REPORT ON IMPLEMENTATION OF THE VIENNA PROGRAMME OF ACTION

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# ZIMBABWE AT A GLANCE

<table>
<thead>
<tr>
<th>Location</th>
<th>Southern Africa, at the heart of the North-South Corridor, making Zimbabwe's railways, roads, power and telecommunications network a regional logistics hub.</th>
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</thead>
<tbody>
<tr>
<td>Total Area</td>
<td>390 757 sq. km</td>
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<tr>
<td>Land</td>
<td>386 670 sq. km</td>
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<tr>
<td>Water</td>
<td>4 087 sq. km</td>
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<tr>
<td>Border Countries</td>
<td>Botswana to the West; Mozambique to the East, South Africa to the South, and Zambia to the North.</td>
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<tr>
<td>Capital City</td>
<td>Harare</td>
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<td>Climate</td>
<td>Tropical, with temperatures averaging 12 – 13 Deg. C. over April – July and 21 – 38 Deg. C, over August to October. The rainy season is during October - March.</td>
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<tr>
<td>Population</td>
<td>Census of 2012 indicated 13.1 million. Average Annual Population Growth Rate of 2.3%.</td>
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<td>Literacy</td>
<td>Literacy levels of 94.7%.</td>
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<tr>
<td>Financial Inclusion</td>
<td>Overall financial inclusion estimated at above 58% for adults.</td>
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<tr>
<td>Major Economic Sectors</td>
<td>Agriculture; 11%, Mining, 9%, Manufacturing 8%, Tourism, 12% and Services, 16% of GDP.</td>
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<tr>
<td>Inflation</td>
<td>Annual rate of below 3%.</td>
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</table>
| Enabling Infrastructure | • Road network of 88 133km,  
• Rail network of 3 109km;  
• Widespread internal and external air links. There are 3 International airports and 18 other smaller airports servicing domestic and regional flights.  
• Modern ICT systems, with current Mobile Penetration rate of 100.5%, Internet Penetration rate of above 50%.  
• Installed power generation capacity of over 2 300 MW, with potential to develop over 2 000MW additional power.  
• Diverse internal power grid and a link to the external grid – the Southern African Power Pool. |
| Preferential Market Access | Southern African Development Community (SADC), Common Market for Eastern and Southern Africa (COMESA); and Africa Caribbean and Pacific Nations (ACP), as well as membership of the World Trade Organization. |
BACKGROUND

- Zimbabwe is a landlocked country that depends on neighbouring states with coastal links to access offshore markets.
- Transit hub linking southern Africa to the great lakes in central and eastern Africa.
- Three major transport corridors traverse the Zimbabwean territory and these are North-South Corridor (NSC), Beira Corridor and Trans-Kalahari Corridor.
- NSC extends from Durban in South Africa to Kolwezi in the Democratic Republic of Congo (DRC).
- The Beira Corridor links Zimbabwe through road, rail and pipeline to the port of Beira in Mozambique.
- Trans-Kalahari Corridor links the Zimbabwe’s industrial hub of Bulawayo to Botswana, Namibia and Angola through Plum Tree and Kazungula Border Posts.
PROGRESS TO DATE

- Adopted the COMESA Yellow Card Insurance Scheme, Carrier License and the Customs Bond Guarantee Scheme (RCTG);
- Harmonized road transit charges with SADC;
- Standardised Axle load limits and Vehicle (truck) dimensions with SADC and COMESA requirements;
- Implemented the electronic cargo tracking system;
- Zimbabwe is part of the corridor management institutions of Beira and North-South-Corridors;
- Significantly reduced the number of police road blocks and checkout points;
- Use the regional NTB online reporting portal;
- Implemented the Electronic Temporary Import Permit system (e-TIP);
PROGRESS cnt’d

- Completed rehabilitation of the Mutare-Harare-Bulawayo-Plumtree highway which connects the Beira Development Corridor to the North-South Corridor and Trans-Kalahari Corridor.

