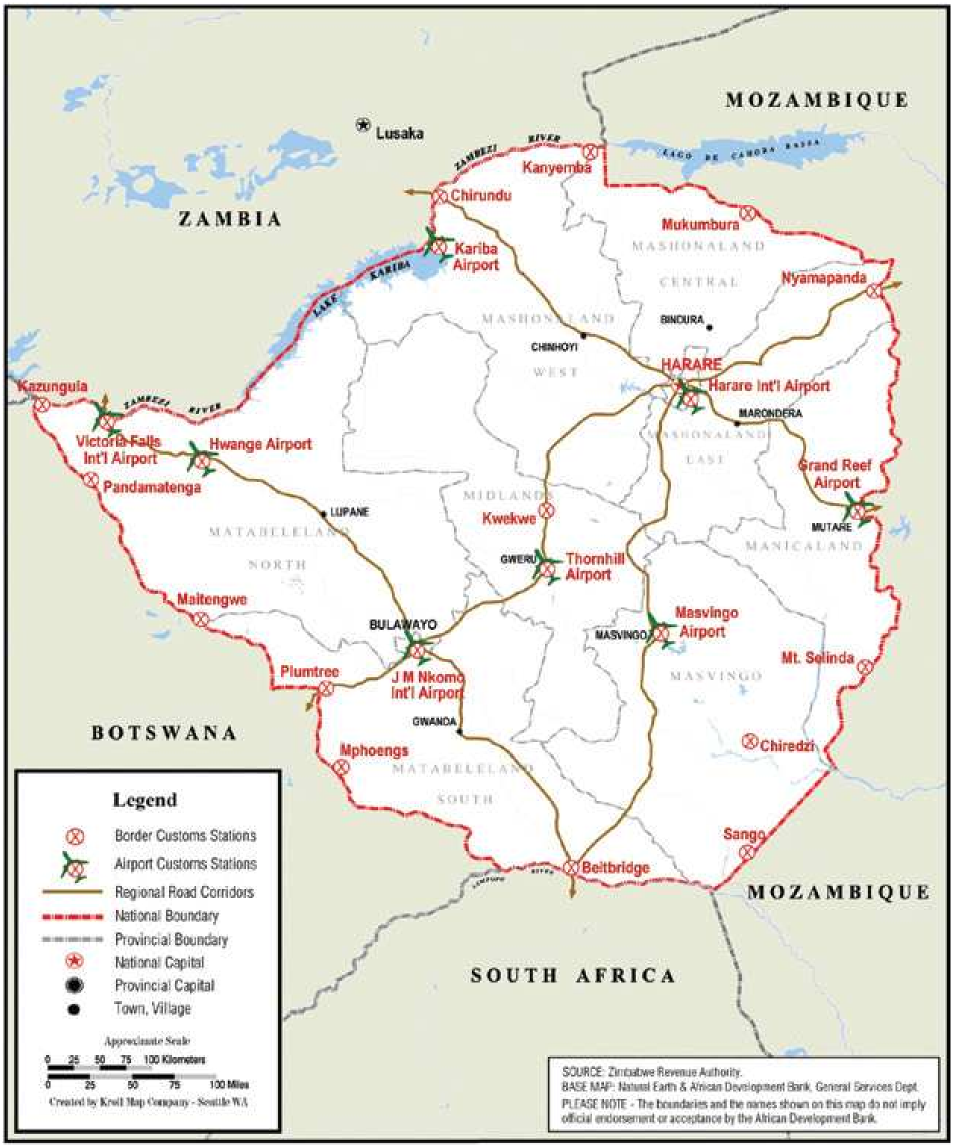
ZIMBABWE

NATIONAL REPORT ON THE STATUS OF IMPLEMENTATION OF THE ALMATY PROGRAMME OF ACTION

1. BACKGROUND

Zimbabwe is a landlocked Sub- Saharan country covering an area of 390,757 square kilometres. It is centrally situated in Southern Africa and shares its borders with Mozambique to the North-East and East, South Africa to the South, Botswana to the West and Zambia to the North. Zimbabwe has a population of about 12.974 million, which brings the population density to about 33 people per square kilometre based on the 2012 population census.(Zimbabwe Statistics Agency preliminary population census results 2012).



Map of Zimbabwe

Lack of territorial access to the sea, isolation from world markets and high transit costs imposes serious constraints on the overall socio-economic development of Zimbabwe. Sea borne trade unavoidably depends on transit through other countries. Additional border crossings and long distance from the market substantially increase the total expenses for the transport services. The Economic Commission for Africa estimates that landlocked developing countries spend almost two times more of their export earnings on transport and insurance services, on average, than developing countries, and three times more than developed economies.

The high transport costs that Zimbabwe faces are far more restrictive barriers to trade than tariffs

The table below highlights Average distances from the nearest ports to the Capital City, Harare and the second largest City, Bulawayo;

	Beira	**Durban**	**Dar-Es Salaam**	**Walvis Bay**
Harare	559	1711	2634	2149
Bulawayo	726	1454	3028	1782

Almaty Programme of Action

The Almaty Program calls for the accelerated accession of landlocked and transit developing countries to the World Trade Organization (WTO), enhanced and predictable access to all markets for the exports of developing countries, including landlocked and transit developing countries, provision of assistance on trade facilitation
The Program aims to;

a) Secure access to and from the sea by all means of transport;
b) Reduce costs and improve services so as to increase the competitiveness of their exports;
c) Reduce the delivered costs of imports;
d) Address problems of delays and uncertainties in trade routes;
e) Develop adequate national networks;
f) Reduce loss, damage and deterioration enroute;
g) Open the way for export expansion; and
h) Improve the safety of road transport and the security of people along the corridors.

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Priorities of the Almaty Program of Action are

i. Policy Improvements - reducing customs bureaucracy and fees, designed to cut costs and travel days for landlocked countries' exports.
ii. Improved rail, road, air and pipeline infra-structure - projects will reflect local transport modes; in Africa, road is the predominant mode of transport; in South Asia, rail is more common.

iii. International trade measures - to give preferential treatment to landlocked countries' goods, making them more competitive.
iv. Technical and financial international assistance - donor countries will lend know-how and money to landlocked and transit countries for infrastructure and policy improvements.
v. Monitoring and follow-up on agreements -measurable criteria, such as travel days and costs, will be used, and an annual review before the General Assembly is possible.

Before adoption of the Almaty Program of Action, Zimbabwe grappled with remoteness from major markets, inadequate transit facilities, cumbersome customs and border-crossing procedures, regulatory constraints, as well as weak legal and institutional arrangements and inefficient logistics systems. With the Almaty Declaration in mind, the country focused on transforming "from landlocked to land-linked country " by lobbying for development of a network of transnational roads and rail routes that link transport systems, power grids and markets across and beyond the sub-region to facilitate fuller participation in the regional and global economy by enhancing competitiveness as economic blocs.

The country shifted its focus from concentrating on developed countries as trading partners while overlooking regional and emerging markets to promote and develop regional markets, especially through South–South trade to exploit geographical proximity

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2. THE NATIONAL DEVELOPMENT PLANNING PROCESS, ASSESMENT OF KEY ECONOMIC, SOCIAL AND ENVIRONMENTAL DEVELOPMENT TRENDS

2.1 Economic outlook since 2003

Since the Adoption of the Almaty Programme of Action in 2003, the Zimbabwean economy experienced severe challenges, reaching crisis proportions in 2007 and 2008. Gross Domestic Product (GDP) is estimated to have contracted by a cumulative 50.3 percent; official inflation peaked 231 million percent in July 2008; capacity utilisation in industry fell to below 10 percent by January 2009; poverty remained widespread; infrastructure deteriorated; the economy became more informalised; and severe food and foreign currency shortages were experienced (Zimbabwe Medium Term Plan (MTP) 2010). The country also faced sanctions from some western countries that culminated in the cessation of funding from the Bretton Woods Institutions.

