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WORKING TOGETHER TO MAKE THE MAPUTO CORRIDOR FIRST CHOICE FOR ALL STAKEHOLDERS  
TRABALHANDO JUNTOS PARA TORNAR O CORREDOR DE MAPUTO PRIMEIRA ESCOLHA

## Maputo Corridor Logistics Initiative



**PRESS RELEASE EMBARGOED**

**THURSDAY 23 MAY 2006 20:00**



### **CHAIRMAN'S STATEMENT TO THE 3<sup>rd</sup> AGM 23 MAY 2007**

**On behalf of the board of MCLI and our generous sponsors, it gives me great pleasure to welcome you all to the third Annual General Meeting of the Maputo Corridor Logistics Initiative.**

**At the previous AGM here in Maputo, we commemorated the pioneers and success of the corridor, and had the privilege of thanking His Excellency, Minister Antonio Munguambe, Minister of Transport and Communications, for including MCLI in a stakeholder's meeting just prior to that event. Tonight, we again have the privilege of thanking Minister Munguambe for the support given to the Maputo Corridor over the past year and also for being prepared to address us tonight.**

**The Maputo Corridor Logistics Initiative (MCLI) has made significant progress on the enhancement of the Maputo Development Corridor since its inception in October 2003. We have succeeded in generating an awareness of the corridor, unifying the communities along the corridor, and establishing Focus Work Groups to act as platforms for the resolution of constraints and operational inefficiencies, the alignment of stakeholders as and the provision of strategic direction and focus for the**

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freight logistics elements of the corridor. These Focus Work Groups have since been integrated into the modal working groups of the Mpumalanga Freight Logistics Forum which forms the operational part of MCLI's public private partnership with the Department of Transport and the Mpumalanga Department of Roads and Transport in rolling out the National Freight Logistics Strategy in the province of Mpumalanga.

In the three and a half years of its existence, MCLI has made significant strides towards achieving its strategic objective of promoting and marketing the Maputo Corridor as a corridor of choice, and has succeeded in placing the Maputo Corridor back onto the agenda of local, national and international freight and transport platforms while simultaneously creating a platform for addressing the logistics constraints on the corridor.

MCLI has succeeded in creating a sound platform for the private sector to engage with the public sector on service delivery around constraints to the movement of cargo along the corridor. It has also developed key relationships and interactions with national and provincial stakeholders and role-players in government and in the private sector in South Africa, Mozambique and Swaziland. This interface between the public



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and private sector was previously notably absent and has been a key factor in successfully addressing constraints on the Maputo Corridor. Talking about relationships, it is important to see the advantage for everyone in any given relationship. When that doesn't happen, then we have wasted opportunity.

Rather like the man and the woman who both had to travel urgently and at the last minute. There were no single compartments available, so they agreed to share a compartment in the same sleeping carriage of the train. After the initial embarrassment, they both manage to get to sleep; the woman on the top bunk, the man on the lower.

In the middle of the night the woman leans over and says, "I'm sorry to bother you but I'm awfully cold and I was wondering if you could possibly pass me another blanket."

The man leans out and, with a glint in his eye, says, "I've got a better idea... let's pretend we're married."

"Why not?" giggles the woman.

"Good," he replies..... "Get your own blanket."



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**Clearly that was not a mutually beneficial relationship!**

**MCLI has developed a massive database; it has credibility and a sound profile and given that it is one of the most strategic corridors linking one of Africa’s richest economic locations with the port of Maputo and giving access to the rest of the world, it regarded as a model of corridor management on the continent,**

**Significant strides have been made in addressing the road, the rail and the port – including its terminals - on the Maputo Corridor, and the significant investments in these key infrastructure elements has enabled the growth and improvement of cargo flows on the corridor.**

**In the process, MCLI has become recognized in Africa as a model of corridor management and is perceived both nationally and across Africa as the corridor ‘spokesbody’ for the Maputo Corridor and as one of the most pro-active private sector representative bodies for corridor management. The extent of the representation of MCLI’s strategy and mission is evident from the numerous events which MCLI has been requested to address and participate in, across Africa and in Europe.**

