NIGERIA
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### Eastern & Southern Africa

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<th>Corridor</th>
<th>Current Situation</th>
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<tbody>
<tr>
<td>1</td>
<td><strong>Kenya-Great Lakes/S. Sudan</strong>&lt;br&gt;The Group offers extensive CTBL services throughout Kenya. Following a new deal negotiated with Rift Valley Railways (RVR), the operator of the Kenya-Uganda Railways, we are able to offer very competitive and reduced rates to the ICD Embakasi, Nairobi from Mombasa port, Kenya. The transit time to the ICD is just 36hrs from the port. Furthermore we offer upon request rail service to Kampala, Uganda, with an estimated transit of 7 days. Last month we launched our new ASEA KENYA service providing direct weekly service from Asia to Mombasa which enhance our inland solutions to domestic Kenya, Uganda, Rwanda, South Sudan. We also offer routes to the North Kivu region in eastern DRC and new connections through Mombasa port to Beni, Butembo and Kisangani, towns all lying on the main national route N4. All 3 towns have a transit time of +/- 21 days! Meanwhile our service to Juba, South Sudan, continues to run well.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Tanzania-Great Lakes</strong>&lt;br&gt;With a new improved ASEA TANZANIA service we will offer a direct weekly service from Asia to Dar Es Salaam. This will enhance inland solutions to the heart of DRC, Burundi, Rwanda. Roads from Dar Es Salaam to North Rwanda, Burundi and DRC (Goma / Bukavu / Uvira) are in good condition. Burundi transit times are still impacted due to a deviation to avoid a broken bridge. Trucks are forced to use another route adding an additional 200-km equating to 1-2 days transit. Rwanda, Burundi and Uganda are now part of the EAC single customs territory. The single customs territory is due start Q1 2015 but not confirmed by authorities. A new custom tool in Dar Es Salaam was set up for this directly impacting the corridor from Dar Es Salaam to Burundi and Rwanda. Meanwhile our local agent is working with local hauliers to improve transit times.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Tanzania-Copper Belt</strong>&lt;br&gt;REOPENED! Roads through Mbeya offer an alternative to the train to Ndola. The Group is the only shipping line to have its own office in Lubumbashi and thanks to a newly appointed Branch Manager and staff we closely monitor the local situation. The transport corridor from Dar Es Salaam to Lusaka, Copper belt &amp; Lubumbashi is safe and we can offer competitive rates and transit time. With a new improved ASEA TANZANIA service we will offer a direct weekly service from Asia to Dar Es Salaam. This will enhance inland solutions to Malawi and Zambia. Our local agent is working with local hauliers to improve transit times.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Mozambique Nacala Corridor</strong>&lt;br&gt;This corridor has REOPENED! All backlogs have been cleared. The Group is in a position to obtain regular allocations and are in negotiations with stakeholder management. CDN the National Rail operator welcomes all bookings.</td>
</tr>
<tr>
<td>5</td>
<td><strong>Mozambique Beira Corridor</strong>&lt;br&gt;A bond agreement with customs is in place and we have our own broker at our agency office to shorten clearance time and trucking. New agreements has been signed with our local agency CC Mozambique and freight transporter J&amp;J lda.</td>
</tr>
<tr>
<td>6</td>
<td><strong>Mozambique Maputo Corridor</strong>&lt;br&gt;Running well. Following an agreement with DPW there is free storage for TBL container. Meanwhile new corridors are available to Zimbabwe by rail: Maputo-Hwange and Maputo-Bulawayo (TEU under 24 Tons GW only).</td>
</tr>
<tr>
<td>7</td>
<td><strong>S. Africa Durban</strong>&lt;br&gt;We offer very competitive rates to Harare [Zimbabwe] / Lusaka [Zambia] / Gaborone [Botswana].</td>
</tr>
<tr>
<td>8</td>
<td><strong>Namibia Walvis Bay</strong>&lt;br&gt;The transport corridor from Walvis-Bay to Lusaka, Kitwe, Ndola &amp; Lubumbashi in south DRC are running well. The corridor is safe and we can offer very good rates. There are a lot of trucks on standby. However there are some delays due to the implementation of Sydonia Word since 1 September 2014. We also offer Windhoek! We have successfully moved reefer cargo to Lusaka &amp; Lubumbashi and can offer this service.</td>
</tr>
</tbody>
</table>
## Western Africa

