CMA CGM / DELMAS CTBL SERVICE HIGHLIGHTS
A REVIEW OF KEY SERVICES LAUNCHED IN 2014
Full Story On Page 5

Kenya: 10,000km Road Construction Project Kicks Off
Kenya: China Gives US$969 Million For Rail Project
Zambia: Grindrod Provide US$500 Million For Rail Project
Contents

03 / Corridor Review
05 / African Group News
07 / Eastern & Southern Africa
17 / Western Africa

Top Stories

CMA CGM / DELMAS 2014
CTBL Highlights

Kenya: 10,000km Road Construction Project Kicks Off

Kenya: China Gives US$969 Million For Mombasa-Nairobi Rail Project

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News Headlines By Region

Eastern & Southern Africa


Kenya: 10,000km Road Construction Project Kicks Off / China Gives US$969 Million For Mombasa-Nairobi Rail Project / Sh2.4 Billion For New RVR Locomotives

Mozambique: Maputo, Catembe Suspension Bridge / Nampula-Cuamba Road Project / Chimolo-Espungabera Road Completed / Sena Railroad To Be Completed Q1 2015

Namibia: Five TransNamib Locomotives to Arrive

Rwanda: RRA, Clearing Agents In Joint Effort To Boost Competitiveness / 7,192km Of Roads To Be Upgraded

South Africa: N3 Toll Concession To Invest R1bn On N3 Expansion / Transnet Receives US$250 Million To Enhance Freight Corridors / NRZ Sign Deal For Bulawayo-Victoria Falls Rail

South Sudan: Juba-Rumbek Highway To Cost US$700 Million

Swaziland: Manzini To Mbadlane [MR3] Highway Project

Tanzania: Construction Of Dar Es Salaam Flyovers Suspended

Uganda: Mukono-Kyetume-Katosi-Nyenga Road Negotiations

Zambia: Central Province Road Works / Grindrod Provide US$500 Million For Angola-Zambia Rail Project

Zimbabwe: Harare-Beitbridge Highway Dualising Advances

Western Africa

Cameroon: Batchenga-Ntui-Yoko-Lena Road Development

Côte d’Ivoire, Guinea, Liberia, Sierra Leone: Mano River Union Road-Building Program [PARFT/MRU]

Côte d’Ivoire: Fourth Abidjan Bridge Tender / The Henri Konan Bédié Bridge Opens Up Trade In Abidjan

DRC: National Route #1 Development Project: Tshikapa-Mbuji Mayi

Liberia: Public Works Contract On Ganta-Harper Road

Senegal: Dakar Toll Road Extension / KFAED Offers Loan For Touba-Dahra-Linguere Highway
## Eastern & Southern Africa

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Current Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Kenya-Great Lakes/S. Sudan</strong></td>
</tr>
<tr>
<td></td>
<td>The Group offers extensive CTBL services throughout Kenya. Following a new deal negotiated with Rift Valley Railways [RVR], the operator of the Kenya-Uganda Railways, we are able to offer very competitive and reduced rates to the ICD Embakasi, Nairobi from Mombasa port, Kenya. The transit time to the ICD is just 36hrs from the port. Furthermore we offer upon request rail service to Kampala, Uganda, with an estimated transit of 7 days. Our ASEA KENYA service, providing direct weekly services from Asia to Mombasa, enhances our inland solutions to domestic Kenya, Uganda, Rwanda, South Sudan. We also offer routes to the North Kivu region in eastern DRC and new connections through Mombasa port to Beni, Butembo and Kisangani, towns all lying on the main national route N4. All 3 towns have a transit time of +/-21 days! Meanwhile our service to Juba, South Sudan, continues to run well.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Tanzania-Great Lakes</strong></td>
</tr>
<tr>
<td></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, Burundi and DRC [Goma / Bukavu / Uvira are in good condition. Burundi transit times are still impacted due to a deviation to avoid a broken bridge. Trucks are forced to use another route adding an additional 200-km equating to 1-2 days transit. Rwanda, Burundi and Uganda are now part of the EAC single custom territory with Tanzania. The single customs territory is due to start soon but not yet fully operational via Dar Es Salaam and not enforced by Tanzanian authorities. The new Custom TOOL in TZDAR is now working normally.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Tanzania-Copper Belt</strong></td>
</tr>
<tr>
<td></td>
<td>Roads through Mbeya offer an alternative to the train to Ndola. The Group is the only shipping line to have its own office in Lubumbashi which closely monitors the local situation. The transport corridor from Dar Es Salaam to Lusaka, Copper belt &amp; Lubumbashi is safe and we can offer competitive rates and transit 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>4</td>
<td><strong>Mozambique Nacala Corridor</strong></td>
</tr>
<tr>
<td></td>
<td>Flooding in Malawi which has been hit by 2-cyclones has impacted sections of the Nacala railway. Announcements have been received from the Central East African Railways [CEAR - Malawi rail] and Corredor de Desenvolvimento do Norte [CDN - Nacala railway] that productivity will be affected as trains are not running. Engineers are on site but it is expected to take 2-weeks to fully restore the Cuamba line [Mozambique] and 1-month to repair the CEAR line to Northern Malawi. Lack of power supply is also affecting productivity and efficiency of repairs. Therefore with immediate effect we have suspended our rail offer from Nacala-Blantyre and Nacala-Lilongwe until further notice. Transit by road is not an option considering conditions between Nacala and Malawi.</td>
</tr>
<tr>
<td>5</td>
<td><strong>Mozambique Beira Corridor</strong></td>
</tr>
<tr>
<td></td>
<td>A bond agreement with customs is in place and we have our own broker at our agency office to shorten clearance time and trucking. We are using new local transporters to cope with the increase in demand for this service.</td>
</tr>
<tr>
<td>6</td>
<td><strong>Mozambique Maputo Corridor</strong></td>
</tr>
<tr>
<td></td>
<td>New competitive solutions are available to Zimbabwe by rail from Maputo-Hwange. Please note there are no port storage invoiced if shortage of wagons in Maputo.</td>
</tr>
<tr>
<td>7</td>
<td><strong>S. Africa Durban</strong></td>
</tr>
<tr>
<td></td>
<td>New competitive rates available to Lusaka &amp; Copperbelt [Zambia], Lubumbashi [DRC] and Gaborone [Botswana].</td>
</tr>
<tr>
<td>8</td>
<td><strong>Namibia Walvis Bay</strong></td>
</tr>
<tr>
<td></td>
<td>New CTBL export solutions are available from DRC and Zambia to Walvis Bay. The transport corridor to Lusaka, Kitwe, Ndola &amp; Lubumbashi in south DRC are running well. Our 1st breakbulk load was successfully trucked from Walvis Bay to Lubumbashi. Please be advised we can also offer Windhoek!</td>
</tr>
</tbody>
</table>
## Western Africa

