

AFRICAN UNION

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**RAIL DEVELOPMENT IN AFRICA:
STAKES AND PROSPECTS, OBJECTIVES AND MISSIONS
OF THE AFRICAN RAIL UNION (ARU)**

UNION OF AFRICAN RAILWAYS (UAR)

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***RAIL DEVELOPMENT IN AFRICA:
STAKES AND PROSPECTS, OBJECTIVES
AND MISSIONS OF THE AFRICAN RAIL
UNION (ARU)***

Document prepared by the ARU General Secretariat

**Conference of African Ministers
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I. INTRODUCTION

In the history of humanity, peoples that have developed coherent transportation systems that complement different modes of transport among which rail transport have prospered more leaving behind them those that have not been endowed with an efficient transport system.

In Africa, the importance of rail transport can be gauged from the policies and programmes implemented by :

- African governments
- Regional Economic Communities
- Specialized institutions at regional and continental level.

II. GENERAL SITUATION OF RAIL TRANSPORT IN AFRICA

- Heterogeneous and non-interconnected rail network: 83.987 km of rail lines for a surface of 29,6 Million km²
- 14 African countries do not have rail networks.
- Construction dates from the beginning of the 20th century starting from the ports to rural areas with the view to transporting natural resources to industrialized cities.

III. CHARACTERISTICS

- Low density
 - Africa: 2,7 km/1000 km²
 - Europe 400 km/1000 km²
- There are several spacing:
 - Standard European spacing 1435 mm (14%)
 - Narrow English spacing 1.067 (61,3%)
 - French metric spacing 1.000 mm ((19,2 %)
 - Low rail weight 25 kg – 36 kg whereas it is 45, 55, 60 kg in other continents
 - Low axle charge 14 – 17 tons
 - Europe 22,5 tons
 - United States 35 tons
 - Low speeds of train circulation 35/55 km/h
 - Radii of curvature 100 to 200 m
 - Lack of interconnection between the existing networks
 - Lack of transport policies and coordination between the various modes.

IV. PERFORMANCES AND WEAKNESSES OF THE AFRICAN RAIL NETWORK

- Delays accumulated in the renewal of the Infrastructures and Rolling stock
- Lack of real maintenance policies based on prevention
- Low availability of engines
- Bad rotation of the material towed
- Low quality of services

- Continuous fall of market shares
- Inability to face market and consumer needs
- Weak technical and financial performances
- Large financial deficits accumulated over the years
- Survival situation

V. AFRICAN RAIL UNION (ARU)

VI.1. MISSIONS AND STRUCTURES

- Specialized institution of the African Union responsible for rail development in Africa
- Study on the ways and means of unifying rail networks
- Standardization of equipment and rolling stock
- Interconnection of rail networks
- Coordination between railway and other means of transport
- Improvement of rail performances and quality services

VII.2. MISSIONS

- Improvement of railway services
- Connections of existing networks
- Construction of new lines
- Development of railway industry
- Establishment of an African wide-area inter-connected railway network

VII.3. HISTORY

Created in 1972 in Addis Ababa (Ethiopia)

- 33 member networks including Spoornet (South Africa)

Networks not yet allowed: Zimbabwe, Botswana, Namibia, and Madagascar.

Headquarters: KINSHASA, DEMOCRATIC REPUBLIC OF CONGO

VII.4. ORGANS

- Annual general assembly meeting
- The Executive Council, President + 5 vice-presidents elected for 2 years renewable
- General Secretariat under the authority of a Secretary-General elected for 5 years.

VII.5. WORKING GROUP

- Infrastructure
- Material and Equipment
- Large Corridors of traffic
- Human Resources Development
- Restructuring and Privatization
- Information, Communications, New technologies

VII.6. COMPOSITION

To date, the ARU is composed of 32 members who are either railway enterprises or ministerial departments in charge of railway transport. All of these members utilize 51.000 km lines distributed in five sub-regions in the following countries:

1. **North African sub-region:** Algeria, Egypt, Libya, Morocco, Mauritania, Sudan, Tunisia.
2. **West African sub-region:** Benin-Niger, Burkina Faso, Côte d'Ivoire, Ghana, Guinea, Mali, Nigeria, Senegal, Togo.
3. **Central African sub-region:** Cameroon, Congo, Gabon, Chad.
4. **East African sun region:** Djibouti-Ethiopia, Kenya, Tanzania, Uganda
5. **Southern African sub region:** Angola, Malawi, Mozambique, Swaziland, Tanzania-Zambia, Democratic Republic of Congo (*) Zambia and South Africa.
6. **Concessionary networks: TRANSRAIL SA (Senegal Mali), Cameroon, Gabon**
7. **Coordination unit: Dakar-Bamako Concession:**

VII.7. ORGANS

The organs of the Union are:

a) The General Assembly

This is the supreme organ of the Union that defines and implements policies and programs. It comprises representatives of all member networks and meets once a year.

b) The Executive Council

It is the body managing and monitoring the activities of the Union. It is chaired by a Chairman elected as per his curriculum vitae among leaders of member networks, according to the sub-region concerned and in application of the principle of rotation.

