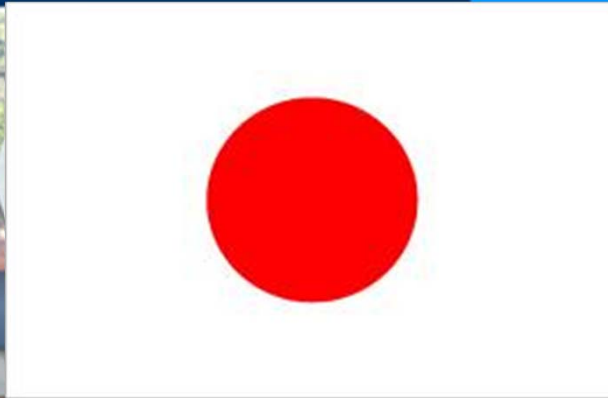




SADC – JAPAN INFRASTRUCTURE INVESTMENT CONFERENCE

14 - 15 MARCH, 2012

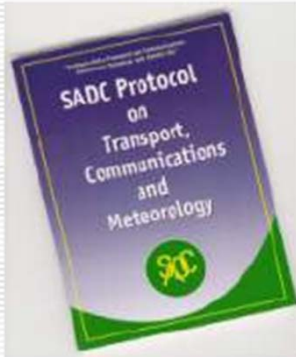


SADC TRANSPORT CORRIDORS - Investment Opportunities
By Remmy Makumbe, Director, Infrastructure and Services

Regional Infrastructure Development Programme for SADC



SADC TRANSPORT CORRIDORS



SECTOR OBJECTIVES:

Underpinned by Protocol on Transport, Communications and Meteorology

- 1. Unimpeded flow of goods & passengers between Member States; and between the region and global markets**
- 2. Regional market integration and**
- 3. Economic and spatial development**
- 4. Facilitation of implementation of the Protocol on Trade, and the Protocol on Facilitation of Free Movement of Persons.**

SADC Transport Corridors Sector Plan



Sector Plan is based on corridors framework.

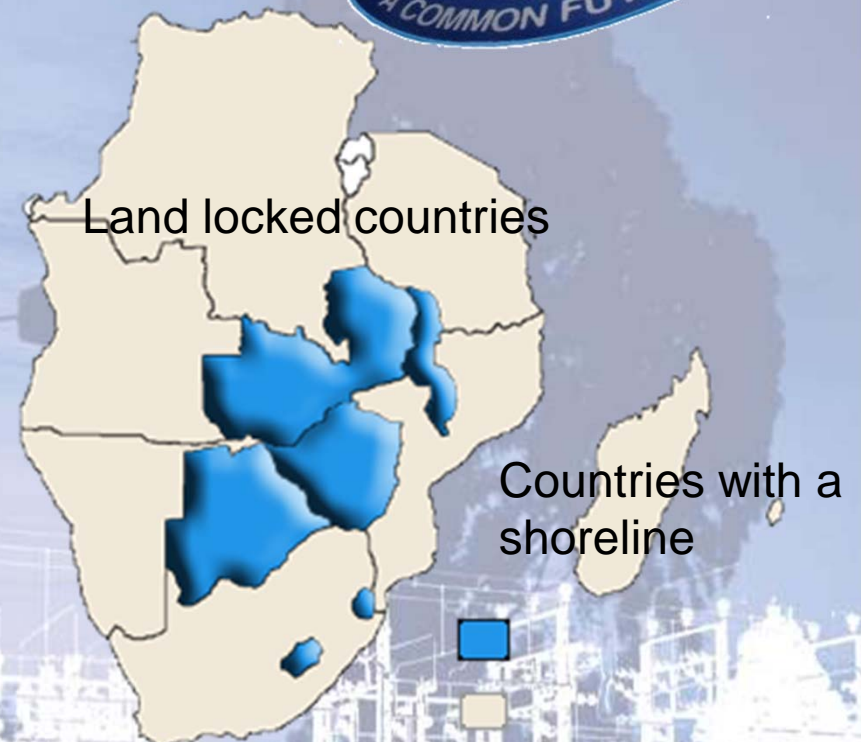
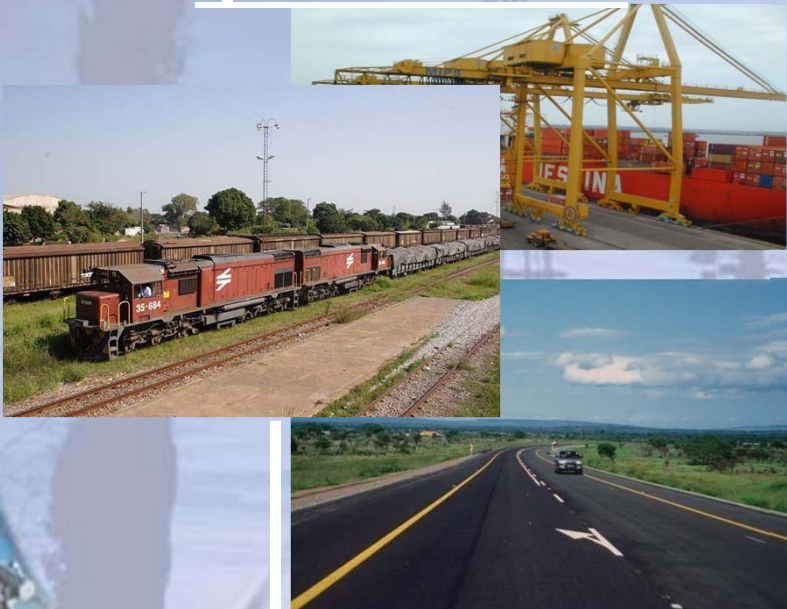
Definition: “The network of transport routes and services –road, rail, inland waterways –linking trade markets and a port.”

