



Stakeholder Communication Form
(Version 01.0)

This form shall be used for any CDM-related communication with the UNFCCC secretariat or the CDM Executive Board. All the questions are mandatory unless otherwise indicated.

The completed form and any supplemental documents shall be submitted electronically to cdm-info@unfccc.int, or via fax to +49-228-815-1999 or via post to: Sustainable Development Mechanism (SDM) Programme, UNFCCC secretariat, P.O. Box 260124, D-53153 Bonn, Germany.

SECTION 1: COMMUNICATION HEADER

Please provide your contact information.

Title: Mr. **First Name:** Solomon **Last Name:** Fekade

Name of Organization: Addis Abeba University and The Ethiopian Railways Corporation **E-mail Address:** solomonfekae@ymail.com

Postal Address: 27558/1000 **Phone Number:** +251-983-74-94-14 +251-920-65-75-13
Country: Ethiopia *Include country code (e.g. +49-228-815-1999)*

Stakeholder Type: CDM Applicant Entity (AE) If other:

Please indicate from whom you would like to get an answer.

This communication is addressed to¹: Chair of CDM Executive Board (normal track)

SECTION 2: PROJECT ACTIVITY OR PROGRAMME OF ACTIVITIES (PoA)

If this communication refers to a specific CDM project activity/PoA, please answer questions in this section (otherwise proceed to Section 3).

Project/PoA Ref. Number If applicable, CPA Ref. Number:
5-digit# format 01234 *8-digit# format 0123-4567*

Project Cycle Stage Issuance If other:

If there is no specific CDM Reference Number, please answer the remaining questions in this section (otherwise proceed to Section 3).

Host Country(ies) Ethiopia

Project/PoA Title The Impacts of Electric Train Transportation on emission reduction:Case of Ethiopia - Djibouti Road Rail coridor

Technology Type Transport If other:

SECTION 3: YOUR COMMUNICATION

Title/Subject
Maximum 250 characters The Impacts of Electric Train Transportation on emission reduction:Case of Ethiopia - Djibouti Road Rail coridor

Communication Text
Include background, details, and conclusion (unlimited length)

I am Mr. Solomon Fekade a 29 years old. Msc. Student in Railway Engineering from Addis Abeba University sponcerd by The Ethiopian Railways Corporations.

Right now I am conducting my graduation thisis on the titel :The Impact of Electric Train Transportation on Emission Reduction: The Case of Addis Ababa-Djibouti Electric Railway line

I Have choose this title because this railway project has a great impat on emission reduction

- 1, It is powerd by renwable hydro electric power
- 2, the line has 90% of import and export rout
- 3, it is expected that the current import and export tonge will doble tn the coming 30 years from the

¹ In accordance with the "Procedure: Direct communication with stakeholders" (version 02.0), stakeholders may address communications either (a) to the secretariat, in order to seek a fast-track technical or operational explanation regarding the implementation of existing CDM rules, or (b) to the CDM Executive Board, in order to communicate to the Board their views on CDM rules and their implementation, or to seek official clarifications of CDM rules.