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Current Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Senegal-Mali</td>
<td>Both road and rail options are running smoothly with good transits available.</td>
</tr>
<tr>
<td>2 Senegal-Guinea Bissau</td>
<td>The corridor remains open but due to the Ebola crisis the border process and status will be checked on a case by case basis before booking.</td>
</tr>
<tr>
<td>3 Cote d’Ivoire-Burkina/Mali</td>
<td>Due to the present difficulties in the evacuation of containers by rail via the Abidjan corridor, we recommend the road option for your shipments to Ouagadougou and Bobo Dioulasso. This option is working well! Transits to both are just 12 days by road.</td>
</tr>
<tr>
<td>4 Ghana-Burkina</td>
<td>Tema-Ouagadougou service is now available as an additional option. The Tema corridor to Burkina is now the most competitive pricewise, with excellent transit time from Asia with AFEX service. Our expert TBL team is now in place and fully involved for all your booking requests.</td>
</tr>
<tr>
<td>5 Togo-Burkina/Niger</td>
<td>Service is running well. However we are seeing some delays due to issues with the Togolese Customs system.</td>
</tr>
<tr>
<td>6 Benin-Burkina/Niger</td>
<td>The service is operating well.</td>
</tr>
<tr>
<td>7 Cameroon-Chad</td>
<td>There are currently delays by rail as the operator CAMRAIL is experiencing congestion in both Douala &amp; N’Gaoundere stations. We therefore suggest cargo is moved via our road TBL service.</td>
</tr>
<tr>
<td>8 Cameroon-CAR</td>
<td>Douala-Bangui is now open. This corridor is offered on a case by case with agreement from our local Douala Agency. Political security is not 100% on this corridor.</td>
</tr>
<tr>
<td>9 Gabon Corridor</td>
<td>The Libreville-Franceville corridor is REOPENED on a request basis. We have been undertaking some trial shipments as a test case.</td>
</tr>
<tr>
<td>10 Congo Corridor</td>
<td>Pointe Noire-Brazzaville corridor is REOPENED on a request basis. We are undertaking some trial shipments as a test case.</td>
</tr>
<tr>
<td>11 DRC Corridor</td>
<td>Matadi-Kinshasa service running slowly due to congestion and delays at Pointe Noire port.</td>
</tr>
</tbody>
</table>
Throughout 2014, CMA CGM / DELMAS used its widespread presence and experience in Africa to monitor the trade in order to optimize routings taking into consideration local constraints and improve quality of service in its door-to-door multimodal services. Our CTBL service is founded on a secured and integrated logistic network up to delivery at final destination. This allows us to offer exceptional logistics solutions dedicated to our customers.

Here we have listed some of the key services that were launched in 2014 to highlight the demanding and ever fluctuating service routes that our dedicated team continually strive to offer our customers. Please contact your local agency office for more service details.

