# Table Of Contents

- RoadSide stations [pg. 1]
- Selected RoadSide Stations [pg. 2]
- RSSs in Kenya [pg. 4]
- RSSs in Uganda [pg. 50]
- RSSs in Rwanda [pg. 106]
- RSSs in Burundi [pg. 122]
- RSSs in South Sudan [pg. 128]
- RSSs in DR Congo [pg. 134]
RoadSide Stations

The Project Information Paper highlights the following information:

- Traffic foreseen in the area of the RSS
- Number of vehicles stopping in the RSS
- Number of users per day
- Average time parked in the RSS
- Map of location in the corridor
  Design scheme
- Investment cost
- Maintenance and operating cost
- Global financial feasibility
  Sponsors financial return
- Solvency/Bankability
- Weighted Average Cost of Capital (WACC), Debt
- Summary of Financing Potential
- Financial Cash Flow (FCF)
- Equity cash flows
<table>
<thead>
<tr>
<th>Selected RoadSide Stations</th>
</tr>
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<tbody>
<tr>
<td><strong>1. Kenya</strong></td>
</tr>
<tr>
<td>22 RSSs</td>
</tr>
<tr>
<td>6 Large</td>
</tr>
<tr>
<td>9 Medium</td>
</tr>
<tr>
<td>7 Small</td>
</tr>
<tr>
<td><strong>2. Uganda</strong></td>
</tr>
<tr>
<td>27 RSSs</td>
</tr>
<tr>
<td>7 Large</td>
</tr>
<tr>
<td>12 Medium</td>
</tr>
<tr>
<td>8 Small</td>
</tr>
<tr>
<td><strong>3. Rwanda</strong></td>
</tr>
<tr>
<td>7 RSSs</td>
</tr>
<tr>
<td>3 Medium</td>
</tr>
<tr>
<td>4 Small</td>
</tr>
<tr>
<td><strong>4. Burundi</strong></td>
</tr>
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<td>2 RSSs</td>
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<tr>
<td>1 Medium</td>
</tr>
<tr>
<td>1 Small</td>
</tr>
<tr>
<td><strong>5. South Sudan</strong></td>
</tr>
<tr>
<td>2 RSSs</td>
</tr>
<tr>
<td>2 Small</td>
</tr>
<tr>
<td><strong>6. DR Congo</strong></td>
</tr>
<tr>
<td>7 RSSs</td>
</tr>
<tr>
<td>3 Large</td>
</tr>
<tr>
<td>4 Medium</td>
</tr>
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</table>
The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) was established under the legal framework of the Northern Corridor Transit Agreement (NCTA) to coordinate the implementation of the Agreement and to carry out decisions and resolutions reached by policy organs of the Authority.

The Agreement mandates NCTTCA to promote cooperative transport policies and foster an efficient and cost-effective transit transport system within the Corridor.

**Vision**

To be a seamless Transport Corridor with the most efficient trade and transport logistics chain in the Region.

**Mission**

To transform the Northern Corridor into an economic development corridor that offers internationally competitive transit transport services and promote regional integration.

**LEGEND**

- Border Post
- Capital City
- Inland Port
- Major Transit Town
- Port
- Bordering Towns
- NCTTCA Road Infrastructure Network
- NCTTCA Rail Infrastructure Network
- NCTTCA Waterways
- NCTTCA Pipelines Infrastructure Network
- NCTTCA Member State - Kenya
- Africa
- National Lakes
- National Parks
- Rivers

© OpenStreetMap (and) contributors, CC-BY-SA
1. Miritini
2. Taru
3. Mackinnon Rd.
4. Maungu
5. Voi
6. Manyani
7. Mtito Andei
8. Makindu
9. Sultan Hamud
10. Machakos Junction
11. Maai Mahiu
12. Naivasha
13. Nakuru
14. Salgaa
15. Mau Summit
16. Burnt Forest
17. Jua Kali
18. Webuye
19. Malaba
20. Yala
21. Sega Town
22. Korinda Junction
**Proposed Amenities**

1. Service Stations
2. Shops
3. Washrooms
4. Parking for trucks in transit
5. Parking for trucks in domestic traffic
6. Pedestrian and green areas
7. Green Areas
8. Fence

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
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<tbody>
<tr>
<td>Number</td>
<td>5,330</td>
<td>81</td>
<td>137</td>
<td>3,460</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>692</td>
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<td></td>
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<td>day</td>
<td>0</td>
<td>10</td>
<td>30</td>
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</tr>
<tr>
<td>Average</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>length of</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>time parked</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(hours) per</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>vehicle</td>
<td></td>
<td></td>
<td></td>
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</tr>
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</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>1,208,633</th>
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</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>21,622</td>
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**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>0.72 Mill. US$</th>
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<tbody>
<tr>
<td>FIRR</td>
<td>13.33%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>14 y</td>
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**Summary**

**MEDIUM/HIGH PRIVATE**

**Financing Potential**
Financial Cash Flow | Value Creation

Equity Cash Flow

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-2,000,000</td>
</tr>
<tr>
<td>2017</td>
<td>-1,500,000</td>
</tr>
<tr>
<td>2019</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2021</td>
<td>-500,000</td>
</tr>
<tr>
<td>2023</td>
<td>0</td>
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<tr>
<td>2025</td>
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<tr>
<td>2027</td>
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<tr>
<td>2029</td>
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<td>2033</td>
<td>-500,000</td>
</tr>
<tr>
<td>2035</td>
<td>-1,500,000</td>
</tr>
</tbody>
</table>

Equity Cash Flow

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-2,000,000</td>
</tr>
<tr>
<td>2017</td>
<td>-1,500,000</td>
</tr>
<tr>
<td>2019</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2021</td>
<td>-500,000</td>
</tr>
<tr>
<td>2023</td>
<td>0</td>
</tr>
<tr>
<td>2025</td>
<td>-500,000</td>
</tr>
<tr>
<td>2027</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2029</td>
<td>-1,500,000</td>
</tr>
<tr>
<td>2031</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2033</td>
<td>-500,000</td>
</tr>
<tr>
<td>2035</td>
<td>-1,500,000</td>
</tr>
</tbody>
</table>

**Sponsors Financial Return**

- Equity FIRR: 17.65%

**Solvency/Bankability**

- DSCR 5/yr: 1.28

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%
Global Financial Feasibility

**Summary**

**Estimated Investment Cost**

- Investment Cost (US $): 1,151,681
- Maintenance and Operating Cost (US$/Yr): 31,872

**Global Financial Feasibility**

- FNPV: 0.42 Mill. US$
- FIRR: 4.26%
- Disc. P/B period: -

**Proposed Design**

- Service stations
- Shops
- Washrooms
- Bureau office
- Trucks repairs
- Vehicle cleaning
- Restaurant
- Health clinic
- Hotel
- Parking for trucks in transit
- Parking for trucks in domestic traffic
- Pedestrian and green areas
- Green Areas
- Fence

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>4,284</td>
<td>81</td>
<td>137</td>
<td>1,867</td>
</tr>
<tr>
<td>Number of Users per Day</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>373</td>
</tr>
<tr>
<td>Average Length of Time Parked (hours) per Vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Proposed Amenities**

- Proposed Design
- Proposed Amenities
- RSS | RoadSide Stations in Kenya
**Financial Cash Flow | Value Creation**

### Equity Cash Flow

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
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</thead>
<tbody>
<tr>
<td>2015</td>
<td>-1,400,000</td>
</tr>
<tr>
<td>2017</td>
<td>-1,200,000</td>
</tr>
<tr>
<td>2019</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2021</td>
<td>-800,000</td>
</tr>
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<td>2023</td>
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<td>2027</td>
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<td>200,000</td>
</tr>
<tr>
<td>2033</td>
<td>100,000</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

### Sponsors

**Financial Return**

- Equity FIRR
  - 2.62%

**Solvency/Bankability**

- DSCR 5/yr
  - 0.61

**General Assumptions**

- WACC Rate
  - 8.19%
- Cost of capital (ke)
  - 11.5%
Mackinnnon
RoadSide Station

Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Bank
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Police checkpoint
10. Public information/administrative offices
11. Supermarket
12. Truck parking
13. Minibuses parking
14. Large buses parking
15. Passenger cars parking
16. Pedestrian and green areas
17. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles</th>
<th>Number of Users per Day</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Average Length of Time Parked (hours) per Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,385</td>
<td>1,354</td>
<td>2</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>81</td>
<td>677</td>
<td>20</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>137</td>
<td>435</td>
<td>30</td>
<td>1</td>
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<tr>
<td>Trucks</td>
<td>1,448</td>
<td>1,028</td>
<td>217</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)
1,304,855

Maintenance and Operating Cost (US$/Yr)
38,010

Global Financial Feasibility

FNPV
1.3 Mill. US$

FIRR
16.66%

Disc. P/B period
11 y

Summary

HIGH PRIVATE
Financing Potential
Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Sponsors

Financial Return

Equity FIRR

24.72%

Solvency/Bankability

DSCR 5/yr

1.63

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
Maungu
RoadSide Station

Proposed Amenities
1. Service stations  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Health clinic  
6. Bank  
7. Bar  
8. Truck parking  
9. Pedestrian and green areas  
10. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
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</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,299</td>
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<td>0.5</td>
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<tr>
<td>Minibuses</td>
<td>103</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>137</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>1,368</td>
<td>205</td>
<td>2</td>
<td>1</td>
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</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 822,618
- Maintenance and Operating Cost (US$/Yr): 24,134

Global Financial Feasibility

- FNPV: 0.2 Mill. US$
- FIRR: 5.84%
- Disc. P/B period: -

Summary

MEDIUM PRIVATE Financing Potential
Maungu
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Sponsors

Financial Return

Equity FIRR

5.08 %

Solvency/Bankability

DSCR 5/yr

0.71

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
**Proposed Amenities**

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police checkpoint
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger cars parking
18. Pedestrian and green areas
19. Green areas

**Proposed Design**

![Diagram of Voi Roadside Station]

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
</tr>
<tr>
<td>2,868</td>
<td>103</td>
<td>137</td>
<td>1,408</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>573</td>
<td>26</td>
<td>34</td>
<td>211</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
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<tr>
<td>1,146</td>
<td>257</td>
<td>1,028</td>
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<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>30</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $) | 1,649,884 |
- Maintenance and Operating Cost (US$/Yr) | 44,313 |

**Global Financial Feasibility**

- FNPV | 1.08 Mill. US$ |
- FIRR | 13.98% |
- Disc. P/B period | 13 y |

**Summary**

- **HIGH PRIVATE** Financing Potential
Voi
RoadSide Station

**Financial Cash Flow | Value Creation**

![Graph showing financial cash flow over years.]

