



AFRICA RAILWAY REPORT 2017

Market analysis, outlook and opportunities

The African continent presents many lesser well-known though significant opportunities for the railway sector. Many government organisations in the region are planning or have launched projects for the development of rail (light-rail, metrorail, inter-city and inter-country rail, suburban/commuter rail, etc.) systems. This development is driven by rapid urbanisation and population increase in the region.

Africa is the second-fastest urbanising continent in the world, with an average urbanisation rate of 1.4 per cent. During 2015-16, its population increased by 30 million. By 2050, the population is estimated to increase by 100 per cent to 2.4 billion. This translates into an annual increase of 42 million.

African countries such as Algeria, Cameroon, Egypt, Ethiopia, Ghana, Kenya, Morocco, Nigeria, South Africa, Tanzania, Tunisia, Uganda and Zambia have drafted major plans to develop rail systems in the next decade. Many of these systems require active participation of the private sector for financing, delivery of EPC contracts and project implementation through public private partnerships (PPPs).

The **Africa Railway Report 2017** provides comprehensive and updated information on the present scenario and future outlook of the rail sector in Africa. It presents key information required to assess opportunities in the construction of new systems; extensions and capacity enhancements of existing systems; renewal and supply of rolling stock and track infrastructure, launch of advanced fare collection technologies; deployment of power distribution systems and signalling technologies; etc.

The report describes the policy drivers, funding sources and expected availability, recent contracts, project-specific profiles and analysis, recent developments in the sector, project pipeline, railway sector market opportunities, prospects for PPP as well as segment analysis and market projections for rolling stock, tracks, signalling, train control, telecommunications, power supply and distribution, fare payment, tunnel construction and equipment, etc.

The report will be useful to organisations interested in the rail sector in Africa - government agencies, transport authorities, rolling stock and technology providers, equipment manufacturers and suppliers, contractors, investors/lenders/financial institutions, research organisations, industry consultants, regulatory agencies, development institutions, etc.

The report is expected to be released on July 7, 2017.

It is priced at USD3,000. As special offer for Public Transport Authorities/Agencies the report is priced at USD2,500.

There are special 'early bird' discounts. The price of the report will be USD2,400 before May 5, 2017, and USD2,700 before June 2, 2017. For Public Transport Authorities/Agencies, the price of the report will be USD2,000 before May 5, 2017, and USD2,250 before June 2, 2017.

For further inquiries, please contact:

Global Mass Transit

Mobile: +1 905 228 6419, Email: yasmeen.chopra@globalmasstransit.net

Website: www.globalmasstransit.net

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Sources and Methodology

Global Mass Transit Research's industry analysts have utilised primary and secondary research sources in preparing this report. Primary sources include information obtained through telephone interviews and emails from public transport authorities, operators and regulators. Secondary sources include, but are not limited to, project websites and status reports; websites, annual reports, capital programmes and financial reports of transport authorities and operators; documentation provided by relevant financing institutions; investor presentations; analyst reports; government plans and documents; websites of ministries and regulators; websites of industry associations; internal and external proprietary databases; news articles; and press release reports. Wherever applicable, research sources are cited within the report.

Our analysts and researchers have combined the information from these primary and secondary sources with their industry expertise to synthesise the qualitative and quantitative analysis presented in this report. In cases where data was not available, we have used the estimates from authentic published reports or press releases.

Great care has been taken to ensure that all analysis is supported by facts. In situations where facts were not available and assumptions were made to conduct analysis, we have explained our assumptions and our methods of estimation.

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Contact Details

Yasmeen Chopra

Global Mass Transit

B-17, Qutab Institutional Area, New Delhi 110016, India

Mobile: +91 9555437913, Fax: +91 11 2653 1196

Email: yasmeen.chopra@globalmasstransit.net Website: www.globalmasstransit.net