### New Group Service Destinations & Corridor Routings Launched In 2014

<table>
<thead>
<tr>
<th>Month</th>
<th>Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>December</td>
<td>• Following a new deal negotiated with Rift Valley Railways [RVR], operator of Kenya-Uganda Railways, competitive and reduced rates offered to ICD Embakasi, Nairobi from Mombasa, Kenya.</td>
</tr>
<tr>
<td>November</td>
<td>• After a period of political unrest we reopened our TBL service from Douala, Cameroon to Bangui, Central African Republic [CAR].</td>
</tr>
<tr>
<td>October</td>
<td>• Launched a new TBL reefer solution via Walvis Bay.</td>
</tr>
</tbody>
</table>
| September| • New inland destinations through Mombasa port [Kenya] to North Kivu region of DRC to include Bani, Butembo and Kisangani.  
• New corridor offered from Maputo [Mozambique] to Hwange [Zimbabwe] by rail. South African ports of Durban and Coega offers TBL by road and rail to Zimbabwe, Zambia, Malawi, Lesotho, Swaziland, Botswana and DRC. |
| August   | • New trucking service to South Africa destinations banded by distance/radius.  
• New destinations available from South African ports to Francistown [Botswana] by rail, Mbabane and Manzini [Swaziland], Kwekwe [Zimbabwe]. |
| July     | • New Group agency opens in N’Djamena [Chad].  
• CMA CGM Group launched first train between the Unicargas Terminal of Luanda [Angola] and the dry port Multiparques, located in the industrial zone of Viana, 25 km away. |
| June     | • ‘Flexcost TBL’ launched providing customers with more flexibilities in terms of splitting cost. |
| May      | • To cover the market of Botswana, CMA CGM Shipping Agencies South Africa opened a new office in Gaborone. |
| April    | • New inland destinations in Mozambique now offers Chimioio, Matola and Inhambane via Maputo and Tete via Beira. |
| February | • CMA CGM / DELMAS expanding its facilities in Dakar, Senegal, with the addition of TCD2 a dedicated multi-activity 15,000m² logistic terminal |
| January  | • Group expands Kenya-Great Lakes with 12 new Kenyan routes available as options on our CTBL service.  
• Offers new service Durban-Johannesburg by road. |
Malawi Now Offered On A Weekly Basis

CMA CGM / DELMAS provides an efficient and extensive coverage of all major cities in Malawi including Lilongwe, Blantyre and Mzuzu. We serve both the ports of Beira and Nacala with 3 dedicated services: New Mozex, New Swahili and Rhino Express services. We can offer both onward rail and road options with good transit times.

Our local agents have built on relationships with 3rd party logistic providers on both pricing and tariffs. Our dedicated team is in place to ensure service quality for shipments using rail companies and road hauliers that are well known and recognised on the market. If transiting the Beira corridor we have a bond agreement with customs in place and have our own broker at our agency office to shorten clearance time and trucking. New agreements has been signed with our local agency CC Mozambique and freight transporter J&J lda. If using the Nacala corridor, the Group is in a position to obtain regular allocations and are in continuous negotiations with all stakeholders including CDN the National Rail operator.

We have also gone to great lengths to ensure that the administrative side of shipping is convenient as possible. We are able to arrange your customs documentation, insurance and the payment of port terminal charges on your behalf. We also make sure that the documents are prepared and delivered on time.

<table>
<thead>
<tr>
<th>Country</th>
<th>City</th>
<th>Contact</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malawi</td>
<td>Lilongwe</td>
<td>CHOKOTHO Karl</td>
<td><a href="mailto:ilw.kchokotho@delmas.com">ilw.kchokotho@delmas.com</a></td>
</tr>
<tr>
<td>Mozambique</td>
<td>Beira</td>
<td>COSTON Benjamin / HO POON Jennifer</td>
<td><a href="mailto:ber.tbl@cma-cgm.com">ber.tbl@cma-cgm.com</a></td>
</tr>
<tr>
<td>Mozambique</td>
<td>Nacala</td>
<td>COSTON Benjamin / MLAMBALA Weston</td>
<td><a href="mailto:nac.tbl@cma-cgm.com">nac.tbl@cma-cgm.com</a></td>
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<thead>
<tr>
<th>Beira</th>
<th>Lilongwe</th>
<th>Blantyre</th>
<th>Mzuzu</th>
<th>Transit time</th>
<th>Delivery term</th>
<th>Modus</th>
<th>Transit time</th>
<th>Delivery term</th>
<th>Modus</th>
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<td></td>
<td>4</td>
<td>Ramp</td>
<td>Road</td>
<td>3</td>
<td>Ramp</td>
<td>Rail</td>
</tr>
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<td></td>
<td></td>
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<td></td>
<td>4</td>
<td>Ramp</td>
<td>Road</td>
<td>3</td>
<td>Ramp</td>
<td></td>
</tr>
<tr>
<td>Nacala</td>
<td>Lilongwe</td>
<td>Blantyre</td>
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<td>3</td>
<td>Ramp</td>
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<td>3</td>
<td>Ramp</td>
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</tr>
</tbody>
</table>

Burkina Faso Agency Opens New Offices

The CMA CGM / DELMAS agency office in Ouagadougou, Burkina Faso has been relocated. Our expert TBL team is in place and can offer expert local advice.

Just last year we announced the opening of a new road corridor to Ouagadougou via the port of Tema, Ghana with a transit time of just 12 days. This intermodal solution was launched in addition to the our existing routes via Abidjan, Côte d’Ivoire and Lomé, Togo. All transit corridors are running and operating well. For all booking and rate requests please contact your local agent.

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Avenue KWAME NKRUMAH
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01BP 4101 Ouagadougou
Tel: +[226] 25 41 77 72
Tel: +[226] 25 41 77 73
2014: East African Community Makes In-Roads

East African Community [EAC] partner states made significant progress during 2014 in terms of integration by ratifying and implementing several protocols and agreements. The single customs protocol has been properly implemented in the northern and southern corridors.

