RoadSide Stations (RSS)

Northern Corridor RSSs in Burundi.

PROJECT INFORMATION PAPER

www.roadsidestations.org

Northern Corridor Transit and Transport Coordination Authority
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Burundi Northern Corridor Transport Infrastructure Network

RSSs in Burundi pg. 4 - 7
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
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 Burundi

1. Kayanza
2. Bugarama
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></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>411</td>
<td>365</td>
<td>17</td>
<td>172</td>
</tr>
<tr>
<td>Stopping Daily</td>
<td>0</td>
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<td>0</td>
<td>43</td>
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<tr>
<td>Average Number of Passen-</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
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<tr>
<td>gers per Vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>parked (hours) per vehicle</td>
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</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: --
- Disc. P/B period: --

Summary

LOW PRIVATE Financing Potential
Kayanza
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

-0.12

General Assumptions

WACC Rate

8.19%

Cost of capital (kc)

11.5%

Project Information Paper
Global Financial Feasibility Summary

Estimated Investment Cost

Investment Cost (US $) 850,204

FNPV -1.06 Mill. US$

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

FIRR --%

Disc. P/B period --

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

Proposed Design

Vehicle Statistics

Passenger Cars

<table>
<thead>
<tr>
<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>606</td>
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</table>

Minibuses

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<tr>
<th>Number of Vehicles Stopping Daily</th>
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<th>Average length of time parked (hours) per vehicle</th>
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<tbody>
<tr>
<td>365</td>
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<td>0</td>
<td>1</td>
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Large Buses

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<tr>
<th>Number of Vehicles Stopping Daily</th>
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<tbody>
<tr>
<td>17</td>
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<td>0</td>
<td>1</td>
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Trucks

<table>
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<tr>
<th>Number of Vehicles Stopping Daily</th>
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<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
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<tbody>
<tr>
<td>286</td>
<td>2</td>
<td>143</td>
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</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

Bugarama
RoadSide Station

RSS | RoadSide Stations in Burundi
Bugarama
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

-0.13

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)