The signing of the Global Political Agreement and adoption of a multicurrency system in February 2009 marked a stabilization of the economy. GDP grew by 5.7 percent in 2009 while the year-on-year inflation was -7.7 percent as of December 2009. Industrial capacity utilisation improved from below 10 percent at the beginning of 2009 to between 35 and 60 percent by December 2009 and by 2012 it stood at 57.2 %.

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Zimbabwe's Economic challenges were compounded by our Geographical handicap. That handicap created serious constraints in our efforts to achieve poverty reduction goals and improve the standard of living of our population. As a landlocked nation, we are more vulnerable to climate change, the energy crisis and severe and recurring food shortages. However, this economic meltdown and sour relations helped Zimbabwe to remove the perpetual dependence on foreign aid.

With the Almaty Programme of action in mind, Zimbabwe in 2010 crafted the Medium Term Plan (MTP) 2010-2015, a major economic blueprint crafted to consolidate the macroeconomic stability and propel the economy to a high and sustainable growth path. This blueprint identifies infrastructural development, transport and trade facilitation as major pillars in economic growth. Moreover, the recently crafted National Trade Policy (2012-2016) identified Trade facilitation with regards to Regional and multilateral Trading arrangements, Aid for Trade initiatives and transport infrastructure development as some of the key priority areas for the country to achieve economic growth in the medium term.

Besides Trade facilitation and Infrastructure oriented policies, Zimbabwe has been allocating a greater share of their public investment to transit transport infrastructure with very little support from donors, international financial institutions and development assistance agencies.

2.2 Agriculture

Agriculture plays a pivotal role in Zimbabwe's economy and is a key component of Zimbabwe's efforts to reduce poverty. The country's agricultural sector is buttressed by its rich natural resource base, including highly productive lands, rich forests, vast freshwater resources, minerals, and terrestrial and aquatic fauna. As such, about 70 percent of the population depends on agriculture for food, income, and employment. The sector supplies 60 percent of the raw materials required by industry and contributes about 40 percent of the total export earnings. About 45 percent of the country's exports are of agricultural origin. Agro- industries dominate the manufacturing sector of the country in terms of both output and employment. The sector contributes about a fifth of the total export earnings derived mainly from tobacco, sugar, tea, coffee, and fruit and vegetable exports, among others

On average, agriculture contributes 15 to 18 percent of the GDP but in 2010 it contributed a whopping 33.9 % to GDP. The potential of the sector has been enhanced by the recently completed Land Reform Programme, which availed land to more of the indigenous people of Zimbabwe. However, Zimbabwe's agricultural production especially that of key food crops such as maize, wheat, and sorghum has declined markedly over the past decade.

Likewise, the production of cash and export crops, such as tobacco, cotton, and soya beans, has declined, significantly in recent years. From a surplus producer of staple commodities, Zimbabwe had become a net food importer during the 2000s, increasingly reliant on food aid and imports from regional neighbours.

The government committed itself to revitalizing this sector through inputs and machinery support to farmers and this has seen a rebound in the sector.

Following the liberalisation of grain trading and other agricultural products in January 2009, great strides have been made towards establishing an agricultural commodity exchange. The commodity exchange, which was launched in January 2011 and is in the process of being operationalised, will go a long way in removing bottlenecks that have characterised the marketing of agricultural commodities in Zimbabwe for a very long time. It will enable the marketing of agricultural commodities in an orderly, transparent and low cost manner, whilst at the same time mobilising funds for the agricultural sector.

2.3 Environment

Zimbabwe is endowed with a stock of natural resources that support the development of a diversified economy, thus enabling the country to address social development issues. A closer look at the soils, lands, waters, air, plants and animals reveal a picture with troubling signs of overuse and diminishing quality and availability of natural resources and there is growing evidence of this phenomenon. This threatens the Zimbabwean economy which is heavily reliant on these resources.

Although Government has launched a number of initiatives, ranging from policy to community based action programmes to correct the damage being done to the environment; growing poverty has led to over-exploitation of resources. This in turn has led to widespread deforestation, soil erosion, gully formation and siltation of watercourses, and the loss of biodiversity in plant and wildlife species, as there is growing pressure on the land resource. Fresh water supply is equally threatened, and the weakening water and sanitation infrastructure has contributed to an increase in the incidence of waterborne diseases such as cholera.

Environmental degradation has had an impact on agricultural production. The situation is exacerbated by recurrent droughts, the impact of HIV and AIDS, and unstable macroeconomic conditions. Other environmental challenges being faced by the country include air pollution, water pollution and scarcity, climatic change and droughts, extinction of forest and wildlife species, and access to affordable energy resources among the rural poor. It is estimated that 23 percent of the country s population has access to electricity, but because of production incapacities more households are relying on wood fuel for cooking and heating

There is an increased recognition in Zimbabwe that actions to address climate change and the environment are intimately linked to economic growth and sustainable development goals and needs. Actions to promote increased resilience to climate change impacts and a

lower-greenhouse gas (GHG) emission economy in Southern African Development

Community (SADC) fall across a variety of sectors, such as energy, agriculture, health, water resources and infrastructure. The achievement of a number of Millennium Development Goals (MDG) targets, most notably in poverty reduction, will be

compromised by five climate change-induced human development tipping points, including

reduction on agricultural productivity, heightened water insecurity, exposure to extreme events, collapse of ecosystems, and increased health risks.

2.4 Progress towards Attaining the Millennium Development Goals

Zimbabwe has prioritized three MDGs (Goal 1, Goal 3 and Goal 6) and below is a summary of progress on all the MDGs (Source: 2010 Zimbabwe Millennium Development Goals Status Report)

Eradicate Extreme Poverty and Hunger (MDG 1)
The 2010 Zimbabwe Millennium Development Goals Status Report notes a decline in the Human Poverty Index (HPI) from 0.654 in 1990 to 0.513 in 2005.

Achieve Universal Primary Education (MDG 2)
The Government, supported by UNICEF and development partners, has made major efforts to rebuild the education sector after the 2008 decline. According the 2010 MDG Status Report, the Net Enrolment Ratio (NER) increased from 81.9 percent and peaked at 98.5 percent in 2002, before declining to 91 percent in 2009. However, completion rates declined from 82.6 percent in 1996 to 68.2 percent in 2006. The dropout rate was around 30 percent in 2009. There has been a marked deterioration in the pass rates both at primary and secondary levels since 2007.
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Promote Gender Equality and Empower Women (MDG 3)
Zimbabwe has made great strides in promoting gender equality. There is near parity in enrolment in secondary school by sex although the majority of tertiary education students are men, except in primary school teacher training colleges where women dominate. Despite some of these negative trends, Zimbabwe will most likely reach the gender parity

target in primary and secondary education. The fact that there are few women in decision making positions poses a serious challenge. Women dominate the informal economy, while there are more men than women in wage employment. Increasing women's participation in decision making in all sectors at all levels to 50:50 by 2015 is off track and may be difficult to achieve.

Reduce Child Mortality (MDG 4)

The trend for under-five mortality was 102 per 1000 live births in 1999, decreasing to 82 per 1000 live births in 2005, before rising slightly to 86 per 1000 live births in 2009. The infant mortality rate (IMR) followed the same trend. User fees, HIV and chronic malnutrition have contributed to the increase in child mortality. Pediatric HIV can be eliminated by 2015, while chronic malnutrition will need to be addressed through child feeding programmes and better quality agricultural and food policies to mitigate the impact on those children who are stunted and wasted.

Improve Maternal Health (MDG 5)

Trends in the maternal mortality ratio (MMR) worsened from 283 per 100 000 live birth in 1994, to 695 in 1999, 555 in 2005/06 and 725 per 100 000 in 2007 (2010 MDG Status Report). The MDG 5 target MMR for Zimbabwe is 174 per 100 000 live births. The proportion of home deliveries without a skilled birth attendant stood at 69 percent in 2009. The target is universal access to skilled attendance at delivery by 2015). It is unlikely that this Goal can be achieved if more effort and investment is not put towards strengthening the healthcare system and into scaling up coverage of maternity waiting homes as well as putting in place predictable and enhanced health financing policies and mechanisms.

