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South Africa: Amplats To Upgrade D4180 Road / E-Tolls Collection Goes To Austria / Moloto Rail Development Corridor / Construction Of Gibela Train Manufacturing Complex Progresses / New Unit To Oversee Rail / Transnet Capital Expenditure To Be Modified / Bombardier Opens South African Factory / CRRC Hands Over Transnet Diesel Locomotives
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Zambia/Botswana: Kazungula Bridge OSBP Project
Zambia: Nacala Road Corridor Consultants Shortlisted
Zimbabwe/South Africa: Government To Re-Organise Beitbridge Border Post
Zimbabwe: Import Bill Drops 20% / Lutumba-Tahkalakalaka Road Rehabilitation Nears Completion / Zinara Gets New CEO / Beitbridge-Harare-Chirundu Highway A Step Closer / Zimbabwe Partners With Botswana & Mozambique In 2,000km Techobanne Heavy Haul Rail Project / NRZ Lobbying For Protectionist Law / NRZ Appoints Financial Advisors / Zimbabwe Seeks South African Funding To Revamp Railway

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Angola: Sinohydro Awarded Public Works / Ulge-Negage Road Rehabilitation
Benin: Benin Revives Hopes Of Getting Railway Back On Track
Burkina Faso: Rehabilitation Of Burkina Faso-Niger Frontier Road
Burkina Faso/Cote d’Ivoire: Key Rail Bridge Collapses / Revised Abidjan-Ouagadougou Concession Signed
DRC: Trains Resume Between Kolwezi And Dilolo
Cameroon: Bollore Group In Agreement With Cameroon Customs
Ghana: Electronic Cargo Tracking Devices In Short Supply / Shippers To Build Freight Park
Nigeria: Contractors Handling Port Harcourt-Onne Road Mobilised To Site / Nigeria Signs MoU For Warri-Abuja Rail Project With Chinese Firm / Kano Light Rail Contract Signed
Senegal: Engie & Thales To Design Dakar Regional Express Railway
Events Diary

September 2016

16-18 14th Kenya Trade Show (Nairobi, Kenya)
http://www.growexh.com/kenyatradeshow/

18-20 Kenya Trade Expo 2016 (Nairobi, Kenya)
http://www.africantradefairs.com/

17-21 Ethiopia Building Expo 2016 (Addis Ababa, Ethiopia)
http://www.inexpo.as/

19-22 African Cashew Conference (Bissau, Guinea Bissau)

27-29 5th Upstream & Downstream Oil and Gas Exhibition & Conference (Abuja, Nigeria)
http://oilandgasexpos.com/

29-30 Southern Africa Coal (Johannesburg, South Africa)
http://www.informa-resources.com

News Briefs

Western Africa

ANGOLA
- President José Eduardo dos Santos fired Finance Minister Armando Manuel on Monday 2-months after the government broke off talks with the IMF over emergency funding.

CAMEROON
- Francis Nana Djomou, CEO of cosmetics leader Biopharma laboratories, to move into the distribution of petroleum products: derivatives, hydrocarbons ... New company set up: Tank’Oil Company SA.

CHAD
- State-owned oil supplier CPC Corp., Taiwan [35%], has handed over half of its oil exploration project in Chad to China CEFC Energy Co [35%] in a bid to reduce possible risk. State owns remaining 30%.

DRC
- State mining company Gecamines has submitted an offer to buy Freeport McMoRan Inc’s majority stake in the Tenke copper project. Freeport agreed in May to sell its 56% stake in Tenke to China Molybdenum Co Ltd for US$2.65b.

SENEGAL
- Senegal has ratified the WTO’s Trade Facilitation Agreement (TFA) on 24th August, becoming the 11th least developed country (LDC) to do so.

Eastern & Southern Africa

MALAWI
- British AgDevCo, an agribusiness investor, announced a US$1.5m investment into a Malawian peanut processor.

 MOZAMBIQUE
- European Investment Bank opened a credit line of €30m for companies to finance 50% of the total cost of each business project submitted by micro, small and medium-sized companies in the public and private sector.
- The Africa Finance Corporation has committed an additional US$3-million loan facility to Ncondezi Energy to fund ongoing project development costs at its 300 MW coal-fired power project in Tete.

SOUTH AFRICA
- August exports of new cars were up 26.7% to 35,620 units compared with the same period last year.
- Economy avoided a second recession in 7-years as mining and factory output rebounded. GDP rose an annualized 3.3% in Q2, compared with a 1.2% contraction the previous 3-months.

TANZANIA/ZANZIBAR
- Tanzanian Royalty Exploration Corp has acquired US$5m to develop its Buckreef Gold mine.
- Tanzania has committed to allow sugar imports from the SADC region at preferential tariff rates. Sugar imports from countries outside the region be imported into Tanzania at 100% duty.
## Eastern & Southern Africa

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Current Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>Kenya [Mombasa] - Great Lakes / Uganda / Rwanda / South Sudan&lt;br&gt;Kenya: We offer competitive rates on heavy 20ft container rates Gross Weight [GW] up to 32T and 40ft containers with GW below 22T for rail to ICD Embakasi, Nairobi. All import cargo to Kenya [local] must have a Certificate of Conformity [COC]. Without a COC we will not be able to clear the cargo out of port. Failure to which Kenya Bureau of Statistics will impose heavy penalties on consignee’s account. South Sudan: TBL service to South Sudan has been temporarily stopped due to current political instability. The Nimule–Juba route is no longer safe for our vendors to call. Rwanda: Subject to premium tariff we now authorise shipper to book at 30T incl TARE for final destination Rwanda.</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Tanzania [Dar Es salaam] - Great Lakes&lt;br&gt;DRC: Roads from Dar Es Salaam to DRC [Goma / Bukavu] are in good condition and services are running well via Rwanda. Uvira via Burundi available but subject to a pre confirmation with our Dar es Salaam office due to possible insecurity in Burundi. Rwanda: Service is running very well. It is operated under SCT with efficient transit time and rates. Burundi: We have re-opened our service connecting Tanzania to Burundi. The Dar-es-Salaam to Bujumbura road corridor offers a transit of 13-days. Regional: Please be advised due to Customs complication, no part load shipment is allowed in TBL for our corridors via Dar Es Salaam.</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>Tanzania [Dar Es salaam] - Copper Belt&lt;br&gt;Regional: The corridor from Dar Es Salaam to Lusaka, Copper belt &amp; Lubumbashi is safe. Our rates have recently been improved and we offer competitive transit times. Our local agent is working with local hauliers to further improve this. Zambia: Roads through Mbeya offer an alternative to the train to Ndola. With an improved ASEA TANZANIA service we offer direct weekly service from Asia to Dar Es Salaam enhancing inland solutions to Malawi and Zambia. DRC: We are the only line to have an owned office in Lubumbashi which closely monitors the local situation.</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>Mozambique Nacala Corridor&lt;br&gt;New competitive rail rates for Nacala corridor to Malawi final destination.</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>Mozambique Beira Corridor&lt;br&gt;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. We also have new competitive rates on the Beira–Malawi corridor.&lt;br&gt;New rates more competitive for Beira–Lusaka 20' and Beira – Harare 40'</td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>Mozambique Maputo Corridor&lt;br&gt;Competitive solutions remain available to Zimbabwe by rail from Maputo–Hwange even during current political tensions. There is no port storage invoiced if shortage of wagons in Maputo.</td>
</tr>
<tr>
<td><strong>7</strong></td>
<td>S. Africa Durban&lt;br&gt;NEW: We can now offer an export solution by rail from Botswana [Gaborone &amp; Francistown] to Durban with competitive rates. Inland reefer ‘overborder’ solution is available via Durban to inland countries: Zimbabwe, DRC, Zambia, Botswana, Lesotho and Swaziland. More competitive rates for Durban-Gaborone and Francistown (Botswana) by rail.</td>
</tr>
<tr>
<td><strong>8</strong></td>
<td>Namibia Walvis Bay&lt;br&gt;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 domestic routes to Windhoek and Otjiwarongo, Otjikoto, Oshakati, Ondangwa and Oshikango by road and rail.</td>
</tr>
<tr>
<td></td>
<td>Corridor</td>
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</tr>
<tr>
<td>1</td>
<td>Mauritania-Mali</td>
</tr>
<tr>
<td>2</td>
<td>Senegal-Mali</td>
</tr>
<tr>
<td>3</td>
<td>Senegal-Guinea Bissau</td>
</tr>
<tr>
<td>4</td>
<td>Cote d’Ivoire-Burkina/Mali</td>
</tr>
<tr>
<td>5</td>
<td>Ghana-Burkina</td>
</tr>
<tr>
<td>6</td>
<td>Togo-Burkina/Niger</td>
</tr>
<tr>
<td>7</td>
<td>Benin-Niger</td>
</tr>
<tr>
<td>8</td>
<td>Nigeria Corridor</td>
</tr>
<tr>
<td>9</td>
<td>Cameroon-Chad</td>
</tr>
<tr>
<td>10</td>
<td>Cameroon-CAR</td>
</tr>
<tr>
<td>11</td>
<td>Gabon Corridor</td>
</tr>
<tr>
<td>12</td>
<td>Congo Corridor</td>
</tr>
<tr>
<td>13</td>
<td>DRC Corridor</td>
</tr>
<tr>
<td>14</td>
<td>Angola Corridor</td>
</tr>
</tbody>
</table>
CMA CGM Offer New Niger Intermodal Solutions

