Southern African Development Community
Infrastructure and Trade Facilitation Initiatives

Presentation by
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African Regional Review Meeting on the Implementation of
the ALMATY PROGRAMME OF ACTION, 16-18 July
Addis Ababa, Ethiopia
Southern Africa Development Community - Map
This presentation is a summary of SADC initiatives that address goals and objectives of the UN Almaty Declaration and Programme of Action as part of the 10 year review of the programme.

Most SADC instruments, strategies and programmes are informed by and have incorporated the goals, objectives, principles and concepts of / from international trade and transport conventions and instruments e.g;

- Revised Kyoto Convention
- GATTT Article IV
- Vienna Convention on Road Signs and Signals
- **Customs Convention on the Temporary Importation of Private Road Vehicles. New York, 4 June 1954**
- **Customs Convention on the Temporary Importation of Commercial Road Vehicles. Geneva, 18 May 1956**
Objective: to establish a new global framework for developing efficient transit transport systems in landlocked and transit developing countries, taking into account the interests of both landlocked and transit developing countries.

The Programme 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.
Five Priorities in the Almaty Programme of Action

1. Policy Improvements - reducing customs bureaucracy and fees, designed to cut costs and travel days for landlocked countries' (LLC) exports.

2. 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.

3. International trade measures - to give preferential treatment to landlocked countries’ goods, making them more competitive.

4. Technical and financial international assistance - donor countries will lend know-how and money to LLC & transit countries for infrastructure and policy improvements.

1. 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.
SADC – Trade and Transport Landscape/ Challenges

1. 15 Member states – 12 mainland and 3 islands (15 separate legal jurisdictions)
2. Small fragmented markets at different stages of development
3. Six landlocked countries and 1 semi-landlocked
4. Transport & trade facilitation policies, laws, regulation not fully harmonised
5. Trade & Transport liberalisation slow and uneven
6. Modal imbalance Road 90 vs Rail 10%.
7. Three Official languages (English, French & Portuguese)
8. SADC has no regional legislative body and relies on national domestication process to enable implementation of regional agreements.
Landlocked Countries in the SADC Region

Landlocked Countries:
Botswana, Lesotho, Malawi, Swaziland, Zambia and Zimbabwe

Semi-Landlocked Countries:
DRC

Coastal / Maritime Countries:
Angola, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Tanzania

- Coastal / Maritime: 8
- Landlocked: 6
- Semi-Landlocked: 1
Landlocked Countries in the Tripartite Region

Landlocked Countries:
Botswana, Burundi, Ethiopia, Lesotho, Malawi, Rwanda, South-Sudan, Swaziland, Uganda, Zambia and Zimbabwe

Semi-Landlocked Countries:
DRC

Coastal / Maritime Countries:
Angola, Comoros, Djibouti, Egypt, Eritrea, Kenya, Libya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Sudan, Tanzania

- Coastal / Maritime: 15
- Landlocked: 11
- Semi-Landlocked: 1
## SADC Transport Corridors Clusters

### Eastern Corridors
1. Maputo  
2. Beira  
3. Nacala  
4. Mtwara  
5. Dar es Salaam  
6. Central

### Western
1. Trans Orange  
2. Trans Kalahari  
3. Trans Caprivi (Walvis Bay-Ndola-Lubumbashi)  
4. Trans Cunene  
5. Namibe  
6. Lobito (Benguela)  
7. Malange

### Southern
Maputo  
Limpopo  
Durban-Manzini  
Durban-Maseru  
Richard Bay-Phalaborwa

### North South
- North South (Durban)
SADC REGIONAL TRANSPORT STRATEGY

1. Increase efficiency and reduce the costs of operations;
2. Promote sustainable sources of funding for the provision & maintenance of infrastructure;
3. Promote public-private partnerships in the provision of infrastructure & services;
4. Liberalize markets in road transport, air transport services, coastal shipping, & railway services to ensure competitiveness and efficiency;
6. Promote harmonization of policies, rules & regulations to improve the level of safety and facilitate the cross border transportation of people, goods & information;
TRANSPORT TARGETS

**Target 1:** Liberalise regional transport markets by 2008; (partial results - work in progress)

**Target 2:** Harmonise transport rules, standards & policies by 2008; (partial results – work in progress)

**Target 3:** Recovery of all costs for maintenance of infrastructure by 2008 and full infrastructure investment costs by 2013; (partial-work in progress)

**Target 4:** Removal of avoidable hindrances & impediments to the cross border movement of persons, goods and services by 2015.

