

SADC 3P Network Project Scan

Phase II: Detailed SADC PPP project scan

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Glossary

3P or PPP	Public-Private Partnership
BMZ	Bundesministerium für wirtschaftliche Zusammenarbeit und Entwicklung
DBSA	Development Bank of Southern Africa
ICT	Information and Communication Technology
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit
MDG	Millenium Development Goals
Member States	Angola, Botswana, DRC, Lesotho, Malawi, Mauritius, Mozambique, Namibia, Seychelles, Swaziland, Tanzania, Zambia, Zimbabwe (South Africa & Madagascar were excluded from the scan)
PIDA	Programme for Infrastructure Development of Africa
RIDMP	SADC Regional Infrastructure Development Master Plan
STAP	Short Term Action Plan
WBI	World Bank Institute

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1 Introduction and Background

1.1 Introducing SADC 3P

Infrastructure gaps and backlog present primary constraints to the development of the Southern Africa Development Community (SADC). Recognition of these constraints has thus prompted the development of the Regional Infrastructure Development Master Plan (RIDMP). But the available public finance coupled with ceilings on public debt falls short of the estimated investment needed to leverage infrastructure development in the region. Compounded to these challenges is the lack of technical capacity in Member States necessary to operationalize the RIDMP.

To address these constraints in Member States, a need was identified to engineer institutional arrangements and legal frameworks to support the procurement of infrastructural projects in partnership with the private sector. The process culminated in the launch of the 3P Network in February 2011 at the Development Bank of Southern Africa (DBSA) and has been supported by a number of strategic partners such as the GIZ on behalf of BMZ, WBI and the DBSA.

Primarily, the SADC 3P Network aims to assist Member States in setting up institutions and frameworks through strengthening the capacity of public-private partnership (PPP) practitioners for defining, managing and implementing PPP policies, programmes, projects and harmonising processes, institutions and policies across the region.

Coupled with ongoing initiatives from its inception till to date, the SADC 3P Network in partnership with strategic partners has been able to train a wide range of PPP practitioners from public and private sectors in diverse PPP topical areas, organize exposure tours for health practitioners in the region, and widely contribute to the establishment of PPP regulatory and institutional frameworks in Member States.

The Southern African Development Community (SADC) is looking at ways to implement trans-boundary infrastructure in order to facilitate trade and deepen the process of regional integration and cooperation. To this end, the SADC 3P Network has decided to assist the Member States to identify a few potential PPP projects, based upon the infrastructure priorities set forth in the SADC Regional Infrastructure Development Master Plan (RIDMP), national infrastructure master plans and short term action plan.

1.2 The Regional Infrastructure Development Master Plan (RIDMP)

The Master Plan is a strategic framework, which articulates the region's aims, underpinned by a collection of projects in sectors including energy, tourism, transport, information and communication technology (ICT), meteorology and water.

A recent Africa Infrastructure Diagnostic Study has forecast necessary capital outlay of almost \$93-billion a year to enhance infrastructure and services in the SADC region. The Master Plan estimates that between 2014 and 2027 the capital requirements just for envisioned projects will be \$500 billion, and of that amount, at least \$100 billion will have to come from private sector resources.

The region is facing basic infrastructure capacity constraints, which have not only delayed regional economic growth, but have failed to tackle supply side constraints and productive competitiveness, and

the core issue of poverty. The RIDMP is specifically designed to tackle these issues and form a collaborative plan to facilitate growth and cross-border cooperation in order to achieve the goals of the region.

The primary objective of the SADC RIDMP is to define the minimum, but ultimate regional/trans-boundary infrastructure development requirements and conditions to facilitate the implementation and realization by year 2027 of the key infrastructure in the water, energy, transport, tourism, meteorology and telecommunication sectors that will move forward the SADC Agenda and enable the SADC region to realise its goal: *The attainment of an integrated regional economy on the basis of balance, equity and mutual benefit for all Member States*. The SADC goal is premised on the three key objectives of poverty eradication, food security and economic development.

The key aims of infrastructure development include the following:

- Providing infrastructure support for regional integration within the context of the regional economic integration agenda; and
- Infrastructure provision for poverty eradication through enhanced universal access to water supply and sanitation, transport, secure energy sources, communications and ICT, in order to maximise economic development and attain the MDGs targets, as the SADC region seeks to address its overarching objective of reducing poverty.

The RIDMP also constitutes a key input to the proposed COMESA-EAC-SADC Interregional Infrastructure Master Plan and the continental Programme for Infrastructure Development of Africa (PIDA).

The RIDMP is a strategic framework document, which will guide the implementation of efficient, seamless and cost-effective regional/trans boundary infrastructure networks in an integrated manner in all the sectors (water, energy, transport, tourism, meteorology and telecommunication), which constitute SADC's Regional Infrastructure Development Programme. The RIDMP defines SADC's strategy in terms of content and actions, which constitute a basis for priority setting, strategy implementation as well as the modus operandi for implementation of the RIDMP.

In addition SADC has developed a Short Term Action Plan (STAP), which looks at the timeframe between 2013 and 2017 and has prioritized some infrastructure projects that require rapid development.

1.3 Public- Private Partnership (PPP)

Successful PPPs are integral to improved infrastructure development. Although PPPs maybe the answer for many governments, they are not without risk. Some challenges include:

- Stability of environment and maintaining momentum
- Lack of capacity in the public sector
- Regulatory and policy uncertainties
- Balancing investor and consumer interests

Before PPP projects enter the development phase, they must undergo appropriate suitability checks and pre-feasibility processes. This is vital in ensuring that projects are prioritised and that application of limited funds to “dead end” projects is minimised. Determining the suitability of projects for PPP procurement upfront will allow SADC to assign resources effectively and meet the objectives of the STAP.

In April 2013, the SADC 3P Network issued a request for proposal (“RfP”) for the services of suitably qualified consultants to conduct a scan on the RIDMP and STAP, to determine the suitability of no more than two - four projects to conduct a feasibility study to be implemented through a PPP Strategy.

KPMG Services (Pty) Ltd (“KPMG”) was successful with its proposal to provide services and engaged with SADC in April 2013.

This assignment is intended to identify two - four projects that can be taken forward, into detailed feasibility studies, soliciting project preparation funding for implementation through a PPP delivery type model.

This report only deals with Phase II of the SADC 3P Network Scan. In Phase I of the SADC Network Scan 39 projects had been identified for the potential PPP process. In Phase II of the SADC Network Scan the 39 projects were assessed against further detailed criteria and rated. A number of these projects were assessed in terms of short term, medium term and long term preparedness for implementation.

2 Methodology

In order to address the Terms of Reference's requirement for selecting four projects across six sectors in thirteen of the SADC Member States in a logical and systematic manner, the methodology adopted was based on an approach that was:

- Multi-faceted, in that countries and investment markets were assessed in conjunction with potential projects to allow selection of the projects most likely to succeed in the application for project development funding and ultimately to succeed as PPPs.
- Inclusive, in that the initial high level database project list was based on simple, broad criteria and included a wide range of potential projects across all eligible Member States.
- Practical and involved: Although existing databases from the SADC Regional Infrastructure Development Master Plan were used, the focus was on obtaining current information from informed sources in the Member States. Thus country visits in eligible Member States were carried out with interviews with individuals and organizations from the public and private sectors.

The overall assignment was carried out in two phases:

- Phase I High-level scan
- Phase II Detailed Scan

This report concludes phase II.

2.1 Phase II: The Detailed Project Scan

This detailed scan precedes from Phase I which was the high-level project scan. The high-level scan effectively produced a potential PPP Long list ("PPP Pipeline") with 39 projects passing the 3 initial basic criteria and having the country assessment imposed upon them (refer to phase1 report). Country assessments were carried out separately and countries were grouped as PPP Developing or PPP Maturing. The projects that passed the 3 initial basic criteria of the PPP Maturing countries were listed on the Potential PPP Long list.

The 3 initial basic question criteria included:

1. Is there a project pre-feasibility study or concept note? This shows the level of project development, the information available and the level of support for the project.
2. Is there a possible revenue stream from user charges, supplemented by existing budget or other support? This indicates the possibility of financial viability.

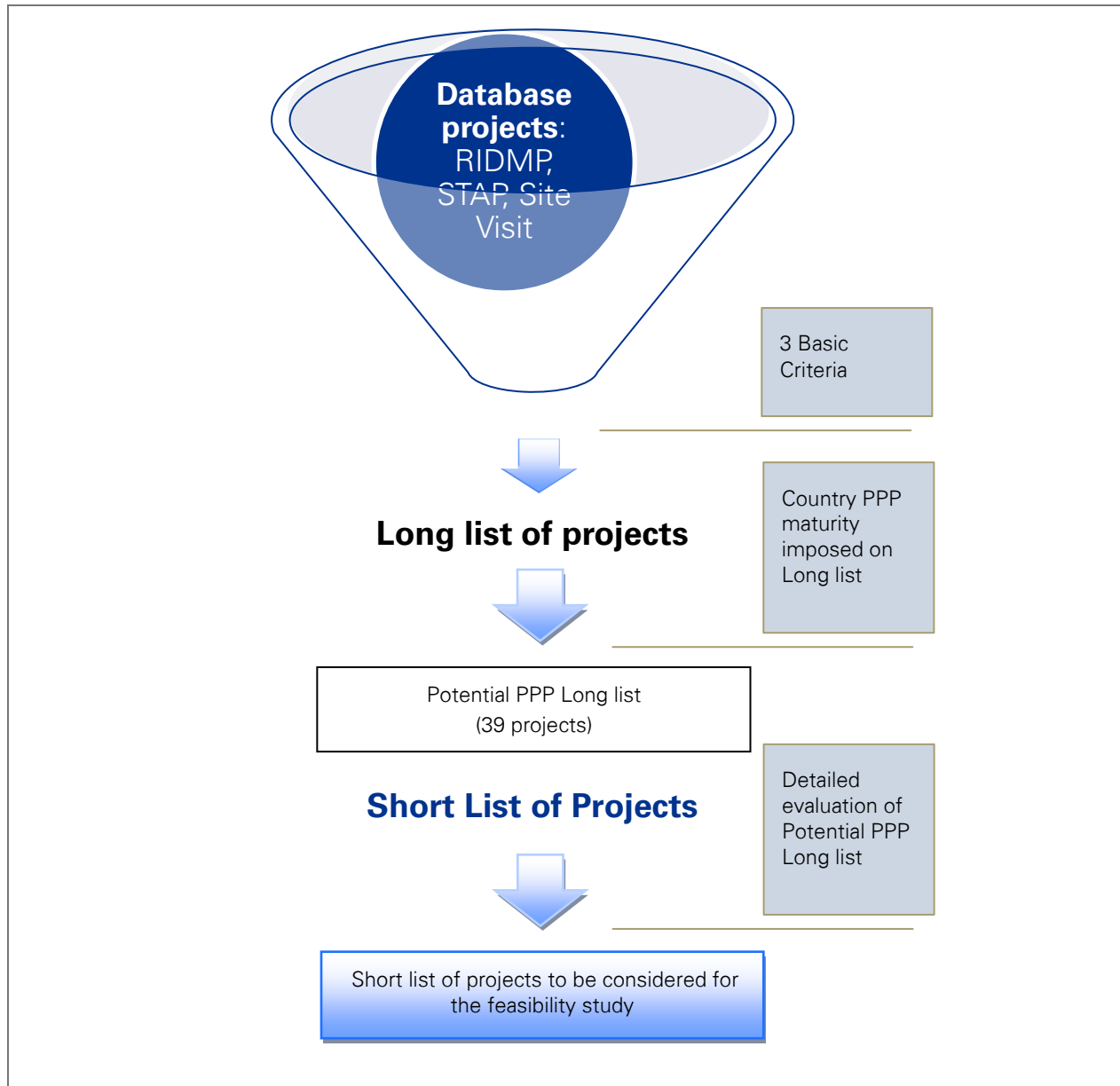
3. There is no procurement of investors underway? This indicates a lower risk “greenfield” project development that is not tainted by the chances of litigation if withdrawn from procurement to redo a feasibility study or by the existence of an existing unsolicited proposal.

The focus of Phase II of the assignment was to conduct a detailed and comparative analysis of each of the 39 Projects with the aim of developing a Short List which should be considered for PPP feasibility studies in the short term and a pipeline of projects for medium and long term.

In keeping to the purpose of the project scan the credibility of the current projects were assessed in more detail in terms of information across a range of project indicators and each project was evaluated to allow a comparative analysis between projects. Ultimately this will achieve successful bidding for development feasibility funding for 2 to 4 projects, as a starting point, in the short term to get PPP projects implemented in the SADC region.

2.2 Project Lists Defined

Figure 1: Project List Figure description



The different projects list referred to in the SADC 3P project scan include:

Database projects: Projects identified in the RIDMP, STAP and country visits

- A database was compiled from all the identified projects in the RIDMP and STAP. Additional projects identified from the country visits were also added to the database. This formed the complete list of projects to evaluate

Long list of projects: All projects passing the 3 initial basic criteria

- All the projects on the database were assessed against the 3 basic criteria, the projects that answered 'favourably' to the 3 initial basic criteria then formed part of the long list of projects

Potential PPP Long list: All projects passing the 3 initial basic criteria with country PPP maturity imposed (end Phase I, 39 projects)

- Country assessments were carried out and countries were clustered as PPP Developing or PPP Maturing. The projects that passed the 3 initial basic criteria of the PPP Maturing countries were listed on the Potential PPP long list

Short list of Projects: those projects to be considered for PPP Feasibility Study in the short/ medium and long term

- after the detail scan which was conducted in Phase 2
- Project assessments were carried out of each project on the potential PPP Long list against the detail evaluation. The projects were ranked to identify the short term projects ready for feasibility study and produce a medium to long term projects pipeline.

2.3 Detailed Project Scan Approach

The Project Evaluation approach that was followed included:

- Further information on the projects was sourced from the Member States
- The data collected was captured and preliminary conclusions were formed
- The projects were evaluated according to a predefined approved evaluation criteria (defined in section 2.4 below):
- The projects were scored according to the ranking system described below in section 2.4
- The outcome was a list of ranked projects

Concurrently there was a preliminary identification of potential assistance to feasibility study funding from potential project preparation funder, the approach included:

- A list of potential funders were identified for feasibility study funding
- Meetings and discussions took place with these potential funders to identify their application procedures and their interest in the projects

Last step is to assist SADC 3P in the preparation of the funding applications for 2-4 projects for feasibility study funding.

2.4 Detail Evaluation Criteria, Scoring and Weightings

The detailed evaluation criteria was based on predefined, agreed and approved questions of which the results to these questions would aid in determining their suitability for PPP procurement.

The questions were divided into three categories namely; the critical questions, the important questions and the expected questions. The three categories received different weightings and certain weighing more than others. The questions which were grouped under 'critical' type questions received a weighting of 5, similarly if a question was deemed important it was placed within the 'important' type question carrying a weighting of 3, all other questions were then classified as 'expected' type questions and received a weighting of 1. For illustrative purposes refer to the table below.

Table 1: Evaluation Questions assigned weightings

Details of weightings given to evaluate the projects.	
1	For questions with favourable answers that we expect for a PPP
3	For questions with favourable answers that is important for a PPP
5	For questions with favourable answers that are critical for a PPP

The scoring of the projects is based on the answers obtained to the evaluation questions. Thereby, if a project answered positively to a question it was assessed that this project is favourable for PPP procurement, the question was then awarded with a score of 1. Thereafter weightings as discussed above were applied and an overall score was derived. The evaluation questions are listed in table 1 below and the weightings assigned to the evaluation questions are listed in table 2.

Furthermore projects were assessed in accordance to sector and private sector appetite and interest in a potential sector. Weightings assigned to the relevant sectors are included in table 3.

The detail evaluation criteria were as follows: The following questions were used to evaluate the 39 projects to arrive at an evaluated pipeline of projects.