We would like to remind you that CMA CGM’s local agency in Cotonou, Benin, has signed a new contract with BENIRAIL [Bénin-Niger Rail] offering preferential rates. The move opens up a new rail option for transit cargo from the port of Cotonou to Parakou. Parakou is the largest city in eastern Benin, with major industries including cotton and textiles, peanut oil manufacture and brewing. The city is situated halfway along the RNIE2 highway that runs from Cotonou to the Niger border.

Following successful exports of cotton by rail from Parakou the trials make way for the opening of both import & export TBL. This new rail service also complements our existing road service from Cotonou to Niger and our road option from Lome to Niger.

**LOCAL CONTACTS**
- Togo: lmo.tbl@cma-cgm.com
- Niger: nim.mbaba@cma-cgm.com
- Benin: cto.tbl@cma-cgm.com

**SERVICE STRENGTHS**
- New Cotonou-Parakou corridor allowing reliable railroad solution to Niger, avoiding delays linked to potential congestion at Cotonou
- Door to Door service with flexibility on paying party (FlexCost)
- No Demurrage and Detention up to final place of delivery
- No container deposit at destination
- Dedicated professionals locally for operation follow-up and sales
- Strength of CMA CGM network in Africa
- Priority «Hot Box» status for all transshipments

**NIGER TRANSIT TIMES**

<table>
<thead>
<tr>
<th>Discharge Port</th>
<th>Destination City</th>
<th>Mode</th>
<th>KM’s</th>
<th>Port Days</th>
<th>Way</th>
<th>Total Transit</th>
<th>Terms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotonou</td>
<td>Agadez</td>
<td>Road</td>
<td>1710</td>
<td>7</td>
<td>14</td>
<td>23</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Arlit</td>
<td>Road</td>
<td>2000</td>
<td>7</td>
<td>15</td>
<td>23</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Diffa</td>
<td>Road</td>
<td>2117</td>
<td>7</td>
<td>16</td>
<td>25</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Dosso</td>
<td>Road</td>
<td>900</td>
<td>7</td>
<td>9</td>
<td>14</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Gaya</td>
<td>Road</td>
<td>750</td>
<td>7</td>
<td>8</td>
<td>13</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Imouraren</td>
<td>Road</td>
<td>1915</td>
<td>7</td>
<td>15</td>
<td>23</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Maradi</td>
<td>Road</td>
<td>1425</td>
<td>7</td>
<td>11</td>
<td>18</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Niamey</td>
<td>Rail / Road</td>
<td>1050</td>
<td>7</td>
<td>9</td>
<td>15</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Niamey</td>
<td>Road</td>
<td>1050</td>
<td>7</td>
<td>9</td>
<td>15</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Tahoua</td>
<td>Road</td>
<td>1330</td>
<td>7</td>
<td>11</td>
<td>17</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Cotonou</td>
<td>Zinder</td>
<td>Road</td>
<td>1657</td>
<td>7</td>
<td>13</td>
<td>20</td>
<td>Free on truck - door</td>
</tr>
<tr>
<td>Lome</td>
<td>Niamey</td>
<td>Road</td>
<td>1100</td>
<td>6</td>
<td>8</td>
<td>14</td>
<td>Free on truck - door</td>
</tr>
</tbody>
</table>
CMA CGM Continues South Sudan Service Despite Risk From Insecurity

The security situation in Juba deteriorated rapidly in early July 2016, when fighting broke out across the city. A ceasefire has been in place since 11th July and is currently holding in Juba. However, the security situation remains unstable. There has been a rise in crime in Juba and along major transit routes, including carjacking and theft. A number of loosely linked armed groups operating under the umbrella of SPLM/A-IO are operating in Central Equatoria, including in Yei County, Morobo County, Lainya County, and along the main Nimule-Juba axis road.

Despite the closure of our South Sudan corridor since July we have managed to transport 60 containers of aid cargo including food and de-mining machines destined for UNICEF, Save the Children, World Food Program [WFP] and the Mines Advisory Group [MAG] in Juba.

The border at Nimule is effectively open and the Customs offices are fully functioning. However the main challenge we face remains the insecurity. There are on-going incursions and engagements intermittently along the length of the 200-km Nimule-Juba road. Such incidents and attacks shut down normal vehicle traffic between Juba and Nimule. This has called for trucks to be moved in convoy under escort.

Meanwhile we are still using our usual route/corridor from Mombasa via Nairobi, Malaba on the Kenya/Uganda border, crossing at Nimule on the Uganda/South Sudan border and on to Juba city.
Regional

7th East & Central Africa Roads & Rail Infrastructure Summit

Following successful editions in Rwanda, Tanzania and Kenya, the 7th East & Central Africa Roads & Rail Infrastructure Summit 2016 will now return to Dar es Salaam, Tanzania on 27-28th September.

Featuring dedicated country sessions and insightful presentations by industry experts, the event will provide a platform to synergize, strategize and discuss critical transport issues. The event will bring together government authorities, railway operators, highways authorities, major end users and international investors to discuss the current pipeline of projects in the 2-regions, mobilize investment in this sector, identify bankable projects, promote Public-Private Partnership [PPP], fast track key enabling frameworks, and evaluate the latest technical expertise and technologies critical to supporting the booming economies in this rapidly developing corner of Africa.

[Open PR 15/08/16]

RESOURCES
For more information please view http://www.magenta-global.com.sg/7th-east-central-africa-roads-rail-transport-infrastructure-summit/
OSBP Creation & Check Points Purge Promotes Trade

The initiative taken by the government of Tanzania to remove most police check points for transit tracks towards weighbridges has significantly contributed to the reduction of the border crossing time according to the Central Corridor Transport Observatory Annual report 2016.

The report was prepared by the Central Corridor Transit Transport Facilitation Agency [TTFA] which implements the Central Corridor Transport Observatory Project under Trademark East Africa [TMEA] funding. It aims to collect data on transport routes rails, road and lakes which connect Burundi, the Democratic Republic of Congo [DRC], Rwanda and Uganda from the Port of Dar es Salaam, Tanzania.