**Equity Cash Flow**

![Graph showing equity cash flow over years.]

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
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<td>2015</td>
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<td>2033</td>
<td>2500000</td>
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<tr>
<td>2035</td>
<td>3000000</td>
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**Sponsors**

- **Equity FIRR**
  - 19.29 %

**Financial Return**

**Solvency/Bankability**

- **DSCR 5/yr**
  - 1.37

**General Assumptions**

- **WACC Rate**
  - 8.19%
- **Cost of capital (ke)**
  - 11.5%
Global Financial Feasibility

Summary

LOW PRIVATE Financing Potential

Investment Cost (US $)

778,438

Maintenance and Operating Cost (US$/Yr)

22,668

Estimated Investment Cost

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,433</td>
<td>103</td>
<td>137</td>
<td>1,448</td>
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<tr>
<td>Number of users per day</td>
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<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
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</table>

Global Financial Feasibility

FNPV

0.98 Mill. US$

FIRR

--%

Disc. P/B period

14 y

Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Bank
6. Bar
7. Parking for trucks in transit
8. Parking for trucks in domestic traffic
9. Pedestrian and green areas
10. Green areas
11. Fence

Proposed Design

Manyani RoadSide Station

<table>
<thead>
<tr>
<th>RSS</th>
<th>RoadSide Stations in Kenya</th>
</tr>
</thead>
</table>

Kenya

Mombasa

Nairobi

Kisumu

Kampala

Entebbe

Mt. Kenya

Indian
Ocean

L. Victoria

<table>
<thead>
<tr>
<th>Number of Vehicles Stopping Daily</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Number of Vehicles Stopping Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>2</td>
<td>0</td>
<td>159</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>0</td>
<td>2</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
</tr>
<tr>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>1</td>
</tr>
</tbody>
</table>
Manyani
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Sponsors

Financial Return

Equity FIRR

--

Solvency/Bankability

DSCR 5/yr

-0.01

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Vehicle cleaning
8. Police checkpoint
9. Bar
10. Supermarket
11. Hotel
12. Bureau office
13. Truck parking
14. Minibuses parking
15. Large buses parking
16. Passenger cars
17. Pedestrian and green areas
18. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)
1,315,733

Maintenance and Operating Cost (US$/Yr)
40,766

Global Financial Feasibility

FNPV
1.25 Mill. US$

FIRR
16.41%

Disc. P/B period
11 y

Summary

HIGH PRIVATE
Financing Potential
Mtito Andei
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

<table>
<thead>
<tr>
<th>Sponsors</th>
<th>Solvency/Bankability</th>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Return</td>
<td>DSCR 5/yr</td>
<td>WACC Rate</td>
</tr>
<tr>
<td>Equity FIRR</td>
<td>1.60</td>
<td>8.19%</td>
</tr>
<tr>
<td>24.21%</td>
<td></td>
<td>Cost of capital (ke)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11.5%</td>
</tr>
</tbody>
</table>
Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Bar
7. Trucks in transit parking
8. Parking for trucks in domestic traffic
9. Pedestrian and green areas
10. Green areas
11. Fence

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
</tr>
<tr>
<td>2,768</td>
<td>94</td>
<td>129</td>
<td>1,408</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>30</td>
<td>95</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
</tr>
<tr>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)

- 621,362

Maintenance and Operating Cost (US$/Yr)

- 22,060

Global Financial Feasibility

FNPV

-0.78 Mill. US$

FIRR

--

Summary

LOW PRIVATE Financing Potential
Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Gearing: 35% (E) - 65% (D)

DSCR 5/yr

-0.06

Cost of capital (ke)

11.5%
Sultan Hamud
RoadSide Station

Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police checkpoint
13. Security services
14. Truck Parking
15. Minibuses parking
16. Large buses parking
17. Passenger cars parking
18. Pedestrian and green areas
19. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>0</td>
<td>0</td>
<td>256</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>512</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>2.5</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $) 1,189,558
- Maintenance and Operating Cost (US$/Yr) 28,173

Global Financial Feasibility

- FNPV -0.33 Mill. US$
- FIRR 5.32%
- Disc. P/B period --

Summary

MEDIUM PRIVATE Financing Potential
Sultan Hamud
RoadSide Station

Financial Cash Flow | Value Creation

Period in Years

Cash Flow USD

Equity Cash Flow

Period in Years

Cash Flow USD

Sponsors

Financial Return

Equity FIRR

4.27 %

Solvency/Bankability

DSCR 5/yr

0.68

General Assumptions

WACC Rate

8.19 %

Cost of capital (ke)

11.5 %

Project Information Paper
Machakos Jct.
RoadSide Station

Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police checkpoint
13. Security services
14. Truck Parking
15. Minibuses parking
16. Large buses parking
17. Passenger cars parking
18. Pedestrian and green areas
19. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,307</td>
<td>129</td>
<td>2,036</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>0.5</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)
2,174,883

Maintenance and Operating Cost (US$/Yr)
26,440

Global Financial Feasibility

FNPV
-0.11 Mill. US$

FIRR
7.7%

Disc. P/B period
--

Summary

MEDIUM PRIVATE
Financing Potential
Machakos Jct.
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Equity FIRR 8.10%
WACC Rate 8.19%
Cost of capital (ke) 11.5%

Solvency/Bankability
DSCR 5/yr 0.84

Sponsors
Financial Return
Equity FIRR 8.10%

General Assumptions

Project Information Paper
Maai Mahiu
RoadSide Station

Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau stations
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
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<tr>
<td>3,736</td>
<td>129</td>
<td>163</td>
<td>1,827</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
</tr>
<tr>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>850,204</td>
<td>30,327</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>FIRR</th>
<th>Disc. P/B period</th>
</tr>
</thead>
<tbody>
<tr>
<td>-0.33 Mill. US$</td>
<td>21.37%</td>
<td>9 y</td>
</tr>
</tbody>
</table>

Summary

VERY HIGH PRIVATE Financing Potential
Maai Mahiu
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Solvency/Bankability

General Assumptions

Sponsors

Financial Return

Equity FIRR

35.3 %
**Naivasha RoadSide Station**

### Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Vehicle cleaning
7. Police checkpoint
8. Security services
9. Hotel
10. Bank
11. Services to trucks
12. Truck parking
13. Pedestrian and green areas
14. Green areas

### Proposed Design

![Diagram of Naivasha RoadSide Station]

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of Users per Day</th>
<th>Average Number of Users per Day</th>
<th>Average Length of Time Parked (hours) per Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,633</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>129</td>
<td>10</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Large Buses</td>
<td>163</td>
<td>30</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>1,722</td>
<td>448</td>
<td>2</td>
<td>2</td>
<td>2.5</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 1,754,369
- **Maintenance and Operating Cost (US$/Yr)**: 33,387

### Global Financial Feasibility

- **FNPV**: 0.29 Mill. US$
- **FIRR**: 9.56%
- **Disc. P/B period**: 19 y

### Summary

**MEDIUM PRIVATE**
Financing Potential
### Naivasha RoadSide Station

#### Financial Cash Flow | Value Creation

![Financial Cash Flow Graph](image)

#### Equity Cash Flow

![Equity Cash Flow Graph](image)

<table>
<thead>
<tr>
<th>Sponsors</th>
<th>Financial Return</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity FIRR</td>
<td>11.21 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Solvency/Bankability</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSCR 5/yr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>WACC Rate</td>
</tr>
<tr>
<td>Cost of capital (ke)</td>
</tr>
</tbody>
</table>
Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Bar
8. Bank
9. Hotel
10. Security services
11. Supermarket
12. Truck parking
13. Minibuses parking
14. Large buses parking
15. Passenger cars parking
16. Pedestrian and green areas
17. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
</tr>
<tr>
<td>768</td>
<td>32</td>
<td>41</td>
<td>386</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
</tr>
<tr>
<td>1,535</td>
<td>321</td>
<td>1,221</td>
<td>772</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $) 1,442,252
Maintenance and Operating Cost (US$/Yr) 40,505

Global Financial Feasibility

FNPV 1.2 Mill. US$
FIRR 15.26%

Summary

HIGH PRIVATE Financing Potential

Nakuru RoadSide Station

Proposed Design

Kenya
Indian
Ocean
L. Victoria

Kenya
Mombasa
Nairobi
Kisumu
Kampala
Entebbe
Mt. Kenya

RSS | RoadSide Stations in Kenya
Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Solvency/Bankability

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Sponsors

Financial Return

Equity FIRR

21.82 %

General Assumptions

Project Information Paper
Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police checkpoint
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger cars parking
18. Pedestrian and green areas
19. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Car Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,389</td>
<td>678</td>
<td>2</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>129</td>
<td>32</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>163</td>
<td>41</td>
<td>30</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>1,545</td>
<td>386</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 1,649,884
- Maintenance and Operating Cost (US$/Yr): 44,313

Global Financial Feasibility

- FNPV: 1.084 Mill. US$
- FIRR: 13.98%
- Disc. P/B period: 13 y

Summary

**HIGH PRIVATE**
Financing Potential
Salgaa RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Period in Years

Cash Flow USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Solvency/Bankability

Sponsors

Financial Return

Equity FIRR

19.29%

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
### Mau Summit
**RoadSide Station**

#### Proposed Amenities

| 2. Shops | 10. Parking for trucks in domestic traffic |
| 3. Washrooms | 11. Pedestrian and green areas |
| 4. Restaurant | 12. Green areas |
| 5. Bureau office | 13. Fence |

#### Proposed Design

![Diagram of RoadSide Station]

#### Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,389</td>
<td>2</td>
<td>0</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>129</td>
<td>10</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>163</td>
<td>30</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>1,545</td>
<td>200</td>
<td>579</td>
<td>1</td>
</tr>
</tbody>
</table>

#### Estimated Investment Cost

- **Investment Cost (US $)**: $1,166,122
- **Maintenance and Operating Cost (US$/Yr)**: $29,147

#### Global Financial Feasibility

- **FNPV**: $-0.48 Mill. US$
- **FIRR**: 3.77%
- **Disc. P/B period**: --

#### Summary

- **MEDIUM PRIVATE Financing Potential**
Mau Summit
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Solvency/Bankability

General Assumptions

Sponsors

Equity FIRR

0.58 %

Project Information Paper
Burnt Forest
RoadSide Station

Proposed Amenities
1. Service stations
2. Shops
3. Restaurant
4. Bureau office
5. Security services
6. Truck repair
7. Supermarket
8. Parking for trucks in transit
9. Parking for trucks in domestic traffic
10. Pedestrian and green areas
11. Green areas
12. Fence
13. Hotel

Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,451</td>
<td>129</td>
<td>163</td>
<td>1,062</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>12</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>425</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>1,193,158</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>24,530</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-0.44 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>4.37%</td>
</tr>
</tbody>
</table>

Summary

MEDIUM PRIVATE Financing Potential
Burnt Forest
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Sponsors Financial Return

Equity FIR 2.79 %

Solvency/Bankability

0.62

General Assumptions

WACC Rate 8.19%

Cost of capital (ke) 11.5%

Project Information Paper
Jua Kali
RoadSide Station

Proposed Amenities
1. Service stations
2. Shops
3. Washrooms
4. Bureau office
5. Vehicle cleaning
6. Hotel
7. Restaurant
8. Health clinic
9. Parking for trucks in transit
10. Parking for trucks in domestic traffic
11. Pedestrian and green areas
12. Green areas
13. Fence

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>4,387</td>
<td>120</td>
<td>1,239</td>
<td></td>
</tr>
<tr>
<td>Average Length of Time Parked (hours) per Vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Number of Users per Day</td>
<td>0</td>
<td>0</td>
<td>372</td>
<td>744</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td>1,172,702</td>
</tr>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>30,656</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>Financial Metric</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>-0.57 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
<td>2.91%</td>
</tr>
</tbody>
</table>

Summary

- MEDIUM PRIVATE Financing Potential
Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Solvency/Bankability

Sponsors Financial Return

Equity FIRR

0.54 %

Jua Kali RoadSide Station

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Project Information Paper
### Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Services to trucks
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,597</td>
<td>0</td>
<td>0</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>120</td>
<td>10</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>151</td>
<td>30</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>1,746</td>
<td>437</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV**: 1.30 Mill. US$
- **FIRR**: 20.71%
- **Disc. P/B period**: 9 y

### Summary

**VERY HIGH PRIVATE Financing Potential**
Financial Cash Flow | Value Creation

Equity Cash Flow

Period in Years

Cash Flow USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

WEBUYE RSS CUMULATED DISC.FCF | value creation

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

WEBUYE RSS EQUITY CASH FLOWS

Sponsors

Financial Return

Equity FIRR

33.74 %

Solvency/Bankability

DSCR 5/yr

2.05

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Project Information Paper
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Truck repair
6. Public information/administrative offices
7. Truck parking
8. Pedestrian and green areas
9. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,807</td>
<td>120</td>
<td>151</td>
<td>2,253</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>451</td>
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<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- **Investment Cost (US $)**: 990,698
- **Maintenance and Operating Cost (US$/Yr)**: 26,093

**Global Financial Feasibility**

- **FNPV**: 1.16 Mill. US$
- **FIRR**: 17.45%
- **Disc. P/B period**: 10 y

**Summary**

**HIGH PRIVATE Financing Potential**

---

**Malaba RoadSide Station**
Malaba
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Sponsors
Financial Return
Equity FIRR
26.41 %

Solvency/Bankability
DSCR 5/yr
1.71

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%
Yala
RoadSide Station

Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>1,607</td>
<td>0</td>
<td>0</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>75</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>579</td>
<td>145</td>
<td>2</td>
<td>2</td>
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</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Cost Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td>722,533</td>
</tr>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>26,774</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>-0.85 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
<td>--</td>
</tr>
<tr>
<td>Dish. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

Summary

LOW PRIVATE Financing Potential
Yala
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Period in Years

Yala
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Period in Years

Sponsors
Financial Return

Equity FIRR
--

Solvency/Bankability

DSCR 5/yr
-0.1

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%
Global Financial Feasibility Summary

Invested Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>FNPV</th>
<th>FIRR</th>
</tr>
</thead>
<tbody>
<tr>
<td>722,533</td>
<td>-0.85 Mill. US$</td>
<td>--</td>
</tr>
</tbody>
</table>

Maintenance and Operating Cost (US$/Yr)

| 26,774 |

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,071</td>
<td>60</td>
<td>75</td>
<td>386</td>
</tr>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
</tr>
<tr>
<td>Average Length of Time Parked (hours) per vehicle</td>
<td>Average Length of Time Parked (hours) per vehicle</td>
<td>Average Length of Time Parked (hours) per vehicle</td>
<td>Average Length of Time Parked (hours) per vehicle</td>
</tr>
</tbody>
</table>

Summary

LOW PRIVATE Financing Potential
Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity Cash Flow

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Sponsors

Equity FIRR

--

Solvency/Bankability

DSCR 5/yr

-0.1

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

SEGAM TOWN RSS CUMULATED DISC.FCF | value creation

2015 900 000 800 000 700 000 600 000 500 000 400 000 300 000 200 000 100 000 0 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035 USD

SEGA TOWN RSS

Project Information Paper
### Proposed Amenities

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Health clinic  
6. Car workshop  
7. Truck repair  
8. Vehicle cleaning  
9. Supermarket  
10. Hotel  
11. Bank  
12. Police check point  
13. Security services  
14. Truck parking  
15. Minibuses parking  
16. Large buses parking  
17. Passenger car parking  
18. Pedestrian and green areas  
19. Green areas

### Proposed Design

![Korinda Jct. RoadSide Station](image)

### Vehicle Statistics

#### Passenger Cars
- Number of Vehicles Stopping Daily: 1,536
- Average Number of Passengers per Vehicle: 2
- Average length of time parked (hours) per vehicle: 0.5

#### Minibuses
- Number of Vehicles Stopping Daily: 15
- Average Number of Passengers per Vehicle: 10
- Average length of time parked (hours) per vehicle: 1

#### Large Buses
- Number of Vehicles Stopping Daily: 75
- Average Number of Passengers per Vehicle: 15
- Average length of time parked (hours) per vehicle: 1

#### Trucks
- Number of Vehicles Stopping Daily: 696
- Average Number of Passengers per Vehicle: 15
- Average length of time parked (hours) per vehicle: 1

### Estimated Investment Cost

**Investment Cost (US $)**
- Total: 1,649,884
- Maintenance and Operating Cost (US$/Yr):
  - Total: 44,313

### Global Financial Feasibility

**FNPV**
- 0.97 Mill. US$

**FIRR**
- 13.65%

**Disc. P/B period**
- 13

### Summary

**HIGH PRIVATE Financing Potential**

---

RSS | RoadSide Stations in Kenya
Korinda Jct.
RoadSide Station

**Financial Cash Flow | Value Creation**

![Graph showing financial cash flow over years.]

**Equity Cash Flow**

![Graph showing equity cash flow over years.]

<table>
<thead>
<tr>
<th>Sponsors</th>
<th>Solvency/Bankability</th>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Financial Return</strong></td>
<td><strong>Solvency/Bankability</strong></td>
<td><strong>Assumptions</strong></td>
</tr>
<tr>
<td>Equity FIRR</td>
<td>DSCR 5/yr</td>
<td>WACC Rate</td>
</tr>
<tr>
<td>18.66 %</td>
<td>1.34</td>
<td>8.19%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cost of capital (ke)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11.5%</td>
</tr>
</tbody>
</table>

Project Information Paper
Uganda Northern Corridor Transport Infrastructure Network

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) was established under the legal framework of the Northern Corridor Transit Agreement (NCTA) to co-ordinate the implementation of the Agreement and to carry out decisions and resolutions reached by policy organs of the Authority.

The Agreement mandates NCTTCA to promote cooperative transport policies and foster an efficient and cost-effective transit transport system within the Corridor.

Vision
To be a seamless Transport Corridor with the most efficient trade and transport logistics chain in the Region.

Mission
To transform the Northern Corridor into an economic development corridor that offers internationally competitive transit transport services and promote regional integration.

Copyright: Northern Corridor Transit and Transport Coordination Authority, 2014
RoadSide Stations in Uganda

1. Busitema
2. Naluwerere
3. Idudi
4. Mbiko
5. Lugazi
6. Buwama
7. Lukaya
8. Masaka Rd.
9. Lyantonde
10. Biharwe
11. Ishaka
12. Mpondwe
13. Mbarara
14. Ntungamo
15. Kabale
16. Mirama Hills
17. Kumi
18. Lira
19. Kamdini
20. Gulu
21. Elegu
22. Migeera
23. Karuma
24. Purongo
25. Pakwach
26. Arua
27. Oraba
**Global Financial Feasibility**

**Estimated Investment Cost**
- Investment Cost (US $): 1,252,881
- Maintenance and Operating Cost (US$/Yr): 36,441

**Global Financial Feasibility**
- FNPV: 1.27 Mill. US$
- FIRR: 17.03%
- Disc. P/B period: 11y

**Summary**
- HIGH PRIVATE Financing Potential

---

**Proposed Amenities**
1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bank
6. Bar
7. Car workshop
8. Hotel
9. Police checkpoint
10. Supermarket
11. Truck parking
12. Minibuses parking
13. Large buses parking
14. Passenger car parking
15. Pedestrian and green areas
16. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>2,142</td>
<td>428</td>
<td>2</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>120</td>
<td>30</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>151</td>
<td>45</td>
<td>300</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>772</td>
<td>154</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

---

**Busitema RoadSide Station**

- RSS: RoadSide Stations in Uganda
- Uganda Map with Proposed Design and Amenities

---

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>2,142</td>
<td>428</td>
<td>2</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>120</td>
<td>30</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>151</td>
<td>45</td>
<td>300</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>772</td>
<td>154</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

---

**Estimated Investment Cost**
- Investment Cost (US $): 1,252,881
- Maintenance and Operating Cost (US$/Yr): 36,441
Busitema
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

DSCR 5/yr

Cost of capital (ke)

25.52 % 1.67 8.19%

Sponsors
Financial Return

Solvency/Bankability

General Assumptions

Project Information Paper
Naluwerere
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau office
6. Hotel
7. Parking for trucks in transit
8. Parking for trucks in domestic traffic
9. Pedestrian and green areas
10. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,619</td>
<td>120</td>
<td>168</td>
<td>837</td>
</tr>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>0</td>
<td>0</td>
<td>117</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>234</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)

774,117

Maintenance and Operating Cost (US$/Yr)

