# West Africa (excluding Nigeria)

Mauritania

Senegal

Mali

Guinea

Sierra Leone

Liberia

Burkina Faso

Côte d'Ivoire

Ghana

Togo

Benin

Niger

# West Africa Regional Rail Integration

<https://en.wikipedia.org/wiki/West_Africa_Regional_Rail_Integration>

## Summary

Nodes – railway tag

|  |  |
| --- | --- |
| null | 3632 |
| level\_crossing | 2804 |
| switch | 564 |
| crossing | 346 |
| buffer\_stop | 219 |
| station | 211 |
| halt | 106 |
| platform | 46 |
| stop | 22 |
| yard | 4 |
| signal | 3 |
| engine\_shed | 3 |
| turntable | 2 |
| railway\_crossing | 2 |
| disused | 1 |
| service\_station | 1 |
| subway\_entrance | 1 |
| tram\_level\_crossing | 1 |
| tram\_stop | 1 |

Edges – status

|  |  |
| --- | --- |
| open | 6384 |
| disused | 838 |
| abandoned | 317 |
| construction | 26 |
| dismantled | 8 |
| proposed | 3 |

Edges – type

|  |  |
| --- | --- |
| conventional | 6268 |
| other | 1284 |
| monorail | 18 |
| subway | 4 |
| tram | 2 |

Edge – structures

|  |  |
| --- | --- |
| null | 6960 |
| bridge | 528 |
| platform | 81 |
| station | 4 |
| traverser | 1 |
| turntable | 1 |
| viaduct | 1 |

## Information

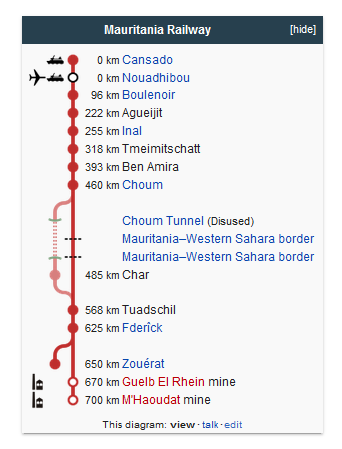
### Mauritania

Single Railway line (he Mauritania Railway) linking the iron mining centre of Zouérat with the port of Nouadhibou, via Fderik and Choum. Since the closure of the Choum Tunnel, a 5 km (3.1 mi) section of the railway cuts through the Polisario Front-controlled part of the Western Sahara (<https://en.wikipedia.org/wiki/Mauritania_Railway>). Standard gauge.

Primarily for freight. Apparently, some passenger carriages, but passengers will sit on wagons transporting iron ore. And sometimes tourist trains?

The state agency Société Nationale Industrielle et Minière (National Mining and Industrial Company, SNIM - https://www.snim.com/e/index.php/operations/train.html) controls the railway line. Passengers are also occasionally transported by train; these services are managed by an SNIM subsidiary, the société d'Assainissement, de Travaux, de Transport et de Maintenance (ATTM).

<https://www.bbc.com/travel/article/20190904-an-exhilarating-train-journey-across-the-sahara>



### Senegal / Mali

<https://en.wikipedia.org/wiki/Rail_transport_in_Senegal>

<https://en.wikipedia.org/wiki/Railway_stations_in_Senegal>

<https://en.wikipedia.org/wiki/Rail_transport_in_Mali>

Mainly 1000mm gauge. Some 1435mm.

Lines:

1. Dakar to Niger (river) <https://en.wikipedia.org/wiki/Dakar%E2%80%93Niger_Railway> . Note: connects through to **Koulikoro in** Mali. 1000mm gauge. Double track between Dakar and Thies; otherwise single track. Apparently line has not operated since 2010 (but see below). Is this up-to-date? Was a proposal for Chinese investment to restore the line and potentially convert to standard gauge. Apparently there are a number of branch lines including:
   1. Saint-Louis
   2. Linguère
   3. Kaolack
   4. Mbaké
   5. Baja Kunda (proposed?)

