



International Conference on the Great Lakes Region

**Regional Programme of Action for Economic Development and  
Regional Integration**

Project No. 3.3.4

Southern Corridor (Great Lakes Region Railway) Project  
Prefeasibility Study – Terms of Reference

March 2006  
As Amended August 2006  
Original Version: English

## **Preamble**

The proposed Southern Corridor (Great Lakes Region Railway Project) (Ref 3.1.4) responds to the Dar-es-Salaam Declaration, which foresaw the development of infrastructure in the Great Lakes Region as a vital ingredient in creating space for economic development, peace and stability. Improved infrastructure especially transportation will facilitate movement of both goods and people, and thus encourage increased trade within and outside the region. The Dar-es-Salaam Declaration also emphasized the urgency of speeding the regional integration efforts and process, through regional cooperation in the development of vital infrastructure like railways, essential for any economic development.

Implementing the proposed project starting with the recommended prefeasibility study will require strong political will and commitment, and will entail close collaboration by all respective countries, as well as the Regional Economic Communities (RECs) in the region. It will also call for cooperation and compromises in order to arrive at the right decisions in determining the way forward for the project. The spirit of the Dar-es-Salaam Declaration should provide the enabling environment the proposed development.

## **Executive Summary**

In their commitment to cope with the ever present and onerous problem of finding easy access to the sea, the Leaders of the countries of the Great Lakes including Burundi, Democratic Republic of the Congo (DRC), Rwanda, Uganda and Zambia, have expressed interest in the development of the Southern Corridor (Great Lakes Region Railway) Project. The project entails interlinking the lakes with a railway system, and connecting the same with both the Southern Africa and Eastern Africa railway systems. The project would therefore provide an alternative transportation route for goods and people in and from the region. Eventually, the region could be connected with the Benguela Railway (Lobito Corridor Project), when the latter is operational. At the same time, the proposed study shall explore the possibility of extending the connection northwards to Juba-Wao-Port Sudan on the Red Sea. Such a connection would provide alternative route and direct access to both the Atlantic Ocean in the West and Red Sea in the North. The project would therefore act as a strong catalyst for integrating South, Central, Eastern and Northern Regions, boost international trade, and increase prosperity in all these regions.

If executed, the proposed project would also enhance the current utilization of the Great Lakes of Central Africa region, which in themselves are a great resource. They have the potential as routes of international communication, and for economic activities including the fishing industry and tourism. The project would offer improved and cost effective means of transporting the people currently living around the lakes in particular and for the region as a whole. The increased productivity and reduced cost of travel, would particularly contribute to direct reduction of poverty among the most vulnerable groups.

To facilitate decision making on the way forward, it is proposed to carry out a Prefeasibility Study to assess the technical, socio-environmental, economic and financial suitability of carrying out the project. A firm of consultants will undertake the study, to establish the project's economic viability, taking into account existing and proposed alternative similar transportation programmes. The consultant will recommend the best way forward, and will present the study findings and recommendations in a stakeholders' workshop organized for this purpose.

The study would be carried out by a firm of consultants, take approximately 5 months to complete, and cost approximately a total of US\$ 961,750. It is proposed that one of the RECs in the region spearhead the development of the proposed Southern Corridor Project.

## **SOUTHERN CORRIDOR (GREAT LAKES REGION RAILWAY) PROJECT PREFEASIBILITY STUDY - TERMS OF REFERENCE**

### **1. Introduction and Background**

In order to promote trade, flow of goods and other economic activities among the regions of; the Great Lakes, Eastern, Central and Southern Africa, the Governments of Burundi, Democratic Republic of Congo (DRC), Rwanda and Uganda and Zambia, have since 2000, been considering development of alternative transport system to further interconnect these regions. The proposed development referred to as the Southern Corridor (Great Lakes Region Railway) Project, would provide a railway system interconnecting lakes Tanganyika, Kivu, and Edward, as well as inter-linkages with the Southern and East Africa railway systems.

The project would entail construction of rail lines linking the lakes, improvement of inland waterways, upgrading existing lake ports and providing sufficient and appropriate water transport equipment on the lakes to facilitate smooth flow of cargo. In addition, the Lakes Region would eventually be connected to the Atlantic Ocean, through the Lobito Corridor once the railway system of the latter has been rehabilitated and put back into operation.