Table 2: The Evaluation Criteria Questions

Evaluation criteria questions	
1. The ' Critical ' questions were:	
How supportive is the public sector environment?	
■	Is there a high-level political 'champion' for the PPP project (ministry etc/ evidence of political will)?
■	Is there an appointed project officer/ director (day to day project management)?
■	Is there support for the PPP in the affected communities?
Charges and Revenues	
■	What is the main revenue source for the project:
–	Is it User Pays?
–	Is it Government
–	Other?
■	Is the quality of the source risky?
How well suited are the project characteristics to a PPP?	
■	Is the project value more than US\$10 million?
■	Does Bundling of construction and operation/life-cycle costs exceed construction costs evenly in the first 5 years?
■	Output specification/ are outputs easily definable, measurable and verifiable?

2. The '**Important**' questions were:

Public sector PPP capacity and experience

- Does the Sponsoring Agency have the capacity/ capabilities to procure PPPs?
- Does the Sponsoring Agency have previous experience with PPPs?
- Would the physical infrastructure pass through multiple jurisdictions (i.e. cross-border)?

Public sector funding assistance for PPPs

- Is funding assistance available for project development (feasibility, etc)?
- Is the project likely to be eligible for shortfall Gap Funding from Government (unitary payment)?
- Is the project likely to be eligible for funding from other grant schemes or funding / guarantees from multi-lateral agencies?

How do other factors impact on PPP suitability? Time constraints

- Are there time constraints
- Can the PPP project be tendered rapidly?

Land availability

- Will the PPP require land acquisition?
- If land acquisition is required, will the public sector do this?

3. The '**Expected**' questions were:

How supportive is the private sector environment? / Private sector capability and appetite

- Have other similar PPP projects been successfully financed?

Economic, environmental and social impacts

- Will the PPP project result in positive economic impacts?
- Will the PPP project have significant positive environmental impacts?
- Will the PPP have significant positive social impacts?

Impacts on labour and employment

- Will significant transfer of employees take place under the PPP?
- Have there been successful transfers under previous PPPs
- Will the project result in creating more jobs?

A final further assessment was performed upon the projects. An evaluation based upon private sector appetite/ interest within a particular sector was applied to the projects utilising assigned weightings to the sector. A higher weighting, say 4, implied 'good' private sector interest, a weighting of 2 implied a 'some' interest, provided there was good commercial viability, and a weighting of 1 implied 'little' interest subject to commercial opportunity and ease of implementation.

Table 3: Sector Weightings

Points	Sector
2	Energy - Power - Transmission
4	Energy - Power - Generation
4	Energy - Petroleum and Gas
1	Transport - Border Posts
4	Transport – Road
4	Transport – Rail
4	Transport - Air
4	Transport - Ports
2	Tourism
4	Telecommunication - ICT
2	Telecommunication - Postal

3 Projects Assessment

3.1 Summary of Phase I (High-level scan)

A total of 194 projects were taken from the STAP and RIDMP project lists and an additional 30 were identified by the Member States and KPMG country staff. The 224 projects were also cross referenced across the SADC-COMESA-EAC project list to ensure that no projects were omitted. The Database projects list was thus 224 projects, of which a number were cross border and SADC wide initiatives.

A very simple but effective screening method was used to identify the projects that would be most suitable for implementation as PPPs in the short term. For each project on the long list the absence or presence of the following three characteristics was sought:

1. The screening criterion was “Is there a project pre-feasibility study or concept note?”
2. The screening criterion was “Is there a possible revenue stream from user charges, supplemented by existing budget or other support?”
3. The screening criterion was “Is any procurement of investors or other forms of private parties absent?”

By applying each of these screens on a simple “yes/no” response for each project and only passing the projects that had three affirmative responses, the number of projects reduced from 224 to 72.

The last screening activity in this first phase of deriving a potential PPP long list of projects was to match the Member State assessments with the list of 72 projects to develop the subset of projects in Member States assessed as PPP Maturing.

The evaluation of each Member State in terms of development and maturity of the PPP related systems was carried out by looking at the following six broad categories:

- a) Macro-economic and political stability
- b) Availability of domestic capital and debt funding
- c) Judicial system
- d) Governance and decision making
- e) Ease of doing business in the Member State
- f) PPP environment in the Member State

Each Member State's readiness for PPP was assessed on a four point scale (1 – 4) with the first two points indicating a "developing state" and points 3 & 4 indicating a "maturing state" for that category of evaluation.

From the 6 broad categories, a number of constituent indicators/trends ("sub-categories",) were assessed in terms of a rating of 1 - 4. An overall figure was given to the broad category; these figures were added to an overall sum per Member State out of 24.

The information and indicators were obtained from external sources referenced in Appendix 4 and actual visits to the Member States referenced in Appendix 3 (excluding Seychelles and Swaziland) and KPMG Country Reports.

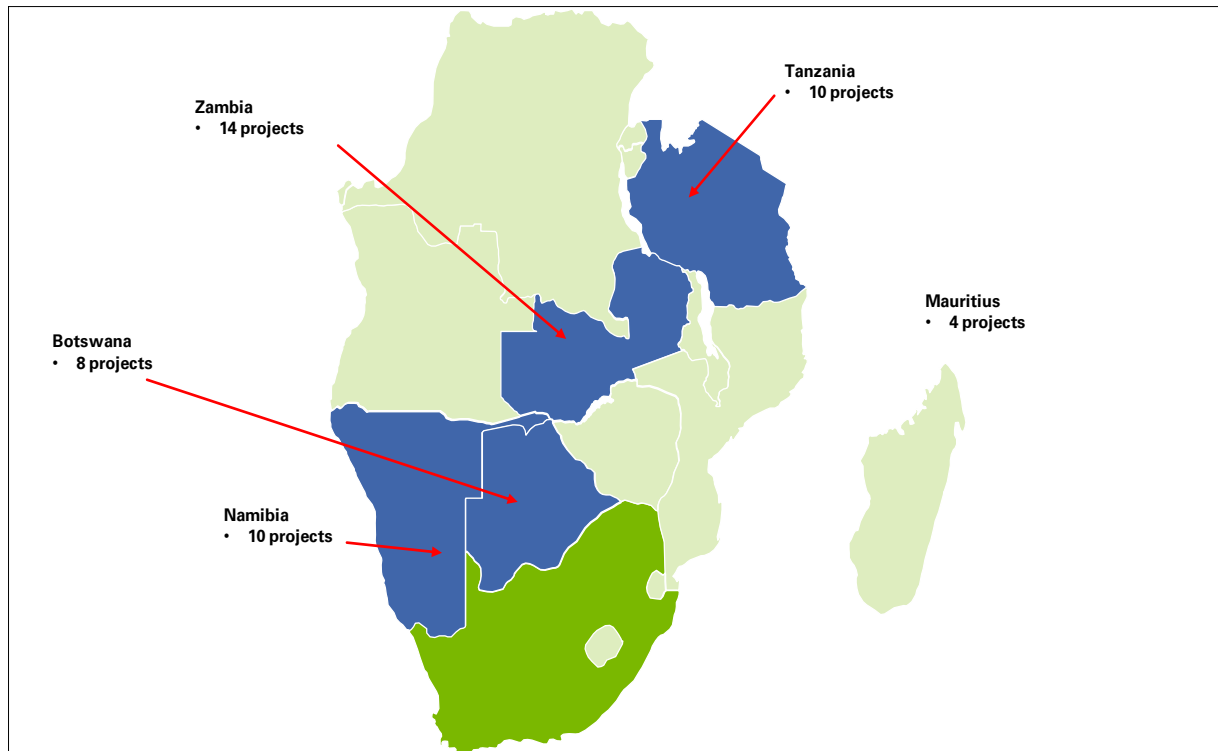
Member States that scored more than 12 out of 24 were classified as "PPP Maturing" and those scoring 12 or less were classified as "PPP Developing". While this was a relatively simplistic method it did have the advantage of measuring crucial requirements for enhancing the likelihood of successful PPP programme implementation across categories.

Table 4: Member State PPP Maturity

PPP Maturing	PPP Developing
Mauritius	Mozambique
Botswana	Swaziland
Zambia	Lesotho
Namibia	Malawi
Tanzania	Zimbabwe
	Angola
	Democratic Republic of Congo
	Seychelles

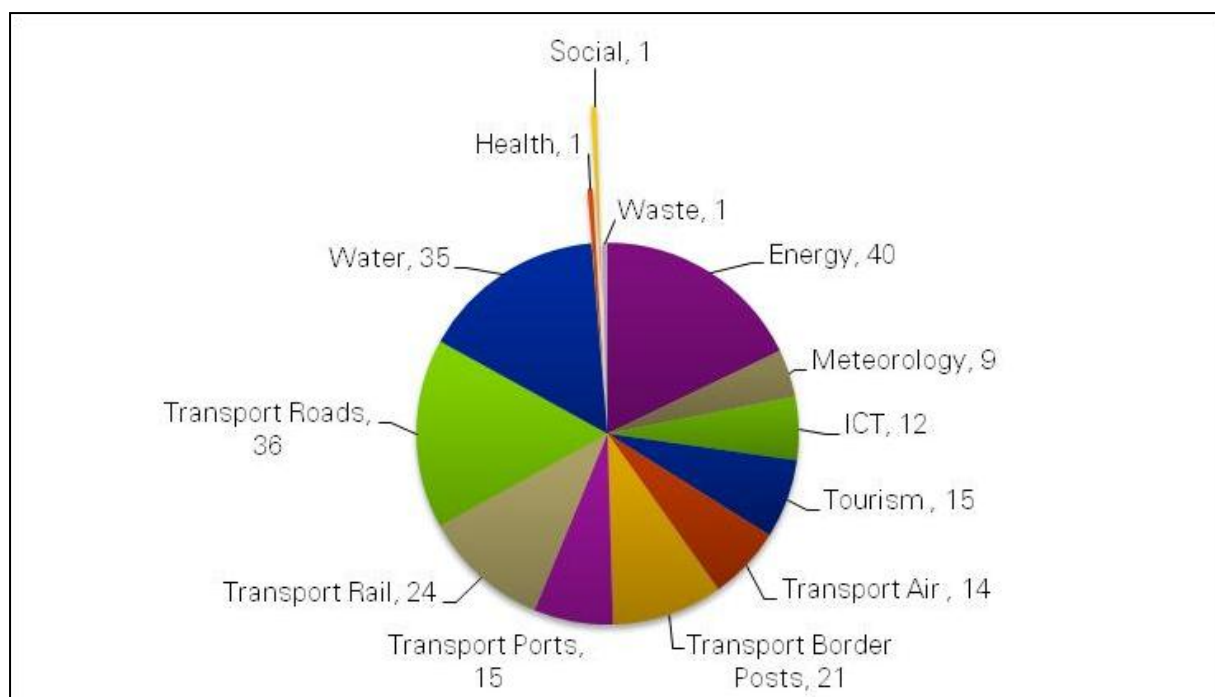
The combination of country and project screens reduced the number of projects in the Long List from 72 to 39. These projects are spread across the five Member States.

Figure 2: Location of Potential PPP Long-List of Projects



Note: Some projects are cross-border and indicated in more than one Member State.

Figure 3: Spread of Potential PPP Long-List of Projects



The dominant sector is transport with energy and ICT following behind.

Note: some projects on the Potential PPP long list are cross border projects. For the cross border projects we included the names of all the Member States involved.

Table 5: Tables of Potential PPP Long List Projects by sector

Energy	Type	Member States
Energy-88: Namibia-Angola	Transmission	Mozambique, Namibia, Angola
Baynes	Hydro Power	Namibia
Lunsemfwa Lower	Hydro Power	Zambia
Kalungwishi	Hydro Power	Zambia
Rumakali	Hydro Power	Tanzania
Mambilima Falls Site 1 and 2	Hydro Power	Zambia

Water	Type	Member States
Water Supply to 13 Housing Estates in Mauritius (Project P1-6)	Reticulation	Mauritius
Artificial Recharge of Windhoek Aquifer - Phases 2B and 3 (Project P1-8)	Bulk	Namibia

Social	Type	Member States
Grand Baie Social Welfare Complex	New Development - Services, Mixed Use, Retail	Mauritius

Transport Roads	Type	Member States
Establishment of Cargo Freight Station (CFS) – Kisarawe	Logistics, Handling	Tanzania
Luanda-Windhoek Corridor roads	Upgrading	Angola, Namibia
Platjan bridge	Upgrading	Botswana and South Africa
Driver Education and Testing Centre	Service Provision	Mauritius
Road Decongestion Programme	Upgrading	Mauritius
Kolwezi- Dilolo road(Angola border, SADC Route 20, 426 km)	Rehabilitation	Angola

Transport Rail	Type	Member States
Upgrading of Dar Es Salaam (DSM)- Isaka (ISK) Railway line to standard gauge and construction of Isaka-Keza-Kigali (Rwanda)/Musongati (Burundi) Railway Line	Upgrade	Tanzania
Tanzania Railways Limited Revival	Commercialisation	Tanzania
Construction of Mtwara – Songea-Mbambabay Railway Line with Spurs to Mchuchuma/Liganga	New Development	Tanzania, Malawi, Mozambique, Zambia
Tchobanine Heavy Haul Railway (Techobanine)	New Development	Mozambique, South Africa, Botswana, Zimbabwe, Swaziland
Restructuring of Zambia's railway systems	Commercialisation	Tanzania, Zambia
Chingola-Solwezi Railway Extension	Extension	Zambia, Angola
Trans-Caprivi-western Zambia Railways from Kolwezi (DRC), through Solwezi (Zambia) to Mongu, Sesheke (Zambia) and Katima Mulilo (Namibia)	New Development	Zambia, Namibia
A heavy haul railway line and a port at Ponta Techobanine, Mozambique	New Development	Mozambique, Botswana, Zimbabwe
Kinshasa- Ilebo Railway Link	Extension	DRC, Zambia, Zimbabwe, South Africa, Botswana and Tanzania
Trans Kalahari Railway	New Development	Namibia, Botswana

Transport Border Posts	Type	Member States
TransKalahari/Mamuno OSBP	Upgrade	Botswana, Namibia
Nakonde/Tunduma OSBP	Upgrade	Tanzania, Zambia
Katima Mulilo/Wenela OSBP	Upgrade	Zambia, Namibia
Oshikango-Santa Clara OSBP	Upgrade	Angola, Namibia
Mwami-Mchinji OSBP	Upgrade	Malawi, Zambia
Plumtree-Ramokgwebane OSBP	Upgrade	Zimbabwe, Botswana
Pioneer Gate-Skilpadhek OSBP	Upgrade	South Africa, Botswana
Kasumbalesa OSBP	Upgrade	DRC, Zambia
Ariamsvlei OSBP	Upgrade	Namibia, South Africa

Transport Ports	Type	Member States
Development of deep water port at Mwambani Tanga	New Development	Tanzania
Mtwara Port and EDZ development	New Development	Tanzania (benefiting countries include Malawi, Mozambique and Zambia)

ICT	Type	Member States
Regional e-Services and Applications Development	Services, Harmonisation	All Member States
Strengthening of the Postal Sector	Commercialisation, Extension	All Member States
Consolidation of Regional Communications Infrastructure	Extension	All Member States

Note: some projects on the Potential PPP long list are cross border projects. For the cross border projects we included the names of all the Member States involved.

Refer to Phase 1 report for further detail on the High-level Scan and all the respective project results.

3.2 Results of Phase II: Detailed Scan


Phase II is a detailed scan which analysis the 39 projects, by further evaluation of each of the projects according to the project evaluation criterion. This evaluation is based on a predefined, agreed and approved evaluation criterion. The goal was to determine their suitability for PPP Procurement. The outcome of the evaluation is projects that are ranked and recommended for feasibility and PPP procurement in the short/ medium and long-term pipeline of projects for SADC 3P Network and SADC Member States. The top 2-4 ranked projects identified for the short term will be taken forward for feasibility preparation funding to the identified financiers.







Refer to section 2.3 for the methodology followed.

