



**THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA**  
**MINISTRY OF TRANSPORT**  
**ETHIOPIAN RAILWAYS CORPORATION**

# **ERC NAMA PROJECT OVERVIEW**

Transport Day-2013-Warsaw  
Ensuring Effective Transport NAMAs.  
COP19



17 Nov. ,2013

**BUILDING THE CAPACITY OF ERC NAMA THROUGH CLIMATE FINANCE!**

# 1. WHAT PROVOKED ERC NAMA PROJECT



The objectives are well address by UIC that is *"Action has to be taken now by all stakeholders transport and planning decision-makers to establish appropriate railway infrastructure to support the developing countries in striving to achieve economic (and sustainable) development"* International Union of Railways (UIC)-February 2011

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## 2. THE GROWTH AND TRANSFORMATION PLAN (GTP)

The key sectors  
identified for  
investment in GTP  
implementation  
period are

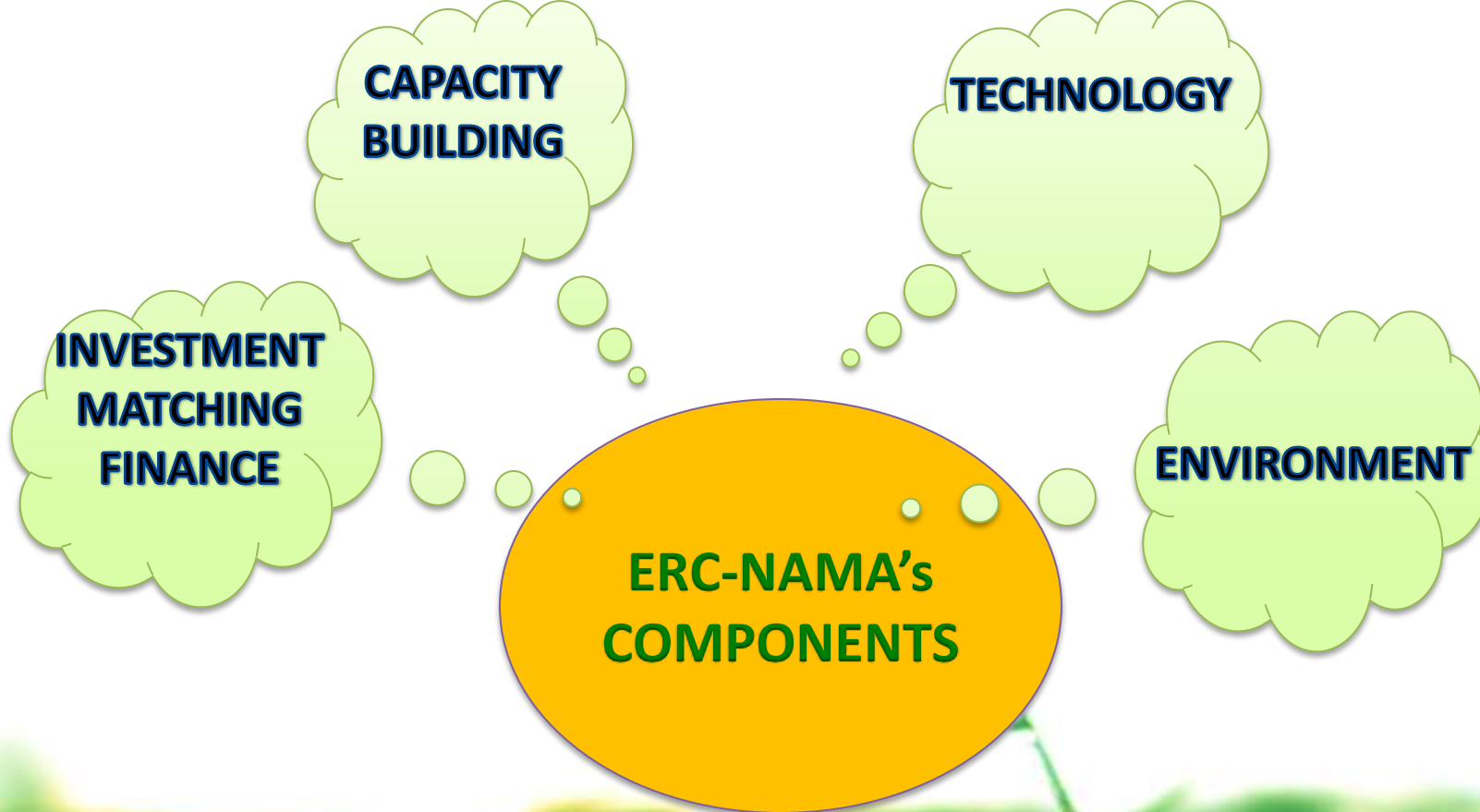
R-Energy

Transport

Telecom