Passenger service status (2019) see: https://www.seat61.com/Senegal.htm . Said to be passenger services between Kayes and Bamako in Mali. According to World Bank in a 2109 report referring to Freight traffic (see: WB-P171122): “The Dakar-Bamako Corridor comprises three different multimodal routes: (i) the 1,288 railway connection (of which 1,057 km in Senegal, and 582 km in Mali) on which the traffic has ceased since March 2018”; There is a proposed WB rehabilitation project – status “in pipeline (proposed)”. See: <https://projects.worldbank.org/pt/projects-operations/project-detail/P171122>. It appears that the metre gauge network was upgraded between Dakar – Diamniado (as a freight line) as part of the TER (see below) project for 51km of track 1000mm track (see: https://www.railwaygazette.com/infrastructure/dakar-freight-line-rebuild-completed/56490.article and <https://www.railjournal.com/freight/senegal-freight-line-upgrading-project-completed/>). It Is not apparent that rehabilitation of the rest of the metre gauge network has begun. Agreements were signed with China Railway Construction Corp in 2016 for section between the port of Dakar and Bamako (for freight and passenger use) but funding was not in place at that time (see: <https://www.tinn.ir/Section-english-2/75371-senegal-mali-railway-modernisation-agreements-signed>). An environmental assessment was commissioned in 2019 by TYPSA (see: <https://www.typsa.com/en/proyectos/modernisation-of-the-dakar-bamako-koulikoro-railway-line/>). It appears more likely that section only as far as Tambacounda would be rehabilitated first (see: https://www.sinfin.net/railways/world/senegal.html) . A tender for this was released by Senegal in Aug 2021 with required completion date of 31/12/2027. (<https://www.globaltenders.com/tender-detail?gt_id=465000092-dakar-tambacounda-railway-reconstruction-dakar-tamba-fast-track>). Though some sources suggest this would be standard gauge, which seems at odds with the work already done at the Dakar end? However, it has also been reported that some maintenance work has occurred on the line to enable opening to freight between Dakar and Tambacounda by the end of December 2021 for freight (see: <https://www.journalducameroun.com/en/dakar-railroad-transport-to-tamba-resumes-soon/>).

1. The line from Dakar to Mékhé appears to have been constructed in 2014 to access Grande Côte (GC) sand mines. Would appear to use route of old Dakar to Saint-Louis line. Presumed freight only and stations marked on OSM for this route are surely disused? This also implies that the Line from Thies to Dakar Port is open for freight. See: <https://www.sinfin.net/railways/world/senegal.html> and <https://gco.eramet.com/en/gco/our-value-chain/mineral-sands-production/>. The branch to INDUSTRIES CHIMIQUES DU SENEGAL (ICS) Phosphate mine would also appear to be operational: https://www.indorama.com/affiliated-companies/industries-chimiques%20du-senegal.
2. Petit train de banlieue (PTB) commuter service Dakar to Thies. Opened 1987. <https://en.wikipedia.org/wiki/Petit_train_de_banlieue>. This uses the Dakar to Niger line (above) and is said to be the only passenger service on the Dakar-Niger line since 2009. Was apparently running n 2103: <https://www.rfi.fr/en/africa/20130829-little-train-suburbs-senegal-dakar-traffic-nightmare>. Operation stopped in 2016 according to <https://www-au--senegal-com.translate.goog/le-chemin-de-fer,345?lang=fr&_x_tr_sl=auto&_x_tr_tl=en&_x_tr_hl=en> . Now replaced by the new TER service.
3. Train Express Regional opened 2019. Links Dakar to Blaise Diagne International Airport. Standard gauge. <https://en.wikipedia.org/wiki/Train_Express_Regional_Dakar-AIBD>. Phase one is open and has 13 stations from Dakar to Diamniadio. The second stage is to the airport (additional 19km). Double-tracked. Technical details: <https://www.railway-technology.com/projects/dakar-regional-express-train/> 
4. All services in Mali apparently ceased in 2018: <https://www.sinfin.net/railways/world/mali.html>. See also: https://www.youtube.com/watch?v=V1i\_D6sJ1WA&ab\_channel=AFPNewsAgency

