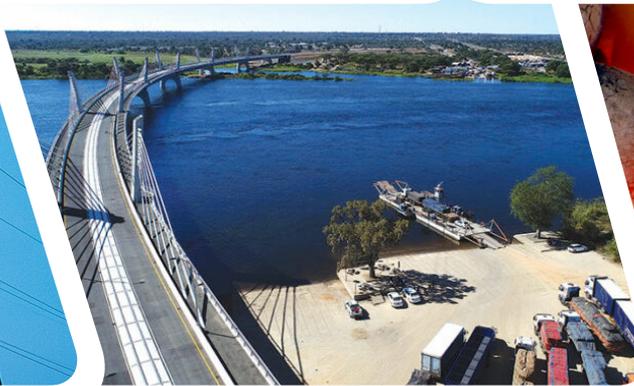




# COMPENDIUM OF SADC INVESTMENT PROJECTS





# KEY MESSAGES OF THE EXECUTIVE SECRETARY

As the current Executive Secretary of the Southern African Development Community, I am most honoured to introduce you to this thrilling African Community in the name of our 16 Member States. The region spans across the Southern part of Africa, north, to the Central and Eastern part of Africa, and towards the east, to the Indian Ocean. It represented 28% of Africa's GDP in 2022, 26% of the continent total population and attracted 30% of total FDI inflows towards Africa over the period 2010-2021. The SADC region is a building block of the African Union and works in alignment with the objectives of the African continent.

SADC Vision 2050, defined through a wide consultative process, provides the overarching strategy paving the way for the economic and social development of the region through regional integration and articulating the collaboration between the 16 Member States. Based on a firm foundation of Peace, Security, and Good Governance, the socio-economic development of the region is reflected in three pillars, Industrial Development and Market Integration, Infrastructure Development in Support of Regional Integration, and Social and Human Capital Development.

SADC Vision 2050 sets a comprehensive agenda where all stakeholders have a role to play. In particular, the private sector is instrumental in both the development of infrastructure and the industrialisation process. Therefore, the region as a whole and SADC individual Member States have dedicated constant efforts to improve the business environment and investment climate, making it one of the most conducive business environment in Africa. In particular, SADC has worked jointly with the OECD for developing the SADC Regional Investment Policy Framework that provides a framework to improve the national investment policies and climate, in particular through improved coherence and transparency of the investment environment, better market access and competition, and reinforcement of the security and protection of investor's rights.

It is now time to reap the benefits of the efforts deployed and I am pleased to present, through this Compendium of SADC Investment Opportunities, key regional projects in infrastructure that are instrumental for the region. The personal of the SADC Secretariat will assist you in gathering relevant information about the regional projects presented, in addition to the SADC Investment Portal.

I am glad to welcome investors and financial partners willing to invest in the SADC region and be part of the Vision 2050.

# TABLE OF CONTENT

<b>LIST OF ACRONYMS</b>	<b>5</b>
<b>LIST OF PROJECTS PRESENTED</b>	<b>8</b>
<b>1. The Southern African Development Community: an introduction</b>	<b>10</b>
1.1. Creation of SADC and Vision 2050	10
1.2. SADC Main institutions	10
<b>2. Why invest in SADC?</b>	<b>12</b>
2.1. SADC: one of the richest and most peaceful regions in Africa	12
2.2. The development of the region based on a firm foundation of peace, security and good governance.	12
2.3. Trade liberalisation, market integration and cooperation agreements with major global economic blocks	13
2.4. A region committed to invest in regional infrastructure and facilitate trade	14
2.5. A growing market with a population representing 26% of Africa and a growing middle class	14
2.6. Abundant natural resources sustaining agriculture, tourism and the industrialisation of the region	15
2.7. Skilled workers sustaining the rapid development of specific sectors such as financial services, renewable energy, and ICT	15
2.8. One of the most conducive business environment in Africa: a region strongly committed to partner with the private sector to realize SADC Vision 2050	16



<b>3. The SADC region – Facts &amp; Figures</b>	<b>16</b>
3.1. The Southern African Development Community: 16 Member States towards a common future	16
3.2. SADC cooperation for peace and security	17
3.3. Trends in economic growth	18
3.4. Contribution of the economic sectors in SADC GDP: services dominating the economies, industry accounting for almost a third, and agriculture receiving increasing attention	18
3.5. Trade and investment	21
3.6. Business environment and investment climate	22
3.7. Infrastructure development	24
<b>4. Presentation of SADC Member States and their investment promotion agencies</b>	<b>26</b>
<b>5. Key natural resources, agricultural products and industries by country</b>	<b>32</b>
<b>6. SADC Investment projects and business opportunities</b>	<b>34</b>
6.1. Energy: investment projects	35
6.2. Energy: business opportunities	40
6.3. ICT Infrastructure: investment projects	41
6.4. ICT Infrastructure: business opportunities	43
6.5. Transport: investment projects	44
6.6. Transport: business opportunities	49
6.7. Water: investment projects	51
6.8. Water: business opportunities	53
6.1. Business opportunities in other sectors	55



# LIST OF ACRONYMS

AfCFTA	African Continental Free Trade Area
AGOA	African Growth and Opportunity Act
AIDA	African Infrastructure Development Index
AIMS	SADC Agricultural Information Management System
AIPEX	Agency for Private Investment and Export Promotion (Angola)
ANAPI	National Investment Promotion Agency (D.R. Congo)
ANG	Angola
ANNA	Angola-Namibia Power Transmission Interconnector
ANPI	Comoros National Investment Promotion Agency
APIEX	Agência Para a Promoção de Investimento e Exportações (Mozambique)
AREP	Accelerating Regional Transformational Energy Projects
AU	African Union's (AU)
BHES	Batoka Gorge Hydro Power Plant
BITC	Botswana Investment & Trade Centre
CFB	Caminho de Ferro de Benguela (Angola)
COMESA	Common Market of Eastern and Southern Africa
CRIDF	Climate Resilience Infrastructure Development Facility
CSC	SADC Climate Services Centre
D.R. Congo	Democratic Republic of Congo
DBSA	Development Bank of Southern Africa
DFBOMT	Design, Build, Finance, Operate and Maintain model
DRC	Democratic Republic of Congo
DTAA	Double Tax Avoidance Agreement
DWDM	Dense Wavelength Division Multiplexing
EAC	East African Community
EAPP	Eastern Africa Power Pool
eCoO	E-Certificate of Origin
EDBM	Economic Development Board of Madagascar
EDB	Economic Development Board (Mauritius)
EDM	Electricidade de Moçambique
EIPA	Eswatini Investment Promotion Authority
EPA	Economic Partnership Agreement
ESCOM	Electricity Supply Corporation of Malawi
ESRL	Eswatini Rail Link project
EU	European Union
FDI	Foreign Direct Investment
FIC	Finance, Investment and Customs
FTA	Free Trade Area
GDP	Growth Domestic Product
GFB	General Freight Business
GNI	Gross National Income
HCB	Hidroeléctrica de Cahora Bassa
HVDC	High Voltage Direct Current
ICT	Information and Telecommunicatuon Technology
IKMTS	Iringa-Kisada-Mbeya-Tunduma-Sumbawanga
IPA	Investment Promotion Agency
IPF	Investment Policy Framework
KTPIP	Kenya–Tanzania Power Interconnector Project
LCTTFA	Lobito Corridor Transit Transport Facilitation Agency Agreement
LHDA	Lesotho Highlands Development Authority
LHWP	Lesotho Highlands Water Project
LNDC	Lesotho National Development Corporation
LWSC	Lusaka Water and Sewerage Company
MACRA	Malawi Communication Regulatory Authority
MASA	Meteorological Association of Southern Africa
MLHEPL	Mulembo Lelya Hydro Electric Power Limited
MOZ	Mozambique

MSME	Micro, Small and Medium Enterprise
NAPI	National Action Programmes on Investment
NASME	National Association for Small and Medium Enterprises (Malawi)
NGOs	Non-Governmental Organization
NICTBB	National ICT Broadband Backbone
NIPDB	Namibia Investment Promotion and Development Board
OECD	Organisation for Economic Co-operation and Development
OFC	Optical Fiber Cable
OHTL	Overhead Transmission Line
OSBP	One-stop Border Post
OSISC	One Stop Investment Services Centre
OTN	Optical Transport Network
PIDA	Programme for Infrastructure Development in Africa
PoP	Point of Presence
PPDF	Project Preparation Development Facility
PPP	Public-Private Partnership
RAIP	Regional Agricultural Investment Plans
RAP	Regional Agriculture Policy
RAPI	Regional Action Programme on Investment
RCC	Roller Compacted Concrete
RCT	Rehoboth Community Trust (Namibia)
REWC	Regional Early Warning Centre
RIDMP	Regional Infrastructure Development Master Plan
RISDP	Regional Indicative Strategic Development Plan
RNT	Rede Nacional de Transporte (Angola)
RTGS	SADC Real Time Gross Settlement System
SACU	Southern African Customs Union
SADC	Southern African Development Community
SADCC	Southern African Development Coordination Conference
SAPP	Southern African Power Pool
SDG	Sustainable Development Goals
SIB	Seychelles Investment Board
SME	Small and Medium Enterprise
SNEL	Société Nationale d'Electricité (D.R. Congo)
SPS	Sanitary and Phyto-Sanitary
SPV	Special Purpose Vehicle
SSF	SADC Standby Force
S-SRBC	Secretariat of the Joint Songwe River Basin Commission
TAA	Tanzania Airports Authority
TANESCO	Tanzania Electric Supply Company Limited
TAZA	Tanzania–Zambia Transmission Interconnection Project
TBT	Technical Barriers to Trade
TFCAS	TransFrontier Conservation Areas
TFTA	Tripartite Free Trade Area
TPA	Tanzania Ports Authority
TWRM	Transboundary Water Resources Management
WACS	West Africa Cable System
ZDA	Zambia Development Agency
ZESA	Zimbabwe Electricity Supply Authority
ZESCO	Zambia Electricity Supply Corporation
ZETDC	Zimbabwe Electricity and Distribution Company
ZIDA	Zimbabwe Investment & Development Agency
ZINWA	Zimbabwe National Water Authority
ZIZaBoNa	Zambia, Zimbabwe, Botswana, Namibia Power Transmission Interconnector
ZRA	Zambezi River Authority
ZTK	the Zambia-Tanzania-Kenya Interconnector

# LIST OF PROJECTS PRESENTED

<b>ENERGY: INVESTMENT PROJECTS</b>	
Ref.#1	Zimbabwe – Construction of 2nd Line Alaska-Sherwood (400) 330 kV Transmission line as a component of the Central Transmission Corridor
Ref.#2	D.R. Congo- Zambia Kolwezi-Solwezi 330 kV Power Interconnector
Ref.#3	Mozambique-Zambia 400 kV Power Interconnector
Ref.#4	ZIZABONA Power Transmission Interconnector
Ref.#5	Angola-Namibia (ANNA) Power Transmission Interconnector
Ref.#6	Zambia-Tanzania Power Transmission Interconnector (TAZA), as part of the Zambia-Tanzania-Kenya (ZTK) Interconnector
Ref.#7	Mozambique - Mphanda Nkuwa Hydropower project 1,500 MW (HNMK)
Ref.#8	Zambia, Zimbabwe - Batoka Gorge Hydro Power Plant (BHES) & transmission lines
Ref.#9	Zambia – 247 MW Kalungwishi hydroelectric power project
<b>ENERGY: BUSINESS OPPORTUNITIES (PIPELINE OF PROJECTS)</b>	
Ref. #10	Lesotho Highlands Hydropower project (Phase II of LHWP)
Ref. #11	Zambia - Mulembo Lelya hydroelectric power project (MLHEPL)
Ref. #12	D.R. Congo, South Africa - Inga 3 Transmission Interconnector
<b>ICT: INVESTMENT PROJECTS</b>	
Ref.#13	Tanzania, Mozambique - Extension of National ICT Broadband Backbone (NICTBB) to Mozambique by construction of optical fibre cable and point of presences (PoPs) for providing connectivity with Mozambique
Ref.#14	Malawi National Fibre Backbone Phase II and last Mile Rural Connectivity
Ref.#15	Submarine Cable Branching Unit (Equiano and 2-Africa to Namibia)
<b>ICT: BUSINESS OPPORTUNITIES</b>	
Ref. #16	Tanzania, D.R. Congo - Extension of Tanzanian National ICT Broadband Backbone (NICTBB) to DRC by construction of optical fibre cable across Lake Tanganyika and point of presences (PoPs) for providing connectivity with D.R. Congo
Ref. #17	Lesotho, South Africa - Fibre-Optic Installation
Ref. #18	Angola, D.R. Congo - Luanda – Kinshasa Fibre Optic Link
<b>TRANSPORT: INVESTMENT PROJECTS</b>	
Ref.#19	Malawi - Multinational Nacala Road Corridor Development Project Phase V:
	1. Construction of Nsipe-Liwonde Road; and 2. Construction of a One-stop border post (OSBP) between Malawi and Mozambique at Chiponde
Ref.#20	Tanzania - Mtwara Corridor: Rehabilitation of Makambako – Songea Road
Ref.#21	Tanzania – Mtwara Corridor: Construction of a railway line from Mtwara to Mbamba Bay via Songea with spurs to Linganga and Mchuchuma
Ref.#22	Eswatini – Maputo Corridor: Upgrading of the Bulembu –Pigg’s Peak Road (MR20) and of the Pigg’s Peak - Bulandzeni Road (MR2)
Ref.#23	Eswatini (South – South East) : Upgrading of the Nsoko – Maloma (MR14) and Maloma – Nsalitje (MR21) Roads
Ref.#24	Eswatini, South Africa - Manzini – Durban Corridor: Upgrading of the Sithobelweni – Hlathikhulu (MR25) Road (47,9 km)
Ref.#25	Eswatini - The Maznini and Maputo Corridors: Rail Link Project Lothair to Sidvokodvo
Ref.#26	Zambia - Lake Tanganyika Transport Corridor Development Project: Upgrade and Modernisation of the Port of Mpulungu
Ref.#27	Mauritius, Construction of a Petroleum Jetty and associated Storage Facilities at Albion

<b>TRANSPORT: BUSINESS OPPORTUNITIES</b>	
Ref.#28	Zambia - North South Corridor/ Trans-Africa Highway: Rehabilitation of Serenje – Mpika Road (T2) 247Km
Ref.#29	Tanzania – Dar-es-Salaam Corridor: Upgrading to bitumen standard of Matai – Kasesya Road linking Tanzania and D.R. Congo through Kasanga Port
Ref.#30	Angola, Lobito/Benguela Corridor: Feasibility Study and Detailed Projects for the CFB Rail Link to Zambia
Ref.#31	Tanzania: Modernization, development and expansion of Bagamoyo Port
<b>WATER: INVESTMENT PROJECTS</b>	
Ref.#32	Malawi, Tanzania - Songwe River Basin Development Project
Ref.#33	Mauritius, Wastewater Treatment Plant in Baie du Tombeau and New Wastewater Pumping Station Project in Roche Bois
Ref.#34	Eswatini, Mozambique - Lomahasha>Namaacha Cross-border Water Project Phase I
<b>WATER: BUSINESS OPPORTUNITIES</b>	
Ref.#35	Zambia-Zimbabwe, Chirundu cross-border Water Supply and Sanitation Project
Ref.#36	Madagascar, Water Supply in Antanambao Manampotsy (Atsinanana region)
Ref.#37	Madagascar, Antananarivo urban water supply and sanitation – Andriantany Canal
<b>BUSINESS OPPORTUNITIES IN OTHER SECTORS</b>	
Ref.#38	Namibia, Upgrading Rehoboth Abattoir and Feedlot facility with a view to export meat, beef and lamb within and outside the SADC region
Ref.#39	Zimbabwe, Establishment of a Soybean and Sunflower Oil Processing Plant with a view to address the increasing demand in Zimbabwe, Botswana and Zambia
Ref.#40	Malawi, Establishment of a Coffee Processing Factory for fair trade high quality organic coffee targeting the Zambian market
Ref.#41	Malawi, Establishment of a Sugar Processing Plant to address SADC market
Ref.#42	Seychelles, A diversity of projects proposed by private sector holders in the tourism sector
Ref.#43	Tanzania, Development of a four-star Airport Hotel at Julius Nyerere International Airport
Ref.#44	Tanzania, Enhancing Meteorological Infrastructure and Services to support Climate Change Adaptation and strengthen the resilience of the transport sector
Ref.#45	Madagascar, Development of an electricity-generating Waste Treatment Plant



# 01

## THE SOUTHERN AFRICAN DEVELOPMENT COMMUNITY: AN INTRODUCTION



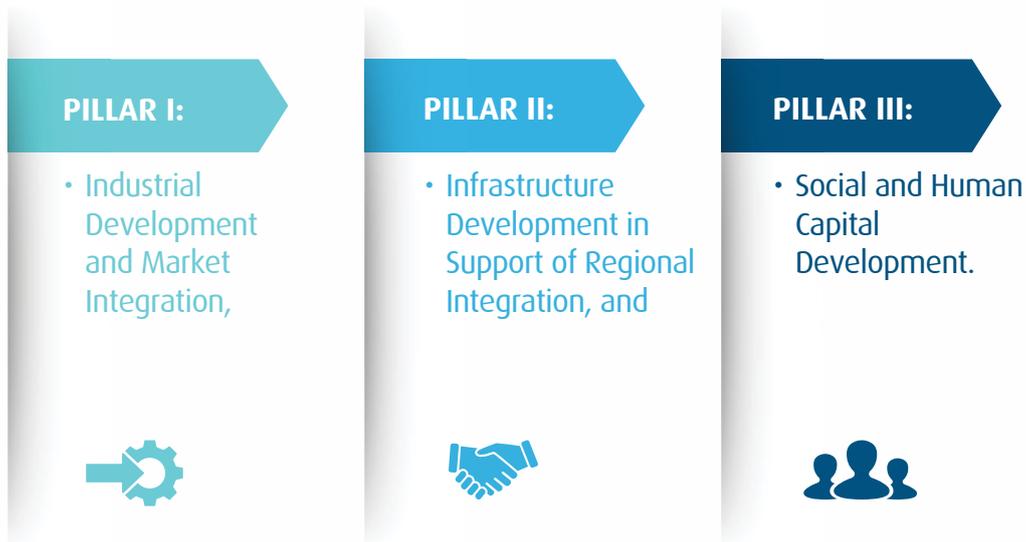


## 1.1 Creation of SADC and Vision 2050

Build upon the Southern African Development Coordination Conference (SADCC - 1980), the Southern African Development Community (SADC) was formally established in August 1992 with the adoption of the **SADC Treaty** by initially 10 States, namely Angola, Botswana, Lesotho, Malawi, Mozambique, Namibia, Eswatini, Tanzania, Zambia and Zimbabwe. It was later joined by South Africa (1994), Mauritius (1995), the Democratic Republic of Congo (1997), Seychelles (2008), Madagascar (2005) and more recently by Comoros (2017).

SADC Member States work together towards regional integration as a mechanism to sustain and enhance the social and economic development of the region, as formulated in **SADC Common Agenda**. SADC Vision 2050, “Towards a common future”, was defined in 2021 through a comprehensive collaborative and consultative process involving public, private, academic stakeholders and the civil society in all Member States. The Vision provides the overarching strategy paving the way for the economic and social development of the region through regional integration. SADC Vision 2050 is complementary to the United Nations’ 2030 Agenda for Sustainable Development, and the African Union’s (AU) Agenda 2063 and its flagship projects and continental frameworks.

**SADC Vision 2050** is to achieve a peaceful, inclusive, competitive, middle- to high-income industrialised region, where all citizens enjoy sustainable economic well-being, justice and freedom. The Vision is expressed in three pillars:



**The Foundation:** the efforts dedicated by all Member States to build the region socio-economic transformation rely on a firm foundation of Peace, Security, and Good Governance.

**Cross-cutting aspects:** moreover, the region socio-economic transformation further integrates a number of cross-cutting issues namely Gender, Youth, Environment and Climate Change, and Disaster Risk Management.

The implementation of SADC Vision 2050 is formalised by the **Regional Indicative Strategic Development Plan (RISDP) 2020-2030** as a coherent and comprehensive framework for the implementation of SADC's regional integration agenda for the next 10 years. It lays out, in an incremental manner, concrete steps and milestones to be achieved in the journey towards Vision 2050.

### THE TROÏKA PRINCIPLE

- The principle of the Troika is applied to all these institutions.
- The Chairperson of each institution is assisted by both, the former chair person, and the future one designated as Deputy Chairperson.
- This ensures continuity and perfect understanding of the decision-making process within the region.

## 1.2 SADC Main institutions

SADC Treaty defines the mechanisms for collaboration among the region and the establishment a number of institutions.

- **The Summit of Heads of States or Government** is the supreme policy-making organization. The Summit convenes every year in August/September and provides overall policy direction and controls the functions of SADC.
- **The Organ on Politics, Defence and Security Co-operation** is composed of Ministerial Committees of foreign affairs, defence, public security, state security and police.
- **The Council of Ministers** approves policies, strategies and work-programmes and oversees implementation. It is complemented by **Sectoral and Cluster Ministerial Committees** which oversee the activities of the core areas of integration in addition to monitor and control the implementation of the RISDP. In addition, the **Standing Committee of Officials** is a technical advisory committee to the Council of Ministers.
- **SADC Secretariat: the main executive institution**

The **SADC Secretariat** is the principal executive institution of SADC and implements the decisions taken by the above-mentioned institutions. The Secretariat provides strategic expertise and coordinates the harmonisation of policies and strategies throughout the region to accelerate Regional Integration and sustainable development. The institution is providing strategic planning and manages SADC programmes while promoting and harmonising policies and strategies of Member States. As part of its mandate, the Secretariat is also representing and promoting SADC towards the rest of the world.

**Transparency, accountability, probity and equity** are among the core values of the Secretariat who adopted the results-based management as the leadership strategy to ensure that activities are implemented in key result areas, linked to key performance indicators, and embedded in a clear vision, mission, mandate and adherence to core values. Since 2017, the SADC Secretariat is meeting **international standards of good practice in accounting, audit, internal controls and procurement**, enabling budget implementation of donor contributions according to its own systems, rules and procedures. The SADC Secretariat is committed to continuous improvements in terms of systems, procedures and capacity building of the personnel.

- **At national level, SADC National Committees to ensure a comprehensive dialogue**

SADC National Committees are created in each Member State to ensure a comprehensive dialogue at national level. The Committees are composed of key stakeholders reflecting the core areas of integration (government, private sector, civil society, NGOs, workers and employers Federations). Their role is to provide inputs at the national level in the formulation of SADC policies, strategies and programmes of action. They also coordinate and oversee the implementation of SADC programmes of action at national level, initiate projects and issue papers as an input to the preparation of RISDP.

Finally, the **SADC Parliamentary Forum** is to provide a platform to support and improve regional integration through parliamentary involvement, and promote best practices in the role of parliaments in regional integration and cooperation.

# 02

## WHY INVEST IN SADC?



## 2.1 SADC: one of the richest and most peaceful regions in Africa

As a regional economic community, the SADC region is progressively growing in number and size. Initially composed of 10 Member States at its creation, the region was progressively joined by 6 additional States, to reach 16 Member States to date.

Geographically, the region covers the Southern part of Africa and extends to Central and Eastern Africa as well as to the Indian Ocean.

These 16 countries represented 27.78% of Africa's GDP (USD current) and jointly attracted 55.10% of total FDI inflows towards the African continent in 2021.

SADC Vision 2050 defines a common understanding of the objectives to be achieved by the 16 individual Member States composing SADC, and provides a framework to deploy joint efforts towards a common future.

## 10 REASONS WHY YOU SHOULD INVEST IN SADC

- An African regional block composed of 16 countries working together towards a common future
- One of the most peaceful regions in Africa
- Trade and cooperation agreements with major global economic blocks
- A region committed to invest in regional infrastructure and facilitate trade
- Ports on the major global maritime routes
- A regional GDP representing nearly 30% of the continent
- A growing market with a population representing 27% of Africa and a growing middle class
- Abundant natural resources sustaining agriculture, tourism and the industrialisation of the region
- Skilled workers sustaining the rapid development of specific sectors such as financial services, renewable energy, and ICT
- One of the most conducive business environment in Africa: a region strongly committed to partner with the private sector to realize SADC Vision 2050

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## 2.2 The development of the region based on a firm foundation of peace, security and good governance.

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Cognizant of the impact of political stability on socio-economic development, SADC Member States are committed to maintaining and improving **good political, economic and corporate governance** entrenched in a **culture of democracy, full participation by civil society, transparency and respect for the rule of law**. Botswana, Mauritius, Seychelles and Namibia rank among the top 5 African countries in terms of political stability and of the rule of law (World Bank indicators). SADC Member States are fully aware of the impact of political stability on socio-economic development and therefore are cooperating, through the Organ on Politics, Defence, and Security Cooperation, to ensure the **regional peace and security agenda**. The adoption in 2004 and consistent implementation of the **SADC Principles and Guidelines Governing Democratic Elections** has enabled the region to strengthen and sustain democracy and good governance through harmonised electoral normative frameworks.

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## 2.3 Trade liberalisation, market integration and cooperation agreements with major global economic blocks

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The regional integration process within SADC is also geared towards trade liberalisation and market integration. **SADC Free Trade Area (FTA)** was launched in August 2008. The implementation of SADC Trade Protocol started in 2000 with the gradual elimination of customs duties on 85% of tariff lines and with tariffs on the remaining sensitive products to be eliminated in a longer period of time. To date, 13 Member States are implementing the FTA. D.R. Congo and Comoros are yet to join SADC FTA while Angola has recently submitted an offer to accede. Within SADC, the Southern African Custom Union (SACU), the oldest customs union in the world, groups 5 Member States, namely Botswana, Eswatini, Lesotho, Namibia and South Africa.

**SADC Protocol on Trade in Services**, ratified by 11 Member States, went into force in January 2022. Aiming at encouraging increased intra-regional trade in services through the gradual removal of unnecessary or over burdensome regulations affecting the cross-border supply of services within the SADC Region, it provides preferences for services in the sectors of communication, construction, energy-related, finance, tourism, and transport.

As a region and through bilateral agreements of its Member States, SADC has also developed trade, economic and cooperation agreements with major global economic blocks and countries. In particular, the **Tripartite Free Trade Area (TFTA)** comprises members of three Regional Economic Communities in Africa: SADC, the East African Community (EAC) and the Common Market for Eastern and Southern Africa (COMESA). To date, six SADC Member States have ratified the TFTA: Botswana, Eswatini, Namibia, South Africa, Zambia, and Zimbabwe.

Most of SADC Member States are also part of the **African Continental Free Trade Area (AfCFTA)**, an ambitious trade pact that aims at forming the world's largest free trade area by creating a single market for goods and services of almost 1.3 billion people across Africa, and by deepening the economic integration of the continent. The Agreement entered into force in May 2019 while trade was initiated in January 2021. All SADC Member States have signed the AfCFTA Agreement; Botswana, Comoros, Madagascar and Mozambique need to ratify it.

