



Opportunities for Development in the Transport Sector

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**Ministry of Transport and Infrastructural
Development**

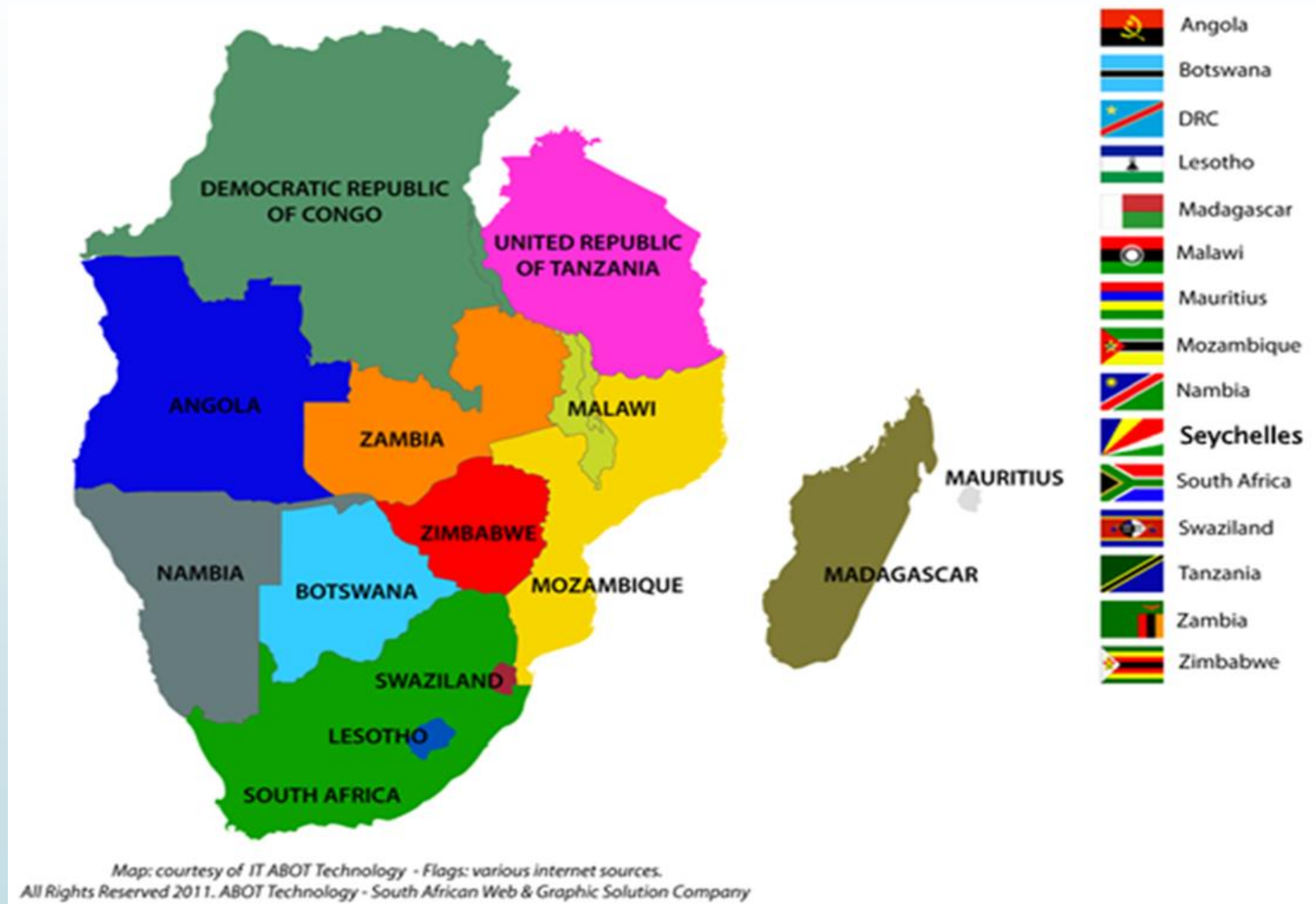
REPUBLIC OF ZIMBABWE



INTRODUCTION

- The Ministry of Transport is responsible for the development of transport infrastructure and services and the provision of policy direction in the transport sector.