The chair is assisted by five Vice-Chairs each representing one of the sub-regions according to the principle of rotation between member networks of the five sub regions of the ARU.

The Executive Council is the main body charged with examining issues to be submitted to the General Assembly, particularly that concerning the work program, the budget, annual activities reports, and annual financial reports.

c) The General Secretariat

This is the administrative organ of the Union. It is charged with the application and implementation of the decisions of the General Assembly and of the Executive Council.

d) Regional Railway Organizations

North Africa, Central Africa, Southern Africa, East Africa, West Africa, CEN
SAD Member States, Arab Maghreb Union (AMU)

The General Secretariat has its seat in Kinshasa and is under the authority of a Secretary General elected according to his curriculum vitae and sub-region concerned and in application of the principle of rotation by leaders of member networks. Prior to his appointment, members of the Executive Council, who then decide to present his candidature during elections of the General assembly, interview him on his general, technical and railway knowledge.

The mandate of the Secretary-general is 5 years renewable once.

d) Technical committees

For studies and implementation of its work program, the ARU had constituted Technical Committees as follows:

- 1) Material and Equipment Committee
- 2) See and Interconnection Committee
- 3) Traffic Committee
- 4) Finances and Investment Committee
- 5) Personnel and Vocational training Committee
- 6) Documentation and Information Committee
- 7) Signals and Telecommunications Committee
- 8) Data processing Committee

VI. ACTIVITIES AND ACHIEVEMENTS

The ARU had to its credit a number of achievements and undertook to modernize the railway equipment, its effectiveness, competitiveness and impact on the economic development of States taken individually and collectively.

VI.1. Railway interconnections

VI.1.1. Guide plan of rail links

Since 1976, the ARU worked out a Guide plan of the rail links in Africa including 26.000km of new lines. This Guide plan could be considered as a significant contribution for the creation of a wide-area network with an inter-connected grid, likely to support intra-African trade development and in the final analysis, economic integration at the regional and sub-regional level. The OAU approved this Guide Plan in 1979 in Monrovia (Liberia)

VI.1.2. Standardization of material and equipment

Within the framework of its standardization policy, the ARU carried out by means of technical committees, several studies on the definition of standards and technical specifications or the formulation of recommendations adapted to the conditions of operating in Africa.

This procedure contributes in the achievement of long-term objectives that aim to facilitate interconnection and integration of railways.

These studies focused on the following areas:

VI.1.2.1. Spacing of rail lines

The adoption of a unified spacing system for all the continent being unrealistic for obvious reasons of cost conversion, three distinctive systems were retained:

North:	1435 mm
South and East:	1067 mm
West:	1000 mm

At the points of interconnection of these systems, the ARU recommended the use of the one of the following solutions:

- Transshipment of goods separately or out of standardized containers;
- Use of in deformable oars, "passengers and goods" with change of bogies at assembly points;
- Use of rolling stock equipped with axles with variable spacing.

VI.1.2.2. Standards of maintenance and repair of the material towed

Maintenance and repair standards of towed material used in international traffic were established at 800.000 km or 8 years cycle for material equipped with boxes with bearings, and 1.200 000 km or 12 years cycle for material equipped with boxes with rollers. The ARU recommended the generalized use of material equipped with boxes with rollers.

VI.1.2.3. Brake system

The ARU proposed that networks gradually move away from the vacuum brake system to the more powerful compressed-air brake system.

VI.1.2.4. Unification of gauges

A single gauge for all the track gauges in Africa was developed. This gauge includes obstacles, loadings and construction of the material.

VI.1.2.5. Types of attachment

The ARU adopted the AAR (Association of American Railroads) attachment most widespread in Africa, as a unified attachment. It is an attachment with jaws, whose breaking loads are 200 tons on collision and 150 tons on traction. The ARU recommended to all the networks that are yet to use it, to introduce it on the new materials. With regard to the height of attachment, an estimate of 825 mm between the top of the rail and the axis of plugging was retained. It is a "tropicalized" African attachment, conceived for ARU member networks.

VI.1.3. Railway line standards and specifications

The ARU has defined standards concerning:

- Platforms of new lines
- Railway line maintenance
- **Ballast** characteristics

The ARU has proposed the adoption of:

- Rails of 36 kg/m minimum and heavier rails from 45 to 60 kg for the renewal of the railway and the construction of new lines;
- Maximum slopes of 10% for new lines;
- Maximum speeds of 120 km/h for the metric gauge track and 160 km/h for the railway with 1435 mm spacing;
- Radiuses of curves higher than 300 m for the new lines.

VI.2. Human resources development

In the area of human resources, the ARU developed a project to create four sub-regional management-training centers, whose installation was envisaged respectively in Wardan (Egypt), Kabwe (Zambia), Zaria (Nigeria) and Brazzaville (Congo).

