



Unlocking Trade Relations Between Botswana, Namibia, South Africa and Beyond

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Trans Kalahari Corridor

- The Trans-Kalahari Corridor was jointly developed by the Botswana and Namibian Governments in the 1990s. This Corridor comprises of a tarred road linking the Port of Walvis Bay with Botswana and the industrial powerhouse of Gauteng, South Africa.
- The Corridor stretches over 1,900 km from Walvis Bay-Windhoek-Gaborone-Johannesburg/Pretoria.
- It is supported by a railway line from the Port of Walvis Bay to Gobabis (via Windhoek), where transshipment facilities are available, and then continues from Lobatse in Botswana.
- The Trans-Kalahari Corridor is complemented by the Maputo Corridor on the east coast of Africa, thus forming a transport corridor over the entire breadth of southern Africa.



The TKCMC

- The Trans-Kalahari Corridor Management Committee (TKCMC) is a tripartite trans-boundary Corridor Development and Management Organisation which was established with a political and economic vision to pursue or contribute towards deeper regional integration in SADC, SACU and indeed NEPAD.
- The Governments of Botswana, Namibia and South Africa through the Ministries responsible for transport concluded a Memorandum of Understanding on the Development and Management of the Trans Kalahari Corridor on the 3rd of November 2003, in Walvis Bay – Namibia.
- Governments are represented in the TKCMC by the PSs or DGs of the Ministries responsible for transport or their representatives.



TKCMC Objectives

- Simplify cross-border transactions and customs operations along the Corridor.
- Facilitate the movement of goods and persons on the TKC by simplifying and harmonizing the requirements and controls that govern the movement of goods and persons with a view to reducing transportation costs and transit times.
- Integrate the spatial, economic and transportation planning for the contracting parties.
- Promote deeper integration by harmonization of conflicting Regulations and Policies of the three countries in line with the SADC Regional Indicative Strategic Development Plan (RISDP).
- Integration of Trade, Transport, Logistics and Travel systems of the three counties with the objective of providing quality services at minimal costs, thereby increasing competitiveness of the SADC and SACU region.



TKC Secretariat

- Established in 2007
- Equal contribution from Member States
- Implement the provisions of the MoU
- Monitor compliance by Contracting Parties with the obligations in terms of the MoU
- Assist the TKCMC with the execution of its functions list in Article 6.3
- Provide secretariat and administration support to the TKCMC



TKCMC Strategy

Mandate

To facilitate the movement of goods and persons on the TKC by simplifying and harmonizing the requirements and controls that govern the movement of goods and persons with a view to reducing transportation costs and transit times.

Vision

To be the leading corridor in trade facilitation for socio- economic integration and development

Mission

To facilitate seamless movement of goods and people along the Trans Kalahari Corridor



Strategic Themes

Organisational Efficiency

Focuses on organizational inputs (resources) and outputs (goods and services provided). It simply focuses on goal attainment by ensuring that TKCS contributes to accelerating economic integration and development

Border Management

The focus is on a coordinated approach by border control agencies in the context of seeking greater efficiencies over managing trade and travel flows.

Stakeholder Management

This theme focus on improving stakeholder' relation by identifying them and understanding their needs and expectation as well as working together in implementing programs and project to realize the strategic objectives.

Safety and Security

This strategic theme focuses on securing high level safety and security on the TKC which will eventually increase the efficiency in trade facilitation. Poor road safety and security standards are barriers to trade.



Strategic Objectives

- Accelerate economic integration and development
- Enhance stakeholder capacity
- Have a responsive border regulatory framework
- Improve border infrastructure
- Improve Road Safety and Security along the TKC
- Improve Road infrastructure
- Improve stakeholder relations
- Improve Communication Infrastructure



Projects to be Undertaken

- Development of legislation that encourages the use and sharing of information to facilitate trade amongst Member States (Consolidation of transit cargo)
- Corridor performance Monitoring system
- Time Release Study
- Enforcement of the legislation on the transportation of dangerous goods
- One Stop Border Post (OSBP) at Mamuno
- Road Transport Management System (RTMS)
- Integrated Transit Bond Guarantee Scheme
- **Harmonisation of PrDPs**



Projects to be Undertaken Cont'd

- Development of Wellness Centres
- Development of Truck Ports (Walvis Bay, Windhoek, Gobabis, Charleshill, Kang, Sekoma, Jwaneng, Lobatse, Zeerust)
- Harmonization of road traffic laws along the corridor
- Harmonization of driver training/testing/licensing standards
- Harmonisation of vehicle testing standards
- Implementation of the Cross Border Vehicle Overload Control System (CBVOCS)
- Application of risk management techniques for selective inspection of goods
- Collaborate with SACU on the Preferred Trader Programme
- Accreditation/registration of corridor users (OCAS AND RTMS)
- Review and implement the service charter between government agencies and stakeholders