The location of Zimbabwe in the SADC region offers the country as a hub for infrastructure to service the region



Landlocked Countries in the Tripartite Region



Landlocked Countries:

Botswana, Burundi, Ethiopia, Lesotho, Malawi, Rwanda, South-Sudan, Swaziland, Uganda, Zambia and Zimbabwe

Semi-Landlocked Countries:

DRC

Coastal / Maritime Countries:

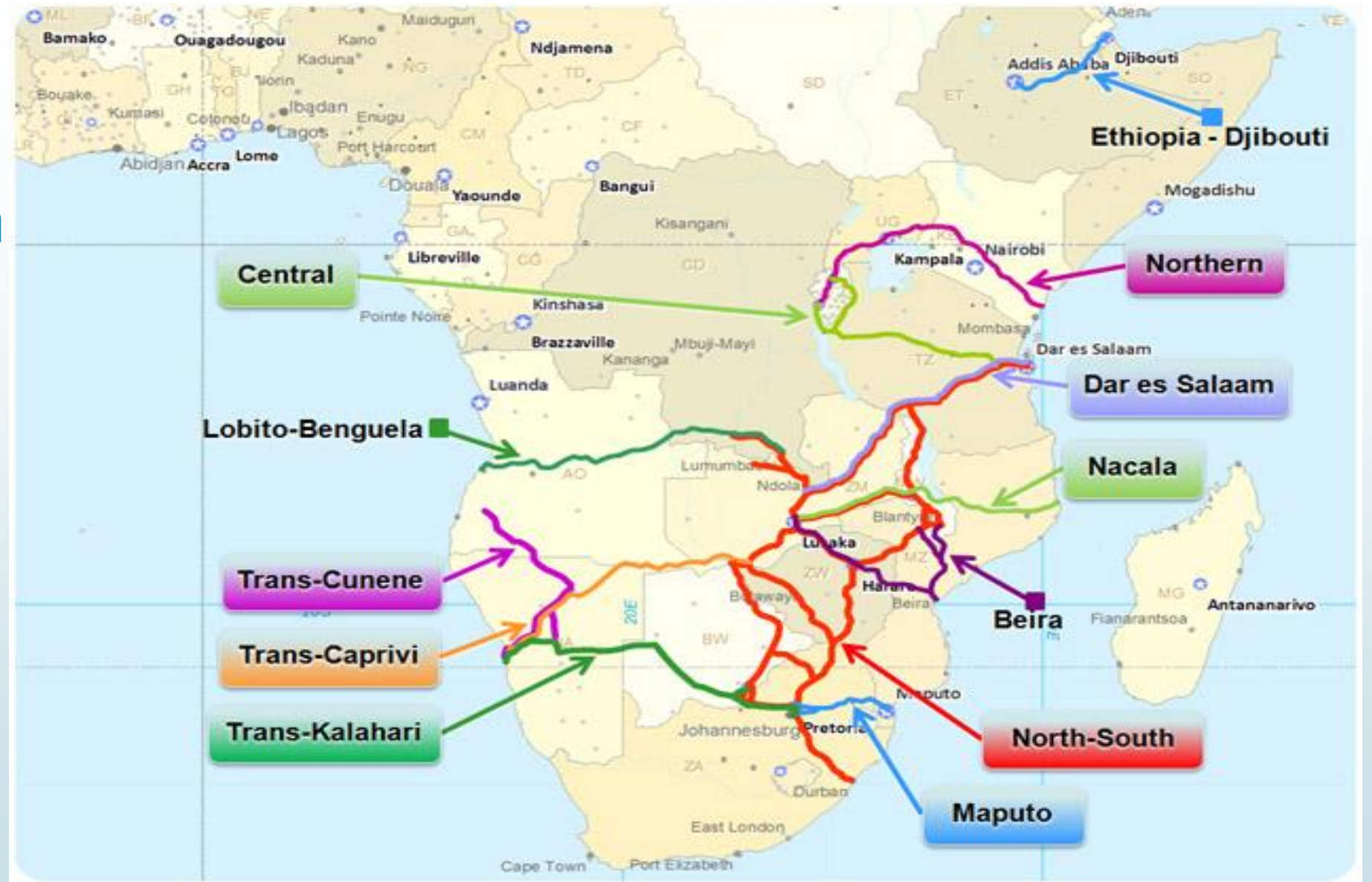
Angola, Comoros, Djibouti, Egypt, Eritrea, Kenya, Libya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Sudan, Tanzania

