

REPORT OF THE COMMITTEE ON COMMUNICATIONS, TRANSPORT, WORKS AND SUPPLY FOR THE FIRST SESSION OF THE TWELFTH NATIONAL ASSEMBLY APPOINTED ON THURSDAY, 6TH OCTOBER 2016

Consisting of:

Mr D M Syakalima, MP (Chairperson); Mr P Daka, MP; Ms G Katuta, MP; Mr R Lihefu, MP; Mr A C Mumba, MP; Mr G Sialubalo, MP; Mr Y Siwanzi, MP; and Mr G Zimba, MP.

The Honourable Mr Speaker
National Assembly
Parliament Buildings
LUSAKA

Sir,

Your Committee has the honour to present its Report for the First Session of the Twelfth National Assembly.

Functions of the Committee

2.0 In addition to any other duties conferred upon it by Mr Speaker or any Standing Order or any other Order of the Assembly, the duties of the Committee on Communications, Transport, Works and Supply are to:

- i) study, report and make appropriate recommendations to the Government through the House on the mandate, management and operations of the Government ministries, departments and/or agencies under their portfolio;
- ii) carry out detailed scrutiny of certain activities being undertaken by the Government ministries, departments and/or agencies under their portfolio and make appropriate recommendations to the House for ultimate consideration by the Government;
- iii) make, if considered necessary, recommendations to the Government on the need to review certain policies and certain existing legislation;
- iv) examine annual reports of Government ministries and departments under their portfolio in the context of the autonomy and efficiency of Government ministries and departments and determine whether the affairs of the said bodies are being managed according to relevant Acts of Parliament, established regulations, rules and general orders;
- v) consider any Bills that may be referred to it by the House;
- vi) consider International Agreements and Treaties in accordance with Article 63 of the Constitution;
- vii) consider special audit reports referred to it by the Speaker or an Order of the House;
- viii) where appropriate, hold public hearings on a matter under its consideration; and
- ix) consider any matter referred to it by the Speaker on an Order of the House.

Meetings of the Committee

3.0 Your Committee held twelve meetings during the year under review.

Programme of Work

- 4.0 At your Committee's second meeting held on Wednesday, 12th October 2016, it considered and adopted the following programme of work:
- (a) consideration of the Action-Taken Report on the Committee's Report for Fifth Session of the Eleventh National Assembly;
 - (b) the Management of Railway Transport;
 - (c) the Prevention of Road Traffic Accidents; and
 - (d) consideration of the draft report.

Procedure adopted by the Committee

5.0 Your Committee requested detailed memoranda on the topics under consideration from concerned stakeholders, and invited them to appear before it in order to give verbal submissions and clarifications on issues arising from their submissions. Your Committee also undertook a local tour to the Muchinga, Central, Lusaka and Southern provinces. Whilst in Lusaka, your Committee visited State House in order to find out what was obtaining on the ground regarding its deteriorating state. Your Committee also undertook a foreign tour to Tanzania, to share best practices on the prevention of road traffic accidents, and the management of railway transport.

The Report of your Committee is in four parts. Part I deals with the Prevention of Road Traffic Accidents; Part II deals the Management of Railways Transport; Part III is on your Committee's Tour of the State House while Part IV is on the Action-Taken Report on the Committee's Report for the Fifth Session of the Eleventh National Assembly.

PART 1

ROAD TRAFFIC ACCIDENTS IN ZAMBIA

6.0. Your Committee had noted with concern that road traffic accidents were ranked the third highest cause of death after HIV/AIDS and malaria. Many fatal road traffic accidents have happened on Zambian roads and many lives have been lost as a result of this vice. Just recently, a total of twenty four people were killed on the spot in a bus that was involved in a road traffic accident on the Great North Road. It was for this reason that your Committee carried out the study to establish the causes, impact and a way forward in the prevention of road carnages.

Objectives of the Study

The study had the following objectives:

- i. establish causes of the many road traffic accidents;
- ii. establish the social and financial impact of road traffic accidents on the country; and
- iii. recommend the way forward in the prevention of road traffic accidents.

The following institutions made both written and oral submissions on the subject:

- i) Ministry of Transport and Communication;
- ii) Ministry of Home Affairs;
- iii) Ministry of Finance;
- iv) Ministry of Health;
- v) National Road Fund Agency;
- vi) Road Transport and Safety Agency (RATSA);

- vii) National Road Development Agency;
- viii) Central Statistical Office;
- ix) Zambia Bureau of Standards;
- x) Power Tools Coach Services;
- xi) Passengers, Pedestrians and Cyclists Association of Zambia;
- xii) Truckers Association of Zambia; and
- xiii) Zambia Institute of Policy Analysis and Research (ZIPAR);

SUMMARY OF STAKEHOLDERS' SUBMISSIONS

Causes of Road Traffic Accidents

6.1. Your Committee was informed that available statistics compiled by the Zambia Police Service and the Road Transport Safety Agency (RTSA), indicated that the major causes of road traffic accidents were attributed to human error. These included among others: -

- a) over-speeding;
- b) driving under the influence of alcohol or drugs;
- c) unlicensed driving;
- d) failure to obey traffic signs; and
- e) pedestrians and cyclists using the road without consideration of other road users.

Your Committee was informed that over 80% of recorded road traffic accidents were attributed to human error. The most vulnerable road users were pedestrians, who accounted for a larger number of fatalities and serious injuries.

Your Committee was informed that in 2015 alone, driver error accounted for 25,307 road crashes out of 33,672 crashes recorded. This figure represented 75.2 percent. Misjudging clearance distance and excessive speed were shown as the leading contributing factors to road traffic crashes arising from driver errors. Misjudging clearance distance accounted for 19 percent of the total road traffic crashes. Excessive speeding accounted for 18 percent. The other factors are tabulated in table 1 below:

Table 1: Number of crashes resulting from driver errors in 2015

No	Contributory Factor: Driver Errors	No. of Crashes	Percentage
1	Misjudging clearance distance or speed	4799	18.96%
2	Excessive speed	4668	18.45%
3	Failing to keep to near side	3848	15.21%
4	Cutting in	3041	12.02%
5	Reversing negligently	1788	7.07%

6	Overtaking improperly	1558	6.16%
7	Inexperience	1288	5.09%
8	Other errors of judgment	974	3.85
9	Turning right without due care	846	3.34%
10	Failing to obey the traffic signs	707	2.79%
11	Turning left without due care	394	1.56%
12	Inattentive	392	1.55%
13	Stopped suddenly	201	0.79%
14	Under influence of drink/ drugs	196	0.77%
15	Turning round in road	148	0.58%
16	Negligently opening door of vehicle	116	0.46%
17	Asleep	108	0.43%
18	Dazzled by lights of other vehicle	95	0.38%
19	Failing to signal	83	0.33%
20	Skidding	55	0.22%

Further, statistics for January to September 2016 had continued to portray similar trends, recording human error as the leading cause of road traffic accidents.

Table 2 below showed that human factors accounted for over 87.4 percent of the total crashes recorded. Unknown causes of traffic crashes constituted an average of nine percent per quarter. The others, also very significant, despite contributing smaller figures, were motor vehicle defects, animals on the road, road defects, obstruction and weather conditions, all together representing 3%.

Table 2: Contributory factors of road traffic crashes from January to September 2016

Contributory Factors	2016 Q1	2016 Q2	2016 Q3	TOTAL	%
Human errors	6,738	7,993	7,119	21,850	87.4%
Unknown causes	758	82	815	2,396	9.6%
Motor vehicle defect	120	12	125	365	1.5%
Animal	38	88	135	261	1.0%
Road defects	26	19	21	66	0.3%
Obstruction	10	30	16	56	0.2%

Weather	14	1	-	15	0.1
TOTAL	7,704	9,074	8,231	25,009	100.0%

The social and financial impacts of road traffic accidents

6.2. Your Committee was informed that road traffic accidents had become one of the most common causes of death and injury. This had negatively contributed to socio-economic development, and it was a toll on the Zambian health service system.

