



An African Union Development Agency-NEPAD Special Bulletin

Towards effortlessly moving people and goods across borders

By Millicent Kgeledi,

6 March – Journey to Ndola...

A 5-hour journey from Zambia's Capital, Lusaka to Ndola awaits us this morning...

Zambia's weather as usual, is unpredictable but the team's in a jovial mood, I suppose everyone's looking forward to the road trip to Kasumbalesa, one of the busiest Border Posts in Africa. Kasumbalesa is a border post where five major ports dovetail- the port of Durban, Dar es Salaam, Beira and Walvis Bay from SADC and the port of Mombasa from East Africa.

On the team we have colleagues from the African Union Development Agency-NEPAD, COMESA, CCTTFA representatives from the Governments of Botswana, DRC, South Africa, Zambia, Zimbabwe.

Kasumbalesa is a One Stop Border Post (OSBP) between Zambia and DRC and is one of the busiest borders with commercial vehicles cleared at the border travelling from and destined to South Africa, Tanzania, Namibia, Mozambique and other SADC countries. Due to high volumes of traffic, in 2011 major renovations were undertaken to improve the border infrastructure to enhance traffic flow and movements of people.

"What's an OSBP?" I ask my colleague Kisa Nkhoma on our way to Ndola.

Kisa is tasked with the role of managing the MoveAfrica Initiative. Under this initiative, the Traffic Light System project has been set up to assess the performance of cross-border logistics. It is for this reason that we are undertaking this mission to evaluate the performance of the Kasumbalesa border post, identify bottle necks and recommend actions to be undertaken.





“Milli, the OSBP concept refers to the legal and institutional framework, facilities, and associated procedures that enable goods, people, and vehicles to stop in a single facility in which they undergo necessary controls. This is aligned to regional and national protocols and Trade Facilitation Agreements.. In basic terms, the OSBP system aims to ensure that the movement of goods, people and services are facilitated without hindrance, to exit one state and enter an adjoining state,” she says.

I internalize this information and reflect on what we will be witnessing tomorrow at the Border Post.

The road is long, on our way, we stop at “Fig Tree”, a small convenience store which seems to be an ideal spot for travelers from Lusaka to Ndola to catch some refreshments and a bit of rest. I marvel at the business acumen of the owners of this place, a reminder that with the proper support and Infrastructure, Africa can run successful businesses. This means that our Border Posts also need to be intact to ensure that it does not hinder trade and progress in the Continent.

That night, I sleep with the anticipation of seeing this much talked about border and its prospects,...

Day 2: Africa’s rains welcome us to Kasumbalesa

It’s been a long morning. We departed our various hotels very early in the morning to avoid the peak hour traffic. But 4 hours later, we are still on the road.

Kasumbalesa border is about 200 kilometers from Ndola. The road is in good condition so one can proudly say that despite the pessimism that Africa is not developing at a rapid pace, we are investing in the development of roads.

“Milli, you need to see Kasumbalesa Border Post, it’s busy! The number of trucks going into and out of DRC from that border are just astronomical! It’s one of the busiest borders because of its strategic position” says Kisa casually while we eagerly sit in the bus, anticipating our arrival. Frankly, I am exhausted, so I do not fully internalize what she tells me. Until we arrive at the Border Post...

I must say, her words fell short of the reality at Kasumbalesa Border Post! The first image that hit me when we finally get to the border post is that of massive trucks waiting in long queues, kilometers to be precise!! These trucks are carrying every kind of product that one can imagine.

And then there are the informal traders!!! I have never seen so much informal trade in a short space of time!! All kinds of goods are being sold at this border. In less than three hours, a 30ton truck can be offloaded and trans-shipped into oxcarts and bicycles. The goods range from electronic appliances, agricultural produce, hazardous goods, heavy mining machinery and parts, fuel and many other consumables. I start thinking of the challenges that these traders might face at this border in the process of moving their goods and services.