Beyond the African continent, SADC has also developed relations with key partners. SADC and the **European Union** have long standing cooperation agreements, with the EU supporting the regional integration process of the SADC region on a consistent basis. Economic Partnership Agreement (EPA) or interim EPA were signed with 11 of the 16 Member States<sup>1</sup> while Angola and the EU are engaged since 2021 in negotiations on a Sustainable Investment Facilitation Agreement. Malawi,

<sup>1</sup> EPA: Botswana, Lesotho, Mozambique, Namibia, South Africa and Eswatini. Interim EPA: Madagascar, Mauritius, Seychelles, Comoros and Zimbabwe

Tanzania, Zambia, and the DR Congo benefit from duty-free, quota-free EU access under the EU Everything but Arms scheme. Further, all SADC Member States except Zimbabwe and Seychelles, benefit from the US **African Growth and Opportunity Act (AGOA)** that facilitates market access to the US for qualifying Sub-Saharan African countries. SADC also agreed on a **SADC-China framework of cooperation** as part of China's cooperation with the African continent. Finally, in 2018, SADC and the **Russian Federation** signed a Memorandum of Understanding on the Basic Principles of Relations and Cooperation.

## 2.4 A region committed to invest in regional infrastructure and facilitate trade

Constant efforts are undertaken to improve the free movement of goods, services, and skills. In particular, **SADC Simplified Trade Regime Framework** and **SADC Regional Customs Transit Guarantee Regulations** aim at facilitating intra and extra SADC trade, while SADC E-Certificate of Origin (eCoO) Framework, implemented as a pilot phase in 6 Member States, aims at facilitating the application of the Certificate of Origin electronically. In terms of Technical Barriers to Trade (TBT) and Sanitary and Phytosanitary (SPS) Measures, SADC works to enhance the quality and competitiveness of goods and services produced by the region while ensuring that the goods and services imported meet the international standards.

Cooperation between Member States also aims at ensuring macroeconomic convergence, increased financial integration, monetary cooperation, and investment, with a view to support increased domestic, intra-regional and foreign direct investment. Initiatives such as **SADC Real Time Gross Settlement System (RTGS)** has lowered transaction costs by removing the need for corresponding banks. As an electronic cross-border funds transfer system, SADC-RTGS facilitates settlement of funds within the SADC region, in real time.

To develop intra and extra-SADC exchanges, **infrastructure in support of regional integration** is a key aspect and forms the second pillar of Vision 2050. The Infrastructure Development Master plan (RIDMP) provides the framework for cooperation and covers regional transport, energy production and distribution, water and sanitation, meteorology and communication systems. As SADC RIDMP is in line with the African Union's Programme for Infrastructure Development in Africa (PIDA) that aims at connecting the whole continent, it paves the way for developing exchanges within the Tripartite SADC-EAC-COMESA Free Trade Area and the African Continental Free Trade Area (AfCFTA).

In particular, RIDMP plans the development of **transport corridors** connecting inland States and the productive areas within the Member States, to the 8 regional ports located in international trade routes, while Port Louis in Mauritius and Toamasina in Madagascar position as hubs in the Indian Ocean. The transport corridors aim at developing inter-connected transport modalities (road, rail, air, sea and inland waterways) throughout the region for efficient and sustainable transit of goods and people. One stop border posts are already implemented in a number of countries.

A regional approach is also applied to the **production and distribution of energy**. The RIDMP foresees and plans increased energy production, notably through the construction of hydroelectric power plants, and the interconnection of energy grids across the countries. The Southern African Power Pool (SAPP) groups the electric power utilities of 12 SADC Member States with a view to propose a fully integrated and competitive energy market and ensure the provision of sustainable energy solutions for the SADC region and beyond.

Regional cooperation also focuses on the development of quality, integrated and **interconnected ICT infrastructure** to enable seamless high speed internet connection throughout the region.

## 2.5 A growing market with a population representing 26% of Africa and a growing middle class

SADC region comprises 380 million inhabitants that is 26% of Africa total population. Almost half of the population (46%) is being located in urban areas. The regional GDP per capita almost doubled in 20 years (period 2000-2021, USD current), and increased at an average rate of 4.35% per annum. To date, one SADC Member State (Seychelles) is ranked by the World Bank Group as a High income country, 4 as upper Middle income countries and 7 as Lower middle income countries<sup>2</sup>.

## 2.6 Abundant natural resources sustaining agriculture, tourism and the industrialisation of the region

The region is endowed with important natural resources, from oil, gas, and a variety of minerals (gold, diamond, copper, etc.) to fertile arable lands sustaining the agricultural production. Important inland waterways enable hydropower capacity while the variety of the landscape, unique flora and fauna and astonishing marine resources sustain the development of the tourism industry.

Vision 2050 envisages the economic development of the region through the sustainable use of natural resources and progressive industrialisation of the region anchored in the development of regional value chains identified in key sectors: *Agro-processing cluster, Minerals and Beneficiation Cluster, Pharmaceutical products and preparations cluster, Manufacturing: Consumer Goods cluster, Capital Goods: Machinery and Equipment, Services Cluster i.e. Tourism, ICT and Financial services*. SADC Industrialization Strategy and Roadmap (2016-2063) provides a framework for the region's interventions to accelerate the momentum and strengthen the comparative and competitive advantages of the economies of the region. It is anchored on three pillars: Industrialization, Competitiveness, and Regional integration, and therefore defines practical measures to improve policy environment for industrial development, increase volume and efficiency of public and private sector investments in the SADC economy, create regional value chains and participation in related global processes, as well as increase value addition for agricultural and non-agricultural products and services.

<sup>2</sup> High income country: GNI per capita in 2021 superior to USD 12,535. Upper middle income countries: GNI per capita between USD 4,046 and USD 12,535 in 2021. Lower middle income countries: GNI per capita between USD 1,036 and USD 4,045 in 2021.



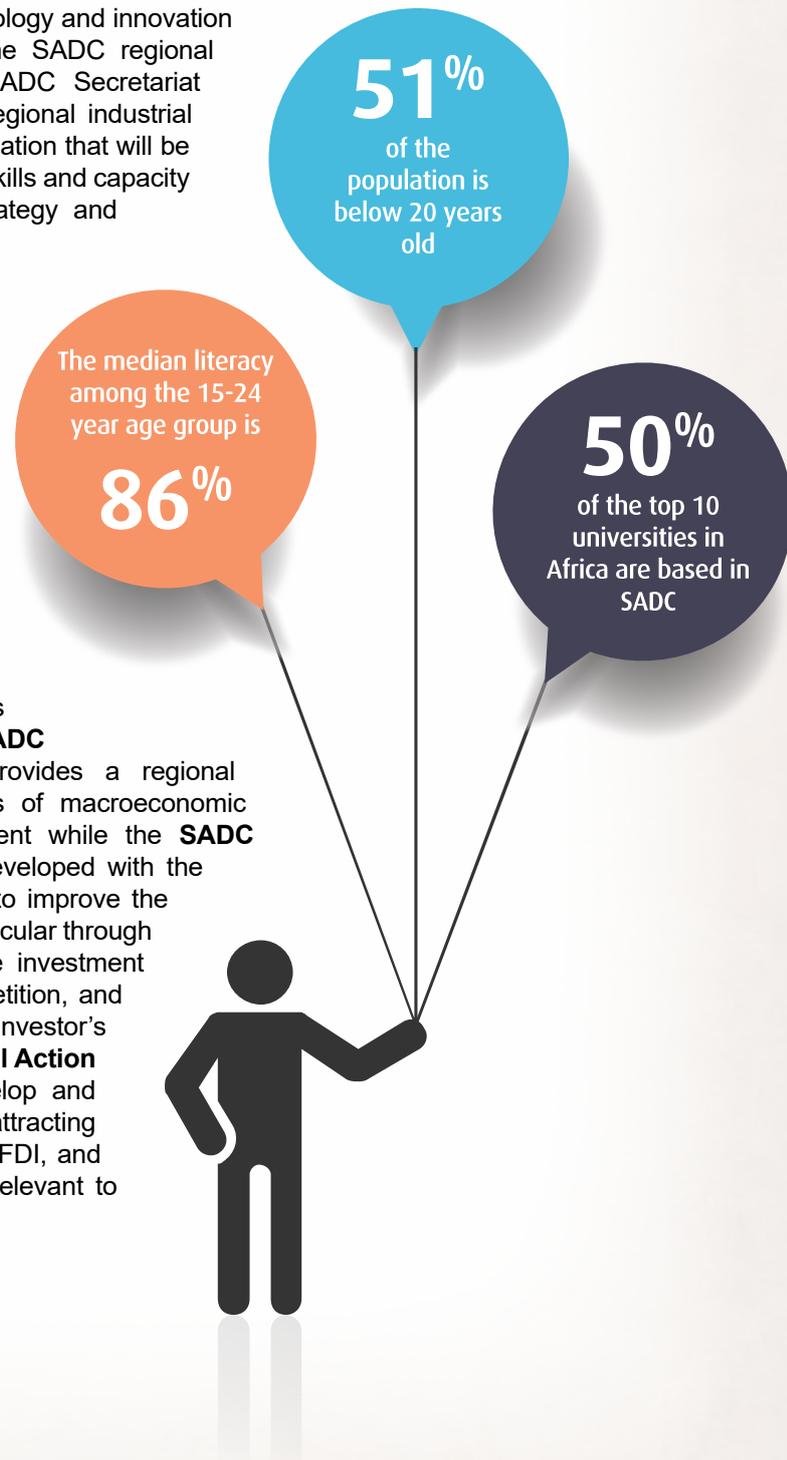
## 2.7 Skilled workers sustaining the rapid development of specific sectors such as financial services, renewable energy, and ICT

51% of the population is below 20 years old while the bulk of the workforce (20-49 years old) represents 40% of the total population. Governments spending on education was estimated at around 5% of GDP in 2020 (14 Member States) as opposed to 3.44% on average in Sub-Saharan Africa. The median literacy among the 15-24 year age group is 86% (15 reporting countries). Half of the top 10 universities in Africa are based in SADC according to the Times Higher Education's World University Ranking 2023.

SADC Industrialization Strategy and Roadmap identifies human capital development and in particular, skills development, as an important enabling factor for industrialization and competitiveness. Investment in education and skills development as well as in science, technology and innovation is one of the core strategic objectives of the SADC regional integration and cooperation agenda. The SADC Secretariat has embarked in the process of identifying regional industrial Centres of Excellence and Centres of Specialisation that will be tasked with spearheading the development of skills and capacity to implement the SADC Industrialization Strategy and Roadmap.

## 2.8 One of the most conducive business environment in Africa: a region strongly committed to partner with the private sector to realize SADC Vision 2050

SADC Vision 2050 sets a comprehensive agenda where all stakeholders have a role to play. In particular, the private sector is instrumental in both the development of infrastructure and the industrialisation process. Therefore, SADC Member States are firmly committed to improve the business environment and investment climate. The **SADC Protocol on Finance and Investment** provides a regional framework for regional cooperation in terms of macroeconomic convergence, taxation, finance and investment while the **SADC Regional Investment Policy Framework**, developed with the support of the OECD, provides a framework to improve the national investment policies and climate, in particular through improved coherence and transparency of the investment environment, better market access and competition, and reinforcement of the security and protection of investor's rights. They are complemented by the **Regional Action Programme on Investment (RAPI)** to develop and harmonize the policies and frameworks for attracting and promoting both domestic investment and FDI, and developing platforms for sharing information relevant to investors.





# 03

## THE SADC REGION – FACTS & FIGURES



### 3.1 The Southern African Development Community: 16 Member States towards a common future

Composed of 16 Member States, the SADC region encompasses:

- the **Southern African Region**: Botswana, Eswatini, Lesotho, Malawi, Namibia, Mozambique, South Africa, Zambia, Zimbabwe;
- the **Indian Ocean Region**: Madagascar, Mauritius, Seychelles and Comoros,
- part of the **Central and Eastern African regions**: Angola, D.R. Congo and Tanzania.

SADC Vision 2050, *Towards a common future*, defines the regional integration process as a means to ensure socioeconomic well-being, improvement of standards of living and quality of life, freedom and social justice, and peace and security for their people. SADC RISDP 2020-2030 defines a coherent and comprehensive framework to implement SADC regional integration agenda.

#### THE SOUTHERN AFRICA DEVELOPMENT COMMUNITY

- 16 Member States towards a common future
- GDP 2022: 839 billion USD, 28% of Africa's GDP (Source: IMF Dataset)
- Real GDP annual growth rate in 2023 (forecast): +2.8% (Source: IMF Dataset)
- Population (2020): 370 million, 46% urban (Source: World Bank Group)
- SADC attracted 30% of total FDI inflows towards Africa over the period 2010-2021 (UNCTAD)

### 3.2 SADC cooperation for peace and security

The region experienced a longer struggle for independence than other parts of the African continent resulting in high levels of inequalities. SADC Member States are fully aware of the impact of political stability on socio-economic development and are cooperating, through the Organ on Politics, Defence, and Security Cooperation, to ensure the **regional peace and security agenda** towards:

- regional peacebuilding processes;
- conflict prevention, resolution, and management;
- disaster risk management;
- a regional collective defence;
- regional early warning mechanism;
- cross-border security;
- training in peace support operations; and
- migration and refugee management.

The adoption in 2004 and consistent implementation of the **SADC Principles and Guidelines Governing Democratic Elections** has enabled the region to strengthen and sustain democracy and good governance through harmonised electoral normative frameworks. The establishment in 2010 of the Regional Early Warning Centre (REWC) and, in 2014, of the Conflict Prevention, Preventive Diplomacy, and Mediation Structure have enhanced the region's capacity to anticipate, monitor, prevent, and resolve conflicts. The SADC Standby Force (SSF) achieved full operational capability in 2017 and enhanced SADC's profile in the domain of regional and continental peace-making.

The **Regional Counter-Terrorism Strategy and Action Plan** adopted in 2015, along with the **Maritime Security Strategy** adopted in 2011, have strengthened the region's capacity to address threats to national and regional security. The **Regional Law Enforcement and Anti-Poaching Strategy**, approved in 2015, provides a regional framework for cross-border collaboration in minimising wildlife crimes and illegal trade, while promoting sustainable trade and use of natural resources. The Strategy is complemented by a set of Coordinated Border Management Guidelines and the implementation of the Protocol on the Control of Firearms, Ammunition, and Other Related Materials.

Finally, to address the risks of extreme weather conditions stemming from climate change, the **Regional Disaster Preparedness and Response Strategy** was approved in 2016 and contributes to the enhancement of regional disaster management and responses.

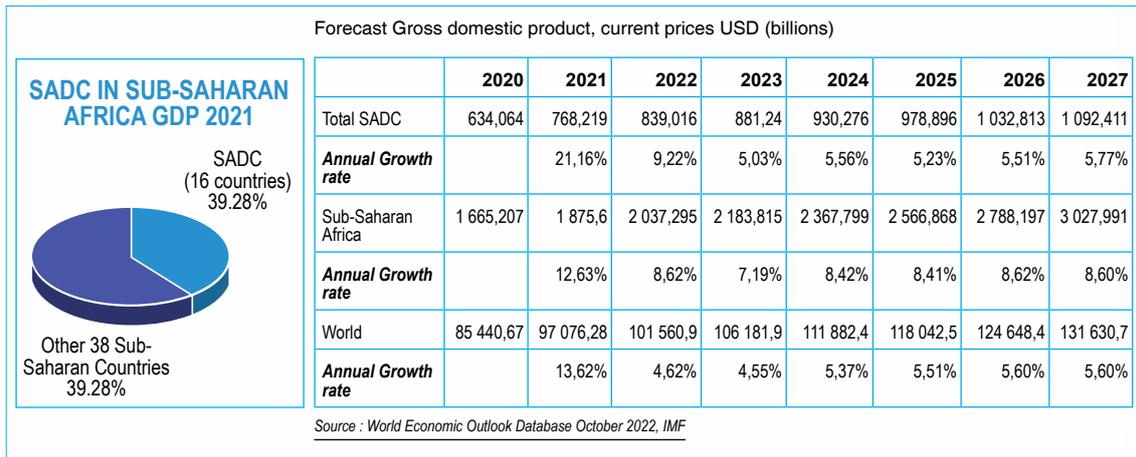
#### MO IBRAHIM INDEX OF AFRICAN GOVERNANCE 2021, COUNTRY RANKING:

- #1, Mauritius
- #2 Seychelles
- #5 Botswana
- #6 South Africa
- #8 Namibia

### 3.3 Trends in economic growth

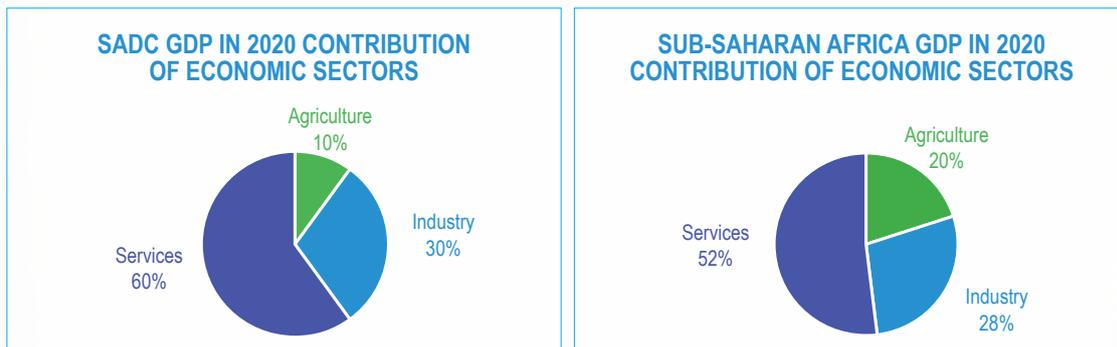
Over the past 10 years, the GDP of the SADC region grew by 2.38% per year on average (constant price USD 2015), to reach 754 billion USD in 2021, that is 39% of Sub-Saharan Africa GDP (current USD).

The World Economic Outlook of the International Monetary Fund forecasts an annual growth rate of 5 to 6% between 2023 and 2027, below the rest of Sub-Saharan Africa, but aligned to global trends.



### 3.4 Contribution of the economic sectors in SADC GDP: services dominating the economies, industry accounting for almost a third, and agriculture receiving increasing attention

Agricultural production represents around 10% of total SADC GDP, followed by industry (30%) and services (60%).



The **agriculture sector** is receiving important attention of the SADC Member States and generated 54.9 billion USD in 2020 (17% of African value creation for the sector). Common efforts are embedded in SADC Regional Agriculture Policy (RAP) that aims at increasing the sustainable production, productivity and competitiveness of the sector with a double objective of reaching food self-sufficiency in basic strategic commodities and of positioning the Member States as intra-regional and global suppliers of selected strategic commodities. SADC RAP is implemented through 5-year Regional Agricultural Investment Plans (RAIP).

- Zimbabwe's wheat harvest in 2022 reached 375,000 tons, making the country a self-sufficient agricultural powerhouse, a unique performance in Africa
- Madagascar is the 1st producer of vanilla in the world
- Tanzania positions 6th, D.R. Congo 10th and South Africa 12th in the African country ranking of agriculture value added in 2020 (USD)
- Zambia ranked 1st of the African countries in the Enabling the Business in Agriculture (World Bank Group, 2019 report)

The private sector is a key partner for reaching its objectives, notably for the development of regional agricultural value-chains, Business-to-Business (B2B) and public-private partnerships (PPP) to increase production, including importation and distribution of agricultural inputs. Strong support is provided to Member States for the commodities to reach SPS levels and improve markets for outputs.

SADC Agricultural Information Management System (AIMS) was launched in 2022 as a platform to generate agricultural data for evidence-based decision making for the region.

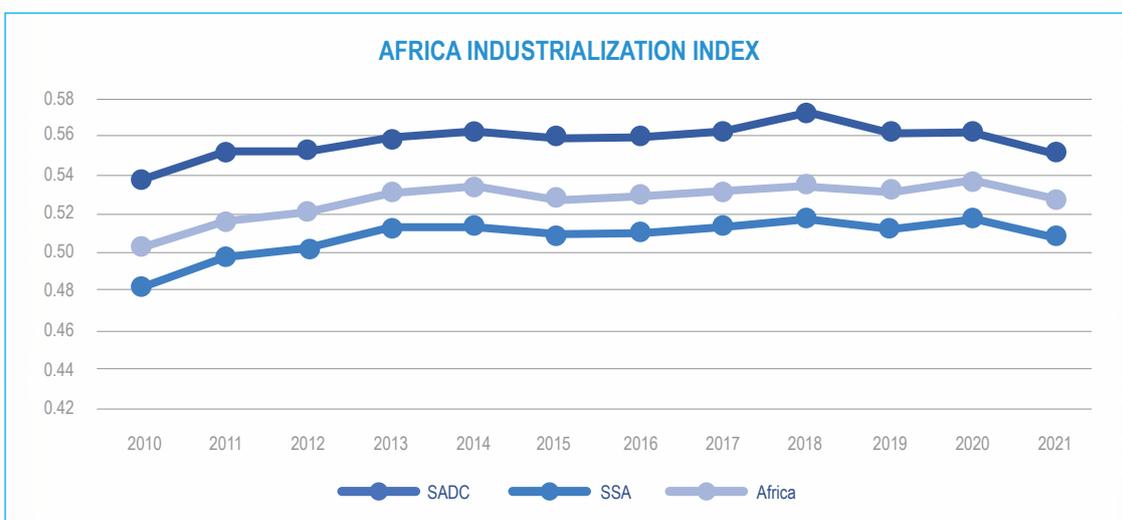
The development of SADC agricultural value-chains is closely linked to SADC Industrialisation Strategy and Roadmap that identifies 10 **regional value chains in the agro-processing cluster**, namely Soya, Sugar, Meat products (poultry and beef), Cassava, Dairy products, Other food and drinks, Fish and fish products, Horticulture (Fruits, Vegetables and Flowers), Wildlife (game meat and hide processing), Forestry – Timber and non-timber forest products (medicinal, cosmetics, essential oils and other herbal products).

The **industry sector** accounted for almost 30% of SADC GDP in 2020, at 174 billion USD (39% of African value created by the sector). Manufacturing alone accounts for 68.9 billion USD that is 39.5% of SADC value created by the industry sector (World Bank Group Database).

The *mining industry* is of strategic importance for the region. Roughly half of the world's vanadium, platinum, and diamonds originate in the region, along with 36% of gold and 20% of cobalt. The region is also endowed with important *natural resources* such as petroleum, natural gas or hydropower.

As defined by SADC Industrialisation Strategy and Roadmap, the economic development of the region relies on the production of higher value through the use and transformation of natural resources in a sustainable manner. Besides agro-processing value chains mentioned above, the Strategy identifies key priority clusters *in Minerals & beneficiation, Pharmaceutical products and preparations, Manufacturing of Consumer Goods (notably Leather, Leather Goods and Footwear; Clothing and Textiles), Machinery and Equipment for Capital Goods (Automobiles).*

Country	2010		2021	
	Score	Rank/52 countries	Score	Rank/52 countries
<b>TOP QUINTILE</b>				
South Africa	0.8957	1	0.8404	1
Mauritius	0.6802	5	0.6685	5
Eswatini	0.6426	6	0.6423	6
Namibia	0.6106	7	0.6014	10
<b>UPPER-MIDDLE QUINTILE</b>				
Congo D.R.	0.4507	33	0.5646	16
Botswana	0.5561	13	0.5587	17
Zambia	0.5002	24	0.5423	19
Tanzania	0.4922	27	0.5389	21
<b>MIDDLE QUINTILE</b>				
Lesotho	0.5350	17	0.5372	22
Seychelles	0.5106	20	0.5097	27
Madagascar	0.4720	29	0.5040	28
Mozambique	0.4286	37	0.5027	30
<b>LOWER-MIDDLE QUINTILE</b>				
Zimbabwe	0.4939	26	0.4974	32
Angola	0.5076	22	0.4865	34
<b>LOWER QUINTILE</b>				
Malawi	0.4351	36	0.4229	43
Comoros	0.3879	44	0.4078	46



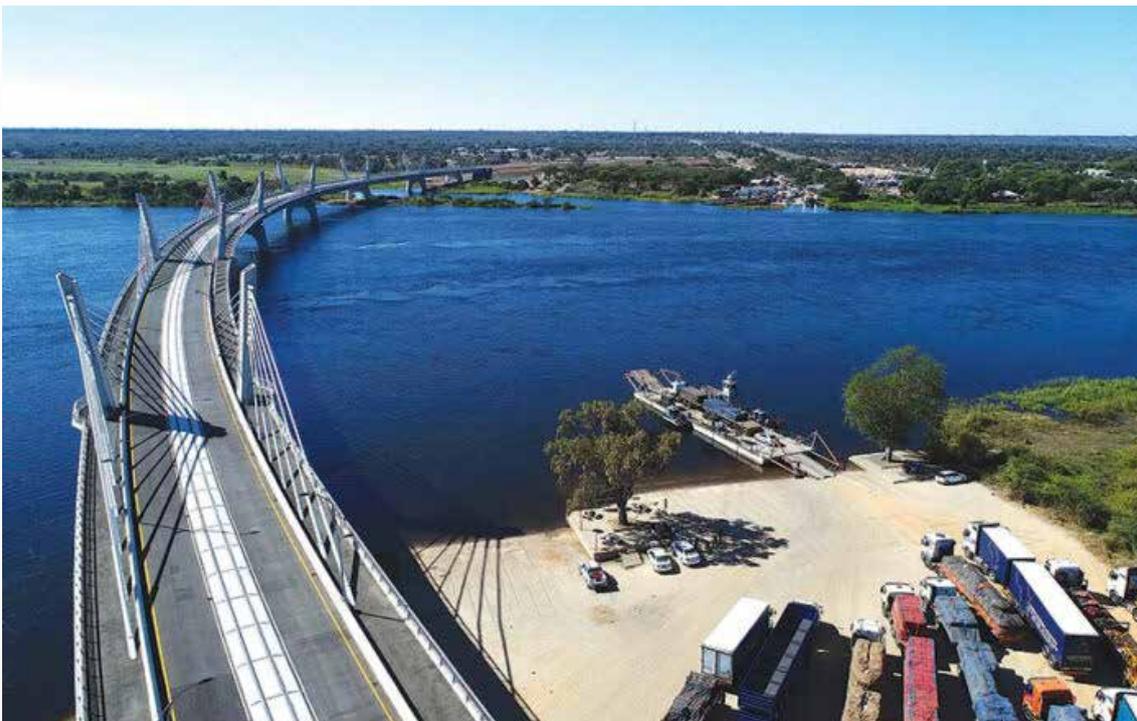
As mentioned by the African Development Bank (Africa Industrialization Index report 2022), “with its young labour force, abundant natural resources and fast-growing internal markets, Africa has the potential to become the next global frontier for industrial development”. The SADC region is at the forefront of this process in sub-Saharan Africa.