In addition to the loss of human lives and injury inflicted on accident victims, there were costs related to funeral expenses, treatment of accident victims and costs related to the repair of infrastructure and vehicle damages.

Further, the lives lost were of economically active people and the families left behind had to adjust to the increase of orphans and single spouses.

Families of those injured in accidents were sometimes referred from one health facility to another. As a result of this, a lot of costs were incurred in terms of upkeep and transport costs for family members. This had a negative impact on the social life of families, as they may not have enough resources to meet the needs.

Your Committee was informed that accident victims required emergency health services, which had to be delivered efficiently and effectively, to prevent loss of life. This called for substantial allocation in budgets as compared to other non-communicable diseases.

Adequate consumables were required to attend to the patients such as intravenous fluids, bandages, cotton wool, cannulas, needles, syringes, suture materials and emergency drugs. Most of the patients had to undergo surgical intervention, which required special implants. The implants were costly and not manufactured in the country

Accident victims required a lot of staff to provide care whilst they were hospitalised. These include doctors, nurses and other health professionals. Sometimes there was need to mobilise staff from other departments to assist in providing care to the injured. This temporarily affected the provision of other health services at a given time.

A study conducted in 2010 at the University Teaching Hospital in Lusaka, revealed that traffic accident victims stayed longer than other patients in the hospital, sometimes up to 3 months. Health facilities were overwhelmed and sometimes struggled to cope with this demand.

Your Committee was informed that the care for accident victims was beyond the hospital. After discharge from hospital, the patient usually required a rehabilitation plan, which required resources for patient care. An example was the need for physiotherapy services, which required transportation costs to take the patient to the hospital, in order to access these services. Further, there was a need for dedication of human resource and time by the Ministry of Health.

Your Committee was informed that according to the 2015 Global Status Report on Road Safety, produced by the World Health Organisation (WHO), road traffic accidents in low and middle income countries were estimated to cause economic loss of up to 5 percent of the

GDP. Globally, an estimate of 3 percent of Gross Domestic Product (GDP) was lost to road traffic accidents.

Your Committee was informed that using the ratio from the 2015 Global Status Report on Road Safety, Zambia lost about K9.2 Billion in road traffic accidents, during the year under review.

Committee Observations and Recommendations on the Prevention of Road Traffic Accidents

6.3 Having interacted with the various witnesses, your Committee presents the observations and recommendations listed hereunder:

- i) Your Committee observes that human behavior is the major cause of road traffic accidents in Zambia. Therefore, the Ministry of Transport and Communications' immediate intervention was aimed at changing or influencing human behavior.

In light of the observation above, your Committee recommends for widespread and intensified sensitization of members of the public on the dangers of road traffic accidents, and on the importance of adhering to road safety practices. It is important to introduce regulations to curb over speeding using global positioning systems (GPS) and other information and communication technology monitoring devices. The use of GPS technology to monitor the speed of vehicles would help to ensure that public service vehicles do not contravene their speed limits.

- ii) Your Committee observes that driving under the influence of drugs and alcohol is one of the major human behaviours that cause road traffic accidents.

In order to curb the above behaviour, your Committee recommends for the implementation of on the spot tests for alcohol and drugs using breathalysers. Your Committee also insists that those found to be under the influence of alcohol or drugs should be apprehended and prosecuted.

Your Committee also recommends for banning (for a specific period of time) drivers who repeatedly commit road traffic offences.

- iii) Your Committee observes that the Passengers Pedestrians and Cyclists Association (PAPECA) of Zambia, is one of the few community based organisations working in the area of prevention of road traffic accidents.

Your Committee recommends for the Government's full support of PAPECA, because it interacts closely with members of the community. With full support, PAPECA would be able to carry out community based sensitisation for the prevention of road traffic accidents.

- iv). Your Committee observes that it is difficult to clearly establish the social and financial impact of road traffic accidents on the country, because no study has been carried out to clearly establish the impact.

Your Committee recommends that studies should be carried out to establish the actual social and financial impact of road traffic accidents in the Country.

- v) Your Committee observes that the ban on night travel has negatively affected some transport business operators. The transporters feel neglected because they were not consulted before the introduction of the ban.

Your Committee recommends for wide spread consultation before the introduction of any measure to prevent road traffic accidents. Further, the Ministry of Transport and Communication should ensure that it gains the support of the transporters, by sharing with them the benefits of the measure being taken.

- vi) Your Committee observes that poor road infrastructure is one of the major causes of road traffic accidents.

Your Committee recommends for the Government to continue ensuring that road safety engineering aspects are compulsory in the construction, rehabilitation and maintenance of roads. The focus of road safety engineering should be on the utilisation of cost effective road design and procedures, that consider all road users, minimise road user error, and produce a more forgiving roadside environment. This can be achieved by carrying out road safety audits and road safety inspections.

- vii) Your Committee observes that there are no road signs to alert road users that they are driving along a black spot.

Your Committee recommends for improved road signage on all urban trunk and rural roads, in order to improve communication with road users.

- viii) Your Committee observes that RTSA has concluded proposed amendments to the *Road traffic Act of 2002*, and a Bill has been submitted to the Ministry of Transport and Communications. Some of the proposed amendments intended to raise the road safety profile of the country are highlighted below.

- *Mandatory requirement to conduct road safety audits:*
It was proposed that there should be mandatory review and authorisation by the agency, of all road related infrastructure development undertaken by the Road Development Agency, and the local road authorities.
- *Obligatory test certificate for all vehicles, including any motor vehicles or trailers owned by the Government.*
- *Probationary licence to be issued to learner drivers for two years, before the issuance of a full licence:*
This would allow learner drivers to gain experience. Conditions such as driving with L – Plate and minimum distances to be covered in the two years would also be introduced through regulations.
- *Mandatory requirement to display a valid insurance certificate disc:* This would ensure that all vehicles on the road had mandatory 3rd party insurance cover. There would also be an additional requirement for insurance cover for PSV drivers, on application by a transport operator for a Road Service Licence. Currently, PSV drivers are excluded from cover under the 3rd party insurance.
- *The restriction on night driving for commercial vehicles and vehicles in transit:*

Statistics revealed that a lot of accidents occurred at night involving the categories of vehicles mentioned. Commercial vehicles referred to above would not be allowed to move on public roads between 21:00 hours and 05:00 hours.

Your Committee recommends for urgent preparation and presentation of the Bill to amend the *Road Traffic Act of 2002*.

- x) Your Committee observes that public transport operators had not been consulted during the implementation of measures such as the night travel ban.

Your Committee recommends that Government should create an enabling environment, which will allow the public transport operators to meet and to share their concerns with the Government. Public transport operators have specific experiences gained from many years in the field. They have a lot to share towards the improvement of road safety, and in the prevention of road traffic accidents.

- x) Your Committee observes that passengers using public transport are not aware of their rights.

Your Committee recommends that before taking off for any journey, public transport passengers should be informed of their rights to ensure that the vehicle transporting them was fit enough to safely undertake a journey. Passengers should also be informed that they have a right to leave a vehicle whenever they feel unsafe. Passengers should further be informed of all the safety measures available on the bus. RTSA officers should be at the bus station to ensure that the buses carrying passengers are road worthy, and that all the passengers are strapped in seat belts. Public transport providers should ensure that contact numbers are visibly displayed in the bus, so that passengers could use them whenever they feel that their lives are in danger.

- xi) Your Committee observes that road traffic accidents have a large impact on the country's health and economic sector. Your Committee further observes that Zambia has been identified as one of the worst performing countries in as far as road safety is concerned.

Your Committee, therefore, recommends for widespread and intensified sensitisation of members of the public on the dangers of road traffic accidents. Your Committee also recommends for urgent investigations once a road traffic accident occurs. The causes of the accident should be established and a report presented. The information gathered should then be used to avoid further accidents.

