CMA CGM INLAND SERVICES [CCIS] OPENS NEW MULTIMODAL LOGISTICS PLATFORM IN TOAMASINA, MADAGASCAR
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Benin: Railway Agreement Signed
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Cameroon: Yaounde-Bamenda Road Works / Second Phase Rail Construction To Begin
Congo: Libreville-Brazzaville Corridor Works
Gambia: US$10 Million Laminkoto-Passamas Road Project
Ghana: Transit Trade Still Dropping Year-On-Year On Axle Regulations
Liberia: Infrastructure Construction Gets US Funding / Kuwait To Construct Gbarnga-Mendikorma Road
Nigeria: Transnational Bridge Construction Nears Completion / FERMA Commences Construction Of Benue State Road / Set Back As Construction Of Second Niger Bridge Halted
Senegal: Rehabilitation Of National Road 2
Events Diary

Come And Visit Us!

IPAD Katanga Mining Week [DRC]
CMA CGM / DELMAS will be participating in the 6th edition of the IPAD Katanga Mining Week [Driving large scale mining through innovative technologies on the Copperbelt] at Lubumbashi, Democratic Republic of Congo [DRC] on 20-21st October. The event will focus on the role of the mining industry in the economic growth of Eastern DRC, one of the main areas of copper and cobalt production in the world. During the fair, the Group will promote its intermodal logistic solutions to mining corporations in order to develop outbound volumes from Katanga. CMA CGM / DELMAS offers several corridor routes including Dar Es Salaam, Durban, Walvis Bay, Beira and Mombasa ports.

For further information regarding this event please view www.ipad-katanga.com

Expotrans [Angola]
The 5th Edição da Feira Internacional de Luanda e Logísticas [Expotrans] is to be held in Luanda, Angola starting on 20th November 2015 at the Feira Internacional de Angola in Luanda, Angola. This event showcases product from the logistics & transportation industry. The CMA CGM Group will highlight its expertise in terms of door to door services and the overall quality and reliability of its developed network from/to Angola will be detailed.

News Briefs

Western Africa

COTE D’IVOIRE
- Technological retailer Fnac has announced the opening of two outlets in Ivory Coast as a prelude to a future development of the brand in the region.

DRC
- Copper cathode producer Tiger Resources is hoping to reactivate its Kipoi central openpit mine during 2016. The planning process for the reactivation is currently being undertaken as the miner prepares for the end-life of its current floats and stockpiles, which was supporting copper cathode production through its solvent extraction and electrowinning plant.

MALI
- Hummingbird Resources has secured a US$5-million facility extension to start moving its flagship 1.8-million-ounce Yanfolila gold project towards targeted production in 2016.

SENEGAL
- Senegal will issue a U$50.93 million seven-year treasury bond with a 6.25 percent coupon. The bond will be sold in units of 10,000 CFA francs to investors across the eight-nation CFA franc currency zone via an auction organised by the Central Bank of West African States.

Eastern & Southern Africa

BOTSWANA
- Botswana-focused diamond explorer Pangolin Diamonds has closed an oversubscribed private placement for gross proceeds of $628,621, 25% over the original financing target. The company said that the proceeds of the offering would be used for drilling, geological-geophysical and sampling campaigns at the company’s 100%-owned diamond projects.

MADAGASCAR
- Bass Metals could potentially acquire up to a 35% stake in graphite producer StratMin Global Resources’ Loharano mine, in Madagascar, through a farm-in agreement.

NAMIBIA
- Magnum Mining and Exploration Limited has entered into a sale and purchase agreement with African Tantalum Limited regarding its remaining 40% interest in the Tantalite Valley project located in Namibia.

ZIMBABWE
- Aliko Dangote, the owner of Dangote Group, recently said that he would construct a new cement plant in Zimbabwe in a move to boost foreign investment. Dangote also said that he was also intending to invest in coal mining and power generation in the country.
Eastern & Southern Africa

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Current Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenya [Mombasa] - Great Lakes / Uganda / Rwanda / South Sudan</td>
<td>The Kampala-Mombasa rail is running well with an estimated transit of 10 days. We also have a new inland reefer solution on this route. Our first trial has been a success. Furthermore we can offer extensive CTBL services throughout Kenya backed by a 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. However due to numerous derailments between Mombasa and ICD Embakasi, RVR has stopped containers with 10% and more imbalance of cargo - can proceed with a survey and the rebalance of cargo. Our ASEA KENYA service provides direct weekly services from Asia to Mombasa. This enhances our inland solutions to domestic Kenya, Uganda, Rwanda, South &amp; Sudan. We also offer routes to the North Kivu region in Eastern DRC and connections via Mombasa to Beni, Butembo and Kisangani, all on national route N4. A new reefer solution is available from Nairobi to Mombasa by road.</td>
</tr>
<tr>
<td>Tanzania [Dar Es Salaam] - Great Lakes</td>
<td>With a new improved ASEA TANZANIA service we offer direct weekly service from Asia to Dar Es Salaam enhancing inland solutions to the heart of DRC, Burundi, Rwanda. Roads from Dar Es Salaam to North Rwanda and DRC [Goma / Bukavu / Uvira] are in good condition. Bookings to Bujumbura, Burundi, are available by road via Dar Es Salaam port, Tanzania in around 22 days. Additional charges may apply as a result of post-election tensions on the account of the shipper.</td>
</tr>
<tr>
<td>Tanzania [Dar Es Salaam] - Copper Belt</td>
<td>Roads through Mbeya offer an alternative to the train to Ndola. We are the only line to have an owned office in Lubumbashi which closely monitors the local situation. The corridor from Dar Es Salaam to Lusaka, Copper belt &amp; Lubumbashi is safe and offers competitive rates and transit times. Our local agent is working with local hauliers to further improve this. With an improved ASEA TANZANIA service we offer direct weekly service from Asia to Dar Es Salaam enhancing inland solutions to Malawi and Zambia.</td>
</tr>
<tr>
<td>Mozambique Nacala Corridor</td>
<td>The corridor is running well offering excellent transit times and no congestion.</td>
</tr>
<tr>
<td>Mozambique Beira Corridor</td>
<td>We offer new competitive rates for 20' Beira-Harare [Zimbabwe] by road and by rail. CMA CGM will indemnify clients from further liability should any port storage incur on the units to be railed.</td>
</tr>
<tr>
<td>Mozambique Maputo Corridor</td>
<td>Competitive solutions are available to Zimbabwe by rail from Maputo-Hwange. There is no port storage invoiced if shortage of wagons in Maputo.</td>
</tr>
<tr>
<td>S. Africa Durban</td>
<td>New competitive rates available to Lusaka &amp; Copperbelt [Zambia], Lubumbashi [DRC] and Gaborone [Botswana]. A new containerised rail solution is available from Kitwe in the Copperbelt region to Durban port in South Africa ideal for the movement of copper. We already have 20' container units available in Kitwe ready for evacuation. We have also extended our South African inland reefer service from/to the port of Durban to Johannesburg. Extension of all other over border trucking rates.</td>
</tr>
<tr>
<td>Namibia Walvis Bay</td>
<td>We can offer a routing solution for export CTBL cargo from Zambia to Namibia. The route along the Trans-Caprivi Corridor links Zambia with the Port of Walvis Bay via the Katima Mulilo bridge border crossing. Export solutions are available from DRC and Zambia to Walvis Bay for dry and reefer equipment. The corridor to Lusaka, Kitwe, Ndola &amp; Lubumbashi in south DRC are running well. We also offer Windhoek!</td>
</tr>
</tbody>
</table>
## Western Africa

