

Detailed Scoping Study (DSS) of Agenda 2063 African Integrated High Speed Railway Network and Masterplan

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Outline

- Background
- Approach
- Pilot projects
- Master plan
- Way forward

- A key initiative of Vision 2063 Agenda is the Continental Infrastructure High Speed Rail Initiative:
 - Aim is to connect cities and economic hubs across Africa to facilitate economic and physical integration of the Continent
- DSS for investigating
 - traffic demand forecasts, costs and revenue estimates,
 - corridor/ routes,
 - rail technology options,
 - innovative financing models, and
 - other related issues.to develop a 10-year implementation plan

Step 1

- Clearly establish an agreed project prioritization framework (PPF), which is to be applied to prioritize the proposed links and select 2 pilot projects

Step 2

- Assess the technical, financial and economic viability of the 2 pilot projects and develop a clear roadmap for their successful implementation

Step 3

- Develop the master plan and implementation roadmap for the 2 pilot projects and the first 10-year implementation plan

Step 4

- Continental workshop Addis and Adoption by STC TTIET

No.	Criteria	Weight
a.	Technical Viability: Presence of existing technical railway capacity and infrastructure	10
b.	Technical Viability: Presence of existing technical power capacity and infrastructure	5
c.	Financial Viability: Financial return	15
d.	Economic Viability: Economic return	10
e.	Country's Capacity: Financing capability of countries or regions	10
f.	Country's Capacity: Political Stability	10
g.	PPP Potential: Business environment	10
h.	Multi-Country Complexity: Number of jurisdictions a link need to go through	15
i.	Regional Integration: Improving intra-African trade	10
j.	Regional Integration: Improving intra-African trade	5

No	Pilots/Links
	Accelerated Pilots
1	Rail Link 34 Kigali, RWA - Dar es Salaam, TZA (Rank 43), and, combined with Rail Link 72: Kampala - Bujumbura[1] (Rank 5) (Eastern Region); and
2	Rail Links 35 & L36 (in combination): Walvis Bay - Windhoek - Gaborone – Pretoria (Rank 4 and 38) (Southern Region).
	Additional Pilots
3	Rail Link 20 Kampala, UGD - Nairobi, KEN (Eastern Region, Rank 1)
4	Rail Link 66 Ouagadougou, BFA - Abidjan, CIV (Western Region, Rank 6)
5	Rail Link 4 Tunis, TUN - Algiers, DZA (North-western & Northcentral Region, Rank 8)
6	Rail Link 74 Niamey, NER - Cotonou, BEN (Western Region, Rank 18)
7	Rail Link 6 Sidi Bel Abbès, DZA - Casablanca, MOR (North-western & Northcentral Region, Rank 20)
8	Rail Link 56 Alexandria, EGY - Khartoum, SDN (North-eastern Region, Rank 41)
9	Rail Link 29 Asmara, ERI - Addis Ababa, ETH (North-eastern Region, Rank 47)
10	Rail Link 43 Lusaka, ZMB - Beira, MOZ (Southern Region, Rank 52)
11	Rail Link 17 Douala, CMR - Bangui, CAF (Central Region, Rank 66)
12	Rail Link 49 N'Djamena, TCD - Bangui, CAF (Central Region, Rank 67)
13	Combined: Rail Links #22, #23 Dakar-Tambacounda, SEN - Bamako, MLI, ECOWAS)
14	Rail Link 75 Lamu, KEN - Juba, SSD (LAPSSET, IGAD, EAC)