- xii) Your Committee observes that the funds paid out through the Third Party insurance cover are not enough to cater for the financial needs arising from road traffic accidents.

Your Committee recommends for the establishment of a motor vehicle fund to supplement on financial needs of the victims following a road traffic accident. Your Committee also recommends that a portion of the non tax revenue such as toll fees should be ring fenced for health care, in order to mitigate the impact of road traffic accidents on the health sector.

- xiii) Your Committee observes that the Zambia Bureau of Standards (ZABS) has put in place measures such as the Road Worthiness Inspection Certificate (RWI), obtained from source at the time of purchase, or as issued by the local agency. This is meant to ensure that only road worthy vehicles are imported into the country. Your Committee further observes that this measure has, however, weakened due to the fact that the RWI Certificate is not a prerequisite for obtaining a Zambian Road Licence.

Your Committee recommends that the RWI Certificate should be a pre requisite for the acquisition of a Zambian Road Licence.

Your Committee further recommends that ZABS should be supported to develop testing capacity for various components such as tyres, brakes and other spare parts of a motor vehicle.

LOCAL TOUR

7.0 In order to fully appreciate the Governments efforts in the prevention of road traffic accidents, your Committee toured the following institutions with the findings as set out below.

7.1 The Road Development Agency (RDA)

In order to fully appreciate some of the initiatives set up by the RDA in order to prevent road accidents, your Committee toured the weigh bridge in Mpika and in Livingstone. Your Committee observed that RDA had invested heavily into the construction of weigh bridges and urban roads. A total of K234 million had been spent on the construction of urban roads in Livingstone.

The weigh bridges were used to control axle load of the road in order to avoid damage to the roads. Your Committee was informed that damaged roads were a cause of road traffic accidents. Therefore, ensuring that the roads were well maintained would positively contribute to the prevention of road traffic accidents.

Your Committee was informed that the Livingstone Weigh Bridge attended to a total of 8,900 vehicles per month. The Agency was further able to raise an amount of K25,000 per month. The Kapiri weigh bridge attended to 29,000 vehicles per month. However, your Committee was informed that the aim of the weigh bridges was not to raise funds, but to discourage road users from carrying heavy loads on the roads.

Your Committee observed that with the new electronic weighbridges, the RDA was able to clear about 1,000 vehicles per day, as opposed to the 500 that were being cleared when the bridges were still operating manually. The manual operations were slow, resulting in traffic jams, which were an ever present feature at the weighbridges.

Your Committee was informed that due to limited funding, RDA was not able to carry out major rehabilitation works of the roads. However, plans were in place to rehabilitate the Great North Road from Serenje to Chinsali, and from Mpika to Serenje. Currently, RDA was involved in minor works such as grass cutting and road marking along the Great North Road.

7.2 The Road Traffic and Safety Agency (RTSA)

Your Committee toured the the Mpika RTSA Offices which were opened in 2013. Mpika was selected due to its centrality in the Muchinga Province. Your Committee observed that the office was fully equipped with modern equipment to ensure that the Agency was able to fully carry out its duties.

Your Committee was informed that the establishment of the office in Mpika had made it possible to establish patrols along the Great North Road. Road traffic accidents were previously rampant along the Mpika Serenje road, but with RTSA's intervention, and the enforcement of the night travel ban, the accidents had reduced.

Your Committee toured the RTSA Head Office in Lusaka, and the office in Livingstone. During the tour, your Committee was taken through the process of vehicle registration, production of driving licences, and the process of sensitising members of the public on the importance of road safety.

Your Committee was informed that RTSA had a total of 72 officers in the Southern Province. There was, however, a deficit of 28 staff to fill up the critical gaps. Limited funding had retarded the establishment of more offices and recruitment of more staff. Your Committee was informed that in the Southern Province, RTSA had offices in Mazabuka, Kazungula, Katimamulilo, Choma and Monze.

Your Committee also toured the computerised vehicle fitness testing centers in Lusaka and Livingstone. Your Committee observed that new Vehicle Fitness Testing Machines had been installed at the Lusaka and Livingstone centers. Your Committee was informed that the machine had been adjusted to fit the local Zambian environment. The computerised process had allowed for an objective procedure, thus doing away with the manual process that was slow, and allowed for congestion at the testing center and rampant corruption.

Committee Recommendations

Following the tour of the RDA and RTSA facilities, your Committee provides the following recommendations listed hereunder.

- i) Road safety should form part of the bilateral agreements in the Southern Africa Development Community (SADC) Region with neighbouring countries such as Tanzania. This will ensure that drivers from other countries observe the Zambian traffic rules.
- ii) Construction of a dual carriage way from Lusaka to the Copperbelt should be undertaken as a matter of urgency so as to reduce the occurrences of road traffic accidents .
- iii) There is need to construct more shoulders along the major roads to allow for broken down vehicles to safely park away from the moving traffic.
- iv) Signs should be mounted on black spots on roads to alert the drivers. Your Committee also recommends enhancement of high way patrols.
- v) There is need for a ten finger identification and clearance from RTSA before employing a driver. This will also help in the prevention of crime.
- vi) Demerit points should be introduced everytime a driver commits an offence, so that the drivers licence is withdrawn and one will have to wait for two years before applying to a tribunal for another licence. This will deter the indiscriminate commitment of traffic offences.
- vii) RTSA should work with the local authorities to manage the placement of bill boards, which are obstructive to the road users.

FOREIGN TOUR – TANZANIA

8.0 Your Committee undertook a foreign tour to Tanzania to share best practices on the preventing road traffic accidents. Your Committee interacted with the listed institutions below.

The National Assembly

Your Committee learnt that the Tanzanian National Assembly was made up 593 Members, who were drawn from the following five categories:

- Elected members;
- Special seats;
- Nominated Members;
- The Attorney General; and
- Representatives from Zanzibar.

Your Committee also learnt that the Tanzanian Parliament had a representation from five political parties. The Chama Cha Mapinduzi (CCM) was the ruling party and it had the majority of seats in the Parliament. Your Committee was informed that the Parliament had a female representation of 36%, well above the SADC requirement of 30%.

The Ministry OF Home Affairs

8.1 At the Ministry of Home Affairs in Dar es Salaam, your Committee was informed that the Ministry's mission was to save lives and properties, facilitate and control movement of aliens and non-aliens, assist refugees, and rehabilitate convicts through implementation of relevant laws and regulations. The police force, prisons service, immigration service, fire and rescue force, refugee service, and community service were departments of the Ministry.

Your Committee was informed that from 2014, the number of road traffic accidents reduced due to the use of modern equipment such as speed limiters and speed capturing cameras.

Your Committee noted that the Tanzania Police Force had put in place a system of data collection to establish the causes of road traffic accidents. The study revealed that most accidents were due to human error. The Police Force resolved to promote sensitisation of the general public on the importance of road safety. Public transport passengers had been equipped with information that allowed them to report on cases of bad driving. Truck drivers had been instructed to place banners on their vehicles with telephone numbers that could be called in case of bad driving. Following the requirement for heavy duty vehicles to have reflectors at the rear end of the trucks, a reduction in road traffic accidents involving stationery trucks had been noted.

The Police force had trained boda boda (motorbike taxis) operators, so that they could hold sensitisation sessions with their fellow boda boda drivers to inform them about road safety, first aid and the importance of helmets for both themselves and their passengers. Boda boda drivers and passengers found without helmets were taken into custody and only released after payment of a fine. The motor bikes were held by the police and only released upon the purchase of a helmet.

Committee Recommendations

Following the tour above, your Committee recommends the following listed hereunder:

- i) The SADC region should ensure that bilateral agreements on road safety are strengthened and strictly implemented, in order to ensure harmonisation of legislation.

Dar Rapid Transit Agency (DART)

8.2 Your Committee toured the facilities of the Dar Rapid Transit Agency, which was implementing a Bus Rapid Transit (BRT) branded Dar Rapid Transit (DART) Project.