VI.2.1. African Higher School for Executives of Railway transport Management (ESSAC-GT)

The center of Brazzaville: The African Higher school for Executives of Railway Transport Management (ESSAC-WP) exists and functions since 1987. Following the war that occurred in Congo Brazzaville, the installations of the School underwent significant damage and the equipment was entirely plundered. The African Higher School for Executives of Railway Transport Management (ESSAC-GT) was created by decision of the Fourth General meeting of the African Railway Union (ARU) which took place in Accra from 25 to 30 October 1976. The ESSAC-GT is one of the four sub-regional centers created by the ARU. It is the only French-speaking center. The three others are Anglophones. The ESSAC-GT, whose seat is in Brazzaville in Republic of Congo, under the terms of an Agreement signed between the ARU and the Congolese Government, is an institution equipped with civilian personnel and financial autonomy. The management of the School is entrusted to a General manager under the authority of a Governing Board, which groups together the

General managers of the networks concerned. The French Co-operation funded the construction and the equipment of the School. Activities started in November 1987. From this date to June 5, 1977, the School benefited from the support of the French Co-operation for the funding of training, the renewal of teaching aids and office equipments. After the events of June 5, 1997, the French Co-operation suspended its support to the School while waiting for the effective resumption of teaching activities. This is why; the Board of directors requested the assistance of the Congolese Government in rehabilitating the School that was subjected to many damages and plundering between June 5 and December 31, 1997.

VI.2.2. Nigerian Railway Institute for Transport Technology (NITT)

The Nigerian Railway Institute for Transport Technology is a creation of the Federal Government of Nigeria established in Zaria where it is operational and covers all means of transport as well as technological research.

The Federal Government ensures funding of NITT operation and activities and coverage of services provided by the Institute to railways and other public or private companies.

VI.2.3. The Wardan center

The Center of Wardan was created by the United Nations (the ILO), which reassigned it to the Government and the Egyptian Railways. The Center trained trainees, for Egyptian, Sudanese, Ethiopian, Ghanaian, Namibian and Kenyan railways.

ARU procedure consists in signing a convention with the Government and the Egyptian railroads to confer on the center, the statute of Regional Railway Training Center.

While waiting for the outcome of contacts undertaken with the competent authorities, on customized training projects realized under specially negotiated conditions with Egyptian Railways.

VI.2.4. The Kabwe Center

The Kabwe Center had been retained in 1976 within the framework of at the Transport and Communications in Africa decade (1978-1988).

The politico-economic developments that occurred at the Southern African level with Angola, Namibia, Zimbabwe gaining their independence and the eradication of the apartheid system in South Africa brought new data in the choice of the center and the need for obtaining an agreement on the site for the center between the various Southern African networks.

The Union proposes to launch a broad consultation with the networks concerned in collaboration with the Southern African Railway Association (SARA).

In the area of advanced training and recycling of railway personnel, the Union developed and carried out several programs with the technical and financial assistance of UNIDO, Belgium, Canada, France and the United Kingdom.

VI.2.5. Information management system

Within the framework of the establishment of an information management system in order to equip member networks with a general signal system for planning and monitoring in all aspects of management and railway operation, the ARU collaborated with the UNCTAD. Indeed, to control and manage the movement of the goods and coaches, UNCTAD implemented in the various sub-regions systems such as the Goods Anticipated Information Systems (SIAM) and " Rail tracker". It is about an information system which immediately places at the disposal of transport operators and auxiliary professionals, reliable and useful data on all that occurs at the level of the various modes of transport (sea, rail, road, lake) and interfaces (ports and borders).

The UNCTAD also conceived and ensures the establishment of the "Rail tracker" follow-up and management of the coaches and railway freight Program on several railway axes.

VI.2.6. Promotion of the African railway Expertise

The project aims at setting up an inventory of African railway competences, which could be available to various users (Governments, development organizations, funding organizations).

Railway experts could constitute themselves into multidisciplinary teams to undertake studies or to carry out projects on behalf of the ARU, financial backers, States and Regional Economic Communities (RECs).

The experts could also undertake studies or operate changes in the networks, thus favouring an exchange of African expertise.

To meet these needs, the ARU with the assistance of the French Co-operation, set up an inventory of railway experts, whose management was entrusted with the ESACC-GT (updating, distribution to potential users)

The destruction of ESACC-GT equipment following the Brazzaville war interrupted the printing of this inventory.

The Rail Experts Consultancy firm established by the ARU in Douala, Cameroon in 2001 took up the project again.

The project was reactivated in 2000 with the creation in Douala of the Rail Experts Consultancy firm. A provisional list has been drawn and the final document will be approved by the 32nd General Assembly.

VI.7. Documentation and Information

The ARU was at the start of numerous publications among them the “African Rail”, and the statistical directory of African Railways.

The publication of the magazine and the directory was interrupted for several years. The “African Rail” publications restarted in 2000 on the General Assembly. The last publication of the statistical directory dates from 1998.