25,643

Global Financial Feasibility

FNPV

-0.94 Mill. US$

FIRR

--

Disc. P/B period

--

Summary

LOW PRIVATE Financing Potential
**Naluwerere**
RoadSide Station

### Financial Cash Flow | Value Creation

- **Sponsors**
- **Financial Return**
  - Equity FIRR
  --

- **Solvency/Bankability**
  - DSCR 5/yr
  - -0.09

- **General Assumptions**
  - WACC Rate
  - 8.19%
  - Cost of capital (ke)
  - 11.5%
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily: 435</td>
<td>Number of Vehicles Stopping Daily: 30</td>
<td>Number of Vehicles Stopping Daily: 50</td>
<td>Number of Vehicles Stopping Daily: 265</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle: 2</td>
<td>Average Number of Passengers per Vehicle: 10</td>
<td>Average Number of Passengers per Vehicle: 30</td>
<td>Average Number of Passengers per Vehicle: 2</td>
</tr>
<tr>
<td>Number of users per day: 871</td>
<td>Number of users per day: 300</td>
<td>Number of users per day: 1,496</td>
<td>Number of users per day: 510</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle: 0.5</td>
<td>Average length of time parked (hours) per vehicle: 1</td>
<td>Average length of time parked (hours) per vehicle: 1</td>
<td>Average length of time parked (hours) per vehicle: 1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

Investment Cost (US $) | Maintenance and Operating Cost (US$/Yr)
------------------------|-----------------------------------
1,649,884 | 44,313

**Global Financial Feasibility**

FNPV: 1.27 Mill. US$
FIRR: --
Disc. P/B period: --

**Summary**

LOW PRIVATE Financing Potential
Idudi
RoadSide Station

**Financial Cash Flow | Value Creation**

- **Cash Flow USD**
  
<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-900,000</td>
</tr>
<tr>
<td>2017</td>
<td>-800,000</td>
</tr>
<tr>
<td>2019</td>
<td>-700,000</td>
</tr>
<tr>
<td>2021</td>
<td>-600,000</td>
</tr>
<tr>
<td>2023</td>
<td>-500,000</td>
</tr>
<tr>
<td>2025</td>
<td>-400,000</td>
</tr>
<tr>
<td>2027</td>
<td>-300,000</td>
</tr>
<tr>
<td>2029</td>
<td>-200,000</td>
</tr>
<tr>
<td>2031</td>
<td>-100,000</td>
</tr>
<tr>
<td>2033</td>
<td>0</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Equity Cash Flow**

- **Cash Flow USD**
  
<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-200,000</td>
</tr>
<tr>
<td>2017</td>
<td>-180,000</td>
</tr>
<tr>
<td>2019</td>
<td>-160,000</td>
</tr>
<tr>
<td>2021</td>
<td>-140,000</td>
</tr>
<tr>
<td>2023</td>
<td>-120,000</td>
</tr>
<tr>
<td>2025</td>
<td>-100,000</td>
</tr>
<tr>
<td>2027</td>
<td>-80,000</td>
</tr>
<tr>
<td>2029</td>
<td>-60,000</td>
</tr>
<tr>
<td>2031</td>
<td>-40,000</td>
</tr>
<tr>
<td>2033</td>
<td>-20,000</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Sponsors**

- **Financial Return**
  - Equity FIRR
  -8.19 %

**Solvency/Bankability**

- DSCR 5/yr
-0.1

**General Assumptions**

- **WACC Rate**
  - 8.19%
- **Cost of capital (ke)**
  - 11.5%
Mbiko
RoadSide Station

**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau stations
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>2,733</td>
<td>120</td>
<td>165</td>
<td>1,202</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>850,204</td>
<td>30,327</td>
</tr>
</tbody>
</table>

**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-0.015 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>7.99%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

**Summary**

**MEDIUM PRIVATE**
Financing Potential
Mbiko
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

Solvency/Bankability

DSCR 5/yr

Sponsors

Financial Return

Equity FIRR
8.57 %

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%

Project Information Paper
**Proposed Amenities**

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Bank
8. Vehicle cleaning
9. Truck repair
10. Security services

11. Supermarket
12. Truck parking
13. Minibuses parking
14. Large buses parking
15. Passenger cars parking
16. Pedestrian and green areas
17. Green areas

**Proposed Design**

![Diagram of Lugazi RoadSide Station]

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,290</td>
<td>120</td>
<td>163</td>
<td>1,384</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>658</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>1,316</td>
<td>300</td>
<td>1,465</td>
<td>30</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>49</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $): 1,422,241
- Maintenance and Operating Cost (US$/Yr): 40,377

**Global Financial Feasibility**

- FNPV: 1.25 Mill. US$
- FIRR: 15.65%
- Disc. P/B period: 12y

**Summary**

- **HIGH PRIVATE**
- Financing Potential
Lugazi
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Sponsors
Financial Return
Equity FIRR
22.63 %

Solvency/Bankability
DSCR 5/yr
1.53

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,856</td>
<td>257</td>
<td>103</td>
<td>1,159</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>30</td>
<td>70</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Cost Description</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost</td>
<td>722,533</td>
</tr>
<tr>
<td>Maintenance and Operating Cost</td>
<td>26,774</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>Financial Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>-0.94 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
<td>--</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

Summary

LOW PRIVATE Financing Potential
**Buwama RoadSide Station**

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

**Sponsors**

**Financial Return**

- Equity FIRR: --

**Solvency/Bankability**

- DSCR 5/yr: 8.19%
- Cost of capital (ke): 11.5%

**General Assumptions**

- WACC Rate: 8.19%
### Proposed Amenities

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Bureau station  
6. Truck repair  
7. Vehicle cleaning  
8. Police check point  
9. Security services  
10. Hotel  
11. Truck parking  
12. Pedestrian and green areas  
13. Green areas

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,779</td>
<td>257</td>
<td>103</td>
<td>1,094</td>
</tr>
</tbody>
</table>
| Average Number of Passengers per Vehicle | 0 | 10 | 0 | 2
| Number of users per day | 2 | 0 | 0 | 547 |
| Average length of time parked (hours) per vehicle | 0.5 | 1 | 1 | 1 |

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV**: -0.79 Mill. US$
- **FIRR**: 6.91%
- **Disc. P/B period**: --

### Lukaya RoadSide Station

**UGANDA**

1. **Kampala**
2. **Entebbe**
3. **L. Victoria**
4. **Bunia**

### Summary

**MEDIUM PRIVATE**

Financing Potential
Lukaya
RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Year</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-600,000</td>
</tr>
<tr>
<td>2017</td>
<td>-700,000</td>
</tr>
<tr>
<td>2019</td>
<td>-800,000</td>
</tr>
<tr>
<td>2021</td>
<td>-900,000</td>
</tr>
<tr>
<td>2023</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2025</td>
<td>-500,000</td>
</tr>
<tr>
<td>2027</td>
<td>-400,000</td>
</tr>
<tr>
<td>2029</td>
<td>-300,000</td>
</tr>
<tr>
<td>2031</td>
<td>-200,000</td>
</tr>
<tr>
<td>2033</td>
<td>-100,000</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Sponsors Financial Return**
- Equity FIRR: 6.81%

**Solvency/Bankability**
- DSCR 5/yr: 0.79

**General Assumptions**
- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%
**Proposed Amenities**

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bureau office
12. Truck parking
13. Minibuses parking
14. Large buses parking
15. Passenger cars

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,779</td>
<td>257</td>
<td>103</td>
<td>1,030</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>206</td>
<td>106</td>
<td>82</td>
<td>206</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>312</td>
<td>2,468</td>
<td>2,056</td>
<td>1,481</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $) **1,723,099**
- Maintenance and Operating Cost (US$/Yr) **49,946**

**Global Financial Feasibility**

- FNPV: **1.37 Mill. US$**
- FIRR: **15.12%**
- Disc. P/B period: **12y**

**Summary**

**HIGH PRIVATE Financing Potential**
Masaka
RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>500 000</td>
</tr>
<tr>
<td>2017</td>
<td>-500 000</td>
</tr>
<tr>
<td>2019</td>
<td>-1 000 000</td>
</tr>
<tr>
<td>2021</td>
<td>1 000 000</td>
</tr>
<tr>
<td>2023</td>
<td>1 500 000</td>
</tr>
<tr>
<td>2025</td>
<td>2 000 000</td>
</tr>
<tr>
<td>2027</td>
<td>1 500 000</td>
</tr>
<tr>
<td>2029</td>
<td>-2 000 000</td>
</tr>
<tr>
<td>2031</td>
<td>-400 000</td>
</tr>
<tr>
<td>2033</td>
<td>-600 000</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Sponsors**

**Financial Return**

- Equity FIRR: 21.55 %

**Solvency/Bankability**

- DSCR 5/yr: 1.48

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%
Global Financial Feasibility

Estimated Investment Cost

Investment Cost (US $)

722,533

Maintenance and Operating Cost (US$/Yr)

26,744

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>3,336</td>
<td>257</td>
<td>103</td>
<td>1,030</td>
</tr>
<tr>
<td>Average</td>
<td>2</td>
<td>10</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Number of</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>515</td>
</tr>
<tr>
<td>users per</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average length parked</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>257</td>
</tr>
<tr>
<td>(hours) per vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Lyantonde RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Global Financial Feasibility

Summary

MEDIUM PRIVATE
Financing Potential

FNPPV
-0.004 Mill. US$

FIRR
8.12%

Disc. P/B period

-
Lyantonde
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Sponsors
Financial Return
Equity FIRR
8.79%

Solvency/Bankability
DSCR 5/yr
0.87

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%
Global Financial Feasibility

Estimated Investment Cost

- Investment Cost (US $) 1,252,881
- Maintenance and Operating Cost (US$/Yr) 36,441

Global Financial Feasibility

- FNPV 1.27 Mill. US$
- FIRR 17.03%
- Disc. P/B period 11

Summary

HIGH PRIVATE Financing Potential

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Vehicle Statistics

### Passenger Cars
- Number of Vehicles Stopping Daily: 2,605
- Average Number of Passengers per Vehicle: 2
- Number of users per day: 0
- Average length of time parked (hours) per vehicle: 0.5

### Minibuses
- Number of Vehicles Stopping Daily: 257
- Average Number of Passengers per Vehicle: 10
- Number of users per day: 0
- Average length of time parked (hours) per vehicle: 1

### Large Buses
- Number of Vehicles Stopping Daily: 103
- Average Number of Passengers per Vehicle: 30
- Number of users per day: 0
- Average length of time parked (hours) per vehicle: 1

### Trucks
- Number of Vehicles Stopping Daily: 1,030
- Average Number of Passengers per Vehicle: 207
- Number of users per day: 412
- Average length of time parked (hours) per vehicle: 1
Biharwe
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Period in Years