<table>
<thead>
<tr>
<th></th>
<th>Corridor</th>
<th>Current Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Senegal-Mali</td>
<td>Both road and rail options are running smoothly with good transits available.</td>
</tr>
<tr>
<td>2</td>
<td>Senegal-Guinea Bissau</td>
<td>The corridor remains open but due to the Ebola crisis the border process and status will be checked on a case by case basis before booking.</td>
</tr>
<tr>
<td>3</td>
<td>Cote d’Ivoire-Burkina/Mali</td>
<td>Due to the present difficulties in the evacuation of containers by rail via the Abidjan corridor, we recommend the road option for your shipments to Ouagadougou and Bobo Dioulasso. This option is working well! Transits to both are just 12 days by road.</td>
</tr>
<tr>
<td>4</td>
<td>Ghana-Burkina</td>
<td>Tema-Ouagadougou service is now available as an additional option. The Tema corridor to Burkina is now the most competitive pricewise, with excellent transit time from Asia with AFEX service. Our expert TBL team is now in place and fully involved for all your booking requests.</td>
</tr>
<tr>
<td>5</td>
<td>Togo-Burkina/Niger</td>
<td>Service is running well. However we are seeing some delays due to issues with the Togolese Customs system.</td>
</tr>
<tr>
<td>6</td>
<td>Benin-Burkina/Niger</td>
<td>Operating well.</td>
</tr>
<tr>
<td>7</td>
<td>Cameroon-Chad</td>
<td>There are currently delays by rail as the operator CAMRAIL is experiencing congestion in both Douala &amp; N’Gaoundere stations. We therefore suggest cargo is moved via our road TBL service.</td>
</tr>
<tr>
<td>8</td>
<td>Cameroon-CAR</td>
<td>Douala-Bangui is now open. This corridor is offered on a case by case with agreement from our local Douala Agency. Political security is not 100% on this corridor.</td>
</tr>
<tr>
<td>9</td>
<td>Gabon Corridor</td>
<td>The Libreville-Franceville corridor is REOPENED on a request basis. We have been undertaking some trial shipments as a test case.</td>
</tr>
<tr>
<td>10</td>
<td>Congo Corridor</td>
<td>Pointe Noire-Brazzaville corridor is REOPENED on a request basis. We are undertaking some trial shipments as a test case.</td>
</tr>
<tr>
<td>11</td>
<td>DRC Corridor</td>
<td>Matadi-Kinshasa service running slowly due to congestion and delays at Pointe Noire port.</td>
</tr>
</tbody>
</table>
Kenya: Mombasa-Nairobi Corridor

Following a new deal negotiated with Rift Valley Railways [RVR], the operator of the Kenya-Uganda Railways, we are able to offer very competitive and reduced rates to the ICD Embakasi, Nairobi from Mombasa port, Kenya. The ICD is located in Industrial Area opposite General Motors, off Mombasa road and offers a 29ha stacking area with a designed throughput of 180,000 TEU pa. It has 2-railway sidings into the facility which enables the off-loading of 2-railtainers simultaneously offering a smooth and fast delivery. The transit time to the ICD is just 36hrs from the port. Furthermore we offer upon request rail service to Kampala, Uganda, with an estimated transit of 7 days. Please contact your nearest agent for more details and rate requests.
CTBL Enquiries

For details about our service, bookings and all-in rate enquiries please contact your usual CMA CGM / DELMAS agent. For further service details view our Intermodal Services Africa website [https://www.delmas.com/products-services/our-services/ctbl] or scanning the QR code:
Leaders Push Ahead With LAPSSET Transport Corridor

East African leaders have hailed the new standard gauge railway project as the biggest joint development in post-independence Africa. Kenya’s former President Mwai Kibaki and late Ethiopian Prime Minister Meles Zenawi were among leaders who signed the agreement to kick off the LAPSSET project in 2012.

For South Sudan, the Lamu Port-South Sudan-Ethiopia Transport corridor [LAPSSET] will be a new lifeline and advance economic growth and development across East Africa. The US$24 billion project, partly provided by the Chinese government, is expected to be inaugurated in 2030.

The line will cross the African continent to Douala in Cameroon, opening up an alternative route for trans-Atlantic trade and business between Africa and the US. Oil pipelines to South Sudan and a railway to Ethiopia and Uganda are also among the projects under LAPSSET.