Four Pillars (the 3/s)

1. Legal **instruments**-sector governance
2. Corridor Management **Institutions**- platforms for joint planning, implementation and monitoring
3. **Infrastructure**-ports, railways (IRRN), roads (RTRN) and Inland waterways
4. **Trade Facilitation**-harmonised laws, policies, regulations, systems and standards, One-Stop-Border-Posts (OSBP);

Note: All Corridors are linked to ports on the Western and Eastern Sea-Boards through which exports and imports are moved to international markets.

The Plight of Landlocked Countries in SADC Region Requiring Un-interrupted access to and from the sea



SADC Transport Corridors; Clusters



Definition-set of corridors shared by a group of member states

Eastern Corridors

1. Limpopo
2. Beira
3. Nacala
4. Mtwara
5. Dar es Salaam

Southern Corridors

1. Durban-Manzini
2. Durban-Maseru
3. Durban-Phalaborwa
4. Maputo

Western

1. Trans Orange
2. Trans Kalahari
3. Walvis Bay-Ndola-Lubumbashi
(Trans Caprivi)
4. Trans Cunene
5. Namibe
6. Lobito (Benguela)
7. Mulanje
8. Bas Congo

North South Corridor

(Durban-Lubumbashi)

SADC TRANSPORT CORRIDORS

Investment Opportunities-overview



Construction, rehabilitation and maintenance

- Ports
- Roads
- Railways
- Bridges e.g. Kazungula
- One Stop Border Posts
- Warehouses
- Dry Ports & Inland Container Depots
- Logistics hubs and associated facilities

SADC Transport Corridors Investment Opportunities



Management and operations contracts (whole systems or partial)

- Ports
- Railways
- Logistics hubs and centres
- Weighbridges
- Truck Stops
- Wellness Centres
- Truck rescue and recovery
- Cold storage facilities

SADC Transport Corridors Investment Opportunities



Investments in spatial development zones

- Tourism
- Agriculture
- Manufacturing
- Mining
- Transport logistics
- Beneficiation of natural resources –EPZ; IDZ;