RoadSide Station

Sponsors
Financial Return

Equity FIRR
25.52 %

Solvency/Bankability

DSCR 5/yr
1.67

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%

Project Information Paper
Ishaka
RoadSide Station

Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>2,546</td>
<td>2</td>
<td>0</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>220</td>
<td>10</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>88</td>
<td>30</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>883</td>
<td>221</td>
<td>2</td>
<td>441</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Cost Component</th>
<th>Amount (US $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost</td>
<td>722,533</td>
</tr>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>26,774</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>0.06 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
<td>9.08%</td>
</tr>
</tbody>
</table>

Summary

MEDIUM PRIVATE
Financing Potential

DISC. P/B period
20y
Ishaka
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Ishaka RSS
CUMULATED DISC.FCF
| value creation

2015
-800 000
-700 000
-600 000
-500 000
-400 000
-300 000
-200 000
-100 000
0

2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

Equity Cash Flow

Sponsors
Financial Return

Equity FIRR
10.41 %

Solvency/Bankability

DSCR 5/yr
0.95

General Assumptions

WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
Mpondwe
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,122</td>
<td>184</td>
<td>73</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>424</td>
<td>46</td>
<td>18</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>849</td>
<td>459</td>
<td>551</td>
</tr>
</tbody>
</table>
| Estimated Investment Cost

| Investment Cost (US $) | 1,649,884 |
| Maintenance and Operating Cost (US$/Yr) | 44,313 |

Global Financial Feasibility

| FNPV | 1.07 Mill. US$ |
| FIRR | 14.18% |
| Disc. P/B period | 13y |

Summary

HIGH PRIVATE Financing Potential
Mpondwe RoadSide Station

Financial Cash Flow | Value Creation

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-2,000,000</td>
</tr>
<tr>
<td>2017</td>
<td>-1,500,000</td>
</tr>
<tr>
<td>2019</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2021</td>
<td>0</td>
</tr>
<tr>
<td>2023</td>
<td>500,000</td>
</tr>
<tr>
<td>2025</td>
<td>1,000,000</td>
</tr>
<tr>
<td>2027</td>
<td>1,500,000</td>
</tr>
<tr>
<td>2029</td>
<td>2,000,000</td>
</tr>
<tr>
<td>2031</td>
<td>1,500,000</td>
</tr>
<tr>
<td>2033</td>
<td>1,000,000</td>
</tr>
<tr>
<td>2035</td>
<td>500,000</td>
</tr>
</tbody>
</table>

Equity Cash Flow

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-200,000</td>
</tr>
<tr>
<td>2017</td>
<td>-200,000</td>
</tr>
<tr>
<td>2019</td>
<td>-500,000</td>
</tr>
<tr>
<td>2021</td>
<td>-400,000</td>
</tr>
<tr>
<td>2023</td>
<td>-300,000</td>
</tr>
<tr>
<td>2025</td>
<td>0</td>
</tr>
<tr>
<td>2027</td>
<td>100,000</td>
</tr>
<tr>
<td>2029</td>
<td>200,000</td>
</tr>
<tr>
<td>2031</td>
<td>300,000</td>
</tr>
<tr>
<td>2033</td>
<td>400,000</td>
</tr>
<tr>
<td>2035</td>
<td>500,000</td>
</tr>
</tbody>
</table>

**Sponsors Financial Return**

- Equity FIRR: 19.69%

**Solvency/Bankability**

- DSCR 5/yr: 1.39

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%

Project Information Paper
### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

### Proposed Design

![Map of Mbarara RoadSide Station]

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,970</td>
<td>257</td>
<td>103</td>
<td>1,030</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>1,388</td>
<td>643</td>
<td>771</td>
<td>515</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- Investment Cost (US $) **1,649,884**
- Maintenance and Operating Cost (US$/Yr) **44,313**

### Global Financial Feasibility

- FNPV **1.08 Mill. US$**
- FIRR **13.98%**
- Disc. P/B period **13y**

### Summary

**HIGH PRIVATE Financing Potential**
Mbarara RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD vs. Period in Years

Equity Cash Flow

Cash Flow USD vs. Period in Years

<table>
<thead>
<tr>
<th>Sponsors</th>
<th>Solvency/Bankability</th>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity FIRR</td>
<td>DSCR 5/yr</td>
<td>WACC Rate</td>
</tr>
<tr>
<td>19.29 %</td>
<td>1.37</td>
<td>8.19%</td>
</tr>
</tbody>
</table>

Cost of capital (ke)
| 11.5% |

Project Information Paper
**Proposed Amenities**

1. Service stations
2. Shops
3. Restaurant
4. Bureau office
5. Hotel
6. Restaurant
7. Health clinic
8. Bank
9. Truck repair
10. Supermarket
11. Parking for trucks in transit
12. Parking for trucks in domestic traffic
13. Pedestrian and green areas
14. Green areas
15. Fence

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,016</td>
<td>252</td>
<td>91</td>
<td>644</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0</td>
<td>0.5</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

**Investment Cost (US $)**

978,940

**Maintenance and Operating Cost (US$/Yr)**

30,856

**Global Financial Feasibility**

<p>| |</p>
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
</tr>
<tr>
<td>-1.30 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
</tr>
<tr>
<td>--</td>
</tr>
<tr>
<td>Disc. P/B period</td>
</tr>
</tbody>
</table>

**Summary**

LOW PRIVATE Financing Potential
Ntungamo
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Solvency/Bankability

DSCR 5/yr

Equity FIRR WACC Rate

Cost of capital (ke)

Sponsors

Financial Return

Equity FIRR

--

General Assumptions

8.19%

11.5%

Project Information Paper
**Kabale RoadSide Station**

**Proposed Amenities**

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Health clinic  
6. Car workshop  
7. Truck repair  
8. Vehicle cleaning  
9. Supermarket  
10. Hotel  
11. Bank  
12. Police check point  
13. Security services  
14. Truck parking  
15. Minibuses parking  
16. Large buses parking  
17. Passenger car parking  
18. Pedestrian and green areas  
19. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of Vehicles Stopping</strong> Daily</td>
<td><strong>921</strong></td>
<td><strong>63</strong></td>
<td><strong>153</strong></td>
</tr>
<tr>
<td><strong>Average Number of Passengers per Vehicle</strong></td>
<td><strong>2</strong></td>
<td><strong>10</strong></td>
<td><strong>2</strong></td>
</tr>
<tr>
<td><strong>Number of users per day</strong></td>
<td><strong>1,841</strong></td>
<td><strong>630</strong></td>
<td><strong>1,050</strong></td>
</tr>
<tr>
<td><strong>Average length of time parked (hours) per vehicle</strong></td>
<td><strong>0.5</strong></td>
<td><strong>1</strong></td>
<td><strong>2.5</strong></td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td><strong>1,649,884</strong></td>
</tr>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td><strong>44,313</strong></td>
</tr>
</tbody>
</table>

**Global Financial Feasibility**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td><strong>1.08 Mill. US$</strong></td>
</tr>
<tr>
<td>FIRR</td>
<td><strong>13.98%</strong></td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td><strong>13y</strong></td>
</tr>
</tbody>
</table>

**Summary**

**HIGH PRIVATE Financing Potential**
Kabale
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Sponsors
Financial Return
Equity FIRR
19.29 %

Solvency/Bankability
DSCR 5/yr
1.37

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
**Global Financial Feasibility**

**Estimated Investment Cost**

- **Investment Cost (US $)**
  - **850,204**

- **Maintenance and Operating Cost (US$/Yr)**
  - **30,327**

**FNPV**

- **-1.04 Mill. US$**

**FIRR**

- **--**

**Disc. P/B period**

- **--**

**Summary**

- **LOW PRIVATE**
- **Financing Potential**

---

**Mirama Hills**

**RoadSide Station**

**Proposed Amenities**

- Service station
- Shops
- Washrooms
- Restaurant
- Bureau station
- Truck repair
- Vehicle cleaning
- Police check point
- Security services
- Hotel
- Truck parking
- Pedestrian and green areas
- Green areas

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,262</td>
<td>189</td>
<td>68</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Proposed Design**

---

**RSS | RoadSide Stations in Uganda**
Mirama Hills
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Solvency/Bankability

Equity FIRR

WACC Rate

General Assumptions

DSCR 5/yr

Cost of capital (ke)

Sponsors Financial Return

Equity FIRR

--

-0.11

8.19%

11.5%

Project Information Paper
Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>2,460</td>
<td>0</td>
<td>5</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>105</td>
<td>10</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>132</td>
<td>30</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Trucks</td>
<td>1,973</td>
<td>493</td>
<td>2</td>
<td>4</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 722,533
- Maintenance and Operating Cost (US$/Yr): 26,744

Global Financial Feasibility

- FNPV: 1.47 Mill. US$
- FIRR: 25.2%
- Disc. P/B period: 7y

Summary

- VERY HIGH PRIVATE Financing Potential
Kumi
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Sponsors

Financial Return
Equity FIRR
44.71 %

Solvency/Bankability
DSCR 5/yr
2.55

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

**Proposed Design**

---

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,114</td>
<td>90</td>
<td>114</td>
<td>1,693</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>850,204</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>30,327</td>
</tr>
</tbody>
</table>

**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>1.27 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>21.37%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>9y</td>
</tr>
</tbody>
</table>

**Summary**

**VERY HIGH PRIVATE Financing Potential**
Sponsors
Financial Return
Equity FIRR
35.3 %

Solvency/Bankability
DSCR 5/yr
2.12

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%
Kamdini
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles</td>
<td>1,767</td>
<td>75</td>
<td>95</td>
<td>1,414</td>
</tr>
<tr>
<td>Stopping Daily</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Number of</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passengers per Vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of users per</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average length of</td>
<td>0.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>time parked (hours)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>per vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td>722,533</td>
</tr>
<tr>
<td>Maintenance and</td>
<td></td>
</tr>
<tr>
<td>Operating Cost (US$/Yr)</td>
<td>26,774</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>0.07 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
<td>9.3%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>19y</td>
</tr>
</tbody>
</table>