3.2.1 Detailed project evaluation

Below the 39 Projects, that was evaluated in detail, in the different countries (refer to Phase 1 Report):

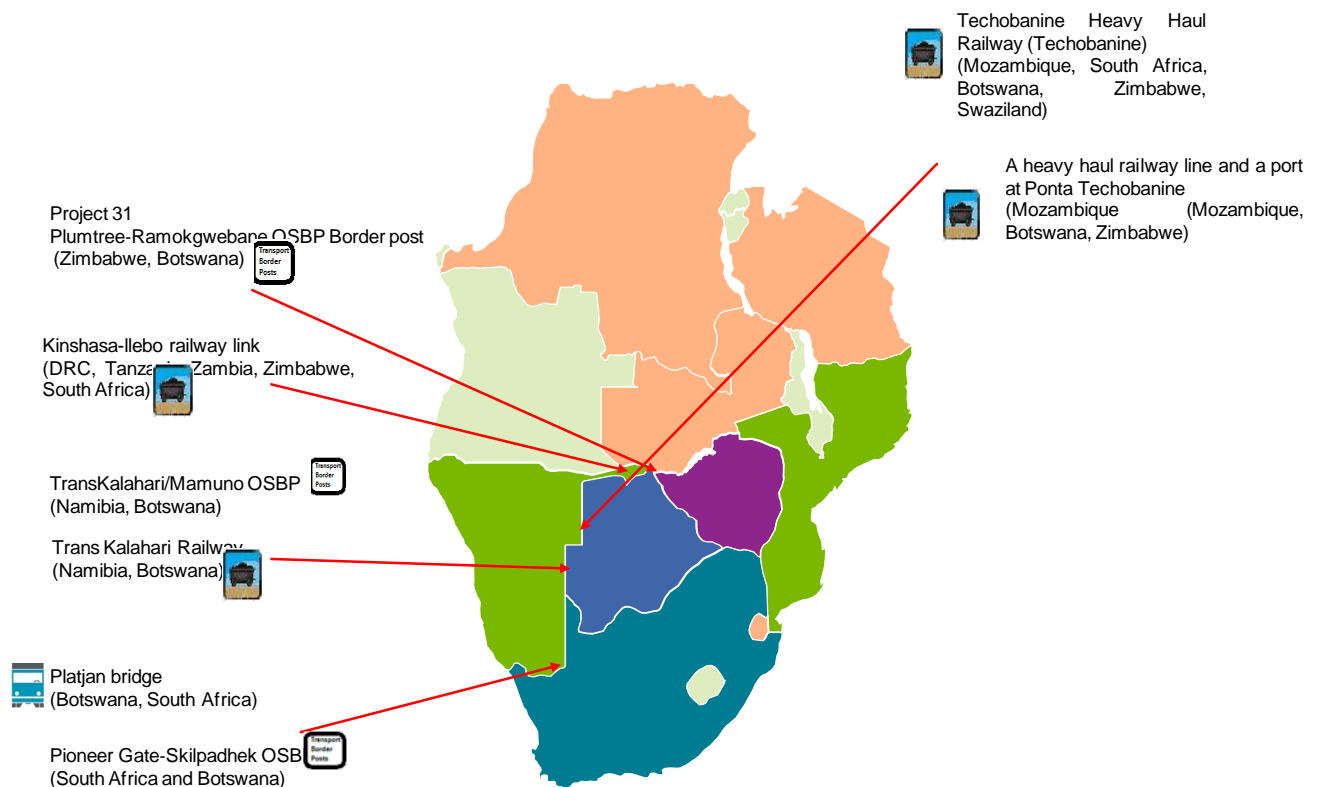
Table 6: Project types icons used in maps

 hydro –Power	 Water
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 Transport – Railway	 Transport – ports
 Telecommunications –ICT	 Transport Border Posts
 Energy - transmission	 Transport – Roads

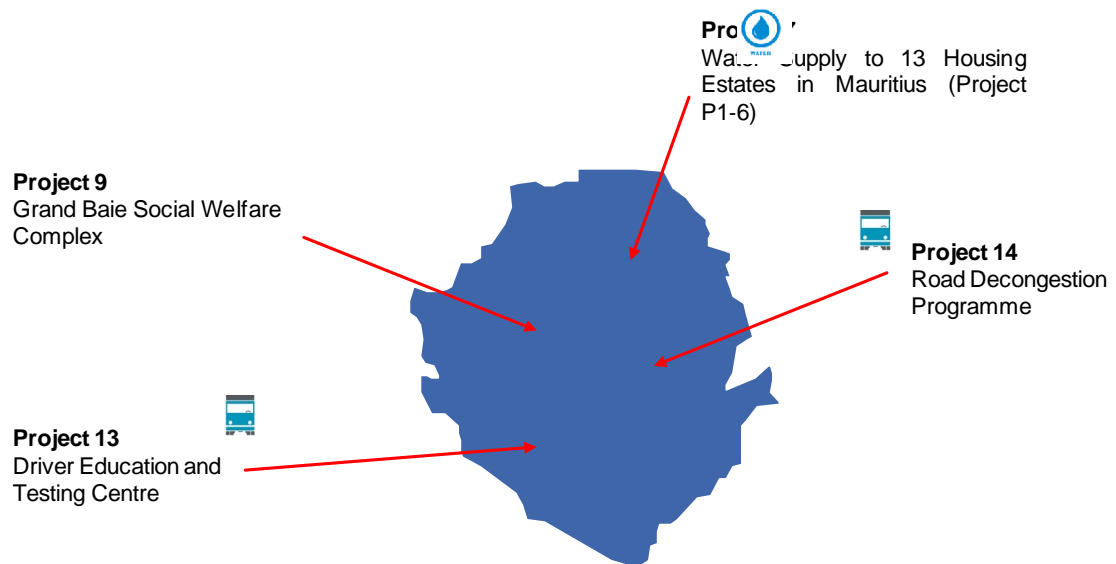
A. Botswana (8 Projects)

Figure 4: Map of Botswana (8 projects)



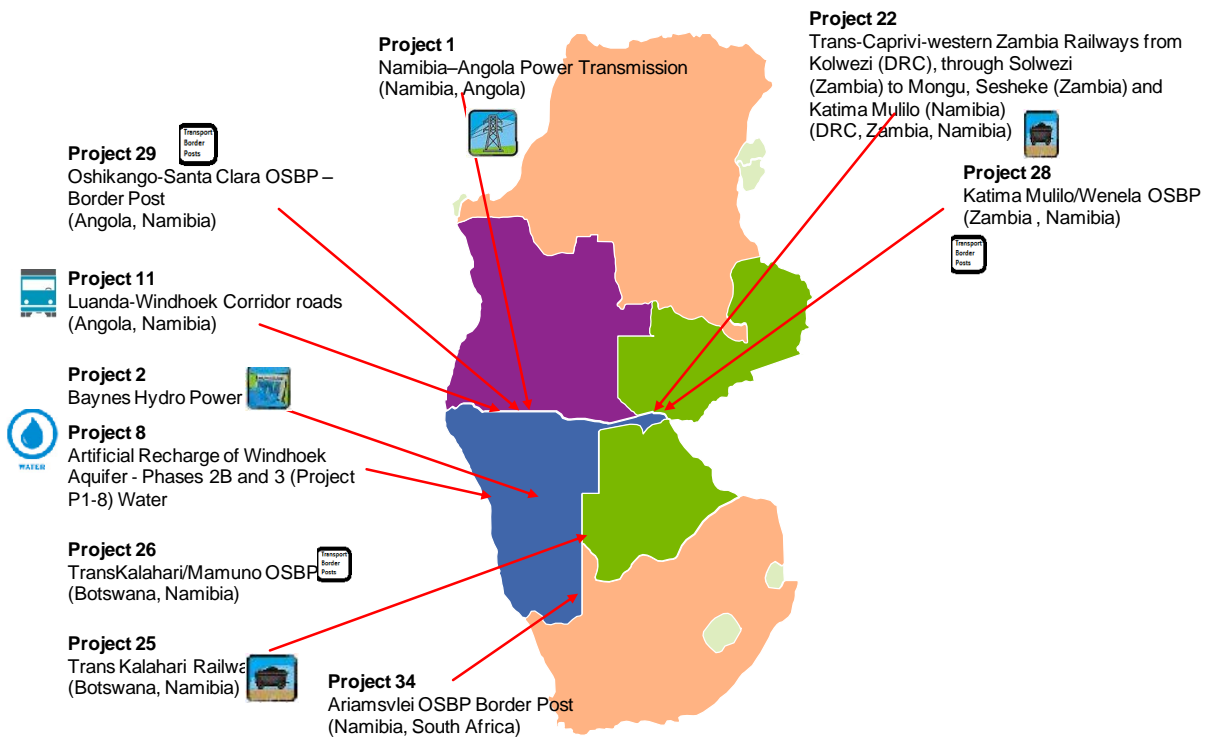
B. Mauritius (4 Projects)

Figure 5: Map of Mauritius (4 projects)



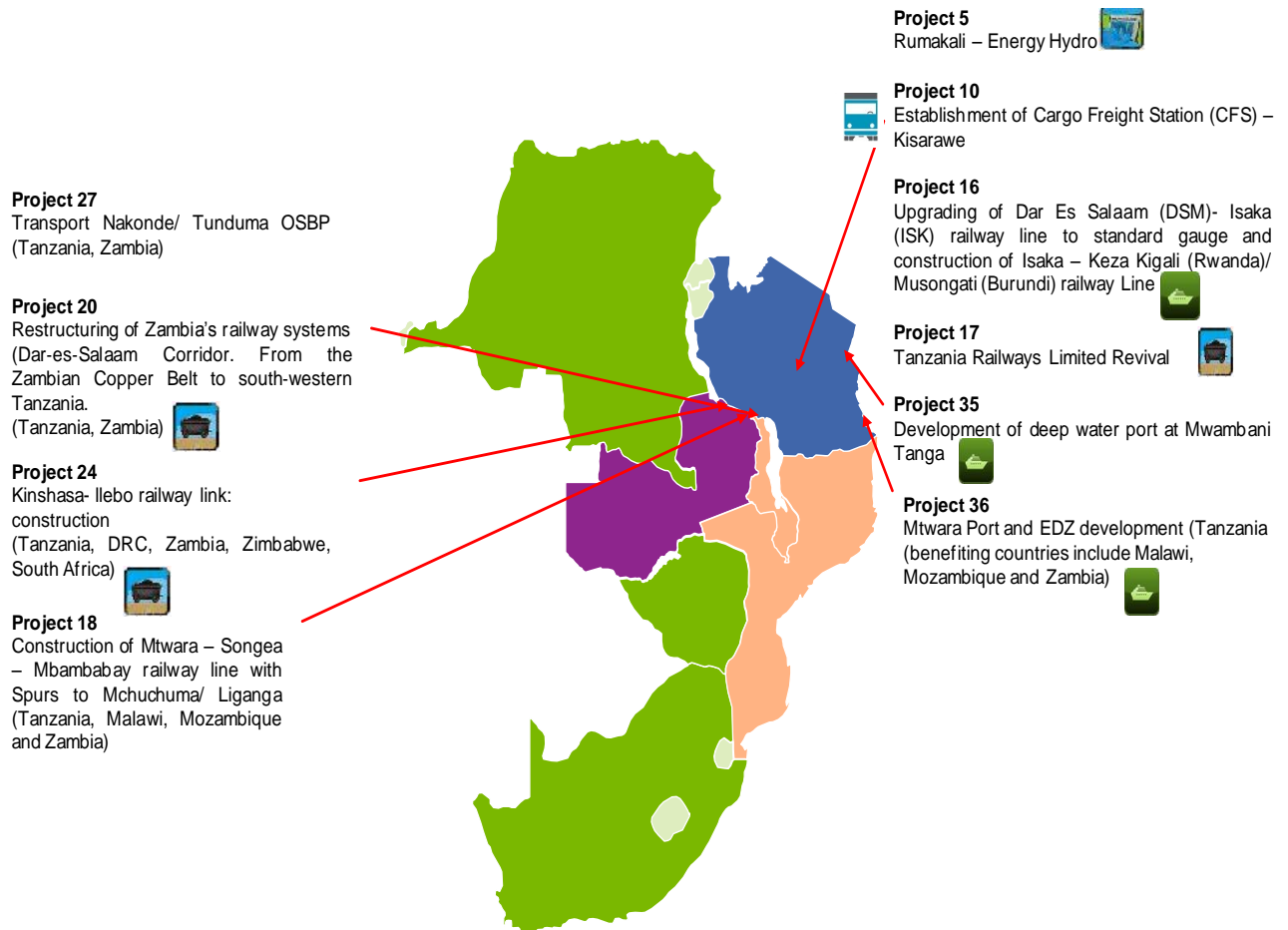
C. Namibia (10 projects)

Figure 6: Map of Namibia with the 10 projects



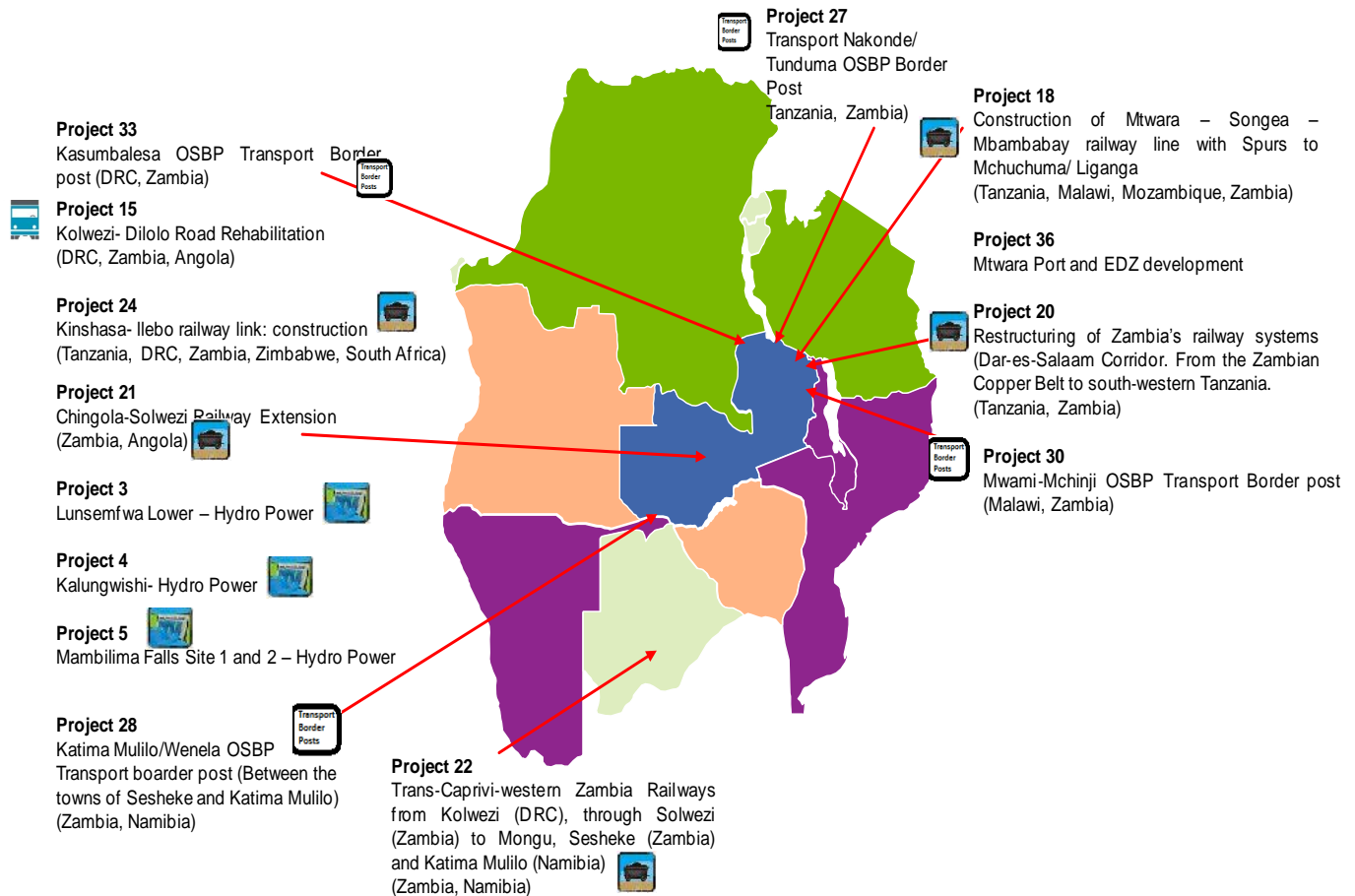
D. Tanzania (10 projects)

Figure 7: Map of Tanzania with 10 projects



E. Zambia (14 Projects)

Figure 8: Map of Zambia with 14 projects



Refer to annexure 1 for further details on the 39 projects.