The northern corridor runs from the Kenyan port of Mombasa to Ugandan capital Kampala, before continuing on to Rwandan capital Kigali. The southern corridor runs from the Tanzanian port city of Dar es Salaam to Burundian capital Bujumbura and Kigali.

The 5-member states have introduced a single window at the 2-ports, the main entrances to the region and countries have also introduced an electronic cargo tracking system. All documentation and transactions regarding the movement of goods are now done at one point in order to reduce business costs and time spent. By implementing the single customs protocol, roadblocks and other non-tariff barriers have been removed or reduced within the entire EAC region. During the year the bloc also invested in numerous road and rail projects.

While Tanzania, Rwanda and Burundi are investing in central railway corridor projects, which will also connect the region to the Democratic Republic of Congo [DRC], Kenya is engaging in a standard gauge rail that will facilitate business between Kenya, Uganda, Rwanda and South Sudan, which has already applied to join the EAC.

Mozambique, Zambia and Malawi Growth Triangle

Trade experts have called for the formalisation of the Zambia-Malawi-Mozambique Growth Triangle [ZMM-GT] by member countries to expand trade activity between economies.

The Center for Trade Policy Development [CTPD] noted that the non-binding framework of the ZMM-GT had stagnated since being operationalised in 2003.

The ZMM-GT was established with the view to transform the sub-region into a vibrant and dynamic economic growth area through joint ventures [JV] and improved infrastructure. It was the brainchild of the Economic Commission for Africa [ECA] southern Africa regional office and the United Nations Development Programme in 1999.

A meeting of economic experts from the 3-countries was recently held in Maputo, Mozambique to discuss the reactivation of the scheme. Key areas of focus include the establishment of the ZMM-GT permanent secretariat and putting in place systems and mechanisms for mobilising both public and private resources for improving economic infrastructure in the region. The meeting also recommended the involvement of national private sector forums to own and steer the Growth Triangle policies and projects within each national context.
EAC Integration Benefits Rwanda - Nemba One-Stop Border Post

Gone are the days when traders and transporters used to spend hours at Nemba Border while trying to get green light to cross from Rwanda into Burundi.

The delays at the border in Bugesera District cost time and impacted negatively on the travellers’ finances and the Rwandan economy in general. That changed with the establishment of One-Stop Border Post [OSBP]. Since the construction and opening of the OSBP, customs and immigration officials of Rwanda and Burundi operate under the same house.

Nemba border post has seen a rise in its use. Business people who import and export to the Bujumbura no longer go through Akanyaru border opting to now use the Nemba border. The initiative is clear evidence that East African Community [EAC] integration is possible and that all the Rwandan borders need to follow the same model.

The African Development Bank [AfDB] injected US$45 million to establish the Nemba OSBP including the construction of 20kms highway from Mayange Sector in Bugesera, that connects to Kirundo on the Burundian side.

EAC Designated OSBP
- Taveta-Holili - Kenya and Tanzania
- Namanga - Kenya and Tanzania
- Busia - Kenya and Uganda
- Malaba - Kenya and Uganda
- Nemba - Burundi and Rwanda
- Kanyaru-Akanyaru - Burundi and Rwanda
- Mutukula - Tanzania and Uganda
- Gasyenyi-Nemba - Burundi and Rwanda
- Lungalunga-Horohoro - Kenya and Tanzania
- Rusumo - Rwanda and Tanzania

Further OSBP’s in pipeline are Gatuna border post, Rubavu [Grand Barriere], Bweyeye and Cyanika border. Rwanda is also constructing more OSBP at Kagitumba post that will connect Kigali to Uganda.

[Rwandan Independent 22/12/14]

Rwanda

RRA/Clearing Agents In Joint Effort To Boost Competitiveness

Rwanda’s customs could become more competitive following a Memorandum of Understanding [MoU] signed between Rwanda Revenue Authority [RRA] and the Rwanda Freight Forwarders Association [ADR] that seeks to set up a framework of co-operation between RRA, Customs and ADR to facilitate trade. The move ensures that fiscal fraud is combated through collaboration and that business risk are minimised. The MoU will streamline service delivery and ease information dissemination on clearing, taxation and customs matters and is in line with provisions of the East African Customs Management Act and regulations covering the operations of customs and clearing agents. ADR is a non-profit organisation established in 1998 to represent all clearing and forwarding firms in Rwanda. There are 159 clearing agents in Rwanda.

[New Times 07/01/15]
Kenya

10,000km Road Construction Project Kicks Off

An ambitious 10,000km road construction project by the Kenyan government has finally kicked off. The total estimated cost of the project is US$9 billion. Construction will run in 3-phases divided into 2,000km, 3,000km and 5,000km sections. Phase 1 has been subdivided into 45 lots. The Government has already received tenders from 49 bidders who have been pre-qualified. Successful completion will make way for the launch of Phase 2 of the construction project. Projects will be undertaken over 3-years under a Public Private Partnership [PPP]. Funding will be by local banks and other financiers under an annuity model with minimum state funding. In this model, the contractors will be tasked with constructing, operation and maintenance of the roads.