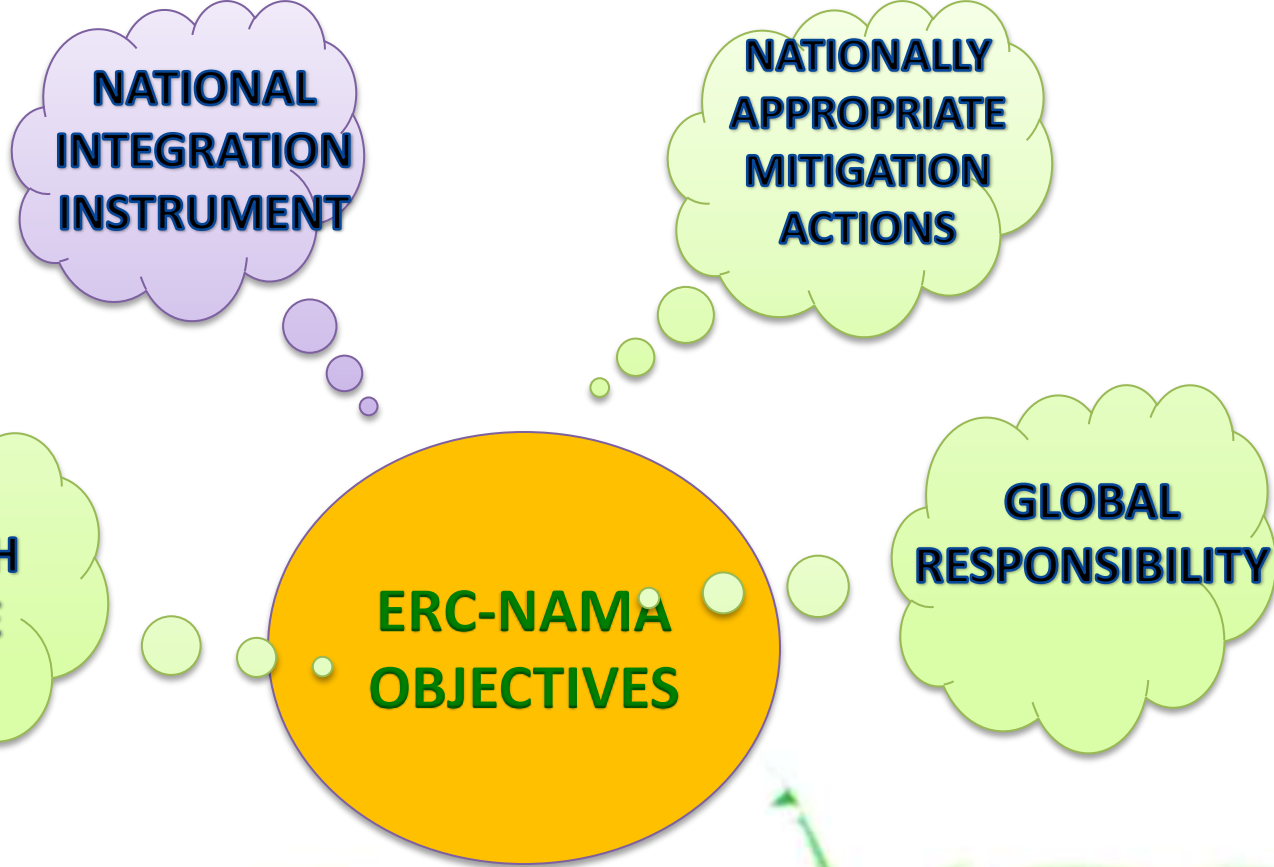
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*The 2011-2015 GTP is the first of a three five-year-strategies designed to lead the country towards reaching middle-income status by 2025.*



## **3. ERC NAMA PROJECT COMPONENTS**





## 4. ERC NAMA's OBJECTIVES

**REALIZING  
WELL INTEGRATED  
ONE ECONOMIC  
COMMUNITY  
ETHIOPIA**

**Empowering  
Ruler People by  
making easy  
access to social  
services**

**IMPROVING  
CITIZENS  
STANDARDS OF  
LIVING**

**STRATEGIC  
DIRECTION  
(>5000KM NRT)  
+ AALRT (75KM)**

**Facilitating  
Regional  
(African)  
Integration**

# **5. ERC STRATEGIC DIRECTION**

**Communication  
ERC-NAMA  
PROJECT**

**Familiarization  
&  
Promotion of  
ERC-NAMA's**

**6. ERC-NAMA  
Project  
WAY FORWARD**

ooooo

**Seeking &  
Securing  
International  
Support**

**Project  
Implementation**

Design *preliminary NAMA proposal* for ERC  
Railway project to seek  
international support as  
a NAMA