The project is considered a priority by the countries of the Great Lakes Region, and has been proposed for funding to various development partners. The project has been prepared based on several sources of information including from COMESA, and on the discussions with officials of Kenya Railways Corporation, and the documents made available by these organizations.

### **2. Situation Analysis**

One of the enduring challenges faced by the land locked countries of the Great Lakes Region including Burundi, DRC, Rwanda and Uganda, is the high cost of transportation of their exports and imports. Presently these countries rely almost entirely on the east-west transportation systems of roads and railway systems of East Africa. Currently the countries do not have alternative routes to the South or West. As such, they are left with almost no alternative outlet for their imports and exports when problems arise with these traditional routes. They therefore live with the ever-present possibility of facing unexpected transportation problems and disruptions occurring beyond their borders and over which, they generally have very little influence. The three lakes proposed for interconnection are currently used independently for local transportation only. The transportation facilities including ferries, other vessels and ports for these inland waterways are old and require improvements through rehabilitation and refurbishment.

The proposed rail and lake system would serve well the countries in the Great Lakes Region. It would offer an alternative route thus giving these countries the flexibility and choices to cope with the unexpected. The interconnection with the Southern Africa railway system and the possibility of being interconnected to the Red Sea through the Sudan Railway System, would also give the Central Region opportunities to tap the markets in the South, promote regional trade and integration, thereby

help the regions to face the challenges of the growing trends of globalization and increasing trade liberalization. The need for co-operation in developing coordinated and harmonized infrastructure has been recognized as one of the key factors in achieving regional integration.

## 2.1 Project Area and Beneficiaries

The project area includes Northern Zambia, western and northwestern Tanzania, Burundi, Rwanda and DRC (particularly the eastern parts). The whole area is characterized by great potential for agriculture and mining. Unfortunately, it is also a region where extreme poverty prevails.

Northern parts of Zambia have huge potential for both mining and agriculture. This part is also at the crossroads where the Southern Africa region meets that of Central and East Africa. The most significant transportation system in the area include the Tazara Railway, running from Dar-es-Salaam traversing the area to join the Southern Africa railway system at Kapiri-Mposhi in Zambia. The railway within Zambia then continues west to the Copperbelt, and eventually connects to the now defunct Benguela Railway through Lumbubashi in DRC. There are proposals to reactivate the latter through refurbishment and rehabilitation. The western and northwestern parts of Tanzania are areas of great potential for minerals especially diamonds. Most of the areas are also suitable for farming and cattle rearing. The Central Corridor (Dar-es-Salaam – Kigoma and Tabora – Mwanza) railway system traverses these areas. As indicated above, the proposed railway project would be connected with that of East Africa at Kasese in Uganda. Unfortunately, the Kasese-Kampala connection has been out of service for a long time and requires rehabilitation. This section forms part of the proposed Southern Corridor Project.

All the three East African Countries are each in the process of reactivating their almost defunct railway systems. All three have each prepared massive programmes of railway rehabilitation works. As would be expected after so many years of neglect and mismanagement, a lot of investment is required to rehabilitate the entire railway system in each of the three countries. Implementation of some of these rehabilitation works has already started on each of the three railways systems. In order to ensure sustainability of the refurbished works, each of the three governments ~~is~~ is currently in the process of engaging and bringing on board a private operator to run rail services on concession contracts. It was therefore expected that both Uganda and Kenya ~~will~~ will have the private firms running their rail services by end of 2005. The proposed arrangement will in each case, allow the Government to retain the ownership of the fixed assets, while the private sector assumes ownership of the movable assets. In addition, the possibility of connecting Rwanda (Kigali) to the Central Corridor railway line is being considered. The AfDB has already made funding available, to finance a feasibility study for possible railway connection between Isaka on the Central Corridor and Kigali, the Capital of Rwanda.