Development of OSBPs

1) Primary Border Posts

- Mamuno Border Post / Trans Kalahari Border Post (Botswana and Namibia)
- Pioneer Gate Border Post / Skilpadshek (Botswana and South Africa)

2) Secondary Border Post

- Tlokweng Boder Post / Kopfontein (Between Botswana and South Africa)
- Ramatlhabama Border Post (Botswana and South Africa)



Development of OSBPs

- Mamuno and Pioneer Border Posts earmarked for OSBPs
- Mamuno to be developed first and experiences to be replicated at Pioneer Gate
- Juxtapose model identified
- Task Team appointed to develop OSBP bilateral agreement established
- Draft was developed and considered by Member States Legal expert
- Submit to Senior officials then signing by Ministers
- Bill developed and enacted by Botswana and Namibia



Achievements

Achievements of the CMI include but not limited to:

- Adoption of common transit procedures; the Customs Single Administration Document (SAD 500), which ensures commercial traffic clearance of between 20 to 30 minutes at border points on the Corridor. This document was subsequently rolled out to all SACU countries and is being rolled out to other corridors in the region.
- Development of the TKC Client Service Charter
- Alignment of the closing times of the Zeerust weighbridges with border closing times
- Establishment of the Risk Management and Law Enforcement Working Group (9 JLEOs have been conducted already, 10th one will be hosted by Namibia from 24 - 29 September 2019)
- Harmonisation of axle load limits from 8.2 to 9 tones
- Harmonisation of border operating hours from 22h00 to 00h00 midnight
- Adoption of common transit procedures.
- Adoption of streamlined legislations and harmonized Customs procedures to facilitate transit traffic along the corridor.



SMART Corridors

- The TKCMC is therefore positioning the TKC to be a SMART corridor
- “SMART” is an acronym that stands for “Safety, Mobility, Automated, Real-time Traffic Management”.
- Six pillars have been identified in smart corridor development and these are; a single electronic window; cargo tracking; commercial vehicle tracking; container tracking; freight train tracking; and high visibility corridor efficiency monitoring.



Challenges

- Inconsistent and flippant regulatory practices; that is, regulatory authorities that are constantly changing rules and procedures without due process and requisite consultation with their cross border counterparts and industry players.
- Slow decision making by stakeholders.
- Slow implementation of decisions and agreed standards.
- Funding challenges for CMI programmes.
- Technical Expertise and/or assistance
- Different levels of development of Member States.
- Delays due to Covid - 19



Challenges

- Resource constraint (Financial and technical assistance), yet to engage a Customs Specialist
- Manner in which decisions are implemented. Some member states are fast in implementation whereas some are very slow.
- Logistics constraints impacted by rigid and old legal frameworks.
- Capacity building (training and sensitization conducted)
- Staff movement
- Public awareness (the users)
- Limited resources for infrastructure development
- ICT connectivity – the Cloud
- Many counters at borders (Zim)
- The land problem



COVID- 19

- State of emergency declared
- Covid-19 protocols declared
- Quarantine (endless quarantine for drivers)
- Essential goods (interpretation was a challenge)
- One driver per truck (impacted overnight couriers)



COVID- 19 NTBs

- Queues as Covid – 19 check points
- Curfews: challenge in understanding who is affected curfews
- Testing and waiting for the PCR results
- Now borders that are open: 72 hour challenge
- Decline in declarations: Buitepos experienced a decline from 12000 declarations in July last to 2000 this year
- The same border in August 2019 cleared 2168 trucks and August 2020 cleared only 823 trucks. A decline of 63%



Steps Taken Facilitation of Trade during Covid-19 Pandemic

To mitigate against the NTBs brought by Covid – 19:

1. Countrywide tour to assess the situation
2. Advocacy/Negotiation
3. Driver Swapping at the border
4. Testing of drivers
5. Establishment of the Cross border Covid 19 Monitoring forum
6. Virtual meetings with stakeholders.



CONCLUSION

- The TKCMC Work Programme is a robust Trade Facilitation Programme that will support effective trade facilitation and eventually lower trading costs.
- We are cognisant of the fact that transport operators and traders choose their routes based on performance of corridors, and these performance indicators are;
 1. the distance-related operating costs
 2. travel time
 3. predictability of transit
 4. reliability of services along the corridor
 5. Safety and security as well as
 6. the 'hospitality' of the route
- These are therefore paramount for the TKC to remain a corridor of choice.



Thank you!!