



Vision: Seamless Borders
**Maximizing the effectiveness of
established trade corridors across Africa**

2008 U.S. - Africa Infrastructure Conference
‘Connecting the Continent’



The African Context



- The African Union (AU) and New Partnership for Africa's Development (NEPAD) vision is to:

- Establish a free trade area at the level of each regional economic community
- Gradually removal obstacles to the free movement of persons, goods & services amongst member states

- African economic competitiveness relies upon efficient transport corridors across the continent.
- The regional economic communities are implementing initiatives to achieve this vision, including:

- Common Market for Eastern and Southern Africa (COMESA)
- Economic Community for the West African States (ECOWAS)
- Southern Africa Development Community (SADC)

The African Context (cont)



- Regional initiatives are aimed at improving important trade routes e.g:

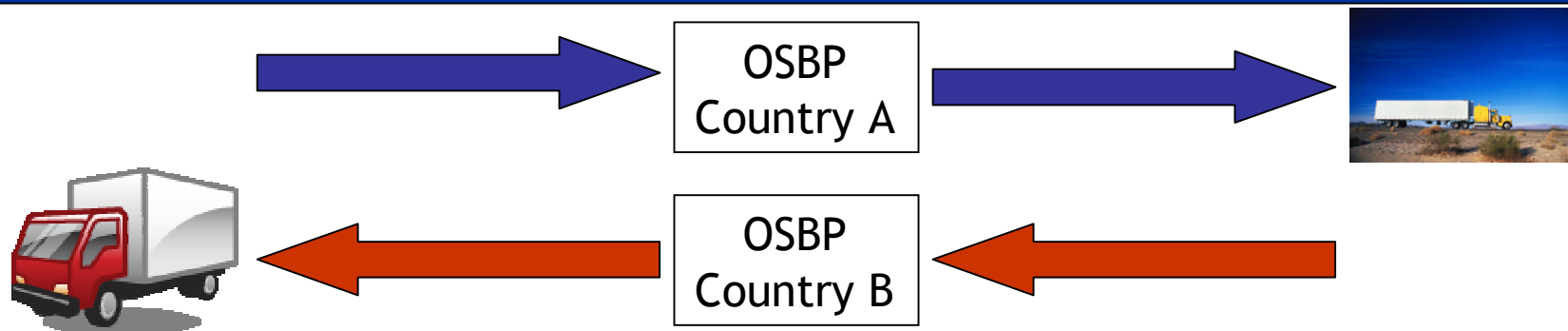
Trade Corridor:	Countries:
Abidjan-Lagos Corridor	Links Cote d'Ivoire, Ghana, Togo, Benin and Nigeria
Central Corridor	Links Port of Dar es Salaam in Tanzania with DRC, Rwanda and Burundi
Dar es Salaam Corridor	Links Port of Dar es Salaam in Tanzania with Zambia and Malawi
Maputo Corridor	Links Port of Maputo in Mozambique with South Africa
Northern Corridor	Link landlocked countries of East & Central Africa (Burundi, DRC, Rwanda, Uganda) with seaport of Mombasa in Kenya. Also serves Ethiopia, Northern Tanzania and Southern Sudan
Walvis Bay Corridor	Three trade routes which links Namibia with South Africa and Botswana; Namibia with Zambia, DRC and Zimbabwe; and Namibia with Angola respectively

Seamless Borders & OSBPs



- One way of improving trade corridors is through **One Stop Border Posts (OSBP)** and **seamless borders** :

- The OSBP model aims to reduce duplication cause by dealing with two sets of agencies (often with similar processes)
- Juxtaposed facilities are set up on either side of the border - with each facility handling traffic going in one way only.



- Seamless borders allow:
 - Dealing with Border Management Facilities in advance through advance information exchange
 - Transparent transactions
 - Little or no delays at crossings



Case Study I



Chirundu Border Post

The Chirundu Border Post is:

- The main entry point for commercial traffic from Southern Africa into Zambia and/or processing through to Central & Eastern Africa.
- One of the most utilised inland border points in the Eastern & Southern African region.
- 270 trucks pass through this Zimbabwe / Zambia post per day.

- 15 government agencies enforce various pieces of legislation at this BP
- Transit times for trucks going north range from 26 - 46 hours
- Two set of similar controls add to the long transit time

Chirundu OSBP Project will:

- Increase trade between Zimbabwe & Zambia by an estimated 20%
- Save an estimated US\$40 Million through reduced transit time

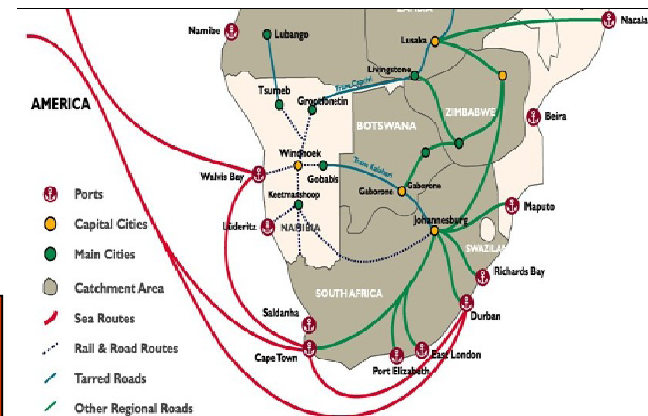
Case Study II



Walvis Bay Corridor

- Four routes from Walvis Bay into the Southern Africa Development Region (SADC) forms the Walvis Bay Corridor.
- The region's flagship project is the **Trans-Kalahari Corridor (TCK)** between Botswana, Namibia and South Africa aimed at:

- Simplifying & harmonize customs procedures
- Supporting uptake of electronic data interchange



- Utilise pre-clearance mechanisms & adopt a common transit procedure
- Introduce joint customs control & border post management
- Harmonize
 - ❖ business hours & extend hours where justified
 - ❖ road traffic laws & co-ordinate strategies for road traffic control
 - ❖ driver training & testing standards
 - ❖ road user trading systems & use charges for road maintenance
- Promote well-maintained border post facilities



Challenges & Solutions



The Sub-Sahara African Transport Policy Programme (SSATP) has identified trade obstacles along African corridors, e.g.

- Border delays
- Proliferation of road checks
- Other practises which increase monetary & time costs

Seamless borders support trade facilitation through:

- **Cutting down on transit times**

E.g. exporters of garments from Lesotho & Swaziland to the USA save 10 days shipping time when using the TKC

- **Increasing cargo volume**

E.g. Cargo volume increased by 58.4% on the TKC

- **Facilitating fluid movement of compliant traders**

Seamless borders allow compliant goods from approved traders to move effortlessly across borders, while officials can focus on high risk consignments



Future Vision



Through the provision of advance information, sharing of such data and the use of relevant electronic systems, crossing point managers will have access to relevant information, such as:

- What vehicles and cargo are approaching their borders
- What the origin and destination of the goods are
- The type of goods on board
- Relevant risk information about the driver and truck
- Seal numbers & other security information

Trucks from low risk and compliant companies will be facilitated, except for a statistically valid random sampling.

Based on advance information, all duties, taxes and fees could be paid electronically in advance allowing for full pre clearance



From Theory to Practise



Seamless borders can become a reality !

E.g. Full border review, restructuring and rehabilitation programme being implemented in Angola

However, large scale integrated border projects require:

- Collaboration between countries & governments
- Collaboration between public & private sector
- Commitment at all levels (executive & on the ground)
- Adequate funding
- Updated legislation, policies & procedures
- Improved infrastructure & facilities
- Effective management of human resources