Informal trade in Africa remains a key driver of countries’ economies, but this form of trade is often overlooked. It is in this regard that the Programme for Infrastructure

Development in Africa (PIDA) continues to advocate through its MoveAfrica initiative for the free movement of people to facilitate trade and highlights the importance of strong political commitment for corridor development and security.

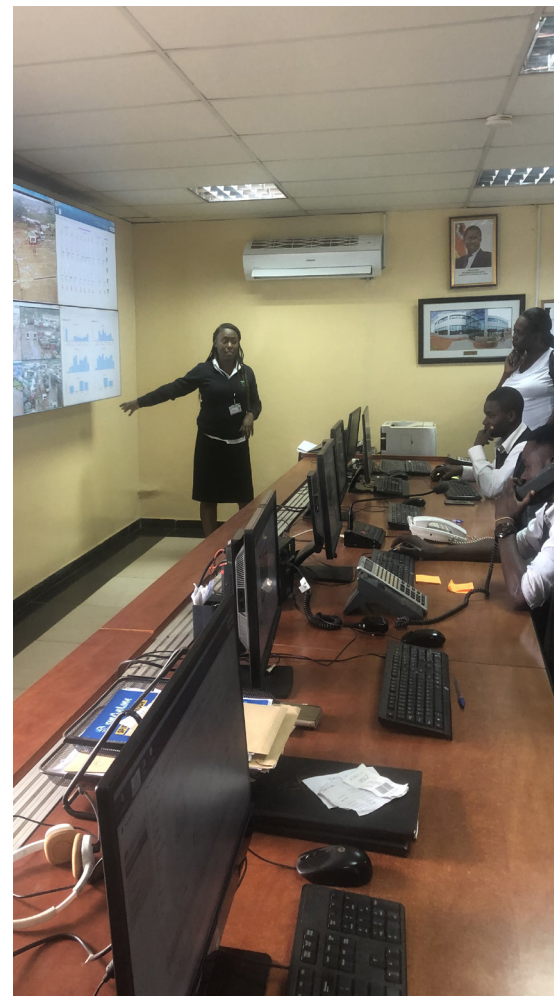
When we finally arrive at the Border Post, we meet with the Border Officials who brief us on some of the challenges which create delayed movement between DRC and Zambia. One of the challenges is the road condition from Chililapombwe – the border town to the Border Post (20 kms) and from Kasumbalesa to Whisky (15km) which requires immediate attention. Other challenges include the limited pre- clearance of goods.

“Perhaps one of the solutions would be the opening up of other borders posts to help ease the burden off this Border Post” says one of the delegates during the meeting.

The outcomes of this meeting will help the team to evaluate the current performance of the Border Post against the standards set up in the Traffic Light System. The challenges will be analysed and proposals made on areas of intervention.

As we leave the Border Post, I can't help but think that perhaps one of the solutions lies in a harmonized approach in which both countries, Zambia and DRC work jointly in coming up with concrete solutions to address these challenges. History has taught us that an integrated approach works better than individual country approaches. Both countries, with support from the Regional Economic Communities (COMESA and SADC) need to agree on short term solutions such as opening the border post for 24 hours on both sides.

We drive back to Ndola; another long journey awaits us tomorrow morning. We are going back to Lusaka to prepare for our next stop, Rusumu Border Post in Rwanda.



Note for Editors

The Traffic Light System (TLS) initiative led by the African Union Development Agency-NEPAD assesses the performance of cross-border logistics. It assesses the performance of cross-border logistics and the bottlenecks at each OSBP. The pilot survey, focused on selected OSBPs, and assesses:

- logistics and traffic flow, as well as volumes on key corridors,
- policy and regulations concerning OSBPs,
- existing procedures at each OSBP, and
- current operational flow at each OSBP.



Q&A



Staffnurse Bangu Lesetedi-Keothepile

Chief Trade Officer: Ministry of Investment, Trade and Industry, Botswana

Q: The overall objective of the Move Africa Programme is the hassle-free trans-boundary movement of goods, services and people. Based on your observation at Kasumbalesa and Rusumu, what recommendations would you make to ensure that this is an achievable vision for all Border Posts in Africa?