The ARU regularly organizes meetings devoted to knowledge sharing and exchange of experiences.

Thus, six symposiums were respectively organized on the themes: Development and cooperation in Africa (1978), Interconnection of railway networks in Africa (1981), Industrial development and manufacturing of rail material in Africa (1984), Funding of rail projects in Africa (1987), Railway contribution to urban transport and tourism in Africa (1990), Private sector participation in the activities of African railway networks (1992).

The symposium format was then abandoned to be replaced by round tables that have the advantage of examining current problems and proposing immediate applicable solutions instead of academic reflections.

Annual round tables were respectively organized on the following themes:

- Restructuring: the different stages and formulas (1994 in Lusaka - Zambia);
- Choice for the type of railway in Africa (1995 in Khartoum –Sudan);
- The rail issue in the 21st century (1996 in Abuja – Nigeria);
- The new African Rail Enterprise (1997 in Cotonou – Benin);
- The problem of railway privatization in Africa (1998 in Addis Ababa – Ethiopia);
- Transport infrastructure development and railway integration in Africa (1999 in Douala – Cameroon);
- How to transform railway administrations into market oriented commercial enterprises (2000 Cairo – Egypt);
- For a more efficient railway at the service of development and economic integration in Africa (2001 Brazzaville- Congo);
- For an African economic development policy in an integrated transport system (2002 Kinshasa – Democratic Republic of Congo);
- Railway integration in Africa: impact on economic development (2003, Dar Es Salaam – Tanzania)
- The role of railways in the development of national economies and in regional integration (Luanda, Angola, November 2004)
- The setting in concession of railways, options: implementation, results and prospects: (Nairobi, Kenya December 2005)

VII. GUIDE PLAN OF RAIL CONNECTIONS IN AFRICA

The configuration of the African rail network confirms the concerns of Europeans who had been the promoters and which before anything consisted in developing trade between western countries and Africa (exported African primary products for export, imported manufactured European goods).

By removing barriers existing between regions and states, the African rail transport system will be an important factor of growth and economic development.

The creation of the African Union supported by sub-regional bodies such as the Economic Community of West African States (ECOWAS), the Common Market for Eastern and Southern African States (COMESA), the Economic Community of Sahelo-Saharan States (CEN-SAD) and other groupings such as the Arab Maghreb Union will allow for the establishment of significant trade flows between African States.

The adoption by heads of the NEPAD program to combat poverty in Africa is an opportunity to put in place an integrated transport and modern interconnected and efficient rail system.

The ARU Guide Plan was conceived in 1967 to allow for railway contribution to African economic integration. It comprises 18 connections. The project was adopted by the fourth General Assembly of the Union, which met in Accra in 1976 and approved by Heads of State and Government during their summit held in Monrovia, Liberia in 1978.

The Guide Plan established as follows comprises 18 long-term (25-50 years) connection projects.

❖ PROJECT NUMBER 1

This comprises the following itineraries:

- a) Bamako-Sissako-Bobodioulasso with the view to linking Mali and Burkina Faso
- b) Sissako-Ouagadougou concerning Mali and Côte d'Ivoire
- c) Parakou-Niamey-Ansongo-Gao linking Benin, Niger and Mali
- d) Ouagadougou-Dori-Niamey linking Niger and Burkina Faso

❖ PROJECT NUMBER 2

This comprises the following itineraries:

- a) Ouagadougou-Koupela-Diapaga-Dosso linking Niger and Burkina Faso
- b) Anecho-Segboroué regarding delivery between Togo and Benin
- c) Pobe-Illaro concerning the link between Benin and Nigeria

❖ **PROJECT NUMBER 3**

This comprises the following itineraries:

- a) Kaura Namoda-Dosso-Niamey (Niger-Nigeria)

Concerning the connection between Nigeria and Niger

- b) Zaria-Gaya-Dosso
Linking Nigeria and Niger.

❖ **PROJECT NUMBER 4**

This comprises the following itinerary: Maiduguri-Ndjamena-Nyala linking Nigeria-Chad and Sudan.

❖ **PROJECT NUMBER 5**

This comprises the following itineraries: Dimbokro-Man (Côte d'Ivoire)-Nzerekore (Guinea)- Tambacounda (Senegal) -Nouakchott - Nouadhibou (Mauritania) - Marrakech (Morocco) to link Côte d'Ivoire, Liberia, Guinea – Senegal - Mauritania and Morocco.

❖ **PROJECT NUMBER 6**

This concerns itinerary Kousoussa (Guinea) and Bamako (Mali) linking Guinea and Mali.

