



**MEETING OF SADC MINISTERS RESPONSIBLE
FOR TRANSPORT & METEOROLOGY**

COMMUNIQUE

LILONGWE, MALAWI

3 NOVEMBER 2017

1. Background

The 2017 edition of the SADC meeting of Ministers responsible for Transport and Meteorology Sectors took place from 30th October to 3rd November 2017. The Government of Malawi hosted the meeting at the Bingu International Conference Centre in Lilongwe, Malawi. SADC holds annual Sector Ministers meetings as part of the governance and programme management strategy. The purpose of the meeting was to consider the progress made in the sectors of Transport and Meteorology in the implementing the SADC Protocol on Transport, Communications and Meteorology and the derivative policies and programmes and to provide guidance to implementing national, corridor and regional institutions including the Secretariat. The meetings of Beira Development Corridor and North South Corridor at Ministerial level and the Maputo Development Corridors at technical and Senior Officials levels preceded the meeting of Ministers responsible for Transport and Meteorology.

2. The Transport Sector

The SADC Transport Sector is composed of road and rail transport, ports, maritime and inland waterways, as well as air transport. The main areas of focus in the transport sector include infrastructure development, harmonisation of laws and policies, capacity building, and transport transit and trade facilitation. The development of the Free Trade Area, planned progressing to a Customs Union and ultimately a Common Market in SADC cannot be achieved without the development of Transport Infrastructure. The Transport Sector addresses the provision of adequate, integrated, safe and efficient infrastructure services in road, railways, civil aviation and maritime, ports and inland-waterways services.

3. Air Transport and Civil Aviation

The Meeting of Ministers reviewed progress in this sub sector, the noted in particular the establishment of the SADC Aviation Safety Organisation (SASO) hosted by the Kingdom of Swaziland and urged those Member States who have not yet signed the Charter establishing SASO to sign. Concerning the implementation of the SADC Civil Upper Airspace Management Centre (CUAMC) Project Ministers directed the Secretariat to ensure close

collaboration with other RECs in the Tripartite (COMESA and EAC) on systems implementation to ensure seamlessness, interoperability and standardisation; and encouraged Member States to consider inter-state/bilateral harmonisation and interoperability. Ministers also reviewed the implementation of the Yamoussoukro Decision (YD) which concerns the Liberalization of Access to Air Transport in Africa and seeks to establish a Single African Air Transport Market by 2017 as decided by the AU Assembly. Ministers urged the SADC Secretariat to collaborate with the Tripartite Regional Economic Communities (COMESA, EAC and SADC) in the implementation of Yamoussoukro Decision.

4. Roads Infrastructure, Transport and Traffic

The high ratio of landlocked countries, the long distances to gateway ports, the lack of an integrated and liberalised road transport market in the East and Southern African region pose numerous obstacles and impediments to trade. Ministers noted that to bring a solution to the challenges the Tripartite Transport & Transit Facilitation Programmes (TTTFP) that they approved in 2015 has since been approved by COMESA and the EAC. Ministers also noted that the Tripartite Ministers responsible for Infrastructure launched the TTTFP on 26 October in Dar es Salaam Tanzania as it is a Tripartite flagship programme. SADC Secretariat on behalf of the Tripartite coordinates the programme. The TTTFP purpose is to develop and implement harmonised road transport policies, laws, regulations and standards for efficient cross border road transport and transit networks, transport and logistics services, systems and procedures in the Tripartite region.

5. Rail Infrastructure

Ministers noted that the North South Corridor Rail Study commenced in February 2017. The study will identify and prioritize projects for implementation in the short, medium and long-term necessary for the revitalisation of SADC railways. This is critical in order to correct the current skewed and unsustainable ratio of between road (90%) and rail (10%) in regional freight transport market share.

6. One Stop Border Posts (OSBPs)

Ministers reviewed progress on trade and transport facilitation, and in particular noted the following development;

- a. **Beitbridge:** Recently the Presidents of South Africa and Zimbabwe agreed to fast-track operationalisation of the Beitbridge One-Stop Border-Post (OSBP) and welcomed establishment of the Joint Technical Committees to develop the necessary legal framework for the OSBP.
- b. **Kazungula Bridge:** The on-going project consists of 3 packages, the road and bridge physical structure and the OSBP facilities on both sides of the Zambezi River which forms the border between Botswana and Zambia. Kazungula Bridge is scheduled for completion in January 2019, the OSBP on the Botswana side scheduled for completion in September 2018 and the OSBP on the Zambia side is scheduled to be completed in December 2019. Ministers also noted that both Botswana and Zambia have OSBP laws in place but what is now needed is the signing of an OSBP Bilateral Agreement between Zambia and Botswana and that this is in progress.
- c. **Martins Drift /Groblers Bridge**
Ministers noted that this border crossing, which is an alternate route on the NSC, is fast becoming a bottleneck and confirmed programme to upgrade the bridge and border facilities.