Staffnurse:

- *There is a need for political will by member states to support the initiative and commit resources to build necessary and required infrastructure at the border posts*

- *Border agencies must re-engineer their business processes by simplifying, harmonizing and standardizing their border crossing procedures in order to facilitate trade without unnecessary delays*
- *There is need for border agency cooperation to fast track trans boundary movement of goods and passengers.*
- *There is also need to capacitate the staff of the Border Agencies for purposes of continuous*

Q: What enhanced role can AU Member States play in addressing the challenges at African Border Posts?

Staffnurse: *It is imperative for member states to develop friendly legislative framework geared towards promoting trade facilitation among themselves. In turn, it is envisaged that there will be enhanced intra-regional trade, economic integration and ultimately economic growth among member states which will also result in poverty alleviation in the continent.*

Gladys Punnie Kario

Principal Trade Officer, Ministry of Investment, Trade and Industry, Botswana

Q: You have been actively involved in the Traffic Light System as a tracking tool to assess the progress made by the border posts, based on this, how do you think this tool will assist with reducing the bottlenecks at the Kasumbalesa Border Post?

Gladys: *Given challenges identified at Kasumbalesa Border Post, the TLS tracking tool will assist with monitoring and evaluating border crossing efficiency as per the performance indicators set out tool.*

The tool will also assists in coming up with targeted interventions to address the already identified bottlenecks



Wilson K. Mazimba
 Trade Facilitation Specialist, National
 Trade Facilitation Committee
 Secretariat Ministry of Commerce,
 Trade and Industry, Zambia

You have been actively involved in the Traffic Light System as a tracking tool to assess the progress made by the border posts, based on this, how do you think this tool will assist with reducing the bottlenecks at the Kasumbalesa Border Post?



Wilson: *The tool will help measure efficiency of clearances at the border and if embraced seriously by border agencies can be a catalyst of change for the better.*

The overall objective of the MoveAfrica Programme is the hassle free trans-boundary movement of goods, services and people, based on your observation at Kasumbalesa and Rusumu, what recommendations would you make to ensure that this is an achievable vision for all Border Posts in Africa:

Wilson: Where possible, clearing processes should be removed from the border.

What enhanced role can AU Member States play in addressing the challenges at African Border Posts?

Member States through all border agencies should be actively involved in making faster clearance a priority. The use of latest technologies in enforcement, inspections and payment solutions should be the norm rather than the exception. And above all, there should be political commitment to make things happen.



Constance Zhanje
 Director, Ministry Of Industry And Commerce, Zimbabwe

The TLS is a tool that is very useful in improving processes at the Kasumbalesa border post. The purpose of all border posts really is to facilitate efficient and effective movement of goods, services and people. At Kasumbalesa border post, traffic seemed not to move efficiently as there were too many freight trucks either offloading on the Zambian side, thus breaking loads which are then taken across by the informal businesses people. Trade facilitation, which should be efficient was problematic even though it was only the Zambian side that was visited. The harmonization of various indicators used would assist in improving processes at the Kasumbalesa border as well as identifying areas that needs strengthening.

One Stop Border Post concept is the way to go for borders in Africa!! Countries that have implemented One Stop Border Posts have realized increased cross border trade and enhanced trade relations bilaterally. The AU has launched the Continental Free Trade Area (CFTA) and this can be enhanced by the implementation of the One Stop Border Post initiatives that allow efficient movement of goods and services. The bottlenecks being experienced at the Kasumbalesa compared to the smooth flow of traffic at the Rusumo border post was a learning point for the group. The Japanese International Cooperation (JICA) together with representatives from AU Member States developed a Source Book that is very useful in the implementation and establishment of One Stop Border Posts and the adoption of the Sourcebook by the RECs would assist to make this a reality for all border posts in Africa.