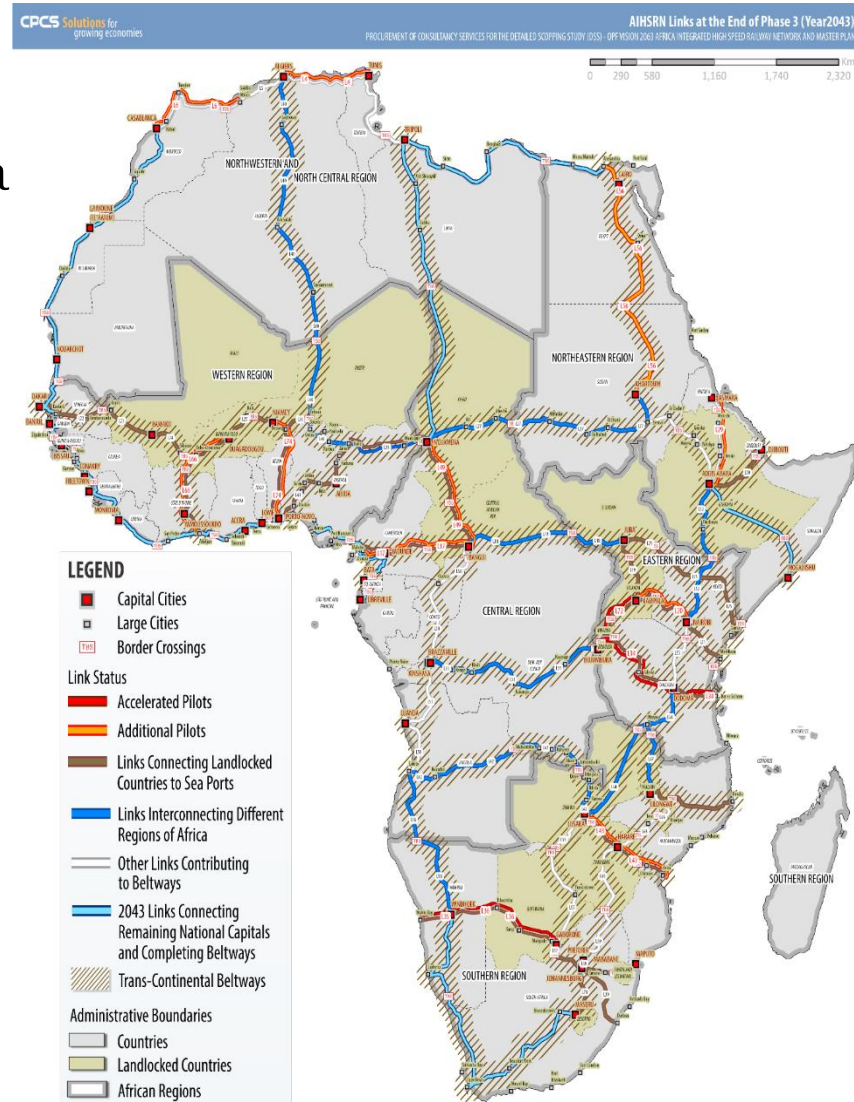
- Based on the results of the prioritization of the links, the accelerated pilots were selected:
 - 1- Rail Links 35 & L36 (in combination): Walvis Bay-Windhoek-Gaborone plus Gaborone Johannesburg; and
 - 2- Rail Link 34 Kigali-Dar es Salam combined with Kampala-Bujumbura
- The scope of the deskop scoping studies included traffic, revenue and operation costs projections, environmental, economic and financial analysis, route identification and capital cost estimates; legal and institutional analysis.
- ToRs prepared for the full feasibility of the pilots
- Multilateral treaties / cooperation agreement prepared

Masterplan 2033 - Meet first three objectives:

- Connect landlocked countries to sea ports;
- Provide interconnections between different regions/parts of African continent;
- Establish “Trans-Africa beltways”