Summary

MEDIUM PRIVATE Financing Potential

RSS | RoadSide Stations in Uganda
Kamdini
RoadSide Station

**Financial Cash Flow | Value Creation**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-800,000</td>
</tr>
<tr>
<td>2017</td>
<td>-700,000</td>
</tr>
<tr>
<td>2019</td>
<td>-600,000</td>
</tr>
<tr>
<td>2021</td>
<td>-500,000</td>
</tr>
<tr>
<td>2023</td>
<td>-400,000</td>
</tr>
<tr>
<td>2025</td>
<td>-300,000</td>
</tr>
<tr>
<td>2027</td>
<td>-200,000</td>
</tr>
<tr>
<td>2029</td>
<td>-100,000</td>
</tr>
<tr>
<td>2031</td>
<td>200,000</td>
</tr>
<tr>
<td>2033</td>
<td>100,000</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-100,000</td>
</tr>
<tr>
<td>2017</td>
<td>-50,000</td>
</tr>
<tr>
<td>2019</td>
<td>-150,000</td>
</tr>
<tr>
<td>2021</td>
<td>-200,000</td>
</tr>
<tr>
<td>2023</td>
<td>-300,000</td>
</tr>
<tr>
<td>2025</td>
<td>-400,000</td>
</tr>
<tr>
<td>2027</td>
<td>-500,000</td>
</tr>
<tr>
<td>2029</td>
<td>-600,000</td>
</tr>
<tr>
<td>2031</td>
<td>-700,000</td>
</tr>
<tr>
<td>2033</td>
<td>-800,000</td>
</tr>
<tr>
<td>2035</td>
<td>-900,000</td>
</tr>
</tbody>
</table>

**Sponsors**

- **Financial Return**
  - Equity FIRR: 10.77%

**Solvency/Bankability**

- DSCR 5/yr: 0.97

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%

Project Information Paper
### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,421</td>
<td>61</td>
<td>76</td>
<td>1,134</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>283</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>567</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV**: -0.07 Mill. US$
- **FIRR**: 7.29%

### Summary

- **MEDIUM PRIVATE Financing Potential**
Gulu
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Solvency/Bankability

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Project Information Paper

Gulu

Sponsors

Financial Return

Equity FIRR

7.43 %

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

UGANDA

90
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,074</td>
<td>46</td>
<td>58</td>
<td>854</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>215</td>
<td>11</td>
<td>10</td>
<td>14</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>430</td>
<td>114</td>
<td>30</td>
<td>432</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>1,649,884</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>44,313</td>
</tr>
</tbody>
</table>

**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>1.27 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>14.07%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>13y</td>
</tr>
</tbody>
</table>

**Summary**

- **HIGH PRIVATE Financing Potential**
Elegu
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR

19.48 %

Solvency/Bankability

DSCR 5/yr

1.38

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
### Proposed Amenities

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Bureau station  
6. Truck repair  
7. Vehicle cleaning  
8. Police check point  
9. Security services  
10. Hotel  
11. Truck parking  
12. Pedestrian and green areas  
13. Green areas

### Proposed Design

![Map of Uganda with proposed design layout]

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,820</td>
<td>0</td>
<td>0</td>
<td>1,186</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>227</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV**: -0.06 Mill. US$
- **FIRR**: 7.4%
- **Disc. P/B period**: --

### Summary

- **Financing Potential**: MEDIUM PRIVATE
Migeera
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>2015</th>
<th>2017</th>
<th>2019</th>
<th>2021</th>
<th>2023</th>
<th>2025</th>
<th>2027</th>
<th>2029</th>
<th>2031</th>
<th>2033</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUMULATED DISC.FCF</td>
<td>-1000000</td>
<td>-900000</td>
<td>-1000000</td>
<td>-700000</td>
<td>-600000</td>
<td>-500000</td>
<td>-400000</td>
<td>-300000</td>
<td>-200000</td>
<td>-100000</td>
<td>0</td>
</tr>
</tbody>
</table>

Equity Cash Flow

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>2015</th>
<th>2017</th>
<th>2019</th>
<th>2021</th>
<th>2023</th>
<th>2025</th>
<th>2027</th>
<th>2029</th>
<th>2031</th>
<th>2033</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 000</td>
<td>200 000</td>
<td>150 000</td>
<td>50 000</td>
<td>0</td>
<td>-100 000</td>
<td>-50 000</td>
<td>-150 000</td>
<td>-200 000</td>
<td>-250 000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sponsors
Financial Return

Equity FIRR
7.6 %

Solvency/Bankability

DSCR 5/yr
0.82

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%

Project Information Paper
Global Financial Feasibility

**Estimated Investment Cost**

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

**Global Financial Feasibility**

- **FNPV**: 1.27 Mill. US$
- **FIRR**: 6.75%
- **Disc. P/B period**: --

**Summary**

- **Financing Potential**: MEDIUM PRIVATE
Karuma
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

DSCR 5/yr

Cost of capital (ke)

Sponsors Financial Return

Equity FIRR

6.54 %

Solvency/Bankability

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
### Purongo RoadSide Station

#### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

#### Proposed Design

![Diagram of Purongo RoadSide Station]

#### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>198</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>396</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

#### Estimated Investment Cost

- **Investment Cost (US $)**: 722,533
- **Maintenance and Operating Cost (US$/Yr)**: 26,774

#### Global Financial Feasibility

- **FNPV**: -0.71 Mill. US$
- **FIRR**: --%

#### Summary

**HIGH PRIVATE** Financing Potential
Purongo
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Solvency/Bankability

Sponsors

Financial Return

Equity FIRR

--

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,411</td>
<td>51</td>
<td>70</td>
<td>594</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>10</td>
<td>148</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>0.5</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $) 850,204
- Maintenance and Operating Cost (US$/Yr) 30,327

Global Financial Feasibility

- FNPV 1.27 Mill. US$
- FIRR --%
- Disc. P/B period --

Summary

LOW PRIVATE Financing Potential
Pakwach
RoadSide Station

Financial Cash Flow | Value Creation

Sponsors
Financial Return

Equity FIRR
-- %

Solvency/Bankability

DSCR 5/yr
-0.07

General Assumptions

WACC Rate
8.19%
Cost of capital (ke)
11.5%
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>941</td>
<td>34</td>
<td>47</td>
<td>396</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>108</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $): 850,204
- Maintenance and Operating Cost (US$/Yr): 30,327

**Global Financial Feasibility**

- FNPV: -1.03 Mill. US$
- FIRR: --
- Disc. P/B period: --

**Summary**

- LOW PRIVATE Financing Potential
Arua
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR

WACC Rate

Solvency/Bankability

DSCR 5/yr

Cost of capital (ke)

General Assumptions

Equity FIRR

-0.11

8.19%

11.5%

Sponsors

Financial Return

Project Information Paper
**Proposed Amenities**

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Bureau station  
6. Truck repair  
7. Vehicle cleaning  
8. Police check point  
9. Security services  
10. Hotel  
11. Truck parking  
12. Pedestrian and green areas  
13. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of Vehicles Stopping Daily</strong></td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td><strong>Number of users per day</strong></td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>Average length of time parked (hours) per vehicle</strong></td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

**Global Financial Feasibility**

- **FNPV**: -1.06 Mill. US$
- **FIRR**: --%
- **Disc. P/B period**: --

**Summary**

- **LOW PRIVATE**
- Financing Potential
Oraba
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity Cash Flow

Sponsors

Financial Return

Equity FIRR

--

Solvency/Bankability

DSCR 5/yr

-0.13

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Project Information Paper
The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) was established under the legal framework of the Northern Corridor Transit Agreement (NCTA) to co-ordinate the implementation of the Agreement and to carry out decisions and resolutions reached by policy organs of the Authority.

The Agreement mandates NCTTCA to promote cooperative transport policies and foster an efficient and cost-effective transit transport system within the Corridor.

**Vision**
To be a seamless Transport Corridor with the most efficient trade and transport logistics chain in the Region.

**Mission**
To transform the Northern Corridor into an economic development corridor that offers internationally competitive transit transport services and promote regional integration.
RoadSide Stations in Rwanda

1. Ryabega
2. Rugende
3. Rukomo
4. Nyacyonga
5. Ruhango
6. Huye
7. Kitabi
Rukomo RoadSide Station

Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Bank
7. Bar
8. Hotel
9. Public information area/Administrative offices
10. Truck repair
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Car Icon]</td>
<td>![Minibus Icon]</td>
<td>![Bus Icon]</td>
<td>![Truck Icon]</td>
</tr>
<tr>
<td>685</td>
<td>257</td>
<td>94</td>
<td>290</td>
</tr>
</tbody>
</table>

- Number of Vehicles Stopping Daily: 0
- Average Number of Passengers per Vehicle: 2
- Number of users per day: 0
- Average length of time parked (hours) per vehicle: 0.5

- Number of Vehicles Stopping Daily: 0
- Average Number of Passengers per Vehicle: 10
- Number of users per day: 0
- Average length of time parked (hours) per vehicle: 1

- Number of Vehicles Stopping Daily: 43
- Average Number of Passengers per Vehicle: 2
- Number of users per day: 87
- Average length of time parked (hours) per vehicle: 1

Estimated Investment Cost

Investment Cost (US $)
1,097,723

Maintenance and Operating Cost (US$/Yr)
29,494

Global Financial Feasibility

FNPV
-1.29 Mill. US$

FIRR
--%

Summary

LOW PRIVATE Financing Potential
**Rukomo RoadSide Station**

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

**Sponsors**

Financial Return
Equity FIRR
--

**Solvency/Bankability**
DSCR 5/yr
-0.1

**General Assumptions**
WACC Rate
8.19%
Cost of capital (ke)
11.5%

---

Project Information Paper
Global Financial Feasibility Summary

Estimated Investment Cost

Investment Cost (US $)
722,533

Maintenance and Operating Cost (US$/Yr)
26,774

FNPV
-0.85 Mill. US$

FIRR
--%

Disc. P/B period
--

Summary

LOW PRIVATE Financing Potential
Nyacyonga
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Solvers
Financial Return
Equity FIRR
--

Solvency/Bankability
DSCR 5/yr
-0.1

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
Global Financial Feasibility Summary

<table>
<thead>
<tr>
<th>Estimated Investment Cost</th>
<th>Global Financial Feasibility</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td>FNPV (-0.79 Mill. US$)</td>
<td>LOW PRIVATE Financing Potential</td>
</tr>
<tr>
<td>845,198</td>
<td>FIRR (--)</td>
<td></td>
</tr>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>Disc. P/B period</td>
<td></td>
</tr>
<tr>
<td>28,569</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

### Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Truck repair
6. Hotel
7. Bank
8. Truck parking
9. Minibuses parking
10. Pedestrian and green areas
11. Green areas

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>733</td>
<td>257</td>
<td>17</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>643</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Proposed Design

