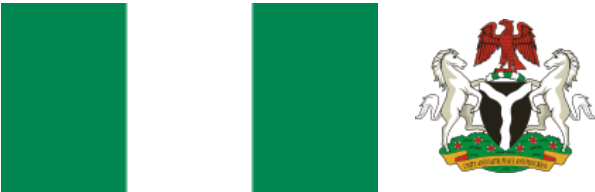


# Railways in Nigeria



Snapshot 2016

By Noah Gunzinger

Relevant Background

Independent from the British Empire since 1960, the country suffered from a civil war 1960-1970. Since 1970s member of the OPEC, utilizing revenues from oil exploitation. Multiple military leaderships until democratization in 1999.

Last general election 2015: President Muhammadu Buhari and All Progressives Congress in the House and Senate.

High rates of corruption continue to constitute major challenges to Nigeria.

Minister of Transport: Rotimi Chibuike Amaechi

Statistics

Area: 923'768 km  
Population: 188'462'640 (2015 estimate)  
Per capita income (PPP): 6'351 USD  
GDP: 493 bn USD  
by sector: agriculture: 17.8%; industry: 25.7%; services: 54.6%

Climate

Warm desert climate (North-West)  
Warm semi-arid climate (North)  
Tropical savanna climate (Central)  
Monsoon climate (South)

Political Structure

Divided in 36 States & Federal Capital Territory  
Sub-divided in 774 Local Government Areas (LGA)

Major Financing Instruments

Soft loan  
- China Exim Bank

EXIM backed loan  
- 1bn USD Lagos – Ibadan (standard gauge) China Exim Bank  
- 875m USD Abuja – Kaduna (standard gauge) China Exim Bank  
- China Export and Credit Insurance Corporation (SINOSURE)  
- China Development Bank (CDB)  
- Industrial and Commercial Bank of China ICBC)  
- Japan (tbd)

PPP  
- GE Transportation for manufacturing of 200 locos (to be confirmed)

Ongoing and proposed projects

Major onging projects include:  
- Lagos Metro  
- Lagos-Kaduna  
- Lagos-Ibadan (double tracking & intercity transport)  
- Abuja Light Rail N66.3bn  
- Port Harcourt Monorail

Major proposed projects include:  
- Abuja Metro N85.7bn  
- Lagos-Calabar (Coastal Railway/East-West)  
- Kano Light Rail 1.851 bn USD (CRCC)

And further on the horizon:  
- Monorail Asaba  
- Rail Link to Cameroon  
- Rail Link to Niger

Major Operators

Nigerian Railways Corporation (NRC), founded 1898 as part of the government. Since 1955 under Nigerian Railways Corporation.

Based on the Nigerian Railway Authority Bill 2014, privatization of operations, respectively the introduction of further private operators is possible.