Combat HIV and AIDS, Malaria and Other Diseases (MDG 6)

Zimbabwe has experienced a gradual decline in the HIV prevalence among adults aged between 15 and 49 years, According to the Ministry of Health and Child Welfare, HIV prevalence has dropped from a high of over 29 percent in 1999, 23.7 percent in 2001, 18.1 percent in 2005/06 and 14.3 percent in 2009, to the current rate of 13,7 percent, which is ranked the lowest in the SADC region due largely to behavioral change. The incidence of HIV peaked at 5.5 percent in 2003, falling to 0.85 percent in 2009. The incidence of malaria has declined yearly from 124 in 2005 to 59 per 1000 in 2009 due to a scaling up of the Government s prevention programme with significant support from the Global Fund to Fight AIDS, Tuberculosis and Malaria (GFATM). The country still faces challenges in the community based treatment of malaria. These challenges are being addressed through the National Malaria Control Programmes.

Ensure Environmental Sustainability (MDG 7)

The economic crisis of 2000 to 2008 forced a significant proportion of the population to rely more heavily on natural resources for their livelihood. This directly led to biodiversity loss. Power shortages experienced from 2007 resulted in significant deforestation with estimates suggesting that between 100 000 and 320 000 hectares of forest cover was lost per annum from 2007 (2010 MDG Status Report). Government has made efforts to ensure environmental protection through the Integrated Conservation Plan (ICP) for the land reform programme. The 2010 MDG Report states that Zimbabwe reached the target of phasing out ozone depleting substances (ODS) five years ahead of the 2015 deadline. The effects of climate change have been particularly evident over the past decade with the 1980s and 1990s being the driest periods in the 20th Century. There has been a noted shift in agricultural seasons as evidenced by late onset and, at times, late cessation of the rainy season.

Develop a Global Partnership for Development (MDG 8)

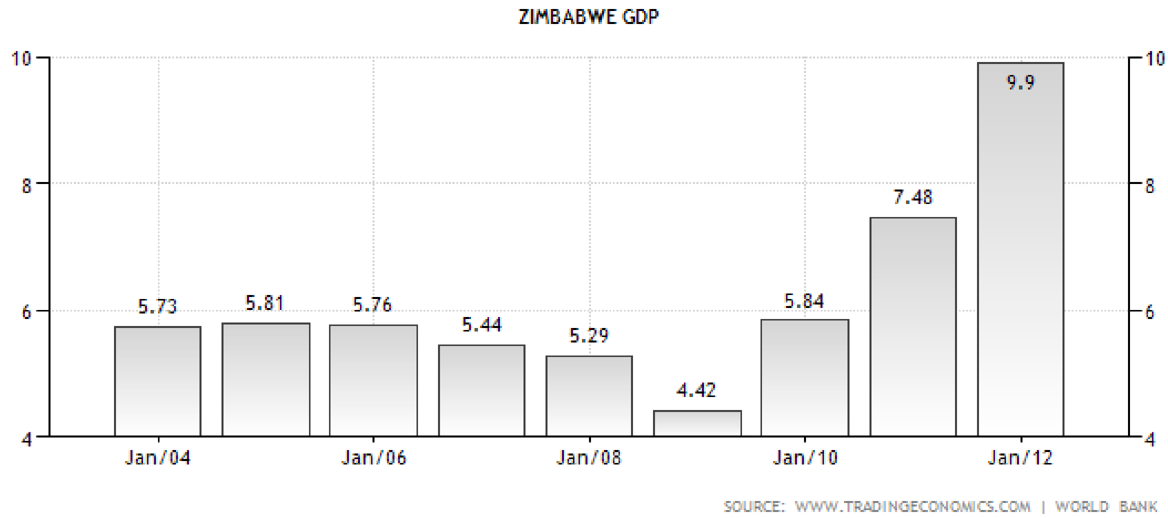
Zimbabwe is a member of both the Southern African Development Community (SADC) and the Common Market for Eastern and Southern Africa (COMESA). It is part of a SADC strategic partnership in road, rail and air travel. Other partnership arrangements within the SADC include spatial development initiatives (SDIs).According to the 2010 MDG Progress Report, Zimbabwe has made limited progress on striking strategic partnerships and may therefore not meet the targets in MDG 8.

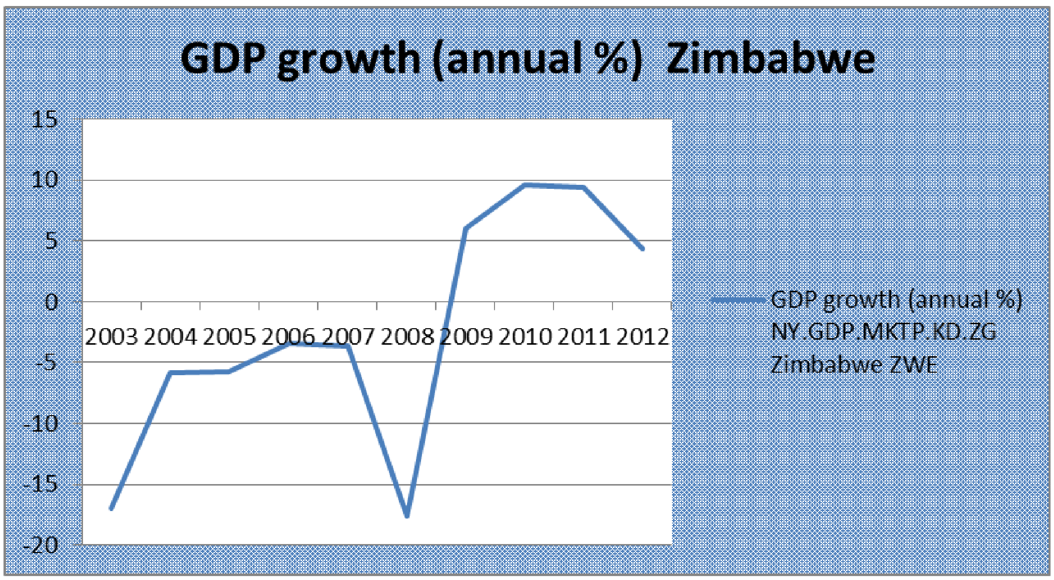
2.5 Trends in major Macro-Economic Variables since adoption of the Almaty Programme

Economic Growth

Zimbabwe’s economy shrunk from 2000 but worsened in 2008 and only recovered in 2009. The positive economic performance after 2009 was mainly driven by political stability. Zimbabwe's economy recorded real growth of 6% in 2011 and 4.4 % in 2012 and is projected to grow by 5% in 2013. However, the government of Zimbabwe still faces a number of economic problems, including infrastructure and regulatory deficiencies, ongoing indigenization pressure, policy uncertainty, a large external debt burden, and insufficient formal employment

The country’s economy continues to grow at a slow pace owing to depressed industrial activity, tight liquidity conditions, low international commodity prices, shortages of affordable lines of credit, and underperformance in both the agriculture and manufacturing sectors. The Gross Domestic Product (GDP) in Zimbabwe was worth 9.90 billion US dollars in 2011. The GDP value of Zimbabwe represents 0.02 percent of the world economy. Historically, from 1960 until 2011, Zimbabwe GDP averaged 5.2 USD Billion reaching an all time high of 9.9 USD Billion in December of 2011 and a record low of 1.1 USD Billion in December of 1960.