The **services sector** accounted for 60% of SADC GDP in 2020 with tourism and transport representing a substantial share of the activity. SADC Industrialisation Strategy and Roadmap identifies 3 key regional value chains within the services sector, namely **Tourism, Financial services and ICT**.

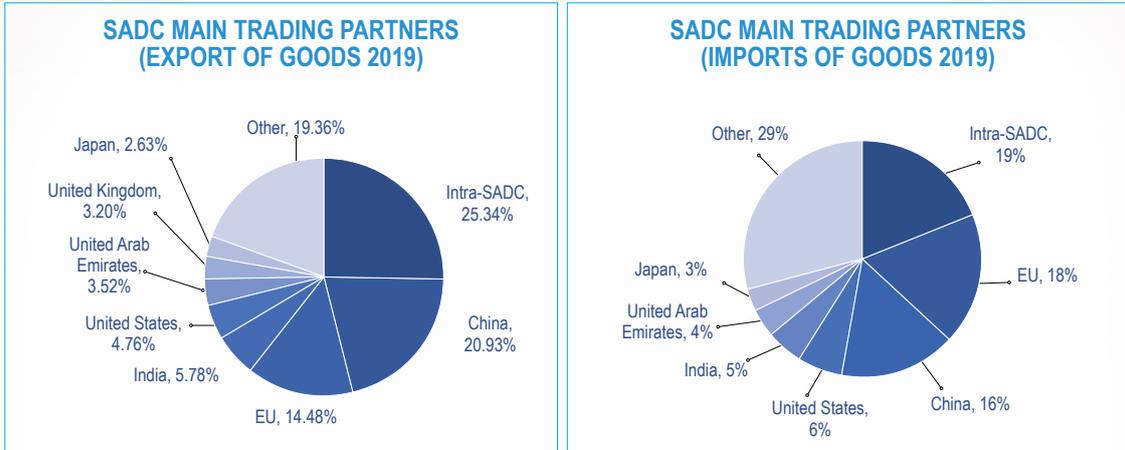
The tourism sector is a cornerstone of SADC regional economy. Prior to the COVID situation, the region attracted around 56.94% of total international tourism in sub-Saharan Africa (International inbound tourism, the World Tourism Organization). Adopted in 2019, the SADC Tourism Programme 2020-2030 aims at supporting a sustainable growth of the tourism sector in the SADC Region while the development of TransFrontier Conservation Areas (TFCAs) is foreseen under the Regional Infrastructure Development Master Plan. To date, the region has 18 TFCAs at differing stages of development, which contain 38 World Heritage Sites.

Moreover, the region is dedicating substantial efforts in developing infrastructure with a view to deepen the regional integration and facilitate the transit of goods and services within the region and between the region and the rest of the world, at competitive costs. Besides the development of transport corridors with interconnected means of transport (road, rail, air, inland and sea ports), the region is also embarked in the development of an interconnected grid for the internet broadband connection. Directly connected to the existing sea fibre optic cables, a number of SADC countries with fast internet connection are already taking advantage of this strong point to develop their **ICT sector** (outsourcing services, software development, etc.).

Finally, the **financial services** offer strong potential for the development of regional value chains. SADC Protocol on Finance and Investment (1996) establishes the regional policy on development of Banking, financial regulation, and Investment. The financial reforms undertaken in the region have so far concentrated on creating a functioning and competitive Banking sector. Through liberalising the financial sector, SADC has allowed new financial institutions to emerge and develop new products. While access to credit and capital for smaller businesses remains a concern, the reforms undertaken have already assisted in strengthening the financial sector in many Member States. Within the region, further ongoing efforts aim at reducing restrictions on financial institutions to encourage foreign investment, developing securities offerings for Capital Markets and at improving the integration of the region's banking systems to ensure cross-border trade and investment. Out of the 29 countries endowed with stock exchanges in Africa, 13 are from the SADC region, with South Africa being the leading stock exchange in Africa in terms of market capitalization and number of bank products offered. The mobile banking is commonly used within the region and Fintech has been boosted following the COVID pandemic.

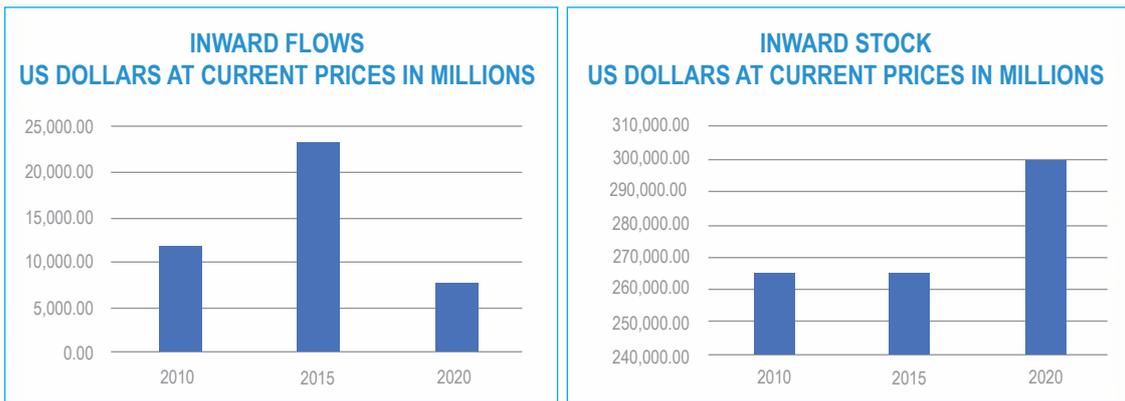


### 3.5 Trade and investment



Source : SADC Merchandise Trade Statistics Bulletin, November 2021

Intra-SADC trade, supported by the SADC Free Trade area and the Southern Africa Customs Union (SACU), represents a substantial part of SADC total trade. Other major trading partners are China, the European Union, the USA, India, the United Arab Emirates and Japan.



Source : UNCTAD

The share of SADC in FDI inflows towards Africa evolves around 18%, with an exceptional pic at 55.10% in 2021. It evolves at around 1.7% of FDI inflows towards developing economies and below 1% of global FDI inflows.

### 3.6 Business environment and investment climate

Attracting investment to support an inclusive and sustainable growth is a core objective of SADC. In order to do so, SADC has deployed substantial efforts to create a favourable investment climate and a conducive business environment within the region.

**SADC Protocol on Finance and Investment** provides a framework for regional cooperation in terms of macroeconomic convergence, taxation, finance (including relations with Development Finance Institutions) and investment. The Secretariat is mandated to ensure close collaboration with Member States and all relevant institutions on investment and other related matters in the Region.

The **Regional Action Programme on Investment (RAPI)** aims at improving the investment climate, reducing risks, improving cost competitiveness and removing barriers to investment. It is made of 3 key components:

- (i) developing and harmonizing the relevant policies and frameworks for attracting and promoting both domestic investment and FDI;
- (ii) promoting investment in the region;
- (iii) developing relevant platforms for sharing information relevant to investors.

**SADC Regional Investment Policy Framework (IPF)**, developed in close collaboration with the OECD, is a key input to the RAPI. It provides a regional framework to improve the national investment policies and climate, in order to attract higher levels of quality investment that will enable to bridge the infrastructure gap and foster technology transfers, local skills development, gender empowerment, and environmental sustainability. Five policy action areas are identified for:

- (i) improving coherence and transparency of the investment environment;
- (ii) ensuring market access and competition;
- (iii) reinforcing security and protection of investor's rights;
- (iv) ensuring responsible and inclusive investments; and
- (v) promoting regional and international integration. The regional IPF is complementary to advances in the objectives of several other regional Protocols and Strategies related to investment, industrialisation, gender, trade, and infrastructure. In order to domesticate the IPF, a number of MS have developed National Action Programmes on Investment (NAPI).

Complementary to SADC IPF, the **SADC Business and Investment Promotion Strategy** defines the approach followed to promote SADC investment opportunities and attract intra-SADC investment and FDI. The strategy is articulated around three core objectives:

- (i) complementing the national IPAs' Investment Promotion Strategy;
- (ii) presenting and promoting SADC as a FDI destination and;
- (iii) creating and maintaining the visibility of SADC as a regional investment destination.

A number of **tools and instruments** are implemented in order to support improved and harmonized business and investment conditions within the region, notably:

- The Region has developed a model Double Tax Avoidance Agreement (DTAA) to encourage investment
- Measures have been adopted to combat money laundering and support tax information sharing, and to enhance the SADC Tax regime in support of a conducive investment and business environment. The region is supporting common approaches and policies to the application and treatment of tax incentives and negotiation of tax agreements. An Investment regimes database is being developed to provide harmonised information on investment policies, incentives and practices in MS. The database complements the information provided by the IPAs of the Member States.

- Efforts are deployed to enhance integration of financial markets in the SADC region. In particular, support is provided for the development of financial markets and of policies and strategies to address risks to financial stability at regional and national levels.
- SADC Real Time Gross Settlement System (RTGS), an electronic cross-border funds transfer system, facilitates settlement of funds within the region, in real time, and hereby lowers the transaction costs by removing the need for corresponding banks.
- Ongoing efforts aim to improve the free movement of goods, services, and skills. In particular, SADC Simplified Trade Regime Framework and SADC Regional Customs Transit Guarantee Regulations aim at facilitating intra and extra SADC trade, while SADC E-Certificate of Origin (eCoO) Framework, implemented as a pilot phase in 6 MS, aims at facilitating the application of the Certificate of Origin electronically. In terms of Technical Barriers to Trade and Sanitary and Phytosanitary Measures, SADC works to enhance the quality and competitiveness of goods and services produced by the region while ensuring that the goods and services imported meet the international standards.
- At sector level, harmonised policies, strategies, and initiatives in support of cross-border infrastructure and services are developed in energy (including renewables), ICT, water and transport while efforts are deployed for enhanced policy, regulatory and business environment at national and regional levels for the development and sustainable operation of regional value chains.

Over the years, Member States have deployed efforts for aligning their policies and regulations with the regional framework and for improving the business environment in line with the World Bank Doing Business indicators<sup>1</sup>. It is noteworthy that Mauritius is ranked 13<sup>th</sup> in the World Bank Ease of Doing Business 2021, over 190 economies assessed. Achievements have been registered in particular in reducing the time and cost of starting a business, dealing with construction permits, registering properties, by simplifying the procedures and accelerating the treatment of files. A number of countries have set up electronic one-stop shops enabling investors to apply to the required permits and authorizations online. Finally, in order to attract investment in specific sectors and increase exports in particular, a number of countries have developed special economic zones, backed either by physical infrastructure or a status, and providing tax incentives.

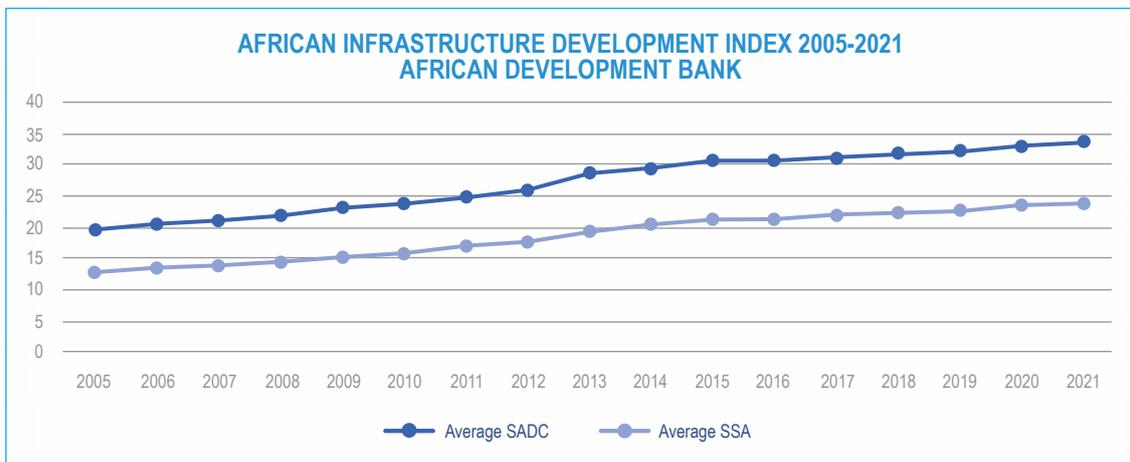
- Index of Economic Freedom 2023 – The Heritage Foundation (176 countries):  
As the 1st African country, Mauritius ranks #26, right after the USA
- Global Competitiveness Report 2019 – World Economic Forum:  
The top sub-Saharan African countries ranked are SADC Member States:  
#52 Mauritius - #60 South Africa - #76 Seychelles - #91 Botswana - #94 Namibia
- EY Attractiveness Report – Africa, Ernst & Young, Nov 2021:  
the 15 largest African FDI destinations by greenfield project numbers in 2020 include  
#1 South Africa (101 projects), #8 Angola (16 projects), #9 DR Congo (12 projects),  
#10 Tanzania (11 projects), #12 Zambia (10 projects), #15 Mozambique (8 projects)

<sup>1</sup> The World Bank Ease of Doing Business was calculated on the basis of 10 composite indicators: Starting a business, Dealing with construction permits, Getting electricity, Registering property, Getting credit, Protecting minority investors, Paying taxes, Trading across borders, Enforcing contracts, Resolving insolvency.

### 3.7 Infrastructure development

Over the past years, SADC has made significant progress in regional infrastructure development and performs better than Sub-Saharan Africa as shown in the African Infrastructure Development Index (AIDA), produced by the African Development Bank.

SADC Vision 2050 relies on the development of infrastructure in support of regional integration (Pillar 2). Indeed, developing regional infrastructure, by creating a larger market and greater economic opportunities, sustains economic growth. Therefore, the development of infrastructure is critical for promoting and sustaining regional economic development, trade and investment, and will contribute to poverty eradication and improved social conditions. By 2050, the objective is to achieve efficient and effective, technologically-driven cross-border infrastructure services and networks to support and facilitate deeper regional integration. In order to do so, three main axis are guiding the interventions: the development of quality, interconnected, integrated, and seamless infrastructure and networks; the improvement of the capacity for conceptualisation, design, construction, maintenance, and operation of regional infrastructure and services and; an increased access to affordable infrastructure and services.



Primary infrastructure targeted by the regional approach includes regional transport and communications systems, which are fundamental to the development of exchanges within the region, energy as a corner stone to the development of the industrialisation process and of the wellbeing of the population, water and sanitation to improve agriculture and food security through better irrigation as well as to enhance the wellbeing of the population, and finally meteorology as a key component to efficiently manage climate-sensitive sectors.

Within the SADC region, the **SADC Protocol on Transport, Communication and Meteorology** provides the framework for regional cooperation. The **Regional Infrastructure Development Master Plan (RIDMP)** guides the development in key infrastructure and provides a framework for planning and cooperation with both development partners and the private sector. Approved in 2012 with a vision at 2027, the RIDMP costed projects for a total amount of USD 428.10 – 558.10 billion. The Master Plan is in line with the African Union’s Programme for Infrastructure Development in Africa (PIDA) and constitutes a key input into the **Inter-Regional Infrastructure Master Plan** proposed in the context of the tripartite Free Trade Area of SADC-COMESA-EAC. It is further declined in sector specific policies and strategies leading to Regional Strategic Action Plans for the sectors concerned.

Key elements identified by the RIDMP and substantiating the regional approach include:

- The creation and strengthening of oversight and implementing institutions in order to effectively manage and coordinate the implementation of infrastructure projects. These institutions include the **regional bodies mandated to implement projects at a technical level (e.g. Southern African Power Pool, Southern African Railways Association, Southern African Telecommunications Association, etc.) or ad hoc structures, including project implementation structures within ministries or agencies in the Member States;**
- The development of appropriate policy, institutional and regulatory framework to provide the necessary enabling environment. The region has developed model policies, regulatory frameworks and institutional frameworks, which are adopted and domesticated by the Member States;
- The availability of a pipeline of bankable projects: the SADC Project Preparation and Development Facility (PPDF), implemented by the Development Bank of Southern Africa (DBSA), supports the Member States in the preparation of high quality and viable projects capable of gaining public and private financial support with a specific focus on improving infrastructure project preparation in the transport, energy, water and sanitation, urban and ICT sectors.
- The provision of a robust monitoring and evaluation system to ensure adequate follow-up and reporting on progress relating to infrastructure development based on the agreed targets.

The private sector plays a pivotal role in the provision of infrastructure in an environmentally sustainable manner. In this regard, continuous efforts are undertaken by the region to create an enabling environment and foster a coordinated approach. Joint public-private partnership participation in regional infrastructure development is recommended by the RIDMP while the Member States are encouraged to eliminate monopolies and institutionalise open access options where the services are more amenable to the private sector. Further, the user pays principle is adopted to ensure cost-reflective tariffs across all sectors while the Member States examine, if necessary, the cushioning of the disadvantaged through other means that do not prejudice the ability to foster maintenance to prescribed standards.

## REGIONAL INFRASTRUCTURE DEVELOPMENT, VISION 2027 – SELECTED KEY DOCUMENTS:

- Regional Infrastructure Development Master Plan (RIDMP)
- Transport Sector Plan 2012
- ICT Sector Plan 2012
- Energy Sector Plan 2012, Regional Energy Access and Strategic Action Plan 2020–2030,
- Renewable Energy and Energy Efficiency Strategy and Action Plan (REEESAP)
- Water Sector Plan 2012, SADC Regional Water Supply and Sanitation Programme

# 04

## PRESENTATION OF SADC MEMBER STATES AND THEIR INVESTMENT PROMOTION AGENCIES





The Republic of Angola is one of the biggest countries of the sub-Saharan region, and one of the richest in mineral resources such as oil and diamonds.

**SURFACE: 1.246.700 KM<sup>2</sup>, POPULATION: 34,5 MILLION (2021) , GDP: USD 67,40 BILLION (2021)**

**Primary sectors of focus to attract investment:**  
infrastructure, industry and agriculture.

Key advantages include:

- ✓ **50M HECTARES DE FOREST AND 35M HECTARES OF ARABLE LAND, OF WHICH ONLY 14% ARE IN USE**
- ✓ **1650 KM OF COAST AND IRRIGATION CAPACITY OF 7.5M HECTARES**
- ✓ **MEMBER OF SADC, AGOA, WTO, AND AFCTA**
- ✓ **DIPLOMATIC RELATIONS WITH 149 COUNTRIES. EXCELLENT RELATIONS WITH COUNTRIES SUCH AS CHINA, THE USA, RUSSIA, BRAZIL, PORTUGAL, FRANCE AND THE UNITED ARAB EMIRATES.**

AIPEX, the Agency for Private Investment and Export Promotion, is dedicated to export promotion, private investment funding, registration of investment proposals, institutional support and monitoring of the implementation of investment projects and internationalization of Angolan companies. AIPEX acts as the advocate at all stages of the investment process and promotes the development of strategic sectors to support socio-economic development and the growth of a diversified and stable economy.

The Republic of Botswana is strategically located at the heart of Southern Africa and offers excellent opportunities for investment. Botswana has maintained a stable and growing economy since independence in 1966. According to the United Nations, “Botswana’s greatest assets are peace, law & order, disciplined fiscal and monetary policies, capable public institutions.”

**SURFACE: 581,730 KM2 – POPULATION: 2,5 MILLION (2021) – GDP: USD 17,61 BILLION (2021)**

***Primary sectors of focus to attract investment :***

Agriculture, Automotive, Cargo Freight and Logistics, Education, Financial and Business Services, Health, ICT, Manufacturing, Mining and Tourism. Botswana Investment & Trade Centre (BITC) is in charge of investment promotion and attraction, and export promotion and development. BITC encourages domestic investment and expansion, promotes locally manufactured goods to regional and international markets, and contributes towards improvement of the investment climate through policy advocacy.



The Union of Comoros is made of three major islands located in the Indian Ocean. As a middle income country (World Bank Group classification), the economy relies on the exports of agricultural product such as spices (vanilla, cinnamon, cloves). The Comoros is the world’s largest producer of ylang-ylang, a plant which extracted essential oil is used in the perfume industry.

**SURFACE: 1,861 KM2 – POPULATION: 821,625 – GDP: USD 1,29 BILLION (2021)**

***Primary sectors of focus to attract investment:***

***Tourism and Handicrafts, Blue economy, Finance and Logistics, Agriculture, Industrial Niche.***

The Comoros National Investment Promotion Agency (ANPI) is in charge of promoting the Comoros internationally as a land of investment, improving the business environment, facilitating the establishment of foreign and national investors, and facilitating dialogue between the government and investors.

The Democratic Republic of Congo is the largest country in Sub-Saharan Africa, located in Central Africa and with borders with 9 countries. The country is widely considered one of the world's richest countries in natural resources, primarily for its important deposits of raw minerals (70% of the world's coltan, a third cobalt, more than 30% of diamond reserves, and a tenth of copper). The country is the world's largest producer of cobalt ore, and a major producer of copper and diamonds. Second, the country possesses 50% of Africa's forests and a river system in capacity to provide hydro-electric power to the entire continent. The country is a member of three electrical power pools. These are Southern African Power Pool, East African Power Pool, and Central African Power Pool.

**SURFACE: 2,345,409 KM<sup>2</sup> – POPULATION: 95,8 MILLION (2021) – GDP: USD 55,35 BILLION (2021)**

***Primary sectors of focus to attract investment:***

***Agriculture, Energy, Fishing and livestock farming, Forestry, Housing & Real estate, Industry, Infrastructure, Insurance, Mines, ICT***

The ANAPI, National Investment Promotion Agency, is in charge of the promotion of specific investment opportunities, advocacy activities for the improvement of the business climate in the country (after-care), and provides administrative support for investors who decide to establish or expand their economic activities on the national territory.

The Kingdom of Eswatini (formerly Swaziland) is bordered by Mozambique (northeast) and South Africa. Although the country is small in terms of surface, its climate and topography are varied and its economy diverse, with agriculture, forestry and mining accounting for about 13% of GDP, manufacturing (textiles and sugar-related processing) representing 37% of GDP and services constituting 50% of GDP. Eswatini is also member of the SACU and COMESA. The countries main trading partners are South Africa (with the national currency pegged to the South African Rand to ensure stability), the USA and Europe.

**SURFACE: 17,364 KM<sup>2</sup> – POPULATION: 1,19 MILLION (2021) – GDP: USD 4,74 BILLION (2021)**

***Primary sectors of focus to attract investment:***

***ICT, Mining, Agribusiness, Manufacturing, Tourism, Energy.***

The Eswatini Investment Promotion Authority (EIPA) is in charge of attracting, encouraging, facilitating and promoting local and foreign trade and investment in Eswatini. The Authority operates as a one stop shop trade and investment partner. It also ensures an advocacy role and facilitates the implementation of Government policies and strategies on investment and trade in the country while advising the Minister on trade and investment policies, strategies, proposals and suitable incentives.

The Kingdom of Lesotho is enclaved in South Africa and located in the Maloti Mountains with the entire country lying above 1.000 m in elevation. The economy of Lesotho is mainly based on agriculture, livestock, manufacturing and mining (diamond). Besides diamond, water is also part of the natural resources of the country: it enables Lesotho to be almost self-sufficient in terms of electricity production, while exporting both water and electricity to South Africa. Lesotho has taken advantage of the AGOA and became the largest exporter of garments to the US from sub-Saharan Africa (clothing, textile and footwear).

**SURFACE: 30,355 KM<sup>2</sup> – POPULATION: 2,28 MILLION (2021) – GDP: USD 2,49 BILLION (2021)**

***Primary sectors of focus to attract investment :***

Knitted Fabric Mill, Accessories and Packaging ; Leather and Footwear ; Assembly of consumer electrical and electronic appliances ; Food Processing ; Water Bottling ; Plastic Products ; Resources-based Projects e.g. ceramic ware, brick-making, sandstone and mining of minerals ; Environmental Projects e.g. Waste Recycling;

Development infrastructure in the tourism sector including amongst others: accommodation and hospitality facilities, tour operation and guiding, boating and water related recreational activities, health retreats, and high altitude sports training facilities. The Lesotho National Development Corporation (LNDC) is the main parastatal of the Government of Lesotho charged with the implementation of the country's industrial development policies. LNDC's mandate is to initiate, promote and facilitate the development of manufacturing and processing industries, mining and commerce in a manner calculated to raise the level of income and employment in Lesotho, through investment promotion, facilitation, aftercare services and investment incentives. The country is also promoting investment opportunities through the AFSIC: <https://www.afsic.net/invest-in-lesotho/>.

The Republic of Madagascar is the second largest island country in the world and is endowed with impressive biodiversity composed of numerous endemic species, both fauna and flora. Madagascar's natural resources include a variety of agricultural and mineral products. The country is the world's principal supplier of vanilla (80% of the world's natural vanilla supplies), cloves and ylang-ylang. Its main agricultural resources exported also include coffee, lychees, raffia and shrimp. Key mineral resources include various types of precious and semi-precious stones, notably sapphires. Madagascar has one of the world's largest reserves of ilmenite (titanium ore), as well as important reserves of chromite, coal, iron, cobalt, copper and nickel. Taking advantage of the AGOA, Madagascar developed a vibrant textile industry. More recently, benefitting from a high broadband speed (the highest of Africa), the country developed its ICT sector (outsourcing, software development).

**SURFACE: 587,041 KM<sup>2</sup> – POPULATION: 28,9 MILLION (2021) – GDP: USD 14,47 BILLION (2021)**

***Primary sectors of focus to attract investment :***

agribusiness, ICT, textile industry, infrastructure and energy, mines, tourism,

The Economic Development Board of Madagascar (EDBM) is the national investment promotion agency in charge of improving the competitiveness of the malagasy private sector, increasing FDI, identifying and recommending incentives to foster private investments in the country, and facilitating investment through a one-stop-shop and specialised advisors.

The Republic of Malawi is a landlocked country with common borders with Zambia, Tanzania and Mozambique. The Great Rift Valley runs through the country from north to south; to the east of the valley lies Lake Malawi. The economy of Malawi is predominantly agricultural with the main products being maize, tobacco (first export product), sugarcane, cotton, tea, corn, potatoes, sorghum, cattle and goats. The main industries are linked the agricultural products and include tobacco, tea and sugar processing, sawmill products, cement and consumer goods. Malawi has several minerals with economic potential but only phosphate, coal, limestone, uranium, iron ore, rock aggregate, and precious stones have been exploited. Several rare earth and niobium projects are planned while oil and gas exploration in Lake Malawi is underway.

**SURFACE: 118,484 KM<sup>2</sup> – POPULATION: 19,88 MILLION (2021) – GDP: USD 12,62 BILLION (2021)**

***Primary sectors of focus to attract investment:***

agriculture, agro processing, fisheries, forestry, manufacturing, mining, tourism (ecolodges), energy (bio-energy, mobile electricity) and infrastructure (wastewater services, fiber optic cables, etc.) The Malawi Investment and Trade Centre is in charge of promoting and developing Malawian exports, of attracting and nurturing foreign and domestic direct investment, and of lobbying for a conducive business climate in Malawi.