Build Ethiopia's  
capacities with  
making NAMA  
proposals/action  
plans:

**7..... Objectives of  
technical support  
provided By AfDB**

To help shape the NAMA  
concept during  
international negotiations  
by feeding on-the-ground  
challenges that need to  
be taken into account

To draw lessons  
learnt/best  
practices that  
Ethiopia can  
replicate to  
other NAMAs



# 8. Objective of the ERC Climate Finance Project DFID-SCIP FUND



- The **outcome** of the project is that the Ethiopian Railways Corporation is capable to secure international climate finance
- In the longer run, the **impact** of the project is that ERC can close the financing gap for the development of the Ethiopian National Railway Network and the Addis Ababa Light Rail Transit Project
- Due to the innovative nature of this project the project will also serve as a **test case** for sourcing climate funding for similar project activities.

## Impacts

Financing gap ERC closed

Ethiopia is able to attract climate finance funds for CRGE projects and policies

## Indicators

– USD 1 billion in (climate) finance for > 5,000 km railways secured

– MoUs and Letters of Intent with other donors for other projects signed

## Outcome

ERC has the capacity to close the financing gap during operation via climate financing

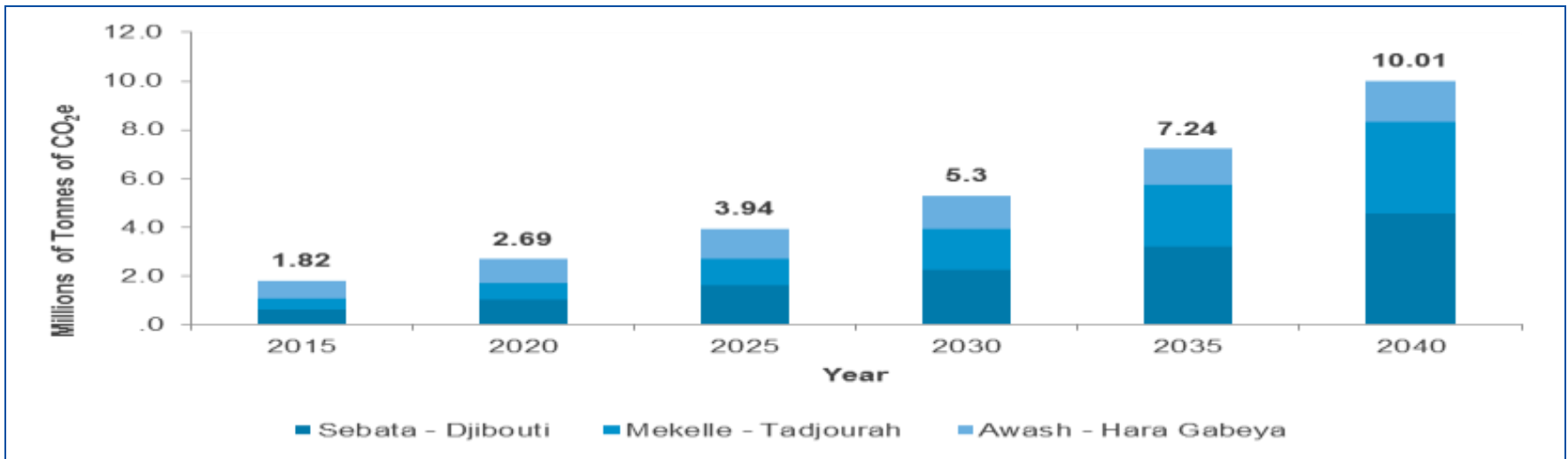
## Indicators

- At least one MoU or Letter of Intent with a donor/financier
- At least 10 high level representatives from donors present at the proposed donor conference