[Construction Review 12/01/15]

Webuye-Kitale Road Completion Delayed To 2016

The Kenya National Highways Authority note the Webuye-Kitale road rehabilitation will now be completed in January 2016. The contractor has sought an extension of 14 months due to additional works, bad weather and delays in taking possession of the site. The Sh3.3 billion, 58km road is funded by the World Bank and the Government under the Kenya Transport Sector Support Project. Construction started in January 2013 for a contract period of 24 months and was expected to be complete early 2015.

[The Star 22/12/14]

Mozambique

Maputo, Catembe Suspension Bridge

Construction of the US$725 million Maputo/Catembe bridge is expected to begin in Q1 2015 - the largest single suspended span on the continent – and be completed by the end of 2017. About to enter the final phase of preparations for the work, Empresa de Desenvolvimento de Maputo Sul [EDMS] noted the suspension bridge will be 680m long, have 2-towers 137m high and 2-anchor blocks for suspending cables. The bridge will link the north and south shores of the capital’s Bay channel. At the north end a tower will be installed in Maputo port while the second tower will be built over the Maputo bay on a floating platform. Both the bridge and the Maputo Ring Road [ECM] are being implemented by the China Road and Bridge Corporation. ECM is already in its final stage and includes 7-road sections over 74km.

[Macauhub/CN/MZ/PT 15/12/14]
Nampula-Cuamba Road Project

Repair and paving work on the 348km Nampula to Cuamba road is being completed by October 2015. The project was due to be finished in August 2014 but was delayed in construction. The project, connecting Nampula and Cuamba, is divided into 3-lots and awarded to 3-companies. It is estimated to cost US$267 million financed by the Government and partners such as the Japanese International Cooperation Agency [JICA], the African Development Bank and South Korea’s Export-Import Bank [Ex-Im].

<table>
<thead>
<tr>
<th>Lot A</th>
<th>131km Nampula to Ribaué</th>
<th>China Henan International Cooperation Group [Chico]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot B</td>
<td>103km Ribaué to Malema</td>
<td>China Communications Construction</td>
</tr>
<tr>
<td>Lot C</td>
<td>114km Malema to Cuamba</td>
<td>Portuguese construction company Construções Gabriel AS Couto</td>
</tr>
</tbody>
</table>

Chimoio-Espungabera Road Completed

Work on the road connecting the city of Chimoio and the border town of Espungabera [Mossurize] in Mozambique’s Manica province was concluded by the end of 2014. The rehabilitation of the 240km road costing US$110 million, by Portuguese company Mota-Engil, was began in September 2011 and financed by the World Bank, Portugal and Mozambique. The road is the main artery linking the city of Chimoio, the district headquarters of Sussendenga, the administrative post of Dombé and the border town of Espungabera, the district headquarters of Mossurize, bordering the Chipinge district in Zimbabwe. All are strategic regions for agricultural, livestock and mining production.

Rwanda

7,192km Of Roads To Be Upgraded

The Ministry of Infrastructure has announced plans to rehabilitate and pave more roads across Rwanda. It hopes to achieve its 2nd Economic Development and Poverty Reduction Strategy [EDPRS] goals through upgrading and repairing an additional 7,192km. The EDPRS is part of Rwanda’s vision 2020 aiming to reduce the cost of doing business. The project will include the 208km Kagitumba-Kayonza-Rusumo road, 63Km Butaro-Kidaho road, 185Km Kivu belt and the 125Km Base-Gicumbi-Nyagatate road. US$11m had been set aside in the fiscal year 2014/2015. The percentage of paved roads is expected to rise to 95% up from the current 86% by 2017 with 1,011km expected to be tarmacked by 2018.
South Africa

N3 Toll Concession To Invest R1bn On N3 Expansion

N3 Toll Concession [N3TC], the company managing a portion of the N3 toll route between South Africa’s inland provinces and Durban Port in KwaZulu-Natal, plans to invest nearly R1-billion on expanding and upgrading sections of the critical freight and logistics corridor over the next 3-years.

The company manages the N3 between the Cedara interchange near Hilton, in KwaZulu-Natal, and the Heidelberg South interchange, in Gauteng, on behalf of the South African National Roads Agency. Work on a R444-million rehabilitation project on the road between Mooi River and Estcourt, in KwaZulu-Natal, started in 2013 and will be completed towards the end of this year.

In addition, rehabilitation on the N3 between Harrismith and Warden, in the Free State, will start later this month. This 60km section would be reconstructed in both directions at a cost of R413-million. Raubex subsidiary Roadmac Surfacing had been contracted to perform the reconstruction, while project designers SNA Consulting Engineers would oversee the execution of the project, which was due for completion by April 2017.

A third road project would be undertaken between Cedara and Tweedie, in KwaZulu-Natal, with work to start in August. This R400-million expansion project, over 14 km of the N3 toll route, was likely to be completed within 24 months. Two additional traffic lanes, one in each direction, would be constructed to increase the route’s capacity in this high-traffic zone. The Umgeni river bridge would also be expanded as part of this project.

