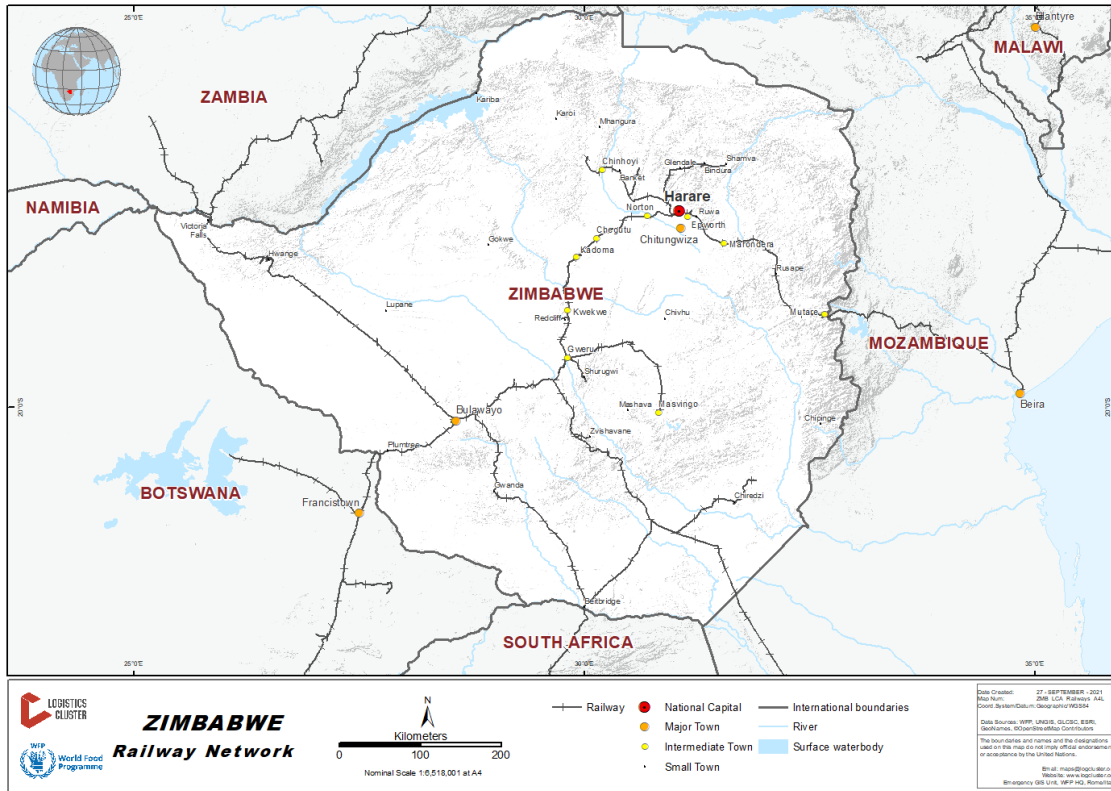


2.4 Zimbabwe Railway Assessment

- [Travel Time Matrix](#)
- [Capacity Table](#)
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The rail system was built in the early 1900's (part of it represents a segment of the Cape-Cairo railway) and has not been revamped since. As a result of 100 years of use, a number of sections are deteriorating with the track cracking and the foundations sagging. Lack of maintenance has led to faulty points resulting in numerous derailments. The National Railways of Zimbabwe (NRZ) employed 17,000 staff in the late 1980's, but today only 4-6000 employees are on hand. Vandalism has paralyzed the communications systems and only shunting is possible with the electric locomotives in urban areas – two-way radios are used to facilitate train movements between towns. The geographical spread of the network makes it almost impossible to adequately protect and guard. Four million running tons is possible with the current capacity but this is yet to be proven.