Your Committee learnt that DART Agency was under the Prime Minister's Office: Regional Administration and Local Government, which was established in accordance with the Executive Agencies Act Cap. 247 of Tanzania. The Project came into operation on 25th May 2007, charged with the responsibility to effectively plan, coordinate and facilitate the provision of urban transport facilities and services, and to ensure improved traffic management in Dar es Salaam City.

DART Objectives

- **increase the level of mobility** of majority of residents enhancing their participation in a wide range of activities;
- **promote the use of Non-Motorised Transport (NMT)** by providing and improving relevant facilities,
- **meet the continuous increase of travel demand** of the City, and
- **improve quality of urban development**, landscape and proper land use plans along the BRT corridors.

Your Committee was informed that projects of this nature were very few in the world. Tanzania was among the first in Africa to implement a Bus Rapid Transit system of this nature and magnitude. As an executing agency, DART was soliciting co-operation and support from every Tanzanian, every resident in Tanzania, and especially from every Dar es Salaam City resident.

Your Committee was informed that the DART project had a long history. It was conceived in 2003 to meet demands of modern urban public road transportation. The bulk of Dar es Salaam City residents had relied on public road transport for more than 50 years, but the urban transport they relied on was awful particularly since late 1980s.

Your Committee was informed that Dar es Salaam City had interesting features of a Third World city and it was Tanzania's biggest commercial city. It was one of the fastest growing cities south of the Sahara. It had a population swelling annually, and the geographical area of residents dependent on urban transport also increased annually. With an area of 1800 square kilometers, Dar es Salaam was known to have the biggest national urban population. The census of 2012 counted 4.4 million people in Dar es Salaam.

Your Committee was informed that in a fast growing city like Dar es Salaam, and a fast developing country like Tanzania, an efficient, safe, environment-friendly, time-saving, and value-for-money transportation had ceased to be a casual necessity, but was a basic need. That need had to be offered to the people, and this task had been bequeathed on the DART Agency.

DART's ambition was result-oriented performance, but the ambition called for transparency, inclusiveness and innovation. DART had to be fair when dealing with all the stakeholders, and it had to be ready for public scrutiny.

Your Committee learnt that DART had achieved the following in its implementation of phase one of its Project:

- DART had commenced bus operations on 10th May 2016, and members of the public were enjoying the services provided.
- Users of the DART system were experiencing savings in terms of time and money. Your Committee was informed that a typical two hour trip only took 45 minutes by DART bus.
- DART buses were larger and more comfortable . They adressed the needs of the elderly and disabled and the bus engines had enviromentally friendly emissions.
- DART had managed to establish a 21 kilometer exclusive lane, established one bus depot, five bus terminals, 27 centrally located bus stations, three pedestrian bridges, four feeder stations and pedestrian crossings at each station.
- DART had established a fully dedicated right of way and redesigned intersections to avoid intersection signal delays.
- DART had contributed greatly to the reduction of traffic jams and road traffic accidents.

Your Committee was informed that DART was experiencing challenges such as invasion of the exclusive lanes by other drivers and traders. DART would, however, continue to sensitise the members of the public about its operations, because public support and participation was very important for its success. Lessons learnt from phase one will be used to establish phase two of the project.

Your Committee rode on a DART bus and observed that the bus was comfortable and safe. Your Committee was able to observe the operations of the Automated Fare Collection, and the services used to ensure safe and efficient boarding and disembarkment of the passengers.

Committee Recommendations

Following the tour, your Committee makes recommendations set out below.

- i) The Government should make efforts to learn the best practices from Tanzania's experience in the implementation of the Bus Rapid Transport (BRT) DART Project. The Project can be replicated in other growing cities such as Lusaka by having a lane specifically for buses.

PART II

THE MANAGEMENT OF RAILWAY TRANSPORT IN ZAMBIA

9.0 In 2014, the Minister of Transport, Communications, Works and Supply, in his address to Parliament assured the nation that the Zambian Government, in partnership with the Government of the Republic of Tanzania, had engaged the Tanzania Zambia Railway Authority (TAZARA), to review its cooperate strategy aimed at revitalising its operations. The

Nation was further assured that the Government would accelerate its efforts to ensure that Zambia Railways and TAZARA improved their efficiency and contributed to the movement of bulk goods, thereby preserving the road infrastructure. The Government was also to commence the rehabilitation and up grading of the Mulobezi Railway Line. Further, the Government assured the nation that it would continue to engage the private sector through the Public – Private Partnership (PPP) initiative, to open up the critical rail line corridors of Lobito, Nacala, Bengwela and Walvis Bay.

In light of the above pronouncement, your Committee carried out a study to ascertain the management of railway transportation in Zambia.

The objectives of the study were to:

- i. appreciate the current state of the railway system in the country;
- ii. ascertain the effectiveness and efficiency of the management of railway transportation;
- iii. establish the challenges, if any, faced in the management of railway transportation ; and
- iv. recommend the way forward in the management of railway transportation.

The following institutions made submissions to your Committee:

- i) Ministry of Transport and Communication;
- ii) Zambia Railways Limited;
- iii) Tanzania Zambia Railway Authority;
- iv) North West Railways;
- ii) University of Zambia;
- iii) Total Zambia Limited; and
- iv) Zambia Chambers of Commerce and Industry

SUMMARY OF STAKE HOLDERS' SUBMISSIONS

The current state of the Railway system in Zambia

9.1 Your Committee was informed that the Railway Network of Zambia was managed by two companies, namely Zambia Railways Limited (ZRL) and Tanzania-Zambia Railway Authority (TAZARA). The total railway network measured approximately 2,137 km including: Zambia Railways main line (848 km), Intermine network (151km-Copperbelt and 64km -Choma Masuku), Mulobezi (162km), Chipata/Mchinji (27km) and TAZARA (1,860km) of which 885km was in Zambia.

i) Zambia Railways Limited

Your Committee was informed that Zambia Railways Limited (ZRL) was a parastatal railway company, mandated to operate both rail passenger and freight trains. ZRL major

assets were concessioned to a private entity called Railway Systems of Zambia (RSZ). In September 2012, the Government terminated the Concession Agreement and repossessed the assets from RSZ. This was due to failure by the concessionaire to re-invest into the rolling stock and permanent way infrastructure. This was contrary to the Agreement.

Thereafter, the Government released US\$120 million as recapitalisation in ZRL towards the rehabilitation of railway infrastructure and rolling stock.

a) **Institutional Framework**

Your Committee was informed that ZRL was established in 1976 following the split of the Rhodesia Railways, whose network covered Northern Rhodesia (Zambia), Southern Rhodesia (Zimbabwe) and Bechuanaland (Botswana). ZRL was established under the *Company's Act of 2011*. It was a public company owned by the Government of the Republic of Zambia, through the Industrial Development Corporation (IDC) as its sole shareholder.

i) **Infrastructure - Permanent Way**

Your Committee was informed that the track rehabilitation programme was initiated in October 2013, using US\$81.8 million from the US\$120 million allocation from the Government. The table below shows the progress made with the US\$81.8 million funding from the Government, and the outstanding works required to increase train speeds.

Table 1 – Track Rehabilitation Progress as at 30th June 2016

Activity	Progress made as at March 2016	Remaining Works to increase train speeds
Concrete sleepers 442km of railway track	137km	305km
Deep screening 996km of railway track	478km	46km
Ballastine 996km of railway track	79km	887km
Tamping and aligning 966km of railway track	379km	587km

Your Committee was informed that the above minor achievements resulted into gradual increases in train speeds.

Your Committee was informed that ZRL had also rehabilitated some of the intermine networks. ZRL had rehabilitated the lines that were dilapidated and

vandalized, and developed new sidings such as the Luano-Chililabombwe, Manica Nchanga, Chambeshi Copper Smelter, and bridge shipping (at Bwana Mkubwa 3).