	<p>feasibility study and demand forecast studies shows.</p> <p>therefor, my document is preparing and I expect the most accurate methods of me and approved methodologies of the UNFCCC, CDM methodology to present an exemplary model for other rail road lines which will be constructed in Ethiopia west, north, south corridors of Ethiopia and Africa too. My Executive summary looks like as bellow.</p> <p>Executive summary:</p> <p>The aim of this paper is study, discuss and quantify the CO2 emission reduction from the operation of Addis Ababa-Djibouti electric railway line project. Emission reduction mechanism is applicable by one of globally accepted environmentally friendly, zero emission sustainable development option of the electric train railway project. Due to the application of this life saving project it is expected that a great reduction in motorized freight (GVW>20 TON) vehicles from road transport in the ratio of 1 electric train = 50 long trucks that consumes different fuel types which helps to emit carbon dioxide (CO2) and other toxic gases. The mode shift effect procedure and method apply to estimate the energy and CO2 emission avoided by the implementation of this project. A model which is a clean development mechanism (CDM) will also apply to raise climate finance by emission reduction from transport and change CO2 emission to [CO2e] with careful assumptions, methods and mechanisms. By following UNFCCC and Kyoto protocols frameworks to secure economic advantage of Ethiopia (specifically on the constructed railway line of The Addis Ababa-Djibouti corridor which is the major import and export corridor of the Country handling more than 90% of the foreign trade</p> <p>Sustainable development was defined in the Brundtland Report (WCDE. Report, November 2015) as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". This leads to the need for transport systems to be developed in sustainable ways.</p> <p>It is My original statement: "A man in this world if he/she uses above the average energy consumption of the ordinary peoples and if he/she releases emission or pollutant beyond the average percentage, he/she must pay or do an activity to recover the climate and environment at least half of the energy used and emission released."</p> <p>Sectional Freight Traffic Density of the Project Unit: 10,000 tons</p> <table border="1"> <thead> <tr> <th>Sections</th> <th>km</th> <th>Direction</th> <th>2020</th> <th>2025</th> <th>2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Endode~Adama</td> <td rowspan="2">96</td> <td>Upline</td> <td>410</td> <td>629</td> <td>1408</td> </tr> <tr> <td>Downline</td> <td>142</td> <td>220</td> <td>322</td> </tr> <tr> <td rowspan="2">Adama~Awash</td> <td rowspan="2">130</td> <td>Upline</td> <td>439</td> <td>697</td> <td>1503</td> </tr> <tr> <td>Downline</td> <td>136</td> <td>211</td> <td>314</td> </tr> <tr> <td rowspan="2">Awash~Dire Dawa</td> <td rowspan="2">232</td> <td>Upline</td> <td>456</td> <td>775</td> <td>1653</td> </tr> <tr> <td>Downline</td> <td>144</td> <td>238</td> <td>351</td> </tr> <tr> <td rowspan="2">Dire Dawa~Djibouti</td> <td rowspan="2">318.46</td> <td>Upline</td> <td>479</td> <td>800</td> <td>1700</td> </tr> <tr> <td>Downline</td> <td>148</td> <td>242</td> <td>358</td> </tr> </tbody> </table> <p>Data from: ERC final evaluation report of the feasibility study Document prepared and evaluated by China International Engineering Consulting Corporation, September 2012.</p> <p>Finally I kindly request your acceptance, I have used my time effort and material to accomplish my dream of getting environment concerned project that will be practised and brings outcome for the state and the world.</p>	Sections	km	Direction	2020	2025	2035	Endode~Adama	96	Upline	410	629	1408	Downline	142	220	322	Adama~Awash	130	Upline	439	697	1503	Downline	136	211	314	Awash~Dire Dawa	232	Upline	456	775	1653	Downline	144	238	351	Dire Dawa~Djibouti	318.46	Upline	479	800	1700	Downline	148	242	358
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<p>Supplemental Documents If applicable, list the title(s) of any attached file(s) or link(s)</p>	<p>http://www4.unfccc.int/sites/nama/_layouts/un/fccc/nama/NamaSeekingSupportForPreparation.aspx?ID=109&viewOnly=1</p> <p>http://newsroom.unfccc.int/unfccc-newsroom/nama-news-full-steam-ahead-for-ethiopian-railways/</p>																																														
<p>This communication may be made public</p>	<p>Yes</p>																																														

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Document information

<i>Version</i>	<i>Date</i>	<i>Description</i>
01.0	02 March 2015	This form supersedes and replaces the following: <ul style="list-style-type: none">• F-CDM-RtB: <i>Form for submission of Letters to the Board</i> (version 01.2)• F-CDM-RtB-DOE: <i>Form for communication on policy issues initiated by AEs/DOEs</i> (version 01.1)• CDM-RtB-DNA: <i>Form for communication on policy issues initiated by DNAs</i> (version 01.1)

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