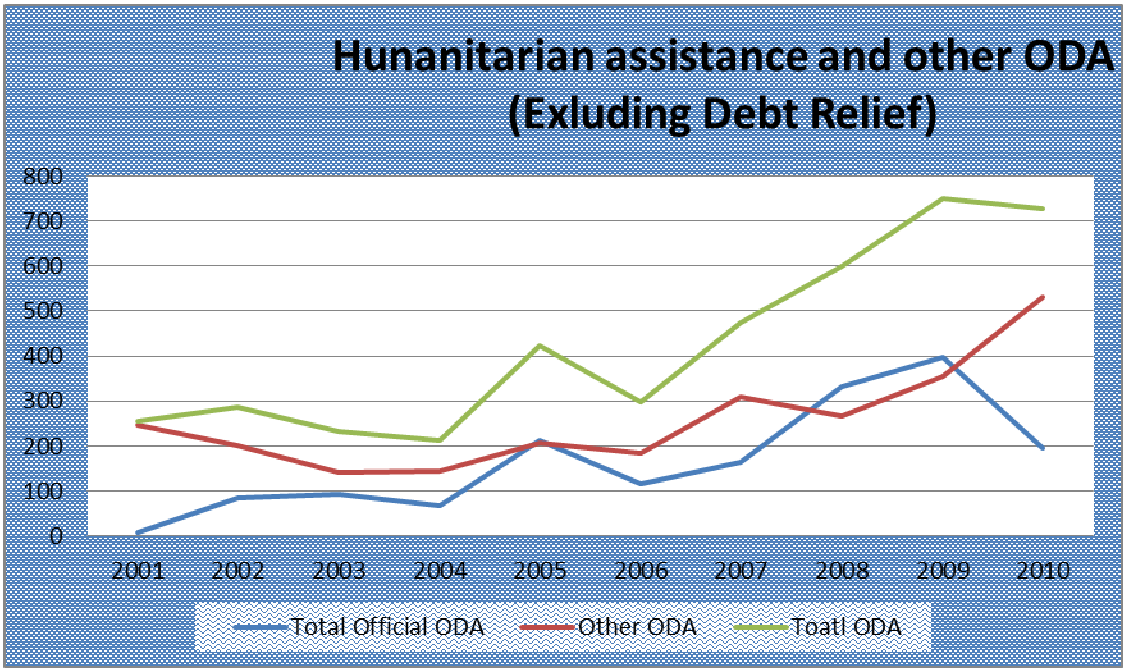




Source:World Bank

Aid

The Net official development assistance (ODA) received per capita (US dollar) in Zimbabwe was last reported at 58.26 in 2010, according to a World Bank report published in 2012.Total ODA deteriorated in 2005 and 2009 and is currently estimated at approximately US$650 million mostly in humanitarian aid and investment which is amongst the lowest in the southern Africa .



Source:World Bank

Foreign Direct Investment

Statistics available show that FDI, which averaged 14-20% of GDP from 1980-2000, has declined remarkably in the last ten years to the current 1.1% of GDP. Foreign investment inflows were US$125 million for 2011 and this is less than 1% of the US$17 billion that was pumped into the SADC region, placing Zimbabwe among the bottom five in the region. Zimbabwe experienced an aggregate decrease of 17% in FDI inflows in 2009 due to the impact of the global financial and economic crisis.

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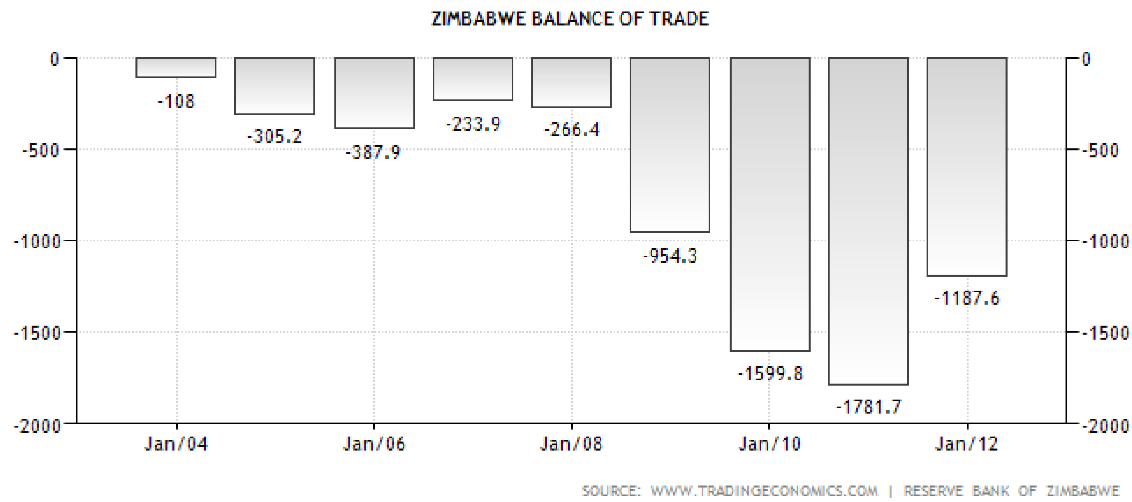
Trade

During the last decade, overall exports continued to decline in both value and volume compared to the 1990s. Export earnings, for instance, declined by 49% from a peak of around US$2.6 billion in 1997 to around US$1.3 billion in 2006. The import bill escalated exponentially during the same period, increasing from US$2.2 billion in 1996 to around US$2.7 billion in 2006. A negative balance of trade has been experienced since 2002.

Due to the gradual economic recovery being experienced since 2009, export earnings grew to US$4.3 billion in 2010 underpinned by favorable international commodity prices and improved output of export commodities from agriculture, mining and manufacturing sectors. Government is however committed to improving the performance of the economy through new initiatives which include a mix of policy measures including fiscal incentives, institutional changes, procedural rationalization, and enhanced market access across the world and diversification of exports

South Africa remains Zimbabwe's single largest trading partner accounting for at least 40% of total exports and 60% of total imports. Traditionally, the European Union (EU) used to be the major export destination for Zimbabwe accounting for two-thirds of total exports. With around 7% share of Zimbabwe's total exports, China is now the third most important market for Zimbabwe's products



External Debt

Zimbabwe's external debt is now estimated at more than US$10 billion and for more than a decade, the country has been in default. This has constrained development cooperation with external partners, particularly in the areas of long term infrastructure investment, official development assistance . As a consequence, the Government has limited fiscal space to finance basic services

As at June 30 2012, Zimbabwe's arrears to the IMF stood at US$135 million under the Poverty Reduction Growth Trust, while US$932 million was owing to the World Bank and US$570 million to AfDB.

2.6 Challenges

As a developing landlocked African country, we still grapple with dilapidated infrastructure and remoteness from major world markets and we have recorded little success in mitigating the consequences of our geographical handicap. With very low GDP and low ODA levels due to huge debt burden, we find ourselves incapacitated to maintain infrastructure. Our neighbours are themselves developing countries, with similar economic structures and limited resources.

The recorded trade among our countries is insignificant and in most cases, the transport infrastructure in these developing transit countries is weak. Unlike in Africa, landlocked developed countries of Europe are surrounded by economically developed markets, and their maritime trade accounts for a relatively small part of their external trade. They export mainly high-value-added products, and their distance from seaports is relatively short. Landlocked African countries depend heavily on the goodwill of neighbouring countries to fully engage in international maritime trade. Some of the major challenges we face include;

- As a Landlocked country we are also subject to the administrative burdens associated with border crossings, with these often adding the greatest amount to shipping costs
- We are completely dependent on their transit neighbours' infrastructure to transport our goods to the port. This infrastructure can be weak for many reasons, including lack of resource and natural disasters. Regardless of the cause, weak infrastructure imposes direct costs on trade passing through a transit country and thus limits the ability of a landlocked country's products to compete in global markets.
- We are vulnerable to external trade shocks due to volatility of commodity prices. Our country is commodity-dependent, and relies heavily on on minerals such as Diamonds, platinum, gold and coal as well as agricultural products for export which often have low value addition

3. FUNDAMENTAL TRANSIT POLICY ISSUES

3.1 Efforts to improve transit transport

Zimbabwe is a member of both COMESA and SADC. These RECs together with East African Community (EAC) continue to play an important role in promoting transport cooperation in the region. They are designing and implementing the following instruments:

- coordinated axle load limits;
- carrier license and transit plates;

- Simplified and harmonized transit charges;
- regional customs bond;
- road customs transit declaration documents;
- third-party insurance plans;
- interstate road convention;
- conventions relating to customs transit;

- ICT initiatives
- Establishment of one-stop border posts,
- Harmonised and simplified of customs documentation, procedures and nomenclatures,
- cargo tracking systems,
- surveillance and monitoring mechanisms to observe and reduce rent-seeking and other unacceptable practices along transit routes

In spite of these efforts, the many checkpoints, overloading and insufficient security along some transit corridors remain causes for concern.