Below are the results of the evaluation of each of the 39 projects according to the project evaluation criterion. This evaluation was done based on a predefined, agreed and approved evaluation criterion.

Each project obtained a score based on the favourable answer to the detailed evaluation questions and the applicable sector. The total score per project is out of 34. Based on the overall score the top projects can be identified more easily. See results of the evaluation below and the detail project scoring for each project in appendix 4.

Table 7: Project Scores

Project Number	Project name	Overall score	Comment
39	Consolidation of Regional Communications Infrastructure (Fibre Backbone)	31.33	Short term, feasibility required with proper Needs Analysis required to define the need in each member state
21	Chingola-Solwezi Railway Extension	30.50	Short term
13	Driver Education and Testing Centre	26.67	Short term project
25	Trans Kalahari railway	26.50	Short term project
22	Trans-Caprivi-western Zambia Railways from Kolwezi (DRC), through Solwezi (Zambia) to Mongu, Sesheke (Zambia) and Katima Mulilo (Namibia)	24.67	Medium to long term project reason is it goes through 3 jurisdictions
8	Artificial Recharge of Windhoek Aquifer - Phases 2B and 3 (Project P1-8)	24.17	Short term project
19	Transport-38: Tchobanine Heavy Haul Railway (Techobanine)	23	Key transport rail linked to Project 23
23	A heavy haul railway line and a port at Ponta Techobanine, Mozambique	23	Long term includes port.
37	Regional e-Services and Applications Development	21.33	Medium term however the value is too small for PPP approach
New project Added	Regional Locomotive Wagon Pool	21.33	Medium term - the status of the rail and demand unknown across the 3 jurisdictions
38	Strengthening of the Postal Sector	16.17	Medium to long term – numerous jurisdictions, some of the objectives will be long term
29	Oshikango-Santa Clara OSBP	31 October 2013	Outstanding – awaiting data from project sponsor
26	TransKalahari/Mamuno OSBP	31 October 2013	Outstanding – awaiting data from project sponsor
34	Ariamsvlei OSBP	31 October 2013	Outstanding – awaiting data from project sponsor
16	Upgrading Of Dar Es Salaam (Dsm) - Isaka (Isk) Railway Line To Standard Gauge And Construction Of Isaka- Keza – Kigali(Rwanda) / Musongati (Burundi) Railway Line	31 October 2013	Outstanding from Tanzania PPP unit – awaiting project sponsor detail
17	Tanzania Railways Limited Revival	31 October 2013	Outstanding from Tanzania PPP unit – awaiting project sponsor detail
5	Rumakali	31 October 2013	Outstanding from Tanzania PPP unit – awaiting project sponsor detail

35	Development of deep water port at Mwambani Tanga	31 October 2013	Outstanding from Tanzania PPP unit – awaiting project sponsor detail
36	Mtwara Port and EDZ development	31 October 2013	Outstanding from Tanzania PPP unit – awaiting project sponsor detail
27	Nakonde/ Tunduma OSBP	31 October 2013	All Zambia OSBP cancelled as PPPs, government doing them directly
15	Kolwezi- Dilolo road(Angola border, SADC Route 20, 426 km) :Rehabilitation	n/a	Procurement underway
11	Luanda-Windhoek Corridor roads	n/a	Majority of this procured, in no need of study report
1	ENERGY-88: Namibia –Angola	n/a	No concept note available
12	Platjan bridge	n/a	Already in procurement
32	Pioneer Gate-Skilpadhek OSBP	n/a	Being implemented
31	Plumtree-Ramokgwebane OSBP	n/a	Already being implemented, Infrastructure already being handed over
24	Kinshasa- Ilebo railway link: construction	n/a	Already in procurement
33	Kasumbalesa OSBP	n/a	All Zambia OSBP cancelled as PPPs, government doing them directly
18	Construction Of Mtwara – Songea – Mbambabay Railway Line With Spurs To Mchuchuma / Liganga.	n/a	Feasibility done
30	Mwami-Mchinji OSBP	n/a	All Zambia OSBP cancelled as PPPs, government doing them directly
14	Road Decongestion Programme	n/a	Already in procurement
9	Grand Baie Social Welfare Complex	n/a	No concept or feasibility study available and a small project of \$1.5 million
7	Water Supply to 13 Housing Estates in Mauritius (Project P1-6)	n/a	Mauritius PPP could not find any concept or feasibility study
2	Baynes Hydro Power Plant	n/a	Feasibility completed, into design and got committed funding for development of feasibility
28	Katima Mulilo/Wenela OSBP	n/a	All Zambia OSBP cancelled as PPPs, government doing them directly
10	Establishment Of Cargo Freight Station (Cfs) – Kisarawe	n/a	Funding committed by World bank for feasibility study
20	Restructuring of Zambia's railway systems	n/a	Procurement underway
3	Lunsemfwa Lower (Power generation)	n/a	The project is well down the line of being developed privately and does not require any assistance
4	Kalungwishi(Power generation)	n/a	The project is well down the line of being developed privately and does

			not require any assistance
6	Mambilima Falls Site 1 and 2	n/a	The project is well down the line of being developed privately and does not require any assistance

Note: if the project was indicated as a cross border project, the project was evaluated and scored in each country and the lowest score was used as part of the ranking system.

Observations:






- Some projects were not evaluated on the detail evaluation criteria because these projects did not have a proper concept note or prefeasibility, the bankable feasibility was done or in the process, the project already has committed feasibility study funding or the project was already in procurement. This could be that that projects status moved from when we conducted Phase I assessment to the conclusion on Phase II. Another reason could be that when we got in touch with the actual project sponsor the status of the projects were different to what the PPP unit (who we engaged in Phase I) thought. Lastly, when the projects were assessed in Phase 1 if there was any uncertainty on the project status we included the project in the long list of potential PPP projects as a more conservative approach.
- In Zambia all the OSBP were cancelled as PPPs, government decided to do these projects directly through traditional procurement due to difficulties on prior projects.
- In Zambia all the power generation projects because of the nature of the projects were well down the line of being developed privately do not require any assistance
- Project sponsor contact detail from the Tanzania PPP unit is still forthcoming
- The status of the projects is as at the date of assessment as indicated on this report
- A new project (regional wagon pool) was added to the list for Phase 2 detail evaluation









3.2.2 Potential Financiers



Potential project development financiers were identified once the top projects were identified, only those funders who had the potential to fund the identified projects in particular sectors were approached e.g. no projects in the energy sector were identified and thus none of the energy funds were approached.

For details on potential financiers refer to Annexure 2.

Table 8: Potential Financiers

Potential Financiers	Interest in funding the feasibility study of the projects	Comment
African Development Bank ('AfDB')		Potential to fund feasibility study subject to conditions. Can provide Concession loans dependent on project and jurisdiction.
Department for International Development ('DFID')		DFID does fund BFS provided the projects are either a public good or within a programme e.g. the Mozambique Regional Programme
Department of Trade and Industry – Capital Projects		Feasibility funding for SEZ's only as set out in SA law
Development Bank of Southern Africa ('DBSA')		Funds available for Feasibility Study funding of up to 50% of project preparation cost. Busy establishing a Regional Infrastructure Fund for Project Preparation.
European Investment Bank ('EIB')		Funds available for Feasibility Study funding of up to 50% of project preparation cost with condition of participating in up to 50% senior debt. EIB has a 90% on Europe and 10% focus outside Europe

		Infrastructure Investment Programme for SA is a grant to be administered by DBSA and National Treasury for regional bankable feasibility studies
FMO (Dutch Entrepreneurial Development Bank)		Funds available for feasibility study funding up to 50% of project preparation costs in partnership with
German Institute Corporation ('DEG')		Funds available for feasibility study funding.
Harith General Partners (Pty) Ltd		Harith is developing a project preparation facility and will consider providing financial assistance to fund up to 50% of the Project Development Costs and will convert to equity post BFS
International Finance Corporation ('IFC')		IFC has been approached. IFC provides technical assistance
Japan International Cooperation Agency ('JICA')		Potential opportunities to fund feasibility studies.
KFW Development Bank		Supporting predominantly export content .
Public Investment Corporation ('PIC') – Isibaya Fund		PIC don't fund bankable feasibility studies but have appetite to consider post bankable feasibility study
Public-Private Infrastructure Advisory Facility ('PPIAF')		PPIAF indicated they would support climate resilient and green growth projects
The African Export Import Bank (AfriExim Bank)		Generally they do not at this time have a facility for grants or

		sponsoring of BFS
United Nations Development Programme ('UNDP')		UNDP indicated they may support water, energy and environmental sector based projects. The request has to be made by a government entity for the support and funding is normally done on a pilot environment i.e innovative project
World Bank		World Bank does not financially provide assistance for Bankable Feasibility Study

The following organisations may be approached for energy sector related projects

CEF Group SOC Limited – Clean Energy Division	Feasibility funding for energy projects however only approach if one of the top projects in energy
China Development Fund	Email correspondence s, with no response
Clean Energy Development and Finance Centre ('CEDFC')	Feasibility funding for energy projects however only approach if one of the top projects in energy
Clean Technology Fund	Feasibility funding for energy projects however only approach if one of the top projects in energy
Green Fund	Feasibility funding for green and innovative projects however only approach if one of the top projects are green or innovative projects
Industrial Development Corporation –Green Energy Efficiency Fund	Feasibility funding for green energy projects however only approach if one of the top projects are green energy projects

For a detail description of the potential financiers refer to Annexure 2

4 Conclusions

This report proceeds from Phase 1 which was the initial phases of Member State and project analyses and resulted in a Long list of 39 Potential PPP projects.

We evaluated the projects against the set evaluation criteria and scored projects to produce a ranked project pipeline for the short, medium and long term.

Obtaining actual project detail served to be a challenge and the results showed that the Member States PPP unit do not necessarily know the status or source of these projects etc but were supportive in answering and addressing questions, providing clarification and contact details of line department individuals involved in various projects.

Next phase will be to approach potential Funders/ Grant providers with the top 2-4 project information in order to solicit feasibility study grant funding. The top 5 projects from our ranking are:

- North West Rail, Zambia: Kalumbila Mine to Jimbe border with Angola
- Trans Kalahari Railway Project
- Consolidation of Regional Communications Backbone Infrastructure Project (A)
- Artificial Recharge of Windhoek Aquifer- Phases 2B, 2C and 3 Projects.
- Driver Education and Testing Centre Project

Official letters would need to be obtained from the Governments of Mauritius, Namibia, and Botswana requesting assistance from SADC 3P to approach various potential funders to start the discussion on raising feasibility study funding.

4.1 Recommendations

It is recommended that:

- The highest ranked two to four short term projects identified in this report be taken into consideration for next steps of arranging development funding i.e. preparing the projects for application for raising project preparation funding.

Appendix 1 Project Detail of the 39 Potential Project List

Project detail table:

Project 1: Establishment of Cargo Freight Station (CFS) – Kisarawe	
Objective of project	The main objective of this project is for the provision of a dry port on the outskirts of Dar es Salaam, which will act as an extension of the port to manage container and vehicle traffic. Additional storage space for cargo, improve dwell container time, ship turn-round time. As a result of the reduced waiting time for ships in the port and increased shipload, lower shipping freight rates will exist. There will be a reduction in the transit time and permitting movement at most states of the tide and at night. High rating of the port in terms of safety considerations. Revenue, Employment Serve the economies of Tanzania and the landlocked neighbours.
Countries:	Tanzania
Corridor:	Dar-es-Salaam Corridor
Sponsor:	Government of Tanzania, (TPA/PPP/Donors), World Bank.
Status:	Pre-feasibility study report, Call for Expression of Interest, (Eol) published for Consultants to undertake a feasibility study. The next steps are to procure a feasibility study Consultant.
Estimated cost:	USD 280 million

Project 2: Rumakali Hydroelectric Power Project	
Objective of project	Power generation
Countries:	Tanzania
Corridor:	Unknown
Sponsor:	Unknown
Status:	Concept stage
Estimated cost:	Unknown

Project 3: Upgrading of Dar Es Salaam (DSM)- Isaka (ISK) railway

Objective of project	Recapitalization and revival of TRL in order to improve the competitiveness of the rail service and increasing modal share. Restructuring of the regional railways is key to restructuring of SADC rail services. The planned works are critical as this will improve efficiency of the central corridor for the transportations of goods within Tanzania to Rwanda, Western DRC, Uganda, Burundi and the SADC regional as a whole.
Countries:	Tanzania
Corridor:	Central
Sponsor:	Governments of Tanzania, Rwanda, Burundi and DRC
Status:	Consultancy for a detailed engineering study is underway. The Consultancy is being undertaken by CANARAIL of Canada.
Estimated cost:	USD 362 million

Project 4: Tanzania Railways Limited Revival

Objective of project	The TPA's plan is to enhance the country's maritime ports capacity with regard to international trade transport, and to ensure that sufficient capacity is available to meet forecasted demand. Attract bigger ships and transshipment cargo, as well as improve traffic movement from Mombasa and Dar-es-Salaam. Generate more revenue, Create more employment, Provide cost-effective transport. To improve the competitiveness of the rail service and increasing modal share.
Countries:	Tanzania
Corridor:	Central
Sponsor:	Tanzania government; Tanzania Ports Authority (TPA)
Status:	Concession has been cancelled; project seeks to find a way forward. Trademark EA has offered assistance to the Government of Tanzania, TAZARAI. Funding for infrastructure secured from China. Strategic plan under development with support from TMSA. Awaiting financing and procurement.
Estimated cost:	USD 188 million

Project 5: Development of deep water port at Mwambani Tanga

Objective of project	The project is expected to provide facilities for handling all types of ships, conventional, container, coasters and tankers. More ships will be calling at Mtwara port, resulting in increased revenue. Oil and gas exploration activities and the development of the Mtwara port infrastructure forms part of the Mtwara Development Corridor (MtDC) initiatives.
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Countries:	Tanzania (benefiting countries include Malawi, Mozambique and Zambia)
Corridor:	Mtwara Corridor
Sponsor:	Tanzanian government through the Tanzania Ports Authority
Status:	To procure consultants for feasibility, detail design and construction works. Feasibility study complete. Tanzania Ports Authority acquired land.
Estimated cost:	USD 184.1 million

Project 6: Mtwara Port and EDZ development

Objective of project	The existing port covers an area of about 71 ha. TPA has acquired 2,646 ha. Of land for port expansion and establishment of EPZ. Cargo Forecasts is based on the proposed Mtwara Corridor activities. The major commodities considered include; compressed natural gas (CNG), exports of wood, hardwood timber, cement, urea, coal, importation of bitumen, steel and other building materials. Development of a local ship-breaking and Sesame seeds.
Countries:	Tanzania , Zambia
Corridor:	Mtwara Corridor
Sponsor:	Government of Tanzania through TPA
Status:	Concept stage. To procure consultants for feasibility, detail design and construction works.
Estimated cost:	USD 30 million

Project 7: Nakonde/Tunduma Border Post (Zambia/Tanzania)

Objective of project	To achieve a fast and unobstructed flow of traffic through the OSBP. Increase flow of goods through border post.
Countries:	Tanzania , Zambia
Corridor:	Dar es Salaam
Sponsor:	TMSA/TMEA
Status:	OSBP under development with support from TMEA. Feasibility Study completed and design under consideration. This OSBP was covered by the Southern Africa Growth belt study by JICA in 2010. Zambia side infrastructure provision outsourced to a private company and under construction. Tanzania enabling law to come through EAC OSBP law.
Estimated cost:	USD 30 million

Project 8: Restructuring Zambia's railway systems (Zambia/ Tanzania)

Objective of project	To improve the efficiency and effectiveness of the concession, via the restructuring of the concession. Investment in railway infrastructure and improved rail service
Countries:	Tanzania , Zambia
Corridor:	Dar es Salaam Corridor
Sponsor:	Government of Zambia
Status:	Concept stage. Government decision pending to initiate restructuring.
Estimated cost:	Unknown