South Sudan

Juba-Rumbek Highway To Cost US$700 Million

Construction of a 400km long highway from Juba to Rumbek is to proceed following the ground breaking of the US$700m project by President Salva Kiir. Work will be undertaken by Shandong Hi Speed Construction Group from China. Construction is in line with the government’s plan to develop a secure transport system to foster economic development. No timeline has been given.

The country is also planning other road projects including the Juba to Nimule road at its border with Uganda and the Juba Bor road following a signed agreement between Jonglei state government and Korea’s UNMISS.
Swaziland

Manzini To Mbadlane [MR3] Highway Project

The Kingdom of Swaziland has received a loan from the African Development Bank [AfDB] to finance the Manzini to Mbadlane [MR3] highway project to improve regional interconnectivity. The project includes civil works, consultancy services, community feeder roads and axle load control. Bidding documents are expected to be available in June 2015.

[AfDB 20/12/14]

Tanzania

Construction Of Dar Es Salaam Flyovers Suspended

Construction of the much awaited flyovers in Dar es Salaam could take longer to see the light of day as project implementation has been suspended due to financial constraints and delayed procurement procedures. For example the Tazara flyover construction, funded by the Japan International Cooperation Agency [JICA], awaits completion of procurement procedures for construction materials. The Government is to re-advertise the tender after the first attempt proved futile. The government is also still soliciting for appropriate shareholders to collaboratively work on the construction of bridges at Ubungo, Chang’ombe, Magomeni, and Fire-Kamata.

[Guardian 19/12/14]
**Uganda**

**Mukono-Kyetume-Katosi-Nyenga Road Negotiations**

The Ugandan Government is in negotiations with a new contractor for the US$91 million upgrade of the 74km Mukono-Kyetume-Katosi-Nyenga road project. It is negotiating with M/S JV SBI International Holding who placed a joint bid with Reynolds Construction Company Limited [RCC] for the project. The road is situated in central Uganda, connecting Mukono District to Jinja district through the newly created district of Buikwe.

Construction work had already begun by Chongquing International Construction Corporation [CICO] who had been subcontracted to the project by Eutaw Constructions Ltd who had won the original tender. The contract won by CICO was initially challenged and cancelled by the Inspectorate of Government following procurement mismanagement claims.

[Construction Review 06/01/15]

**Zambia**

**Central Province Road Works**

The Link Zambia 8000 road infrastructure project will cost about US$31.42 billion according to Minister of Commerce, Trade & Industry Robert Sichinga. Under the program several roads are earmarked for upgrading by 2020. A 210km stretch of the Great North Road from Lusaka to Kapiri Mposhi is to be upgraded into a dual carriageway.

Plans are on the drawing board to widen the Great North Road from Serenje to Nakonde. The Kabwe-Mikushi and Mpula-Masansa [306km], Mumbwa-Kasempa [284km], Mumbwa-Itezhi-tezhi [109km] and Kasisi-Chisamba roads will also be upgraded to bituminous standard. Namwala-Baanga, Pontoon-Mumbwa road and T4-Shikabeta-Mbonshya-Chingombe-Mission-Old-Mikushi roads [joining Lusaka and Central provinces] are the other roads taken on board.

A stretch of 109km of Mumbwa-Itezhi-tezhi road is currently under construction at a cost of K285.8 million. Mumbwa-Landless Corner, which connects Mumbwa to the Great North Road and serves as a main arterial road is another important road in Central Province.

Jizan Construction Company was awarded a K175 million contract in 2013 to tar a 65 km stretch while China Hainan completed a 50km stretch in 2012 of the road, which was neglected for many years. As part of Link Zambia 8000 many township roads are also being tarred.

[Daily Mail 11/01/15]

**Zimbabwe**

**Harare-Beitbridge Highway Dualising Advances**

Negotiations to secure funding for the dualisation of Harare-Beitbridge highway are at an advanced stage while government is planning to open bids to dualise major highways under a Build Operate Transfer [BOT] model. The highway is part of the Chirundu corridor on the Zambia border, the busiest road linking the country to its major trading partner South Africa and is also a passage for traffic heading north. The rehabilitation of the 823km Plumtree-Bulawayo-Harare-Mutare road is 95% complete. The Development Bank of South Africa [DBSA] provided a US$206 million loan for the project.

Meanwhile the dualisation of the Harare International Airport Road, which was taken over by the transport ministry from Augur Investments whose contract was terminated over alleged lack of capacity, is now 80% complete.

[ZimEye 19/12/14]
Kenya

China Gives US$969 Million For Mombasa-Nairobi Rail Project

China has disbursed US$969 million, approximately 30% of its total financial commitment, to the mega Mombasa-Nairobi Standard Gauge Railway project. In a loan deal signed on 11th May 2014, during the state visit of Chinese premier Li Keqiang, Kenya agreed to fund 85% of the 485km line’s total estimated cost of US$3.8 billion. The funds are being channelled through state-owned Exim Bank, charged with supporting China’s foreign trade and investment through concessional loans. Construction by China Road and Bridge Corporation is set to start later this month and run for 42 months. The project is expected to contribute 1.5% to the GDP.