REPORT FINDINGS
- Transit trucks are inspected by police as they approach or queue at weighbridges. There remain numerous ‘natural resources’ police check points along the roads to inspect trucks/cars carrying natural resources such as charcoal to protect natural forests and their products.
- Average weighbridges crossing time at Vigwaza [Tanzania] was 8 minutes from January to December 2015 while Mutukula in Kagera was 15 minutes. Generally there are significant improvements in all weighbridges such as Kihonda, Nala, Njuki, Mwendakulima, Nyakahura, Kyamolwa, Mutukula and Lukaya in Uganda. Nyakanazi, Benaco and Nyabugombe were 10 minutes.
- Due to its poor management Njuki and Nala weighbridges as well at Nyakahura were slower.
- Improvements due to several factors including improvements of infrastructure at the borders mainly the introduction of One Stop Border Posts [OSBPs] and the improvements on the border clearance procedures and spread of education and awareness to the border users, operators especially drivers.

TTFA FACTS
- TTFA is a multilateral agency established on 2nd September 2006.
- Formed by the 5-Governments of Burundi, Democratic Republic of the Congo [DRC], Rwanda, Tanzania and Uganda.
- TTFA set up to the Transport Observatory to achieve its vision of making the Central Corridor the most competitive corridor in East and Central Africa by monitoring a number of indicators measuring performance of the corridor. Indicators on volume of cargo, transit time, efficiency and productivity and the cost of services provide a set of tools for the diagnosis of problems relating to high transport costs along the central corridor.
- Used to identify areas which require improvement with regard to the reduction of those costs and the evaluation of the effectiveness of programs designed to improve competitiveness of the corridor.
World Bank Report Notes Regional Integration Easing EAC Logistics

The East African Community (EAC) regional integration process has seen the region register improvement in logistics performance which had stagnated in previous years, a World Bank report has said. The bi-annual report, ‘Connecting to Compete 2016: Trade Logistics in the Global Economy’, ranked 160 countries on their trade logistics performance as well as the region, identifying the challenges and opportunities.

The report noted that the move by EAC nations to integrate into one bloc had elevated the region’s logistics performance, consequently making it more attractive for investments and reducing the cost of doing business. Among the most notable changes observed was the elimination of multiple barriers to trade and transport, such as cumbersome procedures.

"The Northern Corridor was once known for multiple barriers to trade and transport, including lengthy dwell times at Mombasa port and cumbersome clearance procedures along the corridor. In 2012–13, the corridor countries started a series of reforms that significantly improved the logistics environment and drove down logistics costs."

Integration has seen the establishment of a single customs territory, thereby tackling unbearable clearance procedures.

"One of the reforms was to introduce Single Customs Territory clearance procedures within the East African Community, including Burundi and Tanzania. This means final customs clearances for free circulation can be made already at the port of entry in Mombasa. The system has significantly reduced administrative burden and shortened the time required for customs formalities."

With the single customs territory, cargo can be released at Mombasa port by customs officials of a respective hinterland country such as Rwanda and shipments do not have to be transported under customs control because official payments have already been made.

The report also noted other logistics facilitation improvements, which include regional customs transit system, cargo tracking systems, interagency coordination, one-stop border posts, and corridor monitoring on a weekly basis. This means the cost of doing business has decreased by about 50% and is likely to reduce further with ongoing improvements and adjustments.

Meanwhile average dwell and transit times had been cut down significantly and consequently the cost of trade. Mombasa port was reduced from 13 days in 2006 to 2–3 days in 2016. And the Malaba border crossing point between Kenya and Uganda registered a dramatic fall in border clearance times from 24 hours to 6 hours in December 2012 to January 2013. Kenyan Customs Services estimate that the time taken to move cargo from Mombasa to Kampala dropped from 18 days to 3 days and from Mombasa to Kigali from 21 days to 6 days. This is proof that improving logistics performance was less about costly infrastructure and more about reforms and political will.

[New Times 16/08/16]
Central Corridor Holds Transit Talks

The 7th Ordinary Meeting on the Inter-state Council of Ministers [ICM] of the Central Corridor Transit Transportation Facilitation Agency [CCTTFA] has resolved to address issues including visa requirements, harmonization of road user charges and transit transport facilitation.

The ICM is composed of Ministers of Transport from Partner States [Tanzania, Uganda, DR Congo, Rwanda and Burundi] and meets once a year. The Board of Directors [Executive Board] is composed of Permanent Secretaries from the Ministries of Transport and one Private Sector representative from all partner States.

The Council of Ministers approved various resolutions:
- Tanzania assumed chairmanship of the Board from Rwanda.
- Appointed Sayiba Tambwe Patient as COO of the CCTTFA, a new position, effective September 2016.
- Commended efforts undertaken by member states to spearhead transport infrastructure and services along the Central Corridor, including Standard Gauge Railway project connecting the Tanzania with all CC member states.
- Directed CCTTFA to fast track and finalize consultations with all Central Corridor [CC] Countries.

Standard Gauge Railway Project

Tanzania needs to spend about US$14.2 billion to construct a new rail network in the next 5-years financed with commercial loans. The projects include constructing a 2,561-km standard gauge railway connecting Dar es Salaam port to Tanzania’s landlocked neighbours, Rwanda and Burundi at a total cost of US$7.6 billion. Analysts say the country through the Central Corridor projects stands to boost its economy by capitalising on its long coastline. The railway line is going to unlock the potential in fast growing economies of the land-locked nations.

Two additional lines, to be built at a combined cost of US$6.6 billion, would connect Dar es Salaam to the coal, iron ore and soda ash mining areas in Liganga and Mchuchuma in Njombe Region, as well as Manyara Region. Projects would be financed by commercial loans from a consortium of banks under a 20-year repayment period. The government has appointed Rothschild to help secure the financing.

[EA Business Week 26/08/16]
Regional

East Africa To Phase Out Dollar As Cross-Border Trade Currency

At a time when African economies are struggling with U.S. dollar shortages, central banks of the East African Community (EAC) have agreed to promote trade using various local currencies instead of the dollar — the conventional medium of exchange in the area’s cross-border trade.

Informal cross-border trade is vital to Africa in general and the Common Market for Eastern and Southern Africa (COMESA). Traders have to convert their national currencies to the dollar before making transactions, then must later convert the currency back to their national currency. In the process, they pay exchange-related costs at least twice.

An agreement between central banks of the East African Community member countries hopes to gradually phase out the U.S. currency as the common currency in cross-border trade in the region. Central banks have opened accounts for the 5-regional currencies - Burundi franc, Kenyan shilling, Rwandan franc, Ugandan shilling and Tanzanian shilling - so that they can accept currencies from commercial banks. Experts say the move to trade in local currencies will cushion economies against volatile exchange rate markets which often expose traders to high exchange rate costs.
Malawi

Revenue Authority Introduces COMESA Virtual Trade Facilitation System

The Malawi Revenue Authority [MRA] has introduced the COMESA Virtual Trade Facilitation System [CVTFS], which aims at assisting both private and public sector institutions in COMESA member states to monitor and manage transportation of cargo. Over the years MRA and the immigration department have been inspecting cargo passing through the country’s border posts manually, making the work bulky. As such, CVTFS which is an online scanning system will electronically assist with the inspection. The system will help reduce the cost of importing and exporting goods, and also monitor transportation of these goods.

[ Nyasa Times 06/09/16]

South Sudan

Cargo At All Time Low On War

Imports to South Sudan through Kenya’s port of Mombasa have fallen to the lowest-ever level as resurgent violence in the world’s youngest nation hurt the fledgling economy and sent traders and citizens fleeing. Only 525 TEU of cargo were cleared at Mombasa in July, compared with a monthly average of 4,000 TEUs in 2013, just before the nation descended into fresh fighting.

