

**SOUTHERN AFRICA GLOBAL
COMPETITIVENESS HUB**



Maputo Corridor Institutional Framework

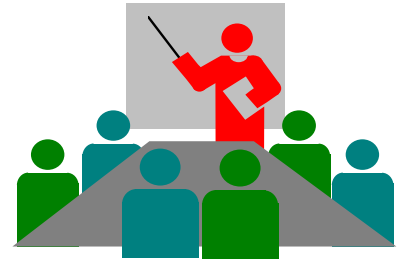
Maputo

Evans Marowa

22 May 2007



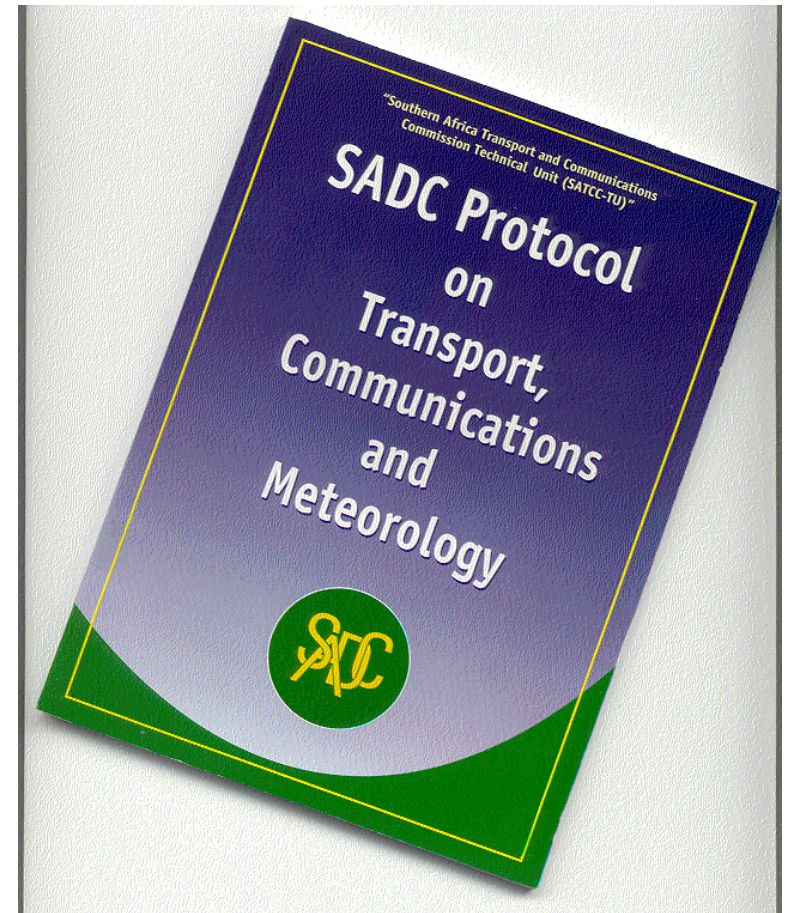
Outline of Presentation



- 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

Essence



- ❖ The Protocol represents a regional commitment to lowering transport costs, improving global competitiveness and reducing poverty.
- ❖ Sub-sector policies have been developed for a number of areas which provide a solid foundation for implementation of these policies
- ❖ A paradigm shift has taken place amongst stakeholders and policy makers who better understand the regional impact of national decisions and actions and the need for coordination within the broader region.

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

- ◆ Regional institutional framework for monitoring and assisting in development of integrated transport has four elements:
 - Appointments of Sub Sectoral Coordinators (SSCs) for Protocol implementation
 - Formation of SATCC Integrated Transport Committee (ITC) , i.e. a sub sector committee (SCOM) to oversee development of integrated transport
 - Formation of Corridor Planning Committees (CPCs) for each principal transport corridor, to report to the ITC
 - Formation and strengthening of regional associations concerned with transport integration and intermodalism e.g. FCFASA, FESARTA.

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)

Protocol Implementation

Protocol Implementation Framework

			T E C H N I C A L U N I T		Sadc	
					SATCC - COM, CSO, SCOMs	
					Committee Of Ministers (COM)	
					Committee Of Ministers (CSO)	
N P I C T	National Coordinators					
	<u>Stakeholder Groups</u> Regulators Service Providers Users/Customers Labour	<u>SSCs</u> Sub Sectoral Coordinators	<i>Integrated</i> <i>(Corridor Planning)</i>	<i>Transport</i> <i>Committees)</i>	<u>Scoms</u> Sectoral Committees	<u>Regional Associations</u> Regulators Service Providers Users/Customers Labour
			<i>Maritime & Inland</i> <i>(Route Management)</i>	<i>Waterways</i> <i>Groups)</i>		
			<i>Rail</i> <i>(Route Management)</i>	<i>Transport</i> <i>Groups)</i>		
<i>Road</i> <i>(Route Management)</i>			<i>Transport</i> <i>Groups)</i>			

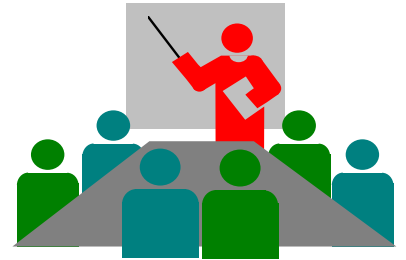
Existing Structures



- 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
- Perceived to be ineffective

