

A passenger train at Gulwe station. Japan's assistance will ensure secure operation of the trains in this area suffering from many floods.



Rusumo bridge after reconstruction. The new bridge allows heavier vehicles to pass through and it is also equipped with immigration facilities. This will no doubt expand logistical possibilities between Tanzania and Rwanda remarkably.



The railway tracks are planned to be relocated to the area where an erosion can hardly reach.

d'Ivoire, Ghana and Togo) in a circular ring as Ghana as its center which is the economic focal point of West Africa. This is an attempt to create a foundation for comprehensive community development through maintenance of transportation infrastructure.

Among the above five corridors, "Central Corridor" is a transportation network connecting East African countries. This corridor lies parallel with the Northern corridor from Kenya to Uganda and stretches to the inland areas. The corridor starts from Tanzania's metropolis Dar es Salaam connecting Rwanda, Burundi and the east of Democratic Republic of the Congo as an important traffic route to take responsibility for neighboring economies. The central railway connects east to west from Dar es Salaam to Kigoma, a town on the eastern shore of Lake Tanganyika. The railway construction began in the beginning of the 20th century when Germany occupied the area. Since then, it has been used as the country's logistical pillar.

Japan is in charge of the maintenance of a part of the central railway. This area had suffered 180m erosion in flooding within the last two years causing damage to the railway tracks. The flooding had scraped off the ground under the railway tracks hanging them in midair. For the section crossing over a river tributary, the rail tracks are fixed on top of a concrete drainage culvert. However, the drainage is too small and the rail tracks are often swept away or flooded. The train operation is frequently stopped because of such flooding damage which leads freight forwarders to avoid using this railway. This is one of the reasons for the decrease in traffic volume.

Therefore, Japan's assistance aims to transfer the

rail tracks to a higher ground away from the river side, as well as to reinforce riverbanks. In Japan, there are ministries in charge of river management including flood control but in Tanzania, there is no such agency in charge of flood control. The important point is how to include comprehensive flood control measures as part of the railway maintenance project.

If the traffic volume of the central railway returns to its heyday, this will not only contribute to Tanzania's industrial development but it will also improve the distribution of landlocked countries like Rwanda and Burundi. For such countries, a transportation network to supplement the railway network connecting Tanzania to their own country is a lifeline since the distribution cost from the sea to the land directly affects domestic consumer price or export of goods. Rusumo bridge completed in December 2014 is a symbolic project to strengthen such lifeline.

Rusumo bridge is located on the border of Tanzania and Rwanda. The bridge is situated near the custom clearance facilities and is an entry point for both countries. However, the bridge which only had a single car lane became dilapidated and the passing vehicles were imposed with a heavy weight limitation. This resulted in the daily use of only about 50 cars before the bridge reconstruction. The reconstruction project involved replacement of the bridge and construction of facilities such as immigration office in both countries, administrative office, cargo inspection space and so on. After the completion of the project, large vehicles such as an 8-ton truck could directly enter Rwanda using the Rusumo bridge and improved convenience by the introduction of the so-called "One Stop Boarder Post" complex to facilitate smooth immigration procedures all at one place. Currently, the number of vehicles using the bridge has increased to 150 cars per day.



The Central corridor starts from Dar es Salaam, Tanzania, one of the economic centers of eastern Africa.

**SUPPORTING THE ECONOMY OF WEST AFRICA  
FOUR CORRIDORS AND COMMUNITY DEVELOPMENT**

On the other hand, in West Africa, a community development master plan called "Growth Ring" consisting of four corridors is under way. This plan connects the coastal lines of the Gulf of Guinea from Lagos in Nigeria to Abidjan in Cote d'Ivoire. It also connects north to south from the capital of Burkina Faso, Ouagadougou to the capital of Ghana, Accra and connects west to east from Accra and the capital of Togo, Lome. In addition, if the road from Lagos is extended to the capital of Senegal, Dakar in the western part of Africa, the coastal areas' growth connected by both land and sea routes will no doubt be boosted. Adding to this, agriculture and various industries in landlocked countries can be revitalized enjoying the transportation capacity of the coastal area. Supporting the development of major economic zone in the West African region with 300 million population will lead to stabilization of the Sahel region as well as promotion of sustainable growth of the region as a whole.

**For The Prosperity**



The African continent hosts 54 countries which accounts for 20% of the world's land area. 1.1 billion of people means that one in six of the global population is an African. It is essential to build a logistics network to promote economic development in this vast continent. Japan supports the maintenance of transportation and logistics network in various part of the African continent.

**FROM COAST TO INLAND  
A CORRIDOR PLAN TO SUPPORT REGIONAL COUNTRIES**

Currently, there is a plan to establish a large scale "economic corridor" in Africa to encourage its regional development. There are five important corridor regions, namely the "Trans-Maghreb Highway" connecting the Mediterranean with North Africa, "Djibouti to Addis Ababa Corridor" connecting the areas

of Sudan in the upstream of River Nile, South Sudan and Ethiopia, "Central Corridor" connecting the major powers of East Africa, Kenya and Tanzania and towards landlocked countries, "Nacara Corridor" connecting Mozambique and South Africa through the landlocked countries of Malawi, Zambia and Zimbabwe and finally "West Africa Growth Ring" connecting four countries in West Africa (Burkina Faso, Cote