Ruhango RoadSide Station

---

11.1

RSS | RoadSide Stations in Rwanda
Sponsors
Financial Return
Equity FIRR
--

Solvency/Bankability
DSCR 5/yr
-0.09

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%
## Proposed Amenities

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Service station</td>
</tr>
<tr>
<td>2.</td>
<td>Shops</td>
</tr>
<tr>
<td>3.</td>
<td>Washrooms</td>
</tr>
<tr>
<td>4.</td>
<td>Restaurant</td>
</tr>
<tr>
<td>5.</td>
<td>Health clinic</td>
</tr>
<tr>
<td>6.</td>
<td>Bureau office</td>
</tr>
<tr>
<td>7.</td>
<td>Car workshop</td>
</tr>
<tr>
<td>8.</td>
<td>Vehicle cleaning</td>
</tr>
<tr>
<td>9.</td>
<td>Truck services</td>
</tr>
<tr>
<td>10.</td>
<td>Hotel</td>
</tr>
<tr>
<td>11.</td>
<td>Bank</td>
</tr>
<tr>
<td>12.</td>
<td>Police checkpoint</td>
</tr>
<tr>
<td>13.</td>
<td>Public information area/Administrative offices</td>
</tr>
<tr>
<td>14.</td>
<td>Truck parking</td>
</tr>
<tr>
<td>15.</td>
<td>Passenger parking</td>
</tr>
<tr>
<td>16.</td>
<td>Minibuses parking</td>
</tr>
<tr>
<td>17.</td>
<td>Pedestrian and green areas</td>
</tr>
<tr>
<td>18.</td>
<td>Green areas</td>
</tr>
</tbody>
</table>

## Proposed Design

![Roadside Station Diagram](image)

## Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>617</td>
<td>365</td>
<td>17</td>
<td>257</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>123</td>
<td>51</td>
<td>0</td>
<td>64</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>247</td>
<td>913</td>
<td>1</td>
<td>129</td>
</tr>
</tbody>
</table>

## Estimated Investment Cost

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td>1,039,951</td>
<td></td>
</tr>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>35,577</td>
<td></td>
</tr>
</tbody>
</table>

## Global Financial Feasibility

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>-0.11 Mill. US$</td>
<td></td>
</tr>
<tr>
<td>FIRR</td>
<td>6.84%</td>
<td></td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

## Summary

**Medium Private Financing Potential**
Huye
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Sponsors
Finance Return

Equity FIRR
6.86%

Solvency/Bankability

DSCR 5/yr
0.79

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%

Project Information Paper
Ryabega
RoadSide Station

Proposed Amenities
1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Truck repair
6. Hotel
7. Bank
8. Truck parking
9. Minibuses parking
10. Pedestrian and green areas
11. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,508</td>
<td>126</td>
<td>45</td>
<td>322</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>123</td>
<td>10</td>
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<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
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</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $) 722,533
Maintenance and Operating Cost (US$/Yr) 26,774

Global Financial Feasibility

FNPV -0.85 Mill. US$
FIRR --%
Discounted Payback period --

Summary

LOW PRIVATE Financing Potential
Ryabega
RoadSide Station

Financial Cash Flow | Value Creation

<table>
<thead>
<tr>
<th>Year</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-900,000</td>
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<tr>
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<td>2034</td>
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<tr>
<td>2035</td>
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</table>

Equity Cash Flow

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
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<td>2034</td>
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</tr>
<tr>
<td>2035</td>
<td>0</td>
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</tbody>
</table>

Sponsors
Financial Return
Equity FIRR
--

Solvency/Bankability
DSCR 5/yr
-0.1

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%
## Rugende RoadSide Station

### Proposed Amenities

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Bureau station  
6. Truck repair  
7. Vehicle cleaning  
8. Police check point  
9. Security services  
10. Hotel  
11. Truck parking  
12. Pedestrian and green areas  
13. Green areas

### Proposed Design

![Diagram of Rugende RoadSide Station]

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>754</td>
<td>63</td>
<td>23</td>
<td>161</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
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<tr>
<td>Number of users per day</td>
<td>0</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: **850,204**
- **Maintenance and Operating Cost (US$/Yr)**: **30,327**

### Global Financial Feasibility

- **FNPV**: -1.06 Mill. US$
- **FIRR**: --%
- **Disc. P/B period**: --

### Summary

**LOW PRIVATE Financing Potential**
Rugende RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

**Sponsors Financial Return**

<table>
<thead>
<tr>
<th>Equity FIRR</th>
<th>Solvency/Bankability</th>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>--</td>
<td>DSCR 5/yr</td>
<td>WACC Rate</td>
</tr>
<tr>
<td></td>
<td>-0.13</td>
<td>8.19%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cost of capital (ke)</td>
</tr>
</tbody>
</table>

Project Information Paper
Global Financial Feasibility

Summary

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$722,533</td>
<td>$26,774</td>
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</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-0.85 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>--%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Truck repair
6. Hotel
7. Bank
8. Truck parking
9. Minibuses parking
10. Pedestrian and green areas
11. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>411</td>
<td>243</td>
<td>11</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Proposed Design

Kitabi
RoadSide Station

Service station
Shops
Washrooms
Restaurant
Truck repair
Hotel
Bank
Truck parking
Minibuses parking
Pedestrian and green areas
Green areas

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
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<tbody>
<tr>
<td>$722,533</td>
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Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-0.85 Mill. US$</th>
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</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>--%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

Summary

LOW PRIVATE Financing Potential
# Kitabi RoadSide Station

## Financial Cash Flow | Value Creation

![Financial Cash Flow Graph](image)

## Equity Cash Flow

![Equity Cash Flow Graph](image)

### Sponsors

**Financial Return**

- **Equity FIRR**
  - --

### Solvency/Bankability

- **DSCR 5/yr**
  - -0.12

### General Assumptions

- **WACC Rate**
  - 8.19%
- **Cost of capital (ke)**
  - 11.5%
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**Mission**
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RoadSide Stations in Burundi

1. Kayanza
2. Bugarama

Bujumbura

Ngozi

Mutumba

Ruyigi
Global Financial Feasibility

Summary

Investment Cost (US $)

722,533

Maintenance and Operating Cost (US$/Yr)

26,774

Estimated Investment Cost

Vehicle Statistics

Passenger Cars

Minibuses

Large Buses

Trucks

Number of Vehicles Stopping Daily

411

365

17

172

Average Number of Passengers per Vehicle

0

10

30

43

Number of users per day

0

0

0

86

Average length of time parked (hours) per vehicle

0.5

1

1

1

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Kayanza RoadSide Station

LOW PRIVATE Financing Potential

FNPV

-0.85 Mill. US$

FIRR

--%
Kayanza
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

-100,000 -90,000 -80,000 -70,000 -60,000 -50,000 -40,000 -30,000 -20,000 -10,000 0

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

-180,000 -160,000 -140,000 -120,000 -100,000 -80,000 -60,000 -40,000 -20,000 0

Sponsors
Financial Return
Equity FIRR
--

Solvency/Bankability
DSCR 5/yr
-0.12

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

**Proposed Design**

![Bugarama RoadSide Station Map]

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles</td>
<td>606</td>
<td>365</td>
<td>17</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
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<td>30</td>
</tr>
<tr>
<td>Number of Users per Day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average Length of Time Parked (hours) per Vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

**Global Financial Feasibility**

- **FNPV**: -1.06 Mill. US$
- **FIRR**: --%
- **Disc. P/B period**: --%

**Summary**

**LOW PRIVATE Financing Potential**
**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

**Sponsors**

**Financial Return**

- Equity FIRR: --

**Solvency/Bankability**

- DSCR 5/yr: 5/yr
- ke: -0.13

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%

---

Project Information Paper
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---

**Legend:**
- Border Post
- Capital City
- Major Transit Town
- Bordering Towns
- NCTTCA Road Infrastructure Network
- NC-TTCA Member State - SOUTHSUDAN
- Forest
- Major Lakes
- Albert Nile
- D.R. Congo
- Kenya
- South Sudan
- Uganda
- Burundi
- Rwanda
- 0 80 160 240 320 400 Kilometers
RoadSide Stations in South Sudan

1. Nimule
2. Nasitu
**Global Financial Feasibility Summary**

**Estimated Investment Cost**

- **Investment Cost (US $)**: 722,533
- **Maintenance and Operating Cost (US$/Yr)**: 26,774

**Maintenance and Operating Cost (US$/Yr)**

- **Proposed Design**
- **Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

**Vehicle Statistics**

- **Passenger Cars**
  - Number of Vehicles Stopping Daily: 727
  - Average Number of Passengers per Vehicle: 2
  - Number of users per day: 0
  - Average length of time parked (hours) per vehicle: 0.5

- **Minibuses**
  - Number of Vehicles Stopping Daily: 31
  - Average Number of Passengers per Vehicle: 10
  - Number of users per day: 0
  - Average length of time parked (hours) per vehicle: 1

- **Large Buses**
  - Number of Vehicles Stopping Daily: 39
  - Average Number of Passengers per Vehicle: 30
  - Number of users per day: 0
  - Average length of time parked (hours) per vehicle: 1

- **Trucks**
  - Number of Vehicles Stopping Daily: 574
  - Average Number of Passengers per Vehicle: 143
  - Number of users per day: 2
  - Average length of time parked (hours) per vehicle: 287

**Summary**

**LOW PRIVATE Financing Potential**

- **FNPV**: -0.85 Mill. US$
- **FIRR**: --
- **Disc. P/B period**: --
Nimule
RoadSide Station

**Financial Cash Flow | Value Creation**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-800,000</td>
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<tr>
<td>2017</td>
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<td>2029</td>
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<td>2031</td>
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<tr>
<td>2033</td>
<td>0</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
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</table>

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
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</tr>
<tr>
<td>2017</td>
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<tr>
<td>2033</td>
<td>0</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Sponsors**

**Financial Return**

- Equity FIRR
- --

**Solvency/Bankability**

- DSCR 5/yr
- -0.1

**General Assumptions**

- WACC Rate
- 8.19%
- Cost of capital (ke)
- 11.5%

Project Information Paper
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

**Proposed Design**

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
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<tbody>
<tr>
<td>Passenger Cars</td>
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<td></td>
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<tr>
<td>Minibuses</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large Buses</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trucks</td>
<td>294</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- **Investment Cost (US $)**: 722,533
- **Maintenance and Operating Cost (US$/Yr)**: 26,774

**Global Financial Feasibility**

- **FNPV**: -0.85 Mill. US$
- **FIRR**: --%

**Summary**

- **LOW PRIVATE Financing Potential**
Nasitu
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

0
-100,000
-200,000
-300,000
-400,000
-500,000
-600,000
-700,000
-800,000
-900,000
-1,000,000

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Solvency/Bankability

DSCR 5/yr

-0.12

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Equity FIRR

--

Sponsors

Financial Return

Equity FIRR

---

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---

**Legend**
- Border Post
- Capital City
- Inland Port
- Major Transit Town
- Port
- Regional Capital
- Bordering Towns
- NCTTCA Road Infrastructure Network
- NCTTCA Railways
- NCTTCA Member State - D.R. Congo
- Major Rivers
- Forest
- Major Lakes
- National Park