The NRZ is the parastatal railway of Zimbabwe. NRZ operates about 3,000 km of rail at the 1.067 m gauge providing passenger and freight services. NRZ has an important transit function in the southern part of Africa and is well linked with neighbouring countries: toward the north, at Victoria Falls, the system links to the Zambia Railways, crossing the Victoria Falls Bridge. Towards the Indian Ocean, the system links to the Beira Railroad Corporation in Mozambique. A second line towards Mozambique reaches Maputo. To the west, a connecting line link ups to Botswana Railways to reach South Africa, eventually reaching Durban and Cape Town. A direct line to South Africa is provided from Bulawayo by the Beitbridge Bulawayo Railway. The electrified (25kV AC) 313 km Gweru-Harare section has been seriously vandalized and the electric trains have since stopped operating.

The rail sector in Zimbabwe is in dire need of recapitalisation as the wagons, locomotives, tracks and signalling systems are all antiquated and in need of replacement. The NRZ has also suffered of the general decline of the country's economy. Neglect of maintenance, lacking spare parts and overdue replacement of equipment have led to a situation where only part of the railroad net is in good condition and equipment problems have led to reduced service. Goods transport has declined, from 4 million tonnes in 2015 to 2.5 million tonnes in 2018.

The NRZ network is divided in three operational regions:

- **Eastern Region:** Mutare – Harare - Chinhoyi axis, with a branch line to Bindura/ Shamva
- **Midlands Region:** Somabhula – Harare with branch line to Masvingo and Redcliff
- **Southern Region:** Beitbridge – Rutenga – Dabuka and Chicualacuala – Rutenga; Dabuka – Mpopoma – Victoria Falls

For contact information, please see the following links: [4.1 Zimbabwe Government Contact List](#)

For more information on the Zimbabwe railway network, please see the following attachment: [Additional Zimbabwe Railway Information](#)

Travel Time Matrix

Travel Time from Capital City to Major Towns (Hours / Days)								
	Harare	Kadoma	Kwekwe	Gweru	Bulawayo	Mutare	Chinhoyi	V Falls
Harare		2hr	4hr	6hr	8hr	3hr	2hr	18hrs
Kadoma	2hr		1hr	2hr	6hr	5hr	5hr	16hr
Kwekwe	4hr	1hr		1hr	4hr	7hr	6hr	15hr
Gweru	6hr	2hr	1hr		2hr	8hr	8hr	10hr
Bulawayo	8hr	6hr	4hr	2hr		12hr	10hr	6hr
Mutare	3hr	5hr	7hr	8hr	12hr		5hr	24hr
Chinhoyi	2hr	5hr	6hr	8hr	10hr	5hr		20hr
V Falls	18hr	16hr	15	10hr	6hr	24hr	20hr	

Capacity Table

Rail Operator Capacity		
	NRZ	BBR
Operates on (lines)		1
Locomotives (electric/diesel/steam)	10	10
Freight Wagons (flat bed) / size	255	
Freight Wagons (high-sided)/size	3,560	
Freight Wagons (drop-side)/size	1,074	

Key Route Information

Standard Route Information				
	Harare- To Bulawayo	Bulawayo – To Vic Falls	Harare – To Mutare	Beitbridge – To Bulawayo
Track gauge	1.067	1.067	1.067	1.067
Total track distance (single and/or double)	450km	440km	280km	317km
Total track travel time	5hrs	5hrs	3hrs	3.5hrs
Maintenance (Good, marginal, bad)	Bad	Bad	Marginal	Marginal
Companies-consortiums operating on line	One	One	One	One
Traffic frequency (monthly/weekly/daily)	Daily	Daily	Daily	Daily
Security (Good, marginal, bad)	Good	Good	Good	Good
Main stations (Add details below)	Gweru, Kadoma, Kwekwe	Lupane, Hwange	Marondera, Rusape	Gwanda

Key Stations

Key Station Information

	Station Name	Station Name	Station Name
Location	Harare	Bulawayo	Beitbridge
Contact Information	marketing1@nrz.co.zw	marketing1@nrz.co.zw	marketing1@nrz.co.zw
Connections with other transport means (road/waterways/air)	Rail, Road, Air	Rail, Road, Air	Rail, Road
Storage Capacity (square meters and cubic meters)	20,000m ²	15,000m ²	3,000m ²
Handling Equipment	Manual	Manual	Manual
Handling Capacity: TEU / Hour	200 MT TEU outsourced	100 MT TEU outsourced	20 MT TEU outsourced