Masterplan 2043 – Meet the last objective

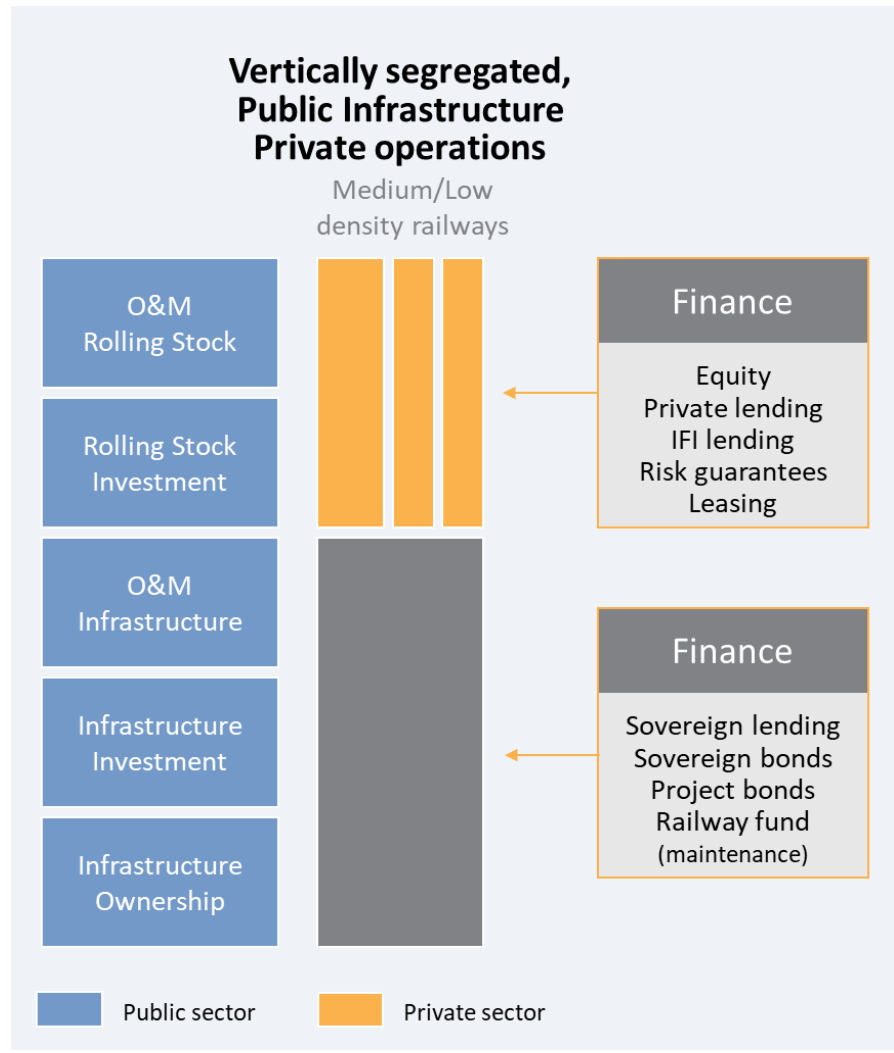
- Connect all political and economic capitals.



Standard Gauge Railway

- with 3 speed options for each line depending on traffic mix
 - **Category A** – High speed, passenger trains only
 - Speeds up to 320 km/h (or 330 km/h)
 - **Category B** – Semi high speed, mix of passenger and freight trains
 - Speed up to 240 km/h for passenger trains and up to 120 km/h for freight
 - **Category C** – mainly or only freight trains
 - Speed up to 120 km/h

Recommended Financing Policy



- Prepare/finalise ToR and RFP for feasibility study of the accelerated pilot projects
- Procurement: Feasibility Study of the accelerated pilot projects, including:
 - Conceptual and preliminary design
 - Technical, financial and economic viability assessment
 - PPP Structuring
 - Procurement Preparation (i.e. DB tender documents, RFP for engaging PPP transaction advisors, etc.)

For the two accelerated pilot projects:

- Capital Raising/Resource mobilization
- Engage consultants for the next stage, i.e. DB contractor or PPP transaction advisor

For the 10 additional pilot projects:

- Prepare and finalize TOR and RFP of feasibility of the ten additional pilot projects and proceed to procurement

For the two accelerated pilot projects:

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For the 10 additional pilot projects:

- Prepare and finalize TOR and RFP of feasibility of the ten additional pilot projects and proceed to procurement

- Construction of first Kilometre of the “Accelerated” HSR Pilot Projects
 - to be implemented by cooperating member states beginning December 2024.
- Construction of first Kilometre of the “Additional” HSR Pilot Projects
 - to be implemented by cooperating member states beginning December 2025.
- Concurrently, AUDA-NEPAD and AUC will implement the Master Plan 2033.

Thank you
Merci
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Obrigado

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