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

<table>
<thead>
<tr>
<th>No</th>
<th>Pilots/Links</th>
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<tbody>
<tr>
<td><strong>Accelerated Pilots</strong></td>
<td></td>
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<tr>
<td>1</td>
<td>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 Rail Links 35 &amp; L36 (in combination): Walvis Bay - Windhoek - Gaborone – Pretoria (Rank 4 and 38) (Southern Region).</td>
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<td>2</td>
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<tr>
<td><strong>Additional Pilots</strong></td>
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<tr>
<td>3</td>
<td>Rail Link 20 Kampala, UGD - Nairobi, KEN (Eastern Region, Rank 1)</td>
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<tr>
<td>4</td>
<td>Rail Link 66 Ouagadougou, BFA - Abidjan, CIV (Western Region, Rank 6)</td>
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<td>5</td>
<td>Rail Link 4 Tunis, TUN - Algiers, DZA (North-western &amp; Northcentral Region, Rank 8)</td>
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<td>6</td>
<td>Rail Link 74 Niamey, NER - Cotonou, BEN (Western Region, Rank 18)</td>
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<td>7</td>
<td>Rail Link 6 Sidi Bel Abbes, DZA - Casablanca, MOR (North-western &amp; Northcentral Region, Rank 20)</td>
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<td>8</td>
<td>Rail Link 56 Alexandria, EGY - Khartoum, SDN (North-eastern Region, Rank 41)</td>
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<td>9</td>
<td>Rail Link 29 Asmara, ERI - Addis Ababa, ETH (North-eastern Region, Rank 47)</td>
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<td>10</td>
<td>Rail Link 43 Lusaka, ZMB - Beira, MOZ (Southern Region, Rank 52)</td>
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<td>11</td>
<td>Rail Link 17 Douala, CMR - Bangui, CAF (Central Region, Rank 66)</td>
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<td>12</td>
<td>Rail Link 49 N'Djamena, TCD - Bangui, CAF (Central Region, Rank 67)</td>
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<td>13</td>
<td>Combined: Rail Links #22, #23 Dakar-Tambacounda, SEN - Bamako, MLI, ECOWAS)</td>
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<td>14</td>
<td>Rail Link 75 Lamu, KEN - Juba, SSD (LAPSSET, IGAD, EAC)</td>
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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 desktop 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
• 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.)
Next phases: Phase 1.2: January 2022 – December 2023

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
Next phases: Phase 1.2: January 2022 – December 2023

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
Next phases – Phase 3 (Jan. 2024-Dec. 2025)

• 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
شكرا
Obrigado

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