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Senegal-Mali</td>
<td>We are only able to accept cargo for Southern Mali destinations. For safety reasons traffic to Northern Mali [Kignan, Ségou, Mopti, Sevaré, Gao, Kidal, Menaka, Ansongou, Tessalit, Timbuktu] via Dakar are temporarily suspended.</td>
</tr>
<tr>
<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>Cote d’Ivoire-Burkina/Mali</td>
<td>The rail service from Abidjan is running well offering excellent transit times and no congestion. We also recommend the road option. Furthermore the Group has launched a new reefer service from Abidjan.</td>
</tr>
<tr>
<td>Ghana-Burkina</td>
<td>Tema-Ouagadougou service is now available offering the most competitive corridor pricewise, with excellent transit time from Asia with AFEX service. Our expert TBL team is in place for all your booking requests.</td>
</tr>
<tr>
<td>Togo-Burkina/Niger</td>
<td>Service is running well. Thanks to good volumes and on-going negotiations with suppliers we have decreased our Ouagadougou rates from Lome. We can also offer excellent solutions from Asia on our AFEX service. Please note that the port of Lome is strict on enforcing weight regulations for trucks.</td>
</tr>
<tr>
<td>Cameroon-Chad</td>
<td>Rail delays faced as CAMRAIL, the operator, is experiencing congestion in Douala &amp; N’Gaoundere stations. We suggest cargo is moved via our road TBL service.</td>
</tr>
<tr>
<td>Cameroon-CAR</td>
<td>Douala-Bangui is open on a case by case basis with agreement from our local Douala Agency. Political security is not 100% on this corridor.</td>
</tr>
<tr>
<td>Gabon Corridor</td>
<td>From Libreville, we serve domestic destinations by road to Franceville, Lambarene, Mouila, Bitam, Moanda, Mitzicand Makokou.</td>
</tr>
<tr>
<td>Congo Corridor</td>
<td>Pointe Noire-Brazzaville corridor is REOPENED on a request basis.</td>
</tr>
<tr>
<td>DRC Corridor</td>
<td>Matadi-Kinshasa service is slow due to congestion and delays at Pointe Noire.</td>
</tr>
<tr>
<td>Angola Corridor</td>
<td>We have opened new landlocked destinations via the 4-main national ports of Luanda, Lobito, Cabinda and Namibe. We now offer the cities of Malange, Bela Vista, Catumbela, Benguela, Bahia Farta, Huanuco, Lubango, Malongo, Malemba, Yema, Subantando, Bucu Zau, Belize, Necuto and Lubango. All destinations are served by road on a 1-2 day transit time.</td>
</tr>
</tbody>
</table>
CMA CGM Inland Services [CCIS] Opens New Logistics Platform In Toamasina, Madagascar

CCIS, a Group entity dedicated to multimodal platforms solutions, continues to expand in Africa it opens a new 17,500m² logistic platform in Toamasina, Madagascar’s main international port. CMA CGM Madagascar is located 4.8km from the port of Toamasina in the north-east. The new platform’s primary aim is to facilitate the export of local products, particularly mining, from Madagascar and offer a range of services including storage, stuffing and transfers to port for loading containers. Completed in just over 3-months, the new facility can accommodate 885 TEUs triple stacked and has an area of 5,350m² for storage and stuffing. Located on the main road to Antananarivo, just 6 km from the port the facility offers a real opportunity for export customers as it offers new logistical solutions in the region around the city of Tamatave.

Toamasina Logistics Platform

To facilitate exportation of mining products from Madagascar, CMA CGM with CCIS Madagascar offers a new stuffing facility to meet customer requirements. Close to the port, the new platform offers a full range of services including road transportation, storage of goods, container stuffing, custom clearance, and transfer to the port for loading on containerships.

- 15,000 m²
- Ore storage capacity: up to 7,000 tons
- Container storage: 730 TEUs
- Stuffing capacity: 12 x 20’ per day
- Plus equipment
- Bulk road transportation
- Storage of goods
- Container stuffing
- Storage of containers [full & empty]
- Customs clearance
- Container shipping

Contact
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Email: tnri.draherimandimby@cma-cgm.com / Tel: +261 20 22 359 49
ABOUT CMA CGM INLAND SERVICE - CCIS

In order to support our land-based strategy in Africa, CMA CGM has brought together all such platform facilities under one dedicated entity – CMA CGM Inland Service – otherwise known as CCIS. CCIS is a 100% CMA CGM Group affiliated company charged with the development of inland logistics structures and solutions such as logistics platforms, container-freight stations (CFS), inland container depots (ICD), off dock, warehousing, road/rail transport amongst others.

CCIS manages its own transport infrastructure and logistics services, and is expanding its presence on the African continent in consultation with CMA CGM Africa Lines and CMA CGM Intermodal Department. As an inland solutions provider, CCIS contributes to developing a comprehensive, efficient and competitive door-to-door service offer.