The Mulobezi Rail line was rehabilitated to operational standards by ZRL in 2013, using part of the US\$81.8 million Euro Bond financing.

However, of the 162km, only 24 km was on concrete sleepers and approximately 90 percent of the line was not ballasted. Most of the bridge infrastructure along the Mulobezi network was in a dilapidated state. The railway line was characterised by insecure rail joints due to inadequate fastenings. The rail joints were held by one or two bolts and nuts, contrary to the standard of 4 bolts and nuts per rail joint.

Further, your Committee learnt that the Chipata/Mchinji Railway line, which was constructed and commissioned in 2010 to enhance trade on the Nacala Transport Development Corridor, was in fairly good condition. However, this railway was constructed without a drainage system to protect the rail formation. This omission had negatively affected portions of the embankments and some culverts on the network.

b) Legal Framework

Your Committee was informed that the legal and regulatory framework of the ZRL was enshrined in the *Railways Act Cap 453 of the Laws of Zambia*. The regulatory framework instituted to ensure safety of public carriage of goods and people was executed under the office of Government Inspector of Railways (GIR).

c) Rolling Stock

Your Committee was informed that approximately US\$37 Million was spent on upgrading and procurement of rolling stock, which included wagons, coaches, auxiliary equipment and locomotives. Some of the equipment procured included 30 passenger coaches, 6 sets of the Hegensheldt Multi-Functional Dynamics (MFD), re-railing equipment, 50 push trolleys, 50 dip trolleys and 3 heavy duty motorised trolleys.

In terms of the general rolling stock fleet, ZRL had a fleet of 2,096 various wagons, 37 locomotives and 65 passenger coaches.

The table below provides a summary of ZRL rolling stock.

Table 2: Summary of ZRL Rolling Stock

No	Rolling Stock Type	Operational	Non Operational	Total
1	Wagons	1,209	887	2,096
2	Locomotives	23	14	37
3	Coaches	40	25	65

Your Committee was informed that ZRL had engaged SMH Rail of Malaysia, to remanufacture ten (10) mainline Grand Trunk (GT) locomotives to supplement the existing fleet of 37. One locomotive had since been fully rehabilitated.

d) Business Operations Freight Movement

Your Committee was informed that generally, ZRL had experienced a decrease in its business operations in terms of freight performance and passenger movements. Haulage capacity had generally reduced due to the state of the permanent way and insufficient rolling stock.

The table below illustrates the cargo carrying capacity of the ZRL fleet.

Table 3: Average Carrying Capacity per wagon

Wagon Classification	Wagon Type	Average carrying Capacity (tons)	Total Holding	Operational Fleet
Open Wagons	Hoppers	44.0	142	86
	High Sided Irons	44.0	1,254	794
	Drop Sided Irons	42.5	60	9
	Flat Wagons	42.0	130	102
Tank Wagons	Acid Tanks	42.1	15	0
	Petroleum Tanks	42.9	79	39
	Molasses Tanks	36.3	20	3
	Vegetable oil Tanks	36.3	2	0
	Water tanks	21.0	1	0
Closed Wagons	Covered Wagons (Ks)	42.5	356	165
	Livestock Wagons	53.2	18	11
	Abnormal Load Carriers	45.0	1	0
	Explosive Carriers	40.0	2	0
	Security Vans	40.0	16	0
Total			2,096	1,209

From the Table above, your Committee learnt that the total haulage capacity for the ZRL operational wagon fleet, if loaded once annually, was 6,913,066 Metric Tonnes. Therefore, from the performance recorded between January to September 2015 and 2016, as depicted in Table 4 below, fewer trains moved in the years under consideration.

Month	Year		Variance (%)
	2015	2016	
January	67,827	39,137	(42.3%)
February	74,805	39,908	(46.7%)
March	60,824	31,926	(47.5%)
April	52,743	35,114	(33.4%)
May	56,048	49,414	(11.8%)
June	92,701	52,079	(43.8%)
July	95,823	58,746	(38.7%)
August	87,387	58,075	(33.5%)
September	72,116	73,837	2.4%
Total	660,274	438,236	(33.6%)

Your Committee was informed that the drop in freight moved was mainly as a result of the slowdown in the economy in all corridors connecting Zambia. There was a steep drop in mining activities both in Zambia and the Democratic Republic of Congo (DRC) due to reduced copper prices on the world market. This had a negative impact on the export of copper products, and import of mining raw materials such as sulphur and other chemicals.

Your Committee, however, learnt that there was a minor increase in the number of passengers moved between January to September 2015 and 2016 as shown in table two below.

Passenger Movement

Month	Year		Variance
	2015	2016	
January	17,267	17,113	(0.9%)
February	18,515	13,810	(25.4%)
March	18,986	13,494	(28.9%)
April	23,622	22,392	(5.2%)
May	25,436	20,904	(17.8%)
June	13,872	19,629	41.5%
July	16,603	33,224	100.1%
August	24,634	22,480	(8.7%)
September	21,412	23,473	9.6%
Total	180,347	186,519	3.4%

The figures above included passengers who moved long distances on the main line and Mulobezi. The main reason for the improved performance was due to increased capacity in the number of trains deployed in passenger operations, both on the main line and at Mulobezi.

Table 6: Number of Passengers Moved between 2009 and 2014

	Passengers					
	2009	2010	2011	2012	2013	2014
Zambia Railways Ltd	223,347	190,200	177,097	192,608	247,062	303,690
Tazara	794,983	757,987	786,759	717,133	620,884	503,543
Total Railways	1,018,330	948,187	963,856	909,741	867,946	807,233

Tanzania Zambia Railway Authority (TAZARA)

9.2 Institutional Framework

a) Your Committee was informed that TAZARA was a Statutory Body established in both the United Republic of Tanzania and the Republic of Zambia, by the *TAZARA ACT of 1975*, later superseded by the *TAZARA ACT of 1995*. The Governments of Tanzania and Zambia were the joint and equal shareholders of TAZARA, whose headquarters was in Dar es Salaam, Tanzania. The railway was constructed and equipped with the assistance of the Government of China, which provided an interest-free loan and expertise to construct the line between 1970 and 1975. TAZARA officially began operations on 14th July 1976.

b) Legal Framework

Your Committee was informed that TAZARA was regulated under the following three Acts - *The Railways Act Cap 453 of 1982* and *The Railways Act* of the United Republic of Tanzania (URT) and the *TAZARA Act of 1995*. The regulatory function was undertaken by two separate bodies in Tanzania and Zambia. The Government Inspector of Railway (GIR) in Zambia performed the regulatory function and the Surface and Marine Transport Regulatory Authority (SUMATRA) as GIR in Tanzania.

The two shareholding Governments of TAZARA had resolved and embarked on reviewing the *TAZARA Act of 1995*, in order to encourage private sector participation, and to enhance management performance. This would be carried out through open market selection in Zambia and Tanzania, for the top positions of Managing Director and Deputy Managing Director.

c) Infrastructure

The Company's railway infrastructure was technically audited in 2012 by Third Railway Survey Design Institute (TSDI) of China, which found that the railway had about 140 bad sections. These sections were prone to derailments due to vandalised bridges, signage and obsolete workshops with insufficient tools, insufficient track and rolling stock.

i) **Maintenance equipment**

Your Committee was informed that the TSDI Report determined a minimum capital requirement of USD\$380 million for rehabilitation of the permanent way, installation of optic fibre communications system, and repair of rolling stock.

However, after review of the TSDI Report, the two Governments (Zambia and Tanzania) found that many aspects of the TSDI findings had changed considering the recent interventions made by the two Governments. Through the 14th Technical and Economic Cooperation Agreement between the TAZARA shareholding Governments, TAZARA acquired various track maintenance equipment that had been utilised in the rehabilitation of accident prone sections. For instance, out of the 56 speed restricted areas that were found on the Tanzanian side, only 14 were remaining, and out of the 16 bad sections found on the Zambian side, only 4 were remaining.

d) **Rolling stock**

Your Committee was informed that in terms of the general rolling stock fleet, TAZARA had a fleet of 2267 various wagons, 74 various locomotives and approximately 40 operational passenger coaches.