Project 9: Mtwara – Songea – Mbambabay railway line

Objective of project	Reduction of transportation costs. Promotion of Mtwara Port. Facilitate transportation of minerals by rail. Reduction of traveling time. Easy accessibility to various social services to the community along the project area. Trade facilitation.
Countries:	Tanzania, Malawi, Mozambique and Zambia
Corridor:	Mtwara Corridor
Sponsor:	Governments of Tanzania, Rwanda, Burundi and DRC
Status:	Awaiting financing and procurement. The planned works are critical as this will improve efficiency of the Southern corridor for the transportations of goods within Tanzania and to Zambia, Malawi and Importations of goods through the port of Mtwara. Detailed study to start next financial year 2012/13 Planned Completion: 2015 Next Steps: Secure financing and procure Technical/Operational Notes: Contractor for constructions works Last Updated: 2012/07/18
Estimated cost:	USD 1 386 million

Project 10: Chingola-Solwezi Railway Phase 2 Extension (Zambia, Angola)

Objective of project	Phase 2 from Kulimbila to Jimbe on the Angola Border to link up with Lobito line. Providing a railway link from the Copper Belt to Angola for export/import through Lobito. New railway line, improved rail connectivity.
Countries:	Zambia, Angola
Corridor:	Lobito-Benguela Corridor
Sponsor:	Northwest Project Railways
Status:	Phase 1 is well progressed with a feasibility study, prelim design, detail design, construction. Phase 2 is defined but needs a feasibility study carried out.
Estimated cost:	None

Project 11: Lunsemfwa Lower – Hydro Power

Objective of project	Increased Energy Production Capacity
Countries:	Zambia
Corridor:	Not identified
Sponsor:	Undertaken by Port Sector.
Status:	Expected commissioning date-2016
Estimated cost:	Unknown

Project 12: Kalungwishi – Hydro Power

Objective of project	Increased Energy Production Capacity
Countries:	Zambia
Corridor:	Not identified
Sponsor:	Lunzua Power Authority Ltd.
Status:	Expected commissioning date-2016
Estimated cost:	Unknown

Project 13: Mambilima Falls Site 1 and 2- Hydro Power

Objective of project	Increased Energy Production Capacity
Countries:	Zambia
Corridor:	Not identified
Sponsor:	Copperbelt Energy Corporation
Status:	Expected commissioning date-2016
Estimated cost:	Unknown

Project 14: Kasumbalesa Transport Border post (Zambia/ DRC)

Objective of project	Enhanced border and trade chain security reduced waiting time for vehicles at borders and reduced transport cost. Increase flow of goods through border post
Countries:	DRC, Zambia
Corridor:	North-South Corridor
Sponsor:	RTFP
Status:	Being implemented. Upgrades on DRC and Zambian sides
Estimated cost:	Unknown

Project 15: Trans Caprivi western Zambia Railways (Zambia/Namibia/DRC)

Objective of project	Construction of a new route for exports to Walvis Bay. Transporting of products mainly copper.
Countries:	Zambia
Corridor:	Western Corridor
Sponsor:	Government of the Republic of the Namibia
Status:	Concept stage. Prefeasibility study conducted. Feasibility study upgraded. Detail
Estimated cost:	N\$7 Billion

Project 16: Mwami Mchinji Transport Border post (Zambia/ Malawi)

Objective of project	Enhanced border and trade chain security, reduced waiting time for vehicles at borders and reduced transport cost. Increase flow of goods through border post.
Countries:	Malawi, Zambia
Corridor:	Not identified
Sponsor:	Unconfirmed
Status:	Project brief
Estimated cost:	Unknown

Project 17: Kolwezi-Dilolo Road Rehabilitation

Objective of project	Rehabilitate Road
Countries:	Zambia, DRC Angola

Corridor:	Not identified
Sponsor:	Unconfirmed
Status:	Pre-feasibility complete, Feasibility and Detailed Design pending.
Estimated cost:	Unknown

Project 18: Kinshasa-Ilebo Railway Link

Objective of project	Extension of Rail Link.
Countries:	Zambia, DRC, Zimbabwe, South Africa, Botswana, Tanzania
Corridor:	Not identified
Sponsor:	Unconfirmed
Status:	Pre-feasibility complete, Feasibility and Detailed Design pending.
Estimated cost:	USD 8 million

Project 19: Pioneer Gate-Skilpadhek Border Post (Botswana/ SA)

Objective of project	Enhanced border and trade chain security reduced waiting time for vehicles at borders and reduced transport cost. Increase flow of goods through border post.
Countries:	South Africa, Botswana
Corridor:	Trans-Kalahari Corridor
Sponsor:	Unconfirmed
Status:	Being implemented. Upgrades on South African side
Estimated cost:	None

Project 20: Platjan bridge (Botswana/ SA)

Objective of project	The construction of an appropriate river-crossing structure will alleviate the unnecessary inconvenience and severe disruptions to the social and economic life of the people living within the catchment area of the project site. The crossing facilities will provide an uninterrupted and direct access to residents of both countries, as well as those travelling between the two countries. More so, this will help revive the developments in the nearby villages and towns. Permanent all weather concrete bridge in place.
Countries:	North-South Corridor
Corridor:	Not identified
Sponsor:	Government of Botswana DDF
Status:	Following the approval of the draft final EIA report by South Africa, the project

	will be ready for construction.
Estimated cost:	None

Project 21: Techobanine Heavy Haul Railway

Objective of project	New rail line to serve as coal export route through Zimbabwe, Botswana and Mozambique. The new railway line will be on a different rail gauge (i.e. standard gauge) from the existing narrow gauge rail networks in the Region. The aim is to develop a modern, high speed, heavy haul railway system. Zimbabwe, Swaziland and Botswana, as landlocked countries, will benefit significantly from the extended inter-regional railway system that will link them to the deep-water port at Ponta Tchobanine.
Countries participating:	Mozambique, South Africa, Botswana, Zimbabwe, Swaziland
Corridor:	Maputo Corridor
Sponsor:	Governments of Botswana, Mozambique and Zimbabwe
Status:	Project Brief. Countries are in the process of formalizing institutional arrangements. The three countries are in the process of recruiting a consultant to carry out a pre-feasibility.
Estimated cost:	USD 11bn

Project 22: Heavy haul railway line and a port

Objective of project	New railway line to serve as coal export route from Botswana and Zimbabwe to Mozambique. The aim is to develop modern, high speed, heavy haul railway system to open the gateway to the Eastern Markets.
Countries affected:	Mozambique, Botswana, Zimbabwe
Corridor:	Not identified
Sponsor:	Ministry of Minerals, Energy and Water Resources in Botswana. Each Country has a Ministry as the Sponsor.
Status:	The tripartite MoU between Botswana, Mozambique and Zimbabwe was signed on the 15 th April 2011. Project brief: the 3 countries are in the process of recruiting a consultant to carry out a Pre-feasibility study.
Estimated cost:	USD 11.2 bn

Project 23: Lunsemfwa Lower – Hydro Power

Objective of project	Increased energy Production Capacity.
Countries:	Zambia

Corridor:	Maputo Corridor
Sponsor:	Unknown
Status:	Expected commissioning date-2016
Estimated cost:	Unknown

Project 24: Plumtree Ramokgwebane (Botswana/ Zimbabwe)

Objective of project	Enhanced border and trade chain security reduced waiting time for vehicles at borders and reduced transport cost. Increase flow of goods through border post.
Corridor:	North-South Corridor
Sponsor:	Unconfirmed
Status:	In implementation
Estimated cost:	Unknown

Project 25: Baynes - Hydro Power

Objective of project	Reduced reliance on imports; mitigate increased costs of imports, enable Namibia to meet increasing demand; increase Angolan water sources
Countries:	Namibia, Angola
Corridor:	Not identified
Sponsor:	Nampower, ENE
Status:	Technical and feasibility studies have been completed. Expected commissioning date-2019.
Estimated cost:	USD 1.3bn

Project 26: Artificial Recharge of Windhoek Aquifer

Objective of project	Artificial recharge of the Windhoek Aquifer as the best option for the supply of augmentation to central Namibia. This project will benefit all residents of Windhoek, as it will improve the security of water supply to the city. This, in turn, will ensure that businesses and industries will be less affected by water rationing during periods of drought. The security of supply would attract new investments, which again contributes to poverty eradication and improved livelihoods.
Countries:	Namibia
Corridor:	Not Applicable
Sponsor:	The project proponent is the Ministry of Agriculture, Water and Forestry with NamWater being the implementing agency.
Status:	The project can be considered to be in Phase 5 of the ICA Project Development Phases. Sourcing of funds (US\$5 million) and tendering for construction for Phase 2B will be done in 2013

Estimated cost: None

Project 27: TransKalahari/Mamuno Border Post

Objective of project	Ensure effective and maximum trade facilitation at the Trans Kalahari Corridor. Increase flow of goods through border post. Already complete on the Mamuno Side. The pilot project will be complete 2014.
Countries:	Botswana, Namibia
Corridor:	Trans-Kalahari Corridor
Sponsor:	USAID Trade Hub/ JICA/ Southern Africa
Status:	Project Information Memorandum- PIM (Project financing proposal). Next Steps: Redesign of OSBP. Trial to be scheduled for joint inspection. Feasibility Stage - Project Information Memorandum- PIM (Project financing proposal). Next Steps: Redesign of OSBP Technical/Operational Notes: Trial to be scheduled for joint inspection. Last updated: 2012/05/30= Update 25 July 2013: Botswana parliament recently approved the Bill concerning operations of OSBP Namibia hope to pass the law by the end of the year. Negotiations on the pilot project were finalized and just need clearance by respective governments, JICA developed some procedures, Consultant appointed to finalize all procedures and to work on Implementation Strategy, and it is anticipated that the operations will commence around April 2014 as a pilot project and this will inform future projects. A Joint Infrastructure Task Team currently investigating the possibility of implementing the OSBP using the existing infrastructure at both sides as well as looking at what additional infrastructure will be needed, with the aim of developing an Infrastructure Master Plan.
Estimated cost:	To be determined

Project 28: Oshikango Santa Clara Border Post (Namibia/ Angola)

Objective of project	Enhanced border security and trade chain security, reduced waiting time for vehicles at borders and reduced transport cost. Improved efficiency at border post, greater familiarity with Angolan procedures.
Countries:	Angola, Namibia
Corridor:	Trans-Cunene Corridor
Sponsor:	JICA
Status:	Project brief
Estimated cost:	To be determined

Project 29: Namibia Angola Interconnector

Objective of project	Power transmission
Countries:	Mozambique Namibia, Angola
Corridor:	Unknown
Sponsor:	Unconfirmed
Status:	Concept Stage. No concept note
Estimated cost:	None

Project 30: Ariamsvlei OSBP Border Post

Objective of project	Ensure effective and maximum trade facilitation at the Trans/Kalahari Corridor. Increased flow of goods through border posts.
Countries:	Namibia, South Africa
Corridor:	Unknown
Sponsor:	Unknown
Status:	No Pre-Feasibility study done.
Estimated cost:	None

Project 31: Trans Kalahari Railway

Objective of project	To transport coal and other commodities from Botswana and Region via Walvis Bay.
Countries:	Namibia, Botswana
Corridor:	Trans Kalahari
Sponsor:	Governments of the Republic of Namibia & Botswana. MoT & Comm, MoE& Minerals
Status:	Pre-Feasibility Study. Bilateral agreement still outstanding.
Estimated cost:	None

Project 32: Water Supply to 13 Housing Estates in Mauritius

Objective of project	Provide Bulk Water Reticulation to 13 Housing Estate developments with a number of 3500 homes
Countries:	Mauritius
Corridor:	Not Applicable
Sponsor:	None
Status:	Project is entering detail design stage

Estimated cost:	USD 11 million
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Project 33: Driver Education and Training Centre

Objective of project	To reduce killed and serious injured (KSI) by 40%.
Countries:	Mauritius
Corridor:	Not identified
Sponsor:	Government of Mauritius, Department of Transport
Status:	Draft Feasibility complete
Estimated cost:	Rs 1 bn (Excl land, +_\$33million dollars)

Project 34: Road Decongestion Programme

Objective of project	Reduce congestion through road development and tolling. 70 km , one tunnel/ 0.7km. There are two bridges
Countries:	Mauritius
Corridor:	Not applicable
Sponsor:	Department of Transport, Government of Mauritius (providing 80% of the funding)
Status:	Advanced with preferred bidder
Estimated cost:	USD 82 million

Project 35: Grand Baie Social Welfare Complex

Objective of project	Construction of a new complex consisting of shopping malls, store for social welfare centre, parking slots, an esplanade for cultural activities. Hall for social activities. Retail complex mixed with a welfare centre and tourism and arts and cultural centre. Private sector participation to develop and construct and generate revenue from retail. No procurement. Feasibility/concept note available.
Countries:	Mauritius
Corridor:	Not applicable
Sponsor:	Department of Social Welfare
Status:	Project is entering detail design stage
Estimated cost:	\$1.5million

Project 36: Regional e-Services and Applications Development

Objective of project	<p>Improve efficiency of public service delivery and e-commerce.</p> <p>Facilitate administration of regional flows of people, goods and services.</p> <p>Provide open access to public data. Government e-services reduce costs for government, business and the public, increased transparency, efficiency and quality of service.</p> <p>Reduced government expenditures on service delivery, more rapid service delivery.</p>
Countries:	All Member States
Corridor:	Not applicable
Sponsor:	SADC Secretariat, SADC I&S, SADC Trade Industry Finance & Investment, Ministries of Home Affairs, Health, Education, Transport, Trade and Agriculture, SADC Regional Chamber of Commerce (ASCCI)
Status:	This project is yet to be approved.
Estimated cost:	USD 7.6 million

Project 37: Strengthening of the Postal Sector

Objective of project	<p>To support the development of sustainable, reliable and affordable postal systems that provide the full range of up-to-date services to all SADC citizens, inter-operating efficiently across the Region.</p> <p>Increased social and economic inclusion, more use of e-commerce, financial services and public access to electronic information services, especially in remote and rural areas. Businesses operate more efficiently, improved emergency services due to improved addressing systems, and increased regional integration and e-commerce</p>
Countries:	All Member States
Corridor:	Not applicable
Sponsor:	SADC Secretariat I&S Directorate, SAPOA, CRASA, Min ICTs
Status:	Project to be approved.
Estimated cost:	USD 286 million

Project 38: Consolidation of Regional Communications Infrastructure

Objective of project	<p>Ensure that the region is fully interconnected nationally, regionally and globally through reliable and affordable high-capacity fibre optic links.</p> <p>This would first complete the remaining SADC cross-border infrastructure gaps, which would fulfill the Connect Africa and AU goals for each country to be connected to its neighbours.</p> <p>Then ensure each Member State capital city is linked to all of its Member State neighbours via at least two routes, and to at least two cable landing stations of different cross-continental submarine networks.</p> <p>Ensure the region is connected to its neighbouring regions – EAC/COMESA/ECCAS, and thereby to the rest of Africa (i.e. initially via Angola and Tanzania to the countries to the north, and then also via DRC). These links also provide access to additional submarine cable systems, such as TEAMS and LION which land in Mombasa, and could be reached via links to Tanzania. Ensure DTT Migration for all SADC Member States.</p> <p>Ensure affordable satellite based connectivity solutions are in place for remote areas outside. Migration of analogue to digital broadcasting.</p>
Countries:	All Member States
Corridor:	SADC
Sponsor:	SADC secretariate
Status:	Project to be approved. Approval of project, promotion for financing especially to PIDA.
Estimated cost:	Unknown

Project 39: Establishment of a regional locomotive and wagon pool leasing for SADC region

Objective of project	Rehabilitation and expansion of the African railways
Countries:	Mozambique; Zambia; Zimbabwe and Tanzania
Corridor:	Not applicable
Sponsor:	Transnet and Thalo at this stage of the development of the project
Status:	Concept phase
Estimated cost:	Not available yet - need market study

Appendix 2 Potential Financiers

African Development Bank ('AfDB')

Details of the AfDB:

The African Development Bank is the Group's parent organization. Its major role is to contribute to the economic and social progress of its regional member countries - individually and collectively. As of 31 December 2011, the African Development Bank's authorized capital is subscribed to by 77 member countries made up of 53 independent African countries (regional members) and 24 non-African countries (non-regional members). The African Development Bank AfDB Group is a multilateral development finance institution, comprising three distinct entities: the African Development Bank AfDB, the parent institution, and two affiliates, the African Development Fund (ADF) and the Nigerian Trust Fund, (NTF). The AfDB Group is Africa's premier development finance institution. It is one of the five major global multilateral development banks (MDB).