The Republic of Mauritius is a high-income Indian Ocean island country with a diversified economy based on tourism, textiles, sugar, and financial services. In recent years, ICT, seafood, hospitality and property development, healthcare, renewable energy, and education and training have emerged as important sectors, attracting substantial investment from both local and foreign investors. Mauritius is ranked high in terms of economic competitiveness, a friendly investment climate, good governance and a free economy.

**SURFACE: 2.040 KM<sup>2</sup> – POPULATION: 1.266 MILLION (2021) – GDP: USD 11.52 BILLION (2021)**

***Primary sectors of focus to attract investment:***

Ocean economy, education, life sciences, ICT, creative industries, sports economy, real estate & hospitality, healthcare, agro-industry, manufacturing industry, Freeport & logistics, renewable energy, financial services. The Economic Development Board (EDB) is the leading Government agency mandated to provide strong institutional support for strategic economic planning and to promote Mauritius as an attractive investment and business centre, a competitive export platform as well as an International Financial Centre. EDB aims at ensuring greater coherence and effectiveness in implementing policies and drawing the vision for the economic development path to be adopted to reach a high-income economy status, through sustainable and inclusive growth, whilst ensuring economic independence. The EDB also acts as the main institution responsible for country branding for investment promotion, to facilitate both inward and outward investment and ensure a conducive business environment.

The Republic of Mozambique is located in south eastern Africa and bordered by the Indian Ocean to the east, Tanzania to the north, Malawi and Zambia to the northwest, Zimbabwe to the west, and Eswatini and South Africa to the southwest. Endowed with three deep seaports, it is strategically located as a conduit to global markets for its four landlocked neighbouring countries and the government is firmly committed to invest in relevant infrastructure to address the increasing needs (ports, railways, pipelines and roads). Mozambique is also endowed with large resources of arable land suitable for agricultural production to address a growing domestic and regional demand. Moreover, it can rely on important water, energy, and mineral resources (coal, precious stones) and 2,500 km of coast with the Indian Ocean favourable for the development of the blue economy. Important resources of natural gas were discovered offshore. Although the country is still grappling with a military insurgency in parts of the gas-rich province of Cabo-Delgado, the medium-term economic outlook is positive according to the 2023 World Bank's Mozambique Economic Update report, with growth expected to accelerate to 6% over 2023-2025, driven by continued recovery in services (notably tourism), increased LNG production, and high commodity prices.

**SURFACE: 799 380 KM<sup>2</sup> – POPULATION: 32.07 MILLION (2021) – GDP: USD 15.77 BILLION (2021)**

***Primary sectors of focus to attract investment:***

infrastructure development (ports, roads, bridges, telecommunications, energy), agriculture and agro-industry, tourism and hospitality, manufacturing, fisheries and aquaculture, mineral resources. The APIEX Mozambique is promoting and facilitating national and foreign investment in the country, as well as setting the conditions for diversifying the exports of goods and services.

The Republic of Namibia shares land borders with Zambia and Angola to the north, Botswana to the east and South Africa to the south and east, while its western border is the Atlantic Ocean (1,572 km of coast). The largest economic sectors are mining (Diamonds, uranium, gold, copper, lead, zinc and other base metals), agriculture, manufacturing, and tourism. In recent years, Namibia has also been focusing on developing its renewable energy sector. The country is endowed with a good transport network (road, rail, air) and excellent communications infrastructure through a direct connection with the West Africa Cable System (WACS), and more recently with the Equiano and 2Africa subsea cables that will connect Africa to Europe and even Asia for the latter. Namibia is among the top 5 most stable countries in Africa.

**SURFACE: 824,292 KM<sup>2</sup> – POPULATION: 2.53 MILLION (2021) – GDP: USD 12.31 BILLION (2021)**

***Primary sectors of focus to attract investment:***

Agriculture and Agro-industry, Mining and Energy, Fisheries, Tourism.

The Namibia Investment Promotion and Development Board (NIPDB) serves as a one stop shop for investing in the country.

The Republic of Seychelles is an archipelago located in the Indian Ocean composed of 115 islands, with most of the population being located outside the cyclonic belt. The country's territorial waters cover 1,400,000 km<sup>2</sup>, of which 30% are protected. Seychelles ranks 1st in the Africa infrastructure development index 2021 produced by the African Development Bank and benefits from excellent air connectivity to major hubs in the Middle East, Europe, Africa, and Asia. The country is politically and economically very stable, ranking as best performer in the various indexes (Corruptions Perceptions Index, Mo Ibrahim Index of African Governance, Human Development Index, etc.). With the 1st Highest GDP per Capita in Africa in 2022, the country has a growing economy with expanding opportunities in Fisheries, Agriculture, Real Estate, Adventure & Sports Tourism, ICT, and Energy and offers a world-class financial centre with no foreign exchange restrictions.

**SURFACE: 455 KM<sup>2</sup> – POPULATION: 99,258 (2021) – GDP: USD 1.45 BILLION (2021)**

***Primary sectors of focus to attract investment:***

Tourism, Blue economy, Financial services, ICT, as well as health, professional services, agriculture, real estate, education renewable energy. Seychelles Investment Board (SIB) promotes and facilitates local and foreign investments.

The Republic of South Africa is the southernmost country in Africa. It is bounded to the south by 2,798 km of coastline that stretches along the South Atlantic and Indian Oceans, to the north by the neighbouring countries of Namibia, Botswana and Zimbabwe, and to the east and northeast by Mozambique and Eswatini. South Africa is a resource rich economy with access to both a vibrant local market and a growing regional market, and attracting numerous multinational investors in Africa. It is also a financial, technical and innovation hub attracting companies looking to tap the country's talent pool. With a GDP of USD 419 billion in 2021, the country accounts by itself to almost 22% of total GDP for sub-Saharan African region.

**SURFACE: 1,221,037 KM<sup>2</sup> – POPULATION: 59.39 MILLION (2021) – GDP: USD 419.01 BILLION (2021)**

***Primary sectors of focus to attract investment:***

Health care and life sciences, Chemicals, Consumer goods, Clothing, Textiles, Leather & Footwear, Automotive & Components, Digital economy & ICT, Agribusiness, Mining & Mineral Processing, Transport & Industrial, Forestry, Metals. InvestSA plays a critical role in attracting and generating investment into, as well as retaining investments in South Africa. Beyond the investment facilitation role it plays, InvestSA also plays an important role in supporting the business community by coordinating advocacy for business environment reforms.

The United Republic of Tanzania is located in East Africa, within the Great Lakes region. It borders Uganda to the north, Kenya to the northeast; the Indian Ocean to the east (1,424 km of coastline); Mozambique and Malawi to the south; Zambia to the southwest; and Rwanda, Burundi and the D.R. Congo to the west. The economy of Tanzania is one of the fastest growing economies in Africa with an annual growth rate in real terms of 6% in average over the last decade. Tanzania offers a friendly business environment and overall macroeconomic stability, and emphasizes on the attraction of investments in identified key priority sectors to sustain economic growth and deepen the industrialisation of the economy. In particular, the manufacturing sector is given the highest priority for attracting industries which utilize domestic available raw materials such as processing of various agricultural products, fruits and vegetable farming for the export market, fishing and fish processing, livestock value chain, mining and mineral processing, woodworks, manufacturing of pharmaceutical products and medical devices. Its geographical position enables the country to play a pivotal role in the development of economic relations between SADC and the Eastern part of Africa.

**SURFACE: 947,303 KM<sup>2</sup> – POPULATION: 63.58 MILLION (2021) – GDP: USD 67.84 BILLION (2021)**

***Primary sectors of focus to attract investment:***

real estate, tourism, pharmaceuticals, energy, livestock, manufacturing, agriculture, mining, and fishing. The Tanzania Investment Centre coordinates, promotes and facilitates investments in Tanzania and advises the Government on policy matters in order to create a competitive, attractive and sustainable investment climate. Tanzania developed a website dedicated to SDG Investment in Tanzania, the SDG Investments Tanzania Platform.



The Republic of Zambia is a landlocked country at the crossroads of central, southern and East Africa. It is bordered by 8 countries: the D.R. Congo to the north, Tanzania to the north-east, Malawi to the east, Mozambique to the southeast, Zimbabwe and Botswana to the south, Namibia to the southwest, and Angola to the west. Zambia is Africa's second-largest producer of copper and an important source of several other critical minerals such as nickel, cobalt and zinc. The country's fertile land and favourable climate make it ideal for growing crops such as maize, soybeans, and tobacco, while its diverse wildlife and cultural heritage are favourable to the tourism industry. Other opportunities exist in manufacturing, energy, and services. The government is investing in infrastructure development to improve transportation and power supply, making it easier for businesses to operate in the country.

**SURFACE: 752,617 KM<sup>2</sup> – POPULATION: 19.47 MILLION (2021) – GDP: USD 22.14 BILLION (2021)**

***Primary sectors of focus to attract investment:***

mining, agriculture, energy, manufacturing, tourism, infrastructure development. The Zambia Development Agency (ZDA) has a multifaceted mandate of promoting and facilitating trade, investment and enterprise development in the country. The Agency is also responsible for building and enhancing the country's investment profile for increased capital inflows, capital formation, employment creation and growth of the Medium Small and Micro Enterprise (MSME) Sector.

Located between the Zambezi and Limpopo Rivers, the Republic of Zimbabwe is a landlocked country bordered by South Africa to the south, Botswana to the south-west, Zambia to the north, and Mozambique to the east. The country is endowed with abundant mineral resources (platinum, gold, diamond, nickel), agricultural wealth (maize, tobacco, cotton), and offers a strong potential for the development of the tourism industry. The manufacturing and services sector also present opportunities for investment, particularly in areas such as agro-processing, textiles, and ICT. The government has initiated measures to attract foreign investment, and in particular amended indigenization (local ownership laws), to reduce the restriction to only the diamond and platinum sectors; other sectors are now open to unrestricted foreign ownership.

**SURFACE: 390,757 KM<sup>2</sup>      POPULATION: 15.99 MILLION (2021)      GDP: USD 28.37 BILLION (2021)**

***Primary sectors of focus to attract investment:***

mining, tourism, energy, infrastructure, ICT & digital economy, agribusiness, pharmaceuticals, infrastructure development.

The Zimbabwe Investment & Development Agency (ZIDA) is responsible for promoting and facilitating both local and foreign investment in the country. ZIDA integrates three former investment authorities, and operates a One Stop Investment Services Centre (OSISC), which provides investment services ranging from investment analysis, company registration, tax registration and clearance, licencing, connecting to all necessary utilities, investment promotions, public relations and aftercare services.



# 05

## KEY NATURAL RESOURCES, AGRICULTURAL PRODUCTS AND INDUSTRIES BY COUNTRY





## NATURAL RESOURCES

<b>ANGOLA</b>	petroleum, diamonds, iron ore, phosphates, copper, feldspar, gold, bauxite, uranium
<b>BOTSWANA</b>	diamonds, copper, nickel, salt, soda ash, potash, coal, iron ore, silver
<b>COMOROS</b>	fish
<b>CONGO D.R.</b>	cobalt, copper, niobium, tantalum, petroleum, industrial and gem diamonds, gold, silver, zinc, manganese, tin, uranium, coal, hydropower, timber
<b>ESWATINI</b>	asbestos, coal, clay, cassiterite, hydropower, forests, small gold and diamond deposits, quarry stone, and talc
<b>LESOTHO</b>	water, agricultural and grazing land, diamonds, sand, clay, building stone
<b>MADAGASCAR</b>	graphite, chromite, coal, bauxite, rare earth elements, salt, quartz, tar sands, semiprecious stones, mica, fish, hydropower
<b>MALAWI</b>	limestone, arable land, hydropower, unexploited deposits of uranium, coal, and bauxite
<b>MAURITIUS</b>	arable land, fish
<b>MOZAMBIQUE</b>	coal, titanium, natural gas, hydropower, tantalum, graphite
<b>NAMIBIA</b>	diamonds, copper, uranium, gold, silver, lead, tin, lithium, cadmium, tungsten, zinc, salt, hydropower, fish; note - suspected deposits of oil, coal, and iron ore
<b>SEYCHELLES</b>	fish, coconuts (copra), cinnamon trees
<b>SOUTH AFRICA</b>	gold, chromium, antimony, coal, iron ore, manganese, nickel, phosphates, tin, rare earth elements, uranium, gem diamonds, platinum, copper, vanadium, salt, natural gas
<b>TANZANIA</b>	hydropower, tin, phosphates, iron ore, coal, diamonds, gemstones (including tanzanite, found only in Tanzania), gold, natural gas, nickel
<b>ZAMBIA</b>	copper, cobalt, zinc, lead, coal, emeralds, gold, silver, uranium, hydropower
<b>ZIMBABWE</b>	coal, chromium ore, asbestos, gold, nickel, copper, iron ore, vanadium, lithium, tin, platinum group metals



KEY AGRICULTURAL PRODUCTS	
<b>ANGOLA</b>	cassava, bananas, maize, sweet potatoes, pineapples, sugar cane, potatoes, citrus fruit, vegetables, cabbage
<b>BOTSWANA</b>	milk, roots/tubers, vegetables, sorghum, beef, game meat, watermelons, cabbages, goat milk, onions
<b>COMOROS</b>	coconuts, cassava, rice, bananas, pulses nes, milk, taro, sweet potatoes, maize, cloves
<b>CONGO D.R.</b>	cassava, plantains, sugar cane, maize, oil palm fruit, rice, roots/tubers nes, bananas, sweet potatoes, groundnuts
<b>ESWATINI</b>	sugar cane, maize, roots/tubers nes, grapefruit, oranges, milk, beef, potatoes, vegetables, bananas
<b>LESOTHO</b>	milk, potatoes, maize, vegetables, fruit, beef, game meat, mutton, beans, wool
<b>MADAGASCAR</b>	rice, sugar cane, cassava, sweet potatoes, milk, vegetables, bananas, mangoes/guavas, tropical fruit, potatoes
<b>MALAWI</b>	sweet potatoes, cassava, sugar cane, maize, mangoes/guavas, potatoes, tomatoes, pigeon peas, bananas, plantains
<b>MAURITIUS</b>	sugar cane, poultry, pumpkins, gourds, potatoes, eggs, tomatoes, pineapples, bananas, fruit
<b>MOZAMBIQUE</b>	sugar cane, cassava, maize, milk, bananas, tomatoes, sweet potatoes, rice, sorghum, potatoes
<b>NAMIBIA</b>	beef, milk, grapes, millet, maize, mutton, pork, chickens, goats, wheat
<b>SEYCHELLES</b>	coconuts, vegetables, bananas, fruit, eggs, poultry, tomatoes, pork, tropical fruit, cassava
<b>SOUTH AFRICA</b>	sugar cane, maize, milk, potatoes, grapes, poultry, oranges, wheat, soybeans, beef
<b>TANZANIA</b>	cassava, maize, sweet potatoes, sugar cane, rice, bananas, vegetables, milk, beans, sunflower seed
<b>ZAMBIA</b>	sugar cane, cassava, maize, milk, vegetables, soybeans, beef, tobacco, wheat, groundnuts
<b>ZIMBABWE</b>	sugar cane, maize, milk, tobacco, cassava, vegetables, bananas, beef, cotton, oranges



KEY INDUSTRIES	
<b>ANGOLA</b>	petroleum; diamonds, iron ore, phosphates, feldspar, bauxite, uranium, and gold; basic metal products; fish processing, food processing, brewing, tobacco products, sugar; cement; textiles; ship repair
<b>BOTSWANA</b>	diamonds, copper, nickel, salt, soda ash, potash, coal, iron ore, silver; beef processing; textiles
<b>COMOROS</b>	fishing, tourism, perfume distillation
<b>CONGO D.R.</b>	mining (copper, cobalt, gold, diamonds, coltan, zinc, tin, tungsten), mineral processing, consumer products (textiles, plastics, footwear, cigarettes), metal products, processed foods and beverages, timber, cement, commercial ship repair
<b>ESWATINI</b>	soft drink concentrates, coal, forestry, sugar processing, textiles, and apparel
<b>LESOTHO</b>	food, beverages, textiles, apparel assembly, handicrafts, construction, tourism
<b>MADAGASCAR</b>	meat processing, seafood, soap, beer, leather, sugar, textiles, glassware, cement, automobile assembly plant, paper, petroleum, tourism, mining
<b>MALAWI</b>	tobacco, tea, sugar, sawmill products, cement, consumer goods
<b>MAURITIUS</b>	food processing (largely sugar milling), textiles, clothing, mining, chemicals, metal products, transport equipment, non-electrical machinery, tourism
<b>MOZAMBIQUE</b>	aluminium, petroleum products, chemicals (fertilizer, soap, paints), textiles, cement, glass, asbestos, tobacco, food, beverages
<b>NAMIBIA</b>	mining, tourism, fishing, agriculture
<b>SEYCHELLES</b>	fishing, tourism, beverages
<b>SOUTH AFRICA</b>	mining (world's largest producer of platinum, gold, chromium), automobile assembly, metalworking, machinery, textiles, iron and steel, chemicals, fertilizer, foodstuffs, commercial ship repair
<b>TANZANIA</b>	agricultural processing (sugar, beer, cigarettes, sisal twine); mining (diamonds, gold, and iron), salt, soda ash; cement, oil refining, shoes, apparel, wood products, fertilizer
<b>ZAMBIA</b>	copper mining and processing, emerald mining, construction, foodstuffs, beverages, chemicals, textiles, fertilizer, horticulture
<b>ZIMBABWE</b>	mining (coal, gold, platinum, copper, nickel, tin, diamonds, clay, numerous metallic and non-metallic ores), steel; wood products, cement, chemicals, fertilizer, clothing and footwear, foodstuffs, beverages

# 06

## SADC INVESTMENT PROJECTS AND BUSINESS OPPORTUNITIES





The SADC Secretariat is the principal executive institution of SADC and responsible for strategic planning, co-ordination and management of SADC programmes. It is also responsible for the implementation of decisions of SADC policy and institutions such as the Summit, the Troikas and the Council of Ministers. It is headed by an Executive Secretary and has its headquarters in Gaborone, Botswana.

Guided by Institutional Vision and Mission, the Secretariat is composed of various units and directorates. In particular, the **Finance, Investment and Customs (FIC) Directorate** facilitates trade and financial liberalisation; and the creation of an enabling environment for investment, contributing to deeper regional economic integration, inclusive growth and poverty eradication. More specifically, the FIC Directorate's main functions are to:

- Facilitate trade and financial liberalisation; and to create an enabling environment for investment.
- Facilitate the development and strengthening of financial and capital markets.
- Ensure capacity for macro-economic management and convergence strategies.
- Cover Customs, Finance and Investment and Macro- Convergence sectors.

In the framework of the efforts undertaken by the region to promote favourable investment conditions, and complementary to these efforts, the FIC Directorate has more recently embarked on a process aiming at promoting the SADC region as an attractive investment destination. In this regard, the promotion of existing investment opportunities within the region undertaken by SADC Secretariat is focused on regional projects of primary importance for the development of the region.

**SADC Investment Portal** provides updated information on key political, economic and social situation of the region as well as on key initiatives undertaken towards improved business and investment conditions within the region.

The **Compendium of Investment opportunities** is developed to present to potential investors a selection of key regional projects with major impacts in terms of regional integration, economic development or improved well-being of the population. These selected projects have been identified as key projects enabling to make progress in the realization of Vision 2050 and are infrastructure projects in:

- Energy: power generation and transmission projects involving various SADC Member States with a view to develop hydro-electric power plants and interconnected energy grids. The projects presented include investor-ready projects as well as a snapshot of the pipeline of projects.
- ICT: internet broadband backbone development and rural connectivity projects.
- Transport: projects contributing to the development of regional transport corridors through the construction, expansion or rehabilitation of roads and bridges, railway infrastructure, inland waterways, ports and one stop border posts.
- Water sector: projects related to the supply of water, sanitation and treatment.

Both investor-ready investment projects and a pipeline of projects (business opportunities) are presented under each sector.

In addition, other business opportunities of regional scope are presented in sectors such as agribusiness, Meteorological Infrastructure or waste treatment.

## 6.1. Energy: investment projects

### ZIMBABWE – CONSTRUCTION OF 2ND LINE ALASKA-SHERWOOD (400) 330 KV TRANSMISSION LINE AS A COMPONENT OF THE CENTRAL TRANSMISSION CORRIDOR

<b>REF.#1</b>	<b>POWER TRANSMISSION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Chinhoyi to Kwekwe 160 km Power Transmission Line and related infrastructure		
<b>PROJECT HOLDER</b>	• Zimbabwe Electricity and Distribution Company (ZETDC) and Zimbabwe Electricity Supply Authority (ZESA)		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Neighbouring countries as buyers • South Africa as power supplier		
<b>STATUS</b>	S4A: tendering	Tentative tendering	XXX
<b>AMOUNT</b>	USD 64 million	Project Finance Options:	XXX



#### OVERALL PROJECT PRESENTATION

This electricity transmission project undertaken by Zimbabwe Electricity Supply Authority (ZESA) through its subsidiary Zimbabwe Electricity Transmission and Distribution Company (ZETDC), aims at strengthening the Central Corridor going through Zimbabwe, as part of the Southern African Power Pool (SAPP). Zimbabwe is at the core of energy trade along the Central Corridor linking the northern parts of the SAPP with the main load and generation hub in South Africa. The project aims at strengthening the transmission grid in Zimbabwe through building a 160 km power transmission line from Chinhoyi to Kwekwe and includes the construction of substations, the installation of transformers, the installation of power control units, and the laying of 400 kV transmission lines.

The project is backed by an Environmental impact assessment study, pre- feasibility and detailed feasibility studies including the demand forecasts generated in neighbouring countries and a comprehensive Market analysis of the potential trade resulting from the proposed reinforcement of the grid.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

D.R. CONGO- ZAMBIA KOLWEZI-SOLWEZI 330 KV POWER INTERCONNECTOR			
<b>REF.#2</b>	<b>POWER TRANSMISSION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Kolwezi (D.R. Congo) - Solwezi (Zambia) 330 kV Power Interconnector		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>• Société Nationale d'Electricité (SNEL), D.R. Congo</li> <li>• Zambia Electricity Supply Corporation (ZESCO), Zambia</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S4A: tendering	Tentative tendering	XXX
<b>AMOUNT</b>	USD 104 million	Project Finance Options:	XXX



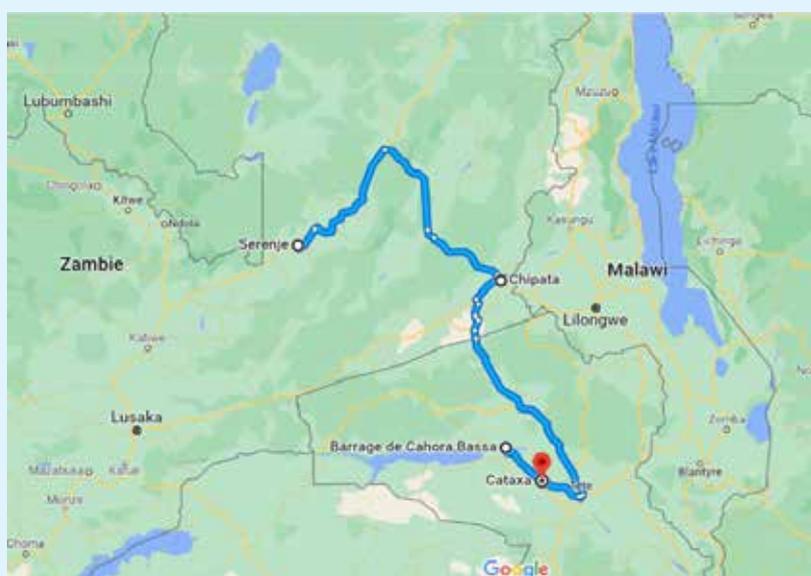
### OVERALL PROJECT PRESENTATION

The 330 kV transmission line will connect Kolwezi in D.R. Congo to the district of Solwezi in Zambia, through the Zambia Electricity Supply Corporation (ZESCO) network at Lumwana or Kalumbila Substation and the future Société Nationale d'Electricité (SNEL) network at Kolwezi NRO substation. The Kolwezi–Solwezi interconnection will greatly contribute to the stability of both ZESCO and SNEL networks, especially in the southern part of Congo. In particular, it will support SNEL's network in the Katanga area, and will also provide additional transmission capacity for exports from Zambia and other SAPP (Southern African Power Pool) member countries to D.R. Congo, and conversely.

The project is aligned to the African Union's Programme for Infrastructure Development in Africa (PIDA), especially the North-South Power Transmission Corridor, and is supported by the African Development Bank, the World Bank and the AREP programme. An Environmental and Social Impact Assessment, a Resettlement Action Plan, and Feasibility Study were undertaken.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

<b>MOZAMBIQUE-ZAMBIA 400 KV POWER INTERCONNECTOR</b>			
<b>REF.#3</b>	<b>POWER TRANSMISSION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Chipata, Zambia – Cataxa, Mozambique and Cahora Bassa, Mozambique – Serenje, Zambia		
<b>PROJECT HOLDER</b>	• Electricidade de Moçambique (EDM), Mozambique and Zambia Electricity Supply Corporation Limited (ZESCO), Zambia		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Southern African Power Pool (SAPP) member countries (13)		
<b>STATUS</b>	S4A: tendering	Tentative tendering	XXX
<b>AMOUNT</b>	USD 437 million	Project Finance Options:	XXX



### **OVERALL PROJECT PRESENTATION**

The Mozambique - Zambia 400 KV Power Interconnector Project consists in the construction of a high voltage transmission line from Chipata 330/132/33 kV substation to the Cataxa substation in Mozambique, as well as the construction of a transmission line that connects Cahora Bassa Hydroelectric Power Station at Songo in Mozambique with the power system of Zambia at Serenje.

The project is in line with the African Union's Programme for Infrastructure Development in Africa (PIDA), especially the North-South Power Transmission Corridor and supports both countries long term ambitions: Mozambique as a power exporter to SAPP, and Zambia as a regional hub within SAPP. It offers solutions to mitigate the congestion in the SAPP network and allow mixed energy sources from Mozambique (gas, solar, wind and hydro), aiming to mitigate energy shortage due to draught in the region, assure security and reliability of supply, including regional and interregional network integration.

An Environmental and Social Impact Assessment, a Resettlement Action Plan and a Feasibility Study, were undertaken.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

ZIZABONA POWER TRANSMISSION INTERCONNECTOR			
REF.#4	POWER TRANSMISSION		
PROJECT LOCATION AND SIZE	• Zambia, Zimbabwe, Botswana, Namibia (ZiZaBoNa)		
PROJECT HOLDER	XXX		
OTHER SADC COUNTRIES INVOLVED	XXX		
STATUS	S4A: tendering	Tentative tendering	XXX
AMOUNT	USD 240 million	Project Finance Options:	XXX



### OVERALL PROJECT PRESENTATION

The ZIZABONA project aims at increasing trade in energy among Zimbabwe, Zambia, northern Malawi and north-eastern Mozambique, as part of the ZIZABONA transmission project that consists of transmission facilities in Zambia, Zimbabwe, Botswana and Namibia with a view to facilitate the establishment of a Western Transmission Corridor in Southern Africa and help decongest the existing Central Transmission Corridor passing through Zimbabwe.