### Guinea

### <https://en.wikipedia.org/wiki/Rail_transport_in_Guinea>

<https://www.fahrplancenter.com/GunieaCFG.html>

https://dlca.logcluster.org/plugins/viewsource/viewpagesrc.action?pageId=853857

1. State owned Conakry to Kankan railway 1000mm gauge. Apparently there is renovation work (since 2010?). OSM has this line abandoned. DLCA confirms this.
2. Mining links
   1. Kamsar to Boké and Sangarédi (Boke Railway) – standard gauge operated by the Company de Bauxite du Guinea (CBG) mining company (suggestion that this might have passenger services: <https://www.sinfin.net/railways/world/guinea.html> and https://www.fahrplancenter.com/GunieaCFG.html)
   2. Conakry - Fria (called CFCF = Chemin de fer Conakry – Fria) narrow gauge operated by RusAl (Russian auminium company).
   3. Conakry – Kindia standard gauge owned by Compagnie des Bauxites de Kindia (CBK). Operated by RusAL for the transport of bauxite from Kindia to Conakry harbour. The Societe Nationale des Chemins de Fer de Guinée (SNCFG) runs a passenger service (36km) on this line out of Conakry (Conakry Express - operating between PORTOVOYA (Petit Bateau) and K36): https://www.sinfin.net/railways/world/guinea.html and https://dlca.logcluster.org/plugins/viewsource/viewpagesrc.action?pageId=853857 and https://www.africanews.com/2021/10/14/guinea-s-conakry-express-back-on-track-after-ten-month-break//
   4. Santou-Dapilon standard gauge railway opened in 2021. <https://www.railway-technology.com/projects/dapilon-santou-rail-project/>. <https://www.railway-technology.com/news/first-train-dapilon-santou-railway/>

### Sierra Leone

<https://en.wikipedia.org/wiki/Rail_transport_in_Sierra_Leone>

<https://www.sinfin.net/railways/world/sleone.html>

A line between Pepel port and Tonkolili iron ore mines. Extension of line to Tonkolili relatively recent and appears to have retain narrow gauge 1067mm – the same as the existing railway that ran from Pepel to the Marampa iron ore mine. See: <https://www.mining-technology.com/projects/tonkolili-iron-ore-mine/>. The Marampa mine had closed, though it appears mining restarted 1 September 2021.: <https://www.reuters.com/world/africa/gerald-group-resolves-iron-ore-dispute-with-sierra-leone-2021-05-11/> and <https://www.reuters.com/article/sierra-leone-mining-idUSL1N2RP28F>.

OSM suggests that the railway line to the Marampa mine, which is in Lunsar, is dismantled. From <https://marampamines.com/> (see: <https://marampamines.com/wp-content/uploads/2019/06/map6-1.jpg>) it appears that currently road transport from the mine to a river terminal at Thofeyim. Which appears to confirm no rail link to the mine anymore.

### Liberia

<https://en.wikipedia.org/wiki/Railways_in_Liberia>

<https://www.sinfin.net/railways/world/liberia.html>

1. Bong mine railway from Monrovia Port to Bong Mine (1435mm). At one point there was a passenger service on this line according to <https://en.wikipedia.org/wiki/Railways_in_Liberia>. Some suggestion that mining operations ceased in 2016 and the railway is disused (<https://www.sinfin.net/railways/world/liberia.html>). See: https://frontpageafricaonline.com/business/china-union-closes-down-gradually-leaves-no-impact-on-liberian-citizens/
2. Lamco Railway between Buchanan port and iron ore mines at mount Nimba (Tokadeh mine, near Yekepa). Standard gauge. Said to have been rebuilt in 2011 (https://en.wikipedia.org/wiki/Railways\_in\_Liberia). Also see: <https://liberia.arcelormittal.com/what-we-do/rail.aspx> (with details of running speeds).