The rest of the project area comprises the vast land locked mass including the countries of Burundi, and the eastern DRC. This is the area that bears the brunt of transportation costs, as it mainly relies on roads for transportation of most goods. Transportation by road is quite costly, which makes both imports and exports for the region expensive. And yet this is a region well endowed with vast resources and has great potential for development. Eastern DRC has vast untapped mineral deposits including diamonds, tungsten, etc, as well as agricultural and forestry resources. On their part, both Rwanda and Burundi are determined to exploit their natural resources including manufacturing and mining as well as agriculture. Some of the agricultural produce by these two countries include

bananas, cotton and coffee. Plans are also under way to tap for the benefit of the region, the huge natural gas reserves under lake Kivu in Rwanda.

All the countries falling within the area of influence of the project are determined to improve standards of living for their people, and each has drawn its own strategies to fight and eradicate poverty. Some crosscutting issues to be addressed are the commitment to peace, increased stability and unity both internally and in the region, issues of internally displaced persons, protection of the environment, as well as addressing the plight of the poor and women, who often bear the burden of increased costs of transportation.

### 2.3 Major Problems to be Resolved

Before the project can be realized, there is a need to undertake further preparatory work in order to chart the way forward. For that purpose, a prefeasibility study is required to provide such information. While no problems are foreseen in carrying out the proposed study, there is a need for all the countries directly affected by the proposed project to be brought on board so that they can commit and participate fully in the implementation of both the study and the project.

### 2.4 Major Constraints to be Overcome

Some of the main constraints, which need to be addressed in order to move forward, include:

- i) Commitment by all the project sponsors to move it forward;
- ii) The need to overcome inertia and slow decision making;
- iii) The great lakes are environmentally fragile, a fact that will influence the scope and nature of the proposed developments;
- iv) The funding of the prefeasibility study and the follow-up activities will need to be sourced as quickly as possible to facilitate quick start of the study.

## 3. **The Southern Corridor Project**

### 3.1 Project Objectives

The overall goal of the proposed Southern Corridor Project is to promote regional integration, by providing interconnections to the East, Central, Southern and possibly Northern Africa railway systems. The objective of the project is to provide the countries of the Great Lakes Region with an alternative transportation routes for goods and the people, by interconnecting the region with the Southern Africa railway system. The project will also reinforce and provide additional connection to the East Africa Railway system and explore the possibility of interconnection with the Northern Region railway system.

### 3.2 Project Description

The proposed project will entail construction of a total of 900 km of new railway, in order to provide a seamless transportation across and between the great lakes. However, the actual length of the railway will be determined by among other factors the economic viability of the proposed railway connections. Rehabilitation of the existing railway systems in both Uganda and Zambia to which the

project will be connected, as well as the improvement to inland waterways and ports will be undertaken. Tentatively the project will involve:

- Link Port of Mpulungu on Lake Tanganyika with the Tazara railway line from Kasama in Zambia, approximately 200 km long;
- Upgrade the Ports of Mpulungu and Uvira on Lake Tanganyika to handle 20 wagon trains;
- Link Lake Tanganyika with Lake Kivu by means of a 108-km new railway line from Uvira on Lake Tanganyika to Bukavu on Lake Kivu;
- Upgrade Port Bukavu on Lake Kivu as well as Port Goma on Lake Kivu, to accommodate 20 wagons trains;
- Construct a 120-km new railway line from Port Goma (or Bukavu) on Lake Kivu to Kigali, the capital of Rwanda. At this stage, both Rwanda and Burundi will be effectively linked to the Tazara railway line, and at the same time be linked to the Southern Africa;
- Link Lakes Kivu and Edward by means of a 123-Km railway line between Port Goma on Lake Kivu and Port Bwera on Lake Edward;
- Upgrade Port Bwera and Port Kabatore on Lake Edward to handle 20 wagon trains;
- Link Lake Edward with the existing railway at Kasese in Uganda;-
- Link Pakwach in Uganda to Wau via Juba in Sudan – approximately 970 km;
- Link Bukavu and Kindu on proposed Cape-Sudan Railway (South-North) by a 349 km of new railway line; and
- Rehabilitate the existing 312-km railway from Kasese to Kampala (this work is tentative as it might be rehabilitated as part of the proposed work programme for the East African Railway system). A gauge changing transshipment facility will be built to facilitate change over from 1067-mm gauge to the Ugandan and East African one metre gauge.