Existing Structures

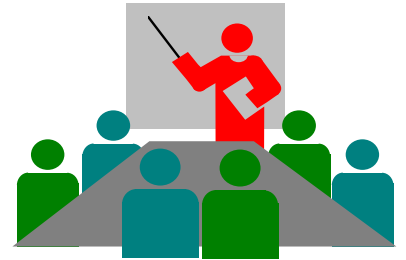
Maputo Development Corridor



- 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

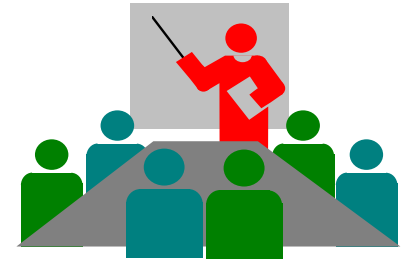
MCLI



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

Existing Structures

MFLF



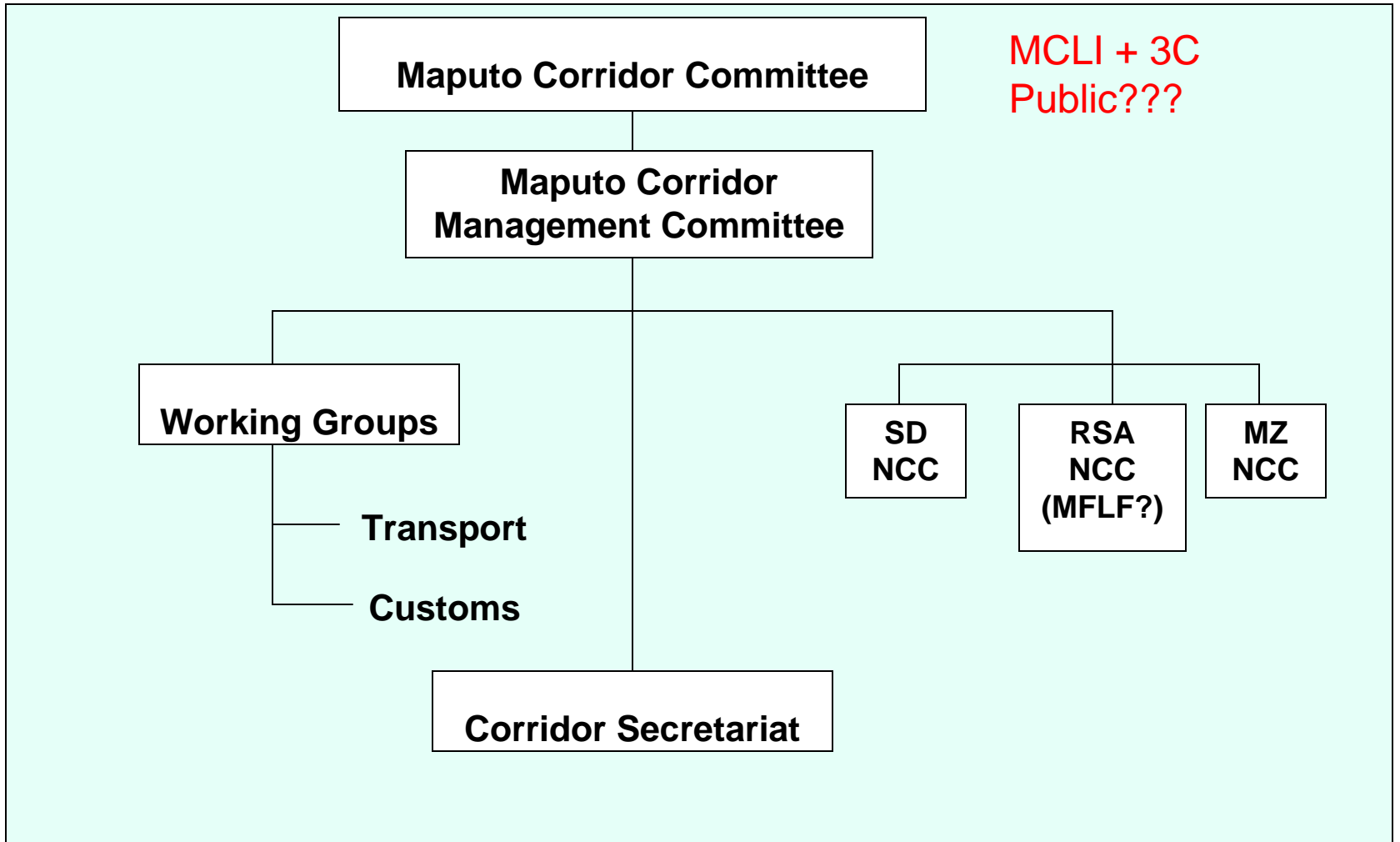
- Result of DOT implementing FLS in Mpumalanga (Primarily provincial focus)
- DOT Recognition of MCLI successes
- Public Private Participation
- Multimodal Focus
- Limited participation from Moz. & SD public sector

Issues & Way Forward



- MFLF recognised need for linkage into a trilateral
- Draft Framework – Ideal Structure from Zero Base
- Reality is MCLI existence & other structures
- Establish trilateral framework building on existing strengths

Maputo Corridor Structure



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