The corridor will contribute significantly to the mitigation of carbon emissions and energy efficiency in Southern Africa. Extensive emergency repair rail track maintenance completed for the corridor. Transit times reduced from over 15 days (2013) to 7.5 days (2016) from Durban to Ndola. Political support secured from SADC ministers of Transport to proceed with the NSC rail study. Grant funding secured for the NSC corridor. Memorandum of Agreement (MOA) signed between Rail Operators on the corridor. Anticipated date of completion of the study is Q4 2017. Implementation of projects is anticipated to commence in 2018 and 2019.

RAIL NETWORK

The North-South Rail Corridor has a rail network of over 3,999 km including two deep sea ports and multiple inland container depots. It covers 6 countries, stretching from the mining district of Kolwezi in the Democratic Republic of Congo ending at the ports of Durban and Richards Bay in the South Africa.

The corridor will contribute significantly to the mitigation of carbon emissions and energy efficiency in Southern Africa.

2.6 million tonnes of carbon dioxide will be avoided annually.

OBJECTIVE

The objective of the North South rail corridor is to deliver a seamless safe, predictable, reliable and competitive railway service.

The promotion of rail over road transport will contribute to the preservation of Southern Africa's road network.

Annual road maintenance costs avoided - US$214 million
Annual savings of 618 million litres of diesel.
Carbon savings equate to annual sequestration achieved by over 230 000 ha of forest.

84 700 - the number of avoided truck trips annually. This equates to 200 less trucks on the road daily.

STAKEHOLDERS

The rail corridor project will create a single coordinated operating, infrastructure and financing plan across 6 countries, endorsed by 7 rail operators and SADC.

Rail operators include:
- Société Nationale des Chemins de fer du Congo (SNCC)
- Zambia Railways Limited (ZRL)
- National Railways of Zimbabwe (NRZ)
- Grindrod/Beitbridge Bulawayo Railways (BBR)
- Botswana Railways (BR)
- Swaziland Railway (SR)
- Transnet Freight Rail (TFR)

NEXT STEPS

The North-South Rail Corridor study is anticipated to be completed by the end of 2017.

The study will recommend projects such as:
1. Rehabilitation of track infrastructure to allow safe passage of trains and to improve capacity
2. Rehabilitation of signaling systems
3. Development and deployment of 'fit for purpose' communications platforms
4. Development of a corridor funding model
5. Resourcing of the corridor with adequate rolling stock

An efficient rail corridor will lead to local economic development and job creation as well as reduced import and export cost of goods.

TOTAL CORRIDOR VOLUMES (ROAD + RAIL) ARE ANTICIPATED TO GROW TO 13.6 MILLION TONNES BY 2020 AND 40 MILLION TONNES BY 2040

RAIL MARKET SHARE IS ANTICIPATED TO GROW FROM UNDER 5% (2014) TO OVER 20% (2020)

TOTAL ROAD MAINTENANCE COSTS AVOIDED - US$214 MILLION

TOTAL DIESEL SAVED - 618 MILLION LITRES

TOTAL REDUCTION IN TRUCK TRIPS - 84,700
FUNDING
Innovative funding model for the corridor

OPERATIONS
Seamless railway service

ROLLING STOCK
Improved rolling stock reliability and availability

FREIGHT VOLUMES
Achieve growth in freight volumes - 20% in market share by 2020

INFRASTRUCTURE
Rehabilitation and upgrade of infrastructure

EXECUTION PLAN
Take practical and feasible initiatives to attract volumes

PROJECTS
Identification of short, medium and long term feasible projects

INFRASTRUCTURE

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Delivering a seamless, safe, predictable, reliable and competitive railway service