In 2011, CCIS opened its first logistics platform, TCD in Dakar, Senegal which was expanded last year with the opening of TCD2. Since then other hubs have been set up: CC2T in Abidjan, Côte d’Ivoire in 2012, 3CTC in Douala, Cameroon and CC Inter Africa, South Africa in 2014 and lastly, at the beginning of this year CCIS Burkina Faso and CCIS Mali, gradually ramping up CCIS’s presence in Africa.
CMA CGM Continues Intermodal Development Across Southern Africa

With the addition of new direct calls at the ports of Durban, Port Elizabeth and Cape Town on the Group’s SAMWAF line, CMA CGM can now offer customers door-to-door, competitive and innovative transport solutions connecting Southern and East African inland areas to markets in South America including inland regions.

The SAMWAF line also calls at the port of Luanda in Angola. Since August 2015, CMA CGM has focused on developing a network of inland corridors across Angola to [Malange, Bela Vista, Catumbela, Benguela, Bahia Farook, Huambo, Lubango, Malongo, Malembo, Yema, Subantando, Buco Zau, Belize and Necuto].

For further information on intermodal offers please contact your nearest local CMA CGM agent or see http://www.cma-cgm.com/products-services/line-services/flyer/SAA
New Northern Transport Corridor Promises Region US$2.6 Billion

According to consulting firm Frost & Sullivan East Africa stands to make about US$2.6 billion per year from Kenya’s northern transport corridor, new sea ports and other mega infrastructure facilities upon completion. It noted oil and gas finds would become catalysts for investment in trade logistics facilities. Industries that will benefit from infrastructure developments include hydrocarbons, mining, agriculture and the retail sector.

Kenya is ideally placed as the hub for trade and business interests with sufficient infrastructure development driving intra-regional trade in East Africa. The route between Mombasa and Nairobi has received particular attention in upgrades. An estimated US$5.6 billion in investment in infrastructure development for Kenya is planned as of 2015, the majority of which will focus on telecommunications and power generation infrastructure. Major road projects that are currently under way will alleviate the severe bottlenecks and traffic congestion. And an estimated US$5.14 billion has been dedicated to road projects in Kenya.

The Lamu Port Southern Sudan-Ethiopia Transport [LAPSSET] corridor, comprising a crude oil export pipeline, a refined products pipeline, railways and roads linked to Uganda, Ethiopia and South Sudan, will open a new corridor in Kenya that will contribute to reducing the cost of transport. Both the Lamu and Bagamoyo ports are being built to expand the region’s capacity to handle goods. Bagamoyo alone will have the capacity to handle 20 million TEU per year.

The public sector is investing heavily in major projects such as the US$3.8 billion Mombasa-Nairobi standard gauge railway [SGR], which aims to connect Kenya, Uganda, Rwanda and South Sudan. The SGR is expected to raise Kenya’s gross domestic product by 1.5% while enabling landlocked countries to export coffee, tea, agricultural goods and minerals. SGR will also handle imports.

However bureaucracy still impedes logistics with non-tariff barriers [NTBs] such as Customs clearance, multiple weighbridges and checks along main routes like the Mombasa-Kampala-Kigali highway, leading to unexpected delays. But the Single Customs Territory regime introduced in 2014 has reduced the cost of doing business as it now takes 3-days to move cargo between Mombasa and Kampala, down from 18 days. Goods moving between Mombasa and Kigali take 6-days, from 18 days previously.
Namibia

Trans-Kalahari and Trans-Caprivi Corridor Growth

Projects along the Trans-Kalahari and Trans-Caprivi corridors are progressing well. Traffic volumes have increased significantly, boosting trade among members, especially the landlocked countries. According to reports by the Walvis Bay Corridor Group [WBCG], trade volumes along the Trans-Kalahari Corridor for the Botswana market have hit a record high of more than 2,000 tonnes. It has shown significant growth month on month, with many more consumables and especially a steep increase in motor vehicles being imported through the port of Walvis Bay. The Trans-Kalahari Corridor was jointly built by the Namibian and Botswana governments in the 1990s with an initial investment of approximately N$850 million. The corridor comprises a tarred road linking the Port of Walvis Bay with Botswana and Gauteng in South Africa.

The Trans-Caprivi Corridor linking Walvis Bay with Zambia, the Democratic Republic of Congo [DRC] and Zimbabwe, has seen a 140% increase in cargo in recent years. Furthermore if the ambitious N$30 billion SADC Gateway Port in Walvis Bay becomes a reality with the construction of the first phase expected to take off the ground soon, Namibia will become a regional hub. The SADC Gateway Port will be developed in at least 5-phases, while construction will gradually take place as demand for services arises.

The government has also allocated N$4 billion to the rehabilitation of the railway network. Last year, Namibia and Botswana signed a bilateral agreement on the Trans-Kalahari Corridor in Walvis Bay. The agreement includes adding a railway line, coal terminal and associated loading facilities to the Namibia-Botswana corridor which will benefit other landlocked SADC countries like Malawi, Zambia and Zimbabwe through alternate transportation routes. The 1,500 km line will cross the Kalahari Desert from Botswana to Namibia, with the benefit of connecting the landlocked Botswana to Walvis Bay, thus unlocking the value of coal mining in Botswana and power generation in the region.

Namibia has also made land available along the Walvis Bay port to landlocked countries such as Zambia, Botswana and Zimbabwe to construct their own dry ports aimed at boosting trade between those countries. These dry ports are yet to be developed. Furthermore plans are underway to construct 3-bridges that will facilitate socio-economic development between Namibia and Angola. Earlier this year, the 2-governments signed a Memorandum of Understanding [MoU] for the construction of the bridges across the Okavango River that borders the 2-countries at Nkurenkuru in Namibia’s Kavango West region, between Rundu and Calai that already has a temporary floating bridge, as well as in the Gciriku area of the Kavango East region.

Walvis Bay Corridor Group Celebrates 15 Years

The Walvis Bay Corridor Group [WBCG] held its 15th anniversary in Swakopmund on 28 August. The WBCG was established in 2000 to promote the utilisation of the Walvis Bay Corridors, which is a network of transport corridors principally comprising the Port of Walvis Bay, the Trans-Kalahari Corridor, the Walvis Bay-Ndola-Lumbumbashi Development Corridor, the Trans-Cunene Corridor, and the Trans-Oranje Corridor.