Zimbabwe has signed Bilateral Road Transport Agreements with Botswana, South Africa, Mozambique, Zambia, Tanzania, Malawi, DRC and Namibia. Moreover, we also have Bilateral Rail Agreements with South Africa, Zambia, Botswana and Mozambique. The Government is also vigorously pursuing a multimodal inland transport system to improve road, rail, air and inland water transportation with a view to facilitating internal, as well as import and export trade. Moreover, Zimbabwe is a signatory to a number of SADC protocols that have implications for the design and implementation of infrastructure policy and programs within the country.

3.2 One Stop Border Posts (OSBPs)

The establishment of OSBPs is one of the contemporary initiatives to address trade facilitation challenges. This OSBP initiative has been piloted at the Chirundu Border Post between Zambia and Zimbabwe by COMESA and is earmarked for Beitbridge, Forbes and Nyamapanda Border Posts. Chirundu was officially opened as an OSBP in December 2009 as a Pilot project within Southern Africa. It has been found out that the establishment of Chirundu OSBP has resulted in reduced transactions costs, increased revenue, reduction in waiting time at the border post, reduction in duplication of efforts and strengthening of political ties between the two nations.

OSBP initiatives address the challenges which are bought by customs administration. Customs administrations are a major component in the efficiency of international trade because they process every single consignment to ensure compliance with national regulatory requirements and international multilateral trading rules. It is critical that while customs administrations have to discharge the mission of revenue collection, protection of society and safeguarding security of trade supply chain, they also have to strive for increased trade facilitation to promote investment and reduce poverty. In this regard, Zimbabwe is now promoting pre-clearance at its borders.

3.3 Spatial Development Initiatives

The Government of Zimbabwe, as part of its mission to address trade and transport facilitation issues embraced the idea of Spatial Development initiatives (SDIs).Under this initiative, countries present themselves as a single market for investment purposes as well as for joint planning with the view to removing constraints to investment, trade facilitation and capital flows.

Zimbabwe is part to the North South Corridor (NSC) that stretches from Durban in South Africa up to DRC and serves eight countries. Within the NSC are various SDIs which act as tributaries feeding to the NSC which include Beira Development Corridor, Walvis Bay Corridor, Trans-Limpopo Corridor and the Limpopo Development Corridor.

3.4 Efforts made to reduce transit time and transport costs

Zimbabwe has introduced computerized traffic handling mechanisms, automated customs systems and streamlined border procedures at border posts through the introduction of world standard ICT's . Our Customs Authority now uses ASYCUDA world, a system designed to help countries automate Customs processes on the importation/exportation of goods and compile accurate trade statistics. Zimbabwe Revenue Authority (ZIMRA) has also imposed a new goods declaration -regime that is aimed at speeding the clearance process at the country's borders. All transporters or carriers of cargo and passengers entering Zimbabwe are now required to submit advance passenger and cargo information not later than three hours before the arrival of the vehicle at the port of entry into Zimbabwe. The requirements mean that information must be electronically submitted through the revenue authority's ASYCUDA system and designated emails for each port of entry. All local transporters are required to register with ZIMRA for them to be able to submit information through the ASYCUDA World system.

This advanced Internet-based system has ushered in a new era with quicker Customs clearance processes. ZIMRA has also introduced e-banking and real-time banking for the convenience of its clients; scanners to reduce clearance times. E-banking speeds up clearance times because clients don't need to go to the offices but can go to a bank or can use their cell-phones to process their Tax and Customs payments

Zimbabwe has also embraced the COMESA Simplified Trade Regime Initiative which has been introduced to solve the problems faced by small scale cross border traders such as lack of knowledge and information on the benefits of trading with other COMESA countries, complex documents ,Increased clearance costs and delays in the clearing of goods and processing of tax refunds.

The STR overcomes the above challenges by simplifying the whole process of clearing goods for small scale cross border traders by way of introducing a simplified certificate of origin which should be signed and stamped by a customs official at the border post for all goods that appear on the Common List. Traders are supposed to declare goods that appear on the Common List and duty is not payable on the declared goods.

STR has the following advantages

1. COMESA rates of customs duty are applied on clearance of the goods.
2. Fast clearance at the border posts.
3. Reduced clearance costs.
4. No need to smuggle your goods risking your life and goods.

4. INFRASTRUCTURE DEVELOPMENT AND MAINTENANCE

Zimbabwe has made great strides to have greater access to Sea ports of Beira, Maputo (Mozambique), Durban (South Africa) and Walvis Bay (Namibia). We still grapple with poor transport infrastructure (Roads and railways) and missing links like the Kafue Lion's Den Railway Line(Zimbabwe to Zambia) which when available could enhance intraregional trade. Inadequate infrastructure remains a major obstacle to establishing an efficient transport system in Zimbabwe and its Transit Neighbours. The existing infrastructure is fast deteriorating as most of it was constructed in the colonial era and is over 40-years-old, yet their lifespan was at most 20 years. The general condition of roads has deteriorated due to inadequate funding for regular maintenance.

4.1 Energy

Our energy infrastructure is in shambles with the country generating less than 30% of national demand of electricity. The country intends to undertake expansion of power generation at Kariba Power and Hwange Power Stations. When implemented, the two projects will yield an additional 900 megawatts. Zimbabwe calls for international support towards the development of trade-related regional and national energy infrastructure.

4.2 Air Transport

Transportation in Zimbabwe by air is facilitated by the national airline of the country, Air Zimbabwe, as well as various foreign carriers. Air Zimbabwe, which was of late facing serious problems has resumed flights and now operates regional as well as domestic flights in the country but is intending to re-intrroduce its international flights with new destinations. The locations in Zimbabwe where the national airline flies to are Bulawayo, Harare and Victoria Falls. The country has three international airports, Harare International Airport, Joshua Mqhabuko Nkomo International Airport (Bulawayo) and Victoria Falls Airport. There are also domestic airports and airstrips that could be further developed in areas such as Masvingo, Hwange, Mushumbi Pools, Bumi Hills, Buffalo Range, Kariba, Gweru and Mutare. The country has more than 200 privately-owned airstrips/aerodromes countrywide.

The Zimbabwe airline sector is characterized by a number of challenges including: skills flight; lack of funds for maintenance, rehabilitation and replacement of aged fleet; lack of state of the art terminals and obsolete equipment and facilities; lack of an independent regulatory authority; and debt overhang resulting in limited lines of credit.

4.3 Pipeline

Zimbabwe is intending to construct a new oil pipeline from Savanna, Mozambique to augment the capacity of the existing pipeline. At present, in addition to road transport, Zimbabwe imports fuel through the 287 km long Feruka pipeline which stretches from Beira in Mozambique to Feruka oil refinery outside Mutare in Zimbabwe. Zimbabwe controls 21 km of the Feruka pipeline, while Mozambique through its company Companhiado Pipeline Mozambique-Zimbabwe, controls the rest. The new pipeline will be carrying 10 million liters of fuel per day. The existing oil pipeline has a carrying capacity of 130 million litres per month.

4.4 Rail Transport

The rail track infrastructure, signaling and telecommunication system has deteriorated due to theft, and lack of regular repairs and maintenance resulting from financial constraints.

The rail network covers 3,077km of which 318km is concessioned to Bulawayo-Beitbridge Railway (Private) Limited. Of the 2,759km maintained by the public sector through the National Railways of Zimbabwe (NRZ), only 313km (Dabuka to Harare) was originally electrified, but it has since been vandalized and will need to be restarted from scratch.

