

**SOUTHERN AFRICA GLOBAL
COMPETITIVENESS HUB**



Southern Africa Trade Hub Support for the Maputo Corridor Nelspruit

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Outline of Presentation



- **Projects Support**
- **Institutional Framework Support**

Projects Support



- **Corridor Performance Monitoring System**
- **Truck Stops Feasibility Study**

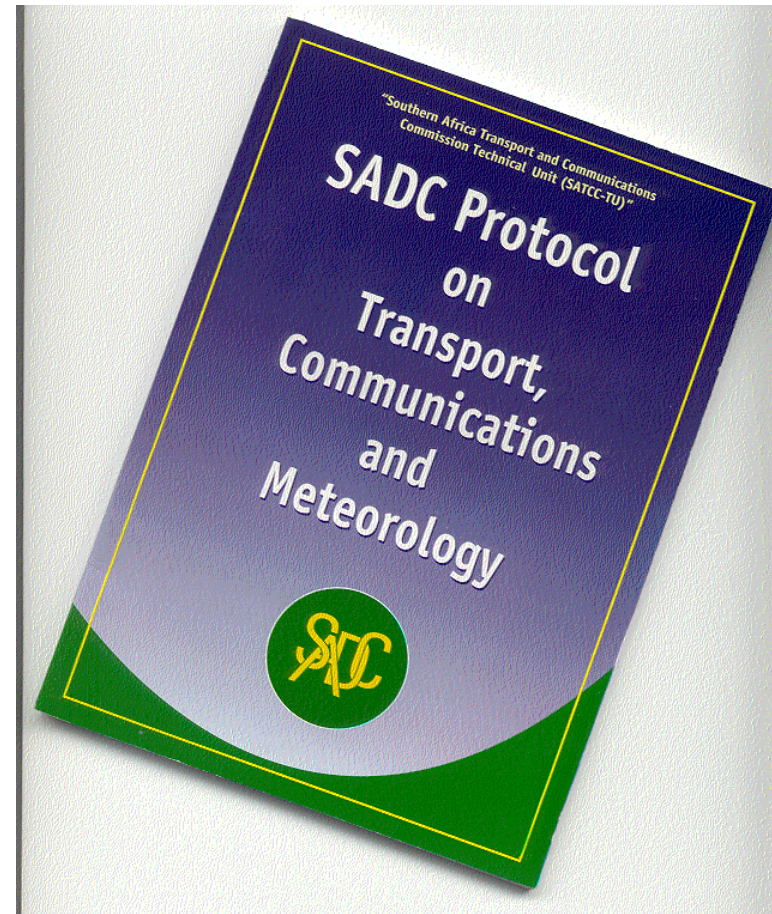
Institutional Framework



- **The SADC Transport Protocol**
- **Existing Structures in Maputo Corridor**
- **Issues & Way Forward**

SADC Protocol Background

- ◆ Signed in 1996, fully ratified 1998
- ◆ Highly consultative, representing input from all countries and all sectors
- ◆ Recognised as a legally binding document that obligates member States to implement policy reform
- ◆ Aggregates prior, individual country initiatives into one focused policy framework
- ◆ Provides a common direction for the region



**Thinking regionally.....
.....Acting nationally**

SADC Protocol Contents

- ◆ Chapter 1: Definitions
- ◆ Chapter 2: Scope, Intra- and Extra-Community Relations, General Objectives and Strategic Goals
- ◆ Chapter 3: Integrated Transport
- ◆ Chapter 4: Road Infrastructure
- ◆ Chapter 5: Road Transport
- ◆ Chapter 6: Road Traffic
- ◆ Chapter 7: Railways
- ◆ Chapter 8: Maritime and Inland Waterway Transport
- ◆ Chapter 9: Civil Aviation
- ◆ Chapter 10: Telecommunications
- ◆ Chapter 11: Postal Services
- ◆ Chapter 12: Meteorology
- ◆ Chapter 13: Institutions, Implementation and Monitoring
- ◆ Chapter 14: Final Provisions:

SADC Protocol

Integrated Transport

Objectives & Reforms

- ◆ Each individual transport sub sector has objective of integration across national borders, to form regional networks which are designed and function as single networks, performing “seamless” services
 - Logistics chain is only as effective as the weakest link in the chain

SADC Protocol

Integrated Transport

Objectives & Reforms

Several specific policies have been developed.....

◆ **Integrated Transport**

- Flexible Investment Regime (Model Investment in Transport Act)
- Corridor Planning Committees
- Border Post Management (Model Border Post Reform Package)

SADC Protocol

Integrated Transport

Objectives & Reforms

- ◆ Protocol implementation institutional framework includes two groups of sub-regional bodies:
 - ◆ Corridor Planning Committees (CPCs)
 - ◆ Route Management Groups (RMGs)

Existing Structures



- **Joint Committees under RMGs**
- **Maputo Development Corridor**
- **MCLI**
- **Mpumalanga Freight Logistics Forum**

Existing Structures

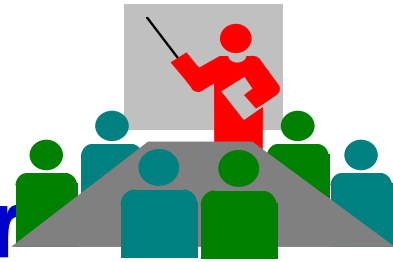
Joint Committees



- **Operate as part of the RMGs**
- **Bilateral road transport agreements**
- **One mode only**