RISDP midterm review underway and may result in revision of the strategy.
SADC Trade & Transport Instruments

**Regional**
- SADC Treaty
- Protocols on Trade, Trade in Services, Transport, Movement of Persons
- Protocol Annexes: Policies, regulations, model laws, guidelines
- Regional Indicative Strategic Development Plan
- Regional Infrastructure Development Master Plan
- SADC SDI Corridor Strategy
- Multilateral agreements

**Bilateral**
- Bilateral agreements;

**National**
- National Strategies
- National laws to domesticate regional agreements
- National regulations / statutory instruments

*SADC has no regional parliament and depends on MS passing enabling national laws to enable implementation and enforcement of regional agreements and regulations*
# The Regulatory Framework for Liberalisation in SADC

**Protocol on Trade (PTOT)**

- **1. Definition and Objectives**
- **2. Trade in Goods**
- **3. Custom Procedure**
- **4. Trade Laws**
- **5. Trade Investment Matter**
- **6. Other Trade Related Issues**
- **7. Other Substantive Provisions**
- **8. Trade Relations Among Member States and with Third Countries**

**Annex I - Rules of Origin for Products**

**Annex II - Customs Cooperation**

**Annex III - Simplification and Harmonization of Documentation and Procedures**

**Annex IV - Concerning Transit Trade and Transit Facilities**

**Protocol on Transport (PTCM)**

- **3. Integrated Transport**
- **4. Road Infrastructure**
- **4.1 Objectives**
- **4.2 Road Infrastructure Policy**
- **4.3 Regional Trunk Road Network**
- **4.4 National Road Authorities**
- **4.6 Funding Source**
- **4.6 Regional Funding Initiative**
- **4.7 Harmonised Technical Standards**
- **4.8 Road Transport Policy**
- **4.9 Road Transport Facilitation**
- **4.10 Road Traffic**

**Protocol on Trade in Services (PTIS)**

- **Article 2 - Objectives**
- **3. Scope and Coverage**
- **4. MFN Treatment**
- **5. Right to Regulate**
- **6. Domestic Regulation**
- **7. Mutual Recognition**
- **8. Transparency**
- **9. Effective and Transparent Regulation**
- **10. General Exceptions**
- **11. Subsidies**
- **12. Monopoly and Exclusive Supplier**
- **13. Government Procurement**

**Part Three - Trade in Services**

- **14. Market Access**
- **15. National Treatment**
- **16. Trade Liberalisation**
- **17. Temp. - Natural Persons**
- **18. Promote Trade Investment**
- **20. Transfers**
- **21. Labour Market Agreements**
- **22. Denial of Benefits**
- **23. Waiver of Obligations**

Institutional Arrangements and Dispute Settlement Provisions

- **24. Institutional Arrangements**
- **25. Consultations and Dispute Settlement**
SADC Corridors Strategy

Objectives of Regional Corridors Strategy:

1. Trade
2. Regional market integration – link factors and regions of production and markets
3. Economic infrastructure for regional and spatial development
4. Facilitation of the Movement of Persons.
SADC Corridors Strategy

Components:

1. INFRASTRUCTURE-Ports, Regional Trunk Road Network (RTRN), Inter Regional Railways, Network (IRRN), Inland waterways, Maritime and logistical facilities including border posts and freight stations. 18 Corridors in 4 Clusters

2. INSTRUMENTS- Agreements, enabling Laws, Regulations, Standards

3. INSTITUTIONS- Corridor Management Coordination- construction, maintenance, trade facilitation and spatial development. Joint Route Management, Regional Associations. National trade facilitation committees
Provide effective transport networks within strategic regional corridors