[The Star 09/01/15]
Sh2.4 Billion For New RVR Locomotives

Rift Valley Railways [RVR] has received 20 new locomotives at a cost of Sh2.4 billion as the Mombasa-Kampala railway concessionaire seeks to boost its capacity. These units will double the monthly cargo haulage capacity up to 270,000 tonnes. RVR is also refurbishing some 350 fuel-tank wagons, as well as locomotives for shipping steel. Another batch of 11 locomotives will be shipped in by April 2015.

Mozambique

Sena Railroad To Be Completed Q1 2015

The Sena Line Reconstruction Brigade [BR CL] has noted work to boost the capacity of the Sena railroad from 6.5 million tons to 20 million tons of cargo per year are now in the final stages. The €163 million contract commenced in June 2013 and should be completed in Q1 2015. The project covers 575km between the coal town of Moatize, in Tete province and the port of Beira, in Sofala province. Ongoing work includes laying tracks and ballast, rebuilding 300 bridges, culverts and aqueducts, notably restoration of the Dona Ana bridge that connects the banks of the Zambezi between Sena in Caia, and Mutarara. The Sena line experiences heavy traffic of an average of 21 trains per day, of which 17 are loaded with coal.

Namibia

Five TransNamib Locomotives To Arrive

A consignment of 5-refurbished locomotives belonging to TransNamib is expected to arrive in Namibia this month as part of 10 vehicles which the parastatal plans to acquire during the course of 2015 at a cost of over N$71 million. The units, manufactured by Transnet Engineering company in Pretoria, South Africa, are part of TransNamib’s turnaround plan to standardise its fleet.
South Africa

Transnet Receives US$250 Million To Enhance Freight Corridors

The African Development Bank (AfDB) has loaned US$250 million to public logistics group Transnet. The 20 year loan will enable Transnet to increase its capacity and meet the Government’s strategy of transition of goods transportation from road to rail to ensure the viability of freight corridors. Funds will be used to acquire locomotives to achieve a freight capacity of 176 million tons per year against 80 million today.

Transnet has an ambitious 7-year US$27.5 billion investment plan [2013-2020] to repair, improve and develop its infrastructure, and to make South Africa efficient and competitive in its transport sector. Some 51% of the total investment will be used to repair or replace existing infrastructure and the rest will be used to acquire additional capacity. In 2010 AfDB already granted a first loan of US$400 million to Transnet.

The national transport policy advocates a modal shift from road to rail, in order to achieve a better balance between these two modes of transportation in the freight sector and reduce logistics costs. In addition to South Africa, the logistics group serves other Southern African countries, including Swaziland, Mozambique, Namibia, Botswana, Lesotho, Zimbabwe, Zambia, DRC Congo and Tanzania.

NRZ Sign Deal For Bulawayo-Victoria Falls Rail

New Limpopo Project Investments [NLPI] a subsidiary of South African Grindrod has entered into an agreement with the National Railways of Zimbabwe [NRZ] to service the 470km rail between Bulawayo and Victoria Falls to provide a North-South corridor.

The state-owned NRZ’s poor financial position has meant that it is not able to service its railway lines and most of the tracks are in disrepair. NRZ remains the owner and operator of the track, which completes the line between South Africa and Zambia through Zimbabwe. NLPI acquired an 85% stake in BBR in June 2014 making it the majority owner of the Bulawayo-Beitbridge rail line [BBR]. The agreement with NRZ gives it access to the railway line from Beitbridge to Victoria Falls and access to Zambia, Malawi and the Democratic Republic of Congo [DRC].

“\nOur objective is to significantly increase the total tonnage carried on the BBR railway line as part of our broader ambitions for the North-South Rail Corridor and we are putting in place the operational capacity, human resources, infrastructure and systems to support those objectives."

Grindrod

Zambia

Grindrod Provide US$500 Million For Angola-Zambia Rail Project

South African based Grindrod Limited Group, which recently partnered Zambia’s North Western Rail Limited to construct a 580km railway line has provided US$500 million for the first phase of the project worth US$1 billion. The line link Zambia and Angola, stretching from Chingola in Zambia’s copper mining region to Angola - a visionary investment on part of both countries to aid future economic development. The Zambia North West Rail will also relieve pressure from the roads as cargo will now be transported by rail.

The first phase of the project, which is 290km, will run from Chingola to the Kansanshi, Lumwana and Kalumbila mines in north western Zambia. Once completed, the line will provide a cheaper and more effective means of transporting mineral related goods between the North West and Copperbelt regions of Zambia. The second phase of the project will connect with the Benguela railway line on the Zambia-Angola border near Jimbe and will open a direct corridor to Lobito at a cost of US$500 million.
Cameroon

**Batchenga-Ntui-Yoko-Lena Road Development**

Cameroon has received finance from the African Development Bank [AfDB], Bank of Central African States [Banque des États de l’Afrique Centrale, BEAC], Agence Française de Développement [French Development Agency, AFD] and the Japan International Cooperation Agency [JICA] for the extension and modernization of the 248.6km Batchenga-Ntui-Yoko-Lena road to include a 400m bridge over the Sanaga River. The aim is the exploitation of the Mbam and Sanaga agricultural basin.