SADC Transport Corridors Investment Opportunities



Funding Gaps and Needs

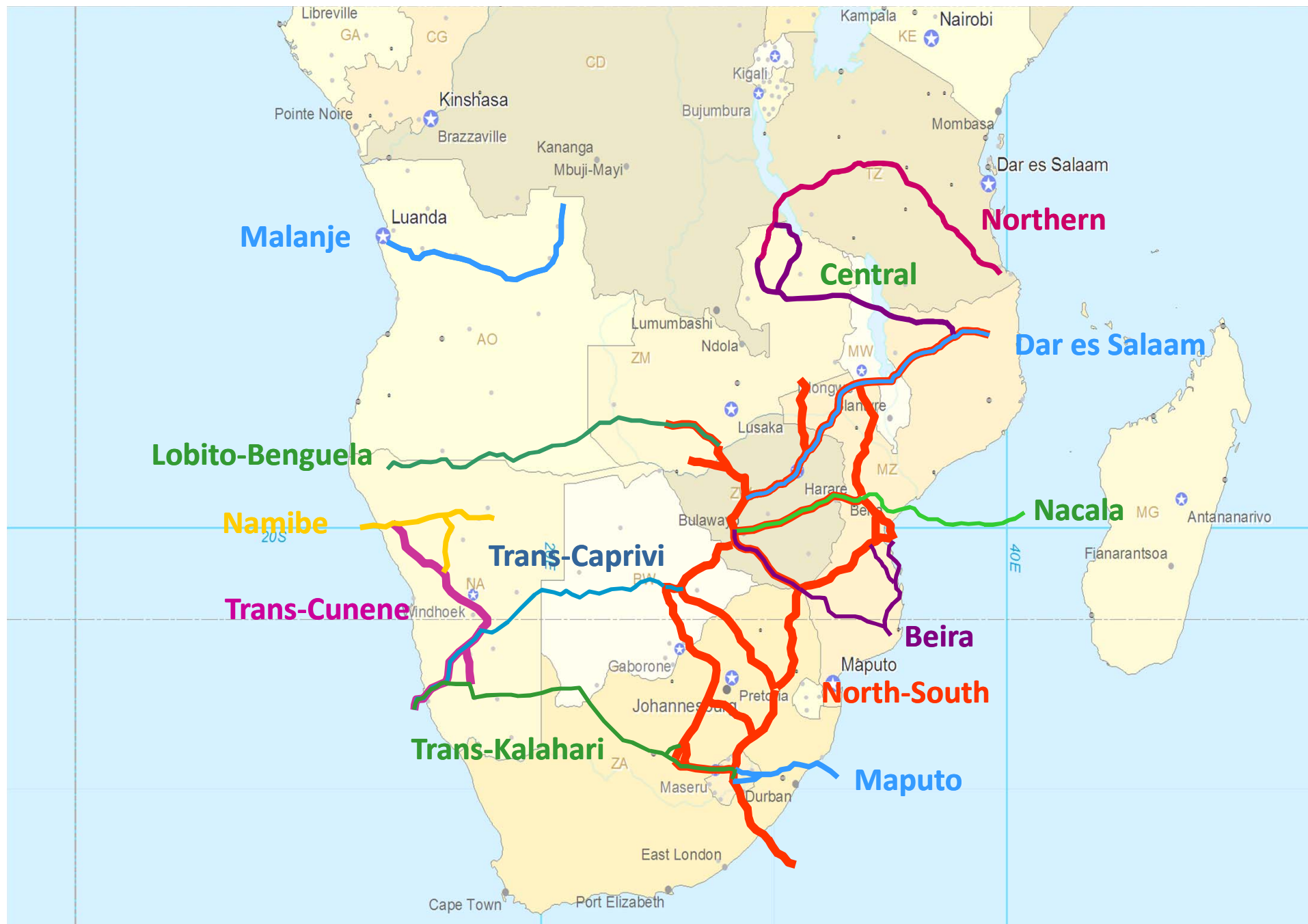
1. New and updating feasibility and design studies
2. Construction funding gaps or green fields projects
3. Maintenance and rehabilitation
4. Systems design and development
5. Equipment –construction, operations and maintenance
6. Construction supervision, project management and training and capacity building