[All Africa 12/12/14]

Mozambique

Nacala Corridor Project Sold To Mitsui & Co Ltd

Brazil’s Vale SA has sold a stake in its Mozambique coal mine to Japanese Mitsui & Co Ltd for US$763 million. The deal will see 15% of Vale’s 95% stake in the Moatize coal mine sold for US$450 million. And 50% of its 70% stake in the Nacala corridor, a port and rail connection to the mine, sold for US$313 million.

[10/12/14]

Namibia

Forum Launched to Aid Logistics Plan

The Walvis Bay Corridor Group [WBCG], in collaboration with South Africa’s Transport Forum, launched the Namibia Logistics Hub Forum in Walvis Bay this month. The forum is a platform to engage stakeholders within Namibia’s logistics and transport sector, who aim to create industry awareness. As part of the Namibia’s Fourth National Development Plan [NDP4], it is Namibia’s national goal to become the logistics and distribution hub for Southern Africa. The forum will host monthly discussions covering various topics related to the logistics and transport sector. Credible speakers on transport and logistics-related themes of national relevance will be invited to present their perspective on specific disciplines within this sector with knowledge derived made freely available.

Website: [http://www.gov.na/documents/10181/14226/NDP4_Main_Document.pdf/e057bd4f-a1f4-a9a5-90d1-264e4a3e1e1a](http://www.gov.na/documents/10181/14226/NDP4_Main_Document.pdf/e057bd4f-a1f4-a9a5-90d1-264e4a3e1e1a)
Rwanda

Seeks Regional Trade Logistics Hub Status

A Services Investment Forum was held in Kigali which suggested Rwanda can turn into a trade logistics hub for the East African Community [EAC]. The government through the Ministry of Trade and Industry is streamlining services that will help realize this objective through multi-facilitated partnerships with neighbouring countries. The initiative under the Northern Corridor Integration Project, of which Rwanda is a member, aims at cutting down the costs involved in trading in the landlocked countries.

Rwanda has so far achieved positive results with the establishment of the Single Customs Territory [SCT] in the 3-countries: Kenya, Uganda and Rwanda. The removal of non-tariff barriers such as the weighbridges, and roadblocks and the establishment of One Stop Border Posts [OSBP] has dramatically reduced the costs and time spent to get goods from port of Mombasa to Kigali. Rwanda hopes to enjoy same benefits through the Central Corridor when Tanzania joins the Single Customs Territory. The Government is also looking at establishing a dry port at Kigali - the Kigali logistics platform - which will facilitate quick turnaround of logistics and again reduce on costs.

[Tanzania]

Tanzania

Trade Share In EAC Increases

Tanzania’s share of intra-regional trade in the East African Community [EAC] region has increased from 15% in 2005 to 26% by 2013 totalling US$317 million in 2005 to over US$1.5 billion in 2013. Tanzania’s trade volume was only second to Kenya in the region. Tanzania has been addressing concerns over road blocks and by next year notes there will be only 3-weighbridges running between Dar es Salaam and Nyakanazi border post. Because of the efficiency at Dar es Salaam port and the government’s decision to remove non-tariff barriers, intraregional trade is growing rapidly. The government has also been working with customs officials from Burundi, Rwanda and Uganda in ensuring that cargo clearance is not delayed by tax payments.

[Daily News 19/11/14]
Kenya

Road Project Delays Holili One Stop Border Post

Upgrading of the Voi-Taveta road in Kenya is delaying the use of the Holili One Stop Border Post [OSBP] in Moshi, Kilimanjaro Region. The Kenyan government has signed a US$113 million loan facility with African Development Bank [AfDB] for the construction of the 110km road which links Kenya and Tanzania through Taveta and Holili border.

The OSBP has been constructed to ease transit goods clearance at the border with Kenya. Tanzania and Kenya signed a bilateral agreement to pave way for the use of the US$5.7 million state-of-the-art structure set up by Trademark East Africa [TMEA] at Holili on the Tanzania’s side of the border. Another US$6.7 million infrastructure at the Taveta border post on the Kenyan side is on the final touches. TMEA is providing funding and technical support at both posts with the idea to improve efficiency by reducing the total average time it takes to clear cargo by 30% and therefore reduce transport costs and increase intra-regional and foreign trade.