The countries sponsoring the project (Burundi, DRC, Rwanda, Uganda and Zambia) expect the private sector to play a key role in project development, including financing and in the management of the facilities. The project could offer opportunities for public/private sector partnership through such arrangements like Build, Operate and Transfer (BOT) and concessioning. In this respect, a number of private sector organizations have shown keen interest in the project. In order to decide on the way forward, there is a need to have more information on the project. It is therefore proposed to carry out a prefeasibility study to establish the viability of the project to start with.

#### **4. The Proposed Prefeasibility Study**

##### **4.1 Background**

The study was recommended by the extra-ordinary meeting of the Ministers responsible for Transport of Rwanda, Uganda and Zambia, which was organised under the auspices of COMESA in May 2000 in Lusaka. The Burundi Minister was not able to attend the meeting but indicated that the Burundi Government supported the project. DRC was included as one of the sponsoring countries following further discussions on the project.

Other interested parties also attended the Lusaka Meeting as well. These included representatives from the Embassy of Peoples Republic of China to Zambia, the United Nations Economic Commission for Africa (UNECA), Secretary General of the Union of African Railways (UAR), PTA Bank, Makhosi Holdings (Pty), Protekon International.

#### 4.2 Study Objectives

The objective of the proposed prefeasibility study is to establish the socio-economic viability of the proposed Southern Corridor Project, taking onto account all other competing existing and/or proposed similar developments.

#### 4.3 Study Description (Terms of Reference)

The consultant engaged to undertake the prefeasibility study will carry out his work as summarised in the Terms of Reference in a consultative manner, and shall liase closely with those responsible for coordination of the work. While the level of details of the various aspects of the study will be to provide adequate information to enable the decision on the way forward to be made, the study shall however conclusively demonstrate that the adverse social and environmental impacts can reasonably be mitigated. A full socio-environmental study will be undertaken. In brief, the consultant will carry out the tasks of the study described in the following sections.

- i) Establish the project's immediate zone of influence, collect all the relevant and necessary data and information (topographical, physical, social, economic activities, available resources), required to carry out the tasks of the study as described herein;
- ii) Carry out reconnaissance survey of the proposed rail extensions from Kasama in Zambia to Kasese in Uganda and the links to Kigali in Rwanda, Kindu in the DRC, and Wau in the Sudan, with a view to determining the most suitable routes and alignments of all proposed rail line links;
- iii) Carry out a market study by analysing the collected data in order to estimate the likely sources and volume of cargo that would be transported by the proposed railway systems;
- iv) Examine the current status of the inland waterway facilities associated with the project, including the ports of Mpulungu, Uvira, Bukavu, Goma, Bwera and Kabatore, and make an assessment of the necessary improvements of each to accommodate the proposed project. The current status of the Port of Kigoma, which will be the main link to the Central Corridor traversing Tanzania shall examined and proposals made of the necessary rehabilitation works;
- v) Examine the current status of the existing railway systems (The Tazara, South-North line within DRC, the Kasese – Kampala and Tororo-Pakwach railway lines) all three to be connected with the proposed project, and estimate the scope and cost of rehabilitation works to be done to accommodate the proposed project;
- vi) Prepare outline designs including layouts and cross-sections of the proposed project facilities including plans and profiles of rail lines, extensions of facilities to the existing ports, indicating appropriate phasing of the works, while taking into account economic and financial considerations. When considering the various technical options, the possibilities of electrified railway system, and the most appropriate gauge shall be examined;