[Bloomberg 15/08/16]
**Tanzania/DRC**

**Parliamentary Committee For Revised Single Customs Territory**

The Parliamentary Standing Committee on infrastructure development has advised the government to revisit the introduction of a Single Customs Territory on goods transported to DR Congo, saying the move has reduced cargo through the Dar es Salaam port. The single customs territory between Tanzania and DRC which started last year followed a decision of the governments of the 2-countries to establish a single customs cooperation amongst them. Under this arrangement the 2-countries have adopted a destination model of clearance of goods where assessment and revenue collection is done at the first point of entry.

However some say the system has caused many businesspeople to abandon the Dar es Salaam port and opt neighbouring ports. During the 2015/16 fiscal year Tanzania targeted 200,000T of transit cargo but managed to move only 128,105T as Congolese businesspeople opted to use other ports. However that figure was up on 2014/15 levels of 87,860T. These figures have led the committee to call for immediate interventions by the 2-governments to rescue TAZARA from subsidy dependence and have already started taking measures, including bringing on board the Chinese government as investor to revive TAZARA.

[Daily News 30/08/16]

**Tanzania**

**Three Vessels To Ply Lake Nyasa**

Tanzania Port Authority [TPA] is finalising the construction of 3-vessels to ply Lake Nyasa - two for carrying goods and one for transporting passengers. The move will open up economic and business opportunities for Mbeya, Njombe and Ruvuma regions as well as neighbouring countries of Mozambique and Zambia. And also open up the ‘Mtwara Development Corridor’ placing Mtwara and Mbamba Bay ports as ideal to serve the Malawian market and reduce the competitiveness of Mozambique ports to Dar es Salaam port.

Construction of the cargo vessels is expected to be completed in October while the passenger vessel will be ready from February 2017. The ship building project is undertaken by M/s Songoro Marine Transport Ltd. TPA has also completed repairing 5-boats to be used for improving transport in the area.

[Daily News 10/08/16]
Uganda

Border Markets To Compensate For Export Losses

Last year, Uganda’s export revenues fell by 4.6%, from US$686.6 million between March and June 2015 to US$637.7 million between July and October 2015, according to figures from the Bank of Uganda. As a result, the country is planning to establish cross-border markets to cut trade losses which are resulting from instability in some of its neighbours.

Kampala has entered into negotiations with TradeMark East Africa [TMEA] and other agencies to build Elegu Market at the border with South Sudan; Lwakhakha market in Manafa district and another in Busia on the border with Kenya; as well as Cyanika and Katuna on the border with Rwanda. Other markets include Mpondwe in Kasese District and Ntoroko on the border with the Democratic Republic of Congo [DRC]. According to officials in the Ministry of Trade, Industry and Co-operatives, warehouses for small-scale manufacturers, stores for food items, slaughterhouses and silos will be built.

[Geeskaafrika 09/09/16]

Zimbabwe

Import Bill Drops 20%

In the 7-months up to July, Zimbabwe’s import bill dropped 20.34%, due to a number of factors, including troubles in the external payment systems, import restrictions placed on selected products by Government and weak industry demand for raw materials. Total exports in the period were at US$1.3 billion, a 10.2% drop from US$1.45 billion last year. As a result, the trade deficit narrowed 27% at US$1.58 million against US$2.16 million last year.

ZimTrade is currently pushing for export reforms while the organisation is at the forefront of calling for the addressing of trade facilitation issues in order for the country to realise an export economic growth.

[Fresh Plaza 31/08/16]
Kenya

First Double Decker Highway Construction To Begin

Construction of Kenya’s first double decker highway has received the much needed impetus after the World Bank agreed to finance the project. The highway is aimed at decongesting Nairobi city. The road, Kenya’s first double decker highway, is expected to link Jomo Kenyatta International Airport [JKIA] and Nairobi-Nakuru highway. Construction is set to begin by the end of 2016. According to Kenya National Highways Authority [KeNHA] the government has recently signed a Sh38 billion project agreement with the World Bank to finance construction.

The dual carriageway is to be built in 3-major phases as the first one will begin with the first 6.5 km running from JKIA to Likoni Road and the Southern bypass interchange. The second stretch [12 km] will connect Likoni Road to James Gichuru Road junction on Waiyaki Way in Westlands, while the last section will run from James Gichuru Road to Rironi, on Nairobi-Nakuru highway. The express road will be subject to toll charges, estimated to stand at between Sh500 and Sh1,000.
Kenya

Coast To See Sh100bn Road Project

Key road projects are being implemented across the Coast at a cost of Sh100 billion to boost the transportation of cargo and passengers in the region. Roadworks are under way in Mombasa, Kilifi, Taita-Taveta, Kwale, Tana River and Lamu counties.

In Mombasa County the Transport Ministry is spending Sh30 billion in constructing roads, including the key 16-km Miritini-Kipevu stretch. The road linking the port to the Mombasa-Nairobi highway will be completed in July next year. It is part of the implementation of phase one of the Dongo Kundu Bypass project that will cost Sh11 billion and will address traffic congestion between Miritini and Changamwe. It will also boost transportation of cargo from Mombasa port to Nairobi and neighbouring countries of Uganda, Rwanda, Burundi, South Sudan, and the Democratic Republic of Congo [DRC].

The government is holding talks with the Japanese Government, through the Japan International Cooperation Agency [JICA], in a bid to secure funding for the implementation of phase two of the Dongo Kundu Bypass project.

[Moment 22/08/16]

Mozambique

Montepuez-Lichinga Road Project

The Mozambique Government has received a loan from the African Development Fund [ADF] towards the cost of Montepuez-Lichinga Road Project - Lot A [Montepuez-Ruaça] and intends to apply a portion of the loan to payments under the contract for completion works for the upgrading of road N14, between Ruaça and Montepuez in Cabo Delgado Province. The Administração Nacional de Estradas [ANE] now invites sealed bids.

[AFDB 30/08/16]

Namibia

Oshana Road Rehabilitation To Cost US$39.1 Million

Namibia’s Roads Authority [RA] has allocated US$39.1 million for road rehabilitation in Ohangwena Oshana and Oshikoto, as well as the Kavango Regions. This program will kick off in Oshana Region and will later be rolled out to other regions. A contractor has already been selected to work on the Oshakati-Outapi road at a cost of N$8 million. Also in the pipeline, is the construction of a 4km dual carriageway between Okatan and Oshakati.

[CR 19/08/16]
South Africa

Amplats To Upgrade D4180 Road

Anglo American Platinum [Amplats] signed a strategic Memorandum of Agreement [MoA] on 18th August with Roads Agency Limpopo [RAL] to help fund the development of road infrastructure in Limpopo. The funding will support the upgrade, from gravel to tar, of 20 km of the D4180 road.

E-Tolls Collection Goes To Austria

The company collecting payments for the e-toll system in Gauteng is now fully owned by the Austrian conglomerate Kapsch. This was confirmed with the divestment of the only BEE partner in TMT Services and Supplies, which with Kapsch Trafficom made up the e-tolls collections company ETC. Kapsch acquired three Cape Town-based firms TMT Services and Supplies, Berrydust 51 and Mobiserve.  

Tanzania

Tanzania Set To Construct 3-Major Ring Roads In Dodoma

Tanzania is set to construct 3-major ring roads in Dodoma in the next financial year to reduce congestion. Government officials have said that all logistics needed are being put in place before work can kick off. The road will pass through Kikombo area to link the Iringa-Dodoma, Dar es Salaam-Dodoma, Dar es Salaam-Singida and Dar es Salaam-Babati roads.

Mererani Road Upgrade Nears Completion

The construction of Tanzania’s Mererani Road a 22 km road linking Mererani gemstone mines to the rest of the country through Kilimanjaro International Airport [KIA] is set to be complete by the end of December the ministry of Transport and communication has announced. The multi-million dollar project is currently being undertaken by a Chinese construction firm, China Henan International Corporation Group Limited [Chico] and financed by the government.
Zambia

Nacala Road Corridor Consultants Shortlisted

Government has evaluated bids and submitted shortlisted consultants to the African Development Bank (AfDB) for the US$7.5 million Nacala Road Corridor development project. A consultant will finalise designs for the construction of the Mwami/Mchinji border post expected to commence next year under Phase-4. Studies will run from November to March with civil works starting Q2 2017 and be completed by December 2018.