The OSBPs are expected to offer an alternative route to northern Tanzania from Kenya and reduce the time that it takes to transport goods to and from Mombasa port. The East African Community [EAC] is developing similar OSBP’s at 15 border crossings in the 5-partner states to facilitate regional trade and integration.
Kenya

Construction Of US$ 2.76 Million Dongo Kundu Bypass

The Ministry of Transport noted that construction of the Dongo Kundu bypass in Mombasa will start early next year. The much awaited infrastructure project is expected to decongest Mombasa by serving as an alternative to Likoni ferry and will link the mainland to the south coast. The government will announce the winner of the tender for Phase I within the coming weeks. The government has signed a financing agreement with Japan International Cooperation Agency [JICA] back in June 2012 to provide US$2.76m for the construction. It will also facilitate the construction of a free port at the Dongo Kundu. The project will be undertaken in 3-phases:

1. Construction of Kipevu-Miritini and Dongo Kundu-Mwache roads. Construction of long span bridges over the creeks will also be undertaken on the road linking Mwache to Dongo Kundu. Another road will also be constructed to link Dongo Kundu to Kibundani, to link with Likoni- Lunga Lunga road according to Mosonik.

2. Construction of the Mwache-Dongo Kundu stretch. The Mwache Bridge will also be set up.


Kenya is also investing in a construction/rehabilitation of 10,000km of roads, and work on 3,000 km are set to start off this December. 

Mozambique

President Guebuza Inaugurates Gurue-Magine Road

President Armando Guebuza inaugurated the rehabilitated road Gurue-Magine road in central province. The 35km road cost US$11 million provided as a loan from the Islamic Development Bank [IDB].

The new stretch improves links from Malawi and the Mozambican interior to the port in Quelimane, the Zambezia provincial capital. Meanwhile the road corridor from Ilé to Gurue in Zambezia, and on to Cuamba, in Niassa province, via Magige, along with 13 bridges are currently under construction. Also the Magige-Cuamba road is currently being tarred.

Work On Nampula-Moma Road Begins 2015

Asphalting work on the 300km Nampula-Moma road is due to begin in 2015. The first phase involves the stretch between Nampula and the town of Nametil. The US$100 million needed to carry out the work will be provided by South Korea. The second phase will include asphalting of the Nametil to Moma section. After completion identical work is expected to be carried out on the Nametil-Moma, Nametil-Angoche, Angloche-Monapo and Moma-Angoche roads.

Rwanda

US$74 Million Loan For Base-Rukomo Road

The African Development Bank [AfDB] has approved a US$74.47 million loan to finance Phase 1 of Rwanda’s Transport Sector Support Project. The project involves upgrading the 51.54km Base-Rukomo road along the Base-Gicumbi-Rukomo-Nyagatare axis. The project supports the regional integration objective of East African Community [EAC] member countries and Great Lakes Region. In addition, the Base-Nyagatare road is a strategic axis offering an alternative route for international flows operated via the northern corridor, especially flows of goods between the western and northern provinces and the eastern regions of Democratic Republic of Congo [DRC] and the port of Mombasa, via Uganda. The project will be implemented during from 2015 to 2019.
South Africa / Mozambique

Murray & Roberts To Upgrade N4 Highway

South African construction company Murray & Roberts [M&R] has been awarded a 22-month contract by Trans African Concessions [TRAC] to upgrade the 570 km-long N4 toll road connecting South Africa and Mozambique. The N4 toll road extends from the Solomon Mahlangu off ramp near Pretoria to Port Maputo in Mozambique, and includes 6-toll plazas. The construction company will focus on developing the section of the road near Middleburg, east of the Rockdale Interchange and ending west of the Arnot interchange.

The carrying capacity of the toll road would be increased by constructing a new double-lane eastbound carriageway with associated infrastructure. The carriageway would be made on a Build, Operate and Transfer [BOT] basis, and owned jointly by South Africa and Mozambique. Once TRAC’s concession ends in 2027, the 2-countries have agreed to assume responsibility of the road and its maintenance. The project is likely to be completed in 2016.

M&R has also been awarded a contract by the North West provincial government’s Department of Public Works and Roads to upgrade 58.4km of gravel roads in the Ganyesa area, north-west of Vryburg, by May 2016. The scope of work comprises the upgrading of roads D327 and Z389.