The project is a segment of the Programme for Infrastructure Development in Africa (PIDA) interconnection corridor and is expected to allow NamPower to import directly from Hwange in Zimbabwe whereas currently, electricity from the Hwange Power Station is routed to Namibia through South Africa.

An Environmental and Social Impact Assessment, a Resettlement Action Plan and a Feasibility Study, were undertaken.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

ANGOLA-NAMIBIA (ANNA) POWER TRANSMISSION INTERCONNECTOR			
REF.#5	POWER TRANSMISSION		
PROJECT LOCATION AND SIZE	• Southern part of Angola and north-western part of Namibia		
PROJECT HOLDER	• Rede Nacional de Transporte (RNT), Angola NamPower, Namibia		
OTHER SADC COUNTRIES INVOLVED	None		
STATUS	S3A: project structuring	Tentative tendering	XXX
AMOUNT	USD 335 million	Project Finance Options:	XXX



### OVERALL PROJECT PRESENTATION

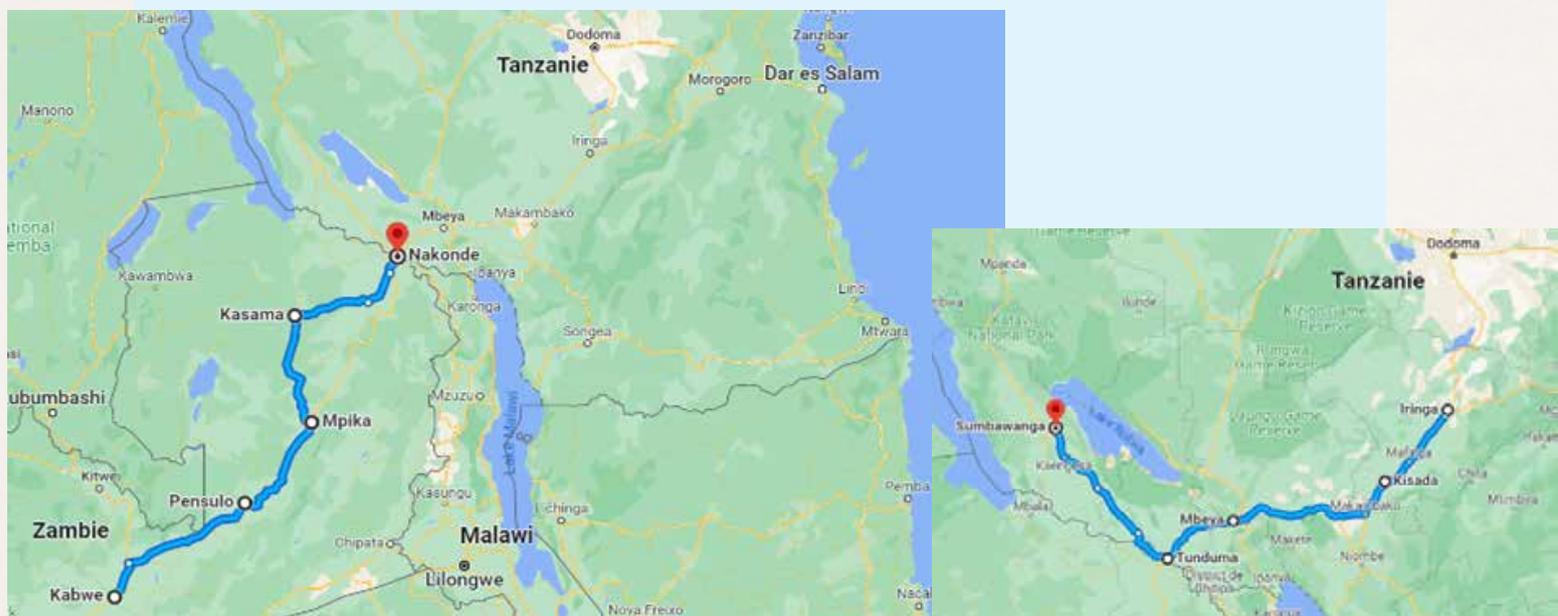
The proposed ANNA Project is a 400 kV overhead transmission line, with a total length of approximately 362 km, from the Kunene substation in Namibia to the Lubango substation in Angola. The interconnector will link the electricity networks in the north-western part of Namibia and the southern part of Angola and will integrate the Baynes Hydro Power Station (Lower Kunene, Namibia) into the NamPower and RNT electricity networks. The transmission line will initially supply power to towns in southern Angola mainly Xangongo, Cahama and Ondjiva currently heavily dependent on diesel generators. It will alleviate the electricity supply constraints in southern Angola and contribute towards long-term security of supply in the region.

An Environmental and Social Impact Assessment was undertaken in Angola in 2022. Moreover, a feasibility study undertaken in 2017, complemented by detailed feasibility studies.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## ZAMBIA-TANZANIA POWER TRANSMISSION INTERCONNECTOR (TAZA), AS PART OF THE ZAMBIA-TANZANIA-KENYA (ZTK) INTERCONNECTOR

REF.#6	POWER TRANSMISSION		
PROJECT LOCATION AND SIZE	<ul style="list-style-type: none"> <li>Tanzania: 400 kV Iringa-Kisada-Mbeya-Tunduma-Sumbawanga (IKMTS) double-circuit overhead transmission line (OHTL, 616 km)</li> <li>Zambia: more than 900 km of 330 kV transmission lines</li> </ul>		
PROJECT HOLDER	<ul style="list-style-type: none"> <li>Tanzania Electric Supply Company Limited (TANESCO) and Government of Zambia</li> </ul>		
OTHER SADC COUNTRIES INVOLVED	<ul style="list-style-type: none"> <li>Southern African Power Pool (SAPP) and Eastern Africa Power Pool (EAPP)</li> </ul>		
STATUS	S3A: project structuring	Tentative tendering	XXX
AMOUNT	USD 425 million	Project Finance Options:	XXX



### OVERALL PROJECT PRESENTATION

Tanzania–Zambia Transmission Interconnection Project (TAZA) is part of the larger Zambia–Tanzania–Kenya (ZTK) project that aims to link the Southern African Power Pool (SAPP) with the Eastern Africa Power Pool (EAPP). ZTK is divided into two sections: TAZA and the Kenya–Tanzania Power Interconnector Project (KTPIP). Overall, ZTK involves the construction of 2,302 km of 400 kV double-circuit lines and 373 km of 330 kV single-circuit lines (estimated cost: USD1.4 billion).

TAZA entails the construction of a 400 kV Iringa-Kisada-Mbeya-Tunduma-Sumbawanga (IKMTS) double-circuit overhead transmission line (OHTL, 616 km) and associated substation works at IKMTS. In Zambia, the construction of:

- a 330 kV Pensulo–Mpika line (200 km);
- a 330 kV Mpika–Kasama line (200 km);
- a 330 kV Kasama–Nakonde line (212 km)
- a 400 kV Nakonde–Tuduma double-circuit line (14 km).
- The construction of the 330 kV Kabwe–Pensulo line (298 km) is already undertaken.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

<b>MOZAMBIQUE - MPHANDA NKUWA HYDROPOWER PROJECT 1,500 MW (HNMK)</b>			
<b>REF.#7</b>	<b>POWER GENERATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Tete province, central Mozambique, Zambezi River - Construction of a hydroelectric dam and transmission line		
<b>PROJECT HOLDER</b>	• Mphanda Nkuwa Hydroelectric Project Implementation Office (GMNK)		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Southern African Power Pool (SAPP)		
<b>STATUS</b>	S3B: transaction support and financial close	Tentative tendering	XXX
<b>AMOUNT</b>	USD 2.4 billion	Project Finance Options:	PPP

### OVERALL PROJECT PRESENTATION

Construction of a hydroelectric dam on the Zambezi River in the Marara district. The 1,500 MW power plant will be located 60 km downstream of the Cahora Bassa dam (capacity of 2,075 MW) and the dam 70 km upstream of the city of Tete, the capital of the province. The reservoir of the project will extend to the Cahora Bassa and Maravia districts. A transmission system comprising 1,300 km of 550 kV high-voltage direct current line will also be built between Cataxia and Maputo. The project comprises a 700 m-long and 86 m-high concrete gravity dam with 13 flood gates and uses the water flow released by the Cahora Bassa hydropower plant. The powerhouse will be equipped with 4 Francis turbine units of 365 MW each, and is expected to generate 8,600 GWh of electricity a year at full capacity. The electricity generated is to be evacuated through a 650 km-long, 400 kV high-voltage alternating current (HVAC) transmission line connecting the Cataxia substation at Marara. Further, a 1,300 km-long 550kV high-voltage



direct current (HVDC) line to connect the Maputo substation in Mozambique with the South Africa Grid is envisioned. The surplus electricity generated by the plant will be exported to the neighbouring countries through power trading arrangements co-ordinated by the Southern African Power Pool (SAPP).

The project will be developed by a special purpose vehicle (SPV) comprising the state-owned Electricidade de Mocambique (EDM), Hidroeléctrica de Cahora Bassa (HCB), and a strategic partner yet to be selected on a limited recourse project finance basis.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## ZAMBIA, ZIMBABWE - BATOKA GORGE HYDRO POWER PLANT (BHES) & TRANSMISSION LINES

<b>REF.#8</b>	<b>POWER GENERATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Cross-border hydroelectric project of 2.4 GW located across the boundary between Zambia and Zimbabwe, on the Zambezi River.		
<b>PROJECT HOLDER</b>	• Zambezi River Authority (ZRA), an entity equally owned by the Zambia and Zimbabwe governments.		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Southern African Power Pool (SAPP)		
<b>STATUS</b>	S3A: project structuring	Tentative tendering	XXX
<b>AMOUNT</b>	USD 3.7 billion	Project Finance Options:	PPP

### OVERALL PROJECT PRESENTATION

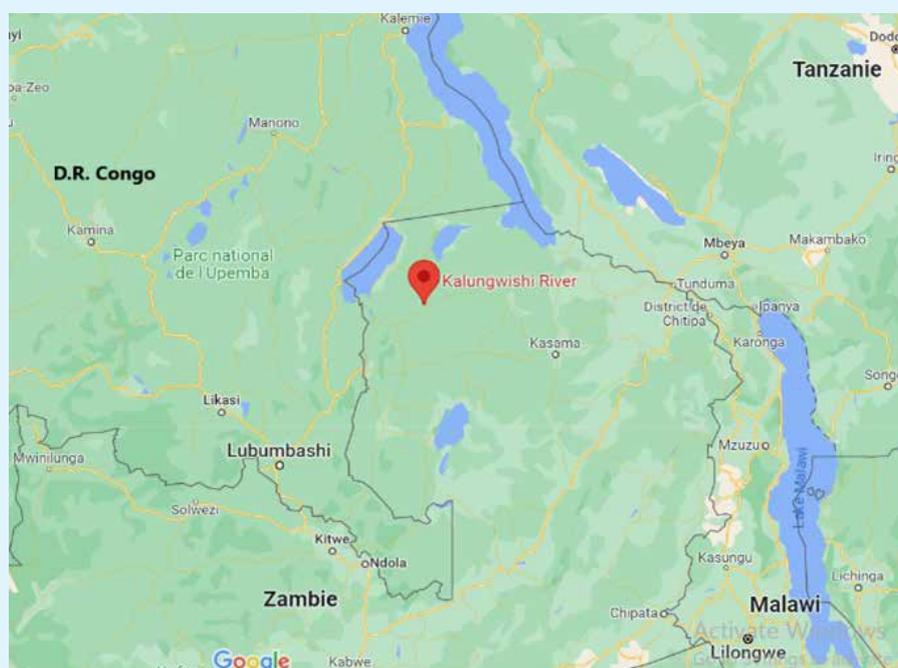
Batoka Gorge Hydro Electricity Scheme (BHES) is a 2.4 GW hydroelectric project located across the boundary between Zambia and Zimbabwe, on the Zambezi River, around 54 km downstream of the Victoria Waterfall. Upon grid connection, the Batoka Gorge hydroelectric facility will strengthen the Southern African Power Pool (SAPP), while providing reliable clean power supply at a competitive cost to both Zambia and Zimbabwe. The two countries signed a MoU in February 2012 to develop the project. The Zambezi River Authority (ZRA), equally owned by both governments, will be responsible for the operation and maintenance of the hydroelectric facility.



The facility will comprise a 181 m-high and 720 m-long roller compacted concrete (RCC) gravity arch dam, and two 1,200 MW surface power plants on the north and south banks of the Zambezi River. Each power plant will be equipped with six 200 MW hydro turbines. The electricity generated will be transmitted to Zambia and Zimbabwe. In Zambia, a 330 kV double-circuit transmission line will run from the Batoka North Bank power plant to the Zambia Electricity Supply Company's (ZESCO) new substation at Livingstone (55 km), and a single-circuit transmission line will stretch to the Muzuma substation in Choma (170 km). In Zimbabwe, a 400 kV single-circuit transmission line will connect to the Hwange substation (70 km) and a double-circuit transmission line to the Chakari substation (400 km).

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

ZAMBIA – 247 MW KALUNGWISHI HYDROELECTRIC POWER PROJECT			
REF.#9	POWER GENERATION		
PROJECT LOCATION AND SIZE	• 247 MW hydroelectric power project located on the Kalungwishi River in the Northern and Luapula provinces of Zambia.		
PROJECT HOLDER	• Lunzua Power Authority		
OTHER SADC COUNTRIES INVOLVED			
STATUS	S3A: project structuring	Tentative tendering	XXX
AMOUNT	USD 600 million	Project Finance Options:	XXX



### OVERALL PROJECT PRESENTATION

The Kalungwishi Hydroelectric Project is a run-of-river project located on the Kalungwishi River in the Northern and Luapula provinces of Zambia. The major components of the project include:

- a 151 MW Kundabwika Falls generating station and substation,
- a 96 MW Kabwelume Falls generating station and substation,
- a 330 kV transmission line (300 km)
- a 60 kV transmission line (10 km) and associated substations,
- associated access roads and site infrastructure.

The project will provide much needed energy to the Zambian electrical grid through a long-term power purchase agreement with ZESCO Limited.

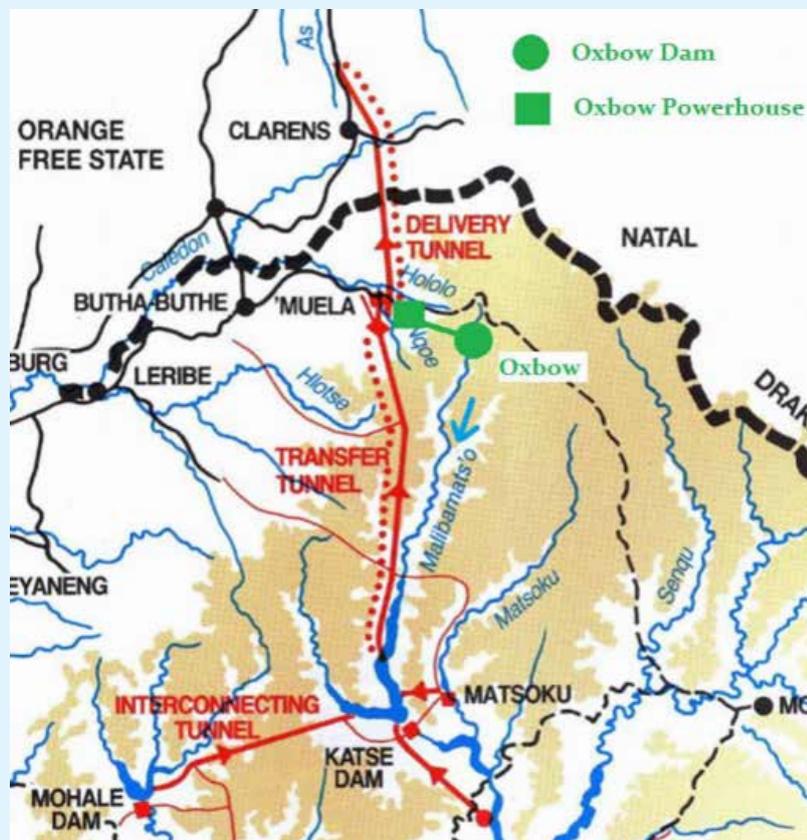
**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## 6.2. Energy: business opportunities

LESOTHO HIGHLANDS HYDROPOWER PROJECT (PHASE II OF LHWP)			
<b>REF. #10</b>	<b>POWER GENERATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Oxbow, Lesotho highlands. Hydroelectric power project		
<b>PROJECT HOLDER</b>	• Lesotho Highlands Development Authority (LHDA)		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• South Africa		
<b>STATUS</b>	S2B: Feasibility	Tentative tendering	XXX
<b>AMOUNT</b>	USD 1.1 billion	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

The Lesotho Highlands Water Project (LHWP) is a multi-phased project to provide water to the Gauteng region of South Africa and to generate hydro-electricity for Lesotho. The project entails harnessing the waters of the Senqu/Orange River in the Lesotho highlands through the construction of a series of dams. It was established by the 1986 Treaty signed by both governments. A complementary Agreement was signed in 2011 in relation to Phase II of the project. Phase I of the project was completed in 2003 and inaugurated in 2004; Phase II is currently underway. Based on the feasibility studies already undertaken, the hydropower generation project is to be located at Oxbow, Lesotho.



**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

<b>ZAMBIA - MULEMBO LELYA HYDROELECTRIC POWER PROJECT (MLHEPL)</b>			
<b>REF. #11</b>	<b>POWER GENERATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Central and Eastern Province of Zambia. 106 MW hydropower project.		
<b>PROJECT HOLDER</b>	• Mulembo Lelya Hydro Electric Power Limited (MLHEPL)		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• D.R. Congo, Southern Africa Power Pool (SAPP)		
<b>STATUS</b>	S2B: Feasibility	Tentative tendering	XXX
<b>AMOUNT</b>	USD 850 million	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

The Mulembo Lelya Hydro Electric Power Limited (MLHEPL) is intending to exploit the hydro power potential from the Mulembo and Lelya Rivers on the border of the Central and Eastern Province of Zambia, to meet some of the anticipated energy demand within Zambia, the DRC and the Southern Africa Power Pool (SAPP). The Mulembo Lelya Hydro Electric Power Limited (MLHEPL) is a company registered under the laws of Zambia. Feasibility studies are ongoing in the two sites. The preparation of the project is supported by SADC Project Preparation Development Facility (PPDF), implemented by DBSA.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT  
TECHNICAL FOCAL POINT**



<b>D.R. CONGO, SOUTH AFRICA - INGA 3 TRANSMISSION INTERCONNECTOR</b>			
<b>REF. #12</b>	<b>POWER GENERATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>High Voltage Direct Current (HVDC) transmission scheme from Inga 3 (D.R. Congo) to South Africa, running through Zambia, Zimbabwe and/or Botswana</li> </ul>		
<b>PROJECT HOLDER</b>	XXX		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>Zambia, Zimbabwe and/or Botswana</li> </ul>		
<b>STATUS</b>	S2B: Feasibility	Tentative tendering	XXX
<b>AMOUNT</b>		Project Finance Options:	XXX



### **OVERALL PROJECT PRESENTATION**

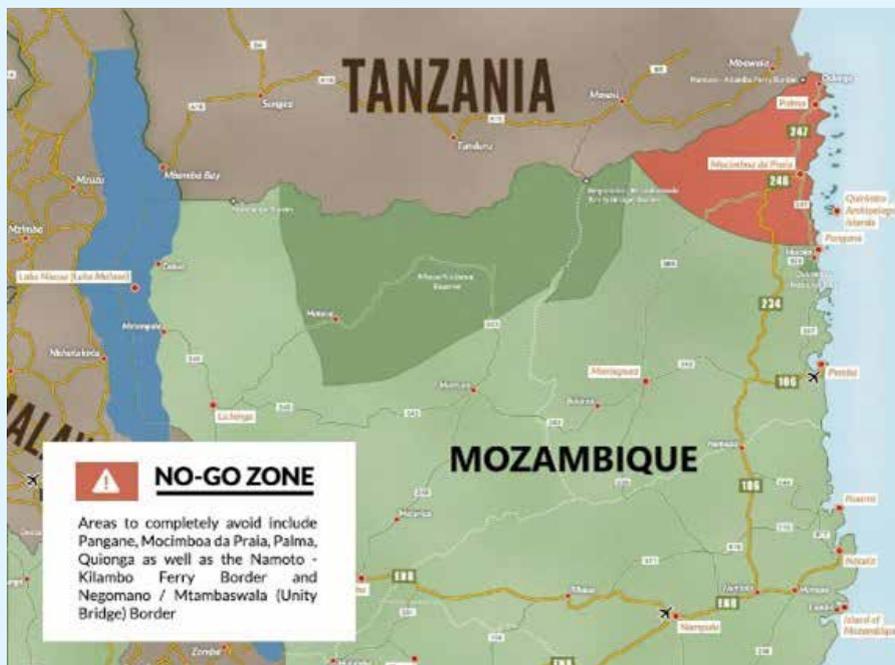
The project foresees the construction of a High Voltage Direct Current (HVDC) transmission scheme from D.R. Congo to South Africa with a view to deliver 5,000 MW of electricity to South Africa in terms of the Inga 3 Low Head Project. The HVDC transmission scheme will run across Zambia, Zimbabwe and/or Botswana (Transit Countries). Feasibility studies are being undertaken with the support of the AU's PIDA.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

### 6.3. ICT Infrastructure: investment projects

#### TANZANIA, MOZAMBIQUE - EXTENSION OF NATIONAL ICT BROADBAND BACKBONE (NICTBB) TO MOZAMBIQUE BY CONSTRUCTION OF OPTICAL FIBRE CABLE AND POINT OF PRESENCES (POPS) FOR PROVIDING CONNECTIVITY WITH MOZAMBIQUE

REF.#13	<b>BROADBAND INFRASTRUCTURE</b>		
PROJECT LOCATION AND SIZE	<ul style="list-style-type: none"> <li>Mtwara (Mtambaswala) border of Tanzania and Mozambique</li> <li>Single Mode Optical Fiber type G652D, transmission OTN over DWDM.</li> </ul>		
PROJECT HOLDER	<ul style="list-style-type: none"> <li>Ministry of Works, Transport and Communication of Tanzania</li> </ul>		
OTHER SADC COUNTRIES INVOLVED			
STATUS	S3A: project structuring	Tentative tendering	XXX
AMOUNT	USD 1 billion	Project Finance Options:	XXX



#### OVERALL PROJECT PRESENTATION

The Government of Tanzania constructed a National ICT Broadband Backbone (NICTBB) connecting all regions in Tanzania and enabling cross-boarder connectivity to Zambia, Malawi, Kenya, Uganda, Rwanda and Burundi. The NICTBB has a total length of 7,910 Km and aims at connecting all neighbouring countries.

The governments of Tanzania and Mozambique are now planning to connect Mozambique to the NICTBB to enable access of submarine cables landed in both countries. The main objective is to provide connectivity to Mozambique so that the country can have access to sea cables of EASSy and SEACOM landed at Dar-es-salaam. In addition, Tanzania will have access to sea cables landed in Mozambique. This connect will increase the reliability of the sea cables and resilience in terms of international connectivity in the SADC and EAC regions. Power, transmission equipment as well as the fibre will extend from the town of Mtambaswala towards the Unity Bridge across the Rovuma River to Mozambique.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

<b>MALAWI NATIONAL FIBRE BACKBONE PHASE II AND LAST MILE RURAL CONNECTIVITY</b>			
<b>REF.#14</b>	<b>BROADBAND INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Malawi, 3,000 km of fibre-optic cable running from the northern border to the south of the country and construction of 136 towers		
<b>PROJECT HOLDER</b>	• Ministry of Information Communication and Technology of Malawi		
<b>OTHER SADC COUNTRIES INVOLVED</b>	None		
<b>STATUS</b>	S4A: tendering	Tentative tendering	XXX
<b>AMOUNT</b>	USD XXXXX	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

The first phase of the National Fibre Backbone Project was completed in early 2018, connecting the country's 28 districts via a 1,230 km fibre-optic cable network. It included fibre routes from Mapanga to Chiradzulu and Zomba to Liwonde. The fibre-optic cables were deployed by Huawei Technologies on power transmission lines owned by the Electricity Supply Corporation of Malawi (ESCOM). Phase Two is again being implemented by Huawei Technologies and will include the rollout of up to 3,000 km of fibre-optic cable from the northern border to the south of the country, and the construction of a national data centre. The project seeks to improve nationwide connectivity through the rollout of broadband services to connect government ministries, departments and agencies, as well as over 100,000 companies and households. The Last Mile Rural Connectivity Project aims at providing mobile phone telecommunication services and internet connectivity to un-served rural areas, with the erection of 136 towers, of which 28 have been constructed and 17 are operational. Managed by the Malawi Communication Regulatory Authority (MACRA), the towers will be used by all mobile phone operators in the country.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL  
POINT**



SUBMARINE CABLE BRANCHING UNIT (EQUIANO AND 2-AFRICA TO NAMIBIA)			
REF.#15	BROADBAND INFRASTRUCTURE		
PROJECT LOCATION AND SIZE	• Swakopmund, Namibia		
PROJECT HOLDER	• Government of Namibia		
OTHER SADC COUNTRIES INVOLVED			
STATUS	S4A: tendering	Tentative tendering	XXX
AMOUNT	USD XXXXX	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

Both Equiano and 2Africa are subsea cables that will connect Africa to Europe. Equiano subsea cable is a private international cable funded by Google that will connect Africa with Europe. Running from Portugal to South Africa along the West Coast of Africa, the cable foresees branching units along the way that can be used to extend connectivity to additional African countries. The cable was landed at Swakopmund in June 2022 by landing partners Paratus Group and Telecom Namibia, which were contracted to build and operate the landing station. 2Africa will be the longest submarine cable system ever deployed with a length of over 45,000 km. It is also a private subsea cable with 8 partnering companies, and will connect Europe to Africa and further east to Asia with the 2Africa PEARLS branch extending the 2Africa cable to the Arabian Gulf, India and Pakistan.



Namibia's technology (ICT) infrastructure is amongst the best in Africa but relied entirely on the West Africa Cable System, (WACS).