“**One important sector selected to boost our industrialization drive is transport and logistics. I thank the WBCG for the relentless effort it has put into developing routes between our ports and border points, as well as the rest of SADC. The completion of the port expansion project at the Port of Walvis Bay by 2017 will go a long way to establish Namibia as a regional logistics hub and will further support the government’s stated intention to develop an industrialized economy.**”

*Dr Hage Geingob, President SADC*

Plans are also underway to revamp the country’s rail sector in order to boost trade. In addition to upgrading of the rail infrastructure, expansion efforts of our railway lines should continue including that between Botswana and Namibia as well as the line between Namibia and Zambia, via the Zambezi region.

[The Namibian 20/08/15]

[Economist 09/09/15]
South Africa

Maluti-a-Phofung SEZ To Bolster Logistics

The R4.8-billion, 1,000 ha Maluti-a-Phofung Special Economic Zone [SEZ] being built near Harrismith in the Drakensberg mountains will provide road and rail logistics and handling facilities for the Gauteng–Durban port corridor and links to the Bloemfontein–Cape Town corridor. The SEZ will serve the agricultural, agro processing, automotive and logistics industries and will include container terminal and car terminal facilities.

The SEZ will function as a back-of-port operation to ease congestion at the Durban port and will provide South African customs functions and facilities for imported goods and export goods, including goods moving north into Southern African countries. It will also provide aggregated bulk rail logistics for agricultural produce between Bloemfontein and Harrismith, in the Free State, while bulk freight rail services will extend to Newcastle, in KwaZulu-Natal. The SEZ will incorporate an intermodal rail and road facility, with specialist transfer infrastructure and associated storage facilities, including cold-chain storage facilities and will begin operating next year.

The SEZ will relieve some of the pressure on Durban port by offering alternative storage, staging, packaging and agglomeration services. The long-term objective is to attract more value-adding activities and processing including final assembly, customisation of imported products, light manufacturing of exports, as well as higher-value processing and manufacturing plants, such as starch production, pharmaceuticals and medical-equipment manufacturing plants.

The SEZ will strengthen both the rail and north–south road corridor, with the eventual inclusion of the Harrismith aerodrome as an extension, mainly to move higher-value perishable food goods. Further, the hub will also have a fresh produce park, which will include a Halal food park, abattoirs and organic produce companies.

Rail logistics is central to the Maluti-a-Phofung hub’s capabilities. State-owned railway operator Transnet is consequently a key partner in the project and promotes the Governments road-to-rail initiatives to reduce costs of road freight and reinvigorating the rail industry. The aim is to have 3-freight trains a day between Durban and Johannesburg and to later offer a 24-hour rail service as a complementary addition to the road network.

Under the current SEZ Act No 16 of 2014, companies located within the South African Revenue Service customs-controlled area of the SEZ are potentially eligible for a preferential 15% corporate tax rate for 10-years.

Transnet Launches Carbon Calculator App

Transnet has developed a new app to calculate carbon emissions savings when users elect to move their freight on rail instead of by road. The app also enables corporate reporting on transport carbon emissions and is available on Apple, Windows and Android devices. Users can select a specific origin and destination, the commodity type and its weight to calculate the emission savings.

As the owner and operator of the country’s rail network, Transnet has undertaken to increase its market share of freight movement by promoting a modal shift from road to rail and would report yearly on the associated carbon emission savings. South Africa would introduce a carbon tax in 2016 to account for the environmental cost of greenhouse-gas emissions and incentivise the use of cleaner energy sources. The proposed carbon tax rate was currently R120/T of carbon dioxide equivalent, to be levied by government on the use of fossil fuels.

Rail is 3-4 times more energy efficient than road per ton of cargo transported. It also offers a clean, safe and cheaper freight logistics solution through improved road safety, reduced road congestion and pollution and a lower cost of doing business.

Transnet Carbon Calculator

<table>
<thead>
<tr>
<th>Origin</th>
<th>Destination</th>
<th>Continuous Distance</th>
<th>Manual Distance</th>
<th>Rail Emissions:</th>
<th>Road Emissions:</th>
<th>Carbon Emissions Savings:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Johannesburg</td>
<td>634 km</td>
<td>642 km</td>
<td>6.79 tCO₂e</td>
<td>1.62 tCO₂e</td>
<td>5.17 tCO₂e</td>
</tr>
</tbody>
</table>

Carbon Savings: 71.85%
Swaziland

Swaziland To Build US$3 Billion Shipping Port

The Government of Swaziland has backed a plan to build a shipping port which will cost an estimated US$3 billion. The plan is to build a 26km canal from the Mozambican sea to Mlawula, where the port will be constructed on 15-20ha of land at an estimated cost of US$3 billion [E30 billion]. Local reports state the plan was confirmed by Minister of Commerce, Industry and Trade Gideon Dlamini and will be headed by entrepreneur Moses Motsa.

However, a stumbling block lies with Swaziland’s neighbour, Mozambique, where two thirds of the length of the proposed canal would pass through. Early indications from Mozambique are that the country is unwilling to give the project the greenlight, intent instead on developing Maputo port. The engineering involved in such a waterway would be dramatic – the proposed inland port is some 275m above sea level.

[Uganda

Export Ban On Unprocessed Minerals Lifted

Ugandan President Yoweri Museveni has lifted the ban on the exportation of unprocessed minerals by both local and international players, saying he was misled by his Advisors. In 2011, while hosting the annual round table with mining sector stakeholders, the President directed the Ministry of Energy and Mineral Development to stop miners from selling minerals in raw form.

[Zimbabwe

US Embassy Construction Begins

The United States has begun constructing a US$200 million U.S. embassy in Zimbabwe aimed at increasing the flow of business and investment between the US and Zimbabwe. When complete, the compound will house the embassy and all its departments.