There are national programmes and projects which are lined up to increase the availability of locomotives, coaches and wagons; rehabilitation of NRZ through PPP programmes, and rail infrastructure expansion programme including construction of new links and new lines to provide shorter routes to/from the seaports to develop Zimbabwe into a viable and efficient regional hub.

4.5 INFORMATION COMMUNICATION TECHNOLOGY(ICT)

The ICT sector is an important infrastructural enabler in facilitating trade. Systematic application and innovative use of ICT will play an important role in trade. Service delivery by both the public and private sectors can be enhanced through the use of modern ICT in areas such as customs clearance, online trading and general communication. In this regard, the current efforts by Government in coordinating and rationalising investment in the fibre optic cable to the undersea cable to facilitate speedy and reliable connectivity at minimal cost is expected to help improve trade.

4.6 Roads

Zimbabwe has 18 338km of State roads, 5 290km of urban roads and 54 240km of rural roads and this translates to a total 77 868km of Zimbabwe's road network. Most of the roads are in a bad state since it has outlived its lifespan. The Government introduced toll gates in August 2009 which are facilitating the mobilization of financial resources for rehabilitation and maintenance of the major national trunk road network.

4.7 Infrastructure development programmes

Zimbabwe is finalizing its National Transport Policy (NTS) to facilitate the development of an integrated transport system; long term planning and development of the transport service to optimize resource use, and to ensure various transport modes complement each other; harmonize management of roads to avoid overlaps and gaps amongst the responsible institutions to ensure access to markets and other development needs, as well as to upgrading of Regional Trunk Road Network (RTRN) to develop Zimbabwe into a regional hub.

The country has not significantly benefitted from The Programme for Infrastructure Development for Africa (PIDA), the Infrastructure Consortium for Africa (ICA), the EU-Africa Infrastructure and Energy Partnership, the Africa-India Partnership and the Africa-China Partnership, among other initiatives that provide a platform to accelerate resource mobilization for financing infrastructure projects on the continent. Most of the infrastructure done after Independence was hugely sponsored from the fiscus.

Zimbabwe has now embraced the concept of PPP in infrastructure development and is now bearing fruits. Major PPP projects include rehabilitation of the highway linking Plumtree, Bulawayo, Harare and Mutare by Infralink , a joint venture between the Zimbabwe National Road Administration(ZINARA) and Group Five International of South Africa with funding from Development Bank of Southern Africa (DBSA). ZINARA has a 70 percent shareholding in the joint company while Group Five International owns 30 percent. The Infralink Project is the largest monetary investment into a single infrastructural development in the past 12 years. Zimbabwe also intend to dualise the Beitbridge-Harare-Chirundu road (935 km) through PPPs .

The sustained deterioration in the quality of infrastructure assets stemmed from very inadequate levels of public expenditures for routine and periodic maintenance of the infrastructure networks, especially in power, water and sanitation, and transport. Infrastructure services in communications are provided by the private sector and are more expensive than in neighboring countries. In other sectors such as power, rail transport, and fixed line communications, where services are provided by parastatals, prices have been kept low, and as a result, the economic costs of the deterioration have emerged in the form of large and, in some cases, unsustainable operating losses for these parastatals. The deterioration in the physical infrastructure has been accompanied by lack of progress in building institutional capacities for management and regulation of the basic services.

5. INTERNATIONAL TRADE AND TRADE FACILITATION

5.1 Accession to the WTO

Zimbabwe being a founding member of WTO after ratifying the Uruguay Round Agreements obtained this status at the entry into force upon its ratification on 5 March 1995.

5.2 Multilateral trade negotiations

The country is participating in the current Doha Development Agenda (DDA) round of negotiations with much interest in agriculture, specifically the substantial reduction in domestic support, increase in market access, the phasing out of all forms of export subsidies and effective Special and Differential Treatment (S&D) by developed countries in order to unlock the potential for agriculture in the developing world. In addition, Zimbabwe is calling for a Special Safeguard Mechanism (SSM) and designation of Special Products (SPs) for developing countries, with a view to promote food security, rural development and poverty alleviation as well as addressing import surges and price declines.

In the Non-Agricultural Market Access (NAMA) negotiations, Zimbabwe is seeking flexibilities in tariff bindings that will provide for policy space to allow for domestic industrial sector development as well as support regional integration activities. Zimbabwe will continue to participate in the Multilateral Trading System negotiations to advance the country's interests. The country will also ensure that periodic Trade Policy Reviews by the WTO are undertaken to assess the conformity of the country's trade policies and practices with provisions of the Multilateral Trading System.

Zimbabwe supports adoption of a multilateral, transparent, bottom up and member driven negotiation process in WTO in order to arrive at a successful conclusion with an ambitious, balanced and equitable outcome which ensures, inter alia, improved market access for agricultural and non agricultural export products of LLDCs;

As a cotton producing country, we eagerly await the outcome of the agricultural negotiations to provide cover to loses as a result of declining cotton prices in international markets due to highly distorting subsidies.

Regionally, COMESA is working with Member States to come up with a simplified Customs Clearance procedure that would be used by small scale cross border traders to facilitate easy import and export of their goods. Some of the greatest impediments to fully exploit our trade potential are high transport and trade transaction costs, limited productive capacity and export diversification, supply-side constraints, and limited market access for some of our products. Zimbabwe coming from a decade of economic decline calls upon development partners to provide pure technical assistance and capacity-building support in order to help improve its ability to participate in international trade effectively;

5.3 Trade Facilitation

Government of Zimbabwe, as part of its mission to address trade and transport facilitation issues embraced the idea of Spatial Development initiatives (SDIs). These corridors, networks of transport facilities and infrastructure, have been established either through existing routes that are accepted by custom authorities, REC protocols or protocols involving concerned landlocked and transit countries. A corridor's function is to promote internal and external trade using efficient transport and logistics services. By designating a network of routes with a seaport as a starting or terminal point, corridors also focus attention on improving not only routes but also the quality of transport and other logistic services therein, where quality is defined in terms of transit time and the cost to ship goods along the corridor. Hence, a corridor's reliability is measured in terms of transit time and flexibility and the diversity of services offered on multimodal routes.

This programme, which has a holistic and subregional approach, is a method to facilitate cross-border trade, reduce transport delays and costs, promote transit and transport regulations and help landlocked access international markets more easily. It is also intended to promote public- and private-sector investment. When implemented, it will ensure infrastructure development and maintenance, reduce border post delays and rehabilitate rail tracks and roads along the corridors. It will also improve the power supply and transmission in the region and establish links between Southern and East African power pool member countries.

Zimbabwe is also at advanced stages in constructing a dry port at Walvis Bay in Namibia in addition to other various SDI and OSBP initiatives it is pursuing.

The second COMESA-EAC-SADC Tripartite Trade Negotiating Forum (TTNF) held in Lusaka on 12-14 March 2012 has agreed to harmonize the Free Trade Area negotiations to avoid duplication when dealing with issues of the customs. The Tripartite has made headway in the implementation of the Tripartite Free Trade Area because all the three regional economic communities that have joined hands have agreed on working in harmony. It is our plea to bilateral and multilateral donors, international financial and other relevant international organizations, to continue to provide Zimbabwe and its transit partners with necessary financial and technical assistance within the context of SDIs and Regional Intergration

Zimbabwe vulnerable to external trade shocks due to volatility of commodity prices. The country is commodity-dependent, and relies heavily on on minerals such as Diamonds, platinum, gold and coal as well as agricultural products for export which often have low value addition. We are calling upon investors to come and invest in value addition of these commodities and International Cooperating partners to help to reduce commodity dependence Call upon the international community to enhance efforts to support LLDCs in diversifying their exports, through - inter alia - the transfer of relevant technologies on mutually agreed terms, support to develop and strengthen their productive capacities, and capacity building in developing relevant policies.

