



ROAD DEVELOPMENT AGENCY

NAME: STEPHEN MALUBILA
MANAGER CONSTRUCTION AND MAINTENANCE
COUNTRY: ZAMBIA

NEPAD/SADCC REGIONAL INFRASTRUCTURE PROJECTS CONFERENCE 8th AUGUST, 2008- SANDTON SOUTH AFRICA

INTRODUCTION

The objectives of this paper is to discuss the contribution of the road network in Zambia that forms an integral part of the North South Corridor and the opportunities that are available for Private Sector participation in the economic activities that arise from Regional co-operation and economic integration.

The total Road Network in Zambia totals 67,000Kms of Trunk, Main, District, Urban and Feeder roads. The Government of the Republic of Zambia has prioritized a core road network (CRN) of 40,000 Kms to ensure connectivity both within the country as well as with neighboring countries in order to foster economic growth and development.

The Zambian Government therefore through a road sector reform programme is implementing a Road Sector Investment Programme (ROADSIP II) for a period of 10 years from 2003 to 2013. The total budget for this programme supported by Government and Co-operating Partners totals U\$1.6Billion.

The road network in Zambia has improved over the years, but a lot more needs to be done both in terms of Rehabilitation and Maintenance.

The soaring of copper prices on the world market in the recent past (U\$7900/ton) has led to unprecedented investment in the copper mining sector in both Zambia and Democratic Republic of Congo (DRC). The Growth rate in the local economy now averages 5% per annum. The local currency is now more stable in relation to major foreign currencies and inflation has been controlled to a large extent. The Increase in economic activities has resulted in increased traffic volumes due to increased exports and imports. The steady economic growth and the demand for goods and services create an environment for the private sector to participate in the economy.

The political stability and will to provide an enabling environment by the Government present a unique opportunity for participation by the private sector in various economic activities.

NORTH-SOUTH CORRIDOR

The North South corridor comprises the road and rail network linking South Africa and neighboring countries in the North and beyond including the Democratic Republic of Congo (DRC). The central Corridor extends into Tanzania, Burundi, Rwanda and Uganda and is linked through Zambia to the North South corridor at Kapiri Mposhi. The Trunk roads that form the North South Corridor in Zambia total 1887 Kms.

This paper discusses the corridor mainly in relation to the road network that forms an integral part of the network in Zambia and the opportunities that are in store for investors in the sector through development efforts that are envisaged in the near future.

The North South Corridor should be improved together with other Corridors such as the Walvis bay, Katima Mulilo, Mongu and Solwezi Corridor. It is the Zambian Government's intention to connect the Northwestern part of Zambia with Walvis Bay in Namibia via a good road network. In this vein a study is underway to build two bridges and an all weather road between Sesheke in and Senanga through Danish funding under DANIDA.

The North South Corridor which is the main focus in this discussion through the co-operation of Botswana and Zambia will further be improved through the construction of a bridge at Kazungula between the two named Countries. A feasibility study and detailed design study has been commissioned in order to bring this project to fruition. A memorandum of understanding (MOU) has already been signed.

The road between Livingstone and Zimba on the main trunk road T2 northwards linking Zambia, Botswana and Zimbabwe in the south is currently under rehabilitation. The total length of the road from Livingstone to Lusaka is 485kilometres out of which about 200kilometres is in dire need of urgent rehabilitation. The Road Development Agency (RDA) recently awarded a contract for the rehabilitation of part of this road at a cost of ZK105billion (U\$30milliion) for a stretch of 30Kilometres out of a possible 72.5 kilometers stretch. The European Union and Government will jointly finance the remaining section of road within the first quarter of 2009. The 10Kms from Victoria falls to Livingstone already has funding assured from the Japanese International Co-operation Agency JICA and works should commence within a year or two.

The North South Corridor also links the eastern part of Zimbabwe via Chirundu through a Trunk road called T1. This forms an alternative route into South Africa from the north instead of the route into Botswana via Livingstone or Zimbabwe via Victoria falls town. The Zambian Government through the Road Development Agency (RDA) has recently completed the rehabilitation of 34Kilometres out of the 140 kilometers on this particular road at a cost of U\$22m. There is an overlap of 55kilometres between the T1 and T2

mentioned earlier. The RDA is currently preparing to update the Techno-Economic study carried out previously on the Chirundu- Lusaka road in order to facilitate funding for the rehabilitation of the remaining 106 kilometers.