Government In Port Construction Talks

The Government is engaging potential developers for a multi-billion-dollar project which will link Zimbabwe to a port north of Beira in Mozambique in a bid to significantly reduce distance and cost of moving goods between the 2-countries. Government is currently studying detailed proposals submitted by the potential developers and is seriously engaging potential promoters that have submitted detailed proposals and studies for consideration. Government is yet to decide if it will follow a Built Operate and Transfer [BOT] partnership model or a Public Private Partnership [PPP] route. Government is undertaking several initiatives to reduce the cost of doing business in the country as it seeks to improve the ease of doing business. The project is aimed at reducing the distances that business has been facing when moving goods inland from Beira, Mozambique or Durban in South Africa.

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Namibia/Zambia

One-Stop Post To Boost Katima Cargo

The volume of cargo and people is expected to increase at Katima Mulilo border once Zambia and Namibia sign a Memorandum of Understanding [MoU] to set up a One-Stop Border Post [OSBP]. There has been a 200% increase in volumes for both passengers and goods since commissioning of the Katima Mulilo Bridge across the Zambezi River in 2004. About 100 trucks cross the border daily from either side as compared to less than 10 trucks when people were ferried by pontoon. Having a single customs and immigration clearing system will reduce congestion and increase trade volumes.

"There is need to harmonise legislation to implement the OSBP. Infrastructure is ready and the Namibian government has agreed in principle that this border should start operating as a OSBP. We hope legislation will be tabled before the next sitting of parliament so that truckers will only stop at one installation."

Wilbroad Poniso, Deputy Director of Customs and Excise for the North East Region [Namibia]

Meanwhile the Zambia Revenue Authority [ZRA] already have regulations in place. The one being applied at Chirundu border will be the model used. The Katima Mulilo Bridge is part of the trade transiting corridor from Walvis Bay through Ndola up to Lubumbashi. Notable goods from Zambia include copper, timber and materials while from Namibia, importers bring in food stuff such as fish, beer, vehicles, electronic equipment, among other items.

Zambia

Construction Of OSBP Facilities At Kazungula Bridge

The Zambia Government has received a loan from the African Development Fund [ADF] towards the cost of the Construction of Package 3 which entails the construction of Zambia One Stop Border Post [OSBP] facilities. The Government represented by Road Development Agency now invites sealed bids by 26th October from eligible bidders for the execution of the works.

[ADB 26/08/15]
Kenya

KeNHA Finalises Nairobi Road Plan

The Kenya National Highways Authority [KeNHA] has finalised a mega plan to decongest the Nairobi starting December 2015. The project will include construction of an interchange at the Nyayo Stadium roundabout to allow movement from Mombasa Road to the city centre and jam-prone Langata Road. The project will be financed by the World Bank through the National Urban Transport Improvement Project. Designs, which include Bus Rapid Transit lanes, have been approved and are with the World Bank for ratification. The aim is to decongest Jomo Kenyatta International Airport to Westlands all the way to Rironi.

[The Star 20/08/15]

Kenya/South Sudan

World Bank Funds Eldoret-Juba Road Construction

The World Bank has released US$512m for the construction of the Kenya-South Sudan Eldoret-Juba road. The 960-km project will start this year after the road has been neglected for 30 years. The project is set for completion in 6-years. The mega project is anticipated to ease transportation of Kenya’s products commonly traded with South Sudan. A one-stop border post (OSBP) will be built at Nadapal besides other transport amenities. Some of the products include pharmaceutical products, food, edible oils and other manufactured products. Kenya’s exports to South Sudan make 25% of South Sudan’s total imports.

[CR 11/09/15]

Malawi

Nacala Road Corridor Development Phase IV

Group Consult Global [Botswana] in association with Pamodzi Consulting Engineers [Malawi] has been awarded the consulting services for design review, pre-contract services and supervision of the rehabilitation of Liwonde-Mangochi road over 38 months.

[ADB 26/09/15]
Namibia

China-Funded Ruacana-Omakange Road Officially Opened

Namibia’s President Hage Geingob officially opened a road built with a Chinese concessionary loan in the northwest. The 85km Ruacana-Omakange road was funded by China Exim Bank to the tune of 420 million Namibian dollars [33 million U.S dollars] and built by the China Machinery Engineering Corporation. The road will better connect southern Africa and create shorter links for commercial and cargo vehicles to southern Angola particularly to the towns of Namibe, Lumbango and Lobito. It also offers a quick link from Walvis Bay Port to southern Angola via the Oshikango Border Post.

[Xinhua 24/08/15]

Rwanda

Kigali Implement Car Free Zones

Kigali has implemented car-free zones around the city. The move will begin from Centenary House up to the road that leads to Ecole Belge. It will eventually cover the entire Central Business District [CBD] in order to ease traffic congestion and create green transport areas within the city.

[New Times 19/08/15]

South Africa

Upgrade To Soweto Freeway In Johannesburg

The M1 and M2 highways that make up the Soweto Freeway in Johannesburg are to be upgraded at a cost of US$28.32 million. Works will be done by the Johannesburg Roads Agency [JRA].

The move, which will boost accessibility of municipal roads, is part of a US$8.54 billion infrastructure investment in the city over 10-years to ease congestion and flooding.

Additionally US$11.80 million has been set aside for the construction and rehabilitation of some 814 bridges.

[CR 19/08/15]

R399 Road Construction On Track

Reconstruction work worth US$26.26 million on the R399 road between Piketberg and Velddrif in South Africa is progressing well with 18% complete.

Work on the 55km road begun in November 2014 and is scheduled to be completion by June 2017 easing traffic congestion.