[AFDB 14/01/15]

Côte d’Ivoire, Guinea, Liberia, Sierra Leone

**Mano River Union Road-Building Program [PARFT/MRU]**

The Governments of Côte d’Ivoire, Guinea, Liberia and Sierra Leone have requested financing for development of the Danané-Lola [87km], Bloléquin-Toulépleu- Liberia border [65km], Taboo-Prollo [28km], Karloken-Fish Town [80km] and Harper-Cavally [16km] roads from the African Development Bank [AfDB]. The move is part of a greater scheme that addresses the numerous road checks and inadequate border posts that have characterized the region the last 20 years. [AFDB 06/01/15]

Côte d’Ivoire

**Fourth Abidjan Bridge Tender**

Not even a month after the Henri Konan Bédié [HKB] Bridge was officially opened a new tender has been released for a 4th bridge from Azito Yopougon to Boulay-Island. The project will be funded by the ECOWAS Bank for Investment and Development [EBID] and the West African Development Bank [BOAD]. The project is expected to promote the development and expansion of Boulay-Island.

[Agent 14/01/15]
The Henri Konan Bédié Bridge Opens Up Trade In Abidjan

Abidjan’s Henri Konan Bédié [HKB] Bridge was officially opened on December 16th. Both a bridge and a highway, this new €308 million expressway links the north and south of Abidjan, bringing the districts of Riviera and Marcory closer together. The bridge will free up both the Houphouët Boigny Bridge [1950s] and the Charles de Gaulle Bridge [1960s], which are heavily congested much of the day.

The HKB starts at an interchange on Boulevard François Mitterrand in Cocody district and crossing the Ebrié lagoon with a 1.5 km viaduct. On the northern, Cocody side, of the bridge, 10 toll booths mark a crossing point joining the old Bingerville road, the Blingué valley and the Boulevard de France. On the Marcory side another interchange curves round to the entry to Avenue Pierre et Marie Curie and the Boulevard Valéry Giscard d’Estaing. The new bridge will save time and reduce journey distances. For example, Riviera to Marcory will take 30 minutes less and will cut out 10 km.

HKB or the ‘Third Bridge’ took 3-years to build under a concession agreement with Socoprim, a company formed for this purpose with Bouygues Group as main shareholder, for it to construct and operate the future bridge. Funding came from the African Development Bank [AfDB], West African Development Bank [BOAD]; the ECOWAS Bank for Investment and Development [EBID], the Moroccan Bank for Foreign Trade [BMCE]; the Dutch Development Bank [FMO], and Société Financière Africaine [SFA]. It was built under a public-private partnership [PPP].

[17/12/14]
DRC

National Route #1 Development Project: Tshikapa-Mbuji Mayi

As part of the Transportation Master Plan for Central Africa [PPP/PDCT-AC] the Tshikapa-Mbuji Mayi road is to rehabilitated financed by the AfDB over 5-years.

The section forms part of the 3,130km National Road #1 [RN1] which is the backbone and main structural axis of transport in DRC. It connects the ports of Banana and Matadi, Lubumbashi, Kinshasa and the Zambian border. It serves the province of Bas-Congo, Bandundu, Kasai Occidental, Kasai Oriental and Katanga. It also joins the N2 at Mbuji-Mayi to serve Goma and Bukavu in the East providing a junction to Rwanda and Burundi.

[LADB 06/01/15]

Liberia

Public Works Contract On Ganta-Harper Road

The Ministry of Public Works has signed a US$42.7 million contract with China Railway No. 5 Engineering Group Company Limited for Phase-1 of the Fish Town-Harper Road Project. To be funded by the government and the African Development Bank it will run over 2-years.

The 130km road is part of the missing link on the Mano River Regional Connection; a subsidiary of the Trans-West Africa Coastal Highway System. It connects Conakry-Freetown-Monrovia-Abidjan. The corridor forms part of the key 510km highway between Ganta-Harper linking 4-southeastern counties.

[Liberian Observer 23/12/14]
Senegal

Dakar Toll Road Extension

A financing agreement has been announced by World Bank member the International Finance Corporation (IFC) and European public works and concessions firm Eiffage for the extension of the Dakar toll road. The 17km expansion requires €130-million investment through a 25-year concession contract to design, build, operate and maintain the dual carriageway. Development will be undertaken by Eiffage’s Senegalese concession company Société Sénégalaise de l’Amiante Ciment [Senac]. The expansion will connect the existing motorway to Dakar’s new international airport and the coast, while streamlining the road link between Dakar and Thiès.

IFC’s total investment in the project will reach €26-million, after it acted as the lead arranger and global coordinator of a €76-million debt financing package to Senac for the development of the existing road. An additional €50-million had been mobilised from the Western African Development Bank, the African Development Bank and Senegalese commercial bank the Banking Company of West Africa. The existing Dakar toll road was inaugurated by Senac in August 2013, becoming the first greenfield toll road public–private partnership [PPP] in West Africa.

KFAED Offers Loan For Touba-Dahra-Linguere Highway

The Kuwait Fund for Arab Economic Development [KFAED] inked a loan agreement with Senegal for US$35 million for the rehabilitation of the 115km Touba-Dahra-Linguere highway in central Senegal. The agreement was signed in Dakar by KFAED’s Deputy Director-General Hamad Al-Omar and Senegalese Minister of Economy and Finance Amadou Ba.