- Strategic routes linking land-locked regions to ports.
- Linking SADC capital cities & ports
- Strategic routes linking major centres of population and economic activity
- Interconnecting routes between strategic corridors
- Basis for Spatial Development Initiatives
- Cross border continuity
- Close missing links
- Inter REC and Continental network linkages e.g. TAH
To achieve this, member states are required to develop national transport policy which includes:

- **Legal instruments**: For the joint governance of corridors;
- **Institutional frameworks**: For the joint and coordinated management of transport corridors; and
- **Infrastructure**: The development of critical corridor transport and logistics infrastructure.
HOW FAR ARE WE NOW?
1. SADC Regional Infrastructure Development Master Plan (2012-2027)
   1. Approved and launched 2012
   2. Covers Energy, Water, ICT, Meteorology, Tourism and TRANSPORT
   3. TRANSPORT Covers- Ports, Roads, Railways, Inland Waterways, Border Posts; Logistics and Resource.
   4. Mobilisation underway
1. COMESA-EAC-SADC-Tripartite Infrastructure Master Plan (under development)
2. Corridor Action Plans under implementation.
3. Spatial Development Initiatives (Development Corridors)
4. National Programmes
## SADC Trade and Transport Facilitation: ROAD TRANSPORT

<table>
<thead>
<tr>
<th>Ref</th>
<th>Area</th>
<th>Progress and Status</th>
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<tbody>
<tr>
<td>1</td>
<td>Regional Trunk Road Network (RTRN)</td>
<td>Defined and last updated 2008. Total 62,000km</td>
</tr>
<tr>
<td>2</td>
<td>Design standards for road construction, maintenance</td>
<td>Approved.</td>
</tr>
<tr>
<td>3</td>
<td>Road traffic signs, nomenclature</td>
<td>Approved.</td>
</tr>
<tr>
<td>4</td>
<td>Cross border Road User Charges</td>
<td>Agreement at technical level on formula. Ministerial approval pending harmonisation with COMESA-EAC.</td>
</tr>
<tr>
<td>5</td>
<td>RTRN Condition monitoring and asset management system</td>
<td>Under development</td>
</tr>
<tr>
<td>6</td>
<td>Harmonisation of vehicle standards, dimension</td>
<td>Awaiting finalisation and approval.</td>
</tr>
<tr>
<td>7</td>
<td>Vehicle Overload Control (axle load limits, bridge formula, weighbridge management)</td>
<td>Standards and policy approved. Standards agreed with COMESA &amp; EAC. Domestication underway.</td>
</tr>
</tbody>
</table>
### SADC RAILWAY TRANSPORT INFRASTRUCTURE

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<tr>
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<tbody>
<tr>
<td>1</td>
<td>SADC Inter Regional Railway Network (IRRN)</td>
<td>Defined &amp; operational-total 22,000km. Common gauge – “Cape” 1067 mm exception Central Corridor Railway. Rail covers all corridors. In some corridors rail only runs for part of length. Most railways still state owned. In majority of cases concessions are failed experiments and most have been reversed. Rail regional market share shall fallen to 10% due to poor performance resulting from lack of capitalisation, effective governance and management, deferred maintenance.</td>
</tr>
</tbody>
</table>
| 2   | Railway infrastructure projects (SADC and Tripartite Master Plan) | 1. Rehabilitation ongoing –Angola; DRC; Malawi  
2. New line to service new mining regions-Trans Kalahari Railway; Extension of Nacala Railway to Moatize coalfields  
3. Capacity enhancements to meet future traffic demand required and identified in RIDMP  
4. New domestic lines -Interconnecting domestic networks especially Angola and Mozambique- |
SADC Trade and Transport Facilitation: RRI – “SOFT” PRIORITY ISSUES TO BE ADDRESSED.