[CR 02/09/15]
Tanzania

Kuwait Funds Kibiti-Lindi-Mingoyo Road

Tanzanian President Kikwete opened a key road in Tanzania whose construction was sponsored by the Kuwait Fund for Arab Economic Development [KFAED] at a total of US$47.7 million. The 60km Kibiti-Lindi-Mingoyo road will bring development to the southern region. [CR 21/08/15]

Tanzania To Construct Flyover At Selander Bridge

The government is to construct a flyover at Selander Bridge in Dar es Salaam after it signed a US$91 million deal with South Korean based Exim Bank that will also involve the construction of a 7km road to connect the central business district region and Msasani area. The project is to start in the next 6-months over 2-years. It will involve widening of the existing road from 2 to 4-lanes. The new bridge will alleviate traffic jams along the Ali Hassan Mwinyi road. [CR 03/09/15]

Uganda

Kampala-Jinja Expressway PPP Project

The Uganda National Roads Authority [UNRA] is exploring the use of Public Private Partnership [PPP] to deliver the Kampala to Jinja Expressway and Kampala Southern Bypass collectively known as the Kampala-Jinja Expressway PPP Project. UNRA is seeking to partner with the private sector for the Design, Build, Finance, Operate and Maintain of a limited access tolled expressway along the Northern Corridor. The road to run between the cities of Kampala and Jinja will enhance regional integration, stimulate trade and industry, boost economic growth by improving trade between Uganda and neighboring countries. An Investors Conference is to be held on 23 September 2015 in Kampala, Uganda. [UKTI 14/08/15]
Zambia

Reconstruction Of Kafue Bridge

The reconstruction of 280m Kafue Bridge in Zambia is to begin spearheaded by a Chinese based company Henan Corporation. The project is expected to take 2-years once funds have been released by the government. Kafue Bridge serves residents in Lusaka and needs attention following the appearance of several cracks.

[Construction Review 13/08/15]

Chinsali-Nakonde Road Rehabilitation Project

Civil works to rehabilitate the Chinsali-Nakonde road are to be financed by the African Development Bank [AfDB], the Africa Growing Together Fund [AGTF] and the Government at a total cost of US$255.76 million. The Chinsali-Nakonde road forms a part of the Zambian Great North Road [T2] that is a section of international routes: the Trans-Africa Highway and the North-South Corridor [NSC].

The NSC is a joint COMESA/EAC/SADC Aid for Trade initiative, the primary aim of which is to reduce the transport costs along this priority Corridor which links the port of Dar-es-Salaam in Tanzania to the Copper-belt [Southern DRC and Northern Zambia] and connects to the southern ports of South Africa [Durban]. The Corridor system, with its spurs, services 8-countries in the region: Tanzania, DR Congo, Zambia, Malawi, Botswana, Zimbabwe, Mozambique, and South Africa. Work will be implemented under 2-Lots over a period of 40 months.

[AfDB 17/08/15]

Chipata-Chadiza-Chanida-Katete Road

Works on the 150km stretch of the Chipata-Chadiza-Chanida-Katete Road in Eastern Province will require an additional K86.6 million to be completed - up 12.8% of the current contract sum. The works under the Link Zambia 8000 Project involve tarring to be implemented by the China State Construction Engineering Corporation [CSCEC].

[Times 16/08/15]

Zimbabwe

Harare-Beitbridge Road Dualisation

The US$1.3 billion rehabilitation of Zimbabwe’s busiest and most economically significant highway linking Harare and border town Beitbridge, is now set to go ahead. This follows an agreement between the government and a consortium initially awarded the contract for the project for the withdrawal of litigation. Dualisation of the Harare-Masvingo-Beitbridge highway will now kick off after Government invited consulting engineering firms to submit bids for the key road link between Zimbabwe and its major trading partner in the region, South Africa.

Under General Notice 236 of 2015 the Government has requested for technical and financial proposals for the preliminary and detailed engineering of the highway segmented into 4-sections: Harare-Chivhu [120km], Chivhu-Masvingo [147km], Masvingo-Rutenga [149km] and Rutenga-Beitbridge [135km]. The road is an important link between Zimbabwe, South Africa and other SADC countries such as Zambia, Malawi and DRC.

[Herald 24/08/15 & New Zimbabwe 07/09/15]
Regional

Rift Valley Rail Conference

A 1-day conference entitled “Rift Valley Railways: An Integrated Logistics Solution in East Africa was held on 9th September organized by Qalaa Holdings and Rift Valley Railways in cooperation with the African Commercial Bureau. The event offered valuable insight and ideas on transportation and logistics in the East African market and the challenges and opportunities that it presents.

The conference highlighted Qalaa Holdings’ strategy to increase the presence of Egyptian businesses in Africa, with a particular focus on East African nations. The event also highlighted the competitive advantages of using rail as the most efficient, cost-effective and environmentally friendly mode of transporting goods in East Africa and introduced Rift Valley Railways [RVR] as a unique door-to-door transportation and customs-clearance service provider that can help local exporters from Egypt, Kenya, Uganda and South Sudan tap into new markets and grow the volume of intra-regional trade.

RVR is Qalaa Holdings’ primary investment in the African transportation sector, with a 25-year concession to operate 2,352 km of track linking the Indian Ocean Port of Mombasa to the interiors of Kenya, the Ugandan capital Kampala and the northern part of Uganda. For the past 4-years, Qalaa Holdings has been working with RVR’s management and its local partners to implement a turnaround program that includes investing in modern rail-operating technology, rebuilding infrastructure and expanding haulage capacity, as well as developing the skills of its 2,000-strong workforce.
The Ethiopian Railways Corporation has announced that the US$4 billion Ethiopia-Djibouti railway will commence operation in early 2016. The 600km line is being constructed by China Railway Engineering Corporation (CREC) and is set to boost manufacturing industries in Ethiopia. The project is part of Ethiopia’s broader plan to build more than 5000km of new lines across the country by 2020. Ethiopia’s economy is expanding at the rate of 8% and seeks to become an African manufacturing centre, offering investors efficient transport, cheap power and efficient labour.
Kenya

Chinese-Built Railway Seen Opening To Traffic In Mid-2017

The tracks for a new, faster railway linking the Indian Ocean port of Mombasa to Kenya’s capital will be laid by the end of 2016 and will open for commercial traffic on target in June 2017, the chairman of Kenya Railways announced. The Chinese-financed project is the first stage in a scheme that aims to extend to Uganda and other land-locked states. The goal is to cut the cost of transport and boost trade, by replacing a narrow-gauge line that has slower top speeds. Kenya had aimed to complete 40% of civil works, ranging from laying track to fixing bridges, by the end of 2015. It is now on track to complete half the by year end.

A transaction adviser will be in place by the end of September to help select a private management firm for the line. Selection will be done by mid-2016. When the project was initially envisaged, the opening date was expected to be in 2018, but since then the government has given the plan a higher priority. Financing will be secured during 2016 for the project’s next phase, connecting Nairobi to Uganda’s capital Kampala. The new line will cut the journey time between Nairobi and Mombasa to 4.5 hours from more than 13 hours now. Delays often make it longer.