**These include:**

- **SDI – DBSA – Dar Es Salaam, Tanzania;**
- **UNCTAD – Geneva, Switzerland;**



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- SADC/COMESA – Harare, Zimbabwe;
- SSATP – Nairobi, Kenya;
- AGOA – Dakar, Senegal;
- Botswana US TRADE-HUB Botswana, in Pretoria;
- BRIDGES ACROSS BORDERS – European Union;
- PMAESA – Malawi;
- INWENT – Maputo, Durban, Cape Town and Germany;
- NEPAD engagement;
- numerous Investment Seminars in Mozambique and for Mozambique;
- various studies and films through DFID, Germany, Trade Hub, African Development Bank, World Bank;
- WCO meeting for Global Facilitation Partnership for Transportation and Trade; and more recently,
- the AU has invited MCLI to participate in the upcoming African Union Border Programme Conference which will take place in Addis Ababa early in June. In a brief discussion with the Head of the AU Division convening the conference, it became evident that they view the Maputo Corridor, with its strong public private sector cooperation across borders, as the most successful corridor on the continent.



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## **Maputo Corridor Logistics Initiative**

Although the impact of MCLI has been significant with regard to freight logistics issues and its focus on the transport element of the Corridor, it has become clear that there is a pressing need for the broader issues falling outside of the hitherto strictly freight logistics focus on the corridor to be addressed and accordingly, these have become an urgent part of the focus. This follows an accepted or commonly acknowledged corridor development process whereby freight logistics' throughputs on a corridor generally open up and create momentum on the corridors, acting as a catalyst for socio-economic and development issues. Cost effective, efficient and reliable freight logistics creates an enabling environment for socio-economic development.

The momentum so gained has reached a point where the non freight logistics, or, socio economic development issues, must be integrated in a formal and systematic manner so as to maximise the benefits of the corridor to users, investors, stakeholders and rural communities on the periphery of the Corridor and to strategically develop the Maputo Corridor to its full potential.

The MCLI has noted with great enthusiasm that the Premier of Mpumalanga, the Honourable Thabang Makwetla, elevated the Maputo Corridor to one of the 5 flagship projects of the Province, during his address to the Legislature earlier this year.



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As far as a fully integrated freight and development Corridor is concerned, MCLI on its own can neither resource nor deliver on the full range of initiatives required to address the broader scope of the Maputo Development Corridor, since much of the envisaged development requires significant public sector intervention and planning. This issue is best addressed through a formalised public private partnerships which will ensure that the socio-economic development imperatives of the Maputo Development Corridor are also realised to the benefit of the public sector, the private sector users of the corridor and to the broader community in the region, even while they contribute to regional development.

It must be noted that the non freight logistics issues cannot be dealt with in isolation of the freight and transport corridor or vice versa. The majority of issues on the corridor have cross cutting relevance and as such must be dealt with in an integrated and coordinated regional development approach.

The Sub Sahara Africa Transport Policy Programme has conducted a comprehensive investigation of key freight corridors throughout Africa, including the Northern Corridor, the Dar Es Salaam Corridor, the Walvis Bay Corridor, the Trans Kalahari Corridor and the Abidjan –



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**Lagos Corridor. Findings from this World Bank sponsored intervention reveal the following best practice: -**

- 1. That those corridors that have established corridor institutions are better equipped to address challenges and to proactively set strategies for continued improvement.**
- 2. The most successful models have a single point of coordination for stakeholders and to oversee investment, regulation and facilitation activities**
- 3. Both the public and private sectors are important to effective corridor management; where the public sector creates an enabling environment and makes resources available and the private sector ensures that the needs of users are reflected.**
- 4. Corridor structures require a Secretariat which is capable of planning and coordinating interventions, and mobilizing resources and expertise from stakeholders**

**MCLI is therefore happy tonight to announce the Joint Venture agreement with the Mpumalanga Department of Economic Development and Planning which was approved by the Mpumalanga Cabinet on the 2<sup>nd</sup> of May 2007.**



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**You know, Joint Ventures rely on co-operation and teamwork. No-one party should call the shots. When that happens, everyone loses. I think this was what the rugby coach was trying to tell little Derek when he insisted on kicking the ball instead of passing....**

**At one point during a game, the coach called little Derek aside and asked, "Do you understand what cooperation is? What a team is?"**

**The little boy nodded in the affirmative.**

**"Do you understand that what matters is whether we win or lose together *as a team*?"**

**The little boy nodded yes.**

**"So," the coach continued, "I'm sure you know, when a penalty is given you shouldn't argue, swear, attack the referee, or ask him if he left his glasses in the change rooms. Do you understand all that?"**

**Again the little boy nodded.**



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He continued, "And when I take you out of the game so another boy gets a chance to play, it's not good sportsmanship to call your coach 'a dumb Sharks sympathiser is it?'"