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

#### 6.4. ICT Infrastructure: business opportunities

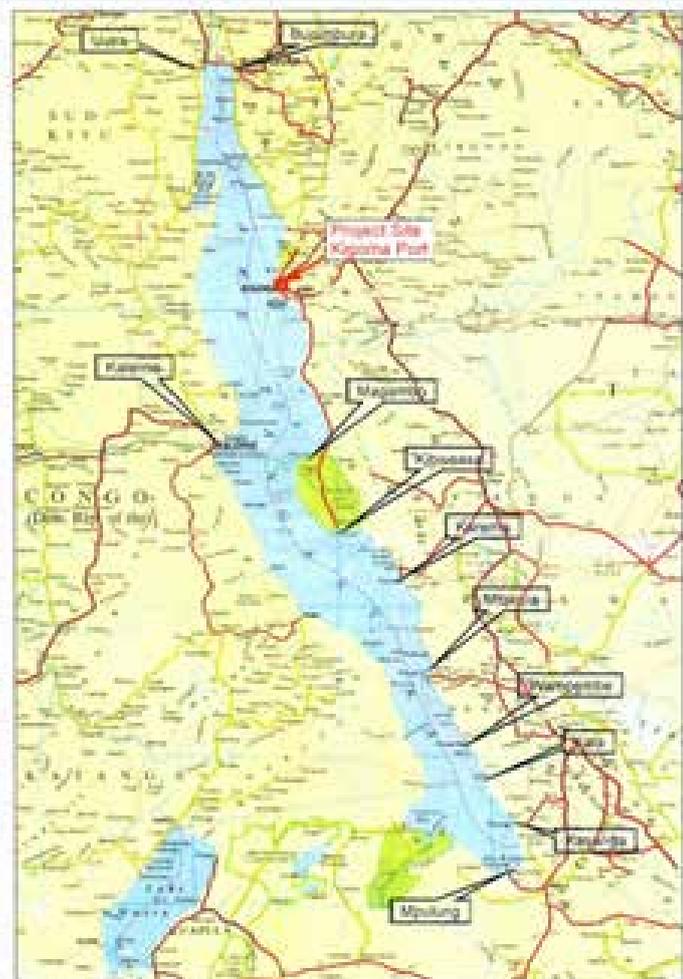
### TANZANIA, D.R. CONGO - EXTENSION OF TANZANIAN NATIONAL ICT BROADBAND BACKBONE (NICTBB) TO DRC BY CONSTRUCTION OF OPTICAL FIBRE CABLE ACROSS LAKE TANGANYIKA AND POINT OF PRESENCES (POPS) FOR PROVIDING CONNECTIVITY WITH D.R. CONGO

<b>REF. #16</b>	<b>BROADBAND INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Tanzania, D.R. Congo.</li> <li>OFC- Single mode type G652D, transmission OTN over DWDM.</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Ministry of Works, Transport and Communication of Tanzania</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>Kenya, Rwanda, Tanzania, Uganda</li> </ul>		
<b>STATUS</b>	S1: Project definition	Tentative tendering	XXX
<b>AMOUNT</b>		Project Finance Options:	XXX

#### OVERALL PROJECT PRESENTATION

As part of Tanzanian National ICT Broadband Backbone (NICTBB) connecting all regions of the country and enabling cross-border connectivity to neighbouring countries, the government of Tanzania is planning to connect with D.R. Congo by constructing a submarine optical fibre cable, tentatively between Kigoma in Tanzania and Kalemie in DRC, located in the vicinity of Lake Tanganyika Transport Corridor. A pre-feasibility study is undertaken with the support of the AU's PIDA to understand lake Tanganyika's bottom terrain & hydrology, landscape of beach sides, assessment of risks for marine activity and analysis of environmental factors.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT  
TECHNICAL FOCAL POINT**



Location Map of Major Ports and Local Ports along Tanganyika Lake

<b>LESOTHO, SOUTH AFRICA - FIBRE-OPTIC INSTALLATION</b>			
<b>REF. #17</b>	<b>BROADBAND INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Lesotho and South Africa Fibre Optic		
<b>PROJECT HOLDER</b>	• Government of Lesotho		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S1: Project definition	Tentative tendering	XXX
<b>AMOUNT</b>		Project Finance Options:	XXX

#### **OVERALL PROJECT PRESENTATION**

Lesotho was one of the first African countries to implement ICT sector reform that included establishing a regulator, privatizing the incumbent and introducing competition. As a result, the country has reached the highest levels of mobile-broadband coverage in Africa. Lesotho has access to submarine cables through several cross-border connections with South Africa, and in particular is a participant in EASSy which lands on the East Coast of South Africa. Additional cross-border connections are required and will be subject to a pre-feasibility study.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

<b>ANGOLA, D.R. CONGO - LUANDA – KINSHASA FIBRE OPTIC LINK</b>			
<b>REF. #18</b>	<b>BROADBAND INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	• South, South-west and Centre of D.R. Congo, North West of Angola		
<b>PROJECT HOLDER</b>	• Government of Lesotho		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S1: Project definition	Tentative tendering	XXX
<b>AMOUNT</b>		Project Finance Options:	XXX

#### **OVERALL PROJECT PRESENTATION**

The project aims at establishing a link between DRC and Angola with a broadband connectivity by Fibre Optic, and provide broadband connectivity to the South, South-west and Centre of DRC and secure a back-up (redundancy) connection on the existing links. At a first stage, the cities of Cabinda (ANG) and Muanda (DRC) will be linked, followed by the cities of Noqui (ANG) and Matadi (DRC) at a second stage, with a view to further connect DRC south west and central cities. The redundancy to the existing national backbone in case of failures and service disruption will be provided on the two primary axes Kinshasa-Muanda and Kinshasa-Kasumbalesa (Lubumbashi). The project will be executed and operated by the national FO telecom companies of both countries: SCPT (DRC) and Angola Cables (ANG). Financing partners are being approached.

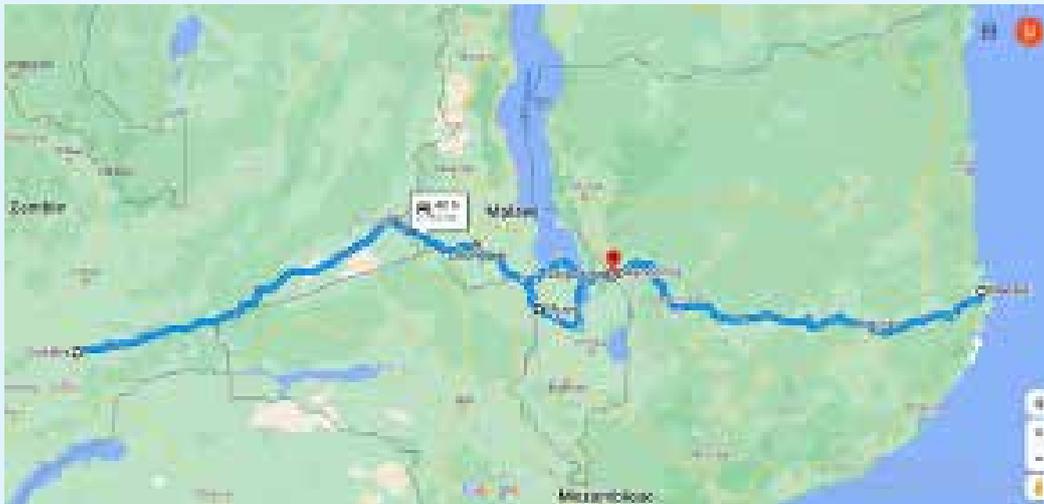
**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## 6.5. Transport: investment projects

### MALAWI - MULTINATIONAL NACALA ROAD CORRIDOR DEVELOPMENT PROJECT PHASE V:

1. CONSTRUCTION OF NSIPE-LIWONDE ROAD; AND
2. CONSTRUCTION OF A ONE-STOP BORDER POST (OSBP) BETWEEN MALAWI AND MOZAMBIQUE AT CHIPONDE

<b>REF.#19</b>	<b>ROAD INFRASTRUCTURE AND ONE-STOP BORDER POST</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>• Malawi, construction of a 76 km road between Nsipe, central region (Ntcheu) and Liwonde, southern region (Machinga).</li> <li>• Construction of a OSBP in Chiponde (Malawi, Southern region) / Mandimba (MOZ)</li> </ul>		
<b>PROJECT HOLDER</b>	• Malawi Roads Authority		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Mozambique, Zambia (Nacala Road Corridor)		
<b>STATUS</b>	S3B: transaction support and financial close	Tentative tendering	XXX
<b>AMOUNT</b>	USD 63 million	Project Finance Options:	XXX



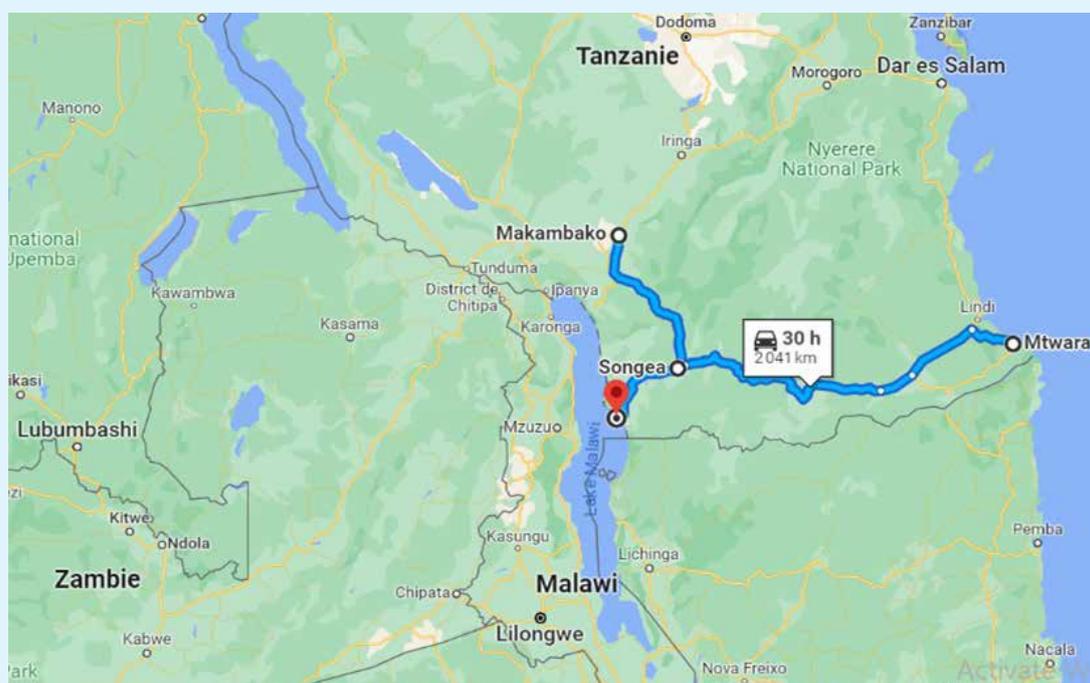
#### OVERALL PROJECT PRESENTATION

The Multinational Nacala Road Corridor Development Project Phase V is part of the overall Multinational Nacala Road Corridor Development Project, a 1 335 km road corridor stretching from Lusaka, Zambia to the Port of Nacala in Mozambique, through Malawi. The project is currently being implemented in phases in Malawi, Mozambique, and Zambia and aims to contribute to improving transportation and trade facilitation along the Nacala Road Corridor with the reduction of transport costs and distances, but also for the diversification of possibilities to access to the coast (Beira, Nacala, Durban, and Dar-es-Salaam). A total of 89 km of road section is being rehabilitated in Malawi. The construction of the Nsipe-Liwonge Road is a 76 km-section connecting the central and southern regions of Malawi. The Chiponde/Mandimba Border Post is located up north. A Feasibility study for the construction the OSBP was launched by the Malawi Authorities in 2021.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## TANZANIA - MTWARA CORRIDOR: REHABILITATION OF MAKAMBAKO – SONGEA ROAD

<b>REF.#20</b>	<b>ROAD INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Southern region of Tanzania</li> <li>Rehabilitation of a 295 km road section from Makambako, (Njombe Region) to Songea (Ruvuma Region)</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Tanzania National Roads Authority (Tanroads)</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>Mozambique - Malawi - Zambia (Mtwara Corridor)</li> </ul>		
<b>STATUS</b>	S3B: transaction support and financial close	Tentative tendering:	XXX
<b>AMOUNT</b>	USD 97 million	Project Finance Options:	XXX



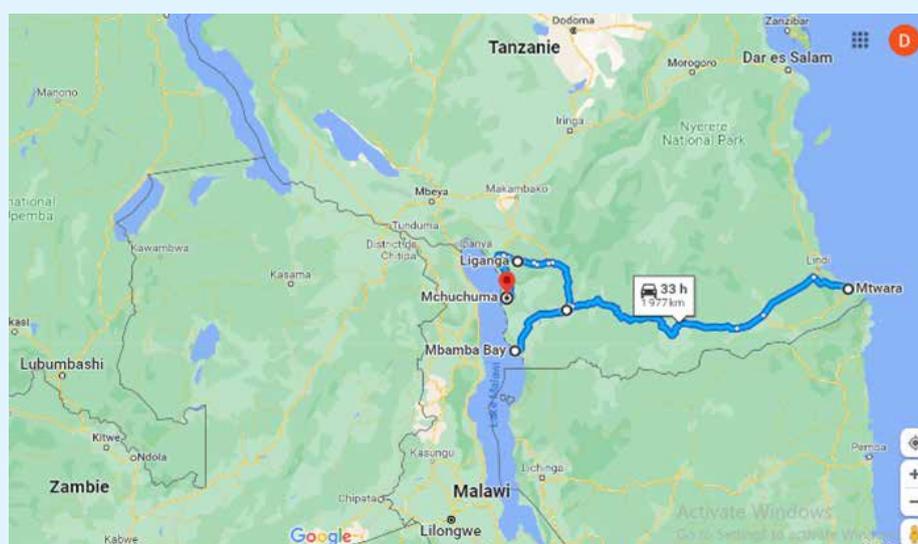
### OVERALL PROJECT PRESENTATION

The Mtwara Development Project is a major infrastructure development project involving southern Tanzania, northern Mozambique, eastern Malawi and eastern Zambia, with a view to provide road, rail and waterway access from the surrounding region to the Port of Mtwara, Tanzania. The Rehabilitation of Makambako –Songea Road section, a paved trunk road, will enable to connect the Mtwara Corridor at Songea, to the Dar-es-Salaam Corridor at Makambako, providing access to road and railway transport. Road transport is the major mode of transport in Tanzania carrying over 90% of passengers and over 75% of the freight traffic (World Bank, 2017). A detailed Environmental and Social Impact Assessment for Rehabilitation Makambako Songea Road and Makambako – Songea and Mtwara– Mingoyo – Masasi Roads Tanzania, Beza was undertaken.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

**TANZANIA – MTWARA CORRIDOR: CONSTRUCTION OF A RAILWAY LINE FROM MTWARA TO MBAMBA BAY VIA SONGEA WITH SPURS TO LINGANGA AND MCHUCHUMA**

<b>REF.#21</b>	<b>RAILWAY INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	Construction works of 438 km long		
<b>PROJECT HOLDER</b>	Tanzanian Ministry of Works, Transport & Communications		
<b>OTHER SADC COUNTRIES INVOLVED</b>	Tanzania - Malawi - Mozambique - Zambia – Zimbabwe		
<b>STATUS</b>	S3B: Transaction Support & Financial Close		
<b>SA4: TENDERING (MAY 2022)</b>	Tentative tendering	XXX	
<b>AMOUNT</b>	USD 5.500 million	Project Finance Options:	PPP



**OVERALL PROJECT PRESENTATION**

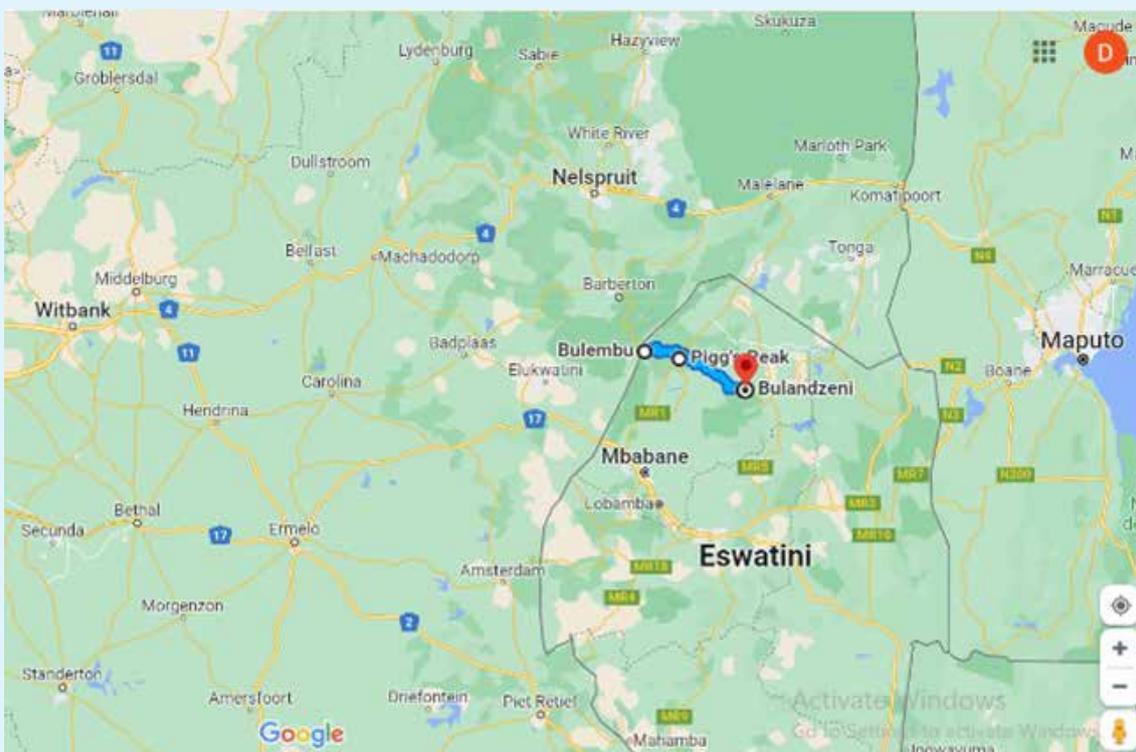
The project consists in the construction of Standard Gauge railway from Mtwara to Mbamba Bay railway (438 km long and 1.435 metres wide) with spurs to Mchuchuma (coal mines) and Liganga iron ore deposits (south west Tanzania). The main objective is to promote sustainable transport along the Mtwara corridor, through the construction of a new railway line and with spurs, and ultimately unlock the Southern Tanzania Agricultural and mineral rich areas. The railway line will work together with existing ports as well as planned ones in an intend to address the transport challenges along the Mtwara Corridor connecting the southern part of Tanzania with Malawi, Zambia and Mozambique through Lake Nyasa. Comoros, D.R. Congo and South Africa may also benefit through this project as part of the Mtwara Development Corridor Initiatives (Chingola Jimbe Rail Link Project).

The envisaged construction of rail is planned to be standard gauge with 120 pounds rails and concrete sleepers with a design speed of 160 km/hr for passenger rail and 120 km/hr for freight train. The project period is estimated at 2 years of construction and 35 years of operations. The projects is supported by the AU's Project for Infrastructure Development in Africa (PIDA).

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## ESWATINI – MAPUTO CORRIDOR: UPGRADING OF THE BULEMBU –PIGG’S PEAK ROAD (MR20) AND OF THE PIGG’S PEAK - BULANDZENI ROAD (MR2)

<b>REF.#22</b>	<b>ROAD INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Upgrading to asphalt standard the Bulembu – Pigg’s Peak road (19 km) and Pigg’s Peak – Bulandzeni road (34 km)		
<b>PROJECT HOLDER</b>	• Eswatini		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Eswatini - South Africa - Mozambique		
<b>STATUS</b>	S3A: project structuring	Tentative tendering	XXX
<b>AMOUNT</b>	USD 80 million	Project Finance Options:	PPP



### OVERALL PROJECT PRESENTATION

The Bulembu – Pigg’s Peak Road (MR20) connects the country with Barberton, South Africa, while the Pigg’s Peak – Bulandzeni section (MR2) enables a connection of the northern part of the country towards the Maputo Corridor. In April 2022, a tender was launched in order to upgrade the MR20 gravel standard road Pigg’s Peak - Bulembu to an asphalt standard.

As of March 2022, 40 million EUR were earmarked in the government budget estimates for capital projects marked MR20 and MR2 (Construction of Bulembu – Pigg’s Peak – Magoga Road) for the years April 1, 2022 to March 31, 2025. However the project is deferred until financial resources are mobilised for the project.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## ESWATINI (SOUTH – SOUTH EAST) : UPGRADING OF THE NSOKO – MALOMA (MR14) AND MALOMA – NSALITJE (MR21) ROADS

<b>REF.#23</b>	<b>ROAD INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Upgrading of roads Maloma - Nsoko, Lubombo region (27 km) and Maloma-Nsalitje (border post), Lubombo region (35 km)</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Eswatini Ministry of Public Works and Transport</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>South Africa</li> </ul>		
<b>STATUS</b>	S3A: project structuring	Tentative tendering	Tendering in May 2022
<b>AMOUNT</b>	USD 107 million	Project Finance Options:	PPP

### OVERALL PROJECT PRESENTATION

Among SADC Member States, Eswatini has one of the best infrastructure systems. The total network covers 4 879 km, of which 1 117 are paved and 3 761 are unpaved. Eswatini has a total of 13 border posts that allow the country to link up with South Africa (11) and Mozambique (2). The government's target is to upgrade all main roads which totals 254 km in distance, to pave all district roads with an Annual Average Daily Traffic of more than 250 automobiles, and to upgrade an existing 390 km of paved road over the medium term.

As part of this overall project, upgrading the Nsoko – Maloma (MR14) and Maloma – Nsalitje (MR21) Roads will enable to connect the south-east region of the country, with mining activities, to the Manzini-Durban corridor.

TENDERING – May 2022 (<https://www.i2b.co.za/Project/MR14-and-MR21-Road-Swaziland/18878>)

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**



**ESWATINI, SOUTH AFRICA - MANZINI – DURBAN CORRIDOR: UPGRADING OF THE SITHOBELWENI – HLATHIKHULU (MR25) ROAD (47,9 KM)**

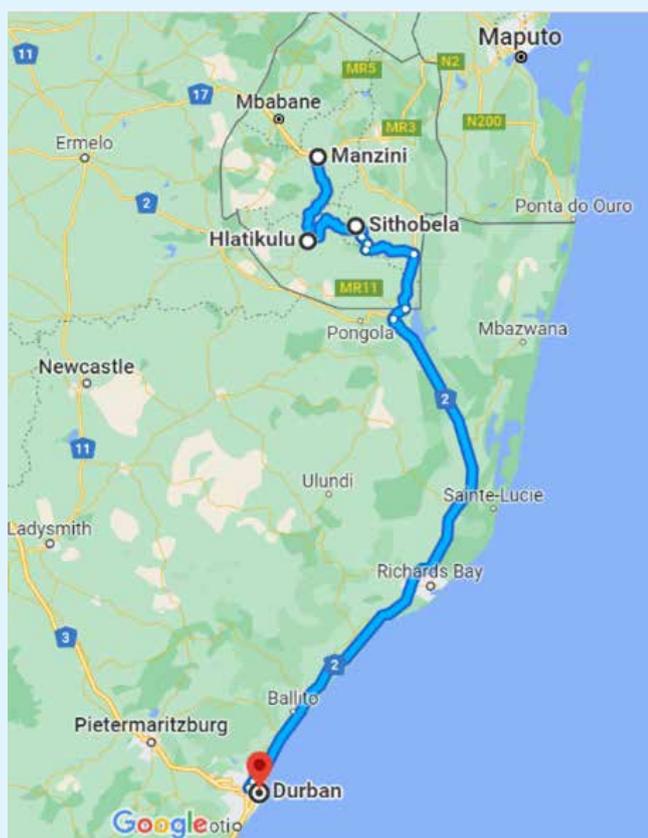
<b>REF.#24</b>	<b>ROAD INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Eswatini, Shiselweni District (southern part)		
<b>UPGRADING OF 47.9 KM OF ROAD</b>			
<b>PROJECT HOLDER</b>	• Eswatini Ministry of Public Works and Transport		
<b>OTHER SADC COUNTRIES INVOLVED</b>	Eswatini, South Africa		
<b>STATUS</b>	S3A: project structuring	Tentative tendering	XXX
<b>AMOUNT</b>	USD 45 million	Project Finance Options:	XXX
<b>SUMMARY OF PROJECT</b>			

**OVERALL PROJECT PRESENTATION**

The road is part of the 559 km long corridor connecting Manzini, Eswatini to the Port of Durban, South Africa. Manzini is the largest urban centre of Eswatini and an industrial area. The MR25 Sithobelweni – Hlathikhulu 47.9 km road is in gravel and recurrently impacted by heavy rains.

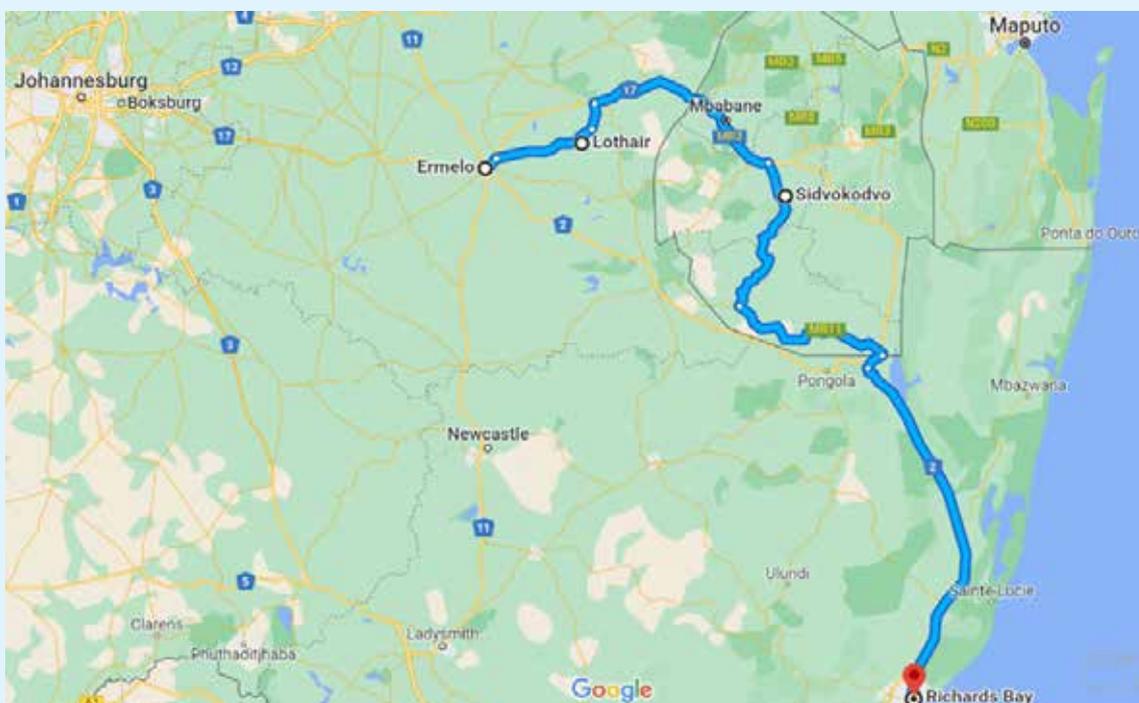
As part of the government’s target to upgrade all main roads, the MR25 is to be upgraded in asphalt standard.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT  
TECHNICAL FOCAL POINT**



## ESWATINI - THE MAZNINI AND MAPUTO CORRIDORS: RAIL LINK PROJECT LOTHAIR TO SIDVOKODVO

REF.#25	RAILWAY INFRASTRUCTURE		
PROJECT LOCATION AND SIZE	<ul style="list-style-type: none"> <li>• Construction a 150 km long new railway link between Lothair (South Africa) and Sidvokodvo (Eswatini)</li> <li>• Upgrading of two existing railway lines: Ermelo - Lothair (South Africa) and Sidvokodvo (Eswatini) - Richards Bay (South Africa)</li> </ul>		
PROJECT HOLDER	• Ministry of Public Works and Transport/Roads Department, Eswatini		
OTHER SADC COUNTRIES INVOLVED	• Eswatini, South Africa		
STATUS	S4A: tendering (Nov. 22)	Tentative tendering	
AMOUNT	USD 1.875 billion	Project Finance Options:	PPP



### OVERALL PROJECT PRESENTATION

The Eswatini Rail Link project (ESRL) is a joint inter-railway strategic initiative between Transnet Freight Rail (TFR), South Africa, and Eswatini Railways (ESR) to create a dedicated general freight business (GFB) corridor for Transnet, while providing additional capacity for ESR. The project entails the construction of a 150 km new railway link between Lothair (South Africa) and Sidvokodvo (Eswatini) and the upgrading of two existing lines, one from Ermelo (South Africa) to Lothair and the other from Sidvokodvo to the logistics hub of Richards Bay (South Africa).