[Reuters 12/09/15]

Mozambique/Zambia/Zimbabwe

Mozambique, Zambia And Zimbabwe In Railway Deal

The Rail CEO’s of Mozambique, Zambia and Zimbabwe have agreed to establish an express goods train, running from Zambia to the port of Beira via Zimbabwe. The Mozambican port and rail company [CFM] Chairman, Victor Gomes, noted the journey from Zambia to Beira would be covered directly without any unnecessary stops. The idea is to bring copper from Zambia and take fertiliser to Zambia up the line for example. The first train, which is due to run this month, will be formed of 20 platforms, each holding 12 containers. The train will take 2-days to move the cargo from Zambia to Beira.

Conditions would be established in Beira to ensure that goods were taken from the wagons to the ship and vice versa as soon as the train arrived in the port to minimize the time in which cargoes wait to be loaded or unloaded. The plan for Beira port this year is that it should handle 230,000 containers, over 2-million tonnes of general cargo and 5-million tonnes of coal from the mines in the western Mozambican province of Tete. Last year, Beira handled 217,000 containers, 4.6 million tonnes of coal, and 2.2 million tonnes of general cargo.

The Southern African Railways Association [SARA] said the initiative could bring significant gains to the 3-countries, but for this to happen, there must be logistical synchronization. The 3-rail administrations had reportedly agreed to contribute equipment, including wagons and locomotives for the express train.

[APA 11/09/15 / AIM 13/09/15]
Namibia

TransNamib Buys 6-Locomotives For N$1 Billion

TransNamib has agreed to purchase 6-new C23EMP locomotives from General Electric [GE], in a deal sources estimate to be worth about N$1 billion. Since independence this is the company’s first purchase of GE locomotives, which are expected to last for at least 30 years with delivery expected within the next 18-20 months. The locomotives are to be deployed specifically to transport sulphuric acid from Tsumeb to Arandis, following the 10-year Rail Transport Agreement signed earlier this year between TransNamib and Dundee Precious Metals Tsumeb.

[New Era 14/09/15]

Swaziland

Swaziland Holds Inaugural Rail Conference

The first Swazi railway conference was held at the Royal Villas, at eZulwini on 25th August. Developments in railway transportation are sought to improve the competitiveness of the country’s products in the global markets to include a cost effective system and reduction in rail transport costs. The conference themed ‘New Developments in Railway Transport Services’ was aligned with the national drive towards achieving the first world status by the year 2022.

Minister for Public Works and Transport, Lindiwe Dlamini, noted Swaziland Railway was embarking on a rail link project, in collaboration with South Africa’s Transnet, which would connect Lothair to Sidvokodvo which is scheduled to be completed by 2021. The project would finally complete the rail network connections which lead to 3-major ports in Southern Africa, namely Maputo, Richards Bay and Durban.

[Observer 26/08/15]

Uganda

RVR Haulage Due To Double This Year

Rift Valley Railways [RVR], who run services in Kenya and Uganda, expect to double their haulage capacity this year. According to the Qalaa Holdings annual report of the 20 GE locomotives RVR had ordered the last batch of 14 units have now arrived. The move means that the hauling capacity of RVR is double that compared on 2014. Through its subsidiary African Railways, Egyptian-based Qalaa Holdings, has a controlling stake in RVR, RVR has shown a revenue growth of 14% increase y-o-y and operations highlight a net tonne/km [NTK] increase of 13% y-o-y. A total of 1.3 billion NTK of goods transported during 2014.

Africa Railways has invested in modern rail operating technology, rebuilding infrastructure, expanding haulage capacity and developing the modern rail operating skills of its 2000 strong workforce.

RVR has been able to rehabilitate the most damaged sections of the railway track between Mombasa and Nairobi, rebuilt bear collapse culverts between Tororo and Kampala in Uganda and reopened the 500km railway from Tororo to Gulu in northern Uganda after 20-year hiatus. It has also installed satellite tracking and GPS- based technology on all trains helped cut cargo transit times between Mombasa and Nairobi by 6-hours. Qalaa Holdings has worked with RVR’s management and the relevant Kenyan and Ugandan teams to implement a three point turnaround program with investments of US$305million.

[East Africa Business Week 23/08/15]
Zambia

Negotiations Underway For Railway Line

Negotiations for construction of a US$1 billion railway line between the Government of Zambia and North West Railway [NWR] will be finalized by the end of the year. The Zambia Development Agency [ZDA] noted talks are at an advanced stage and that the agreement will be concluded soon.

[Construction Review 05/08/15]
Ghana

Transit Trade Still Dropping Year-On-Year On Axle Regulations

The declining trend in transit trade through Ghana’s corridors over the last few years has continued into Q1 2015 which recorded a further reduction in trade volumes compared to the previous year’s figure. Statistics from the Ghana Shippers Authority (GSA) showed that 152,022 MT of cargo was transported by Burkina Faso, Mali and Niger along the country’s transit routes in Q1. This is a 36% reduction compared to the 2014 figure of 238,002 MT.

Transit trade, which saw a commendable eight-fold growth from 100,000 MT in 1999 to 800,000 MT in 2005, continued to be on the downside over the last few years. Industry experts have attributed the sharp decline to multiple issues, including a rigid and unfavourable axle-load regime and wanton extortion along transit corridors. Ghana is already implementing the new axle-load policy that requires transit trucks only be loaded up to 60-T, while sister port countries like Togo, Nigeria and Benin are yet to start using the system which has resulted in a mass exodus of cargo trucks to neighbouring port countries. Local businesses are arguing for uniformity in implementation of the axle-load policy to allow for a level playing ground for trucking businesses within the region.