SADC Transport Corridors Investment Opportunities

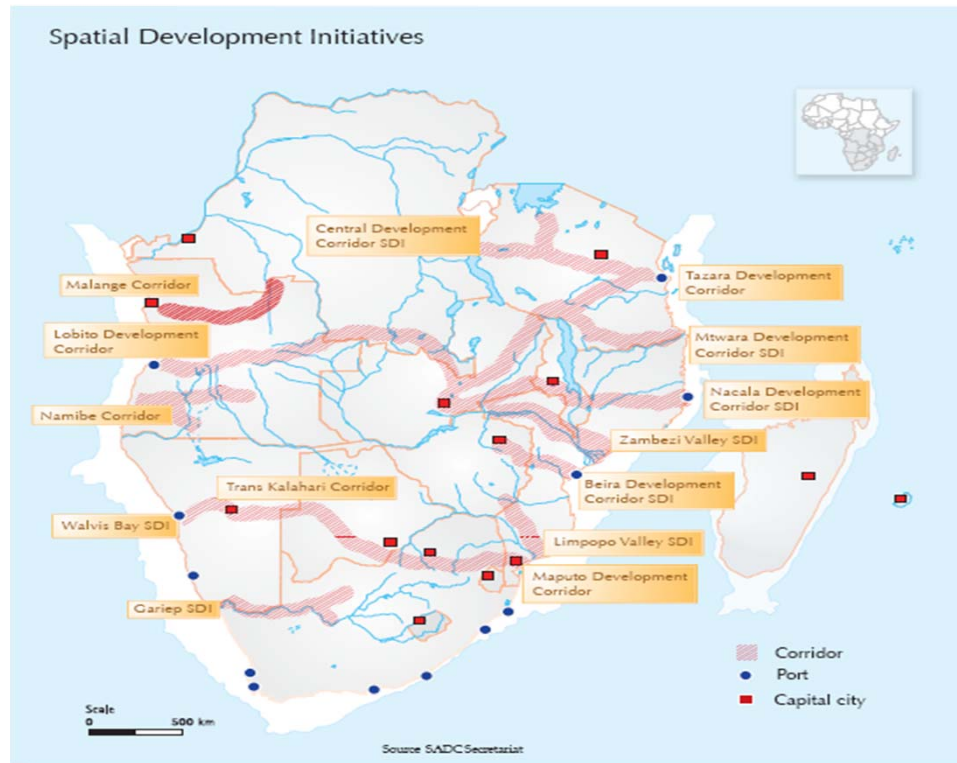


Funding Gaps and Needs

1. New and updating feasibility and design studies
2. Construction funding gaps or green fields projects
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SADC Corridors Development Programme and the North-South Corridor Project



North - South Corridors OSBP Investment Requirements



Funding Gaps and Needs to Migrate to OSBP Layout and related infrastructure and ICT

1. Beitbridge Border Post (RSA/Zimbabwe) termed Border Efficiency Project;
2. Kazungula Bridge OSBP (Botsana/Zambia);
3. Kasumbalesa OSBP (DRC/Zambia);
4. Victoria Falls OSBP (Zambia/Zimbabwe);
5. Ramokgwebana/Plumtree OSBP (Botswana/Zimbabwe).

THE KAZUNGULA BRIDGE SCHEMATIC



AOA was founded in Paris in 1984 by Charles LAVIGNE
Our firm is specialised in the architectural concept development of bridges
Our approach is to combine structural knowledge, creativity and human sensibility



North – South Corridor Road Sections Requiring Funding

Funding is required for the following road sections of
the N-S Corridor:

Botswana

- Sebina Junction – Nata 140km
- Tonota - Francistwn 40km

Malawi

- Junction M1 (Lilongwe)– Junction KIA (Kamuzu International) 20km
- Junction KIA – Turn Off Right (TOR) Kasungu 100km
- Bwengu - Chiweta 60km
- Junction M1 – Bunda TO 13km
- Nsipe – Chingeni 21km
- Chingeni – Zalewa 61km

North – South Corridor Roads Requiring Funding

Zambia

- Serenje – Nakonde 604km

Zimbabwe

- Livingstone - Hwange 110 km
- Hwange - Bulawayo 331 km
- Bulawayo - Gwanda 120 km
- Gwanda – West Nicholson 62 km
- West Nicholson - Beitbridge 148 km
- Harare - Murewa 106 km
- Murewa - Nyamapanda 172 km