# 9. Emission Reduction Potential

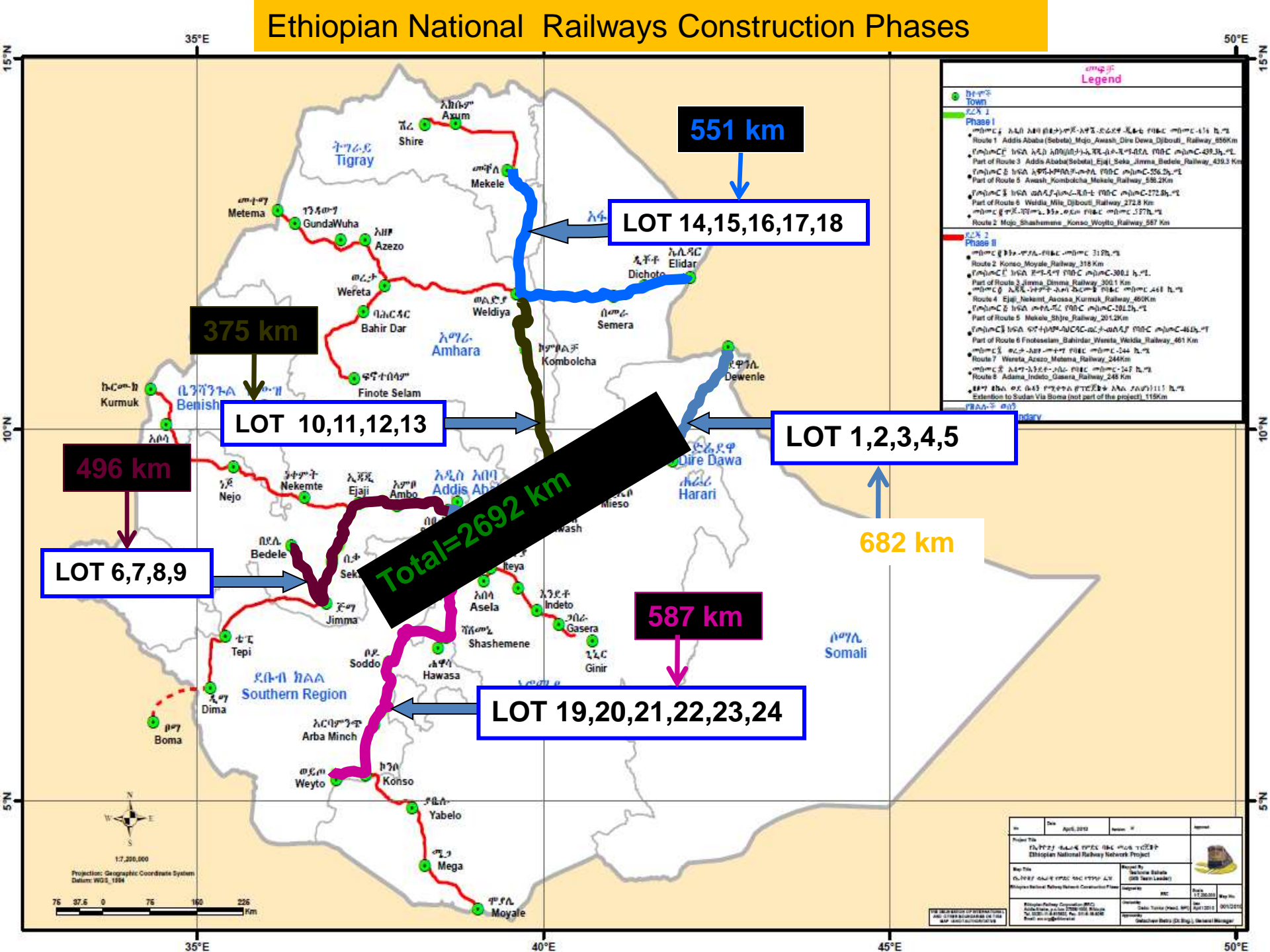
## 55.9 tCO<sub>2</sub>e avoided by 2030

The emission reduction potential of the first three routes of the National Railway Development increases by the year as the forecasted traffic using the railroads increases. By 2030 the annual emission reductions will have reached 5.3 million t CO<sub>2</sub>e per year. The total volume of avoided emissions by 2030 will amount to 54 million t CO<sub>2</sub>e, assuming start of operation in 2015. The Addis Ababa LRT adds an additional 1.8 million t CO<sub>2</sub>e to this number, bringing the total emission reductions to 55.9 million t CO<sub>2</sub>e. After 2030 the annually avoided emissions will continue increasing, up to 10.01 million t CO<sub>2</sub>e per year in 2040. The forecasts have been based on the traffic forecasts from the feasibility studies. They are sensitive to changes in for instance start of the actual operation and to the actually realised transport volumes.



Abatement potential of the railways in Ethiopia grows to 10.01 t CO<sub>2</sub>e per year by 2040. Total volume of reduced emissions by 2030 amounts to 55.9 million t CO<sub>2</sub>e.

# Ethiopian National Railways Construction Phases







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**Management Deapartment**  
**PM- ERC Climate Financing Project**

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**Ethiopian Railways Corporation**

**THANK YOU!**