The adoption of the MoveAfrica programme and the continued support to the NEPAD TSL system is applauded and should continue. AU Member States need to adopt the TSL system in their policy development. There is also need for Member States to allocate resources that can continuously enhance the operations of border posts. Support to AU Member States from developing partners is also very important as national budgets are in most cases not adequate.

Interesting facts about Kasumbalesa border Post and Rusumo Border Post

Compiled by Snowden Mmadi, AUDA-NEPAD Infrastructure Expert- COMESA

1. Kasumbalesa is the only border in Zambia which collects border/terminal crossing fees. The arrangement is under a Public Private Partnership (PPP) Agreement between the Government of the Republic of Zambia and the Zambia Integrated Property Border Crossing Company [ZipBCC].
2. Kasumbalesa border post is a border where transshipment of goods is done from 30 tonne trucks into oxcarts. Crossing the border with the unbundled 30 tonne truck loads, takes no more than 3 hours.
3. Kasumbalesa Border post is one such crossing point which can be self-financing. The border post collects border/terminal crossing fees. On average there are 400 trucks crossing the border post, at most this figure surges to 900 trucks per day. On the lower cap the border generates no less than One Million United States Dollars per month.



4. On average, release time at Kasumbalesa on imports from arrival to exit was 02 days 10 hours 12 minutes, while it takes 04 days 09 hours 24 minutes on exports, at times, trucks could spend weeks at the border post.
5. Kasumbalesa Border post operates, from (06:00-18:00). By the time the border is closing, there are over Four Hundred Trucks lined along the road reading to the border post waiting for clearance on the next day. Not all will cross the border on the next day.
6. It is estimated that over 4,000 small scale cross border traders cross the border from DRC into Zambia where they get their supplies from the trucks that have arrived from Namibia, Botswana, Zambia, South Africa and Tanzania.
7. Kasumbalesa is one of the Border post that is attached to more than two corridor names, depending on where the route starts from. At times it is deemed to be on the Dar es Salaam corridor, when the route starts from Dar es Salaam, through Nakonde/Tunduma to the Border post. It is also said to be under the Walvis Bay-Ndola-Lubumbashi Corridor Committee, when the shipments, starting point is Walvis Bay. However the common corridor attached to it,

is the North South Corridor which starts from Durban, through, Botswana, Zambia and Kasumbalesa into DRC.

8. "There are not more than five musical notes, yet the combinations of these five give rise to more melodies than can ever be heard. A Bicycle is primarily used as a means of transport moving from point A to Point B, and transport small loads of goods in the villages. An Ox cart is pulled by either oxen or Donkeys. However at Kasumbalesa the Ox Cart is pulled by human beings. innovative minds are at play. A bicycle is modified, handles are removed and replaced with one wooded long, handle that protrudes one side, and acts as a steering rod. The Wheel chairs are also modified to carry more loads. The pictures below, clearly illustrate.
9. Rusumo Border post, this is a one-stop border crossing from Tanzania to Rwanda. This is one of the most efficient border post in Africa, where no physical examination takes place, a single electronic window, is effectively utilised, and operates as One Stop Border Post.
10. Rusumo has an interesting feature being the Rusumo River which divides the two countries. Rusumo Hydro will generate 80 Mw Transmission lines will extend from the power generation plant to Gitega (Burundi), Kigali (Rwanda) and Nyakanazi (Tanzania).



Q&A

Mrs. Mukuka Mumba Sichula
Senior Collector, Zambia Revenue Authority



You have been actively involved in the Traffic Light System as a tracking tool to assess the progress made by the border posts, based on this, how do you think this tool will assist with reducing the bottlenecks at the Kasumbalesa Border Post?

Mukuka: *The Traffic Light System will assist in reducing bottlenecks at Kasumbalesa as it is a multifacet tool that considered various indicators in assessing the efficiency in the clearance and logistical movement of goods at the border. The tool identified the various factors affecting movement of goods at the border and will therefore provide probable solutions that will be directed to the specific challenges that have been noted.*

The overall objective of the MoveAfrica Programme is the hassle free trans-boundary movement of goods, services and people, based on your observation at Kasumbalesa and Rusumu, what recommendations would you make to ensure that this is an achievable vision for all Border Posts in Africa?