Coastal / Maritime: 15

Landlocked: 11

Semi-Landlocked: 1

Corridors in Zimbabwe





Procurement in the Transport Sector

- Procurement in Zimbabwe is guided by the following regulations:
 - The Zimbabwe Investment Authority Act [Chapter 14:30] (“the ZIA Act”)
 - Road Acts Chapter (13:18)
 - Joint Venture Act
 - Public Procurement and Disposal of Public Assets Act
 - Public Procurement Circular No2 of 2018



What do traders want?

- **Simple** and smooth processing of formalities
- Means to allow goods to proceed **promptly** to their final destination. No longer itineraries, no unpacking, no delays
- A **single** control point for all public services
- **Standard** forms, assembled into a 'single bunch of documents', compatible with trade documents and transport contracts
- **Predictable** and transparent rules and procedures

➤ **EASE OF DOING BUSINESS**



Funding Modalities

- The Ministry is considering the following funding modalities:
 1. Public Private Partnerships (Group 5)
 2. Harnessing Diaspora Resources
 3. Access to external financing – SADC, BRICS, EU, etc
 4. Loans/ grants from financial institutions – AfDB, DBSA, Exim Banks

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In addition to PPPs the Ministry, through negotiations may agree on the following:


- Build-Operate-Transfer (BOT),
- Build-Own-Operate-Transfer (BOOT),
- Build-Transfer-Operate (BTO),
- Build-Lease-Transfer (BLT),
- Rehabilitate-Own-Transfer (ROT) and
- Rehabilitate-Own-Operate (ROO).

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Initiatives

Ministry of Transport and Infrastructural Development is an enabler in economic development and trade facilitation

- Aviation: Provision of airspace; safety and security in Aviation transport
- Road: Provision of Road infrastructure and services (safety and security remains paramount)

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- Rail: Provision of rail transport services
 - Inland Waters: Provision of safety and security in management of water transport
 - Regional Integration: Part of the BEMS Committee; Regional Corridor Development and Management; Trade Facilitation [Trade Negotiation Forum (TNF)]

- Transport provides access for other industries such as tourism, agriculture, industry and manufacturing, mining, etc. Growth of a sector requires adequate transport networks to support it, hence development in these sectors and transport are complimentary and require adequate coordination and planning.

- (6) Regulations and policies** (e.g., regional and international agreements, regulations from other sectors);
- ▶ Transportation policy influences overall transportation infrastructure development because it determines where funding resources are allocated and how those funding decisions are made. This in turn can affect development patterns and the economy, which in turn influence the demand for infrastructure.

- ▶ *Regional and International Agreements* – the decisions made at international platforms have an impact on the direction or set goals for the transport sector. This includes allocation of resources. The Bali Agreement on Trade Facilitation, which was signed in 2013 increased the need for international trade by promoting well established regional transport infrastructure. The Agreement leaves little to be desired for national and rural infrastructure, which is where most products to compete actively are derived, e.g., agriculture and mining.

Opportunities for Development

Some of the Projects as deducted from the Ministry's booklet on Investment Projects

Sector	Project	Description	Cost
Roads	Beitbridge -Harare - Chirundu	Rehabilitation and Dualisation 934km	\$2.135 billion
	Harare Ring Road	Construction 117km road	\$120 million
	Bulawayo – Beitbridge	Rehabilitation and Widening 321.7km	\$320 million
	Bulawayo – Victoria Falls-Kazungula	Rehabilitation and Widening 510km <i>(no feasibility)</i>	\$610 million <i>(est)</i>
	Harare – Nyamapanda	Dualisation of regional trunk road 237km <i>(feasibility being finalised)</i>	\$320 million <i>(est)</i>
	Border Post Projects	Rehabilitation and upgrading of main border posts	To be determined