[Engineering News 11/12/14]

South Africa

R400 Million Upgrade For N3 Cedara-Tweedie Highway

A stretch of the N3 highway between Durban and Johannesburg will be upgraded, starting in the middle of 2015, in a contract valued at around R400-million. The South African National Roads Agency Limited [Sanral] noted work includes the construction of additional lanes on the N3 between the Cedara and Tweedie Interchanges, north of Pietermaritzburg. This section of the N3 is managed by N3 Toll Concession [N3TC], on behalf of Sanral. N3TC will be funding the upgrade. The 2-year contract includes the financing, planning, design, construction and maintenance of the N3 between Cedara and Heidelberg. The N3 is South Africa’s principal freight and logistics corridor. The move will create an improved link between Durban port and Gauteng, South Africa’s economic heartland.

[Engineering News 11/12/14]

New Tugela River Bridge

President Jacob Zuma noted South Africa is planning to construct a new bridge over Tugela River at uMsinga. The new US$2.24 million bridge will help connect the Mashunka and Ngubo communities. Funds for design and construction of the access road were to be provided by the Provincial transport department. The preliminary design for the bridge has been completed to pave way for construction works.

[All Africa 01/12/14]
Tanzania

New Body Set To Address Traffic Woes

In efforts to address traffic congestions on Dar es Salaam roads and other major cities, the government expects to establish a national Urban Transport Authority [UTA]. Formation of which aims at developing an integrated transport infrastructure and systems. Establishment of the authority will make way for the amendment of other laws guiding entities like Surface and Marine Transport Authority [Sumatra], Tanzania Roads Agency [Tanroads], local councils and other transport related legislations to create synergy. A 2007 study conducted by the Japan International Cooperation Agency [JICA] on the City Master Plan established that average travel speed of vehicles in Dar es Salaam was 25.8 km/h which could decrease significantly to 8.5km/hr by 2030. The report noted the number of private vehicles in Dar es Salaam was 82,000 projected to reach 520,000 vehicles by 2030.

US$64 Million Coco Beach Flyover

The government signed an agreement with South Korea for construction of a flyover in Dar es Salaam over Coco Beach along Toure Drive to connect with the Ali Hassan Mwinyi Road. The 7.1km bridge will have 4-lanes and cost US$64 million, of which the South Korean Government will contribute 80%. The government is in the process of building 6-flyovers and overhead roads at Tazara, Ubungo, Magomeni, Fire, Kamata, and Chang’ombe road junctions to alleviating Dar es Salaam congestion and to strengthening the international corridor connecting Dar es Salaam Port and the nearby land-locked countries.

Zambia

Luangwa/Feira Road Works On Course

The 91km stretch of the Luangwa/Feira road in Eastern Province is 90% complete, barely 2-years after President Michael Sata commissioned the project as part of the Link Zambia 8000 scheme. The Road Development Agency [RDA] has so far paid K211 million out of the K314 million contract sum. The contractor is China Geo with Bicon Zambia as consultants.

Zimbabwe

Construction Of Bulawayo -Tsholotsho Road To Start After Two Decades

Construction works on the 112km Bulawayo-Tsholotsho road has started. For the last 2-decades, only 50km of the road has been completed as money for the project was diverted.

Tollgates For Rural Roads

Government is to introduce more tollgates across the country despite resistance from the public. The new tollgates will target rural roads in addition to highways. In the absence of foreign aid, foreign investments and balance of payments support, government has been looking inwardly to increase its revenues. Government collects US$36 million annually from 22 tollgates.
Kenya

Standard Gauge Railway Set to Boost Economic Expansion

The delayed standard gauge railway project is forecast to indirectly add at least 1.5% [Sh71.4 billion] to the economy every year with GDP growth projected to rise to 6.9% in 2015 from 5.3% in 2014. The project is set to boost regional trade by significantly cutting down transportation costs thus improving the competitiveness of Kenyan goods in the regional market. The Sh327 billion project, funded 90% by China’s Exim Bank, is yet to start following fresh questions on irregular contracting. [The Star 09/12/14]

Mozambique

Moatize/Nacala Railway In Load Testing Phase

The first goods train to use the new railway from the Moatize coal basin, in the western Mozambican province of Tete, to the mineral port at Nacala-a-Velha, on the northern coast, arrived at the port safely.

The train had set off from Nacala-a-Velha several days earlier with empty wagons, and returned with an assortment of merchandise, which did not include coal. This was a dummy run to test the new line, the main purpose of which is to transport the coal mined by the Brazilian company Vale at its open cast mine in Moatize. After the arrival of the train, the port equipment will be tested and the cargo loaded onto a waiting ship.