5.4 Enhancing productive capacities and improving competitiveness

Since the adoption of the Almaty Programme of action in 2003, Zimbabwe has come up with various trade and industrial development policies with a view to enhance productive capacity and improve competitiveness. These include the Industrial Development Policy (2004–2010), the National Export Strategy (2006-2010), Millennium Economic Recovery Programme (MERP) (2000), National Economic Development Priority Programme (NEDPP) (2006), and the Short Term Emergency Recovery Programmes (STERP I &II) (2009-2011).

Zimbabwe has recently launched the National Trade Policy (NTP) and The Industrial Development Policy (IDP) 2012 – 2016.The vision of the IDP is to transform Zimbabwe from a producer of primary goods into a producer of processed value-added goods for both the domestic and export market and its mission to create a vibrant, self-sustaining and competitive economy through promotion of viable industrial and commercial sectors as well as domestic and international trade. The NTP's vision is to have trade function as the engine for sustainable economic growth and development of Zimbabwe and its mission is to facilitate the productive sectors of the economy towards export-orientation and international competitiveness whilst ensuring that Zimbabwean firms and households enjoy continued access to a wide range of high quality goods and services.

5.5 Trade Agreements

Zimbabwe is signatory to SADC, COMESA, ACP-EU and the World Trade Organisation Trade Agreements. The country is also a member of other international commodity bodies such as the Common Fund for Commodities (CFC), International Coffee Organisation (ICO) and the International Sugar Organisation (ISO). Zimbabwe is a founder member of both COMESA and SADC and is actively participating in the respective Free Trade Areas (FTAs) The two Regional Economic Communities (RECs) are currently undergoing transformation into Customs Unions. In addition to trade liberalization, Zimbabwe is also participating in a number of regional programmes in the areas of agriculture, gender, infrastructure, climate change, trade facilitation and harmonization of standards in the region. Zimbabwe is also participating in the COMESA-EAC-SADC Tripartite negotiations which are aimed at harmonising trade regimes, free movement of business persons, joint implementation of regional infrastructure projects and programmes, and legal and institutional arrangements for regional cooperation. Zimbabwe will also participate in the Africa Union's project to fast-track the establishment of a Continental Free Trade Area (CFTA) which is aimed at boosting intra-Africa trade.

In 2009, Zimbabwe signed an Interim Economic Partnership Agreement (EPA) with the European Union (EU) under the Eastern and Southern Africa (ESA) configuration. The Interim EPA is designed to take care of the trade relations between the ESA region and the EU while negotiations towards the full EPA continue. Under the agreement, trade between Zimbabwe and the EU will be on a reciprocal basis in line with WTO rules. In order to preserve market access in the EU, Zimbabwe will continue to engage the EU with regards to reaching an agreement on the contentious and outstanding issues towards the conclusion of the full EPA negotiations.

The country also has six bilateral Preferential Trade Agreements and over forty Bilateral Trade Agreements under the Most-Favoured-Nation status. Trade integration is proving to be the cornerstone for the creation of larger markets and increasing trade flows. Some of the countries with which the country signed bilateral trade agreements include South Africa, Namibia, Botswana, Malawi, DRC and Mozambique. These agreements are aimed at broadening the scope for market access on the basis of reciprocity, with the exception of the agreement with South Africa that is not reciprocal.

All these Agreements have the same purpose and offer the same benefits under the same qualifying criteria. They aim to encourage and stimulate trade between Zimbabwe and the cooperating partner through the elimination of tariffs and other non-tariff barriers to trade.

Zimbabwe's main exports are tobacco (23 percent of total exports), nickel, diamonds, platinum, ferrochrome, and gold. Zimbabwe main export partners are: South Africa, China, Brazil and Botswana.

6. INTERNATIONAL SUPPORT MEASURES

6.1 Aid for Trade

The Aid-for-Trade Initiative by the World Trade Organisation is of particular significance to a land-locked country like Zimbabwe. The initiative is aimed at addressing supply-side constraints for developing countries to boost trade and it targets the following four areas, namely, Technical Assistance, Infrastructure Development, Productive Capacity and Adjustment Assistance. The Government of Zimbabwe continues to engage cooperating partners for technical assistance to help build supply-side capacity and trade related Infrastructure in order to expand trade. Regionally, the COMESA Aid for Trade (AfT) strategy was adopted by the COMESA Council of Ministers meeting of June 2009 in response to growing attention to AfT at the multilateral and national level, and the recognition that a regional approach to AfT is in many cases useful .

Under the Tripartite process, which is a process under which COMESA, EAC and SADC have agreed to harmonise their trade and infrastructure programmes, Regional Trade Facilitation Programme (RTFP) , with funding from DFID, has until 2009 supported the preparation of regional Aid for Trade strategies in all three of the Tripartite Regional Economic Communities. The process has moved fastest and furthest in COMESA, with the adoption of the COMESA Aid for Trade strategy by COMESA's Policy Organs and with the establishment of the COMAid Unit in the COMESA Secretariat,

The North–South Corridor has become a flagship initiative of RTFP with programmes such as streamlined customs/border procedures and common regional transit system. A very good outcome of the COMESA AfT strategy is the Chirundu OSBP between Zambia and Zimbabwe. Many African countries have benefited from the AfT initiatives and have as a result been able to access international markets.

Country : **Zimbabwe** ODA Commitments: US$ thousands, 2004 constant prices

CRS code		2002	2003	2004	2005	2002-05 Average
TRADE POLICY AND REGULATIONS						
33110	Trade Policy and administrative management	0	0	0	0	0
33120	Trade facilitation	0	0	0	0	0
33130	Regional trade agreements (RTAs)	0	0	0	0	0
33140	Multilateral trade negotiations	0	0	0	0	0
33181	Trade education/training	0	0	0	0	0
	sub-total	**0**	**0**	**0**	**0**	**0**
ECONOMIC INFRASTRUCTURE						
21010 to 21081	Transport and storage	79	70	31	25	51
22010 to 22040	Communications	710	820	732	610	718
23010 to 23082	Energy supply and generation	0	12	1	477	123
	sub-total	**789**	**901**	**764**	**1 113**	**892**
BUILDING PRODUCTIVE CAPACITY *(including Trade Development)*						
25010	Business support services and institutions	151	325	173	11	165
24010 to 24081	Banking and financial services	928	532	402	504	591
31110 to 31195	Agriculture	4432	14000	2374	4292	6275
31210 to 31291	Forestry	77	50	73	56	64
31310 to 31391	Fishing	66	0	0	0	16
32110 to 32182	Industry	885	414	662	296	564
32210 to 32268	Mineral resources and mining	439	125	0	55	154
33210	Tourism	73	19	44	82	54
	sub-total	**7 051**	**15 465**	**3 728**	**5 295**	**7 885**
TRADE-RELATED ADJUSTMENT (1)						
to be determined	Trade-related adjustment	--	--	--	--	--
	sub-total	**--**	**--**	**--**	**--**	**--**
	Aid-for-Trade Proxies Total	**7 840**	**16 366**	**4 492**	**6 408**	**8 776**

Source: Creditor Reporting System

1. Presently there is no proxy to cover this category within CRS, hence the data cannot be reported. However your government is invited to fill in these columns and provide necessary background information should such data exist.

6.2 Trade-related assistance

Zimbabwe has benefited from various capacity building for negotiations programmes under the auspices of the ACP Investment Promotion Programme A trade and investment nexus (TRINNEX) facility was created to enhance the involvement of the private sector in the preparation of the EPA negotiations.

6.3 Technical Assistance

The International Monetary Fund (IMF) has relaxed the restrictions on IMF technical assistance to Zimbabwe that resulted from the country's protracted financial arrears to the Poverty Reduction and Growth Trust. The decision, taken on a lapse-of-time basis on October 23, 2012, opens the way for Zimbabwe to agree on an economic program that would be monitored by IMF staff. Such a staff-monitored program (SMP) would mark another significant step toward normalization of Zimbabwe's relations with the IMF Under its Heavily Indebted Poor Countries (HIPC). On the other hand, Zimbabwe has developed a debt resolution mechanism known as the Zimbabwe Accelerated Arrears and Debt Settlement Programme.