[Times of Zambia 29/08/16]

Zimbabwe

Lutumba-Tshikwalakwala Road Rehabilitation Nears Completion

The rehabilitation of the 113km Presidential Lutumba-Tshikwalakwala Road in Beitbridge East Constituency, is nearing completion with workers left with the setting up of bridges and culverts. Rehabilitation began in April after 30-years. The Zimbabwe National Roads Agency, District Development Fund and the Beitbridge Rural District Council are jointly working on the upgrade of the road that is set to improve the movement of grain. The road serves the Beitbridge and Chiredzi districts and lies on the Greater Limpopo Trans-frontier Conservation Area, which involves Zimbabwe, Mozambique and South Africa.

[Herald 24/08/16]

Zinara Gets New CEO

The Zimbabwe National Roads Administration [Zinara] has appointed Engineer Nancy Masiyiwa-Chamisa as its Chief Executive Officer effective September 1, 2016.

[The Herald 06/09/16]
Zimbabwe

Beitbridge-Harare-Chirundu Highway A Step Closer

Government has signed a Framework Agreement with Geiger Pvt Ltd of Austria and China Harbour Engineering Company who were awarded tenders to construct/dualise the 900km Beitbridge-Harare-Chirundu Highway. The deal will also see the upgrading of Harare Drive into a ring road. Government is also negotiating to ring-fence a portion of the project for local companies.

The section from Beitbridge to Harare will be implemented as a BOT, with a concession period of 20 years, while the section from Harare to Chirundu - including the Harare ring road - will be implemented as a combination of a loan and private sector investment contributed by CHEC.

A feasibility study of the project was also discussed. A prior study completed in June 2013 established that US$1.3 billion was required to rehabilitate and dualise the Beitbridge-Harare stretch. An additional US$883 million, according to a 2011 study, was required to link Harare and Chirundu.
Mozambique

Cuamba-Lichinga Rail Link Resumes In November

The rail connection between Cuamba and Lichinga, in Niassa province, will resume in November after a break of 6-years. The section is part of the Northern Development Corridor [CDN] and is currently undergoing a US$100 million reconstruction of 240km of line. Works, carried out by a Portuguese company and partially paid for by Vale Moçambique [US$48 million], will result in a capacity of 1-million tons of cargo per year.

Northern Nacala Rail Corridor To Receive 100 Railcars

Merchandise and cereal transport capacity of the Corredor de Desenvolvimento do Norte [CDN] company will be boosted when 100 newly-purchased railcars enter service. The railcars, each with capacity of 54 tons, were bought in neighbouring South Africa, with an investment of close to US$11 million. 22 units are already at Nampula with the last units arriving in Mozambique in December 2016.
South Africa

Moloto Rail Development Corridor

The Passenger Rail Agency of South Africa [PRASA] signed a Memorandum of Understanding [MoU] with China Communications Construction Company Limited of China to explore various infrastructure development initiatives, key amongst them being the Moloto Rail Development Corridor, at the 2nd Investment Africa Investment Forum attended by President Jacob Zuma in Guangzhou, Guangdong Province in China.

[SA Government 07/09/16]

Construction Of Gibela Train Manufacturing Complex Progresses

Two of the seven construction packages for Gibela’s R1-billion train manufacturing complex at Dunnottar, in Gauteng, are under way.

The project, being undertaken by Gibela, Trencon Construction and Black Jills Engineers, will be completed by November 2017. Twenty-seven hectares is reserved for the uBumbano rail park, which will house suppliers of equipment and components required for the 580 new trains that will be manufactured at the complex.

The first construction package, which was awarded in January, involves site clearance and earthworks. The second package, which is also the largest of the overall construction programme and includes construction of the 5-main buildings, was awarded to the Trencon and Black Jills Joint Venture [JV] in May.

[Engineering News 22/08/16]

New Unit To Oversee Rail

The Department of Public Enterprises and National Treasury will consolidate procurement for locomotives into a single institution, under Transnet, to ensure efficiency and compliance with the localisation requirements. The agency will have oversight over the localisation programmes at both Transnet Freight Rail and the Passenger Rail Agency of South Africa [PRASA].

The suppliers include General Electric South Africa Technologies, China South Rail Zhuzhou Electric Locomotive, Bombardier Transportation South Africa and China North Rail Rolling Stock South Africa. The two Chinese companies have since merged.

[Engineering News 22/08/16]
South Africa

Transnet Capital Expenditure To Be Modified

Transnet has reported that its multibillion-rand capital expenditure [capex] plan, which has already been rephased in response to weaker-than-expected market demand, could be further moderated under what it terms a ‘low-road scenario’.

Outlining its revised capital plan in its recently released 2016 integrated report, the group shows that, under its official 2017 plan, it will invest R277.8-billion over the 7-year period to 2023 and between R340-billion to R380-billion over the next 10-years. Capex of R22.8-billion is planned for the current financial year, which is lower than the nearly R30-billion invested last year and well below the peak of R33.6-billion recorded in the 2015 financial year. Capex then rises steadily from R36.2-billion in the 2018 financial year to a peak of nearly R50-billion in 2022.

[Engineering News 22/08/16]

Bombardier Opens South African Factory

Bombardier Transportation inaugurated a new production site and future South African headquarters at Isando in Johannesburg on August 25, in a ceremony attended by Transnet Group CEO Siyabonga Gama. The 6,000 m² facility will produce Mitrac traction equipment for the Traxx Africa electric locomotives ordered by Transnet Freight Rail, and house a testing centre for traction converters and electrical cubicles. From October it will become Bombardier Transportation’s local headquarters.

A contract for 240 Bombardier locomotives was agreed in April 2014. The majority of the Traxx locomotives are to be assembled by Transnet Engineering’s plants at Koedoespoort in Pretoria and Edwin Swales in Durban.

[Railway Gazette 25/08/16]

CRRC Hands Over Transnet Diesel Locomotives

The first two of 232 Class 45 diesel locomotives have been handed over to Transnet by CRRC Vice-President Sun Yongcai during a ceremony in Durban. In March 2014 Transnet awarded CNR Dalian a US$900m contract to supply the locomotives as part of wider order for a total of 1,064 locomotives from four manufacturers. The 1,067 mm gauge 6-axle Class 45 locomotives have a maximum speed of 100 km/h. The first 20 are being manufactured in China by CRRC Dalian, with the rest to be produced in Durban.

[Railway Gazette 22/08/16]
Tanzania/Zambia

TAZARA To Triple Profit Margins

The Tanzania Zambia Railway Authority [TAZARA] targets to triple its profits to US$44.1 million in H2 2016 due to a petroleum products contracts from Democratic Republic of Congo [DRC] and Malawi. This follows an agreement which was signed in July with African Fossils Limited of Tanzania to transport 18 million litres of petroleum products to the DRC in the next year. TAZARA has also secured a contract to transport 48 million litres of fuel to Malawi.

During the period under review, TAZARA earned US$13.5 million profit in 2015/16 due to improved freight traffic performance. In the same period, the annual freight traffic for the authority reached 130,000T in 2015/16 from 87,000T in 2014/15, representing an increase of 49%. For the 2016/17 financial year it plans to improve cargo traffic by 200% and reach 381,000T.

[Tazara 29/08/16]

Tanzania

Work On SGR Starts December

Construction of the Standard Gauge Railway [SGR] to link Tanzania and locked East African countries of Uganda, Rwanda and Burundi and facilitate transport in the central corridor is expected to start in December. The exercise to seek a contractor to carry out the project is in good progress. The project, expected to take 3-years, will facilitate links between Rwanda, Burundi, DR Congo and Uganda and the Dar es Salaam Port. The project will be implemented in 4-phases. The entire project is estimated to cost about 16 trillion/-.