**AFRICA**
Beni
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>1,697</td>
<td>147</td>
<td>59</td>
<td>588</td>
</tr>
<tr>
<td>of Vehicles Stopping Daily</td>
<td>339</td>
<td>37</td>
<td>15</td>
<td>441</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>679</td>
<td>367</td>
<td>441</td>
<td>294</td>
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<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 1,649,884
- Maintenance and Operating Cost (US$/Yr): 44,313

Global Financial Feasibility

- FNPV: 1.0 Mill. US$
- FIRR: 13.82%
- Disc. P/B period: 13y

Summary

HIGH PRIVATE Financing Potential
Beni
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-200,000</td>
</tr>
<tr>
<td>2017</td>
<td>-100,000</td>
</tr>
<tr>
<td>2019</td>
<td>-50,000</td>
</tr>
<tr>
<td>2021</td>
<td>0</td>
</tr>
<tr>
<td>2023</td>
<td>100,000</td>
</tr>
<tr>
<td>2025</td>
<td>200,000</td>
</tr>
<tr>
<td>2027</td>
<td>300,000</td>
</tr>
<tr>
<td>2029</td>
<td>400,000</td>
</tr>
<tr>
<td>2031</td>
<td>500,000</td>
</tr>
<tr>
<td>2033</td>
<td>600,000</td>
</tr>
<tr>
<td>2035</td>
<td>700,000</td>
</tr>
</tbody>
</table>

Equity FIRR: 18.99%
WACC Rate: 8.19%
Cost of capital (ke): 11.5%

Sponsors

Financial Return
Equity FIRR: 18.99%

Solvency/Bankability
DSCR: 5/yr
ke: 1.35

General Assumptions
Global Financial Feasibility Summary

<table>
<thead>
<tr>
<th>Estimated Investment Cost</th>
<th>Global Financial Feasibility</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Cost (US $)</td>
<td>FNPV</td>
<td>LOW PRIVATE Financing Potential</td>
</tr>
<tr>
<td>850,204</td>
<td>-1.0 Mill. US$</td>
<td>Financing Potential</td>
</tr>
</tbody>
</table>
| Maintenance and Operating Cost (US$/Yr) | FIRR | --
| 30,327                    | Disc. P/B period | -- |

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Service station</th>
<th>Shops</th>
<th>Washrooms</th>
<th>Restaurant</th>
<th>Bureau station</th>
<th>Truck repair</th>
<th>Vehicle cleaning</th>
<th>Police check point</th>
<th>Security services</th>
<th>Hotel</th>
<th>Truck parking</th>
<th>Pedestrian and green areas</th>
<th>Green areas</th>
</tr>
</thead>
</table>

### Proposed Amenities

<table>
<thead>
<tr>
<th>Proposed Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Service station</td>
</tr>
<tr>
<td>2. Shops</td>
</tr>
<tr>
<td>3. Washrooms</td>
</tr>
<tr>
<td>4. Restaurant</td>
</tr>
<tr>
<td>5. Bureau station</td>
</tr>
<tr>
<td>6. Truck repair</td>
</tr>
<tr>
<td>7. Vehicle cleaning</td>
</tr>
<tr>
<td>8. Police check point</td>
</tr>
<tr>
<td>9. Security services</td>
</tr>
<tr>
<td>10. Hotel</td>
</tr>
<tr>
<td>11. Truck parking</td>
</tr>
<tr>
<td>12. Pedestrian and green areas</td>
</tr>
<tr>
<td>13. Green areas</td>
</tr>
</tbody>
</table>

### Proposed Design

![Diagram of Komanda RoadSide Station]

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>399</td>
<td>10</td>
<td>147</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>679</td>
<td>367</td>
<td>441</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

| RSS | RoadSide Stations in DR Congo |

<table>
<thead>
<tr>
<th>Estimated Investment Cost</th>
<th>Global Financial Feasibility</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
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<td>850,204</td>
<td>-1.0 Mill. US$</td>
<td>Financing Potential</td>
</tr>
</tbody>
</table>
| Maintenance and Operating Cost (US$/Yr) | FIRR | --
| 30,327                    | Disc. P/B period | -- |
Komanda
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR WACC Rate

Cost of capital (ke)

DSCR 5/yr

Solvency/Bankability

Sponsors
Financial Return

Equity FIRR

--

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Project Information Paper
Global Financial Feasibility Summary

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>850,204</th>
</tr>
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<tbody>
<tr>
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</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-1.02 Mill. US$</th>
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</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>--%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

Summary

LOW PRIVATE Financing Potential

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Niania
RoadSide Station

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>848</td>
<td>73</td>
<td>29</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>30</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Proposed Design

Future Expansion

Service station
Shops
Washrooms
Restaurant
Bureau station
Truck repair
Vehicle cleaning
Police check point
Security services
Hotel
Truck parking
Pedestrian and green areas
Green areas

Police check point
Security services
Hotel
Truck parking
Pedestrian and green areas
Green areas

RSS | RoadSide Stations in DR Congo
Niania
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Sponsors
Financial Return

Equity FIRR
--

Solvency/Bankability

DSCR 5/yr
-0.14

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%

NIANIA RSS
CUMULATED DISC.FCF
\[\text{value creation}\]
2015
-1 000 000
-800 000
-600 000
-400 000
-200 000
0

2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

NIANIA RSS
EQUITY CASH FLOWS

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

0

-250 000
-200 000
-150 000
-100 000
-50 000
0

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Project Information Paper
Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
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Vehicle Statistics

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<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>424</td>
<td>37</td>
<td>15</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0.5</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>850,204</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>30,327</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

| FNPV | -1.06 Mill. US$ |
| FIRR | --% |
| Disc. P/B period | -- |

Summary

LOW PRIVATE Financing Potential
Kisangani
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Period in Years

Cash Flow USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity Cash Flow

Period in Years

Cash Flow USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Sponsors

Financial Return
Equity FIRR
--

Solvency/Bankability
DSCR 5/yr
-0.13

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,069</td>
<td>168</td>
<td>61</td>
<td>408</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>54</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>1,227</td>
<td>420</td>
<td>15</td>
<td>204</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- **Investment Cost (US $)**: 1,649,884
- **Maintenance and Operating Cost (US$/Yr)**: 44,313

**Global Financial Feasibility**

- **FNPV**: 1.07 Mill. US$
- **FIRR**: 14.15%
- **Disc. P/B period**: 13y

**Summary**

- **HIGH PRIVATE Financing Potential**
Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR

19.63%

Solvency/Bankability

DSCR 5/yr

1.38

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Bunagana RoadSide Station

BUNAGANA RSS

CUMULATED DISC.FCF

value creation

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

300 000

400 000

600 000

500 000

200 000

100 000

0

-100 000

-200 000

-300 000

-500 000

-1 500 000

-2 000 000

-2 500 000

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

500 000

-500 000

-1 000 000

1 000 000

1 500 000

-2 000 000

-1 500 000

0

-200 000

-300 000

-400 000

-500 000

-1 500 000

-2 000 000

-2 500 000

-3 000 000

-3 500 000

-4 000 000

-4 500 000

-5 000 000

-5 500 000

-6 000 000

-6 500 000

-7 000 000

-7 500 000

-8 000 000

-8 500 000

-9 000 000

-9 500 000

-10 000 000

-10 500 000

-11 000 000

-11 500 000

-12 000 000

-12 500 000

-13 000 000

-13 500 000

-14 000 000

-14 500 000

-15 000 000

-15 500 000

-16 000 000

-16 500 000

-17 000 000

-17 500 000

-18 000 000

-18 500 000

-19 000 000

-19 500 000

-20 000 000

-20 500 000

-21 000 000

-21 500 000

-22 000 000

-22 500 000

-23 000 000

-23 500 000

-24 000 000

-24 500 000

-25 000 000

-25 500 000

-26 000 000

-26 500 000

-27 000 000

-27 500 000

-28 000 000

-28 500 000

-29 000 000

-29 500 000

-30 000 000

-30 500 000

-31 000 000

-31 500 000

-32 000 000

-32 500 000

-33 000 000

-33 500 000

-34 000 000

-34 500 000

-35 000 000

-35 500 000

-36 000 000

-36 500 000

-37 000 000

-37 500 000

-38 000 000

-38 500 000

-39 000 000

-39 500 000

-40 000 000

-40 500 000

-41 000 000

-41 500 000

-42 000 000

-42 500 000

-43 000 000

-43 500 000

-44 000 000

-44 500 000

-45 000 000

-45 500 000

-46 000 000

-46 500 000

-47 000 000

-47 500 000

-48 000 000

-48 500 000

-49 000 000

-49 500 000

-50 000 000

-50 500 000
**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,534</td>
<td>84</td>
<td>30</td>
<td>204</td>
</tr>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
</tr>
<tr>
<td>507</td>
<td>21</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
<td>Number of users per day</td>
</tr>
<tr>
<td>614</td>
<td>210</td>
<td>227</td>
<td>102</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
<td>Average length of time parked (hours) per vehicle</td>
</tr>
<tr>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $): 1,649,884
- Maintenance and Operating Cost (US$/Yr): 44,313

**Global Financial Feasibility**

- FNPV: -0.52 Mill. US$
- FIRR: 4.55%
- Disc. P/B period: --

**Summary**

- Financing Potential: MEDIUM PRIVATE

**Proposed Design**

Goma RoadSide Station
Goma RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Solvency/Bankability

Equity FIRR 3.06 %

DSCR 5/yr 0.63

General Assumptions

WACC Rate 8.19%

Cost of capital (ke) 11.5%

Project Information Paper
Bukavu
RoadSide Station

**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

**Proposed Design**

![Diagram of RoadSide Station]

**Vehicle Statistics**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>206</td>
<td>122</td>
<td>6</td>
<td>86</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>43</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
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</tbody>
</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
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**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
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</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>--%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
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</tr>
</tbody>
</table>

**Summary**

LOW PRIVATE
Financing Potential
Bukavu RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Sponsors
Financial Return

Equity FIRR

--

Solvency/Bankability

DSCR 5/yr

-0.13

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Project Information Paper
For Technical Information, Facilitation and Coordination Contact:

Northern Corridor Transit and Transport Coordination Authority
House 1196, Links Road, Nyali.

For Investment Opportunities Contact
the respective Northern Corridor Member States

(Kenya, Uganda, Rwanda, Burundi, South Sudan, DR Congo)