Following difficult relations with some bilateral partners, the imposition of sanctions by some Western countries, and the withdrawal of financial assistance by the Bretton Woods Institutions and the African Development Bank, Zimbabwe does not benefit from direct budget support. In the past few years, the limited Official Development Assistance has been mainly in the area of humanitarian support. Technical cooperation grants include free-standing technical cooperation grants, which are intended to finance the transfer of technical and managerial skills or of technology for the purpose of building up general national capacity without reference to any specific investment projects; and investment-related technical cooperation grants, which are provided to strengthen the capacity to execute specific investment projects.

Zimbabwe has benefited from a number of WTO technical assistance missions. However, there is need to move away from generalised seminars which merely aim at increasing awareness of WTO agreements and procedures to implementation of practical issues. Zimbabwe has also benefitted from the following;

- UNCTAD/UNDP project on the evaluation of the impact on implementing Uruguay Round Agreements on Zimbabwe.
- Zimbabwe/DFID project on capacity building directed at all stakeholders and building institutional capacity.
- UNDP Programme for trade related technical assistance for Africa – continent wide and also seeks to build capacity of regional secretariats and institutions.
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6.4 South South Cooperation

South-South Cooperation (SSC) is about developing countries working together to find solutions to common development challenges. Linked by commonalities in their history, geography and challenges, the countries of the South have important lessons to share from which other developing countries can learn. South-South Cooperation promotes closer technical and economic cooperation among developing countries by allowing them to share best practices and to diversify and expand their development options and economic links. It is a powerful tool for building new partnerships and creating more democratic and equitable forms of global interdependence and governance. As a result of such initiatives, Zimbabwe's main trading partners are now South Africa, China and Brazil within the context of the South South Cooperation.

It is prudent to note that Zimbabwe, like most developing countries has not fully benefited from market access opportunities available through the due to their inability to produce and export efficiently.

7. MONITORING AND RIVIEW

The Ministry of Foreign Affairs spearheaded the implementation of the APoA. All relevant stakeholders, both public and private especially Ministries of Industry and Commerce, Transport, Communication and Infrastructural Development and Finance as well as Business representative bodies played a key role in the implementation of APoA

Ministry of Transport, Communication and Infrastructural Development spearheaded the establishment of efficient transit transport systems on the basis of the mutual interests of Zimbabwe and other transit countries. Arrangements were made and further strengthened for regular review and monitoring of the implementation of transit agreements through public and private sector dialogue and consultations with the support of the RECs.

Some international and Regional organizations, including the World Bank, the World Customs Organization, RTFP, Trade Mark Southern Africa among others provided the much needed technical assistance to supplement national efforts to promote the efficient use and upgrading of existing transit facilities, including the application of information technologies and the simplification of procedures and documents.

SADC and COMESA coordinated and facilitated expansion of programmes consistent with the APoA through convening Specific meetings on trade facilitation. Development partners on the other hand provided financial and technical assistance in implementing the APoA. There was need however to nominate a focal person from 2003 who was supposed to work full time on the implementation of the APoA. The focal person was supposed to work with a small team whose Key Result Area would be the Almaty Programme implementation

We have not been able to fully capture the benefits of trade in many areas. Although market access is still an issue in some areas, for instance, around agriculture, there are other ‘behind the border’ constraints which include high transport costs, absent or unsupportive policies and regulations, cumbersome and slow export processing procedures, inadequate export and trade negotiating skills, poor product standards, low productivity and competitiveness, lack of export diversification and low added value production chains. Broader economic infrastructure issues also posed significant Challenges. We are often poorly resourced in terms of energy, communications and transport infrastructure. These constraints lead to stifled global competitiveness

8. EMERGING ISSUES

Zimbabwe, just like most LLDCs now grapples with rising food and energy costs, climate change ,desertification and land degradation. Wrong farming and mining methods have led to widespread deforestation, soil erosion, gully formation and siltation of watercourses, and the loss of biodiversity in plant and wildlife species. Fresh water supply is equally threatened, and the weakening water and sanitation infrastructure has contributed to an increase in the incidence of waterborne diseases such as cholera. Environmental degradation has resulted in reduced agricultural production.

Zimbabwe is becoming more vulnerable to climatic changes, and local climatologists have predicted disastrous effects on the environment, agriculture and food security, health, water resources, economic activities, human migration and physical infrastructure. We are now experiencing more hot days and fewer cold days, and the amount of precipitation we receive is deviating from the mean more frequently. It is common knowledge that actions to address climate change and the environment are intimately linked to economic growth and sustainable development goals and needs. The achievement of a number of Millennium Development Goals (MDG) targets, most notably in poverty reduction, will be compromised by five climates change-induced human development tipping points, including reduction on agricultural productivity, heightened water insecurity, exposure to extreme events, collapse of ecosystems, and increased health risks.

Economic development is dependent on sufficient sources of reasonably priced energy - oil, gas, electricity, coal, and others. The availability of these resources is on the minds of many, from consumers to political leaders to company executives. Zimbabwe is facing serous electricity shortages and rising enegy costs. Other environmental challenges being faced by the country include air pollution, water pollution and scarcity and droughts, extinction of forest and wildlife species. In this regard, there is need for a new Programme to incorporate such issues and promote “green" economic activities and the use of clean technologies; mitigating the various consequences of climate change;

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9. WAY FORWARD

- A regional approach to addressing transport problems in Africa should be encouraged, with RECs playing an important role. This will ensure a holistic approach to infrastructure development. It is of no use to have properly developed transport infrastructure in one country while we in the transit country it is underdeveloped. Knowledge and information concerning these issues must be shared among landlocked and transit countries and the private operators. Landlocked countries act as transit countries for their neighbours, hence they must mobilize enough resources to support a transit infrastructure. Being a transit country potentially opens up new opportunities for them. The development of a modern upto- date service infrastructure for transiting cars, trucks, trains, airplanes or ships adds value to the process. Being a transit country also creates jobs and a logistics economy, with distribution centres, warehouses and technical and processing facilities.
- African countries should develop more economical modes of transport such railways, roads, waterways and air transport rather than relying only on road transport.
- There is need to strengthen the capacity of our countries to collect and analyze data in support of APoA monitoring, and the need to develop new indicators complementing GDP as a measure of well-being, among other issues. There is need to develop the capacity to monitor and integrate country driven environmental, social and economic data
- We call upon developed countries to meet their commitments on ODA and financial commitments within the auspices of the APoA
- Despite all the success stories of the Aid for Trade and technical assistance, there is still need for real integration of trade aspects in National Development Policies which facilitates provision of complimentary funding through national budgets. Moreover there is also need for matching of project preparation phases with availability of funds for instance you first do feasibility study which defines needs and then prepare project/programme for funds to be committed. We are facing a dilemma because donors want pre-prioritised lists to commit funds and we want

predictability before definition of needs. Moreover, given regional nature of programmes, mutual prioritisation, sequencing and implementation of programmes is a necessity among countries.

- The legal framework in which international trade and transportation is conducted needs to changed. There is need to develop internationally uniform laws, rules and standards for transit transport systems, trade and joint border operations. Individual countries however need to develop effective national implementation and application plans of such internationally agreed sets of rules to bring about genuine benefits in terms of trade facilitation leading to a reduction in transaction and administrative costs.
- There is need for Cooperating partners to put more emphasis on cross-border infrastructure projects like Infrastructure at Border Posts, roads and railways which have bigger net benefits with full regard to APoA and national goals of individual countries.

10 CONCLUSION

The APoA has brought about wonderful lessons for Zimbabwe. The biggest lesson is that geography is not destiny. It has been argued that being landlocked influences economic, infrastructure and political decisions. With APoA, being geographically landlocked should not be an excuse for poor economic, social and political development. We draw lessons from European landlocked countries such as Switzerland who have learned to exploit their geographical handicap for the benefit of their populace.

It is therefore hoped that Zimbabwe will be able to benefit from opportunities associated with landlocked countries.