❖ **PROJECT NUMBER 7**

This comprises the following itineraries:

- a) Sunyani (Ghana)-Ouagadougou (Burkina Faso)
- b) Accra – Tema (Ghana –Lome (Togo) linking Ghana and Togo
- c) Abidjan (Côte d'Ivoire) –Takoradi (Ghana) linking Côte d'Ivoire and Ghana

❖ **PROJECT NUMBER 8**

It concerns the following itinerary: Blitta-Pama (Togo)-Diapaga –Dosso linking Togo, Burkina Faso and Niger

❖ **PROJECT NUMBER 9**

This comprises the following itineraries:

- a) Yaounde - Cameroon-Bangui (Central African Republic) linking Cameroon and the Central African Republic
- b) Dein (Sudan) - Bangui (CAR) – Belinga (Gabon) linking Sudan – CAR – Congo - Cameroon and Gabon
- c) Belinga (Gabon) - Yaounde (Cameroon) linking Gabon and Cameroon.

❖ **PROJECT NUMBER 10**

This comprises the following itineraries:

Aswan (Egypt) - Wadi Halfa (Sudan)

Wau-Suba (Sudan)-Gulu (Uganda)

Juba (Sudan) - Mugbere (Democratic Republic of Congo)

Gulu (Uganda - Arua (Sudan)-Mugbere (Democratic Republic of Congo)

❖ **PROJECT NUMBER 11**

This pertains to the itinerary:

Sfax (Tunisia) - Tripoli - Salum (Libya) linking Tunisia and Libya.

❖ **PROJECT NUMBER 12**

It concerns the following itinerary: Salima - Lilongwe (Malawi) - Michindji - Mpika (Zambia) linking Malawi and Zambia.

❖ **PROJECT NUMBER 13**

Comprise the following itineraries:

a) Akordat-Tessenei (Ethiopia)

b) Addis Ababa (Ethiopia) Nairobi (Kenya) linking Ethiopia and Kenya

❖ **PROJECT NUMBER 14**

Concerns itinerary between Ilebo -Kinshasa (Democratic Republic of Congo) and Brazzaville (Republic of Congo) with the construction of a port between Kinshasa and Brazzaville

❖ **PROJECT NUMBER 15**

Concerns the following itinerary: Serpa-Pinto (Angola) - Kataba (Zambia) linking Angola and Zambia

❖ **PROJECT NUMBER 16**

Concerns the following itinerary: Gobabis (Namibia) and Francis-Town (Botswana) linking Namibia and Botswana

❖ **PROJECT NUMBER 17**

Concerns the following itinerary: Tsumed (Namibia) – Serpa Pinto (Angola) - Kinshasa (Democratic Republic of Congo) - Brazzaville (Congo) – Mbinda-Franceville (Gabon) linking Namibia, Angola, the Democratic Republic of Congo (DRC), Congo Brazzaville and Gabon.

❖ **PROJECT NUMBER 18**

Concerns the following itinerary: Gao - (Mali) - Abadla (Algeria) linking Algeria and Mali.

The Guide Plan must be updated taking into account priorities set by states and Regional Economic Communities so as to integrate it into the continental Guide Plan currently being prepared at the level of the African Union with a view to endowing the continent with a coherent, efficient and sustainable terrestrial transportation.

For its implementation, the ARU has prepared the terms of reference for the for the updated study based on the realization of the following ten (10) traffic corridors:

	CORRIDORS	LINES
1	NORTH-CENTER-SOUTH	Libya-Niger-Chad-CAR-Congo-DRC-Angola-Namibia
2	WEST-CENTER	1) Senegal-Mali-Burkina Faso-Niger-Nigeria-Chad 2) Senegal-Mali-Burkina Faso-Niger-Nigeria-Ghana 3) Côte d'Ivoire-Ghana-Togo-Benin-Nigeria-Cameroon
3	NORTH- EAST	Sudan-Ethiopia- Kenya-Tanzania-Uganda
4	NORTH-EAST-WEST	Sudan-Chad-Nigeria
5	EAST-SOUTH-SOUTH	1) Tanzania-Rwanda-DRC-Uganda 2) Dar Es Salaam-Kigoma-Burundi
6	EAST-CENTER	1) Sudan- Central African Republic-Cameroon 2) Kenya-Uganda-DRC
7	NORTH	Morocco-Algeria-Tunisia-Libya-Egypt-Mauritania
8	EAST-SOUTH	Tanzania-Zambia-Zimbabwe-Mozambique-South Africa
9	CENTRAL-SOUTH	Cameroon-Gabon-Congo- (DRC-Angola-Namibia
10	NORTH-WEST	Senegal-Mauritania-Morocco

The 33rd ARU General Assembly meeting in Nairobi from 7 to 9 December 2005 approved the project relating to the construction of principal rail axes in the form of radials namely :

RADIAL N° 1

LENGTH: 6500 km in order to connect Libya – Niger – Chad – the Central African Republic – the Republic of Congo Brazzaville – the Democratic Republic of Congo – Angola and Namibia.

RADIAL N° 2

LENGTH: 7800 km in order to connect Dakar (Senegal) – Bamako (Mali) – N'djamena (Chad) – Djibouti (Djibouti).