1. Multilateral Railway Business Agreement [MRBA]
   [technical, commercial, operational]
2. Financing model for railway infrastructure - Separation of Infrastructure from Operations
3. Open Access Rules
4. Determination of Track Usage Fees and review SARA guidelines on railway costing
5. Equipment Provision, sharing, leasing
6. Strengthening SARA Secretariat capacity
8. Communication Strategy and
9. Information and Knowledge sharing
## SADC: TRANSPORT FACILITATION

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<tbody>
<tr>
<td>1</td>
<td>Road transport market liberalisation-market access and harmonised</td>
<td>Under development. Shift to quality based regulation; Shift from bilateral road transport operator accreditation and registration agreement to a multilateral agreement as the framework to regulate the market.</td>
</tr>
<tr>
<td></td>
<td>operator accreditation and registration</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Road Safety</td>
<td>Guidelines developed</td>
</tr>
<tr>
<td>3</td>
<td>Harmonisation the regulation of cross border abnormal and awkward</td>
<td>Awaiting finalisation and approval.</td>
</tr>
<tr>
<td></td>
<td>loads</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Harmonisation the regulation of hazardous and dangerous goods.</td>
<td>Awaiting finalisation and approval.</td>
</tr>
<tr>
<td>5</td>
<td>Drivers licence format.</td>
<td>Harmonised and implemented in most states.</td>
</tr>
<tr>
<td>6</td>
<td>HV Drivers Licence and training</td>
<td>Under development</td>
</tr>
<tr>
<td>7</td>
<td>Harmonisation of vehicle standards, dimension</td>
<td>Awaiting finalisation and approval.</td>
</tr>
<tr>
<td>8</td>
<td>Vehicle Overload Control</td>
<td>Standards and policy approved. Standards agreed with COMESA &amp; EAC. Domestication underway</td>
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## SADC: TRANSPORT FACILITATION

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<td>1</td>
<td>Road transport market liberalisation-market access and harmonised operator accreditation and registration</td>
<td>Under development. Shift to quality based regulation; Shift from bilateral road transport agreements to a multilateral agreement as the framework to regulate the market.</td>
</tr>
<tr>
<td>2</td>
<td>Fitness of Vehicles:</td>
<td>Mutual recognition of MV Roadworthiness Certificates; Common format to be developed; standards on MV testing, testing station, vehicle examiners &amp; vehicle standards under development including implementation guidelines.</td>
</tr>
<tr>
<td>3</td>
<td>Loads on Vehicles:</td>
<td>Harmonisation of the regulation of cross border movement of abnormal, awkward and hazardous substances. Under development</td>
</tr>
<tr>
<td>4</td>
<td>Drivers licence format.</td>
<td>Harmonised format approved and implemented in most states. HG Drivers Licence and training guidelines to be harmonised and developed</td>
</tr>
<tr>
<td>5</td>
<td>Third Party Cross Border Motor Vehicle Insurance</td>
<td>Tripartite (COMESA, EAC, SADC) developing a mechanism to harmonise COMESA Yellow Card, SACU Fuel Levy based and the cash at borders schemes</td>
</tr>
<tr>
<td>6</td>
<td>Harmonisation of vehicle standards and vehicle combinations</td>
<td>Under development</td>
</tr>
<tr>
<td>7</td>
<td>Vehicle Overload Control</td>
<td>Standards and policy approved. Standards agreed</td>
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**SADC: MOVEMENT OF PERSONS**

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<tr>
<td></td>
<td>Movement of Persons</td>
<td>Protocol on the Facilitation of The Movement Of Person. Signed and awaiting ratification by two thirds before entering into force. Visa requirements largely relaxed but problems still remain in some countries affecting commercial vehicle drivers on some corridors.</td>
</tr>
</tbody>
</table>
SADC CORRIDORS INSTITUTIONS - INTER-RELATIONSHIP

**Benefit:** Greater regional economic growth and integration

SADC

- Presents recommendation for regional action
- Incorporates CMCs into its regional planning, supports implementation and monitoring of CMC recommendations
- Proposes regional measures for national support
- Implements regional harmonization and corridor improvement