Once the coal transport operations start, trains that are 1,500m long, consisting of over 120 wagonloads of coal, pulled by 4-locomotives, will make the journey from Moatize across southern Malawi to the northern rail corridor that leads to Nacala.

The railway, and the Nacala-a-Velha coal terminal are operated by the Integrated Nacala Logistics Corridor [CLN], which is owned 80% by Vale and 20% by the Mozambican ports and rail company, CFM. CLN is importing 90 locomotives to operate along the 900km Moatize-Nacala line, the first ten of which arrived in late July.

The General Electric Dash 9 series locomotives each have 4,000 horsepower to enable them to pull wagons filled with coal from the Moatize mines.

Although Vale is the majority shareholder in CLN, the railway and port can be used by all the coal companies operating in Tete, under the agreement signed between CLN and the government. CLN’s forecast is that, by the end of 2015, the line will be able to carry 11 million tonnes of coal a year. Continued investment in improvements to the line will push this figure up to 13 million tonnes a year in 2016, and 18 million tonnes a year in 2018.

[Macauhub/BP/MZ 28/11/14]
Namibia

TransNamib To Double Locomotives

TransNamib Holdings has concluded a deal with Transnet Engineering of South Africa that will add 21 locomotives to the company’s fleet of class 33 GEs. This will double TransNamib’s current fleet of serviceable locomotives from 21 to 42. The 21 locomotives will include an additional 10 class 33 GE locomotives that have been refurbished in Transnet Engineering’s workshops in Bloemfontein and Pretoria, and 11 locomotives that will be repaired in Windhoek by Transnet Engineering. The company said one of the goals of the 180 Day Plan was to get 12 of TransNamib’s unserviceable locomotives running.

Preparations Made For SADC Axle Load Regime

TransNamib has tasked Namibia Rail Construction, which is its subsidiary and a joint venture with D&M Rail, to attend to critical sections of the rail network that need urgent attention and to meet the required SADC standards of 18.5 tonne axle loads.

South Africa

Chinese Rail Group Looks To Set Up SA Manufacturing Plants

Freight logistics utility Transnet signed a Memorandum of Understanding [MoU] on Dec 4th with locomotives manufacturer CSR Zhuzhou Electric Locomotive [CSR], which could open the way for manufacturing investments by the Chinese group in South Africa.

CSR is one of the four manufacturers selected by Transnet as part of a R50-billion contract for the delivery of 1,064 electric and diesel locomotives for the group’s general freight business. The other 3-suppliers are Chinese CNR Corporation, Germany-based Bombardier Transportation and General Electric, of the US.

CSR was awarded a contract to supply 359 electric locomotives at a contract value of R14.6-billion. Prior to the award, CSR was also contracted to supply 95 Class 20E locomotives to Transnet, with an estimated price tag of R2.7-billion. The areas of cooperation outlined in the MoU include the setting up of manufacturing plants, a research and development facility, training centre and setting up a refurbishment and manufacturing plant.

State Rail Company Invests In Track Management

In support of its Market Demand Strategy [MDS], State-owned freight and logistics company Transnet is concentrating on refurbishing the country’s rail track system through training and the introduction of new rail track monitoring and management methods, says Transnet Freight Rail [TFR] track technology principal engineer Kanak Mistry. The MDS is Transnet’s R300-billion capital investment programme to expand rail, port and pipeline infrastructure, introduced in 2011. speaking at the inaugural Africa on Track Summit held at The Country Club Johannesburg, in Auckland Park, on November 13. The summit was held to discuss developments and investment opportunities in the African rail industry.
Swaziland

Rail Funding To Be Finalised

Transnet Freight Rail [TFR] notes the Swazi Rail Link’s feasibility study will be completed soon - a project spearheaded by the Swaziland Railway and TFR. The funding is be finalised by Q2 2015 with construction expected to start in 2015. About 33 million tonnes of cargo will pass through Swaziland with the rail project offering a cheaper alternative to road.