- Developing road infrastructure along major trade corridors that serve the East and Southern Africa. The major roads include Harare – Nyamapanda, Harare-Bulawayo, Bulawayo – Beitbridge, Bulawayo – Victoria Falls, Harare – Beitbridge and Harare – Chirundu.

- Embarked on dualisation of the Beitbridge-Harare-Chirundu road which is along the busiest North-South-Corridor.

- In 2018, the country deposited with the WTO Secretariat its instrument of ratification of the WTO Trade Facilitation Agreement (TFA), becoming the 139th (and 31st African) WTO Member State to ratify the Agreement.
PROGRESS cnt’d

- Set up the National Trade Facilitation Committee and notified to the WTO Secretariat its Category A designations of the WTO TFA.

- Zimbabwe Revenue Authority (customs) uses the latest version of ASYCUDA World 4.0.32 upgraded in 2018. The system enables electronic risk management, electronic pre-lodgement of customs declarations and supporting documents and e-payment.

- Deployed non-intrusive inspection equipment at major border post and airports.

- Efforts are underway to implement the National Electronic Single Window System, a system that will bring deeper integration and coordination of government border agencies and other trade stakeholders.

- Launched the e-licensing systems for imports and exports licenses further reducing the cost and processing time.
PROGRESS cnt’d

- Implemented the Trade Information Portal (TIP) which provides comprehensive, single-point access to market intelligence, current trade news and information on trade regulations, duties, taxes, and other services that facilitate trade.

- Rolled out the Authorised Economic Operators programme to promote self-regulation and expedite clearance and release of cargo, implementation of the COMESA Simplified Trade Regime (STR) for SME cross border traders.

- Establishment of OSBPs to improve border facilities and streamline border crossing procedures and formalities. The country has one operational OSBP at Chirundu Border Post between Zambia and Zimbabwe. Implementation of three more OSBPs is underway and these are Victoria Falls OSBP, Beitbridge OSBP and Plumtree OSBP.
PROGRESS cnt’d

- Adopted a systematic approach to implement trade facilitation reforms through developing a 4 year trade facilitation implementation road map through the assistance of UNCTAD.

- Implemented the Simplified Trade Regime (STR), a policy initiative targeting micro, small and medium enterprises (MSME) cross border traders and these comprise of vulnerable groups that include women and youth in rural and urban areas.

- Ensures that all international trade related policies are harmonised and these include Industrial Development Policy, National Trade Policy and the Export Promotion Strategy.
CHALLENGES

- Private Financing of border infrastructure resulting in high user access fees which may defeat the trade facilitation agenda.
- Shortage of operating locomotives, wagons and coaches resulting in the rail network operating at 15 percent of its 18 million tonne capacity.
- Long distances to ferry commodities to ports en-route to international markets.
- Lack of support for entrepreneurship, private sector development and export competitiveness, especially for SMEs.
- Non-mandatory WTO TFA aid for trade facilitation, which does not guarantee support.
CHALLENGES cnt’d

- High affinity of funding soft infrastructure relative to hard infrastructure by Development Partners. Our border posts require both type of infrastructure.

- Lack of adequate infrastructure, from transport to ICT, to support both physical and digital cross-border trade in goods and services.

- The recent breaking down of political consensus on free trade and economic integration in states that are traditional supporters of global liberalism i.e. the United States of America withdrawal from the Trans-Pacific Partnership and the exiting by the United Kingdom from the European Union, (BREXIT). This creates dilemma in the future of trade policy and realisation of SDGs.
RECOMMENDATIONS

- Deliberate policy intervention to make trade more inclusive and its gains shared by allowing participation of various societal groups in both urban and rural areas.
- The need to strengthen regional/global value chains as trade now happens in a fragmented manner.
- Regional integration, which is about getting things moving freely across borders, should be among national development priorities.
- National Development thrust shift from trade to investment. Regional economic integration to consider investment, services, labour and not only trade in goods.
- Computerisation of trade and investment procedures which is the number one solution to corruption.
- The need to build confidence and develop a communication strategy among REC member states.
- Regional integration should focus on international production and distribution networks and not simply quantitative changes (increased trade volumes).
THANK YOU
TATENDA
SIYABONGA!!!!!!!!!!