### Burkina Faso and Côte d'Ivoire

<https://www.sinfin.net/railways/world/ivoire.html>

<https://en.wikipedia.org/wiki/Abidjan-Ouagadougou_railway>

<https://en.wikipedia.org/wiki/Rail_transport_in_Burkina_Faso>

https://www.sinfin.net/railways/world/burkf.html

1. Only line believed to be the metre gauge Abidjan to Ouagadougou line. Potential to extend to Kaya (agreement signed between the two countries in July 2019). Said to be primarily freight now, but apparently there is a passenger service (https://en.wikipedia.org/wiki/Abidjan-Ouagadougou\_railway).
2. A standard gauge metro is under construction in Abidjan and expected in 2026 (see: <https://constructionreviewonline.com/news/france-to-fast-track-construction-of-metro-dabidjan-in-cote-divoire/>). Construction started 12/2020. See: https://www.setao.ci/en/reference/the-abidjan-metro/

### Ghana

https://www.sinfin.net/railways/world/ghana.html

<https://en.wikipedia.org/wiki/Rail_transport_in_Ghana>

https://en.wikipedia.org/wiki/Ghana\_Railway\_Corporation

<https://www.fahrplancenter.com/Ghana_Railways_Intro.html>

**http://www.mrd.gov.gh/**

Ols network is 1067mm guage.

Accra to Nsawam – passenger services apparently suspended as of 2019

Tema to Accra (via Odaw, Achimota Junction, Alajo, Batchona, Asoprochonaa, Tema, Community 1) running

1. In 2014, a 2.5km metre gauge railway was opened from a cement works at Aflao to the port of Lomé in Togo. The line is operated by Togo Rail and there is no link with the Ghanaian network.
2. In 2015, a 30km line from Sekondi to Takoradi was reopened, having been rebuilt to standard (1435mm) gauge. It now carries suburban passenger services. (appears to be Takradi -> Kojokrom and Sekonidi to Kojokrom). [The 2021 Railway Development Report suggests this is narrow gauge? Tables in that report don’t suggest and upgrade to standard guage has taken place here yet.]
3. In 2019, construction began on a new 98km standard gauge line from Tema via Accra to Mpakadan. In early 2021 it was announced as being 80% complete. The 24km section between Tema and Accra opened in 2022 (is this in use?). [Again this information is at odds with the Railway Development Report – nothing to indicate there has been a recent upgrade to standard guage between Accra and Team and recent google satellite imagery appears to suggest this stretch is 1036mm).]
4. From Railways Development progress report: “The construction of the 22km Kojokrom to Manso section of the Western Line which commenced in 2018 with funding by the Government of Ghana, was about 75% complete as at the end of December, 2021. The project is expected to be fully completed and handed over by the contractor, Messrs Amandi Holding Ltd. by March, 2022.” And: “The Tema to Mpakadan standard gauge railway line project is expected to be completed before the end of the second quarter of 2022. The project was about 90% complete as at the end of December, 2021 and covers approximately 100km of the proposed Ghana – Burkina Faso Railway Interconnectivity project.”
5. The Ralways Development report indicates the railways that were maintained over the reporting period (none were rehabilitated): “The maintenance of railway lines involves the routine/periodic works undertaken to keep the tracks in a safe and secure condition for operations. 151km of operational narrow gauge rail lines were maintained during the period under review. These included the Accra-Tema and Achimota-Nsawam sections of the Eastern Railway Line (70km), as well as, the Takoradi-Tarkwa (66km) and Takoradi-Sekondi via Kojokrom (15km) sections of the Western Railway Line.”
6. Railways development port indicates where services were suspended due to COVID-19. This is probably indicative of the extent of passengers services currently (assuming they have restarted): “Passenger train services on the Accra-Tema, Accra-Nsawam and Takoradi-Tarkwa sections of the railway network are yet to resume following their suspension in March, 2020 due to the COVID-19 pandemic. The delay in the resumption of the services are due to the maintenance works carried out on the lines during the year 2021. Test runs were being carried out in December, 2021 ahead of the operationalisation of the lines.”
7. Freight – The Railway Development report indicates that lines is operational for Freight from Nsata manganese (South of Tarkwa) mines to Takoradi. This is stated to be the only freight carried by Ghana Railway Company Limited.
8. Western line – confirmation that only in use from Takoradi to Tarkwa on the western line: “Unfortunately, due to several decades of neglect and underfunding, the Western Line is completely broken down, except for partial freight services on the Takoradi – Nsuta section which is used for the haulage and export of Manganese through the Takoradi Port”.

There are various other plans, some with approved funding. There is a master plan (see files).