Mukuka: *The enhanced coordination and harmonization of operations at the borders amongst respective member states would help in the efficient movement of goods. Also investments in hard infrastructure such as roads, offices and ICT is vital to the smooth flow of traffic.*

What enhanced role can AU Member States play in addressing the challenges at African Border Posts?

Mukuka: *The approach to consider movement of goods in entire transport corridors is a good initiative that should be enhanced by member states. This is because it takes the challenges in a much more wholistic manner than just considering a respective border post in isolation. Also, prioritizing infrastructure development, capacity building and ICT in the logistics chain should be core in addressing the challenges at border posts.*

Up Close and Personal with Kisa Nkhoma

On our recent mission to Kasumbalesa Border Post and Rusumu One Stop Border Post, representing the African Union Development Agency- NEPAD Communication Unit, I had an opportunity to do a one-on-one interview with Kisa Nkhoma, the Officer responsible for MoveAfrica, on her expectations on the mission, the Traffic Light System and MoveAfrica's objectives in the efficient movement of People, Goods and Services.

This is what she had to say:

The TLS is at pilot phase, what did you expect to achieve in this phase, especially in terms of the two Border Posts we will be visiting during this mission?

The Mission has a two-fold purpose – for Kasumbalesa it was a kick off for the 2019 work the we as AUDA, COMESA, SADC and the pilot countries for Beitbridge , Chirundu, Kasumbalesa and Kazungula agreed on. The idea was to look at the most critical border post which in this case was Kasumbalesa and use it as a basis for what corrective action would entail. Bearing in mind that some of this corrective action would need the approval of the reporting structures and that our work would be to focus on the issues that can be addressed but simultaneously begin to craft recommendations for those that need approval from the reporting authorities.



Kasumbalesa Border Post is one of the busiest Border Posts in Africa and remains crucial in informal trade, how will the TLS assist in boosting this form of trade which is still a cornerstone of many African country economies?

The TLS being a tool to point out bottlenecks on both soft and hard infrastructure, what the TLS is now doing is to assist both the RECs and Member States to start the process of integrating and harmonizing systems. The RECs and Member States already have protocols in place towards issues of transboundary logistics but it will take the role of AUDA to work with our stakeholders into bringing these onto the table and enabling them to speak to each other.

The Rusumo Border Post is an example of an efficient One Stop Border Posts, what lessons do you think the rest of Africa can take from this particular OSBP?

Going back to my prior response Rusumo operates on two systems that have been worked on to speak to each other, Tanzania applies the TANCIS (Tanzania Customs Integrated System) while Rwanda applies ASYCUDA (Automated Systems for Customs Data). Despite the differences in terms of systems both countries found a way to ensure that the two systems should speak to each other, and they have carved a unified process.

Therefore coming back to the pilot countries the strengths of one can be shared to another to enable them to customise it to their particular situation to enable the borders to flow in the recommended time span set by the Trade Facilitation Agreement of which the member states are party to.

Give us a summary of how MoveAfrica, when its objectives have been achieved, will benefit the Continent in terms of economic growth?

AUDA-NEPAD launched MoveAfrica to help address logistical bottlenecks along Africa's corridors, the approach taken to use Border Posts as the point of departure comes from the fact that borders are nodes on a transport corridor.

Border posts distribute traffic to particular destinations through main roads and trunk roads, therefore if a border is not functioning it affects the level of service as well as the quality of service on the corridor.

When the level of service or quality of services is compromised it defeats its purpose as a public good. This is when revenues are lost to the country as traders may seek alternative solutions. On the other hand delays affect the end user who pays for the final price of a good as a landed cost. Therefore if bottlenecks are addressed, efficiency will help structure revenues lost to the state as well as to the trader.