Table 8 below provides a summary of TAZARA rolling stock.

Table 8: Summary of TAZARA Rolling Stock

No	Rolling Stock Type	Operational	Non Operational	Total
1	Wagons	1093	1174	2267
2	Locomotives	44	30	74

The 14th Technical and Economic Cooperation Agreement assisted TAZARA to acquire 18 passenger coaches, 10 main line locomotives and four shunting locomotives.

Your Committee was informed that TAZARA had a total number of 65 locomotives of which 21 were operational mainline locomotives (requiring US\$3.5 million for service spares), 4 were under maintenance (requiring US\$641,007), 7 had been recommended for scrapping and 14 were involved in accidents and required US\$1.5 million per locomotive to be rehabilitated. There were 9 shunting locomotives of which 7 were operational and 2 were under maintenance.

In terms of wagons, Table 9 below provides a summary of the TAZARA wagon availability.

Table 9: TAZARA Wagon Availability as at 31st December, 2015

S/NO	Wagon Type	Holding No.	Running	Repairable
1	High Side Open (HSO)	583	240	106
2	Ne High Side Open (NHSO)	50	49	Nil
3	Down Side Open (DSO)	620	256	103
4	Chinese Down Side Open (CDSO)	190	172	3
5	Covered (CO)	378	188	40
6	New Covered (NCO)	100	60	65
7	Fuel Tank (FT)	137	70	22
8	Jumbo Tank Wagon (JTW)	20	12	10
9	CF	36	4	25
10	Brake Van (BV)	84	32	9
11	B	69	10	3

Your Committee was informed that the total carrying capacity of TAZARA's various wagons, if loaded once annually, was approximately 45,750 metric tonnes.

Your Committee was informed that in 2016, TAZARA embarked on a wagon rehabilitation programme, involving 40 metal carrying wagons of which 20 were to be rehabilitated in the Dar-Es-Salaam workshop, and the other 20 in the Mpika workshop.

e) Business Operations

Your Committee was informed that the financial year of TAZARA commenced on 1st July and ended on 30th June. Therefore, at the end of the 1st quarter of 2016 which ended on 30th September 2016, the Authority had started posting improvements in both freight and passenger traffic.

f) Freight Performance

TAZARA, had transported 29,061 metric tonnes of freight, being an improvement of 9.4% compared to the corresponding first quarter of 2015, when 26,571 metric tonnes were transported.

Effectiveness and efficiency of the current management of the railway system in Zambia

a) TAZARA

9.3 Your Committee was informed that in collaboration with the Government of the United Republic of Tanzania, the Government of the Republic of Zambia undertook due diligence to establish the causes of TAZARA's underperformance. The exercise was carried out in February 2016. After the due diligence study, it was established that the problems of TAZARA were attributed to management, poor state of the railway infrastructure, backlog of outstanding creditors, unpaid terminal benefits, insufficient rolling stock, and lack of operational funds.

After the due diligence findings, the Government released recapitalisation funds amounting to US\$11.3 million to TAZARA in 2016. The funds were meant for operations, payment to selected creditors (largely fuel), salaries and terminal benefits. With this recapitalisation financing, TAZARA's operational efficiency improved, resulting in reduced transit and turnaround times from approximately 30 days to approximately 7 days for freight cargo, and two days for passenger trains between Dar-es-Salaam and Kapiri Mposhi.

Your Committee was informed that with reference to the 2015/2016 financial year, the general performance of TAZARA on both freight and passenger trains had steadily improved.

Further, management efficiency improved following the recruitment of a Managing Director, Deputy Managing Director and Regional General Manager for TAZARA. The new management team put in place an aggressive marketing campaign, resulting in improved operational efficiency of the company. Additionally, this led to the realisation of insufficient rolling stock to cater for the increased number of clients and resultant demand. As a result, there was urgent need to invest more in rolling stock and permanent way rehabilitation, in order to enhance on the efficiency levels.

b) Zambia Railways Limited

Your Committee was informed that efforts had been made to rehabilitate the permanent way and rolling stock of ZRL, through Government financial support. However, the major part of the permanent way was still un-rehabilitated, resulting in low speed and frequent train accidents. This had culminated in prolonged transit and turnaround time. These encumbrances had provided the road transport sector an edge over rail transport in ferrying passengers and cargo.

Challenges faced in the Management of Railway transportation

9.4 Your Committee was informed that the Ministry of Transport and Communication faced many challenges in the management of railway transport. Generally, the two railway operators did not have enough rolling stock and track capacity to provide the required services. The challenges in the management of the railway companies were outlined

as follows:

a) **Zambia Railways**

- poor management of the company as ZRL had failed to improve its operations, even after receiving capitalisation to the tune of US\$120 million;
- irregularities in the management and accountability of funds;
- the debt incurred by ZRL due to the burden of rail infrastructure rehabilitation and maintenance, poor fuel management, and terminal benefits for retired employees; and
- low business turnover.

b) **TAZARA**

- unlike ZRL, TAZARA had not received significant investment for maintenance and rehabilitation of the railway network;
- while a new Managing Director and Deputy Managing Director had been recruited, most personnel in top management needed to be replaced due to poor attitude and lack of qualifications;
- the debt incurred by TAZARA due to the burden of rail infrastructure rehabilitation and maintenance, poor fuel management and unpaid terminal benefits for retired employees;
- poor employee incentives; and
- low business turnover.

The Ministry's plans for the improvement of railway transportation in Zambia

9.4.1 Your Committee was informed that the railway line was constructed to link Cape Town to Cairo, for the purpose of mineral extraction and exportation. Following the problems of apartheid and UDI in South Africa, and other constraints of using the corridor, the Government of Zambia partnered with the Government of the United Republic of Tanzania in constructing TAZARA, to aid exportation of minerals and importation of various commodities from overseas.

The Government intended to make Zambia a regional transport hub by rehabilitating the existing railways and constructing new ones, thereby linking Zambia to existing corridors. This would result in improved regional and international trade; and probably lower the cost of carrying out business. As such, the Ministry's plans were as listed below:

a) **Infrastructure**

The Government had prioritised the development and upgrade of four priority new railway spurs namely:

- i. **Chipata/Mchinji Railway line to join to TAZARA line via Petauke at Serenje:**
This railway would link two regional corridors- Dar es Salaam Corridor and the Nacala Corridor, and also the Northern Province and Eastern Province of Zambia. This would stand as an alternative and competitive route to the Dar Es Salaam Corridor. The Government had since signed an Engineering Procurement and Construction (EPC) lump sum contract of USD\$2.3 billion

dollars with China Civil Engineering Construction Company (CCECC) in September 2016. Once the funds were mobilised, it was optimistically anticipated that construction works would commence in 2017.

ii Chingola - Solwezi to Jimbe (Border with Angola) in North-Western Province.