- vii) Make a preliminary assessment of the secondary infrastructure that will be required to provide access to the project facilities, by the local populations. Indicative costs for these facilities to be provided by individual beneficiary countries;
- viii) Undertake a detailed socio-environmental study to assess the impacts to both the people and the environment by the proposed project, taking into account the delicate nature of the lakes environment, current environmental and social (poverty reduction strategies of the countries involved) conditions, historical background, available natural resources, human activities and land ownership and utilization. The study would put special emphasis in the analysis and identification of the impacts the project will have on women, children and other vulnerable groups in the area. In particular, the consultant will pay special attention to the identification and analysis of the projects impacts, and the risks it will pose in aggravating the HIV/AIDS epidemic within its zone of influence. Recommendations on the mitigation measures including clearly defined components shall be clearly elaborated;
- ix) Carry out an institutional assessment, propose alternative and suitable ownership of the project and recommend appropriate institutional arrangements to manage and operate the facilities provided by the project. While making recommendations on the most appropriate institutional arrangements, the consultant shall draw heavily on the experience gained elsewhere including East Africa, in bringing the private sector to manage the rail services;
- x) Prepare tentative cost estimates of the proposed project broken into the various different components, including different railway lines, ancillary works (buildings, workshops, stores, plant and equipment, telecommunication and signaling systems, utilities and other services), rehabilitation of each of the existing rail lines, ports and inland water ways. An estimate will also be made of associated and expected recurrent costs of the project;
- xi) Study existing or proposed alternative routes (including railway and road networks) for the estimated volume of cargo and then determine the economic comparative advantages or disadvantages of the proposed Southern Corridor Project;
- xii) Advise on the most suitable financing options, including public, private partnerships and subsequent management structure of the rail networks;
- xiii) Undertake cost benefit analysis of the project, including a comparison of long-term costs of construction and maintenance, taking into account other similar existing or proposed regional roads and railways developments. In particular the cost benefit analysis shall be carried out for each of the proposed interconnections to establish those which can be justified economically at this time, and those which need to be deferred, while also taking into account social and environmental considerations;
- xiv) Propose a phased detailed programme of implementation of the recommended interconnections, clearly indicating the level of investment required for each phase and possible sources of funding.

#### 4.4 Study Outputs

The following are the expected outputs from the study:

- (i) Details on scope and cost estimates of the proposed South Corridor project proposed rails connections, necessary improvements to existing facilities including existing rail network and inland waterways and ports;
- (v) Traffic forecasts for the proposed rail extensions;



- (vi) Details on socio-environmental impacts by the project, and corresponding mitigation measures, with emphasis on impacts on the most vulnerable members of the society including women, children and the very poor;
- (vii) Details of most appropriate financing mechanisms, and institutional arrangements for the management of the project during implementation and of the facilities after construction;
- (viii) Details of the way forward and the timing of follow-up activities, including a phased work programme, and an analysis of crucial problems, constraints, risks and issues which would have to be addressed to move the project forward.

#### 4.5 Estimated Costs of the Study

The Study is estimated to cost US\$ 961,750. A summary breakdown is shown in the table below.

**Table 4.1 Prefeasibility Study - Cost Estimates Summary Breakdown (in US\$)**

No	DESIGNATION	NUMBER		Unit Price \$	Total Amount \$
		In the field	Home Office		
1	HONORARIUM				
1.1	Key Consultant's Staff				
	Project Director (at the Consultant's Headquarters)	0.5mm	1mm	10,500	15,750
	Study Manager (Rail Engineer)	4	1	10,500	52,500
	Rail Engineer/Civil Engineer	4	1	10,500	52,500
	Rail Operations Specialist	3	1	10,500	42,000
	Surveyor	3	1	10,500	42,000
	Geo-technical Engineer/ Geologist	2	1	10,500	31,500
	Hydrologist	2	1	10,500	31,500
	Finance Specialist	2	1	10,500	31,500
	Transport Economist	3	1	10,500	42,000
	Socio-Economist	3	1	10,500	42,000
	Environmentalist	3	1	10,500	42,000
	Legal and Institutional Specialist	1	1	10,500	21,000
1.2	Support Personnel				
	Secretary	4	-	1,500	6,000
	Driver	8	-	1,200	7,200
	Messenger	4	-	1,000	4,000
	<b>SUB TOTAL HONORARIUM</b>				<b>463,450</b>
2	ACTIVITIES AND FIELD WORKS				
	Topography				50,000
	Cartography				20,000
	Geological Investigations				20,000
	Miscellaneous				20,000
	<b>SUB TOTAL FIELD WORKS</b>				<b>110,000</b>
3	PER DIEM, LOGISTICS AND TRAVELS				

	Per Diem	915 days	250		228,750
	Air Transport	15 trips	2000		30,000
	Surface Transport				20,000
	Computers and related office work	6 units	1500		9,000
	Reproduction and Documentation				25,000
	Office accommodation				15,000
	Communications				10,000
	<b>SUB TOTAL ITEM 3</b>				<b>337,750</b>
4	STAKEHOLDERS SEMINARS				30,000
5	COORDINATION AND MANAGEMENT (Study Coordination and Steering Committee)				15,000
	Miscellaneous				5,550
	<b>TOTAL COST (1+2+3+4+5)</b>				<b>961,750</b>

