2023). Integrated Customs Management System (ICMS). Retrieved from http://www.gra.gov.gh

Ilo, K. O., Ikegbunam, U. L., Okoye, C. A. C., &Onyejegbu, D. C. (2023). Terrorism in contemporary Nigerian society: The case of Boko Haram. International Journal of Research, 10(9). https://doi.org/10.5281/zenodo.8312942

Kigali Logistics Platform. (2022). Rwanda's Infrastructure and Logistics Reforms. Rwanda Development Board.

North, D. C. (1990). Institutions, institutional change and economic performance. Cambridge: Cambridge University Press.

Okoye, C. A. C., Osegbue, C., Azubuike, J., &Idigo, B. (2025). Assessment of the impact of road transport infrastructure on intra-African trade volumes under African Continental Free Trade Area (2018–2024). International Journal of Humanities, Social Sciences and Management (IJHSSM), 5(2), 1048–1058. https://g.co/about/xmhbju

Okoye, C. A. C., Osegbue, C., Okelue, C. E., &Emesiana, I. G. (2025). Assessing the impact of Programme for Infrastructure Development on intra-African trade growth (2013–2023). International Journal of Humanities, Social Sciences and Management (IJHSSM), 5(2), 1059-1068.

Rwanda Development Board. (2023). Enhancing Regional Trade through Logistics. Kigali Logistics Platform Report.

SACU. (2020). Harmonizing Customs and Trade Procedures in Southern Africa. South African Customs Union.

Tinbergen, J. (1962). Shaping the world economy: Suggestions for an international economic policy. New York: The Twentieth Century Fund.

Transnet. (2021). Port and Rail Infrastructure Investments in South Africa. Retrieved from http://www.transnet.net

United Nations Economic Commission for Africa. (2019). Trade Facilitation and African Development: Bridging the Gaps. Addis Ababa: UNECA.

United Nations Economic Commission for Africa. (2023). AfCFTA Progress Report 2023. Addis Ababa: UNECA.

World Bank. (2023). Africa Trade Facilitation Report: Closing the Distance to Markets. Washington, DC: World Bank.

World Bank. (2023). Improving Trade Facilitation in Africa. World Bank Group.

World Trade Organization. (2020). Trade Facilitation Agreement: Full Implementation Guide. Geneva: WTO.