Last month, the government signed a Memorandum of Understanding [MoU] with the Exim Bank of China for a US$7.6 billion loan to finance the construction of the 2,190-km central railway line to SGR standards. The line will run from Dar es Salaam to Tabora-Isaka-Mwanza, Tabora-Mpanda-Kalamela, Tabora-Uvinza-Kigoma and Isaka-Keza-Musongati and Burundi. The line to Kigali, Rwanda, will ultimately connect the DRC.

[Tazara 12/08/16]

TPA, TAZARA Vow To Enhance Efficiency

During a meeting Tanzania Ports Authority [TPA] and Tanzania Zambia Railway Authority [TAZARA] vowed to work together closely in a bid to enhance efficiency and offer cost effective services. Each agreed to have regular consultative meetings focusing on information sharing and strategising on efficient cargo handling. The meeting was also attended by MOFED, the Zambian Government owned clearing firm. Transit traffic at Dar es Salaam port accounts for 34% of the total throughput and Zambia is the first transit customer whose traffic cargo has been growing from 1,830,005 in 2014 to 1,903,979 in 2015.

[Tazara 31/09/16]
Zimbabwe

Zimbabwe Partners With Botswana & Mozambique In 2,000km Techobanine Heavy Haul Rail Project

The Zimbabwe Government has partnered Botswana and Mozambique in a US$600 million project to roll out nearly 2,000km of railway line cutting across the 3-countries to facilitate trade. The line will link Francistown in Botswana to the Mozambican port of Techobanine, through Bulawayo, in Zimbabwe. Ministers representing the 3-governments signed a Memorandum of Understanding (MoU) on 2nd September committing themselves to the Port Techobanine Heavy Haul Rail Project.

The expectation is for the private sector to carry out the project. From now, the private sector will conduct a feasibility study and come up with something that can be bankable. The MoU will also help us regularise laws, as the railway line will pass through 3-countries.

Kitso Mokaila, Botswana’s Minister of Minerals, Water and Energy

The Minister of Transport and Infrastructural Development, Dr Joram Gumbo, Mozambique’s Minister of Transport and Communications Mr Carlos Alberto Mesquita and Botswana’s Minister of Minerals, Energy and Water Resources Mr Onkokane Kitso Mokaila signed the agreement in Bulawayo. Each government is expected to contribute about US$200 million to the project and due to its magnitude, the Government would engage the business sector in public private partnerships. Most of the project will be in Zimbabwe with almost 1,500km of line and will mean a lot in terms of transit payments. Once completed, rail project would facilitate inter-regional trade through the movement of passenger rail traffic and up to 12 million tonnes of goods per annum through the three countries.
NRZ Lobbying For Protectionist Law

The National Railways of Zimbabwe [NRZ] is lobbying Cabinet for the enactment of a protectionist law to restrict the carrying of bulk cargo through rail transport. NRZ is lobbying the Government for a Statutory Instrument as part of measures to turn around the parastatal. Despite prevailing challenges, the parastatal has recorded a slight rise in volumes since the beginning of H2 2016. NRZ is currently lobbying Government on the ring-fencing of bulk commodities such as coal and chrome on rail through a Statutory Instrument and this development, once endorsed by Cabinet, will unlock value through reducing pressures and improved market share.

NRZ Appoints Financial Advisors

The National Railways of Zimbabwe [NRZ] has appointed Deloitte and Touche as transaction advisors to push its capital raising exercise both locally and offshore as the rail company seeks to secure about US$400 million required for re-capitalisation. Funds would be used towards boosting the rail company’s locomotives, wagons, track rehabilitation and signalling. NRZ is in dire need of short-term recapitalisation to boost its carrying capacity which has plummeted to around 3.4 million tonnes in 2015 from a high of 9.4 million tonnes in 2000. The move is expected to raise capacity to about 7.6 million tonnes.

Zimbabwe Seeks South African Funding To Revamp Railway

Zimbabwe’s Ministry of Transport is negotiating a partnership deal with Transnet of South Africa and is also in talks with the Development Bank of South Africa to help fund the rehabilitation of Zimbabwe’s 2,583km rail network, although previous negotiations with the bank came to nothing.

It was announced in July that government would introduce legislation to ban the transport of bulk freight by road in an attempt to reduce damage to the road network and boost rail freight. National Railways of Zimbabwe [NRZ] is supposed to be the prime mover of freight, but has lost traffic due to the deteriorating state of the infrastructure.

NRZ’s financial performance has declined sharply, with its net loss increasing from US$31.6 million in 2014 to US$40.9 million in 2015. NRZ slashed salaries by 50% in July. NRZ says it may have to lay off 1400 of its 6000-strong workforce.
Rwanda

TPA To Open Liaison Office In Kigali

Rwandan importers and exporters will no longer need to travel to Dar es Salaam port in Tanzania to clear their shipments, thanks to a move by the Tanzania Ports Authority [TPA] to open a liaison office in Kigali in October. The move means importers, clearing agents and exporters will be able to clear goods from Kigali without having to travel to Dar es Salaam cutting the cost of doing business and reducing the hurdles within the logistics and supply chain. The Liaison office will be a one-stop-centre, where customers can access information, including the status of their cargo, or applicable port charges. Statistics indicate that almost 70% of Rwanda’s cargo is handled through Dar es Salaam.

INTERVIEW

The Tanzanian publication ‘Business Times’ interviewed Eng Deusdedit Kakoko the Director General of the Tanzania Ports Authority [TPA] about trade with Rwanda.

Q: Delays at the port are costing Rwandan traders a lot of money. How are you addressing this problem?
A: We have interacted with the Rwandan business community and informed them of various measures that have been taken to improve efficiency at the port of Dar es Salaam and the Central Corridor, generally. We, for example, now operate 24/7 at the port to serve customers with great efficiency and diligence. We are now encouraging traders to make use of this service by making pre-arrival vessel declaration and timely processing of documents. Our target is to be able to have goods cleared within 24 hours to reduce the cost of doing business.

Q: Many of the port users say it’s hard to access your e-payment system; what are you doing to improve the system?
A: We introduced the e-payment system, where customers can now receive invoices and pay all port charges electronically. The objective is to continue improving the system to ensure efficiency. Being able to leverage ICT to ease the payment process will greatly reduce the amount of time it takes to effect payments.

I want to assure customers that the few remaining challenges are being addressed through introduction of ERP system, which will be supported by the newly-introduced terminal operating system [TOS]. We will endeavour to undertake our role in co-ordinating stakeholders, including the Tanzania Revenue Authority [TRA], Tanzania International Container Terminal Services [TICTS], Tanzania Shipping Agency Association, Tanzania Freight Forwarders Association, and the Tanzania Truck Owners Association.

We understand the concerns that were raised regarding VAT, work permits, and registration of Rwandan clearing and forwarding agents in Tanzania, as well as delays associated with the documentation procedures, clearance process, problems in change of status, and delays in manifest approvals at the port.

Q: The Central Corridor is still characterised by many non-tariff barriers [NTBs] that continue to hurt business. What steps are you taking to eliminate NTBs?
A: The Government of the United Republic of Tanzania has reduced a number of checkpoints from more than 20 to only the three checkpoints to facilitate flow of cargo between Dar and Kigali. This has tremendously improved the transit time from Dar es Salaam to Rusumo, which now takes three days, down from the previous seven days.

Q: Any update on the standard gauge railway?
A: We are currently constructing a standard gauge railway system from Dar es Salaam port to Kigali. However, before that, we will improve the Isaka Dry Port to further facilitate trade between Rwanda and Tanzania. With the rail and the development of the dry port at Isaka, we are confident we shall be able to enhance clearance and movement for Rwanda bound cargo from Dar es Salaam port, and in turn realise the economies of scale.