The entire Rail Link Project consists in establishing a railway from Davel (South Africa), to Richards Bay Harbour and to Maputo (Mozambique), by the construction of a new railway line from Lothair to Sidvokodvo and the re-routing and upgrading of the existing rail routes in South Africa and Eswatini. Based on the feasibility study, the relocation of 500 graves has been completed and the planning for the resettlement of 235 households in Eswatini is underway.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

**ZAMBIA - LAKE TANGANYIKA TRANSPORT CORRIDOR DEVELOPMENT PROJECT: UPGRADE AND MODERNISATION OF THE PORT OF MPULUNGU**

<b>REF.#26</b>	<b>PORT INFRASTRUCTURE – INLAND WATERWAYS</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Construction of an extension of one of the existing quays, construction of access roads, railway line and rehabilitation of navigation aid system</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Zambia Ministry of Transport and Logistics</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>Zambia, Tanzania, D.R. Congo</li> </ul>		
<b>STATUS</b>	S3A: project structuring	Tentative tendering	XXX
<b>AMOUNT</b>	USD 120 million	Project Finance Options:	XXX



**OVERALL PROJECT PRESENTATION**

The Mpulungu Port Development project (Northern Province) is linked to the Lake Tanganyika Transport Corridor Development Project that aims at boosting regional integration and significantly reducing trade costs between riparian countries (Burundi, DRC, Tanzania and Zambia). Multimodal links with the Central Corridor roads and railways will provide greater transport connectivity with other countries in the sub-region. The project will therefore unlock Lake Tanganyika’s potential as an inland waterway and provide a platform that will link the Northern (Mombasa, Kenya), Central (Dar-es-Salaam, Tanzania) and Southern (Mpulungu, Zambia/ Durban, South Africa) Road Corridors.

The project involves the development of infrastructure facilities at Mpulungu Port and includes the construction of an extension of one of the existing quays by approximately 120 m with reclamation and paving behind the extended

quay, the construction of access roads, railway line and the rehabilitation of navigation aid system. It will improve the safety of navigation on the lake and cargo handling activities at the ports. The rehabilitation of the Mpulungu port will also provide a fuel efficient transport mode along the regional corridors. Researches have shown that waterways transport is the most fuel efficient of all transport modes.

A Geotechnical Survey on the Feasibility Study and Detailed Engineering Design for Mpulungu Port Development project was completed in 2018 with the support of the African Development Bank. The government is working on the financing modalities and will publish an expression of interest for potential bidders.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## MAURITIUS, CONSTRUCTION OF A PETROLEUM JETTY AND ASSOCIATED STORAGE FACILITIES AT ALBION

<b>REF.#27</b>	<b>PORT INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Albion Mauritius, 10 km south of Port Louis</li> <li>Construction of tanks with a total storage capacity of 500,000 metric tons and a jetty of a total length of 600 m with a draft of 20 m</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Mauritius Ports Authority</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>Maritime trade routes from East and Southern Africa towards Asia and the Pacific Ocean</li> </ul>		
<b>STATUS</b>	S3A: project structuring	Tentative tendering	XXX
<b>AMOUNT</b>	623	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

The project aims at constructing a petroleum jetty and associated storage facilities in Albion, a port located about 10 km south of Port Louis. The project will require the construction of tanks with a total storage capacity of 500,000 metric tons and a jetty of a total length of 600 meters with a draft of 20 meters. The wharf will facilitate the docking of large ships and tankers carrying fuel.

The facilities will position Port Louis/Albion as a petroleum hub for the region and as an ideal location to supply bunker to passing vessels. The Indian Ocean is one of the busiest oceans in the world and is bustling with maritime traffic. It is estimated that around 35,000 vessels travel through the Indian Ocean region each year, with less than 10% of ship traffic calling at Port Louis. The port authorities intend to capture an increased share of the increasing ship traffic within the region. Mauritius is strategically located on the east-west route in the Indian Ocean, linking Africa and Asia, as well as on the Pacific Ocean shipping route, reached via the southern route around South Africa.



The bunker trade is a major segment that the Government and Mauritius Ports Authority are actively promoting notably through favourable measures. A significant liberalization of the Mauritian bunker market was undertaken in 2014 with government incentives provided through reduction and removal of charges and duties, and an improved process for issuing of licenses and import permits. In 2019, additional measures were announced and included

- (i) a four-year tax holiday on income derived from bunkering of low sulphur heavy fuel oil;
- (ii) refurbishment of storage facilities to cater for low sulphur heavy fuel oil; and,
- (iii) allowing ship-to-ship bunkering.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

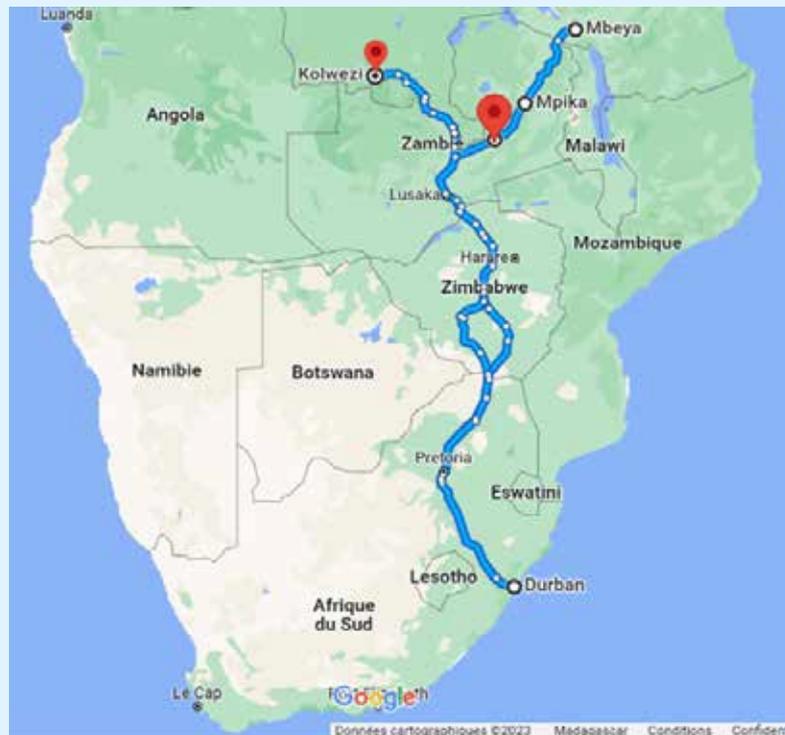
## 6.6. Transport: business opportunities

### ZAMBIA - NORTH SOUTH CORRIDOR/ TRANS-AFRICA HIGHWAY: REHABILITATION OF SERENJE – MPIKA ROAD (T2) 247KM

<b>REF.#28</b>	<b>ROAD REHABILITATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Chinsali – Nakonde Road Rehabilitation Project (North–South Corridor): Rehabilitation of the Serenje-Mpika Road section (T2)		
<b>PROJECT HOLDER</b>	• Zambian Road Development Agency Government		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• D.R. Congo, Tanzania		
<b>STATUS</b>	S2B: feasibility	Tentative tendering	XXX
<b>AMOUNT</b>	USD 220 million	Project Finance Options:	XXX

#### OVERALL PROJECT PRESENTATION

Funding was secured by the Republic of Zambia from the African Development Bank (AfDB) towards the cost of the Chinsali – Nakonde Road Rehabilitation Project (North–South Corridor). The Serenje-Mpika Road forms part of the Zambian Great North Road (T2) that is a section of the Trans-Africa Highway and the North-South Corridor, a joint COMESA/East African Community and SADC Tripartite Aid for Trade initiative. Its primary aim is to reduce the time and cost of transport along this priority sector linking the Port of Dar-es-Salaam (Tanzania) to the Copper-belt (southern D.R. Congo and Northern Zambia) and connecting to the southern ports of South Africa, notably the Port of Durban. The Corridor system, with its spurs, services 8 countries (Tanzania, D.R. Congo, Zambia, Malawi, Botswana, Zimbabwe, Mozambique and South Africa). The project has been endorsed by the SADC/EAC/COMESA Tripartite.



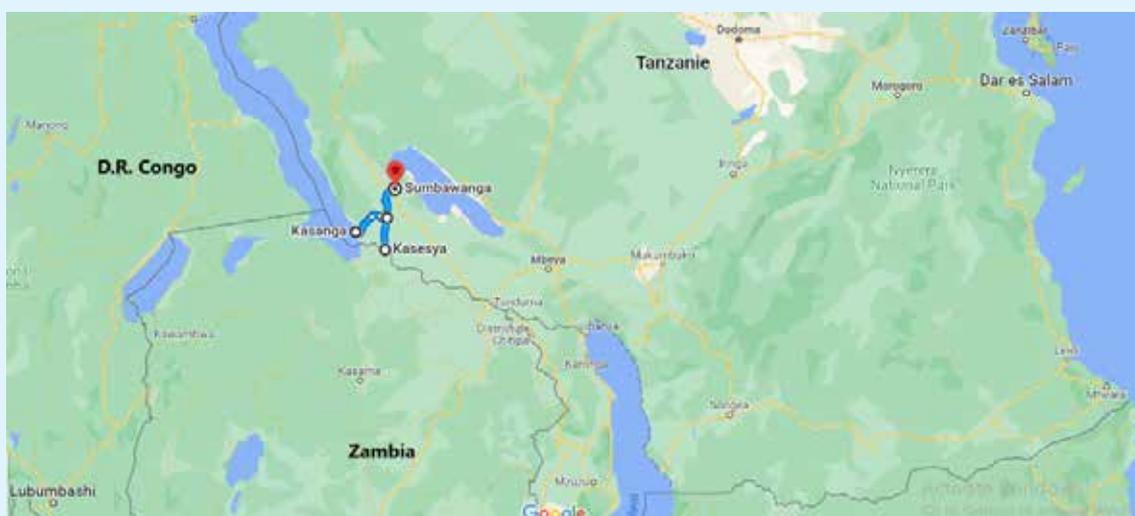
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An EOI was launched in July 2022 for the Design Review/Update and Preparation of Tender Documents for the Rehabilitation of a Section of the Serenje-Mpika Road (T2) from the Start of the Dual Carriageway Section in Mpika (approximately 60 km). The Environmental and Social Impact Assessment and Resettlement Action Plan – Summary for the proposed Rehabilitation of Serenje - Mpika Road (T2), was prepared in August 2017.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

**TANZANIA – DAR-ES-SALAAM CORRIDOR: UPGRADING TO BITUMEN STANDARD OF MATAI – KASESYA ROAD LINKING TANZANIA AND D.R. CONGO THROUGH KASANGA PORT**

<b>REF.#29</b>	<b>ROAD INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Upgrading of Matai – Kasesya road (50 Km) to bitumen standard		
<b>PROJECT HOLDER</b>	• Tanzania National Roads Agency (TANROADS) and Tanzania Ministry of Works		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• D.R. Congo, Tanzania		
<b>STATUS</b>	S2B: feasibility	Tentative tendering	XXX
<b>AMOUNT</b>	USD 45 million	Project Finance Options:	XXX



**OVERALL PROJECT PRESENTATION**

The Government of Tanzania has launched a project for upgrading the road from Sumbawanga to Kasanga Port, a key link for the region. The upgrade will enable an increase in trade across Lake Tanganyika. Works involve upgrading the current gravel and earth road to 112 km of bitumen standard highway, and involve constructing a bridge, culverts, erosion protection, and spur roads. The project is undertaken by Tanzania Ministry of Works along with the Tanzania National Roads Agency (TANROADS) which are responsible for the maintenance and development of the trunk and regional road network in Tanzania mainland. Besides upgrading 112 km of road to bitumen standard, the US\$ 60 million overall project includes:

- (i) construction of walkways;
- (ii) construction of retaining walls;
- (iii) construction of pavements;
- (iv) construction of other related facilities;
- (v) installation of overhead sign structures, and;
- (vi) installation of lighting systems.

In October 2022, a first lot related to upgrading to bitumen standard of the Matai–Tatanda road Section (25 Km) was awarded to the company China Geo-Engineering Corporation.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL  
POINT**

## ANGOLA, LOBITO/BENGUELA CORRIDOR: FEASIBILITY STUDY AND DETAILED PROJECTS FOR THE CFB RAIL LINK TO ZAMBIA

REF.#30	RAILWAY INFRASTRUCTURE		
PROJECT LOCATION AND SIZE	• Construction of the Benguela Railway Line towards the Zambian border in Mwinilunga (259 km)		
PROJECT HOLDER	• Caminho de Ferro de Benguela (CFB), Angola		
OTHER SADC COUNTRIES INVOLVED	• Angola - Zambia - DRC		
STATUS	S2B: feasibility	Tentative tendering	XXX
AMOUNT	USD 850 million	Project Finance Options:	XXX



### OVERALL PROJECT PRESENTATION

Angola, Zambia and D.R. Congo are collaborating to integrate their rail and road networks along the Lobito Corridor. The western rail link from the Copper-belt to the Angolan port of Lobito is a game-changing as it provides a new and shorter rail link for mining exports and imports than Dar es Salaam, Beira or Walvis Bay Corridors. Historically there was a rail link between Ndola and Lobito through D.R. Congo, but it was destroyed.

In October 2020, a Preliminary Feasibility Study for the connection of the Benguela railways (CFB) with Zambia, for a total of 259 km was completed. The reconstruction process of the Benguela Railway Line is scheduled to reach the Zambian border in Mwinilunga. Angola has already completed work on the 1 348 km Caminho de Ferro de Benguela (CFB) railway line to the Congolese border, and the Lobito port has also been upgraded. In January 2023, Angola, D.R. Congo and Zambia signed the Lobito Corridor Transit Transport Facilitation Agency Agreement (LCTTFA) that will accelerate growth in domestic and cross-border trade along the Corridor through the implementation of harmonised trade facilitation instruments, strengthening coordination of joint corridor development activities, and fostering effective participation of small and medium enterprises (SMEs) in value chains.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

<b>TANZANIA: MODERNIZATION, DEVELOPMENT AND EXPANSION OF BAGAMOYO PORT</b>			
<b>REF. #31</b>	<b>PORT INFRASTRUCTURE</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Development of a state-of-the-art port for containers and imported vehicles at Mbegani-Bagamoyo (Ras Mbegani), located 60 km north of Dar-es-Salaam Port.</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Tanzania Ports Authority (TPA)</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S2B: feasibility	Tentative tendering	XXX
<b>AMOUNT</b>	USD 1 billion	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

The project aims at diverting part of the traffic of the Port of Dar-es-Salaam to the port of Bagamoyo located approximately 60 km up north, with a view to address the physical and logistical limitations surrounding the development and future role of Dar-es-Salaam port. The project also intends to take advantage of the availability of suitable sites for developing deep water berths which is complimented by availability of a vast land area earmarked by the Government for the development of an Economic Processing Zone. The project consists in developing a state-of-the-art port for containers and imported vehicles at Mbegani-Bagamoyo. The design is based on PostPanamax vessels, and a compact and reliable RTG (Rubber Tyred Gantry Crane) Yard System and high-capacity road and rail connectivity.

A Feasibility Study was undertaken in 2010 and complemented by a Study on the Development of Bagamoyo Port (Ras Mbegani), June 2023.



**FOR MORE INFORMATION:**  
**MR. ERASTO U. NDUNGURU, DIRECTOR INFRASTRUCTURE, PLANNING AND INVESTMENT - TANZANIA PORTS AUTHORITY**  
**TEL/WHATSAPP: +255 684884184 - EMAIL : ERASTO.NDUNGURU@PORTS.GO.TZ**

## 6.7. Water: investment projects

<b>MALAWI, TANZANIA - SONGWE RIVER BASIN DEVELOPMENT PROJECT</b>			
<b>REF.#32</b>	<b>WATER SUPPLY, HYDROELECTRIC POWER PLANT</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Southwest of Tanzania and North of Malawi. Public, private and climate investors for the implementation of the Songwe River Basin Development Programme (SRBDP) and investments.</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Secretariat of the Joint Songwe River Basin Commission (S-SRBC), Kyela, Tanzania.</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S4A: tendering	Tentative tendering	XXX
<b>AMOUNT</b>	USD 829 million	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

Lying in the southwest of Tanzania and north of Malawi, the Songwe River Basin covers an area of 4,243 km<sup>2</sup> and a population of over 341,000 people, with the Songwe River forming a 200 km natural border between the two countries. The project aims at contributing to improved living conditions of basin population and socio-economic development



in both countries through the development of an effective transboundary water resources management (TWRM) and investments.

Priority investments identified in the Feasibility studies include: a Lower Songwe Dam and Hydropower Plant (USD 550 million), Irrigation Schemes (USD 99 million), Water supply projects (USD 22 million), Institutional and Environmental Measures (USD 13 million) and Priority Social Infrastructure (roads, schools & health centres for USD 3 million). Other investments relate to rural electrification, social infrastructure, economic development and the design of a middle dam for a total of USD 142 million.

The Governments of Malawi and Tanzania are mobilising financial resources to implement SRBDP. The sources of financing are the Public sector/donors, the Private sector (through PPPs) and climate financiers.

**FOR MORE INFORMATION:**  
**ENG GABRIEL M KALINGA, NATIONAL PROJECT COORDINATOR, S-SRBC**  
**TEL: +255.252.957.412 - MAIL: GABBYKALINGA@GMAIL.COM**

## MAURITIUS, WASTEWATER TREATMENT PLANT IN BAIE DU TOMBEAU AND NEW WASTEWATER PUMPING STATION PROJECT IN ROCHE BOIS

<b>REF. #33</b>	<b>WATER TREATMENT</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Improvement of waste water treatment near the capital city Port Louis to protect water and marine environment in Mauritius</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Wastewater Management Authority</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S4A: tendering	Tentative tendering	XXX
<b>AMOUNT</b>	USD 2 million	Project Finance Options:	XXX

### OVERALL PROJECT PRESENTATION

The project aims at equipping Mauritius with a state-of-art sewerage system and thereby at ensuring a sustainable and clean water and marine environment. The Roche Bois Pump Station receives wastewater from Gravity sewers, Trucks (160 x 30m<sup>3</sup> / day) and Leachate from Mare Chicose Landfill Site (3 x 30m<sup>3</sup> /day). The Baie du Tombeau Wastewater Treatment Plant is a primary treatment facility (screening), with noncompliant effluent to the current ocean discharge permits. It receives effluent from four other pump stations.

The projects aims at improving in a sustainable way (including financial) the project flows and influent quality monitoring, the Leachate Treatment, the Industrial Effluent Management, the effluent Rese, by-product treatment and beneficiation, Biogas-to-Energy, etc. The preparation of the project was supported by the SADC Project Preparation Development Facility implemented by the Development Bank of Southern Africa (DBSA).

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**



ESWATINI, MOZAMBIQUE - LOMAHASHA/NAMAACHA CROSS-BORDER WATER PROJECT PHASE I			
REF.#34	WATER SUPPLY		
PROJECT LOCATION AND SIZE	• 80 km south west of Maputo, in Mozambique and Eswatini. Construction of underground pipelines, reservoirs and water supply distribution network		
PROJECT HOLDER	• Eswatini Water Services Corporation (EWSC). Ministry of Public Infrastructures, Housing and Water Resources of Mozambique		
OTHER SADC COUNTRIES INVOLVED			
STATUS	S3B: transaction support and financial close	Tentative tendering	XXX
AMOUNT	USD 27 million	Project Finance Options:	XXX



## OVERALL PROJECT PRESENTATION

The objective of the Lomahasha/ Namaacha (LoNa) cross-border water project is to supply water to the two border towns of Namaacha (Mozambique) and Lomahasha (Swaziland), located around 80 km west of Maputo (around 100,000 inhabitants). The two countries entered into an agreement to ensure that the two localities were provided with potable water supply service.

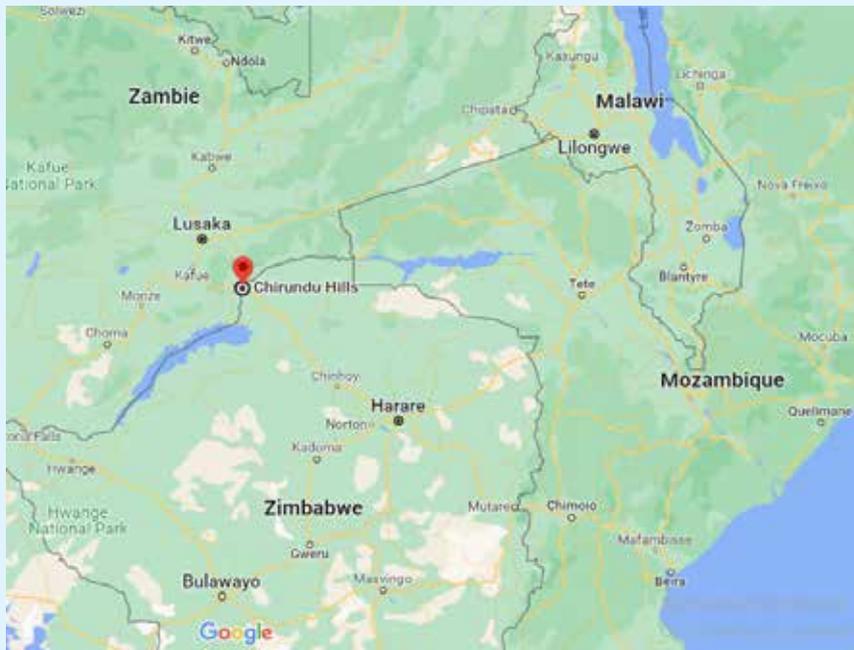
The project comprises a pumping treated water and construction of two booster pump stations and a 1,600 cubic metre reservoir in Lomahasha. Further, a 105 km water supply distribution network for Namaacha and Lomahasha is foreseen as well as 540 m of connection pipe from the trunk main to Lomahasha reservoir.

The project began as the Siteki Lomahasha water supply project, funded under the Government of Eswatini. Due to financial constraints, EWSC concentrated on the Siteki component which is now almost complete while the Lomahasha component was suspended. The project was developed by SADC Water Infrastructure Development Program.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL POINT**

## 6.8. Water: business opportunities

<b>ZAMBIA-ZIMBABWE, CHIRUNDU CROSS-BORDER WATER SUPPLY AND SANITATION PROJECT</b>			
<b>REF.#35</b>	<b>WATER SUPPLY &amp; SANITATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Upgrade and development of the water supply and sanitation devices and management in the fast growing cities of Chirundu Zambia and Chirundu Zimbabwe, located on 2 major SADC transport corridors</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Lusaka Water and Sewerage Company (LWSC) and Zimbabwe National Water Authority (ZINWA), Manyame Catchment Council</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S2B: feasibility	Tentative tendering	XXX
<b>AMOUNT</b>	USD 23 million	Project Finance Options:	XXX



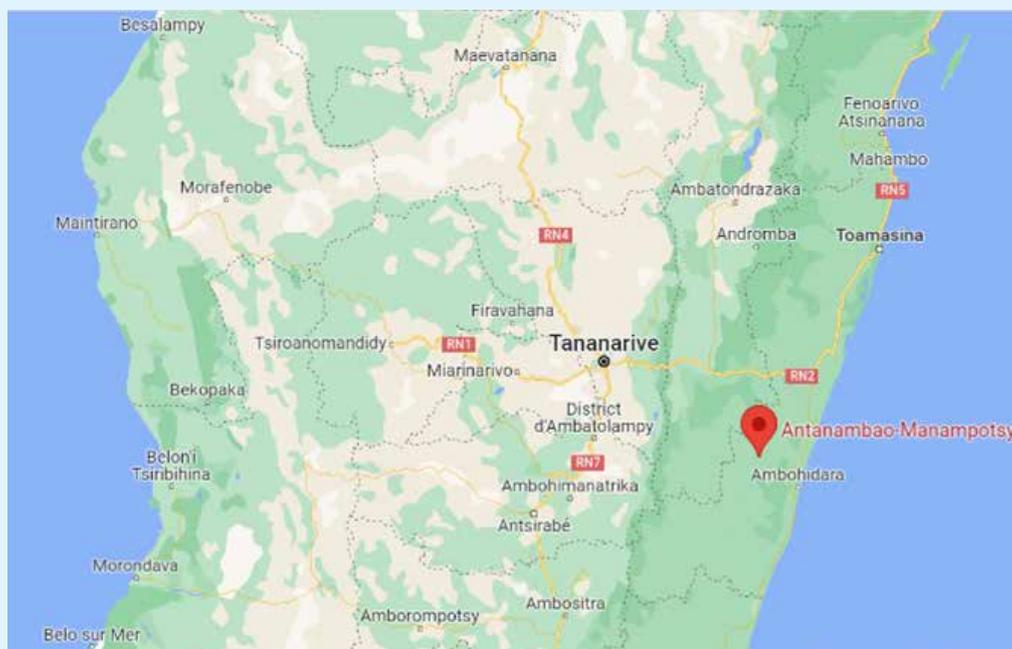
### OVERALL PROJECT PRESENTATION

Chirundu is a settlement on the Zambezi River between Zambia and Zimbabwe, an important international border for the North-South Corridor linking eastern and southern Africa, and a trade route node and convergence of all corridors in the sub-region including the Beira-Lobito and Kalahari Corridors. The settlement consists of two towns, a larger in Zambia and a smaller one in Zimbabwe, with a total estimated population of 62,000 people (including informal settlements and immediate surroundings). Chirundu Zimbabwe is highly dependent on services from Chirundu Zambia since the nearest national urban centre, Karoi, is located 150 km away.