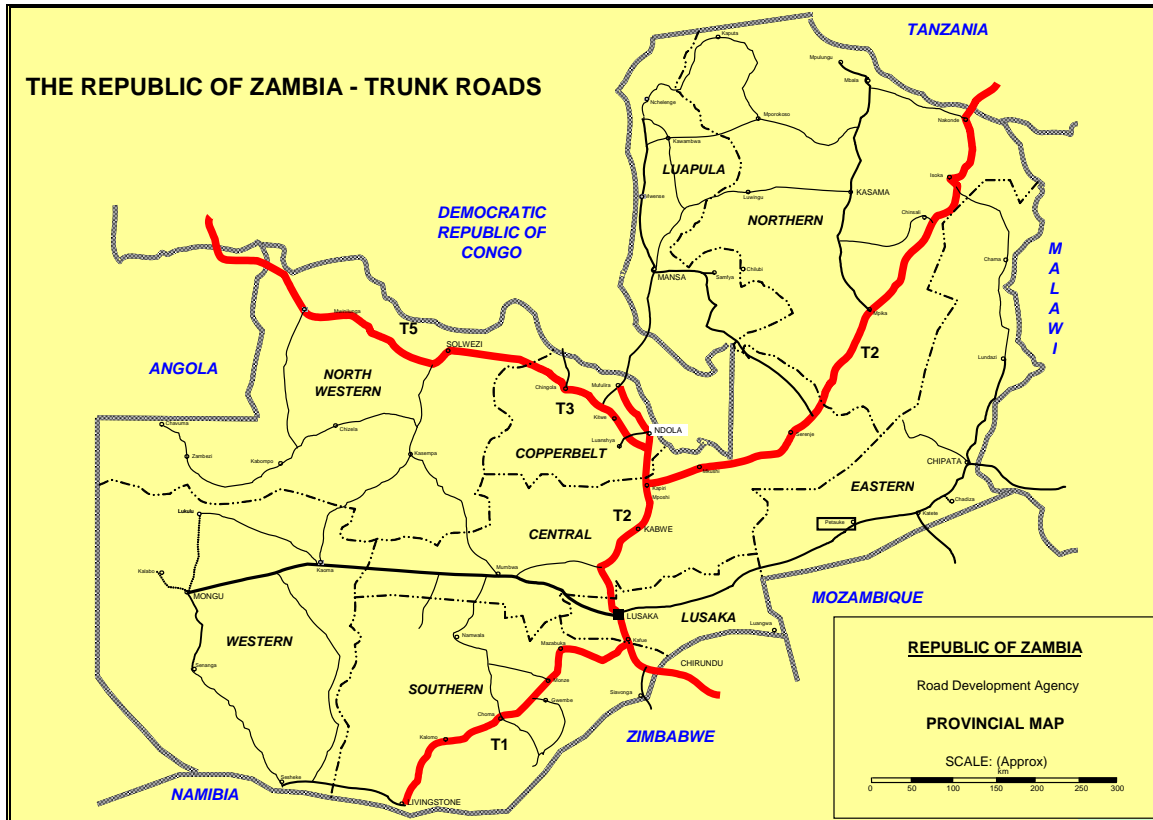


Fig1 Road network in Zambia showing major trunk roads

The above projects present scope for Consultants and Contractors to participate in the uplifting of the serviceability levels of the North-South Corridor. There are additional opportunities for this category of players in the development of this and other corridors in Zambia. The part of the Central Corridor that leads from Lusaka in Tanzania also requires some work on it between Mkushi and Nakonde within 2009 in order to address rehabilitation and periodic maintenances needs.

The other issue that needs to be addressed on the North-South Corridor in as far as Zambia is concerned is the increased traffic volumes that has resulted in congestion and increased road traffic accidents. A typical case in point is the part of this road network between the Copperbelt town of Kitwe and Kasumbalesa on the DRC border (Fig1 above). The volumes of heavy vehicles constitute a large percentage of the traffic volume due to increased mining activities and commerce and trade on the Copperbelt in Zambia as well as in the DRC.

PUBLIC PRIVATE PARTNERSHIPS (PPPs) IN ROAD SECTOR

The legal framework for procurement of projects under the PPPs has been formulated in Zambia, but is still a subject of review and approval by Cabinet. The Zambian Government has however given leeway to Government Institutions and Parastatals to go ahead and procure such projects notwithstanding. It is therefore possible to undertake PPPs provided these Institutions are able to agree terms and conditions with the potential Investors.

The Policy document that was been submitted to Cabinet at the end of last year should be approved in due course. However projects in various sectors such as Energy, Tourism and Transport among others are available for potential investors. The focus for the RDA is the Road sector. The portion of the North South Corridor into DRC from the Copperbelt town of Kitwe provides a viable road project with sufficient traffic (>3500 vpd) for Tolling and a good return for investment in the form of a PPP. The increased volume of traffic on this road high number of accidents makes dualling a moral imperative.

Another potential project for private sector participation is the Chirundu Road that links Zimbabwe with Zambia. The Road stretch between Chirundu and Lusaka has traffic volumes sufficient for Tolling. The road condition has improved after the recent rehabilitation of 35Km out of the 140Kms. Funds to rehabilitate the rest of the road are now available under the World Bank support to the Road sector Investment Programme (ROADSIP II) that the RDA is spearheading.