Your Committee was informed that the above Project was meant to serve the copper industry, by providing a modern alternative to the copper trade routes of Dar-es-Salaam, and Durban in South Africa. The Project was agreed upon through an unsolicited proposal received from North West Railway Company Limited, to develop a railway line linking the Zambian Railway Network to the Angolan Railway Network, from Chingola through Kalumbila to Jimbe on the Angolan border. The Government was currently considering the terms of partnership with North West Railway Company Limited for the development of this regional railway project, which was expected to cost approximately USD\$1.2 billion. The Government intended to reach financial closure in 2017. The development of the railway line was being considered with full consultation and mutual interests. The Angolan Government had also expressed interest to link their rehabilitated Benguela Railway to the Zambian railway network. Zambia and Angola had signed a Bilateral Railway Transport Agreement in March 2015, to facilitate for railway developments between the two countries. Further, successful implementation of the Project would ease the countries the burden of maintaining the road network, which was currently serving the mines of North Western and Copperbelt Provinces.

iii. Construction of the Nseluka-Mpulungu railway project

Your Committee was informed that the above Project involved linking the Mpulungu Port to the TAZARA line at Nseluka in Northern Province. This was in anticipation of the increase in the volume of trade with the Great Lakes Region on Lake Tanganyika. Zambia was currently exporting sugar, maize, construction irons, lime and cement products to the Great Lakes Region by road through the Port of Mpulungu. The Project was also meant to enhance economic activity on TAZARA. The estimated total length of the rail project to be constructed was 192 km, at an estimated cost of USD\$991 million. The detailed feasibility and engineering designs for the Project were expected to be ready by the first quarter of 2017. Resource mobilisation and procurement process for the works was planned for within 2017.

iv. Livingstone via Kazungula to Katima Mulilo Rail

Your Committee was informed that the above Project would provide an alternative sea route by linking Zambia to the Namibian Port of Walvis Bay, through the Trans-Namib transport system. The construction of the line involved the partial rehabilitation of the Mulobezi line, and feasibility studies for construction of a spur between Livingstone and Katima Mulilo via Kazungula. This would connect to the Namibian System as part of the Walvis Bay - Livingstone - Lusaka - Ndola and Lubumbashi Corridor. The Project was a priority as it also had a bearing on the effective utilisation of the multinational Kazungula Bridge, which was under construction and had a railway component to link the Zambian railways with the Botswana railway network. In October 2016, the Government completed the preliminary feasibility study for the

Project, estimating it to be 200km railway at a construction cost of USD\$824 million.

Your Committee was informed that other long term planned railway developments included the following listed hereunder:

- a) Kafue to Lion's Den;
- b) Western Railway Project;
- c) Lusaka to Mongu railway;
- d) Petauke-Beira; and
- e) Kasama-Luwingu-Mansa Matanda Border-Lubumbashi DRC.

Your Committee was informed that the above projects were yet to be qualified on the National Transport Infrastructure Master Plan, which was an ongoing study for the development of the first project, scheduled to be completed in May 2017.

Table 10: Summary of Estimated Costs of the five (5) Prioritised Railway

No	Project Title	Project Sponsor	Estimated Cost
1	Chipata/Mchinji Railway line to join to TAZARA line via Petauke at Serenje	Engineering Procurement & Construction (EPC)	USD\$2.3 billion
2	Chingola - Solwezi to Jimbe	North West Railway Company Ltd	USD\$1.2 billion

3	Nseluka-Mpulungu railway project (192 km)	African Development Bank	USD\$991 million
4	Livingstone via Kazungula to Katima Mulilo Rail (200km)	African Development Bank	USD\$824 million
5	Kafue to Lion's Den (350km)	Nil	Feasibility study will determine cost

Your Committee was informed that the planned new railway developments were at a huge cost, and the Government was working closely with cooperating partners and the private sector, to establish different modes of partnerships in order to develop these projects. Your Committee was also informed that the Government had decided to construct all its new railways on standard gauge specifications. This would also apply to the upgrading of ZRL and TAZARA track, rolling stock such as locomotives and wagons, including plant and equipment.

v) **Rolling Stock**

Your Committee was informed that the Government also planned to improve rolling stock capacity, to ensure that the railway operators were able to handle the transport demands involved in the movement of passengers, bulk and heavy goods. ZRL had engaged SMH Rail of Malaysia to remanufacture ten (10) mainline GT locomotives, to supplement the existing fleet of 37. One locomotive had since been completed.

vi) **Institutional Framework**

Your Committee was informed that railway companies were experiencing problems because they managed and operated the railway lines, and this was a very costly exercise.

Due to the above hindrances, your Committee was informed that the Government would soon be introducing a bill to Parliament for the creation of a National Railway Development Authority. This was meant to separate maintenance and development of railway infrastructure away from the operations. The current railway parastatal companies would then be restricted only to railway operations, whilst the Government through this new Agency would budget for the maintenance, rehabilitation and development of railway infrastructure. It was further envisioned that the institutional reform would accord the railway operators an enabling environment for competitive costing of their services against the road service operators. It was also envisaged that this would attract the private sector companies to invest in railway transportation.

vii) **Legal Framework**

Your Committee was informed that in order to increase the business and competitiveness of the existing operators, the Ministry of Transport and Communication had begun the process of reviewing the *TAZARA Act of 1995*. Plans were underway to review the *Railways Act* in order to make the railway sector commercially viable.

viii) **Business Operations**

Your Committee was informed that Government's goal was to transform the railway sector into a competitive mode of transport, which would be able to compete and compliment with other modes of transport. Government would look into pricing in order to compel transporters to use railway transport over road transport.

ix) **Open access on railway infrastructure for more operators**

Your Committee was informed that ZRL and TAZARA had the monopoly of the railway infrastructure. However, in order to lift the burden of infrastructure maintenance and rehabilitation, the Government could encourage more operators to ply on railway infrastructure. This would help Government to raise resources for the maintenance of the infrastructure by charging appropriate rail access fees.

The Ministry of Transport and Communication informed your Committee that it was in the process of introducing a statutory instrument to ensure that a 30% to 50% quota system on restricting all of the mining products and other bulk and heavy commodities such as lime, cement, sugar, fertilizer and fuel to be transported by rail. The measure was being proposed to ensure that the railway system was guaranteed a minimum amount of tonnage availability, while the Government pushed for the increased capacity, efficiency, safety and reliability of the railway sub-sector.

Committee Observations and Recommendations

9.5 Following interactions with various witnesses, your Committee makes the following observations and recommendations:

- i) Your Committee observes that the Ministry of Transport and Communication is proposing a 30% to 50% quota system on restricting all of the mining products and other bulk and heavy commodities such as lime, cement, sugar, fertilizer, fuel to be transported by rail. This measure is being proposed to ensure that the railway system is guaranteed a minimum amount of tonnage availability, while the Government pushes for the increased capacity, efficiency, safety and reliability of the railway sub-sector.

Your Committee further observes that the move to promote rail over road transport has the potential to create acrimony among industry players. The road transporters, who are paying the largest component of the toll fees collected to fund the repayment of the Eurobond that had benefitted ZRL to a tune of US\$ 120.0m, are worried about the proposal.

Your Committee recommends that the Government should ensure that thorough discussions are held with all the stakeholders regarding the proposal of quotas. The

discussions should establish what impact this move would have on the truckers, who are a major tax payer. The discussion should also establish whether indeed the railway sector has the capacity to take on this major responsibility.

- ii) Your Committee observes the high cost of new railway infrastructure developments, which are averaging at an estimated US\$6 million per kilometre (Roads cost US\$0.75 million to US\$1 million per kilometre to construct).

Your Committee recommends that the Government should encourage more public private partnership initiatives for the construction of the planned new railway lines, based on reasonable feasibility studies and profit projections.

- iii) Your Committee observes that railway companies are experiencing problems because they have a mammoth task of both managing and operating the railway lines. This is a very costly exercise.

Your Committee is of the view that the Government should expedite the establishment of a semi autonomous or quasi government agency, to be called - the Zambia National Railways Agency, which will ensure more focused attention, dedication and specialised approach to the management of the railway sector. It can have a special purpose of ensuring railway infrastructure maintenance, rehabilitation and development. The agency can supplement Government efforts in railway sector resource mobilization, specialised staff development, infrastructure development, maintenance and supervision of the railways.

- iv) Your Committee observes that former TAZARA employees have a lot of information regarding the challenges in the management of TAZARA.

Your Committee recommends that TAZARA should make deliberate efforts to meet and interact with its former employees who have a wealth of information gained through many years of experience.

- v) Your Committee observes that the rail sector received financial support from the Government through the Euro Bond. Your Committee recommends for an audit on the utilization of the funds, in order to establish its impact on the rail sector.