Q: You recently announced the opening of a liaison office in Kigali…
A: We found it imperative that we meet the business community who use the port of Dar es Salaam to listen, learn, and be on hand to provide feedback for us to be able to improve services for customers in Rwanda. Our visit to Rwanda recently supports what the Presidents of the two countries are doing to strengthen the relationship between Rwanda and Tanzania. We have decided to open a liaison office in Kigali as a sign of commitment to improve business environment for clients, especially for Rwanda. The office will be a one-stop-centre, where customers will access information, including the status of their cargo, applicable port charges, payments through the electronic payment system [EPS], and we will also attend to any queries.
Tanzania

Dodoma Dry Port

The Capital Development Authority (CDA) has allocated land for the Export Processing Zone (EPZ) in the Zuzu sub-town and land for dry ports in Dodoma. CDA is also establishing a one-stop centre aimed at increasing efficiency and minimising bureaucracy for investors seeking to invest in the city. The dry port, to be located at Ihumwa, will be linked with the Dar es Salaam Port through the Standard Gauge Railway [SGR], whose construction is expected to begin in December and last for 3-years.

Zambia/Botswana

Kazungula Bridge OSBP Project

The Government of Zambia has received financing from the African Development Bank [AfDB] toward the cost of the construction of the Kazungula Bridge Project which is a joint project of the Governments of Botswana and Zambia. The Government has also received a Grant for the project from the EU-Africa Infrastructure Trust Fund [EU-AITF] and intends to use part of the funds for consultancy services for development of a framework for the establishment of One Stop Border Posts [OSBPs] at Kazungula.

Zimbabwe/South Africa

Government To Re-Organise Beitbridge Border Post

The Zimbabwe Government is set to re-organise Beitbridge Border Post to improve efficiency at the country’s busiest port of entry. The move is to be financed with a grant obtained from the African Development Bank [AfDB] under the capacity building for public finance and economic management [CBPFEM] project. A consultant is being sought to propose measures to improve system efficiency including infrastructure as well as operating guidelines for Zimra [Zimbabwe Revenue Authority] and other operating agencies. The post is one of the busiest inland ports in sub-Saharan Africa, which links the northern and southern corridor. It records an average volume of 500 vehicles and 10,000 travelers a day.
Cameroon

Bollore Group In Agreement With Cameroon Customs

The Bollore group, present across Cameroon through its subsidiaries including the rail company Camrail, port companies DIT and SEPBC and shipping company, has just entered into an agreement with the Cameroonian Customs Administration. The new partnership will secure the transit, on Cameroonian soil, of goods going to both Chad and the Central African Republic [CAR]. The contract is to be signed directly and will initially concern the rail/road for Chad. The CAR rail/road option will come on stream once the corridor is opened as per schedule.

The move will see the speeding up of the digital transfer process for all transit procedures up to the borders, and implement the general guarantee and efficiency improvement for Customs procedures throughout the corridors. This will allow one single custom document instead of two. The agreement will cut down the procedures and consequently reduce transport voyage times for goods on the Douala-Ndjamena and Douala-Bangui corridors.

Ghana

Electronic Cargo Tracking Devices In Short Supply

Transit trucks have been stranded at Tema Port over the past 3-weeks as electronic cargo tracking devices were in short supply. The devices, which are supplied to the Customs Division by Magnate Ghana Limited and the Ghana Community Network Services [GCNet], are used by Customs officials to remotely monitor the security of container cargoes while in transit from Ghana to neighbouring Burkina Faso, Niger and Mali to ensure that the containers are not diverted onto the Ghanaian market. The delay in the supply of the devices has made it difficult for the trucks to depart for their destinations, causing an artificial congestion at the loading points at the main port.

“The concerns raised by the drivers’ union are legitimate and we intend to look into them to ensure that the number of devices are increased to cater for the high demand.”

Ekow Spio-Garbrah, Trade and Industry Minister
Regional
ECOWAS & China Development Bank To Promote Infrastructure

The Economic Community of West African States (ECOWAS) and the China Development Bank (CDB) are to enhance their cooperation towards yielding mutual dividends in the development of transport and maritime infrastructure, energy, agriculture and health. The ECOWAS Commission is soliciting the help of the CDB for the $15 million feasibility studies being carried out on the Lagos-Abidjan Road project, linking five of the region’s 12 coastal countries. The total cost of the project is put at $80 billion, with the second phase of the project tagged ‘Abidjan-Dakar’ covering 3,260 km with a feasibility studies bill of US$25 million and a total cost of US$25 billion.

Rehabilitation Of The Coastal Highway

The African Development Bank (AfDB) is to support the rehabilitation of the Lomé-Cotonou road which forms part of the Abidjan-Lagos corridor and impacted by coastal erosion. The road project is ranked as an international strategic road serving the coastal towns of the sub region (Dakar, Abidjan, Accra, Lomé, Cotonou). Rehabilitation of the N2 Road will also take place between Aflao [Ghana border] and Hillacondji [Benin border] to ensure service continuity within the corridor and is a priority of the regional transport facilitation programme of ECOWAS.

Angola

Sinohydro Awarded Public Works

Chinese group Sinohydro has been hired by the Angolan government to carry out repairs on 3-sections of road in the provinces of Kwanza Sul, Kwanza Norte and Malanje for US$127.7 million. All projects are to be financed by the credit line opened by China for Angola. China’s credit line will finance in total 155 projects in Angola at a cost of US$5.2 billion.

Uige-Negage Road Rehabilitation

Work on major roads in Angola will involve the rehabilitation of road sections connecting the cities of Uige to Negage, through the villages of Calumbo and Dambi and Quiteixe / Ambula / Qui Pedro. Works on the Uige / Calumbo / Dambi / Negageare section are to be executed within 14 months at an estimated cost of US$29.652 million, entrusted to ETSC Chinese construction. And the Quiteixe / Ambula / Qui Pedro section covering 76km and valued at US$55.718 million will be run by CPP Chinese Company over 14 months.
**Burkina Faso**

**Rehabilitation Of Burkina Faso-Niger Frontier Road**

The African Development Bank (AfDB) is to support the development of 218km of National Road #4 (RN04) Gounghin-Fada N’Gourma-Piega road which sits on the frontier of the Burkina Faso-Niger border. The main towns crossed in the two regions are: Gounghin, Tibga Diapangou Fada N’Gourma, Piega, Ougarou, Matiakoali, Kantchari. The road is also part of the Dakar-Niamey corridor and is one of the priorities of the Programme for Infrastructure Development in Africa (PIDA) whose objective is the modernization of the regional network of transport infrastructure in Africa.

[AFDB 18/08/16]

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**Nigeria**

**Contractors Handling Port Harcourt-Onne Road Mobilised To Site**

The Minister of Niger Delta Affairs, Usani Uguru Usani, noted that contractors handling Section III 0-15km from Port-Harcourt to Onne Junction in Rivers State have been mobilised back to site. The project has been awarded to Reynolds Construction Company Nigeria Limited to upgrade the existing 2-lane dual carriageway to a 3-lane carriageway along with 2-interchanges at Refinery Junction and Onne Port Junction.

[Eagle 14/08/16]
Benin

Benin Revives Hopes Of Getting Railway Back On Track

When French industrial giant Bollore took Benin’s rail network in hand in April 2014, railway employees thought things were getting back on track, until a court stopped work the next year. It upheld a complaint from a Beninese businessman, Samuel Dossou, CEO of Petrolin, with his own plans to knock the railroad back into shape. Now Benin’s new president has promised to find a solution to the conflicting interests that have blocked the hopes of modern rail transport.