The traffic volumes have increased exponentially on the Trunk roads linking the South to the North.

The figure 2 below shows the funding sources for the ROADSIP II programme in Zambia and confirms the good will of the International Co-operating partners. The Total commitment for the 2008 Annual Work plan is U\$342Million.

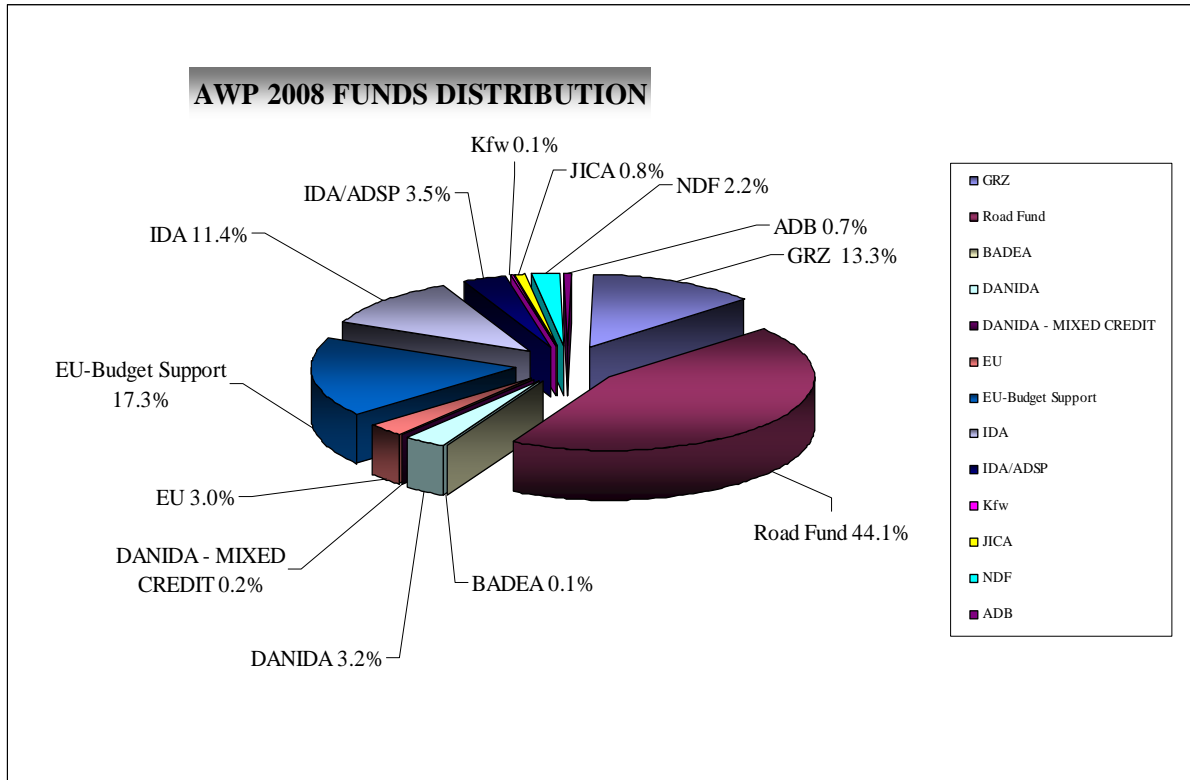


FIG 2 Annual Workplan budget contributions

CHALLENGES

- **There is need for regional co-operation in controlling Axles loads plying regional road networks in order to assure their design lives.**
- **The limited Contracting capacity in the construction industry needs to be addressed together with the limited number of skilled manpower for Zambia in particular.**
- **The *One Stop Border* facilities concept should come to fruition at regional border crossings to ensure efficiency.**
- **Sustained maintenance regimes for road networks are necessary to ensure the regional road networks remain good.**
- **There is need to continue developing other Corridors in to order foster economic co-operation and development through joint projects such as the Kazungula Bridge.**
- **The potential for investment in various sectors of the Economy is vast i.e. Infrastructure development, tourism, energy, mining and others.**

EVERY MEMBER OF SADC MUST PLAY ITS PART TO ENSURE REGIONAL INTERGRATION AND SUSTAINED ECONOMIC GROWTH AND ADVANCEMENT. ROADS ARE VITAL IN ENSURING THAT A NUMBER OF THE MILLENNIUM DEVELOPMENT GOALS (MDGS) THAT HAVE BEEN SET

**SUCH AS THE REDUCTION OF POVERTY ARE ACHIEVED BY THE YEAR
2015.**

WWW.RDA.ORG.ZM

WWW.ZAMBIATOURISM.COM