



**Republic of Zambia**

**ZAMBIA'S NATIONAL EXPERIENCE ON TRANSPORT CORRIDORS  
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## **Introduction**

Zambia is a landlocked country which is centrally located in South Central Africa and is surrounded by eight (8) neighbouring countries, namely Angola, Botswana, Democratic Republic of Congo (DRC), Malawi, Mozambique, Namibia, Tanzania and Zimbabwe. The overall land mass of the country stands at 752, 614 Square Kilometres and has an estimated population of 16 million people. Zambia is categorised as a lower middle-income country with its Gross Domestic Product estimated at US\$20 billion whose economy is largely dependent on copper mining. Efforts have been stepped up in the recent past to ensure a diversified economy and reduction in the Urban-Rural divide.

Zambia's central geographic location in the Common Market for Eastern and Southern Africa (COMESA) and Southern African Development Community (SADC) Regions has presented an opportunity for the country to be exposed to multiple import and export trade routes. These trade routes have been designated as regional development corridors by the Regional Economic Communities of COMESA, SADC and in the recent past including the East African Community (EAC) under the Tripartite arrangement. These trade routes traverse Zambia and provide access to all SADC Sea Ports, but remain largely unexploited.

## **TRANSPORT DEVELOPMENT CORRIDORS**

In order to speed up regional integration and achieve development, the RECs decided to develop joint programmes of infrastructure development

in relation to energy, transport infrastructure and transport and trade facilitation programmes.

Among the Transport Corridors are the following:

- Dar-es-Salaam Corridor linking the Democratic Republic of Congo and Zambia's Copperbelt Province;
- North South Corridor linking Durban with DRC/Zambia via Zimbabwe and Botswana with a spur into Malawi via Harare;
- The North South Corridor interconnects with the Lobito Corridor, Trans-Caprivi Corridor, Nacala Corridor, Beira Corridor, Maputo and Kalahari Corridors.

The development of regional transport networks is rooted in the SADC Protocol on Transport, Communications and Meteorology and encourages Member States to develop integrated transport corridors to facilitate trade and promote regional integration. For surface transport, the routes entail linkage of key Ports through key road and rail networks to the hinterland of landlocked countries. The linked projects include the Inter Regional Railway Network; Regional Trunk Road Network; and rehabilitation, modernisation and expansion of Ports, Maritime and Inland Waterways.

The Regional Strategy for Corridors has been implemented under the 3 "Is" of Instruments, Institutions and Infrastructure. This has entailed the establishment of national and regional institutions for the joint management and coordination of corridor operations, policy and regulatory harmonisation of infrastructure development in terms of planning, implementation and resource mobilisation in collaboration with Development Partners and Investors. Roads, railways, OSBPs weigh bridges, truck stops and dry ports are among the projects/programmes in Transport Corridors.

## **ZAMBIA'S EXPERIENCE AND HOW THE CORRIDORS HAVE BEEN OF BENEFIT AND HOW WE ARE COLLABORATING WITH NEIGHBOURING AND TRANSIT COUNTRIES**

As mentioned earlier, Zambia is centrally located with many regional transport corridors traversing the country. Therefore, Zambia has had to ensure that it signs Memoranda of Understanding with other countries concerned as well as Development Partners to ensure the smooth development and operationalisation of Transport Corridors for the benefit of our people. Consequently, Cross Border Infrastructure has been developed and is being developed to implement the Corridors. Examples of these pertain to the One Stop Border Posts at Chirundu with Zimbabwe, the Mwami Mchinji Border with Malawi and the Kazungula Bridge with Botswana. Further, infrastructure has been developed and is being developed along the Corridors such as the Great East Road from Luangwa Bridge to the Mwami Mchinji Border with Malawi. Furthermore, institutions and national committees have had to be established for the joint management and coordination of corridor operations, policy and regulatory harmonisation.

### **MAJOR SUCCESSES**

1. Among the major successes recorded are the harmonisation of policies, legislation, rules, standards and procedures as well as the reduction in the delays experienced in doing business as is the case at the Chirundu One Stop Border Post. Another significant achievement was the adoption of the Zambia/Zimbabwe Model Law for the Chirundu OSBP by other Member States.
2. Institutions for the Corridors have been set up such as those for the Dar-es-Salaam Corridor and the Walvis Bay-Ndola-Lubumbashi Corridor.
3. There is a lot of good will from Development Partners, RECs and International Organisations and Member States to develop Transport Corridors.

## **KEY CHALLENGES**

1. There are gaps in Transport Infrastructure in our Tripartite Region that impede on regional connectivity, trade facilitation, and movement of people. The gaps are mainly due to shortfalls in financing for infrastructure development.
2. There are still a lot of discrepancies and hence the need to discuss and review the management of Transport Corridors in the Tripartite Region. The high number of Corridors in the Tripartite Region has created high transaction costs for Member States like Zambia which has Seven (7) Corridors.
3. There are various discrepancies in Road User Charges across the Tripartite Region. There is need to develop a fair rate of Road User Charges for foreign trucks plying on roads in the region. Some countries such as Zambia by virtue of their geographical location are a transit point into many corridors in the Tripartite Region. As such, Zambia experiences heavy traffic volumes which result into rapid deterioration of road infrastructure which leads to high maintenance costs.

## **RECOMMENDATIONS**

1. Consider the creation of a single Corridor Secretariat and have Focal Point Officers in Member States.
2. There is need to invest in Transport Infrastructure for the provision of basic services as well as the attainment of socio-economic growth. This will increase business confidence, productivity and foster innovation, while at the same time lowers transaction costs.

# SADC TRANSPORT CORRIDORS