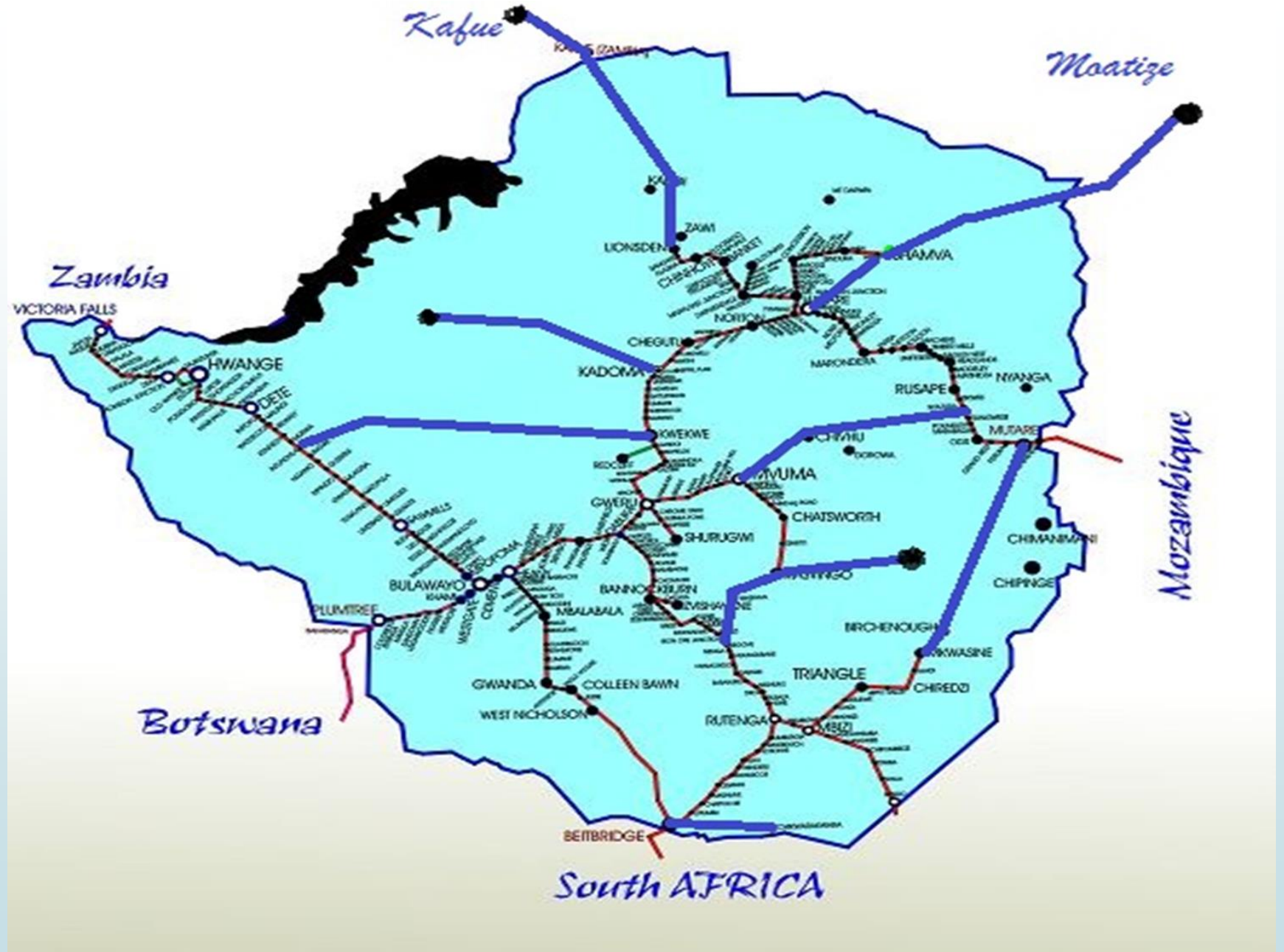
Regional Road Trunk Routes: Zimbabwe



Opportunities for Development

Sector	Projects	Description	Cost
Rail	Lion's Den to Kafue Rail Link Project	Construction of a new rail link (Zimbabwe-Zambia)	Still to be determined
	Shamva to Moatize Rail Link Project	Construction of a new rail link (Zimbabwe-Mozambique)	Still to be determined

Rail Transport Project: Existing links and new



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Challenges

- ▶ Border delays
- ▶ Coordination of institutions and MSs
- ▶ Liquidity crunch
- ▶ Historical legacy debt
- ▶ Climate change



For further inquiries please contact:

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I thank you for your kind
attention....