[Ghana Web 10/09/15]
Cameroon

Yaounde-Bamenda Road Works

Emergency work is to be undertaken on Ebedda-Bamenda section of the road. Works were endorsed by MINEPAT [Ministère de l’Economie, de la Planification et de l’Aménagement du Territoire du Cameroun] on August 20th and is waiting for the Ministry of Public Contracts to sign the service orders for the companies to begin work that is expected to last 10 months. Three companies have been selected for the work which has been divided into 3-lots:

- Lot 1 - Socatraco Company Limited to repair the 104-km Ebedda-Ndikinimeki stretch for FCFA 788 million
- Lot 2 - Super Confort Company Limited to work on the 112-km Ndikinimeki to Bafoussam stretch for FCFA 500 million
- Lot 3 - Mag Company Limited to repair 44-km from Babadjou to Bamenda for FCFA 700 million

Congo

Libreville-Brazzaville Corridor Works

Malian company CIRA S.A. has been awarded the control and monitoring of works and tarring of the Dolisie-Karen (93 km) section of the Libreville-Brazzaville road corridor starting from October 2015 for 42-months.

Gambia

US$10 Million Laminkoto-Passamas Road Project

The Gambia government in partnership with the Arab Bank for Economic Development in Africa (BADEA) have signed a US$10 million financing agreement for the construction of the Laminkoto-Passamas Road. The minister of Finance and Economic Affairs, Abdou Kolley; and Dr. Sidi Ould Tah, director general, signed on behalf of The Gambia and BADEA respectively.

[Observer 19/08/15]
Liberia

Infrastructure Construction Gets US Funding

Infrastructure construction in Liberia has received a grant of US$256.7 million from the US Government through the Millennium Challenge Corporation (MCC) compact program to be implemented over a 5-year period through a special purpose agency to be created by the Liberian Government. The money will be used to fund new construction projects and construct national road maintenance centers.

[Construction Review 21/08/15]

Kuwait To Construct Gbarnga-Mendikorma Road

Liberia is in discussion with the government of Kuwait over the construction of the 137 km Gbarnga-Mendikorma road. Financial agreements are expected to be concluded by the end of 2015 expected to cost US$430 million. The major financiers include the Fund for International Development (OFID), the Saudi Fund for Development (SFD), the Arab Bank for Economic Development in Africa (BADEA), the Kuwait Fund for Arab Economic Development (KFAED) and the Abu Dhabi Fund for Development (ADFD). Construction will be carried out in 2 phases. Phase I will involve construction work from Gbarnga to Konia at a cost of US$184.7 million. The move will boost agribusiness and attract investors focused on doing large scale commercial farming for production of rubber, cocoa, palm-oil, timber etc.

[Construction Review 04/09/15]
Nigeria

Transnational Bridge Construction Nears Completion

The construction of a modern dual carriage bridge that connects Nigeria and Cameroon is scheduled for completion later this year. The multimillion dollar project is aimed at connecting the countries and easing the movement of persons and goods. The project, executed by the China Civil Engineering Construction Company (CCECC), is being financed by the African Development Bank (AfDB). Construction commenced 2-years ago and is expected to pass through the Cross River state at the Nigeria/Cameroon border at Ekok/Mfum. The 276m bridge includes the construction of a single lane road to be constructed on either side of the bridge. According to the Shippers Association of Cross Rivers State, the construction will ensure that ocean going vessels can have access to the Calabar port throughout the year.

FERMA Commences Construction Of Benue State Road

The Federal Road Maintenance Agency (FERMA) has commenced construction work on the Makurdi/Gboko road in Benue State. Some sections have already been patched up including the Nom Nor/Rice Mill/ Fidei Polytechnic road and Gboko, known to have greatly affected by an erosion that cut the road into 2-parts.

Set Back As Construction Of Second Niger Bridge Halted

The ongoing construction project of the Second Niger Bridge in Nigeria has been put on hold until further notice from the federal government. This was announced by the Director-General of Infrastructure Concession Regulatory Commission, who attributed the project delay to the non-issuance of the Certificate of Compliance, non-compensation of the host community, non-adherence to due process in the award of contract and the actual cost of the bridge.

Senegal

Rehabilitation Of National Road 2

Senegal has sought funding from the African Development Bank (BAD) for the rehabilitation of National Highway 2 and roads rehabilitation project in Morphil Island. Works will cover the Thilogne-ourossogui and Hamady Ounare-Bakel roads as well as the opening up of the route to Morphil Island. Invitations to tender contracts will be released soon.
Benin/Niger

Railway Agreement Signed

The Bolloré Group has signed a concession agreement with the Governments of Benin and Niger for the construction and operation of a railway from Cotonou to Niamey. The project involves rehabilitation of the metre-gauge Cotonou-Parakou line, and the construction of a 574 km extension. The Prime Minister of Benin Lionel Zinsou along with his Nigerien counterpart Brigi Rafini and Bolloré Group’s Railway CEO Thierry Ballard signed the agreement on August 13.

Bolloré Group owns a 40% stake in railway concessionaire Bénirail, with the governments of Benin and Niger each holding a 10%. The remaining 40% of the shares are open to private investors in Benin and Niger. Bolloré Group said the signing of the agreement was another step forward for ‘the ambitious West African rail loop’, a proposed 2,700 km line connecting Côte d’Ivoire, Burkina Faso, Niger, Benin and Togo, opening up landlocked areas throughout the whole region.

[Breitkarte Gazette 23/08/15]

Burkina/Côte d’Ivoire

Rail Corridor Receives 6-Units

Bollore Africa Logistics has invested US$33.6 million to buy trains for the freight and passenger line it operates between Burkina Faso and Ivory Coast including 6-received on 9th September. Nine more locomotives will add to the 20 that are already in service.

Bollore is also to develop the station in Abidjan, Ivory Coast’s main city. Trains take about 36-hours to do the 1,260-km journey between Abidjan and Burkina Faso’s capital Ouagadougou. Bilateral trade between Burkina Faso and Ivory Coast hit US$495 million in 2014 up from US$165 billion in 2011. Currently most of the trade runs via rail and road links. Cargo traffic between the 2-countries stood at 610,000 tonnes last year, up from 402,000 tonnes in 2011.

[Reuters 10/09/15]

Cameroon

Second Phase Rail Construction To Begin

The construction of the 2nd phase railway in Cameroon is set to begin after the Inter-Ministerial Committee said they were at final stage and will submit the plan on time. The President handed the committee the task through the minister of transport, Prof. Robert Nkili who told committee members to submit the feasibility report by the end of December. The railway is of great importance as it will supplement existing lines and help decongest the countries road network. The railway is also expected to link the country with its neighbourhood Chad.

[Construction Review 17/08/15]