

**MAPUTO CORREDOR LOGISTICS INITIATIVE
NELSPRUIT – SOUTH AFRICA
18TH OCTOBER. 2007**

Excellencies

Participants

I would like to thank the organizers for inviting me to this event.

It is a pleasure to be with you today.

As you all know by now, CTA the Confederation of Business Associations of Mozambique is seriously engaged in creating a better business environment in Mozambique.

To achieve this objective a structured public – private dialogue is presently ongoing, with a set agenda and includes various issues that needs to be reformed.

During last 5 years Mozambique Customs, with CTA input and support, has updated a number of laws and regulations to bring them more inline with international standards. In particular transit cargos and clearance of goods which is the theme of this Session.

The legal and regulatory regime are not the only barrier to trade and consequently other aspects are included in the ongoing discussions of CTA with Customs including the following:

- a)** Harmonization of documents and procedures for the movement of goods in the region.
- b)** Improvement of infraestructure and equipment, particularly of the Ressano Garcia border.
- c)** Creating conditions for clearance of goods at the border.
- d)** Adjustment of border working hours to meet business requirements.
- e)** Elimination of visas to facilitate movement of people and goods.

A number of improvements have been achieved to date:

1. Visas have been removed, thus reducing the costs and increasing trade and tourism.
2. Agreement between the two governments for the implementation of a one stop border.
3. A sound cooperation between the Customs Administrations at the border to streamline the procedures and reduce delays.
4. Border working hours extended upto 22:00 hours for commercial clearance and midnight for the others.

Although these are positive steps in the right direction, there are still considerable challenges that lie ahead including:

- a) An agreement for a 24 hours border operation to be inline with the port of Maputo working hours.
- b) The decision to start the implementation of a one stop border is already made and now the technical teams of each country should start addressing the legislation that needs adjustment as well as all recommendations made at the LRG – OSBP workshop in July 2007.
- c) The implementation of an electronic single window system that will highly improve collection of duties and taxes, security of the cargo and lower the clearance time.

I have no doubts that public and private sectors of each country working together and with determination will achieve, much sooner, the objective of MCLI: **TO MAKE MAPUTO CORRIDOR FIRST CHOICE FOR ALL STAKEHOLDERS.**

Nespruit, 18th October 2007

K.Patel

