Zimbabwe Interventions on Fundamental Transit Policy Issues

- 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 Made**

- 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.
- Ratified the AfCFTA
- 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;
- Significantly reduced the number of police road blocks and checkout points;

**Challenges**

Climate change with reference to the recent cyclone idai that has resulted in loss of lives and destruction of infrastructure in Zimbabwe