RADIAL N° 3

LENGTH 5.600 km to connect Kenya – Tanzania – Uganda – Rwanda – Burundi – the Democratic Republic of Congo with a possible extension to Ethiopia and Sudan.

T

**PROGRESS ACHIEVED IN THE
IMPLEMENTATION OF THE GUIDE PLAN**

WEST AFRICA

- 1) Action Plan for the interconnection of rail networks – 1994
Preliminary study carried out by the ECA in 1992

Funding of the feasibility study by the ADB (3,31 M \$)
Offer of Tender launched in the 2nd trimester of 2004.

- 2) AFRICA RAIL PROJECT

Interconnection Benin-Niger-Burkina Faso-Togo
Rehabilitation of existing lines (ex RAN – OCBN)
Construction of connections

ECOWAS

NORTH AFRICA AND THE ARAB MAGHREB UNION

- 1) STUDY RELATING TO the INSTALLATION Of a HIGH-speed TRAIN
- 2) CONSTRUCTION OF the LIBYAN RAILWAYS (3.179 km)

the LIBYAN PROJECT comprises

- a) 2000 km parallel to the Mediterranean along the coast starting from RAS ESDER to the border with Tunisia and starting from Sirte until MESSAP at the border with Egypt.
- b) 1000 km of interior lines starting from Sirte until SEBHA.
Branching out to TAROT for 170 km.

- the Libyan Project envisages an extension to Chad by passing through Niger with the view to developing a North-South transport corridor SEBHA (Libya) NJDAMENA (Chad).

During the summit of leaders and heads of state of CEN-SAD that was held in Niamey in March 2003, the project was supported by higher authorities that recommended its interlinking with the AFRICA RAIL Project.

CENTRAL AFRICA

* A preliminary study was carried out by the ECA in December 2001 with the view to producing a Guide Plan of rail links.

The terms of reference for the study were prepared by the ARU.

EAST AFRICA/ SOUTHERN AFRICA

* The ECA undertook a preliminary study with the view to interlinking East and Southern African rail networks

* The ECA and the ARU are collaborating with the East African Community (EAC) and SADC on this project.

CENTRAL AFRICA /SOUTHERN AFRICA

* In 2000, COMESA took the initiative in the construction of the railway project of the Greta Lakes with the view to achieving interconnection between the Greta Lakes and Southern African rail networks.

* The project is a combination of several modes of transport: Rail-Lakes Tanganyika, Kivu, Edward and related services.

* The countries concerned are: Burundi, Democratic of Congo, Rwanda, Uganda and Zambia.

- Proposed rail links:
 1. KASAMA/Mpulungu (ZAMBIA)
 2. BUJUMBURA/CYANGUNGU (Burundi and Rwanda)
 3. KIBUYE/BWERA (RWANDA-UGANDA)
 4. KIBUYE/KIGALI (RWANDA-UGANDA)
 5. KIBUYE/KIGALI (RWANDA)
 6. KABATORE/KASESE (UGANDA)

- The project equally comprises:
 - The rehabilitation of the Kasese/Kampala line
 - Modernisation of Mpulungu, Bujumbura, Cyangungu, Kibuye, Bwera and Kabatore ports.

- COMESA has equally requested the ARU to prepare the terms of reference for the study regarding the establishment of a Guide Plan of railway connections for COMESA Member States.

The terms of reference drawn up by the ARU have been made available to the Executive Secretariat of COMESA..

Within the framework of the preparation of medium and long-term NEPAD programmes, It is important that railways are included in the definition and the development of regional integration projects in the area of transport infrastructure. It is therefore desirable that experts are incorporated in the teams selected by the General Secretariat of NEPAD under the supervision of the African Union.

The terms of reference for the study relating to updating the ARU Guide Plan were prepared by the ARU to be integrated within the continental study on transport development in Africa under the aegis of the African Union.

VIII. DEVELOPMENT OF RAIL NETWORK IN AFRICA

It is through rail network that the Western powers ensured the configuration of states and proceeded by means of vertical orientation of the network to the extraversion of African economies having as consequence an intense maritime activity and a weak relation of horizontal exchanges between States of the continent.

Shortly after independence, African leadership was to proceed with significant reforms to ensure railway integration through the construction of a wide-area network with an inter-connected grid able to contribute to economic development and regional integration. It was thus necessary at the same time to benefit from the ten-year programs devoted by the United Nations for the Development of transport in Africa (1988-2001) and from the adoption of the Lagos Action Plan (1980) to plan the rehabilitation and modernization of existing network and the construction of the new lines.

Taking into account the fact that the railway in spite of its insufficiencies, had advantages in particular with regard to long-distance transportation, the African leadership should have taken the decision to confer to it the role of lynchpin of an integrated African system of transport by combining both complementary and competitive modes of transport.

IX. SOLUTIONS PROPOSED BY GOVERNMENTS

African leaders adopted solutions to the economic situation dependent on the international political environment and successive economic crises totally geared to satisfying national needs at the detriment of Community development projects and in particular the need to absolutely prioritize infrastructure development vis-à-vis the globalization challenge.