[Tswal Observer 01/12/14]

Tanzania

TRL Gets 50 New Wagons to Improve Train Operations

The Tanzania Railways Limited [TRL] has received 50 new wagons worth 8.3bn/- from Indian firm Hindustan Engineering and Industries. The delivery will improve cargo transportation on the Central Railway Line, as part of implementation of the Big Results Now [BRN] programme focused on improving the sector. In all the project will see the purchase of 274 carriages: 50 wagons are expected to arrive in December and a further 124 in January and 50 oil containers in February. The government is planning to provide TRL with 11 new locomotives, which are expected to arrive in the country before the end of 2015 along with the rehabilitation of 8-locomotives at its Morogoro workshop to be ready by June, 2015.

[Daily News 20/11/14]

Uganda

US$8 Billion Rail Construction Discussions With China Railway Group

Ugandan President Yoweri Museveni met with a delegation from the China Railway Group Ltd to discuss the possibility of constructing a US$8 billion railway running from western Uganda to Kampala border and then to Rwanda, if they can source funds for the project. China Civil Engineering Construction Corporation [CCECC] had signed a MoU with the government for the construction but there was a dispute and the deal did not progress.

[CR 08/12/14]
Zambia

US$1 Billion Rail Connection To Lobito Port

Zambia may, in future, have a new private railway linking it to Angola and the Democratic Republic of Congo (DRC) starting from Chingola, a northern city in Zambia’s copper region. The new 580km railway line, construction of which is due to begin before the end of the year, is the result of a partnership signed between the North Western Railway and the Grindrod Limited Group of South Africa for an estimated investment of US$1 billion.

Speaking recently in the international iPAD DRC Mining & Infrastructure [Indaba] conference, the Director-General of North Western Railways, Emoch Kavindele, said that the funds needed to build the line had already been raised and that construction should begin soon in order to be on schedule. Once completed the line will connect Zambia to Angola in the Jimbe region. Phase 1 will see the first 290km linking Chingola to the Kansanshi, Lumwana and Kalumbila mines at an estimated cost of US$489 million. Phase 2, which will cost US$500 million, will connect directly to the Benguela railroad along the border between the 2-countries and open a direct corridor to the port of Lobito.

[Macauhub/AO 18/11/14]

Zimbabwe

National Railways of Zimbabwe To Ink US$650 Million Deal

The National Railways of Zimbabwe [NRZ] is close to concluding a US$653 million loan with the Development Bank of South Africa [DBSA] for recapitalisation. The loan would be repaid using revenue from rail services. Almost all regulatory approvals have been obtained. The 2015 Budget will also support the NRZ rehabilitation programmes with US$3 million from tax revenues, the bulk of the money would be mobilised from the private sector.

The rail network is critical to the growth of the country’s domestic, regional and international trade as it provides bulk transport for raw materials and finished goods. The decline in capacity from 18 million tonnes to the current 3.8 million tonnes has meant that goods that should have been transported more conveniently by rail are being moved long distances by road, thereby increasing their cost. NRZ would leverage its assets to mobilise funding for upgrading infrastructure and maintenance costing around US$388 million.

[The Herald 09/12/14]
Government To Partner Private Investor For Boankra Inland Port & Eastern Rail Line

The Ministries of Transport and Finance have hired PWC as advisors to engage an investor to partner the government in a Public Private Partnership [PPPs] to revamp the Eastern Railway and the Boankra Inland Port. The project involves the reconstruction of the 300km stretch of dilapidated narrow gauge rail line to a standard gauge and the development of a 400 acre plot of land at Boankra, 27km from Kumasi, into an inland port. Funding has been provided by the World Bank and it is expected that by the end of 2015 a private sector investor would partner government for the execution of the projects.

The Eastern Railway stretches from Tema Port through Accra to Kumasi and will provide a more efficient integrated transport and logistics system for the movement of freight to the Northern part of Ghana and land-locked countries of Burkina Faso, Niger and Mali. Funds have been made available to enable the Ghana Railway Development Authority [GRDA] to undertake remedial works pending the implementation of the project.
**Benin**

**Banikoara Road Financing**

The Islamic Development Bank [IDB] and Benin signed a financing agreements worth US$44m as contribution for the 54km road connecting the town of Banikoara to the border of Burkina Faso. The main road is considered an artery and will enhance trade to neighbouring countries.

[IDB 10/12/14]

**Cameroon**

**Batschenga - Ntui - Yoko - Tibati - Ngaoundere Development Finance**

The African Development Bank [AfDB] has approved financing for the development of the 598km Batschenga-Ntui-Yoko-Tibati-Ngaoundere road. This section is an important axis of North-South trade linking the capital Yaounde and the Central and South regions to the region of Adamaoua and the far North and offers a new alternative for transit towards Chad.