### Togo

### <https://en.wikipedia.org/wiki/Rail_transport_in_Togo>

<https://www.sinfin.net/railways/world/togo.html>

<https://www.fahrplancenter.com/Togo.html>

Appear to be no passenger services. Some freight as detailed below.

* [Lomé–Aného railway](https://en.wikipedia.org/wiki/Lom%C3%A9%E2%80%93An%C3%A9ho_railway) (shown abandoned on OSM)
* [Lomé–Blitta railway](https://en.wikipedia.org/wiki/Lom%C3%A9%E2%80%93Blitta_railway) – apparently only used as far as branch to Tabligo for freight? Though see below.
* [Lomé–Kpalimé railway](https://en.wikipedia.org/wiki/Lom%C3%A9%E2%80%93Kpalim%C3%A9_railway) (shown as abandoned on OSM)
* Hahotoé–Kpémé railway FREIGHT (operated by CTMB) – shown on OSM - Between Hahotoé and the port of Kpémé, the *Compagnie Togolaise des Mines du Bénin* (CTMB) operated phosphate trains.
* Line to Tabligo (from Lome Easter Warf) said to have been taken over by WACEM (West African Cement Company) for transport of clinker stone. This quarry now owned by HeidelbergCement (from 2014?). <https://www.heidelbergcement.tg/en/scantogo>. Suggestion in report by JAPAN INTERNATIONAL COOPERATION AGENCY in 2013 that rail is only used as far as Dalavé and transport to and from the port has stopped.
* Some suggestion of a new metre gauge line built in 2014 b/w lome and Adétikopé - the first section of a line to Cinkassé on the border with Burkina Faso (<https://www.sinfin.net/railways/world/togo.html>). Not convinced this is correct. This news story suggest it’s an aspiration in 2019: <https://www.railjournal.com/africa/togo-reveals-plans-760km-lome-cinkasse-main-line/>. “The metre-gauge railway running inland from the coast at Anéhoto to Lomé and Blitta is currently out of use. Passenger services ceased in the mid-1990s, and since 2013 only the 40 km Tabligbo – Dalavé route has been operational, carrying phosphate and ore” (<https://www.railwaygazette.com/infrastructure/togo-railway-plan/48210.article>).

### Benin

<https://en.wikipedia.org/wiki/Rail_transport_in_Benin>

<https://www.sinfin.net/railways/world/benin.html>

https://www.railjournal.com/africa/private-operator-takes-over-benins-railways/

1. Northern Line between Cotonou Port and Parakou. 1000mm gauge. Probably in use but freight only (https://www.rfi.fr/en/contenu/20160821-benin-revives-hopes-getting-railway-back-track) . Run by Bénirail. Assume no passenger services. See: https://www-routard-com.translate.goog/forum\_message/4861384/jours\_et\_horaires\_du\_train\_cotonou\_parakou.htm?\_x\_tr\_sl=auto&\_x\_tr\_tl=en&\_x\_tr\_hl=en
2. Eastern Line Contonou to Pobe – said to be out of use. A few bits of track on OSM stated to be open but not connected. Said that Cotonou to the capital, Porto Novo stretch was reoped in 1999 (https://www.sinfin.net/railways/world/benin.html).
3. Western Line Pahou to Segboroue – on OSM as open but said to be disused and derelict (<https://en.wikipedia.org/wiki/Rail_transport_in_Benin>). Mark as abandoned

### Niger

<https://en.wikipedia.org/wiki/Railway_stations_in_Niger>

<https://en.wikipedia.org/wiki/Niamey_railway_station>

https://www.sinfin.net/railways/world/niger.html

https://en.wikipedia.org/wiki/Transport\_in\_Niger#Railway

“There is currently one railway in Niger, built between 2014 and 2016 between Niamey and Dosso by the French Bolloré conglomerate. The objective was to connect Niamey to the rail network in Benin and thus to the coast. But competing commercial interests by several parties resulted in endless litigation and the connection to Benin never materialized. So the 145 km Niamey-Dosso stretch now lies orphaned and unused, with the tracks ending in the middle of nowhere some 6 km south of Dosso. After 5 years of neglect the tracks are already damaged to such an extent in some places, that they have become unusable.”