

# AU-AIP AFRICA WATER INVESTMENT SUMMIT 2025

13 - 15 August 2025  
Cape Town, South Africa



## AU AIP WATER INVESTMENT SUMMIT: PROJECT SHOWCASE

| PROGRAMME/ PROJECT OVERVIEW                       |   |
|---|---|
| Project name                                      | Lake Victoria Mediterranean Sea Navigational Line (VICMED)  |
| Location  | Regional  |
| Involved countries                                | Egypt, Sudan, South Sudan, Uganda, Burundi, Rwanda, DRC, Ethiopia, Kenya, Tanzania  |
| Sub-Sector  | Transport and Water   |
| Project description (Goals and expected outcomes) | Aims to create a navigable waterway between Lake Victoria and the Mediterranean via the Nile, a multimodal transport corridor integrating river, rail, and road transport facilities & involving major engineering works (dredging, locks/bridges, inland ports, logistics centers), resulting in a low-cost, environmentally friendly transport route for goods/people, supporting trade, tourism, economic development, especially for landlocked countries.                          |
| Technological details/ innovation                 | Creation of a multimodal transport system on the Nile River, requiring dredging for sufficient depth, construction of locks to bypass obstacles (waterfalls/dams), & modification/construction of bridges for vessel passage. Includes development of inland waterway ports, intermodal terminals (river, rail, and road), & logistic centers at strategic locations. Navigational channels to mitigate water evaporation in swamp areas (e.g. Sudd).                                   |
| Governance improvements / innovation              | COMESA: coordinating and facilitating the project among member states. Project Operational Main Unit (OMU) being established in Cairo to oversee feasibility studies. An Operation Connection Unit will be established in Kampala when new funding is allocated.  |
| IMPLEMENTATION & KEY PLAYERS                      |   |
| Lead institution                                  | Executing Agency: River Transport Authority, Ministry of Transport, Egypt   |
| Implementor                                       | COMESA  |
| Sponsors / Investors / Contractors / Advisors     | <p><b>Sponsors:</b> AU) / AUDA-NEPAD (PICI and PIDA project); Egypt (PICI Champion Country); COMESA; Governments of the Nile Basin countries</p> <p><b>Investors:</b> Current Phase: AfDB / NEPAD-IPPF, Egypt, Korea-Africa Economic Cooperation Trust Fund. Prospective (Implementation): international/regional DFIs, participating governments, and potentially private sector partners will be sought.</p> <p><b>Legal Advisors:</b> Eldib &amp; Co (feasibility study-phase 1)</p> |
| PROJECT TIMELINE & DEVELOPMENT STAGE              |   |
| Year of preparation, estimated start & end dates  | Pre-Feasibility Study completed May 2015; Feasibility Study - Phase 1: Completed July 2019; Feasibility Study - Phase 2 (Part 1): Approved  |