**Corridor Management Committee**

- Proposes actions for improved corridor performance

**Corridor Member States**

- Initiate and support CMC for Corridor improvements

**Benefit:** More effective, less intrusive controls and better business operations on the Corridor

**Benefit:** National trade and economic growth

*Source: Lyn Harmon Corridor Development Consultants*
## SADC CORRIDORS: INSTITUTIONAL FRAMEWORK

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<tbody>
<tr>
<td>1</td>
<td>SADC Corridors Strategy</td>
<td>Approved. Last update 2008. 18 corridors in four clusters. Corridors without established institutions are coordinated bilaterally or through cluster structures. Corridor Management Institution model- 3 tier. Ministerial; Technical –Public-Private ; Stakeholders Consultative Groups. Secretariat; Regional structure inked to national trade facilitation / corridor committees.</td>
</tr>
<tr>
<td>2</td>
<td>North South Corridor</td>
<td>Draft MoU pending adoption and signature. Ministerial and technical committees operational.</td>
</tr>
<tr>
<td>3</td>
<td>Eastern Corridors</td>
<td>1. Central. MoA signed and CTTFA agency in place.</td>
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<td>Ref</td>
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<td>Progress and Status</td>
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<tr>
<td>2</td>
<td>Western Cluster Corridor</td>
<td>1. Trans Kalahari; MoU under review to strengthen governance. TKC Secretariat in place.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Trans Caprivi- MoU signed. WBCG coordinates.</td>
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<td></td>
<td>4. Trand Orange-No MoU. WBCG coordinates.</td>
</tr>
<tr>
<td></td>
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<td>5. Namibe- No MoU</td>
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<td>7. Malange-No MoU</td>
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## SADC Corridors: Institutional Framework

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<th>Ref</th>
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<tbody>
<tr>
<td>1</td>
<td>Southern Cluster Corridors.</td>
<td>1. Maputo: MoA signed under review; Private sector led MCLI serves as institutional vehicle.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Durban-Manzini- No MoU. Coordinated through bilateral joint commissions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Durban-Maseru-No MoU. Coordinated through bilateral joint commissions</td>
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<tr>
<td></td>
<td></td>
<td>4. Richards Bay Phalaborwa- Rail only corridor. Business agreement between rail operators</td>
</tr>
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<td>Ref</td>
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<td>Progress and Status</td>
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<tr>
<td>2</td>
<td>Single window</td>
<td>Mozambique has implemented. Under consideration in other countries.</td>
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<tr>
<td>3</td>
<td>Coordinated (Integrated) Border Management</td>
<td>Regional policy and guidelines approved. Under implementation at selected borders on various corridors</td>
</tr>
<tr>
<td>4</td>
<td>OSBP</td>
<td>Chirundu (Zambia/Zimbabwe) opened 2009 as first OSBP in the region. 35 border have significant traffic and are priority for border improvement activities. Some are targeted for conversion to OSBP these include-Kasumbalesa (DRC/Zambia), Nakonde/Tunduma (Zambia/Tanzania), Mwami /Mchinji (Zambia/Malawi), Chiponde/Mandimba (Malawi/Mozambique); TransKalahari/Mamuno (Namibia/Botswana); Forbes/Machipanda; Nyamapanda/Cuchamano; (Zimbabwe/Mozambique) Zobue/Mwanza; Kasumulo/Songwe (Malawi/Tanzania) Ressano Garcia/Lebombo (Mozambique/South Africa).</td>
</tr>
<tr>
<td>Ref</td>
<td>Area</td>
<td>Progress and Status</td>
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<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>Harmonisation of transit documents.</td>
<td>Single Administrative Document under review. Customs Declaration Form and Transit control Form have been produced. User Guide for the completion of the form Customs Declaration has also been prepared.</td>
</tr>
<tr>
<td>2</td>
<td>Harmonisation of customs legislation.</td>
<td>COMESA Customs Regulations and the SADC Customs Model Act were in the process of being reviewed.</td>
</tr>
<tr>
<td>3</td>
<td>Regional Customs &amp; Transit Guarantee.</td>
<td>Transit Trade and Transit Facilities- Annex IV to the Protocol on Trade. The SADC RCTBG (appendix VI) and Regulation were adopted by the CMT in 2008 Till date it’s a manual system. The SADC Transit System not been fully implemented and is under development.</td>
</tr>
<tr>
<td>Ref</td>
<td>Area</td>
<td>Progress and Status</td>
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</table>
| 1   | COMESA-SADC Transit Management Information System | Under development and includes  
1. Bond Management (Presentation of the Legal and procedural changes to SADC Structures)  
2. Legal (Finalization of the legal basis to allow data exchange)  
3. Risk Management (Establish a mechanism for sharing intelligence and risk data)  
4. Connectivity and data Exchange (Member States should be able to exchange data)  
5. Track and Trace (Member State to provide information for initial audit trail covering transit cargo that can be derived from the submission of declaration, departure, arrival (acquittal)) |
| 3   | NTB Reporting and Elimination Mechanism. Operates at Tripartite level. | Regional and National Monitoring Committees (NMCs) established. Allows reporting via voice, test (sms) fax and email. Facilitates speedy resolution of NTBs |
SADC: monitoring and evaluation.

