

How African Industries Can Benefit:

If you are currently an exporter to, or an importer from Kenya, Uganda, Rwanda, Burundi, East Congo or South Sudan, or would like to have the opportunity to do so, we can offer you the following services:

- A free consultation with our commercial agents, who will brief you on the administrative and logistical prep work required to become an exporter to East Africa.
- Information on insuring goods and guaranteeing payments.
- Door-to-door services to transport goods from your factory to the above mentioned countries.
- Receipt of goods in the Port of Mombasa and the finalization of all customs-related paperwork.
- Transport of goods via rail and freighter transport from train stations to warehouses, including all logistical and administrative paper work.
- Reserving and issuing tickets to transport containers of different shapes, sizes and types on RVR trains.
- Additionally, exporters can work directly with our commercial agents to organize trade shows and events to sell and promote their commodities in major cities along the RVR train routes.

Rift Valley Railways:

An Integrated Logistics Solution in East Africa



There are Ample Opportunities Available to Exporters in East Africa

- Our years of experience will help you tap into new markets
- The more you transport with us, the less it will cost
- We offer volume discounts
- Join us now and pre-register as an exporter
- Give us your dates and volumes and we will address all your questions and concerns

Contact us now to benefit from our services and our volume discounts

Transporting Goods to Africa Safely, Reliably and Cost Effectively

Rift Valley Railways (RVR) is Qalaa Holdings' primary investment in the African transportation sector. With a 25-year concession to operate 2,352 km of track linking the Indian Ocean Port of Mombasa to the interiors of Kenya and Uganda, including the Ugandan capital of Kampala and the northern part of Uganda, RVR offers African exporters a comprehensive transportation mechanism that addresses and actively resolves the major problems associated with the transport of goods in the region such as customs clearance, safety and logistics.

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FOR MORE INFORMATION
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RVR Facilitates Greater Levels of Intra-Regional Trade

- East Africa is the fastest growing region on the continent in terms of both population and economic growth.
- Larger volumes of regional trade will have a positive effect on local economies.
- RVR provides trade links from the East African coast of Mombasa into the highlands of Kenya and Uganda as well as trade links to Rwanda, Burundi, South Sudan and DRC, where consumer prices are high as a result of high transport costs.
- Intra-regional trade within East Africa stands at only 12% leaving massive room for growth.
- Local goods that lend themselves to transportation by rail include agricultural commodities such as grains, sugar, as well as general cargo goods, steel and petroleum products.
- RVR has invested in a US\$ 8.6 million inland railway container terminal in the industrial area of Kampala with a capacity to hold 6,500 containers.
- RVR is a critical part of the local supply chain serving over 2,000 SME's.



The Turnaround

For the past four years, Qalaa Holdings has been working with RVR's management and its local partners to implement a turnaround program that has included:

- Investing in modern rail-operating technology.
- Rebuilding infrastructure.
- Expanding haulage capacity through the doubling of its locomotive fleet and the acquisition of up to 500 new high capacity wagons.
- Developing the skills of its 2,000-strong workforce.
- Rehabilitating the most damaged sections of the railway track between Mombasa and Nairobi.
- Rebuilding near-collapsed culverts between Tororo and Kampala in Uganda.
- Reopening 500 km of the Tororo-Pakwach railway line in northern Uganda after a 20-year hiatus.
- Installing satellite tracking and GPS-based technology on all trains, which has cut cargo transit times between Mombasa and Nairobi by six hours.
- Investing in state-of-the-art ballast regulators, tamping machines and handling equipment, which has hugely mechanized track maintenance and ensured a safer railway with fewer incidents.

Today RVR has changed the rules of the game ...

Internationally, transporting goods by rail is the most efficient, cost effective and environmentally friendly mode of transport available.

In acquiring a century-old railway, RVR and its subsidiary East African Rail & Handling Logistics Limited (EARH), Qalaa Holdings has effectively gained over 119 years of cumulative experience operating inside the Port of Mombasa and on the roads that connect East Africa's major cities. Years of firsthand experience have given us unparalleled insight into the nuts and bolts of the procedures required to efficiently move exports through one of the most strategic ports in East Africa.

Landlocked countries like Uganda, Rwanda, South Sudan and the Democratic Republic of Congo (DRC) offer very promising markets. As such, delivering African goods to these markets as quickly, cheaply and securely as possible is of vital importance.

Our team of seasoned experts in the field of transportation and logistics can provide you with new ideas and solutions that are specifically tailored to the East African market and the challenges and opportunities that it presents.

Key Facts About RVR

1.7 mn tons
hailed from July 2014
to June 2015

2,352 km
of track

+35%
in cargo uptake

1,250 tons
haulage capacity per train

2,000+
fleet of wagons

RVR is the winner of the prestigious 2015 IOSH International Railway Group Award for efforts undertaken in the last three years to address occupational health and safety requirements as outlined by the 2007 Occupational Safety and Health Act (OSHA).



The Mukono Inland Container Terminal

Located within an industrial area in Kampala, this newly built Inland Container Terminal (ICT) has a c. 6,500 container storage and handling capacity. The Mukono ICT is a customs bonded area that aims to further facilitate freight transport, especially for clients moving cargo from the port city of Mombasa to regions beyond Kampala.

Transport, Customs Clearance, Logistics and Security in East Africa

Decades of under-investment in inland transportation infrastructure have made it very costly, time consuming and inefficient to transport goods overland to and from the continent's ports. Moreover, Africa's transport infrastructure is less of a "network" and more a collection of non-linked transport corridors.