The State of North – South Corridor and Eastern Cluster Railways in Southern Africa



Eastern Cluster Corridors OSBP Investment Requirements



Funding Gaps and Needs : OSBP Format Related Infrastructure and ICT

1. Tunduma/Nakonde (Tanzania/Zambia) – developments ongoing through TMSA and JICA support
2. Kasumulo/Songwe (Tanzania/Malawi) – funding required for feasibility study, legal instruments, design and construction;
3. Mwami/Muchinji (Zambia/Malawi) – funding required for feasibility study, legal instruments, design and construction;
4. Chiponde/Mandimba (Malawi/Mozambique) – funding required for construction;

Eastern Cluster Corridors OSBP Investment Requirements



Funding Gaps and Needs : OSBP Format Related Infrastructure and ICT

5. Forbes/Machipanda (Zimbabwe/Mozambique)-
funding required for detailed design &
construction
6. Dedza/Colomue (Malawi/Mozambique) –
funding required for feasibility study, legal
instruments, design and construction;
7. Zobue/Mwanza (Mozambique/Malawi) –
funding required for feasibility study, legal
instruments, design and construction;

Eastern Cluster Corridors

OSBP Investment Requirements



Funding Gaps and Needs : OSBP Format Related Infrastructure and ICT

8. Nyamapanda/Cuchiamo (Zimbabwe/Mozambique) – funding required for feasibility study, legal instruments, design and construction;
9. Negomano/Mtambaswala (Mozambique/Tanzania) - funding required for feasibility study, legal instruments, design and construction – as part of the Mtwara Corridor;
10. Special Project
Botswana, Mozambique and Zimbabwe consucting a feasibility study on heavy haul rail link between Selibe Pikwe (Botswana) and a port South of Maputo (Ponta Techobanine Project) – *watch this space.*

Eastern Cluster Corridors Road Sections Requiring Funding



Mtwara Corridor

Ngomano – Mueda Road

N.B. Fuel Oil Terminal for private sector requires investment

Nacala Corridor

Nacala Roads (a selection of roads still requires funding on the Mtwara Corridor).

Western Cluster Corridors OSBP Funding requirements



Funding Gaps and Needs

1. Manumo/Transkalahari (Botswana/Namibia) – funding required for facilitation of legal framework, detailed design, development, and construction ;
2. Santa Clara/Oshikango (Namibia/Angola) – funding required for legal framework development, detailed design and construction.

Western Cluster Corridors OSBP Funding requirements



Funding Gaps and Needs

1. Manumo/Transkalahari (Botswana/Namibia) – funding required for facilitation of legal framework, detailed design, development, and construction ;
2. Santa Clara/Oshikango (Namibia/Angola) – funding required for legal framework development, detailed design and construction.

Western Cluster Corridors Infrastructure Projects Funding Requirements



Funding Gaps and Needs

3. Funding for the Lobito Corridor Roads required post the ongoing feasibility and design stages;
4. Trans Kalahari Railway Project (Botswana/Namibia) in progress, will require funding once given the nod by the two MS;
5. Trans Caprivi Railways for Botswana and Zambia feasibility study ongoing, requires funding for construction subsequently;

SADC Transport Corridors Other Investment Opportunities



Funding Gaps and Needs

1. New and updating feasibility and design studies
2. Construction funding gaps or green fields projects
3. Maintenance and rehabilitation
4. Systems design and development
5. Equipment –construction, operations and maintenance
6. Construction supervision, project management and training and capacity building

Quote from Hon Augusto da Silva TOMAZ, SADC
Infrastructure Cluster Chair *“Colleagues, AU Ministers, we
cant keep postponing the development of Africa”*
*The SADC Region Welcomes
Japan to come and invest in the
regional
transport sector.*





*A 15 Nations SADC Presentation
Colleagues and Friends
Questions & Answers?*



Thank you – Merci - Obrigado

For Listening