- Lack of political good-will to work out real transport policies
- Gradual abandonment of operational subsidies granted to the rail industry
- Extraordinary road transport development
- Investments reserved for roads due to procedures and policies applied by international institutions (the World Bank)
- From the 1950's doubling of investments intended for roads
- Fall in railway investments (Maintenance and Renewal)
- (Report/ratio 26% road against 13% rail)
- From the 1980's priority is given to agriculture
- From the 1990's economic adjustments

- Adjustment programs of the transport sector (PAST) priority given to human resource management
- Solutions adopted were imposed more through pressure from bilateral and multilateral financial institutions than by the African will to achieve economic development and regional integration in all sovereignty and by adopting planning and coordination of development policies supported by the existence of modern and quality infrastructures.

X. RESTRUCTURING AND PRIVATIZATION OF RAILWAY COMPANIES

As a result of economic deregulation coming from the United States, African governments, whose resources were considerably reduced due to persistent world economic crises, were obliged to disengage from public enterprises in general and railway companies in particular.

The objective being to ensure greater effectiveness, greater productivity and financial viability for railway companies that must be market satisfaction oriented trade enterprises. The implied solution must pass through an increased participation of the private sector in railway investments and development.

- Beginning of the process in 1990
- Evaluation of the process carried out by a team of ARU experts of the ARU 2001
- General option: Restructuring and putting into concession networks' development claims
- Infrastructure: state-owned property
- Public-private partnership: Recourse to international invitation to tender for the selection of a dealer responsible for railway development
- Little interest in finding sufficient partners for competition and transparency purposes.
- Financial standing of candidates insufficient to meet heavy rail investments
- States obliged to guarantee investments for private sector partners with financial backers
- Long delays in resource mobilization from financial backers

XI. PROBLEMS ENCOUNTERED IN THE MEETINGS OF THE CONSISTENCY OF THE CONCESSION

Concession meetings relate both to passenger and goods traffics.

- Reservation on the part of dealers to ensure the passenger service and concentrate only on high density freight service
- Passenger services considered non-profitable by dealers
- Inability of States to ensure compensation of non-profitable services
- Need for rail intervention in urban and suburban transport
- Need to define the lines between financial profitability and public interest
- Problem of the duration of the concession and vehicle inspection

- Problem of the level of royalties to be paid by the dealer
- Problems connected to the rationalization of human resources power as the principal method used with the resultant effect of the departure of all agents technically prepared to ensure a good network management
- Required investments outweigh dealers financial strength
- Need to set up a long-term railway investment fund in order to ensure sustainable rail network development.
- Management and funding of the rail investment fund
- Risks incurred by States and concessions;

Account taken of the experiences in the setting in concession of railways undertaken in Africa, it is necessary to carry out a second evaluation of the process so as to give Governments the possibility of rectifying targets and integrate new railway companies within the African vision and in the implementation of the NEPAD Action Plan.

XII DEVELOPMENT STAKES OF RAIL IN AFRICA

In face of globalization challenges based on competition between the various regions of the world, Africa must obtain an integrated network infrastructure·

- Modernization and rehabilitation of existing networks and construction of new lines·
- Rehabilitation and modernization of infrastructures·
- Interconnection of existing networks and construction of new lines in to develop the inter-African trade,
- Follow-up of the restructuring and privatization processes of companies and their transformation into real commercial enterprises
- Redefining the role of rail-bound transport in the national economy and the achievement of regional integration objectives
- Establishment of real transport policies at the national, sub-regional and continental levels by putting together both competitive and complementary modes of transportation
- Taking into account external costs and problems connected to the environment: (Internationalization of the external costs)
- Absolute priority given to infrastructure development and community projects
- Rail network must be the lynchpin of the African integrated transport system
- Development of transport planning at the national, regional and continental levels.
- Cost assessment of priority infrastructures in the projects identified in the NEPAD action plan
- Defining the level of contribution and forms of funding from African States
- Solidarity and contribution of the international community in the realization of NEPAD pilot projects
- Rationalization and coordination of finding procedures of development partners
- Defining the characteristics of the private sector called to intervene in the realization of NEPAD action plan in the area of infrastructures·
- Defining the role of development partners and African expertise in the design, implementation, conduct and evaluation of Community programs and projects·
- Modernization of investment selection methods in the area of infrastructures and development methods of African rail networks
- Development of the rail industry in Africa.

