Statement by Hon. Yamfwa Mukanga, MP
Minister of Transport, Works, Supply and Communications of the Republic of Zambia at the
High-Level Interactive Thematic Round Table on Regional Integration and Transit Cooperation
Vienna, Austria
4 November, 2014

Thank you for giving me the floor. I am delighted to present a keynote address to this distinguished gathering at the roundtable on Regional Integration and Transit Cooperation at the Second Conference of the United Nations Conference on Landlocked Developing countries.

Regional integration and transit cooperation is a critical enabler to trade and economic competitiveness. LLDCs face many challenges, associated with their lack of direct territorial access to the sea, remoteness, and isolation from world markets. International trade for LLDCs depends on transit through other countries and therefore, there is need for close cooperation with the transit countries in many areas to enable and enhance connectivity in transport, energy and ICT, efficient border crossings as well as transit procedures to have access to major markets.

Further, the costs of reaching international markets for LLDCs do not depend only on their geography, policies, infrastructure, and administration procedures but also on those of neighbouring countries. Thus, regional integration and coherent and harmonised regional policies provide an opportunity to
and the GDP per capita was US$ 1,339.60. and the GDP per capita was US$ 22.38 billion at about 14 million people, while the GDP was US$ 1.339.60 billion Democratic Republic of Congo. In 2013, the population stood at 77.1 million (World Bank, 2014). Therefore, Zambian, Mozambiquans, Swazis, Angolans, Namibians, Botswanans, and South Africans. Experiences, Zambias is a landlocked country surrounded by eight countries, namely: Angola, Namibia, Botswana, Suriname, Brazil, and South Africa. Let me now turn to my country to share some of our development experiences.

In Zambias, we are committed to implementing policies and programmes to strengthen the regional transport network, communication, and human resource development. Trade facilitation and human resource development, energy supply, trade facilitation and human resource development, strengthen the regional transport network, communication, and human resource development. By implementing programmes to transfer and enhance the region and facilitate cross-border trade, technology integration, and growth in member states, the basic institutional change and growth in member states would in turn enhance infrastructure networks which would in turn enhance developmental regional integration and cooperation. In order to develop regional developmental regional integration and cooperation under the concept of sub-regional programmes in this respect, including the support to regional economic communities, and promote the close cooperation should be high on the agenda, transport development countries in implementing actions that foster sustainable and inclusive economic growth, human development and productive capabilities of LDCs, which is difficult as well as the productive capabilities of LDCs which is difficult isolation from the need to improve economic competitiveness and regional markets. I further wish to state that, regional cooperation and harmonized customs procedures to deepen regional trade, common regulatory policies, border agency improvement of transport connectivity and ensure greater infra-

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Approach to infrastructure development under the SADC.

It is for this reason that Zambia's emphasis is on a regional approach of institutions and comprehensive border procedures. Inefficiency of institutions and undeveloped border procedures, compounded by supply and undereveloped ICTs. This is compounded by inadequate port facilities, unstable and inefficient energy supplies, road, rail, water, oil, resulting in high transport costs. Inadequate regulatory framework, poor transport network, weak productive capacities, with little or no value-addition at all, keep productive capacity's remain low and become globally insignificant due to the fact that most of the exports are primary commodities with a low value added. The share of global trade is limited due to integrated, intra-regional trade within SADC and COMESA. While Southern Africa is one of the regions that are highly developed and food security through regional cooperation, development of joint infrastructure programs, agriculture, and tourism, as well as the use of border resources, Zambia's relative disadvantage in regional Africa (PIDA) covering transport, energy, ICT and trans-African Action Plan anchored on NEPAD's guiding principles. The Agenda 2063 action plan anchored on NEPAD's guiding principles. The Southern African Development Community (SADC) and COMESA drive the regional integration for Zambia, SADC and COMESA. Although the Integrated Regional Infrastructure through the SADC and COMESA - to improve regional integration, creating a fully integrated and internationally competitive region in order to achieve development and reduce poverty, region offers a stepping stone towards global integration through economies of scale as the region offers a larger market space and a competitive advantage with a combined Gross Domestic Product estimated to have been over US$ 430 million in 2010. The country is fully committed to people (SADC - 277 million and COMESA - 385 million) with a population of 66 million.
Zambia is the hinterland and transit point of many commodities to
longer life span. Minerals, particularly copper, in order for the roads to have a
bulk of copper, which are mostly bulky long haul of our export commodities which are mostly
development of the road transportation in Zambia and transit point or road transportation in Zambia and transit point, and to all its
neighboring countries. However, Zambia is also looking at the
8000 project, Zambia is connecting its infrastructure and to all its
400 km of the three major underserved areas. In addition, over 300 towers have been erected in
1C, a programme to install communication towers has been
consumer and enables the free flow of goods and services. In
creation and bridges the gap between the producer and the
Zambia has placed great importance on the development of
social development. Development of science and technology, and human and
services and people. In addition, the region has prioritized the
strategic COMESA Medium Term Strategic
process of harmonization, associated with the
additionally, SADC Member States have emphasized on the
additional dimension and priorities of social and the adoption of
master plan which has prioritized infrastructure projects with a
NGPDA), Zambia is a signatory to the SADC Infrastructure
COMESA and the New Partnership for Africa's Development (N
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I thank you.

neighbouring countries.

transport infrastructure to the sea through all her eight
border crossings and ensure the availability of adequate transit
regional integration to achieve development. Ensure efficient
From the foregoing, it is clear that Zambia wants to promote

single window for the clearance of goods at the ports of entry.

and has fully implemented the ASECNA system and the
harmonized customs procedures with neighbouring countries.

In dealing with transit issues, Zambia has modernized and

Congo.

and the Kasumbalesa OSBP with the Democratic Republic of
completion point, the Nchimbi OSBP at the border with Malawi
at the Luwungu/Nchimbi border with Tanzania which is at 90%
other OSBPs are planned such as the Nkonde OSBP located
has reduced transit times from 9 days to 9 hours for trucks.

Congo, the development of the One Stop Border Posts (OSBP)
for increased efficiency and reduce the time spent at the
One Stop Border Posts is the development of the One Stop Border Posts
let me mention that one of the most important aspects of the

exporters know efficiency and effectively to and from the country.
determination routes to the sea and ensure that imports and
determined to develop the transit corridors in order to have
determined to develop the transit corridors in order to have
through regional initiatives at the Bera corridor, Nacala,
and Zambia is South, Mwiba) and the Lobo (Lobo
the Corridor, Dumbiri Corridor, Dar-es-Salaam Corridor, the North-
developed in consultation with neighbouring countries and