The overall cost is expected to reach 258 billion FCFA with the Agence Française de Développement [45 billion FCFA], Central African States Development Bank [BDEAC] [42 billion FCFA], Japan International Cooperation Agency [JICA] 35 billion FCFA and the Republic of Cameroon 29 billion CFAF as co-financiers.

[AfDB 26/11/14]

**Liberia**

**US$38 Million Road Project Signed**

The Ministry of Public Works and Senegalese Campagnise Sahelienne D’ Entreprises [CSE] signed a US$37.28 million contract for the upgrade of the Ganta-Yekepa road in Nimba County. ArcellorMittal-Liberia, a concession company operating in Nimba County, provided funding for the 70km road.

[The News 10/12/14]

**Nigeria**

**FEC Okays Another N661 Million For East-West Road**

The Federal Executive Council [FEC] approved N661.34 million for the construction of the East-West Road, Section V [Oron-Calabar], Phase 1, in Akwa Ibom/Cross River States. The contract was awarded to Siraj Nigeria Limited with a completion period of 60 months. US$500 million is expected from China EXIM Bank for the project.

[Daily Trust 04/12/14]
Angola

To Build A US$50 Billion Railway Network

Angola is set to construct an additional 10,600km railway network at a cost of US$50 billion on top of the existing network. According to Director General of the National Institute of Railways, Júlio Joaquim, the construction plan is complete and will improve national logistics. The network will connect provinces of Luanda and Malanji; Lobito Luau, Namibe and Menongue, and will see the creation of 3-main channels, north/south and east, north/south and the coast, north/south and the centre. Railway officials have also called on inclusion of Cabinda in the northern line serving the coastal corridor.

US$500 Million On Rolling Stock

The Angolan National Institute of Railways noted the acquisition of 100 new locomotives, passenger coaches and other rolling stock is expected to cost about US$500 million. There are several projects in the pipeline. Construction of the line to connect Baía to the new International Airport in Viana, including overpasses and moving the Luanda/Malange National Highway. Outside Luanda there are also several projects under consideration by the Ministry of Transport, such as the construction of the Northern Line, studies for which when completed will allow for a connection between Uige and Zaire province, which will later connect the Cabinda enclave to the rest of the country.

Nigeria

Abuja-Kaduna Rail Completed

The China Railway Construction Corporation [CRCC] officially rounded off the track laying work of Nigeria’s first Standard Gauge Railway Modernization Projects [SGRMP] linking the capital city Abuja and the north-western state of Kaduna. With Nigeria’s Minister of Transport Idris Umar tightening the last screw of the 186.5 km track, the first standard rail road project by CRCC in Nigeria and the entire West Africa is formally complete for public use. Constructed in 3-years and costing US$850 million the line has 9-stations and a design speed of 150 km/hr. The initiative aims at replacing the existing narrow gauge system with the wider standard gauge system, while allowing high-speed train operations on the railway network.
China Railway Construction Wins US$12 Billion Deal

China Railway Construction Corp [CRCC] and the federal government have signed a deal worth nearly US$12 billion with Nigeria to build the Nigerian Coastal Railway linking Lagos and Calabar along the West African nation’s coast. According to CRCC, the deal is the single largest international contract awarded to a Chinese firm. CRCC’s parent company China Civil Engineering Construction Corp has been developing the project since 2010, and signed a framework agreement on May 5 during a state visit by Chinese Premier Li Keqiang, who committed to provide more investment and technical expertise.

China is pushing to win railway construction projects around the world as part of plans to export its high-speed technology and lift its manufacturing sector up the value chain. Beijing is also pumping money into the sector, with more than US$100 billion worth of infrastructure projects approved in late October and early November in a bid to bolster slowing growth in the world’s second largest economy. Trade between China and Nigeria totalled $13.6 billion last year.

The project will lead to equipment exports from China worth US$4 billion, including construction machinery, trains and steel products. The 650 km route will link Calabar in the east to Aba, Port Harcourt, Warri, Benin City and Lagos in the west, passing through 10 states, requiring 1,385 km of 1,435 mm gauge track. The east-west corridor will augment NRC’s existing north-south lines running inland from Lagos and Port Harcourt to Kaduna as well as the Warri-Ajaokuta-Abuja line. The route will offer a maximum speed of 120 km/h.