Again the little boy nodded.

"Good," said the coach. "Now go over there and explain all of that to your mother."

So no matter how enthusiastic we are and how wonderful we believe we are, we need to remember that we are all bringing something to the table – we all have a valid contribution to the success of this initiative.

This Joint Venture establishes MCLI as the Secretariat for the Maputo Development Corridor Forum, tasked to deal with setting up the required mechanisms to deliver on the original objectives of the Maputo Development Corridor as outlined by the Department, namely:

- To stimulate regional co-operation and economic integration by restoring the traditional trade route between South Africa and Maputo
- To create new opportunities for citizens of both countries through the implementation of sustainable socio-economic development projects



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- The rehabilitation of primary infrastructure network along the Maputo Corridor. This includes road and rail links between the two neighbours and the Maputo Port
- Maximisation of social development and employment opportunities and increasing participation and access of historically disadvantaged communities to economic opportunities on the corridor.
- To ensure sustainability by developing policies, strategies and frameworks that ensure holistic, participatory and environmentally sustainable approach to development in the corridor

Accordingly, the board of MCLI would like to welcome the Mpumalanga Government represented by the Department of Economic Development and Planning, to the board of directors, and thank them for their financial commitment through their foundation membership contribution and through the utilization of MCLI expertise as secretariat for the total corridor.

Another historic event took place just yesterday here in Maputo. MCLI facilitated the first Multi-lateral, Multi-Modal Maputo Corridor Transport Corridor Planning Committee Meeting between Mozambique, South Africa and Swaziland. The purpose of this



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**Committee is to give effect to the SADC Transport, Communications and Meteorology Protocol (PTCM) which calls for the establishment of multimodal, multilateral Corridor Transport Planning Committees (CPCs) on regional corridors.**

**Our board has approved a shared-office approach in Maputo, with CCIMOSA, for the New Year, to give us greater presence and exposure in Mozambique, because we know that the corridor has equal importance to both countries**

**There is a renewed and focused interest from stakeholders in Swaziland to optimise the opportunities through the port of Maputo and MCLI looks forward to greater participation by stakeholders from Swaziland. A corridor is named after the port in which it ends and for Swaziland the Port of Maputo is also their closest to the sea.**

**MCLI has seen our membership grow and we have also formalised agreements of cooperation with other associations, which demonstrates our mandate on the Maputo Development Corridor.**

**The MCLI website has become a platform through which all our communication and record of meetings, for which MCLI is the secretariat, is posted, giving total transparency in the Initiative. Our**



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website has seen more than 602,000 actual hits since the beginning of 2006 and you are reminded that a list of the MCLI members as well as cooperating partners can be found on the MCLI website with contact details to the relevant organizations; a directory of committed partners and service providers focusing on our Corridor.

At this point I would like to honour all the members of MCLI and thank them for their participation and support of MCLI in its efforts. Time constraints will not allow for us to hand out the certificates individually, and members are kindly requested to collect and sign for their certificates, which will be available from the MCLI staff at the registration table just outside this venue, following the function.

The strength of MCL resides in our members and I make a very special appeal to all organizations here tonight to make a commitment to support MCLI and the work we do on the corridor through membership of the organization. Application forms are available from any of the MCLI team members here tonight as well as from our website.

The economies of our corridor countries remain in a positive growth phase. The World Bank's World Development report for 2007 has listed Mozambique as the African Country with the highest economic



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growth levels, with an average of 6% between 1995 and 2005. The IMF estimates that growth will be in the region of 7% in 2007. This development is clearly visible on our corridor and it is up to all of us, both users and stakeholders in the region, to ensure that we push the limits of development and investment to ensure that the Maputo Corridor functions to optimal capacity.

We look forward to working with all stakeholders of Swaziland, Mozambique and South Africa, to promote this very strategic corridor in a holistic manner to ensure it reaches its full potential for the benefit of all the people of the region.

**Dr Matthews Phosa & Antonio Almeida Matos**  
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