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|   | Jan. 2023, with estimated duration of 30 months. Expected completion late 2026. Targeted operational date: next decade.  |
| Current development stage                               | <b>Feasibility Study:</b> Phase 2: two parts. AfDB approved partial funding for Part 1 in 2023 for Strategic Environmental and Social Assessment (SESA) - exp. completion: late 2026.  |
| <b>PROJECT RATIONALE &amp; STRATEGIC IMPORTANCE</b>     |  |
| Alignment with SDGs etc.                                | 1. SDG 5, SDG8, SDG 9, SDG 13 and SDG 17<br>2. Aspiration towards Agenda 2063  |
| Contribution to NDCs/NAPs etc.                          | Aligned with NDCs/NAPs (low-carbon transport/resilience); Adaptation: resilience via trade, food security, and transport infrastructure; Mitigation: Inland water transport is low-emission & reduces reliance on roads; Alignment: Supports AfDB Strategic Framework on Climate Change/Green Growth, Agenda 2063, and NDC commitments.  |
| Paradigm shift potential                                | Scalability: Regional corridor across 10 countries, with potential to expand across Africa; Replicability: Lessons applicable to other major river basins for waterway development; Policy/Behaviour Change: Encourages shift to greener, cost-efficient river transport; Stimulates harmonization of trade, customs, & navigation policies; Promotes institutional reform & regional cooperation; Supports regional integration & sustainable infrastructure in line with PIDA, AfCFTA, and Agenda 2063 |
| <b>FINANCIAL &amp; INVESTMENT DETAILS</b>               |  |
| Total project cost, currency                            | Full implementation cost estimated to be between \$10 bln and \$12 bln. The feasibility studies are estimated to cost approximately \$18.5 M.  |
| Funding already raised                                  | USD 2.1 M raised for Feasibility Study Phase 2, Part 1: NEPAD-IPPF (AfDB): USD 2 M (95%); Egypt (in-kind): USD 100,000 (5%): signed May 2024, entry into Force Dec. 2024.  |
| Proposed revenue model                                  | The project is expected to generate revenue from fees for goods transport, port and navigation usage fees, and income from tourism along the corridor.   |
| Financial metrics                                       | Est. Project Cost: \$10-12 bln. Feasibility Study Phase 2, Part 1: \$11.7 M. \$2.1 M secured. Financial Viability: Pre-feasibility & phase 1 studies concluded the project is viable based on a multi-criteria analysis using >50 socio-economic factors.  |
| BCR   | BCR not calculated yet; full Cost-Benefit Analysis planned in Feasibility Study Phase 2  |
| <b>INVESTMENT ASK &amp; WAY FORWARD</b>                 |  |
| Remaining investment required: project component & type | Est. USD 9.7 M to close the funding gap for Phase 2 Part 1 and USD 6 M for the ESIA (Grant). Est. USD 8–12 bln for design/construction. Financing needed: Grants (technical assistance and final studies, e.g. ESIA, design); Loans from MDBs; Equity/PPP (private sector investment in port operations and logistics); Guarantees/Insurance   |

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|  | (mitigate risks)   |
| Bundling possible?                                       | Yes; aligned with other regional transport and waterway projects (since 2022)  |
| Next steps   | Immediate focus is on completing Phase 2 of the Feasibility Study, involving data collection (hydrological, topographical, etc.), the SESA, and economic analysis to select optimal project design/route. The project will then mobilize a funding package for implementation.   |
| <b>TARGET GROUPS &amp; SOCIAL IMPACT</b>                 |  |
| Direct beneficiary population                            | Enhances trade, access to global markets, tourism, particularly for landlocked countries. Fosters economic cooperation, jobs, access to goods/services for all nearby communities.   |
| Social/gender  | Ongoing (preliminary gender and social assessment under SESA)  |
| Job creation   | Not yet quantified; to be assessed in Phase 2 – Part 2 feasibility and ESIA.   |
| <b>SUSTAINABILITY &amp; ENVIRONMENTAL ANALYSIS</b>       |  |
| Env. compliance  | Yes, ongoing (SESA), ESIA planned in Phase 2 – Part 2  |
| EIA (Y/N, date)  | No planned in Phase 2 – Part 2   |
| ESG performance  | No planned in Phase 2 – Part 2   |
| Engagement   | Yes – Initial engagement and safeguard planning ongoing (SESA)   |
| <b>RISK MANAGEMENT</b>                                   |  |
| Main risks & mitigation measures (Political, Legal, etc) | <b>Political:</b> Medium, mitigated by COMESA coordination, champion country (Egypt) and footprint countries support; <b>Technical:</b> Medium, mitigated via feasibility studies, regional expert recruitment, technical support; <b>Financial:</b> Low, co-financing discussions with AfDB/EIB/AIIB; <b>Environmental/Social/Sustainability:</b> Low, addressed by SESA (2023)/upcoming ESIA; <b>Project Delivery:</b> Low, mitigated by PMU/Steering Committee. |
| Constraints or bottlenecks to finance                    | Financing for rest of Phase 2, Part 1 (USD 9.7 M) & Part 2 (USD 6 M) & detailed design pending; Downstream investments (USD 8–12 bln) require mobilization from private/public sectors/MDBs; Constraints: dependence on ratification, grant agreements, procurement.   |
| <b>CONTACT INFORMATION</b>                               |  |
| AIP Secretariat  | <a href="mailto:info@aipwater.org">info@aipwater.org</a>   |