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<tr>
<td>1</td>
<td>Monitoring and evaluation</td>
<td>Tool for Monitoring, Reporting and Evaluation (MRE) System for the Protocol on Trade – assessing pace and progress in domestication of regional agreements - developed and approved. It provides detailed technical guidelines and procedures for implementation.</td>
</tr>
<tr>
<td>2</td>
<td>Corridor Performance Monitoring</td>
<td>Systems in place to monitor and evaluate performance of corridors. Collaboration with Tripartite; SSATP and others</td>
</tr>
</tbody>
</table>
SADC TRADE LIBERALISATION-work in progress

1. FTA 2008; Full FTA 2012 except 3 member states.
2. The gradual elimination of tariffs-on going issues in some Member States;
3. Adoption of common rules of origin;
4. Harmonization of customs rules and procedures
5. Attainment of internationally acceptable standards; quality; accreditation and metrology;
6. Harmonization of sanitary and phyto-sanitary measures-on going;
7. Elimination of non-tariff barriers-on going system designed and operational;
Tripartite NTB Reporting and Elimination Mechanism

Most NTBs in the Tripartite region fall within the import measures A, E, F, I, L, M and O subcategories of UNCTAD)/WB categorisation.

NTB Mechanism main objective: to remove all NTBs, or at least the main ones, that restrict trade, such as:

i) Customs documentation and administrative procedures:
ii) Immigration procedures:
iii) Quality inspection procedures:
iv) Transiting procedures:
v) Prohibitive transit charges.
vi) Roadblocks:
COMESA-EAC-SADC Tripartite – Joint Activities

Tripartite Trade and Transport Facilitation Programme (TTTFP) includes the following:

1. The Mechanism for Reporting, Monitoring and Eliminating Non-Tariff Barriers (NTBs) [http://www.tradebarriers.org/about](http://www.tradebarriers.org/about)

2. Border and customs procedures for one-stop border posts, coordinated border management, regional customs bonds, and transit information management systems.

3. Immigration procedures to facilitate movement of persons.

4. Transport procedures (regional third-party insurance; vehicle standards and regulation; self-regulation of transporters; overload control; harmonised road user charges; regional corridor management systems)

5. Road transport market liberalisation – market access; quantity regulation and establishment of a multilateral regulatory framework based on quality regulation instead of quantity controls.

6. Establishment of the Joint Competition Authority linked to the liberalisation of air transport.
1. SADC continues to make progress in addressing Almaty Goals as these are embedded in SADC Vision, Strategies, Protocols and Programmes.

2. Corridor framework effective vehicle for Regional Integration & Trade Facilitation.

3. Tripartite useful platform: cooperation with COMESA and EAC is extending geographic scope but also introducing complexity due to diversity and different stages of political and economic development.

4. Tripartite NTB mechanism a successful popular and effective innovation.

5. National domestication still weakest stage of harmonisation process.


7. Enforcement poor due to corruption, lack of harmonised laws, capacity, standard operating procedures and uniform training.

Thank You

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