7. Maritime

Ministers noted the progress in the implementation of the following programme- Enhancing Maritime Connectivity Project (EMCP) in the Eastern Africa, Southern Africa and the Indian Ocean with Support from European Union 11th European Development Fund. The overall objective of the program is to increase value of trade within the region.

Ministers also noted that there is a need to develop a legal framework for regulating, coordinating and facilitating the sustained provision of global and regional coverage of meteorological observational data, products and services to address the continued and expanding requirements of the maritime user community, focusing on safety of life and property at the sea, integrated coastal management and societal impact over the Indian as well as Atlantic Ocean.

8. The Meteorology Sector

The Meteorological Sector's main purpose is to establish meteorological systems and infrastructure that are fully integrated, efficient and cost effective to meet the requirements of the users, and to minimise adverse effects associated with the severe weather and climate phenomena.

- a. Ministers noted progress on implementation of programmes and projects.
- b. Ministers urged Member States that have not yet signed the Meteorological Association of Southern Africa (MASA) Constitution to do so as soon as possible in order to ensure operationalization of MASA.
- c. Ministers also noted that Member States are obliged to be compliant with the Quality Management System (QMS) standard for the provision of the aeronautical meteorological services to airlines. Non-compliance to the obligatory regulations on QMS of the Chigago Convention will have far reaching consequences on the Member States and could find their airspace declared unsafe for air travel by ICAO due to safety considerations. Therefore, Ministers have urged Member States which have not yet been ISO 9001-2008 or ISO 9001-2015 certified to take necessary and urgent action to comply to avoid their countries from being flagged as a high safety risk zone and be found looking revenues incurred on the air traffic.

9. SADC PIDA Acceleration Programme On Beira And North South Corridors

Ministers responsible for the above two corridors met and made the following decisions and observations concerning progress on the implementation of projects the Beira and North South Corridors (NSC):

- a. **Signing of the MoU on the Establishment of a Corridor Management Institution for the North South Corridor.** Ministers noted progress on signing the MoU where 3 Corridor States had already signed and urged other to do once they have completed their internal processes. The MoU envisages the establishment of a corridor management institution to coordinate project design, development and implementation and the

resolution of barriers to trade and transport on the corridor. The NSC is the busiest regional transport corridor in SADC carrying 60% of regional traffic and serving 7 countries i.e Botswana, DRC, Malawi, Mozambique, South Africa, Zambia and Zimbabwe. NSC is a multimodal corridor anchored on the port of Durban in South Africa

b. **Signing of the Agreement on the Beira Development Corridor.**

Minister noted progress on development of the Corridor and noted that 2 Corridor States had already signed the MoU. The other Corridor States countries have assurances that they are on course to sign once they have completed internal process. Beira Development Corridor is anchored on the Port of Beira in central Mozambique and serves Zimbabwe, Malawi, Zambia and DRC. It is also planned to establish a corridor management body to be hosted by one of the corridor states. Ministers approved the options for setting up the NSC and BDC Corridor Management Institutions and the Road Maps and approved the BDC and NSC List of Minimum Requirements for hosting the BDC and NSC Management Institutions.

c. **PIDA Week**

Ministers noted that the 2017 edition of the NEPAD PIDA Week aimed at highlighting infrastructure development in Africa would be hosted by Namibia. PIDA Week is hosted on a rotational basis and this year is SADC's turn. Ministers agreed to support Namibia and to participate in PIDA Week activities and meetings from 10 -14 December 2017 in Swakopmund, Namibia.

10. Conclusions

Ministers analyzed the sluggish implementation of the cross-border infrastructure projects through the lens of national ownership of the regional programmes. They concluded that regional cross-border infrastructure, particularly in the areas of transport, and meteorology, has the potential to facilitate intra-regional trade and investment; unlock national and regional comparative advantages. Ministers underscored the need to address the special needs of landlocked countries to access the rest of the world. The

Ministers concluded that partnership is the main strategy to implement these regional projects. They also agreed that placing regional projects on the national agenda is the core of creating an enabling environment, because these projects only kick off after they get attention of national politicians and policy makers.