Comments from discussion with AfDB:

Meeting was held with the AfDB on the Friday 13th September.

AfDB is undergoing some restructuring through decentralisation; therefore the regional office will have more functionality over the next few years. One of these restructuring points is that SARC is in the process of setting up a PPP department.

AfDB may consider providing feasibility study funding and /or concession loan for the project.

China Development Fund

Details of China Africa Development Fund:

The China-Africa Development Fund, more commonly known as CAD Fund, is a Chinese investment fund focusing on stimulating and facilitating Chinese investments in Africa. It is China's largest private equity fund focusing on African investments. CAD Fund's primary purpose is to serve Sino-African trade cooperation through market-based mechanisms by reducing risk to Chinese investors in Africa. It does this by providing bridging finance, financial advice, Africa specific managerial advice, and identifies potential investment opportunities. It also helps African projects find suitable Chinese investment partners. It aims to invest in low risk projects which provide sustained and consistent returns over a long period of time. This is partly done with the objective of helping Chinese firms operating in Africa to expand their market share, get closer to end consumers, or secure natural resources.

As of 2010 the fund had invested in 30 projects in Africa worth around US\$800 million. In 2009 alone,

The fund invested US\$140 million of China's total US\$1.3 billion invested in Africa that year. The fund is focused on industrial development and the acquisition of stakes in mining interests such as its joint purchase with China Guangdong Nuclear Power Group for Rio Tinto's 11.1% share in Kalahari Minerals valued at US\$996 million in February 2012. The fund in 2010 teamed up with several partners by contributing 382.5 million ZAR into a 1.65 billion ZAR investment by Jidong Cement to build a cement plant in Limpopo, South Africa.

Comments from discussion with China Africa Development Fund:

Email correspondence sent out 19 September 2013, still awaiting response.

Clean Energy Development and Finance Centre ('CEDFC')

Details of CEDFC

The United States -Africa CEDFC is an initiative by the U.S. Trade and Development Agency, the Overseas Private Investment Corporation and the Export-Import Bank of the United States to provide a coordinated approach to clean energy project development in sub-Saharan Africa. The goals of the CEDFC are to assist Sub-Saharan African energy developers implement clean energy projects while promoting U.S. private sector participation in sub-Saharan Africa's economic development. Specifically, the CEDFC will provide technical and financial support for clean energy project development including, for example, solar; wind; biomass; geothermal; hydropower; ocean; cogeneration; natural gas (including biogas); distributed generation; energy efficiency; and smart grid development.

Comments from discussions with Clean Energy Development and Finance Centre

Not approached until identified energy project in the top 5 list.

CEF Group SOC Limited – Clean Energy Division

Details of Clean Energy Division of the CEF Group SOC limited

The Clean Energy Division of the CEF Group pursues commercially viable investments in renewable energy (with the exception of natural oil and other already commercialised and developed energy technologies in Southern Africa). This division focuses on a number of niche areas, commercial projects, developmental projects which catalyze the renewable energy sector and social projects which benefit previously disadvantaged communities.

Comments

Not approached until identified energy project in the top 5 list.

Clean Technology Fund

Details of Clean Technology Fund

The Clean Technology Fund will invest in projects & programs that contribute to demonstration, deployment & transfer of low carbon technologies with a significant potential for long term greenhouse gas emissions savings.

Investment selection criteria will be developed to assess the potential for greenhouse gas reductions, demonstration potential, development impact & implementation potential. Investments may include,

among others, low carbon actions addressing the power sector (renewable energy, as well as increased efficiency in generation, transmission and distribution); translation & large scale adoption of energy efficient technologies.

Comments from discussions with Clean Technology Fund

Not approached until identified energy project in the top 5 list.

Department of Trade and Industry – Capital Projects

The programme's contribution is in the form of a grant of up to 55% for projects in Africa. The primary objective of the programme is to facilitate feasibility studies that are likely to lead to high-impact projects which will stimulate value-adding economic activities in South Africa as this will have greater impact on the country's industrial policy objectives.

The secondary objectives of the programme include:

- Attracting high levels of domestic and foreign investments;
- Strengthening international competitiveness of South African capital goods sector and allied industries;
- Creating sustainable jobs in South Africa;
- Creating a long-term demand for South African capital goods and services;
- Stimulating project development in Africa as well as support for the objectives of the NEPAD; and
- Stimulating upstream and downstream linkages with SMMEs and BEE firms.

Comments from discussion with DTI-Capital Projects Feasibility Programme

Approached on the 18 September and received a response to meet in the week of the 7th to 11th October. Only feasibility studies funded are those related to the identified proposed SEZ's as set out in SA law.

Development Bank of Southern Africa ('DBSA')

Details of DBSA

The DBSA is one of the largest DFIs in South Africa. It plays five major roles as:

- Financier: to contribute to the delivery of basic services and promote economic growth through infrastructure funding.
- Partner: to leverage private, public and community players in the development process.
- Advisor: to build institutional, financial, technical and knowledge capacity for development.

- Integrator: to originate, facilitate and participate in key initiatives for building capacity and providing development solutions.

Implementer: to mobilise and link stakeholders, initiatives and resources for sustainable development solutions.

Its key products include project financing (debt, mezzanine, equity, limited/non-recourse lending, development Funding and technical assistance), corporate lending and equity investment.

Comments from discussions with DBSA

Meeting held with DBSA on the 2 October. DBSA is very keen to understand the methodology and short list of projects. Also have funds available for Feasibility Study Funding of up to 50% of project preparation cost. Busy establishing a Regional Infrastructure Fund for Project Preparation (operational 2nd Quarter of 2014).

DBSA will consider minimum PPP type project value of \$50million (debt).

FMO (Dutch Entrepreneurial Development Bank)

Details of FMO(Dutch Entrepreneurial Development Bank)

FMO is the Dutch development bank that invests in companies, projects and financial institutions in developing countries. The DFI principally provides long-term finance, although it could also offer shorter-term project financing. FMO provides high-risk, innovative financing structures such as mezzanine and equity. It works with clients to understand their specific needs, tailoring the financial package to fit.

Comments from discussions with FMO

Meeting was had in October. FMO may consider providing funding of up to 50% of project preparation costs

European Investment Bank ('EIB')

Details of EIB

The EIB is the European Union's bank. EIB are the only bank owned by and representing the interests of the European Union Member States. EIB work closely with other EU institutions to implement EU policy

EIB priorities, as defined in their Operational Plan, are:

- Supporting the creators of 80% of new jobs (small and medium sized enterprises SMEs)
- Addressing economic and social imbalances between the regions (cohesion)
- Protecting and improving the natural and urban environment (environmental sustainability)

- Promoting innovation through investment in ICT and human and social capital (innovation)
- Linking regional and national infrastructure of transport and energy (Trans-European Networks)
- Supporting a competitive and secure energy supply (sustainable energy).

Comments from discussions with EIB

Meeting held on the 27th September with Nathaniel and Ryno Byleveldt. EU Infrastructure Trust Fund will support projects with cross border implications and may consider subsidies on interest margins.

Minimum project value to consider project preparation costs is €30million. EIB is prepared to fund up to 50% project preparation costs with condition of participating in up to 50% senior debt. EIB has a 90% focus on Europe and 10% focus outside Europe. Can provide project preparation funding, technical assistance funding, equity and debt, and provide subsidies on interest margins. Infrastructure Investment Programme for SA is a grant to be administered by DBSA and National Treasury for regional bankable feasibility studies.

German Institute Corporation ('DEG')

Details of German Institute Corporation

DEG is a member of KfW Bank Group which is an arm of the government of the Federal Republic of Germany. DEG finances investments of private companies in developing and emerging economies. As one of Europe's largest DFIs, it promotes private business structures to contribute to sustainable economic growth and improved living conditions in these countries.

Comments from discussions with DEG

DEG was approached on 20 September 2013. Needs to be re-approached post 22 November.

Green Fund

Details of Green Fund

The Green Fund aims to provide catalytic finance to facilitate investment in high impact, innovative green initiatives which reinforce sustainable development policy objectives. The Green Fund is additional and complementary to existing fiscal allocations supporting the transitioning of the South African economy to a low-carbon, resource efficient and climate resilient growth path. The Green Fund aims to respond to market weaknesses currently hampering South Africa's transition to a green economy by:

- Promoting innovative and high impact green programmes and projects
- Reinforcing sustainable development policy objectives through green interventions

- Building an evidence base for the expansion of the green economy, and
- Attracting additional resources to support South Africa's green economy development.

Importantly, the Fund will only support initiatives which would not have been implemented without its support. Due to its focus on innovative projects, unless a strong case is made for the coverage of a funding or financing gap, the Green Fund will not support such projects.

Comments from discussions with Green Fund

Not approached until identified project in the top 5 list.

KFW Development Bank

Details of KFW Development Bank

KFW is Germany's leading development bank and are an integral part of KfW Bankengruppe. Our main client is the Federal Ministry for Economic Cooperation and Development (BMZ). KFW's attaches special priority to environmental and climate protection, financial sector development and the water sector. In keeping with the needs and development strategies of the partner countries, we provide finance, advice and support for development and climate protection projects and programmes worldwide. The foremost concern in cooperation is to achieve sustainable impacts. Strengthening the initiative, ownership and capacities of our partners is a major success factor. An institution in the partner country is therefore always assigned responsibility for planning and implementing a project or programme. These are largely government bodies, but sometimes also private enterprises or non-governmental organisations. In Financial Cooperation altogether, KFW carries out 1,900 programmes and projects in more than 100 countries.

Comments from discussions with Green Fund

Not approached until identified project in the top 5 list. May be re-approached.

Industrial Development Corporation – Green Energy Efficiency Fund

Details of IDC –Green Energy Efficiency Fund

We provide finance for industrial development projects, playing a catalytic role in promoting partnerships across industries within and outside our borders, promoting regional economic growth.

Companies in the private sector who plan to:

- Implement an energy efficiency project that provides significant energy and/or emissions savings.
- Offset grid-connected electricity through self use renewable energy.
- Priority will be given to companies that have less than or equal to:

- ZAR51 million turnover or
- ZAR55 million assets or
- 200 employees

Priority will be given to projects that have a high local content where there is local manufacture of a particular technology in South Africa.

Replicable and or bundled industrial energy efficiency projects will be preferred.

Projects for non SMEs or low local content may be also considered if they provide significant energy and emissions reductions.

The fund is only available to businesses registered and operating in South Africa.

Comments from discussions with IDC- Green Energy Efficiency Fund

Not approached until identified energy project in the top 5 list.

International Finance Corporation ('IFC')

Details of IFC

IFC, a member of the World Bank Group, is the largest global development institution focused exclusively on the private sector in developing countries.

IFC provides more than money. IFC offers a blended investment with advice to help the private sector find solutions to today's greatest development challenges.

IFC's three business – Investment Services, Advisory Services, and IFC Asset Management- are mutually reinforcing, delivering global expertise to clients in more than a 100 developing countries. IFC provides both immediate and long-term financing, and combines it with advice that helps companies grow quickly and sustainably.

IFC's Strategic Priorities:

- Strengthening the focus on frontier markets
- Addressing climate change and ensuring environmental and social sustainability< social and>
- Addressing constraints to private sector growth in infrastructure, health, education, and the food-supply chain
- Developing local financial markets

- Building long-term client relationships in emerging markets

Comments from discussion with IFC

We approached IFC on the 18th September 2013. Re-approached post PPD

Japan International Cooperation Agency ('JICA')

Details of JICA

Established as an Incorporated Administrative Agency under the Act of the Incorporated Administrative Agency - Japan International Cooperation Agency (Act No. 136, 2002), JICA aims to contribute to the promotion of international cooperation as well as the sound development of Japanese and global economy by supporting the socioeconomic development, recovery or economic stability of developing regions.

JICA's vision is centred on addressing the global agenda, reducing poverty through equitable growth, improving governance and achieving human security.

Comments from discussions with JICA

We approached JICA on the 18th September 2013. We received a response requesting information and responded on the 20th September requesting a meeting. To date we are still awaiting for a response. JICA may sponsor BFS, need to be re-approached.

Public Investment Corporation ('PIC') – Isibaya Fund

Details of PIC

Isibaya is a division of the PIC that invests in commercially viable South African-based projects that have strong, positive developmental impact. It is targeted at providing finance for projects that support the long-term economic, social and environmental growth of South Africa.

Typically, Isibaya will provide funding from ZAR20 million to ZAR2 billion either directly or through intermediaries such as DFIs or fund managers. Isibaya also seeks to co-invest with other institutions.

Isibaya seeks to invest in the following broad categories:

- Economic infrastructure
- Environmental sustainability
- Social infrastructure
- Priority sector investments
- Small and Medium Enterprises

- Private Equity

The investment in projects will usually comprise of debt, equity and mezzanine funding. The explicit terms and conditions are determined in accordance to the specific needs and circumstances of each project to meet the objectives of Isibaya.

Comments from discussions with PIC

We approached PIC on the 18th of September 2013. It was stated that PIC don't fund bankable feasibility studies but have appetite to consider post bankable feasibility study.

Public-Private Infrastructure Advisory Facility ('PPIAF')

Details of PPIAF

The Public-Private Infrastructure Advisory Facility (PPIAF) was created in 1999 to act as a catalyst to increase private sector participation in emerging markets. It provides technical assistance to governments to support the creation of a sound enabling environment for the provision of basic infrastructure services by the private sector.

PPIAF typically provides grants to help governments create a sound enabling environment for private participation in infrastructure through different types of activities, such as:

- Framing infrastructure development strategies
- Designing and implementing policy, regulatory, and institutional reforms
- Organizing stakeholder consultation workshops
- Building government institutional capacity
- Designing and implementing pioneering projects
- PPIAF also produces and disseminates knowledge and best practices on private participation in infrastructure.

Comments from discussions with PPIAF

PPIAF was approached on the 20th of September. PPIAF indicated they would support climate resilient and green growth projects.

United Nations Development Programme ('UNDP')

Details of UNDP

The UNDP supports national processes to accelerate the progress of human development with a view to eradicating poverty through development, equitable and sustained economic growth, and capacity development.

The UNDP has four focus areas which are: democratic governance, poverty reduction, environment and energy and energy and capacity development. The GEF Small Grants Programme is a programme of the Global Environment Facility ('GEF'), implemented by the UNDP on behalf of the GEF partnership (UNDP, UNEP and the World Bank), and is executed by the United Nations Office for Project Services. It is a country driven delivery mechanism seeking to support local community initiatives that ensures global impact on environment as well suitable livelihoods.

Through identified technical expertise UNDP assists DTI studies to look at the potential for infrastructure development to contribute to the promotion of sustainable livelihoods and poverty reduction. UNDP's work on Energy and Environment is focused on six priority areas which include access to sustainable energy services.

Comments from discussions with UNDP

UNDP was approached on the 20th of September 2013.

UNDP indicated they may support water, energy and environmental sector based projects. The request has to be made by a government entity for the support and funding is normally done on a pilot environment i.e. innovative project.

World Bank

Details of World Bank

The World Bank Group has set two goals for the world to achieve by 2030:

End extreme poverty by decreasing the percentage of people living on less than \$1.25 a day to no more than 3%

Promote shared prosperity by fostering the income growth of the bottom 40% for every country

The World Bank is a vital source of financial and technical assistance to developing countries around the world. Thus they are not a bank in the ordinary sense but a unique partnership to reduce poverty and support development. The World Bank Group comprises five institutions managed by their member countries.

World Bank provides low-interest loans, interest-free credits, and grants to developing countries. These support a wide array of investments in such areas as education, health, public administration, infrastructure, financial and private sector development, agriculture, and environmental and natural

resource management. Some of the World Bank projects are co-financed with governments, other multilateral institutions, commercial banks, export credit agencies, and private sector investors.

World Bank also provides or facilitates financing through trust fund partnerships with bilateral and multilateral donors.

Comments from discussions with The World Bank

World Bank does not financially provide assistance for Bankable Feasibility Study.

Harith General Partners (Pty) Ltd

Details of Harith General Partners (Pty) Ltd

Harith General Partners (Pty) Ltd is spearheading initiatives aimed at ensuring that the public and private sectors capitalise and enjoy great returns by investing in infrastructure in the continent. Harith believes that Africa is the last frontier of emerging markets to achieve superior returns for risk capital.