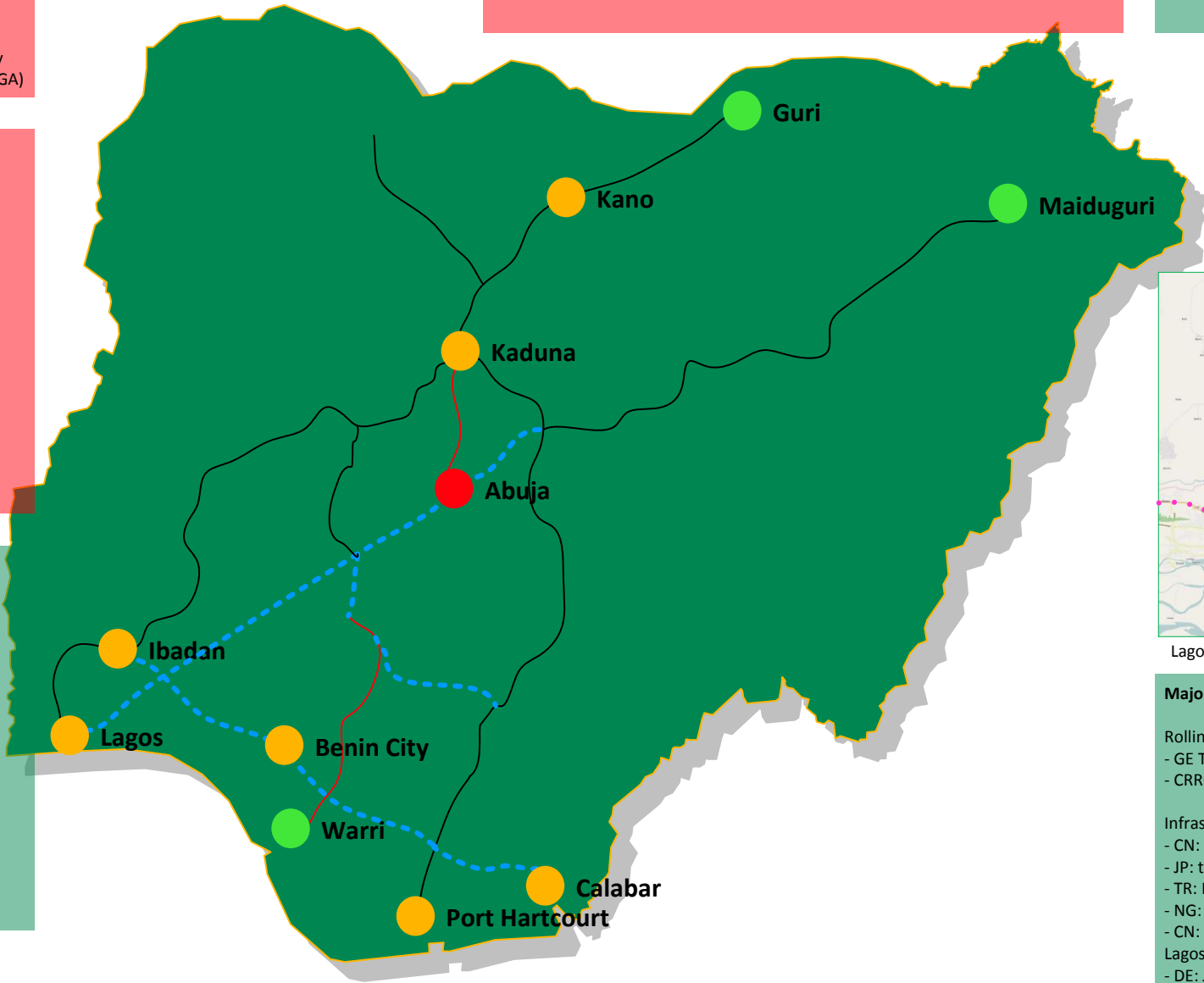
Lagos Metropolitan Area Transport Authority (LAMATA).

Rolling Stock

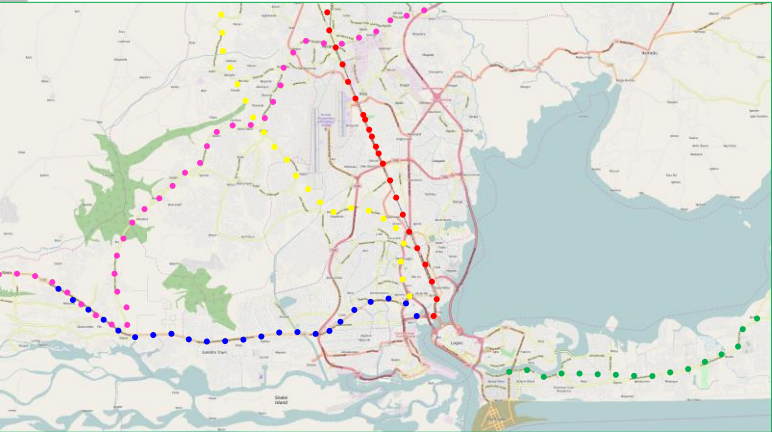
NRC:  
- about 200 locomotives (over 75% not in use)  
- ca. 480 passenger coaches (250 refurbished)  
- ca. 4900 freight wagons (130 refurbished)  
- new passenger coaches (Abuja-Kaduna)

Lagos Mass Transit  
- 15 EMUs from CRRC Dalian

Port Hartcourt  
- Intamin 35



- Major cities
- 3'505 km existing 1067mm network
- 665 km existing 1435mm network
- 2'212 km planned 1435mm network



Lagos Mass Transit Project

Major suppliers

Rolling stock:  
- GE Transportation for NRC (diesel locomotives)  
- CRRC Dalian for Lagos (EMUs)

Infrastructure:  
- CN: China Gezhouba Group (Lot 2 Port Hartcourt-Maiduguri rehabilitation)  
- JP: tbd (Metro Lagos)  
- TR: Eser group (Lot 1 Port Hartcourt-Maiduguri rehabilitation)  
- NG: Lingo Nigeria (Lot 3 Port Hartcourt-Maiduguri rehabilitation)  
- CN: China Civil Engineering Construction (CCECC) (Lagos Blue Line, Abudja light Rail, Lagos-Kano standard gauge)  
- DE: Julius Berger International (Itakpe - Ajaokuta – Warri)