Existing Structures

Maputo Development Corridor



- Bilateral agreement: MZ & RSA
- Promote interests of Economic Rehabilitation Programme in MZ; & Reconstruction & Development Programme in RSA.
- Integrated transport infra. development via PPPs in Witbank-Maputo Corridor
- Facilitate investment in Witbank – Maputo Corridor

Existing Structures

MCLI



- **Largely a Private Sector Initiative**
- **Part of RSA Public Sector on Board**
- **Modal Work Groups were multimodal focused**
- **Modal Work Groups merged into MFLF**

Existing Structures

MFLF



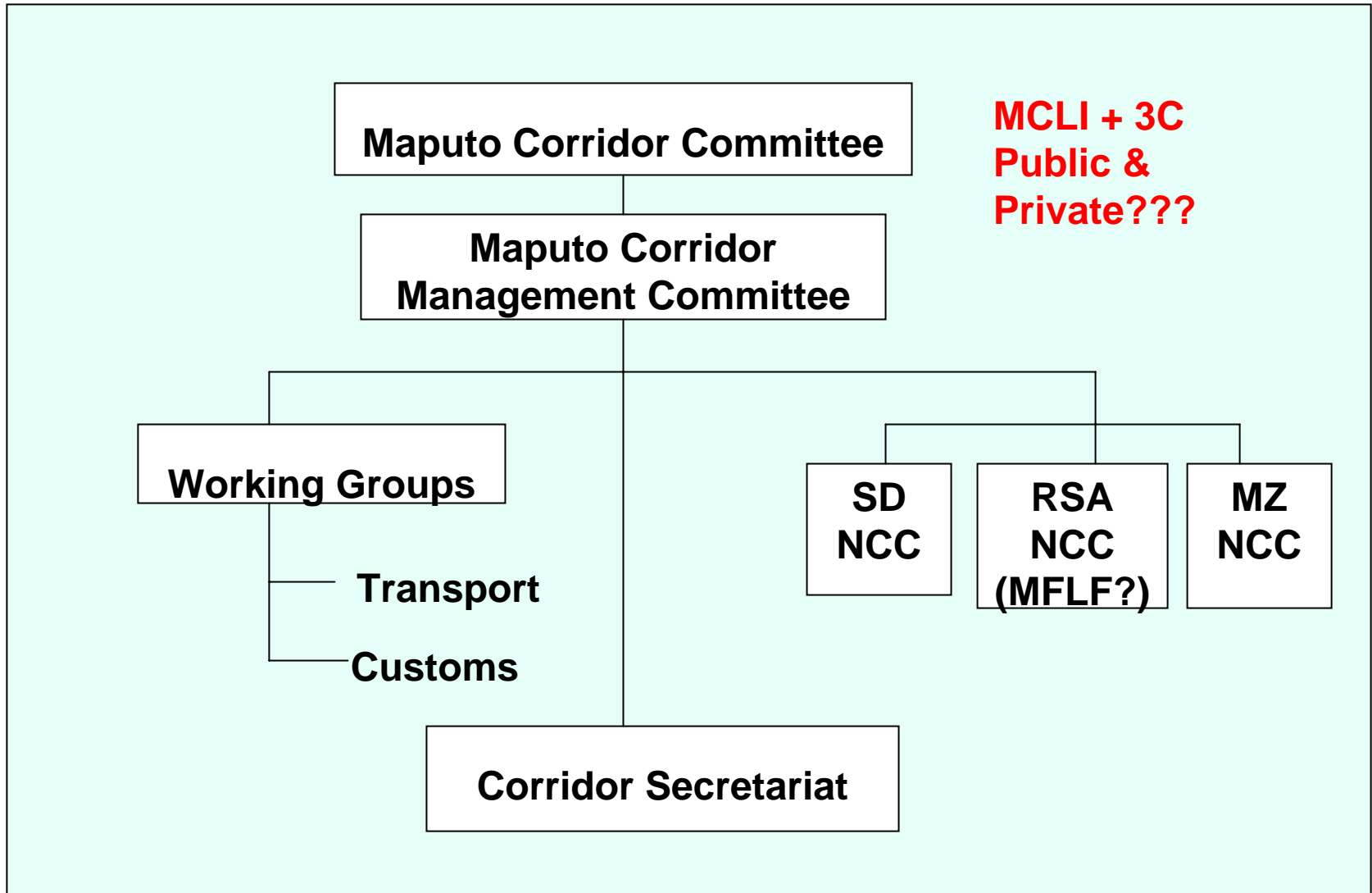
- **Result of DOT implementing NFLS in Mpumalanga (Primarily provincial focus)**
- **DOT Recognition of MCLI successes**
- **Public Private Participation**
- **Multimodal Focus**
- **Limited participation from Moz. & SD public sector**

Issues & Way Forward



- **MFLF recognised need for linkage into a trilateral**
- **Reality is MCLI existence & other structures**
- **Establish trilateral framework building on existing strengths**
- **Draft constitution for trilateral framework ready for comment**

Maputo Corridor Structure



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