XIII. RAIL DEVELOPMENT AT GLOBAL LEVEL

XIII.1. BACKGROUND

- In every part of the world, the rail played an eminent role.
- In Africa, it made it possible for foreign powers to colonize different regions.
- The rail industry must serve the development and the economic liberation of the continent.
- Consequence of the persistent world economic crisis: increased confidence with the railway sector:
 1. China builds approximately 1000 km of rail per annum and will become the biggest railway network in the world by 2015.
 2. Europe through high-speed trains tries to find an effective solution to the movement of people and to economic and political integration
 3. In the United States, the railway contributed to regional development leaving room to the road option. However the American railways continue to play a significant role alongside other competitive modes such as road and air transport
 4. Profitable management, multimodalism: American option
 5. Japan, India and the Asian dragons are turning to constructing increasingly powerful rail networks by using new communication and information technologies.
 6. In the former USSR, priority is given to the rail. Planned economy. The railroads amounted to half of the kilometric ton available at global level, the other half divided into two parts. One quarter attributed to the USA while the other quarter to Europe and other parts of the world.

XIII.2. AFRICAN OPTION

IN ORDER TO MAKE UP FOR LOST TIME, AFRICA MUST PLAY THE RAIL CARD BY BANKING ON THE ADVANTAGES OF THIS MODE TRANSPORT FOR HEAVY AND LONG-DISTANCE TRANSPORTATION.

XIV. PROSPECTS

X.1. UPDATING THE ARU GUIDE PLAN

- Implementation of ARU Guide Plan
- 18 connections suggested by the ARU
- Reaction of the States and determination of priority connections by the States and RECs.
- Political good-will = Support for Community projects
- Implementation calendar
- Follow-up action and evaluation at the sub-regional level
- Coordination at the level of the African Union, RECs and the ARU

ACHIEVEMENTS

- a) 3000 km of built lines. TAZARA, TRANSGABONAIS, Cameroon, Burkina Faso
- b) Interconnection plan of rail networks of ECOWAS Member States. Feasibility study financed by the ADB in the form of grants 3,6 million US dollars
- c) AFRICA RAIL railway Project interconnection between Benign, Burkina Faso, Niger, Togo and Chad (Public-Private Sector Partnership) 1070 km cost: 6 Billion dollars
- d) Libyan construction project of 2000 km lines parallel to the Mediterranean between *RAS EJDER* the Tunisian border and starting from SIRTE until MESSAP towards the Egyptian border (Cost 10 Billion dollars) 1000 km of railway lines going from SIRTE to SEBHA and branching out to TAROT (170 km)

The project comprises an extension to Chad through Niger in order to develop a North-South transit corridor connecting SEBHA (Libya) to Ndjamen (Chad).

The project must be linked to the AFRICA RAIL project thanks to the joint actions between the States concerned, the ECOWAS, the CENSAD and the African Railway Union.

3) REGIONAL INITIATIVES

3.1. NORTH AFRICA

- Study of a project to put into circulation a high-speed Transmaghreb train (NEPAD)

3.2. CENTRAL AFRICA;

- Consensual action plan for infrastructure development.
OBJECTIVE: Development of a Guide Plan of railway lines based on the conclusions of the forum on infrastructure that met in Douala in November/December 2003.

3.3. EAST AFRICA AND SOUTHERN AFRICA

- Study undertaken by the ECA in 2002/2003 in order to carry out the interconnection of the rail networks of Southern and East Africa.

3.4. EAST AFRICA AND SOUTHERN AFRICA

- In the year 2000, the COMESA started the railway project of the Great Lakes aimed at inter-connecting that region and Southern Africa networks in addition to lake transport on the Tanganyika, Kivu and Edward to railways as well as other auxiliary services,
- The countries concerned with the project are Burundi, Rwanda, Uganda and Zambia (BOOT - BOO).

XV. RESTRUCTURING AND PRIVATIZATION OF RAILWAY COMPANIES

XV. 1. Options

- Fundamental changes in the world economy and trade flows

- Economic liberalization
- Globalization, regional groupings (Europe, America, Asia, Africa)
- Competition at the level of the international markets
- Fight against protectionism applied by the industrialized countries
- New WTO rules
- Competition between the various means of transport
- Searching for effectiveness, productivity and financial viability
- Strategic option: Transformation of railway companies into real commercial enterprises
- Satisfaction of market needs and more demanding consumer needs

XVI.2. Methodology

- Adapting the rail industry to change.
- Modern management and profitability
- (Customer-King)
- Seminar organized in November 1988 in Brazzaville (Congo) Decision making -managers
- Continuation of coordination projects and harmonization of transport systems within the framework of the transport program for Sub-Saharan African countries (SSATP)
- Revitalization of the railway component of the SSATP program
- Defining new relations between States and railways
- Distinction between public utility activities and commercial activities
- Signing of contract plan defining the obligations of the two parties
- Outlining an institutional, legal and lawful framework
- Cleansing of the financial environment of the railroads

Member States and Governments must respect the commitments undertaken within the framework of contract plans signed with railway companies and take charge of investments needed for infrastructure development with the assistance of the development partners.

XVI. GENERAL CONCLUSION AND RECOMMENDATIONS

Response to rail development in Africa is political and must come from highly placed Africans responsible for defining the new vision for Africa and ways and means required for the implementation of the NEPAD action plan

Ministers of transport have to prepare and direct the decisions of highly placed officials in charge of the continent.