It was in November 2013 that the heads of state of Benin and Niger to the north initially decided to establish Benirail, a multinational firm with Bollore as a strategic partner. In barely 3-months, Bollore Africa Logistics [BAL] renovated the station, paid wage arrears and imported track to link Cotonou with Niger’s capital Niamey, with further plans to extend the railway to Burkina Faso and Togo and on to Abidjan in Ivory Coast. The aim was to kick-start growth in five of the world’s poorest countries in West Africa. Since the court brought work to a halt last year, a huge stock of new track intended to cover a distance of 500km has been lying in Cotonou, oxidising in the sun.

In a ruling handed down on November 19, 2015, the Cotonou court of appeal upheld Dossou’s complaint and ordered “the end of all work undertaken” immediately. Dossou has been trying to take charge of the rail network in the former French colony since 2004, the year the state relaxed its grip on the OCBN [Joint Benin-Niger Organisation of Railways and Transports]. But for lack of funds, no tenders were honoured until 2010, when Dossou and the two states finally negotiated to integrate a rail network.

Meanwhile across the border in Niger the Bollore group has begun to lay 150 km of track. And negotiations between the parties and States are reportedly taking place in Paris.
Burkina Faso/Cote d’Ivoire

Key Rail Bridge Collapses

A 250m bridge over the River Nzi close to Dimbokro on the railway linking Côte d’Ivoire and Burkina Faso collapsed on 6th September. It will be several weeks before the trade route between the countries is fully restored. Sitarail, a unit of the Bollore group, noted officials are inspecting the damage before starting repairs. The railway was built by the French in 1910 to link the port city of Abidjan with Niamey, Niger, via Ouagadougou. The bridge is situated some 250 km north of Abidjan.

“We have a single track and this accident means we cannot continue rail operations. There will be a total stoppage [of rail transport] between Abidjan and Ouagadougou. Significant resources are being poured into repairing the line and ensuring a resumption of rail traffic, which would take at least a fortnight.”

Noel Kouadio, Head of security at operator Sitarail

Burkina Faso exports cotton and manganese to Abidjan along the 1,260 km line and imports oil, cement, merchandise and fertilizer to the town of Kaya. Some 900,000 tonnes of freight is carried by Sitarail per year.

Meanwhile Sitarail has committed to continue the TBL traffic that was planned on their rail. A service is offered is from Abidjan to Bouaké by road, then from Bouaké up to final destination by rail. However some tariffs [rail tariffs] will apply. Such operations will run until the full railway restoration between Abidjan and Ouagadougou. Repairs are expected to take place between 3 weeks and 1-month. Despite these measures delays are expected so we would encourage our customers to use the road only option.
Revised Abidjan-Ouagadougou Concession Signed

Sitarail is to begin a programme to modernise 852 km of the Abidjan-Ouagadougou-Kaya railway in September, following the signing of a revised concession agreement with the governments of Côte d’Ivoire and Burkina Faso on 29th July. Work will start in September and is expected to take 5-years to complete.

The agreement was signed during the 2-countries’ 5th Summit Conference of the Treaty of Friendship & Co-operation. It revises the terms of the concession to give Sitarail responsibility for maintenance and renewal of the infrastructure including stations and workshops on the 1,260 km network, in addition to its existing role as operator and responsibility for investing in rolling stock.

Part of Bolloré Group, Sitarail has operated the network for 22 years. It currently carries 900,000 T of freight a year. In September 2015 the Ivorian Prime Minister launched a programme to upgrade the infrastructure to support a planned increase in annual traffic to 5 million tonnes of freight, including 3 million tonnes from the Tambao manganese mine.

DRC

Trains Resume Between Kolwezi And Dilolo

State railway SNCC relaunched regular passenger and mail trains on August 25 along the upgraded route between Kolwezi and Dololo. No trains have used this 422km section of the former Benguela Railway in northwestern DR Congo for 2-years because of a sharp decline in the standard of the infrastructure at several locations. However, following work to stabilise the formation, replace track and repair defects, freight and passenger trains can now resume. A twice-daily passenger and mail service is envisaged between Dilolo and Lubumbashi, but most traffic will be agricultural and mining commodities.

The repairs are intended to precede a more comprehensive upgrading of the railway as part of the government’s plans to improve transport links to and within the Copperbelt region. The resumption of rail services to Dilolo marks a major milestone in the revival of the Benguela Railway, which runs westwards into Angola to reach the port of Lobito.

The Angolan section between the border at Luau and the port has been extensively rebuilt using Chinese funding, but few trains have used it since the work was completed in August 2013 because almost all its potential traffic would originate in DR Congo.
Nigeria

Nigeria Signs MoU For Warri-Abuja Rail Project With Chinese Firm

Nigeria’s Minister of Transportation, Rotimi Amaechi, on 12th August in Abuja signed a Memorandum of Understanding (MoU) with China Railway Construction Corporation (CRCC) for the completion of Warri-Ajaokuta-Itakpe-Baro-Abuja railway line. Chen Xiao Xing, Vice President of CRCC, signed for the company and described Nigeria and China as strategic partners. The agreement includes the construction and expansion of Warri Port, Deep Sea Port as well as the Industrial Park at Bonny Island. The rail line will also be extend northward from Eganyi-Jakura-Baro to Abuja.

[Footprint to Africa 14/08/16]

Kano Light Rail Contract Signed

On 29th August, a US$1.85 billion light rail contract was signed between the China Railway Construction Company (CRCC) and the government of Kano State. The Kano light rail will run through 4-metropolis areas and is expected to be completed in 2-years. The light rail covering 4-lines, running a total length of 73.4 km, will be travelling at a speed of 100 km/hr. It expects the first and second phases of construction to each last for 2-years, but did not give details of when work was expected to start if approved.

[Reuters 29/08/16]
Senegal

Engie & Thales To Design Dakar Regional Express Railway

French companies Engie and Thales have won the US$251 million contract to design Senegal’s new Dakar Regional Express Railway. The announcement of their successful bids was made on July 27th by APIX, the Senegalese Agency for Investment Promotion and Public works. Engie and Thales won the contract in the face of strong bids from various competitors, including two Chinese companies, China Railway Construction Company and China Road & Bridge Corporation.

The Dakar Regional Express Railway project was first announced in 2014, as part of the Senegalese government’s “Emerging Senegal” program, which aims to boost the nation’s economic and social development. The railway line will connect Senegal’s capital city, Dakar, with the new international airport, Blaise Diagne, and the city of Diamniadio. The first part will see the construction of the longest section of 36 km between Dakar and Diamniadio. After this, an additional 15 km of line will be built between Diamniadio and the new Blaise Diagne international airport. The total 55 km distance, between Dakar and the airport, will be covered in around 45 minutes, with 14 stations en-route, and the trains will reach speeds of 160 km/h. The service is also intended to have 3 lines, with 2 for standard passenger trains, and the other for freight transport. Construction is expected to begin in Q4 2016 over 26 months with trains in service by the end of 2018. By the end of 2019, the government expects the service to have carried around 115,000 passengers.

The construction work and civil engineering will be carried out by a French, Senegalese and Turkish consortium. The companies making up the consortium are the local Senegalese group CSE, France’s Eiffage Company, and Turkey’s Yapı Merkezi. However, the design and integration of the electrics and communications, alongside overall project management is what has fallen to Engie and Thales.
Ghana Shippers To Build Freight Park

The Ghana Shippers’ Authority (GSA) has acquired 25-acres at Akatakyiwa in the Central Region for the establishment of a freight park for the benefit of shippers along the Western corridor of Ghana. The park, when completed, will serve as a key logistics enabler between Tema and Takoradi ports and production centres along the corridor.

Recently the GSA has established facilities such as warehouses at the Tema Port, built the Takoradi Shipper’s House and set up Shippers’ Complaints and Support Units across the land borders of the country with the objective of supporting shippers to remain competitive in the international logistics chain. There are also plans to establish the Northern Shippers’ Centre in Tamale to cater for the shippers in the three Northern regions.