#### 4.6 Study and Project Financing

While the private sector might have shown interest in financing the project, it is unlikely that private funding would be available to finance the Prefeasibility Study. In any case, it would be prudent to have the study financed and implemented by an independent party, and not by those who might have interest in the eventual funding of the resultant project. Again as a project already proposed to NEPAD for funding, it is recommended that a request for study financing be submitted to NEPAD for consideration under its Infrastructure Project Preparation Facility (IPPF). The project's strong regional integrating potential justifies study financing from such resources.

As for the project, this should be able to attract private sector funding. Some companies have already shown some interest in the project, at least some sections of proposed interconnections. The participating countries should also demonstrate their commitments to the project by contributing financially towards meeting part of the cost of the study. As indicated in the TOR the consultant is expected to study project financing alternatives, and make the most appropriate recommendations.

#### 4.6 Study Implementation Schedule

The study will be carried out by a firm of consultants and be implemented over a five months period. This period will include the necessary consultations with all project sponsors and others. A workshop will be conducted for stakeholders towards the end of the study to get the feedback and reaction over the consultant's recommendations. The consultant shall also maintain throughout the course of the study, close consultations with especially affected groups including the people living around the lakes proposed for interconnection.

The key milestones of the study are as shown below:

Table 4.2 – Prefeasibility Study - Implementation Schedule Milestones

	<b>Activity or Event</b>	<b>Responsible Party (ies)</b>	<b>Target Date</b>
1.	Project Sponsors/Donors Meeting	Burundi, DRC, Rwanda, Uganda, Zambia/Donors	May 2007
2.	Secure sources for funding	COMESA/Donors/Concerned Countries	August 2007
3.	Recruitment of the Consultant	COMESA	November 2007
4.	Commencement of Study	Consultant	December 2007
5.	Stakeholders Workshop	Consultant & Stakeholders	mid Jan 2008
6.	Completion of Study	Consultant	May 2008

#### 4.8 Institutional Arrangements

Due to the regional nature of the project, its implementation should be overseen by one of the RECs in the region, with the collaboration and agreement of the participating countries. COMESA has already been instrumental in getting the concerned countries to tentatively agree to consider the project, and could therefore play the role of the executing agency on their behalf. It is proposed that a Steering Committee comprising representatives from all the countries, be set up to provide policy direction, advice and feedback.

#### 4.9 Study Justifications

The over-arching justification of the project is to reduce the cost of transport for imports and exports from/to the landlocked countries of the Great Lakes Region. The Great Lakes themselves are a great resource and their full potential need to be tapped to contribute to the economic development of the region. The lakes offer a convenient and cost effective conduit of transportation, which, if fully developed, would contribute to improved tourism for the region and fishing industry in the area. The proposed linkage of the lakes by a rail system offers an opportunity to enhance the transportation within the lakes. The people who would benefit the most from such development are the poor people living immediately around the lakes and who have to endure unreliable and often hazardous means of transport. The study will demonstrate the feasibility of the proposition.

In a wider context, the proposed South Corridor Project would enhance ongoing efforts towards greater regional integration. The potential of integrating the Southern Africa railway system with that of East Africa, and eventually with those of Lobito Corridor thus providing an Atlantic gateway, and with the northern railway system via Sudan to the Red Sea, is too an attractive proposition and its full potential deserves to be further explored. In addition, the proposed project would also connect to or form part of the proposed Northern Corridor (Mombasa – Kisangani Railway), depending on which comes on-stream earlier. Such interconnections would be a boon to regional integration, trade and cooperation. In summary, the project advantages would include:

- (i) Creation of a North/South Corridor for the Great Lakes countries to provide access for trade and transport;
- (ii) Establishment of an integrated transport system for the region hence promoting regional integration;
- (iii) Integration with the existing Eastern Africa railway networks through Kasese railhead, Port of Kigoma and to the proposed Cape-Sudan Railway;
- (iv) Promotion of trade between the Great Lakes Region, Southern African and Northern regions;
- (v) Opening up of additional and or alternative routes for the landlocked member countries; and
- (vi) Promotion and development of agriculture, tourism, industry, mining and provision of social services.

