Transit cooperation efforts of landlocked developing countries, policies and programmes aimed at supporting regional integration and the end of this thematic session, we would have identified concrete integration into the global trading system. It is my sincere hope that at transit cooperation of landlocked developing countries and their lessons and best practices on how to enhance regional integration and speakers. Our presence here offers us an opportunity to share ideas. It is my great pleasure to participate in this roundtable as a keynote.

Ladies and gentlemen,

Distinguished Delegates,

Mr Chairman,

Transit Cooperation: 4 November 2014
The High Level Thematic Session on Regional Integration and Minister of Foreign Affairs of the Republic of Zimbabwe, during Keynote Address by Honorable Minister S. Mumbengegwi.
will realize the strategic objectives of inclusive and sustainable regional development. We firmly believe that through this Plan, SADC Member States (2012-2017), mid-term (2017-2022), long term (2022-2027) sector. The Plan is being implemented through three five-year phases of planning and cooperation with development partners and the private Infrastructure development programs and is also a framework for constitutes the basis for SADC Member States’ commitment to common development. The SADC Regional Infrastructure Development Master Plan is effective. The SADC Regional Infrastructure Development Master Plan in the region so that it becomes seamless and cost development and upgrading of transport, energy and communication development. This Plan is aimed at the August 2012 in Maputo, Mozambique. This plan is adopted at the 32nd Ordinary Summit of SADC Heads of State and Government in adoption of a SADC Regional Infrastructure Development Master Plan at adopted a SADC Infrastructure Vision2027, which was followed by the SADC are a testament to this. At its Summit in 2007 in Lusaka, Zambia, SADC, for overcoming some of the development challenges facing LDCs and the importance of regional integration and transit cooperation is critical.

Mr Chairman,
have for instance, the SADC Protocol on Transport, Communications and Facilitation issues through various instruments and mechanisms. We In the SADC region, we have sought to address the trade and transport

overcoming the particular geographic handicaps they face.

infrastructure and generally, closer coordination on issues critical to harmonization of transport regulatory frameworks, linkages of transport for peace, stability and development, for LDCs, it facilitates Regional Integration is no longer a choice but a necessity, an imperative.

Mr Chairman,

movement of goods within the region.

development whose aim is to further improve connectivity and easy

Zimbabwe, SADC also adopted a Declaration on Infrastructure At its 34th Summit held on 17 and 18 August 2014 in Victoria Falls;

Investments as well as poverty eradication, economic growth, deepened regional integration, increased trade and
Corridor and the Limpopo Development Corridor. The concept of SDIS Development Corridor, the Walvis Bay Corridor, the Trans-Limpopo Corridor all have several tributaries feeding into it. Those include the Bega River and the NSC. The NSC serves eight countries in the region. It also serves as a conduit from Durban in eastern South Africa to the Democratic Republic of the Congo. Zimbabwe is part of the North-South Corridor (NSC) which stretches from Durban in eastern South Africa to the Democratic Republic of the Congo. The NSC serves eight countries in the region. It also serves as a conduit from Durban in eastern South Africa to the Democratic Republic of the Congo. Another initiative has been the adoption of Special Development Initiative for Infrastructure (SDIS) with a view to promoting participating countries as a single market for investment and joint planning purposes. Thus, in one stroke, we create opportunities for profitable private sector contribution to regional integration while also removing constraints to trade and investments. This, we believe, is a significant step towards realizing the objectives of the SADC Treaty.

Implementation of infrastructure policies and programmes in these sectors.
concept to other border posts in the region.

Performance of the OSBP at Chirundu, there are plans to extend the result of this OSBP at Chirundu. As a result of this very positive clearance time has been reduced from 9 days to about 9 hours as a recorded in reducing the clearance waiting time for trucks. The OSBP at the Chirundu border post. Significant progress has been

this in mind that Zimbabwe and Zambia have undertaken a pilot project receiving equal and increasing attention in the SADC region. It is with and the creation of one stop border posts (OSBP) has received and is harmonization of standards, simplification of border transit procedures to have the expected returns. This aspect, which involves the clearance is essential if the investment in infrastructure development is border management and coordination of agencies involved in border addressing the special development challenges of the LLDCs, efficient while improving transport infrastructure and connectivity is critical to

Mr Chairman,

development and investment dimensions.

extends beyond mere transport corridors. It importantly encompasses
Mr Chairman,

Mr Chairman,

development accessbility in order to help the LDCs use ICT as a catalyst for their level to bridge the existing digital divide especially in terms of broadband therefore imperative that there is collective action at the international integration into regional and global trade and value chains. It is innovation, deepen regional integration as well as enhance their boost the trade competitiveness of LDCs, drive entrepreneurship and Declaration on ICT on 14 August 2001. Zimbabwbe believes that ICT can promoting the socio-economic development of the region and adopted a particularly ICT. SADC recognised the instrumental role of ICT in development of not only hard infrastructure but also soft infrastructure Regional integration and transit cooperation must also prioritize the
of the resource and capacity constraints we face. The benefits of deeper cooperation in our region have been instructive and encouraging in spite

The experiences we have had thus far in pursuing integration and

Mr Chairman,

Initiatives.

wholeness and support their regional integration and transport cooperation to banks, the United Nations system and the private sector to World Bank, multilateral financial institutions, regional development cooperation objectives and aspirations. These countries look towards the enable the LDCs achieve their regional integration and transport in view of this, genuine global partnerships are essential in order to double development challenges compared to other developing countries, and face financial and technical requirements of their regional integration and support and complement our efforts. The LDCs alone cannot meet the integration and transport cooperation, we invite development partners to take our responsibilities seriously to address the issue of regional.

It is evident that as a region, and it is the case in other regions, we have
I thank you.

...measure, support for regional integration and transit cooperation, 
to assisting LLDCs overcome their challenges through, among other
that we will leave Vienna with renewed and strengthened commitment
must be deployed must be of equal extent and magnitude. If is my hope
the region. It is essential to underline this point because the efforts that
countries of the region but indeed beyond the geographical confines of
integration and transit cooperation, not only to LLDCs or the