Harith is the inaugural fund manager appointed to manage the Pan African Infrastructure Fund (PAIDF) – the first and only 15 year old fund in the continent. Harith operates PAIDF on the basis of sound, transparent and fiscally responsible governing principles. Harith is circumspect and judicious in selecting potential investment projects and considers appropriate exit strategies at the point of making investments. Harith maximises value and explores innovative means, guided by its strong commitment to corporate governance principles, to achieve superior financial returns for PAIDF investors.

Comments from discussions with Harith General Partners (Pty) Ltd

We have approached Harith General Partners on the 2nd of October 2013.

Harith is developing a project preparation facility and will consider providing financial assistance to fund up to 50% of the Project Development Costs and will convert to equity post BFS.

Harith requires good government support; project must be commercially viable and have a reputable strong promoter.

Department for International Development (DFID)

Details of DFID

The Department for International Development (DFID) leads the UK's work to end extreme poverty. We're ending the need for aid by creating jobs, unlocking the potential of girls and women and helping to save lives when humanitarian emergencies hit.

Responsibilities:

- honouring the UK's international commitments and taking action to achieve the Millennium Development Goals
- making British aid more effective by improving transparency, openness and value for money
- targeting British international development policy on economic growth and wealth creation
- improving the coherence and performance of British international development policy in fragile and conflict-affected countries
- improving the lives of girls and women through better education and a greater choice on family planning
- preventing violence against girls and women in the developing world
- helping to prevent climate change and encouraging adaptation and low-carbon growth in developing countries.

Comments from discussions with DFID

We approached DFID on the 2nd of October 2013 then held meeting 15th October. DFID may consider providing BFS funding provided it's for public good and/ or regional influence.

The African Export Import Bank (AfriExim Bank)

Details

The African Export Import Bank (the "Bank") was established in Abuja, Nigeria in October, 1993 by African Governments, African private and institutional investors as well as non-African financial institutions and private investors for the purpose of financing, promoting and expanding intra-African.

Comments from discussions with

AfriExim was approached on the 20th of September 2013.

Generally Afreximbank does not at this time have a facility for grants or sponsoring of BFS. However, depending on the development impact on the country and region and the "additionality" their support they provide they may be able to consider a BFS financial assistance request.



Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
SADC Promotion of Economic Integration and Trade Program (ProSPECT)



Southern African Development Community
Public Private Partnership Network

Appendix 3 Details of the Top-Ranked Projects

3.1 North West Rail, Zambia: Kalumbila Mine to Jimbe border with Angola

Background and description on the project

Phase 1 of the Project is for approx 254km of freight rail that will link the existing Zambian national rail network to the various existing and future mining operations in the fast developing North Western province of Zambia, indeed the new centre of gravity of mining activity in Zambia. The proposed route will start in Chingola, where the current national network ends, and connect with Solwezi and Lumwana and Kalumbila Mines.

Phase 1 yields many benefits, but it is **Phase 2**, that would extend to the Zambian-Angolan border at Jimbe through the construction of a further c.250kms of rail, that will have a transformational effect on the whole economy by opening a new efficient rail route to port for Zambia, it's first to the West, linking into the Benguela railway system and allow access to the port at Lobito. The Project is regarded as strategically important for Zambia and Angola and has full governmental support and backing from both countries.

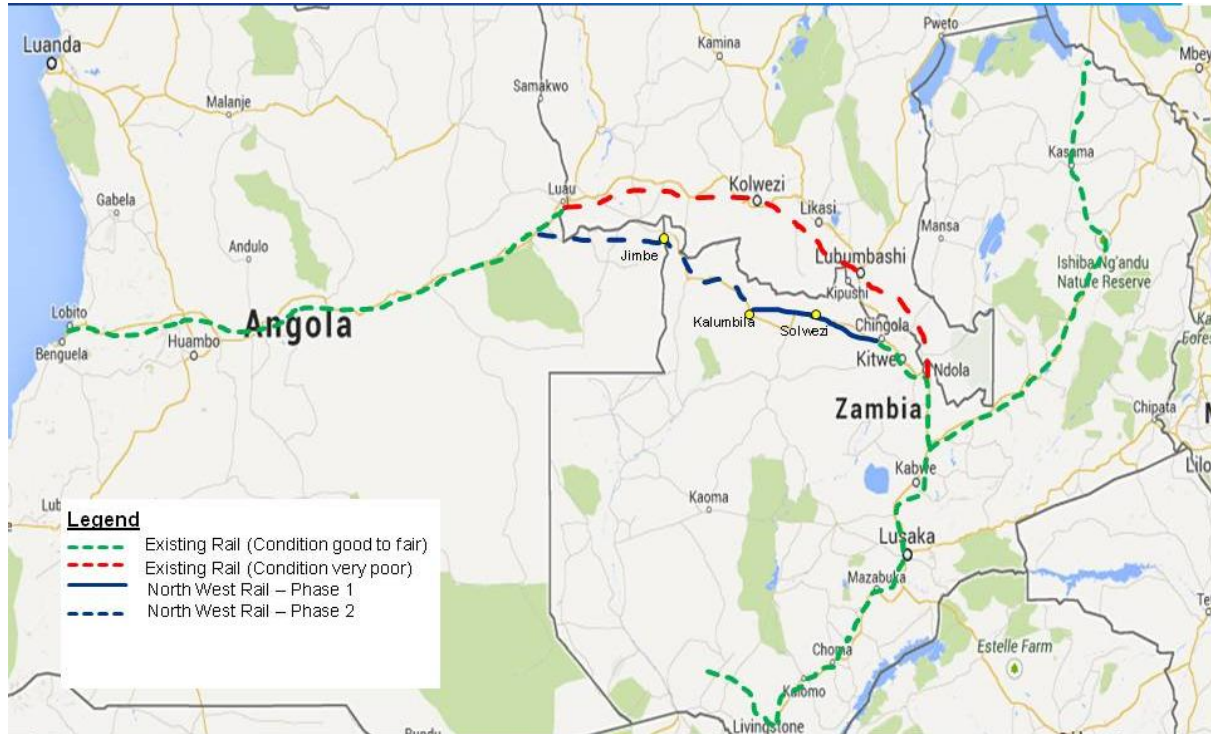
The construction of this rail line will result in cost-effective transportation of heavy freight including mined copper concentrate, replacing the current costly heavy duty trucking and the subsequent high maintenance cost burden on the GRZ from excessive wear and damage to the existing roads in the North West Province. It will reduce transit times as well as costs of moving goods, and allow the importation of fuel at lower cost.

There will be considerable local employment during construction, but also sustainable job creation, including the stimulus to the growth of other potential and un-exploited mines, supporting industries and commercial agriculture in the region.

Dotted line shows Phase 2 within Zambia.



Next map shows regional context of Project:



General Project Information:

- Project type: PPP transport
- Sector : Rail
- Project sponsor: North West Rail Ltd (company registered in Zambia). Lead individual is Mr E. Kavindele, former Vice-President of Zambia.

Other shareholders expected to be the Government of Zambia, a rail operator, and possibly a major customer eg. Mining company

Countries involve:

Zambia and Angola.

This rail will reach the border with Angola to meet the rail extension that the Angolan government will build. There has been extensive discussion between the governments with both being very supportive.

Estimated capital values

Phase 1 (route well researched) Capex c. \$470m

Phase 2 (c.250km route still to be finalised) , Capex c. \$400m

Stage of development

Phase 1 has achieved the following milestones, many of which apply equally to Phase 2:

- Signed MoU with Government of Zambia for the Concession
- Rail permit issued to NWR for the construction of the railway
- Investment License issued by the Zambia Development Agency
- Aerial route surveys (Phase 1 only) conducted
- Environmental Impact Study (Solwezi-to-Lumwana) approved by ZEMA in April 2013
- Support from Ministry of Finance; and Ministry of Transport and Works
- Detailed preliminary capital cost assessment performed by technical advisors with a Level 3 cost estimate classification (-10% to +30%). (Phase 1 only)
- Strong letter of intent to participate in the Project from an Operator and Rolling Stock supplier
- Strong letter of commitment from potential off-takers (FQM and Barrick)
- Progressed discussions with land owners and interested parties along the planned route. (Phase 1 only)

Estimated timeframes for implementation

Phase 1 is expected to start construction in 2014 and be completed in 2 years.

Phase 2 can be implemented in parallel.

Challenges

There are no challenges foreseen beyond the normal for any large infrastructure project. The economic case appears robust, both governments and other stakeholders are supportive, the land is sparsely populated and terrain is fair with no major physical barriers.

Potential for private sector participation/risk sharing

The Government of Zambia is actively pursuing involvement as a shareholder, and NWR will have a close relationship with Zambia National Railways. NWR will however carry the majority of the risk and raise the capital for the project.

Project Sponsor contact details



Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
SADC Promotion of Economic Integration and Trade Program (ProSPECT)



Southern African Development Community
Public Private Partnership Network

Honourable Enoch Kavindele

Chairman

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Zambia

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3.2 Trans Kalahari Railway Project

Background and description on the project

The Trans Kalahari Railway (TKR) Project is for the construction of a new railway line from Mmamabula in Botswana to a port in Walvis Bay and a Coal Terminal in Walvis Bay, Namibia. The expected result is for the development of a new heavy haul railway line linking coal deposits in Botswana to the Western coast in Namibia.

The 1 500 km railway line is expected to boost trade in Botswana and turn it into a regional trade hub, the railway project would contribute to economic development of the country by means of promoting regional trade and attracting direct investment from foreign investors.

The TKR route will run parallel to the Trans-Kalahari Highway (TKH) which will facilitate faster and more efficient transportation of goods between the two countries. The TKR and the TKH form part of the Trans-Kalahari Corridor that was opened in 1998 with an initial investment of \$127 million. The corridor is entirely paved and travels 1, 900 km from Walvis Bay in Namibia through Botswana into Johannesburg in South Africa. Individual destinations along this corridor, including Lobatse, Gaborone, Kanye, Jwaneng, Gobabis, and Windhoek, are within a 2-day transit time.

In 2009 a pre-feasibility study for the railway was undertaken and completed in 2011.

General Project Information:

Project type

Rail and Port in Namibia

Sector

Transport-rail

Project sponsor

Each country has a Ministry as the sponsor:

Namibia:

National Planning Commission, Permanent Secretary: Mr Leevi Hungamo

Ministry of Works and Transport, Director: Railways, Mr Robert Kalomho

Botswana:

Ministry of Minerals, Energy and Water Resources in Botswana

Coordinator of Coal Development Unit, Ministry of Minerals, Energy and Water Resources, Mr. Ezekiel Mousmakwa, Project Manager - Mr. Isaac Moepeng.

Countries involved

Namibia, Botswana

The two countries have agreed to progress the MOU that was signed in 2010 into a Bilateral Agreement, which is intended to be signed by end December 2013.

Estimated capital values

The estimated capital expenditure for the project is +/- \$ 15 billion. The project will be in partnership between the government and the private sector there by increasing the participation of the private sector in economic development.

Revenue source

Botswana's coal deposit is said to be one of the biggest in the world at 212 billion tonnes, with capacity to export about 100 million tonnes per annum. Already there are private sector interests from the Mining community.

Stage of development

The current status of the project with relation to the stage of development is a pre-feasibility study for the Trans-Kalahari Railway line which was completed in July, 2011. Pre-procurement and transaction advisors still to be appointed and the Bilateral Agreement for the development of the project are still outstanding.

Invitation to interested investors in the Project will follow after appointment of transaction advisors

Estimated timeframes for implementation

There are no time constraints and the project can be tendered rapidly once the feasibility is done.

Challenges

Two countries are involved, coordination & collaboration is required by both countries as well as political stability. The commodity pricing risk for coal could be a risk for the cost recoverability. Pre-requisite is the construction of a rail, coal storage facilities and coal terminal to handle bulk volumes of coal export from Botswana. The latest indication is that the construction for port expansion is due to start in 2014.

Potential for private sector participation/risk sharing

There has been other similar PPP projects that have successfully received funding and support from the private sector.

3.3 Consolidation of Regional Communications Backbone Infrastructures Project (A)

Background and description on the project

Objectives

The project description is to ensure that the region is fully interconnected nationally, regionally and globally through reliable and affordable high-capacity fibre optic links. Purpose is to:

- first complete the remaining SADC cross-border infrastructure gaps, which would fulfill the Connect Africa and AU goals for each country to be connected to its neighbour;
- ensure each Member State capital city is linked to all of its Member State neighbours via at least two routes, and to at least two cable landing stations of different cross-continental submarine networks;
- ensure the region is connected to its neighbouring regions – EAC/COMESA/ECCAS, and thereby to the rest of Africa (i.e initially via Angola and Tanzania to the countries to the north, and then also via DRC). These links also provide access to additional submarine cable systems, such as TEAMS and LION which land in Mombasa, and could be reached via links to Tanzania.
- ensure DTT Migration for all SADC Member States;
- ensure affordable satellite based connectivity solutions are in place for remote areas outside the near-term reach of fibre infrastructure.

Description

The project description entails:

1. Complete missing cross-border fibre backbones: a few International links and the SADC other region cross-border fibre links, e.g DRC-Burundi, Angola-ROC.
2. Identify needs for additional cross-border links between SADC Member States where there is only one such link currently, and identify opportunities for using Corridor developments to establish new low cost fibre links.
3. Support DTT Migration in SADC Member States where needed.
4. Support for development of SADC Regional/National IXP.
5. . Assess needs and feasibility for bulk purchase of capacity on a shared regional VSAT network for connecting remote research centres, schools, meteorology stations, wildlife conservation posts, border posts and postal branches.

Expected Outcomes

The expected results should yield:

- improved national, regional and global integration, accelerated economic and social development supported by pervasive affordable high speed connectivity;
- Presence of competitive routes for direct traffic exchange between countries and elimination of the need to rely on expensive submarine fibre capacity;
- Presence of backup routes to neighbouring country submarine landing stations;
- Provision of broadband capacity to communities along the routes; and
- Migration of analogue to digital broadcasting.

General Project Information:

Project type

This will be a regional infrastructure project. Neighbouring member states to work with operators on each side of the border to identify financing requirements and modalities.

Main projects costs to be covered by operators requiring use of the infrastructure through a PPP mechanism.

Phase 1 would be the implementation of the few remaining cross-border links to connect with the national infrastructures of neighbouring countries in SADC, to address the needs of landlocked countries and from the key unimplemented international links that would play an important role in connecting SADC's regional infrastructure to its neighbouring regions. The list of these key unimplemented links are:

- Angola –DRC (Luanda-Kinshasa)
- Angola-Zambia (Luanda-Lusaka)
- Angola-ROC (Luanda-Brazzaville)
- DRC-Burundi/Rwanda (Kinshasa-Kigali/Bujumbura)
- DRC-CAR (Kinshasa-Bangui)
- DRC-ROC (Kinshasa-Brazzaville) (13km)
- DRC-Tanzania (Kinshasa-Dar es Salaam)

- Mozambique-Tanzania (Maputo-Dar es Salaam) Tanzania already at the border
- Mozambique-Zambia (Maputo-Lusaka)
- Seychelles 2nd Submarine Link. Initial cost assessment for a Seychelles-Maldives link is about \$50m – link can provide an alternate regional traffic route to Asia.

There are a number of potential opportunities to be identified through feasibility studies for additional optic fibre links and for long term cable renewal. In synergy with other sectors, links would be established in combination with road or rail or power transmission lines on existing corridor projects. These smart corridors would consist of optical cables for transboundary and national traffic, empty ducts for future deployment of cables by others and “Shared facilities” for hosting intermediate points of interconnection along the route.

Further assessment (via feasibility study) for implementing a shared regional satellite network to reduce connectivity costs and ensure availability of links for remote public administration offices.

Sector

There are a number of Telecommunications (ICT) private operators interested in establishing the links.

Project sponsor

SATA, SADC, Member States, regional/cross-border operators

Countries involved

Government needs to consolidate the needs of the different sectors/projects for remote connectivity to build economies of scale for regional satellite network.