#### 4.10 Risk Assessment and Mitigation

Like all such large projects, the Southern Corridor Project faces the risk of competition from other existing or proposed similar developments in the greater region including the Northern and Central Corridors, as well as the Lobito Corridor development initiative. However, it is a project that equally touches most of the Great Lakes countries and its implementation would be a key integrating factor for the region. The other factor that need to be considered is that of costs. Experience with similar projects including ongoing rehabilitation of railways in East Africa, the investment requirements for the project will be quite substantial. Thus raising the issue of problems of putting all such funding in place. However, the project is amenable to phasing and could be executed in phases according to the prioritization agreed upon during the study.

The risk of insecurity in the project area is ever present. There is therefore the need to maintain peace in the region so as to allow developments like the proposed project to take place. Similarly, without full cooperation by all the affected countries, it would be hard to implement both the study and the project. All these countries therefore need to show commitment and cooperate in order to implement this common project. In particular, each of the project countries would have to individually commit themselves to provide the secondary transportation system road network to feed into the proposed project, so that the local populations also derive maximum benefits. In this context, Tanzania is a major beneficiary and its full cooperation and participation is necessary for the success of the project. However, despite all these uncertainties, the many benefits, which would accrue from the project should help to override all the potential risks discussed herein.

**SOUTHERN CORRIDOR (GREAT LAKES REGION RAILWAY) PROJECT  
 PREFEASIBILITY STUDY - TOR – MATRIX**

<b>Narrative Summary (NS)</b>	<b>Verifiable Indicators (OVI)</b>	<b>Means of Verification (MOV)</b>	<b>Important Assumptions</b>
<p>Project Sector Goal:</p> <p>To contribute to economic development and regional integration by providing transportation system interconnecting Southern, Central and Eastern African Regions.</p>	<p>1. Countries within the GLR are united by common regional economic developments, under peaceful conditions;</p>	<p>1. Information from international monitors and from the countries themselves;</p>	<p>(Goal to Supergoal)</p>
<p>Study Objectives:</p> <p>1. To assess the socio-economic and financial feasibility of the proposed bi-modal (railway and water) transportation systems interconnection the Southern and Central African railway systems with those of East Africa, via the great lakes.</p>	<p>1.1 The study is completed and its recommendations implemented;</p>	<p>1. Study Progress Reports;            2. Supervision and audit reports</p>	<p>(Project Objective to Goal)</p> <p>1. Adequate commitment and support for the project by the regional governments and demonstration of strong political will;            2. Strong commitment for public and private funding for the project;            3. Timely implementation of the study recommendations.</p>
<p>Outputs:</p> <p>1. Recommendations on the socio-economic and technical feasibility of the proposed railway/waterway system and</p>	<p>1.1 Prefeasibility report accepted and recommendations adopted;</p>	<p>1. Study progress reports;            2. Audit reports;            3. Outcome of stakeholders' meeting.</p>	<p>(Output to Project Obj.)</p> <p>1. Continued Project support by the stakeholders;            2. Sustained efforts to ensure that peace prevails in the</p>

<p>on the way forward;</p> <ol style="list-style-type: none"> <li>2. Recommendations on the way forward including terms of reference and estimated costs for any further necessary preparatory work;</li> <li>3.</li> </ol>	<p>1.2 Terms of reference and cost estimates accepted;</p>		<p>region.</p>
<p>Activities:</p> <ol style="list-style-type: none"> <li>1. Sourcing of the funding for the study;</li> <li>2. Recruitment of Consulting Firm to undertake the prefeasibility studies.</li> <li>3. Execution of the study;</li> <li>4. Stakeholders seminars and consultations;</li> <li>5. Stakeholders/Financiers conference on the ways forward;</li> </ol>	<p>Inputs:</p> <p>Total study costs - US\$ 961,750</p> <p>Sources of funding – TBD</p> <p>Financing Plan - TBD</p>		<p>(Activity to Output):</p> <ol style="list-style-type: none"> <li>1. Timely sourcing of funding required for the project;</li> <li>2. Full participation by the stakeholders.</li> </ol>

## SOUTH CORRIDOR PROJECT LOCATION MAP