In 2016, DFID-funded Climate Resilience Infrastructure Development Facility (CRIDF) carried out a feasibility study for a water supply and sanitation project in Chirundu-Zambia. The project proposes to upgrade the treatment plant, pumping system, pumps and pumping mains, bulk main pipelines, introduce bulk meter, increase water storage as well as construct new and refurbish existing ablution facilities. A joint study for both sides of the border was undertaken in 2018.

**FOR MORE INFORMATION:  
CONTACT DETAILS PROJECT TECHNICAL FOCAL  
POINT**

<b>MADAGASCAR, WATER SUPPLY IN ANTANAMBAO MANAMPOTSY (ATSINANANA REGION)</b>			
<b>REF.#36</b>	<b>WATER SUPPLY &amp; SANITATION (WASH)</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>• Eastern region of Madagascar (Atsinanana), District of Antanambao Manampotsy covering 6 municipalities.</li> <li>• Estimated population benefitting from the project: 71 million.</li> </ul>		
<b>PROJECT HOLDER</b>	• Ministry of Water, Sanitation and Hygiene, Madagascar		
<b>OTHER SADC COUNTRIES INVOLVED</b>	None		
<b>STATUS</b>	S1: project definition	Tentative tendering	XXX
<b>AMOUNT</b>	USD 6 million	Project Finance Options:	XXX



### OVERALL PROJECT PRESENTATION

The project aims at developing access to potable water to the population located in the District of Antanambao Manampotsy, Eastern Region of Madagascar, and covering 6 municipalities (71,000 inhabitants should benefit from the project). The access to potable water in this district is below the already low country average, in spite of available water resources and high rainfalls. As a result, high incidence of water related diseases are observed, particularly among the children.

The project aims at protecting and managing water resources in a sustainable manner, at implementing climate change mitigation measures and at improving

the quality of life of the local population, with high impact on the most vulnerable groups. The project will consist in developing the appropriate operational water infrastructure in a sustainable manner with a view to improve access, quality and quantity of potable water, reduce water-related diseases affecting the population and improve the general health situation. A pre-feasibility study was undertaken in June 2023.

**FOR MORE INFORMATION:**  
**MRS TSIRIMIARANTSOA ANDRIAMANGA,**  
**DIRECTOR OF WATER INFRASTRUCTURE –**  
**MINISTRY OF WATER, SANITATION & HYGIENE.**  
**TEL : +(261) 38 05 335 77 - WHATSAPP : 034 59 046**  
**11 - EMAIL : AT SIRIMIARANTSOA@GMAIL.COM**

## MADAGASCAR, ANTANANARIVO URBAN WATER SUPPLY AND SANITATION – ANDRIANTANY CANAL

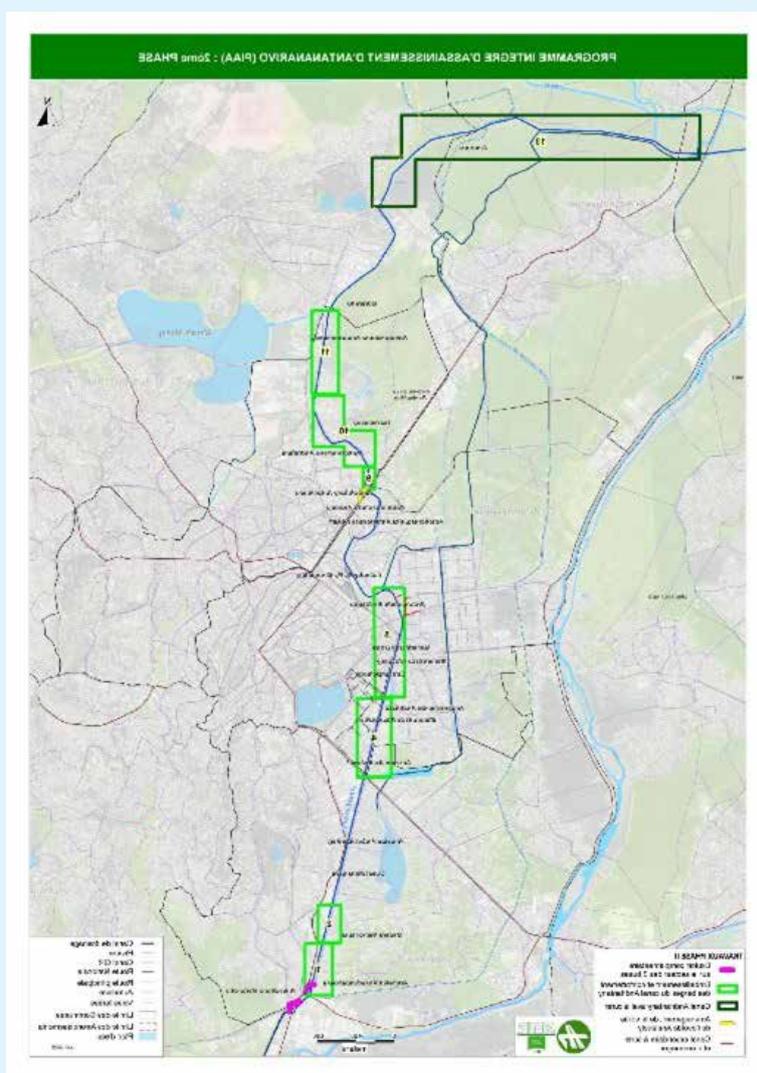
<b>REF.#37</b>	<b>WATER SUPPLY AND SANITATION (WASH)</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Antananarivo, Capital city		
<b>PROJECT HOLDER</b>	• Ministry of Land Use		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• None		
<b>STATUS</b>	S2B: feasibility	<b>TENTATIVE TENDERING</b>	XXX
<b>AMOUNT</b>	USD 1 billion	<b>PROJECT FINANCE OPTIONS:</b>	

### OVERALL PROJECT PRESENTATION

The project aims at protecting the population of the capital city Antananarivo (2.6 million inhabitants) from the risks of flood generated by heavy rainfalls and inadequate rain waters disposal.

Important works need to be undertaken for dredging the Andriantany Canal up north, as well as for consolidating and arranging the riverbanks over 13 km. The project is part of the Antananarivo Sanitation Integrated Programme undertaken with the support of the World Bank, the French Development Agency and the European Union (Phase II started in 2021). A feasibility study and SEIA were undertaken. Consultations with the local population are ongoing before the relocation process of inhabitants along the canal can be initiated.

### FOR MORE INFORMATION:



## 6.9. Business opportunities in other sectors

### NAMIBIA, DEVELOPING REHOBOTH FODDER PRODUCTION & FEEDLOT FACILITY WITH A VIEW TO EXPORT MEAT, BEEF AND LAMB WITHIN AND OUTSIDE THE SADC REGION

<b>REF.#38</b>	<b>AGRO-INDUSTRY</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Rehoboth, Namibia		
<b>PROJECT HOLDER</b>	• Rehoboth Community Trust (RCT), in partnership with Burmeister and Partners (Pty) Ltd		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• South Africa and Zambia as providers of the meat processing equipment and servicing (Jarvis Products Corp.), and of fodder and fodder production equipment (Bester Feed Pty/Ltd)		
<b>STATUS</b>	S2B: feasibility	<b>PROJECT FINANCE OPTIONS:</b>	Loan and/or private equity
<b>AMOUNT</b>	USD 1.25 million		



#### OVERALL PROJECT PRESENTATION

Located in central Namibia, Rehoboth is a city with access to B1 main road that is part of the Cape-to-Cairo transportation gateway. It is situated 90 km south of the capital city Windhoek and its international airport, and 300 km away from the port of Walvis Bay.

The project aims at developing an integrated fodder production & beef feedlot facility to provide Rehoboth Abattoir, currently being upgraded to international standards, with beef & lamb in quantity aligned to its increased production capacities. The feedlot facility is to include its own production of fodder on a 40ha irrigated land. The project will contribute to increase the supply of meat, beef and lamb within and outside the SADC region.

Rehoboth Community Trust (RCT) is a self-sustaining organisation established in 2003 by Rehoboth Traditional Council with the mandate to uplift and support the communities in which it operates through socio-economic interventions. RCT has significant experience in the agro-processing sector. Its partner Burmeister and Partners Ltd is one of the largest multi-disciplinary consulting engineer and project management firm in Namibia, established in 1978.

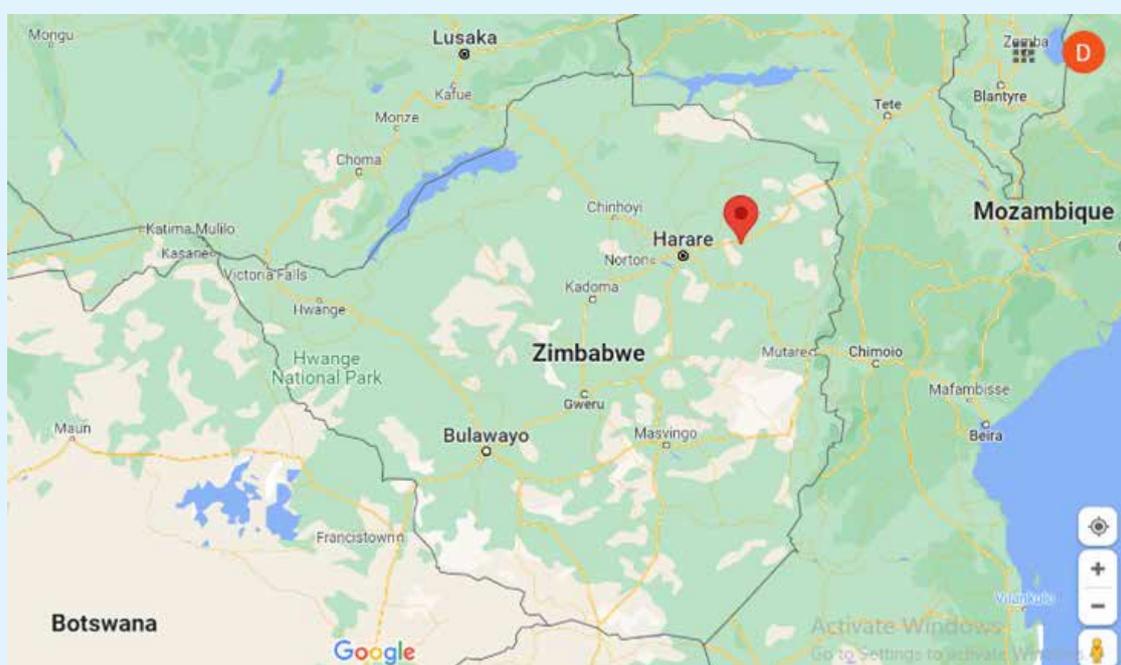
#### FOR MORE INFORMATION:

**M. RONALD KUBAS, DIRECTOR OF REHOBOTH COMMUNITY TRUST (RCT)**

**TEL. +264.81.128.4150 – EMAIL: REHTRUST@IWAY.NA, RLK@BURMEISTER.COM.NA**

**ZIMBABWE, ESTABLISHMENT OF A SOYBEAN AND SUNFLOWER OIL PROCESSING PLANT WITH A VIEW TO ADDRESS THE INCREASING DEMAND IN ZIMBABWE, BOTSWANA AND ZAMBIA**

<b>REF.#39</b>	<b>AGRO-INDUSTRY</b>		
<b>PROJECT LOCATION AND SIZE</b>	Mashonaland East, Murewa, Zimbabwe (88 km north-east Harare)		
<b>PROJECT HOLDER</b>	Oilico Processing		
<b>OTHER SADC COUNTRIES INVOLVED</b>	Zimbabwe, Botswana and Zambia as targeted markets; Zimbabwe, Malawi and Zambia for sourcing inputs.		
<b>STATUS</b>	S2B: feasibility	<b>PROJECT FINANCE OPTIONS:</b>	Partners equity contribution: 0,02%
<b>AMOUNT</b>	USD 21,037,000		Loan: 4.75%
			Venture capital: 95.22%



**OVERALL PROJECT PRESENTATION**

Oilico Processing is a partnership between Mrs Phylis Fungai Banhwa, a well-seasoned farmer in Zimbabwe, and Mrs Shingirai Florence Chamisa involved in entrepreneurial and agricultural projects in rural areas in South Africa. Both partners hold advanced university degrees.

The project aims at setting up a soybean and sunflower processing plant to produce edible soybean and sunflower oil with a view to address the increasing demand in Zimbabwe, Botswana and Zambia. Oilico Processing intends to sell 7,000,000 litres of cooking oil per year within Zimbabwe and 5,000,000 litres in other SADC countries. The project is based on the involvement of farmers in Murewa and surrounding districts, through contractual agriculture and supervision of the production by agriculture extension staff, to secure the production of soya bean and sunflower. A pre-feasibility study was undertaken and includes an assessment of the investment required, functioning costs and estimated RoI and cash flow requirements.

**FOR MORE INFORMATION:  
MRS PHYLIS FUNGAI BANHWA, OILICO PROCESSING PARTNER  
TEL. +263.778.223.113 – EMAIL: PHYBAN@GMAIL.COM**

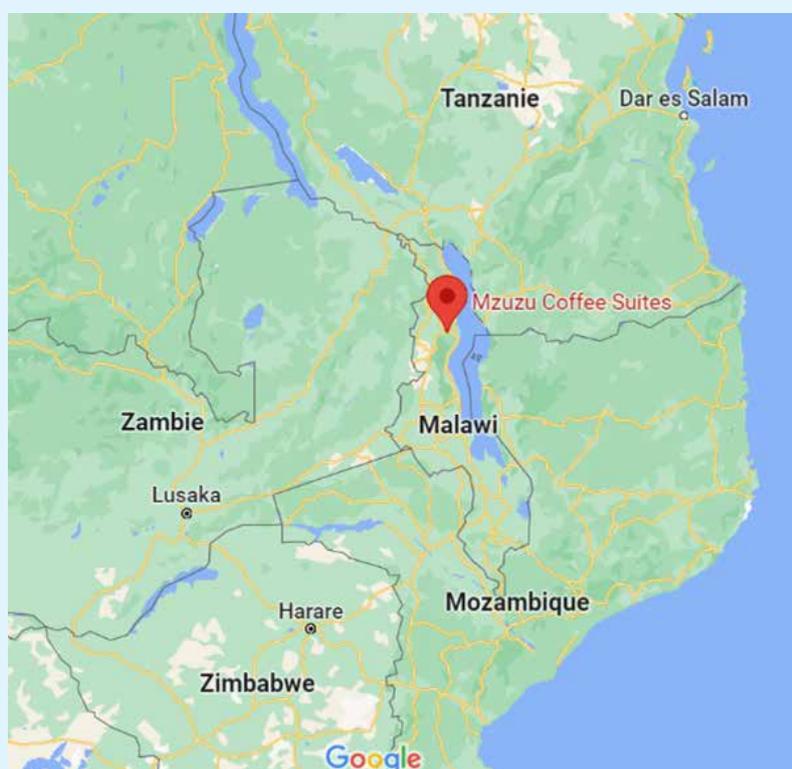
## MALAWI, ESTABLISHMENT OF A COFFEE PROCESSING FACTORY FOR FAIR TRADE HIGH QUALITY ORGANIC COFFEE TARGETING THE ZAMBIAN MARKET

<b>REF.#40</b>	<b>AGRO-INDUSTRY</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Mzuzu (Luwinga), Malawi, with coffee farmers located in the mountainous parts of Northern and Central Malawi		
<b>PROJECT HOLDER</b>	• Mzuzu Coffee Planters Cooperative Union Ltd (Malawi) in partnership with Markright Consultants (Zambia)		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Zambia and other SADC countries		
<b>STATUS</b>	S2B: feasibility	<b>PROJECT FINANCE OPTIONS:</b>	Venture capital
<b>AMOUNT</b>	USD 11.9 million		

### OVERALL PROJECT PRESENTATION

Mzuzu Coffee Planters Cooperative Union Ltd is an apex of six primary coffee cooperatives in Malawi gathering 2,600 registered farmers out of whom 780 are female farmers. Started in April 2007, it promotes coffee growing by the ultra-poor smallholder coffee farmers, by finding market linkages of their products in the SADC region and adding value to the raw green coffee beans into finished ground coffee ready for market consumption. Mzuzu Coffee produces an average of 500 metric tons of coffee green bean annually, of which 97% is exported to the USA, Europe and the Far East, giving a revenue of \$2,425,000.

MackRight Consultancy is a subsidiary of Cycorp Ltd (Zambia) involved in warehousing and the distribution of products throughout Zambia and Southern Africa.



The objective of the project is to extend the market reach of processed coffee production to the SADC region and support the production of high quality organic coffee by coffee farmers in Malawi, ensuring equitable income through fair trade. Identified investments involve Processing and warehouse facilities, Plant and Equipment, Mzuzu Coffee Dens, Vehicles, Farmers' Inputs Revolving Fund and Human Resources.

#### FOR MORE INFORMATION:

**MACKSON NG'AMBI, CEO, MZUZU COFFEE PLANTERS COOPERATIVE UNION LTD**  
**T. +265.992.350.198 – EMAIL: MACKSONGAMBI@GMAIL.COM - WWW.MZUZUCOFFEE.ORG**

<b>MALAWI, ESTABLISHMENT OF A SUGAR PROCESSING PLANT TO ADDRESS SADC MARKET</b>			
<b>REF.#41</b>	<b>AGRO-INDUSTRY</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>• Lilongwe, Malawi</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>• National Association for Small and Medium Enterprises (NASME) company called HOSCO LIMITED, Malawi (90%)</li> <li>• Growide Grains (PTY) LTD, Botswana (5%)</li> <li>• Philad Distribution (Private) Ltd, Zimbabwe (5%)</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>• Botswana, Zimbabwe, Zambia</li> </ul>		
<b>STATUS</b>	S2B: feasibility	<b>PROJECT FINANCE OPTIONS:</b>	Loan
<b>AMOUNT</b>	USD 25.248 million		

### OVERALL PROJECT PRESENTATION

The Malawi National Association for Small and Medium Enterprises (NASME)'s company called Hope Sugar Company (HOSCO) Limited is partnering with Growide Grains Ltd in Botswana and Philad Distribution Ltd in Zimbabwe, to propose a project focusing on the manufacturing of organic sugar, fertiliser, briquettes, ethanol and confectioneries targeting the regional market. In addition to producing these products, the sugar factory is to generate electricity primarily for its use, then sell the excess to ESCOM (Malawi). The project also entails the development of a sugar-related faculty at Nkhoma University.

The two partners in Zimbabwe and Botswana will be the distribution agents of the products to Botswana, Zambia and Zimbabwe. Sugar and fertilizer re-packaging plants are to be established in Botswana and Zimbabwe and used as distribution centres for the products to the rest of the SADC region.

The investments required for the Sugar Cane Production include land, materials & equipment, while the Sugar Processing Part involves building a 1500 TCD Vacuum Sugar Plant without co-generation of power.

**FOR MORE INFORMATION:**  
**SAMUEL MANGULUTI – NASME HOSCO LIMITED**  
**TEL: +265 992920181 - EMAIL: SAMMANGULUTI@YAHOO.CO.UK**

## SEYCHELLES, A DIVERSITY OF PROJECTS PROPOSED BY PRIVATE SECTOR HOLDERS IN THE TOURISM SECTOR

<b>REF.#42</b>	<b>TOURISM</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Various islands in Seychelles		
<b>PROJECT HOLDER</b>	• Private sector project holders		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• None		
<b>STATUS</b>		<b>PROJECT FINANCE OPTIONS:</b>	• Joint/ Partnership, Asset Acquisition or 100% Takeover, depending on the project
<b>AMOUNT</b>	Various		

### OVERALL PROJECT PRESENTATION

The tourism sector has been central to the Seychelles economy since the opening of the Seychelles International Airport in 1971. The natural beauty of the 115 islands as well as the unique creole culture have attracted a growing number of visitors, positioning the islands as a magnet for regional and international companies looking to invest in the sector. Various projects proposed by private sector holders are available and include:

- KRG Resorts & Spa (US\$105.72 M), construction of residential villas and apartments, each with their own pool and kitchens in Anse Forbans, Mahe
- Sailwin Condominiums & Marina (US\$25.4M), construction of a private marina and its storage units, 29 upmarket condominiums, and a small hotel/ restaurant or office building, Perseverance Island
- La Louise Residency (US\$2.8M), construction of residential apartments in Plaisance, Mahe
- Intendance Bay (US\$17.9M), construction of a hotel and villas over a 57,000 m2 land area, Anse Intendance, Mahe
- Castello Beach Hotel (US\$11.5 M), upgrade of an existing 10 year old 4-Star hotel by the beach with sunset view (26 suites) to a 5-Star luxurious hotel with an extension of 10 more rooms and a wellness facility.

#### FOR MORE INFORMATION:

**MS. ANNICK HENRIETTE, SENIOR INTERNATIONAL COOPERATION OFFICER, SIB**

**T: (+248) 429 55 23 – EMAIL : AHENRIETTE@GOV.SC**

## TANZANIA, DEVELOPMENT OF A FOUR-STAR AIRPORT HOTEL AT JULIUS NYERERE INTERNATIONAL AIRPORT

<b>REF. #43</b>	<b>REAL ESTATE</b>		
<b>PROJECT LOCATION AND SIZE</b>	<ul style="list-style-type: none"> <li>Julius Nyerere International Airport, Dar es Salaam, Tanzania</li> <li>Plot Size of the project: 28,116 Sqm</li> </ul>		
<b>PROJECT HOLDER</b>	<ul style="list-style-type: none"> <li>Tanzania Airports Authority (TAA).</li> </ul>		
<b>OTHER SADC COUNTRIES INVOLVED</b>	<ul style="list-style-type: none"> <li>None</li> </ul>		
<b>STATUS</b>	S4A: tendering	<b>TENTATIVE TENDERING:</b>	In progress
<b>AMOUNT</b>	USD 35 million	<b>PROJECT FINANCE OPTIONS:</b>	Public-Private Partnership (PPP) - DFBOMT model



### OVERALL PROJECT PRESENTATION

The Government of Tanzania has been investing significantly on Airport facilities including construction of a new terminal and renovation of the existing ones to improve the services to the Airport users. The project involves the development of an eight storey building (G+7) four-star airport hotel with a total of 250 rooms for accommodation and a variety of complimentary facilities and services such as bars, restaurants, meeting/conference rooms, banking services (ATM), hotel offices, retail shops, spa, casino, movie theatre, gym, swimming pool and break out lounge. The project will be implemented through a Design, Build, Finance, Operate and Maintain (DFBOMT) model, with transfer to the government of Tanzania at the end of a lease term to be mutually agreed between TAA and the Investor.

Investors with varsity knowledge and experience on construction and operation of hotels and commercial complex are sought. An experience in Tourism and Aviation is of added advantage. This airport hotel project is combined to the construction of a Commercial complex project, also in the amount of USD 35 million and implemented under a DFBOMT model. A Feasibility study is available and the project is under procurement process.

#### FOR MORE INFORMATION:

**M. MUSSA MBURA - DIRECTOR GENERAL, TANZANIA AIRPORTS AUTHORITY (TAA).**  
**TEL: +255 22 2842402/3 - WHATSAPP: +255763850033**  
**EMAIL: DG@AIRPORTS.GO.TZ.**

**TANZANIA, ENHANCING METEOROLOGICAL INFRASTRUCTURE AND SERVICES TO SUPPORT CLIMATE CHANGE ADAPTATION AND STRENGTHEN THE RESILIENCE OF THE TRANSPORT SECTOR**

<b>REF. #44</b>	<b>CLIMATE CHANGE ADAPTATION</b>		
<b>PROJECT LOCATION AND SIZE</b>	• Tanzania (country-wide)		
<b>PROJECT HOLDER</b>	• Tanzania Meteorological Authority (TMA)		
<b>OTHER SADC COUNTRIES INVOLVED</b>	• Malawi, Zambia, Mozambique and D.R. Congo		
<b>STATUS</b>	S1: project definition	<b>TENTATIVE TENDERING:</b>	XXX
<b>AMOUNT</b>	USD 57.349 million	<b>PROJECT FINANCE OPTIONS:</b>	XXX

**OVERALL PROJECT PRESENTATION**

Tanzania is a transportation hub of goods to a substantial number of SADC Member States, in particular Malawi, Zambia, Mozambique and D.R. Congo using the Dar-es-Salaam corridor. The country has been impacted by climate change which, in turn, is negatively affecting the sustainability of transport infrastructure (specifically roads and bridges), and the safety of marine vehicles, thus hampering productivity of the Transport sector and the economy at national and regional levels. In collaboration with stakeholders, the Government of Tanzania is taking initiatives to enhance capacity in the improvement of weather and climate services to address the challenge. SADC Climate Services Centre (CSC), in collaboration with the Meteorological Association of Southern Africa (MASA), is making efforts to complement the initiatives of Members to support sustainable economic development of the transport sector among others. Meteorological infrastructure is a fundamental aspect in the weather and climate services value chain for observation, data processing, weather forecasting, product packaging and timely dissemination to the users.

As part of the ongoing efforts for improving weather and climate services in the country, and in line with the Tanzania Meteorological Authority Act No.2 of 2019 and its regulations, the government is looking for collaboration with Development Partners, public and private international organizations and NGOs for Procurement, shipping and installation of meteorological infrastructure as well as the provision of training on the use of infrastructure and products generated.

**FOR MORE INFORMATION:**

**DR. LADISLAUS CHANG'A, ACTING DIRECTOR GENERAL, TMA.**

**TEL: +255 26 2962610, EMAIL: MET@METEO.GO.TZ, LADISLAUS.CHANGA@METEO.GO.TZ**

<b>MADAGASCAR, DEVELOPMENT OF AN ELECTRICITY-GENERATING WASTE TREATMENT PLANT</b>			
<b>REF.#45</b>	<b>WASTE TREATMENT</b>		
<b>PROJECT LOCATION AND SIZE</b>	Madagascar		
<b>PROJECT HOLDER</b>	Ministry of Industrialisation, Commerce and Consumption		
<b>OTHER SADC COUNTRIES INVOLVED</b>			
<b>STATUS</b>	S2B: pre-feasibility	<b>TENTATIVE TENDERING</b>	XXX
<b>AMOUNT</b>	USD 230,000	<b>PROJECT FINANCE OPTIONS:</b>	XXX

#### **OVERALL PROJECT PRESENTATION**

Facing the increasing energy demand in the country and in response to climate change, the government of Madagascar is exploring the possibility to develop a waste treatment plant generating electricity contributing to address local consumption. A pre-feasibility study is to be undertaken and should assess how the stakeholders of the energy value chain should be engaged to ensure the purchase of energy produced through waste treatment.

#### **FOR MORE INFORMATION:**

**MINISTRY OF INDUSTRIALISATION, COMMERCE AND CONSUMPTION**

**MRS ZAFISOLO ADRIANNIE LAVITSARA TAMOHA, DIRECTOR FOR PARTNERSHIPS AND PROJECTS**



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