If it is cross border and how far the countries have come signing any documentation/political support

Estimated capital values

Cross-border Links: \$125.15 million

DTT Migration in SADC Member States: \$0.77 million

Development of SADC Regional/National Internet Exchange Point (IXP): \$0.211 million

Development of SADC Shared Satellite Network: \$0.94 million

10% Project Management

US\$140 million

Revenue source

This is to be determined through feasibility studies from operators interested in purchasing capacity on the links, the links have differing levels of profitability based on the amount of build required, the traffic demand for each country and the routing of traffic across Region. The choice of complementary broadband technologies may also be an important factor in determining favourable financial returns.

Stage of development

Assuming no plans and no existing funding made available for identified links, the cost of Greenfield deployment would be approx USD75million @ US\$15k/km. Project to be approved.

Terrestrial infrastructure links are one of the three PIDA ICT priorities – and a budget of US\$320million for continent-wide support as been provided to support at least two links per country and access to the submarine cables for all landlocked countries.

A number of studies have been conducted but a number need to be upgraded with additional link feasibility studies incorporating smart routes.

Estimated timeframes for implementation

2012-2017

Challenges

No available funding assistance for project development/feasibility study yet.

New proposed links will need EIA studies, government support and licensing.

Potential for private sector participation/risk sharing

A number of independent private sector operators are also interested in establishing some links. Projects 1&2 is being led by the private sector (operators).

3.4 Artificial Recharge of Windhoek Aquifer-Phases 2B, 2C and 3 Project

Background and description on the project

Objective

The purpose of this project is the Artificial Recharge (AR) of the Windhoek Aquifer which is seen as the best option for the augmentation of water supply to Central Areas of Namibia.

Description

The Central Area of Namibia is prone to periodic droughts. Windhoek uses approximately 85% of all the water downstream of the Von Bach Dam. During several feasibility studies the AR of the Windhoek Aquifer was identified as the best supply augmentation option. The Windhoek Aquifer is an important source of water for Windhoek, especially during periods of drought when the levels of surface dams are very low and when the supply from these sources is reduced. Over a period of 55 years, the regular abstraction of water from the aquifer has resulted in the lowering of the groundwater table by an average of 50 to 60 m. After heavy abstraction during a drought, approximately five years of natural recharge is required before water levels return to pre-drought conditions. Managed aquifer recharge (water banking) would fill up the aquifer within a period of approximately 2 years, thereby increasing the security of supply by using treated surface water, blended with reclaimed water from the reclamation plant. Water stored in the Aquifer will not be subjected to evaporation. Evaporation in the central areas of Namibia is approximately 3 400 mm per year. This figure should be compared with Windhoek's average annual rainfall of 366 mm. Managed aquifer recharge will take place when excess water is available from the surface dams.

Outcome

The expected results of this project is that it will benefit the whole Central Area of Namibia including residents of Windhoek, as it will improve the security of water supply to the city. It will also ensure that businesses and industries will be less affected by water rationing during periods of drought. The security of supply would attract new investments, which again contributes to poverty eradication and improved livelihoods.

General Project Information:

Project type

National Priority Project incorporating the Municipality of Windhoek. The project is being driven by the City of Windhoek (CoW), and various projects, including a number of NamWater projects, collectively make up the aquifer recharge programme. A detailed feasibility study needs to be undertaken, including the assessment of different financing options and procurement mechanisms (including a PPP).

Sector

Water

Project Proponent

The project proponent is the Ministry of Agriculture, Water and Forestry with the Windhoek Municipality being the implementing agency. Ministry of Agriculture, Water and Forestry, Namibia
Mr A Nehemia, Under Secretary: Department of Water and Forestry
+264 61 2087696

Countries involved

Namibia

Estimated capital values

The estimated total costs of the City of Windhoek projects are US\$55 million. (The City of Windhoek has to date invested US\$5 million into the project).

Revenue source

Water supply in Namibia is based on full cost recovery principles. There is no subsidy from the government through social security system to provide water related services to the urban poor. However, Windhoek has developed a system to make water more affordable to the urban poor. Cross subsidisation from business, industry, Government Institutions and high income households may raise enough revenue to subsidise needy households who cannot afford the full cost of water.

Stage of development

The project can be considered to be in Phase 5 of the ICA Project Development Phases

Estimated timeframes for implementation

2013-2016

Challenges

The major project challenges are the timely sourcing of project finances and possible pollution of the stored underground water. The pollution risk will need to be addressed as part of the project.

Potential for private sector participation/risk sharing

Private Sector participation and risk sharing is being considered as a procurement option. There are recent examples of private sector participation in City of Windhoek projects. Notably, the City of Windhoek is currently engaged in one Township Development PPP project which involves the servicing of land with all municipal services, including the marketing and selling of serviced erven. In the Water Sector the City is currently engaged in a Joint Venture project for operation and



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management of the Water Reclamation Plant. In addition, various land development PPP proposals are currently being considered by the City Council.

3.5 Driver Education and Testing Centre Project

Background and description on the project

In September 2010, the Road Safety Management Unit (RSMU) of the Prime Minister's Office of Mauritius came up with a Briefing Paper entitled "Safe drivers are made, not born: Setting up of a Driver Education and Testing Centre (DETC) in Mauritius". This paper states that human error is the main contributory factor in road accidents and so enhanced driver training and education could produce safe motorists who are less likely to be involved in crashes. The paper also mentions that the DETC should be accompanied by other complementary measures in order to maximize road safety.

The RSMU's paper lists some components of the project in terms of land needed for the construction concept, an overview of the physical infrastructure for the operation of the centre as well as the training facilities that would be offered. An area of land about 20ha will be made available for the DETC, by the Government of Mauritius. It recommends the implementation of the project under the Public Private Partnership (PPP) procurement route.

In June 2011, a Project Team was set up by the Special Road Safety Unit under the aegis of the Prime Minister's Office. The Project Team was responsible to plan and implement the project.

The PPP draft feasibility study was done in June 2012, using in-house resources as this was more cost-effective and provided opportunities for skills development by local staff, however it needs updating.

The aim of this DETC project is to contribute to reduce the rate of road accidents in Mauritius by basically upgrading the level of skills of motorists. DETC will provide training and education to potential drivers and riders coupled driving and riding test. Another service by the DETC would be to rehabilitate drivers under the Penalty Point Scheme.

The DETC would be responsible to:

- Conduct training course for trainers or training instructors.
- Conduct induction training course in driving of Heavy Motor Vehicles.
- Conduct induction training course in driving of Light Motor Vehicles.
- Conduct refresher and orientation training courses for the drivers who are in service.
- Conduct training course for the drivers who carry dangerous/hazardous goods.
- Organize road safety awareness campaigns for schools children and other vulnerable groups.
- Carry out research on behavioral/attitudinal changes required to be brought out in the drivers.

- Carry out driving and riding tests in different road situations.
- Carry out driving tests using in-room simulators and other modern equipment.
- Provide training for drivers who need to reapply for a licence due to accumulation of penalty points.

General Project Information:

Project type

Potential Public – Private Partnership

Sector

Transport Road

Project sponsor

Prime Minister's Office (PMO) / Ministry of Public Infrastructure (MPI)

- A Project Team was set up by the Special Road Safety Unit under the aegis of the Prime Minister's Office in June 2011 comprising the following members:
- Mr. Ramsamy Buntipilly, Special Adviser to the Prime Minister on Road Safety Matters as Team Leader;
- Mr. M. Gopaldu, Engineer from the Ministry of Public Infrastructure, Land Transport, NDU, and Shipping and posted at the Road Safety Management Unit;
- Mr. M. Boodhun, Police Sergeant
- Mr. S. Jogool, Police Constable; and
- Mr. D. Khoodeeram, Analyst, PPP Unit.

Countries involved

This project is based in Mauritius, in the region of Moka

Estimated capital values

Rs 1 Billion (Excluding Land), +/- \$ 33 million dollars

Revenue source

Initial indications are the DETC will derive revenue from various sources being:

- Driver/ Rider education (car learners/ Goods Vehicle learners/ Buses learners/ Motorcycle learners)
- First time license
- Refresher license

- Testing
- Food court/ canteens
- Publicity boards
- Sales of books

Use of the DETC track for racing competition

Stage of development

Draft Feasibility study was prepared and is under review by Ministry of Public Infrastructure, Land Transport, NDU and Shipping but needs updating.

Estimated timeframes for implementation

There is no specific time frame but there is a pressure from policy makers for getting the project started as soon as possible. Once a bankable feasibility is done this project can be tendered rapidly.

Challenges

Only challenges pre-emit at this point could be the official approval on various policy issues where the private sector could be involved.

Potential for private sector participation/risk sharing

PPP Option	Investment	Ownership of the facility	Exit Option	Commercial Risk
Build-Operate-Transfer	Private Party	Government	End of Concession	Private Party
Build-Own-Operate	Private Party	Private Party	Sale of assets	Private Party
Joint Venture (JV)	Shared	Joint Venture Company	Sale of shares	Shared by Joint Venture Company
Unitary Payment	Private Party	Government	Sale of assets	Government

Appendix 4 Detailed Scan Scoring and Data

The overall scores for each project are listed in the table below:

The coloured shaded cells represent the following

- 'Critical' questions (a weighting of 5 is applied to the total score of the questions within each category)
- 'Important' questions (a weighting of 3 is applied to the total of the questions within each score per category)
- 'Expected' questions (a weighting of 1 is applied to the total of the questions within each score per category)

Projects	Establishment of cargo Freight Station - Kisarawe	Artificial recharge of the Windhoek Aquifer	Trans-Caprivi-western Zambia Railways	TransKalahari Railway (viewpoint of Namibia)	TransKalahari railway (Botswana viewpoint)	Driver Education and Testing Centre	A heavy haul railway line and a port at Ponta Techobanine, Mozambique
How supportive is the public sector environment?	5.0	5.0	3.3	3.3	5.0	3.3	5.0
Is there a high-level political 'champion' for this project?	1	1	0	1	1	1	1
Is there an appointed project officer/director for this project (responsible for the day to day project management)?	1	1	1	1	1	0	1
Is there support for the PPP in the affected communities?	1	1	1	0	1	1	1
Public sector PPP capacity and experience	2.0	2.0	1.0	2.0	1.0	3.0	1.0
Does the Sponsoring Agency have the capacity/ capabilities to procure PPPs?	0	0	0	1	1	1	1

Does the Sponsoring Agency have previous experience with PPPs?	1	1	1	1	0	1	0
Would the physical infrastructure pass through multiple jurisdictions (ie cross border)?	1	1	0	0	0	1	0
Public sector funding assistance for PPPs	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Is funding assistance available for project development (feasibility, etc)?	0	0	0	0	0	0	0
Is the project likely to be eligible for shortfall Gap Funding from Government (unitary payment)?	0	0	0	0	0	0	0
Is the project likely to be eligible for funding from other grant schemes or funding / guarantees from multi-lateral agencies?	1	1	1	1	1	1	1
How supportive is the private sector environment?/ Private sector capability and appetite	-	-	-	1.0	1.0	-	1.0
Have other similar PPP projects been successfully financed?	0	0	0	1	1	0	1
Land availability and acquisition	3.0	3.0	3.0	-	1.5	3.0	1.5
Will the PPP require land acquisition?	1	1	1	0	0	1	0
If land acquisition is required, will the public sector do this?	1	1	1	0	1	1	1
Economic , environmental and social impacts	0.7	0.7	1.0	1.00	1.0	0.7	1.0
Will the PPP project result in positive economic impacts?	1	1	1	1	1	1	1
Will the PPP have significant positive environmental impacts?	0	0	1	1	1	0	1
Will the PPP have significant positive social impacts?	1	1	1	1	1	1	1

Impacts on labour and employment	0.7	0.7	0.3	0.7	0.7	0.7	0.7
Will a significant transfer of employees take place under the PPP?	0	0	0	1	1	1	1
Have there been successful transfers under previous PPPs	1	1	0	0	0	0	0
Will the project result in creating more jobs?	1	1	1	1	1	1	1
Charges and revenues	2.5	2.5	2.5	5.0	5.0	2.5	2.5
What is the main revenue source for the project:							
Is it User Pays?	1	1	1	1	1	1	1
Is it Government	0	0	0	0	0	0	0
Other?	0	0	0	0	0	0	0
Is the quality of the source risky?	0	0	0	1	1	0	1
How well suited are the project characteristics to a PPP?	3.3	3.3	5.0	5.0	5.0	5.0	3.3
Is the project value more than US\$10 million ?	1	1	1	1	1	1	1
Does Bundling of construction and operation/ life-cycle costs exceed construction costs heavily in the first 5 years?	0	0	1	1	1	1	0
Output specification / are outputs easily definable, measurable and verifiable?	1	1	1	1	1	1	1
How do other factors impact on PPP suitability? Time constraints	1.5	1.5	3.0	3.0	3.0	3.0	1.5
Are there time constraints?	0	0	1	1	1	1	1
Can the PPP project be tendered rapidly?	1	1	1	1	1	1	0
Sector Score	4.0	4.0	4.0	4.0	4.0	4.0	4
TOTAL OVERALL SCORE	24.2	24.2	24.7	26.5	28.7	26.7	23

Projects	Chingola -Solwezi Railway Extension	ICT-8: Strengthening of the Postal Sector	Consolidation of Regional Communications Infrastructure	ICT-6: Regional e- Services and Applications Development	Transport-18: TransKalahari /Mamuno OSBP	Ariamsvlei Administrative & Residential Accommodation/ Ariamsvlei OSBP Project
How supportive is the public sector environment?	3	2	5	3	5	2
Is there a high-level political 'champion' for this project?	1	-	1	1	1	1
Is there an appointed project officer/ director for this project (responsible for the day to day project management)?	1	1	1	1	1	-
Is there support for the PPP in the affected communities?	0	-	1	-	1	-
Public sector PPP capacity and experience	3	1	1	-	2	-
Does the Sponsoring Agency have the capacity/ capabilities to procure PPPs?	1	-	1	-	-	-
Does the Sponsoring Agency have previous experience with PPPs?	1	-	-	-	1	-
Would the physical infrastructure pass through multiple jurisdictions (ie cross border)?	1	1	-	-	1	-
Public sector funding assistance for PPPs	2	3	3	3	3	3

Is funding assistance available for project development (feasibility, etc)?	0	1	1	1	1	-
Is the project likely to be eligible for shortfall Gap Funding from Government (unitary payment)?	1	1	1	1	1	1
Is the project likely to be eligible for funding from other grant schemes or funding / guarantees from multi-lateral agencies?	1	1	1	-	1	1
How supportive is the private sector environment?/ Private sector capability and appetite	1	-	1	1	-	-
Have other similar PPP projects been successfully financed?	1	-	1	1	-	-
Land availability and acquisition	3	2	3	3	2	2
Will the PPP require land acquisition?	1	-	1	1	-	-
If land acquisition is required, will the public sector do this?	1	1	1	1	1	1
Economic , environmental and social impacts	1	1	1	1	1	1
Will the PPP project result in positive economic impacts?	1	1	1	1	1	1
Will the PPP have significant positive environmental impacts?	1	-	-	-	1	1
Will the PPP have significant positive social impacts?	1	1	1	1	1	1
Impacts on labour and employment	1	1	1	1	1	0
Will a significant transfer of employees take place under the PPP?	1	1	1	1	1	-
Have there been successful transfers under previous PPPs	0	-	-	-	-	-

Will the project result in creating more jobs?	1	1	1	1	1	1
Charges and revenues	5	3	5	3	5	5
What is the main revenue source for the project:						
Is it User Pays?	1	1	1	1	1	1
Is it Government	0	-	-	-	-	-
Other?	0	-	-	-	1	1
Is the quality of the source risky?	1	-	-	-	-	-
How well suited are the project characteristics to a PPP?	5	2	5	2	3	2
Is the project value more than US\$10 million ?	1	1	1	-	-	-
Does Bundling of construction and operation/ life-cycle costs exceed construction costs heavily in the first 5 years?	1	-	1	-	1	-
Output specification / are outputs easily definable, measurable and verifiable?	1	-	1	1	1	1
How do other factors impact on PPP suitability? Time constraints	3	2	3	2	-	-
Are there time constraints?	1	1	1	1	-	-
Can the PPP project be tendered rapidly?	1	-	1	-	-	-
Sector Score	4	2	4	4	1	1
TOTAL OVERALL SCORE	31	16	31	21	23	15



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