- vi) Your Committee also recommends that the Government should have a budget line for the railway sector in the national budget for railway rehabilitation, maintenance and development, so as to enable the railway operators to

competitively offer their services relative to the road transport sector. This will make them attractive to more customers and possibly increase their market share.

LOCAL TOUR

10.0 In line with its Program of Work, your Committee undertook its local tour from the 3rd to the 13th April 2017. In order to fully appreciate the management of the railway system, your Committee toured the following :

10.1 The Tanzania Zambia Railway Authority (TAZARA)

Your Committee undertook a tour of TAZARA facilities in Mpika and Kapiri-Mposhi. Before the tours, your Committee held a meeting with the TAZARA Management at its Regional Headquarters in Mpika. During the meeting, your Committee was informed that TAZARA was facing a lot of financial challenges that had led to failure to reinvest and to improve upon its performance.

Your Committee was further informed that TAZARA's performance had suffered due to rampant political interference. Further, the appointment of Chief Executive Officers was not based on professional competence, but on political grounds. There was a lack of accountability amongst the staff in charge of running the affairs of TAZARA and this had led to the conditions deteriorating to a very poor state. Your Committee also learnt that there was a poor working culture amongst the members of staff because they had become demoralised by the poor working conditions. Your Committee toured the following facilities:

a) TAZARA Workshop – Mpika

Your Committee found out that the workshop was operating below 50% of its capacity. Most of the equipment was obsolete and not functioning. Your Committee learnt that inadequate funding was a major challenge to the operations of the Workshop.

Your Committee further learnt that besides the core engineering services, the Mpika Workshop had diversified to also manufacture bolts and nuts of all sizes, manhole covers, door and window frames, basket ball, netball and football goal posts, farming implements and other tools for the general public. However, this activity had also been hampered by limited funding.

Your Committee also learnt that a few train coaches were being repaired. However, the limited funding to purchase the latest equipment required in railway engineering had made it very difficult for the Workshop to perform its basic duties.

b) TAZARA Training School - Mpika

Your Committee found that there were forty students at the institution. Twenty of the students were Zambian and twenty were Tanzanian. Your Committee learnt that the Institution was facing challenges with limited and outdated teaching equipment.

Your Committee also observed that the buildings at the Institute were old and damaged. Accommodation for the students was inadequate and so were the kitchen and dining facilities.

c) Kapiri Mposhi Train Station

Your Committee was informed that Kapiri Mposhi Station was the beginning and the end of the TAZARA Railway line. Your Committee learnt that the infrastructure at the Station was old and dilapidated. The train radio control was old, outdated and ineffective. It further had no security, therefore, allowing anyone to easily access it. Your Committee further learnt that there was no special communication system for trains. The signalling system was not functioning because the wires had been vandalised and were missing. Your Committee further found out that the cabin control room was old and had obsolete equipment, that could no longer provide the required services.

d) TAZARA Mununga Quarry

Your Committee learnt that Mununga Quarry in Mpika, Zambia and the Kaole Quarry in Mbeya, Tanzania were the two quarries owned by TAZARA. Your Committee also learnt that the Mununga Quarry had not been operating at full capacity due to lack of equipment such as excavators and dump trucks. At its full capacity, the Quarry was able to produce 35,000 tonnes of high quality ballast per day, which was the main product for railway maintenance. The plant was also able to produce chippings, boulders, quarry and crusher dust, which were produced as by-products and were sold to the public. Your Committee further learnt that due to obsolete machinery, the Quarry produced less than it was built for, prompting TAZARA to at times purchase quarry products from other suppliers.

Committee Recommendations

Following the tour findings, your Committee recommends as set out below.

- i) TAZARA should be supported to establish public private partnerships, which will ensure its development into a commercial entity and enable it to raise funds for its own sustainability. Financial sustainability will ensure that the company re-establishes itself as a modern railway company, able to compete with the road transport sector.
- ii) TAZARA should put in place mechanisms that will ensure that members of staff are accountable for their activities, and that they are able to input into process of continuous monitoring and evaluation.
- iii) TAZARA should establish a mechanism that will ensure that employees are recruited in an objective and professional manner.
- iv) Both Tanzania and Zambia should work together to ensure that the Company develops from its current poor state.
- v) Regarding the payment of the retirees, your Committee recommends Government's urgent intervention. The Government had to ensure that the retirees, most of them living in poverty are paid their dues.

Zambia Railways Limited (ZRL)

11.2 Your Committee held a meeting with the ZRL Management in Kabwe, and it was informed that ZRL was repositioning itself in order to significantly contribute to the country's transport needs, particularly in respect of long distance goods and passenger traffic.

a) Major Accomplishments by the New ZRL in Improving Trade and Industry

Your Committee was informed that ever since the Government repossessed rail operations from the concessionaire, ZRL commenced the rehabilitation of the railway infrastructure and rolling stock. It revived inter-mine operations and took over the Mulobezi Railway. The Company also commenced train operations on the Nacala Corridor, in order to provide reliable and cost effective bulk transportation for the agricultural, mining and energy sectors, as well as passengers.

a) Project/Programme Scope and Status Update

i) Locomotive Remanufacturing

- In April 2015, Zambia Railways Limited contracted SMH Rail, SDN BHB of Malaysia to remanufacture ten (10) of its GE U20C locomotives at a total cost of US\$24.8 million.
- In terms of project progress update, your Committee was informed that the first locomotive was complete and the second locomotive was 51% complete.
- The ten (10) locomotives would provide the Company an extra haulage capacity of 1.2 million tons per annum.

b) Acquisition of New Rolling Stock

Your Committee was informed that in order to increase capacity for the haulage of more freight cargo and passenger ridership, ZRL intended to procure the following rolling stock:

- Forty (40) new locomotives (10 in the medium term by 2018 and thirty (30) in the long term by 2021);
- 2,600 wagons of various types (300 in the short term by 2017, 100 by 2019 and 1,300 by 2021);
- 40 passenger coaches by 2021; and
- 4 diesel multiple units (DMUs) by 2020 for small scale train operations such as commuter trains.

c) Projects Identified for Implementation through Public Private Partnership (PPP)

Your Committee was informed that ZRL was pursuing the development of the following projects through PPP:

- i establishment of a quarry plant at Nankuko in Chisamba, for the production of ballast and stone aggregates for general use by the public;
- ii development of a concrete sleeper factory;
- iii resuscitation of foundry and blacksmith shops at the Kabwe Workshops;
- iv utilisation of ZRL bare land by developing modern structures;
- v development of Inter-modal terminal facilities;
- vi running of the Lusaka Commuter Train; and
- vii running of long distance passenger trains.

d) Investment Requirements

Your Committee was informed that for ZRL to achieve its goals and execute its mission and vision, a sum of US\$922 million had to be invested in the organisation. This amount was broken down into survival/short, medium and long term requirements. The funds would be sourced with the help of other cooperating business partners.

Your Committee toured the following facilities:

i) ZRL Workshops Kabwe

Your Committee found out that the workshops were busy with the refurbishment of train engines and coaches. Your Committee noted the work being carried out by SMH Rail, SDN BHB of Malaysia in the remanufacture of ten (10) General Electric (GE) U20C locomotives which will cost USD24.8 million.

Your Committee also learnt that the Workshops were well equipped with modern equipment. Your Committee was able to use a tram train to observe the widespread encroachment on the ZRL land in Kabwe.

ii) ZRL - Livingstone

Your Committee met with the ZRL Southern Region Management team and representatives of the Railway Workers Union of Zambia. The Region had 1000 workers and 600 were members of the Union. The Livingstone Station is very important in that it is both the exit and entry point into the country. It was at the Livingstone Station where custom formalities and fitness of wagons was carried out, before they left or entered the country.

The Livingstone Station had a capacity to hold 35,000 tonnes of goods on its 24 lines. It had two passenger trains travelling from Livingstone to Kitwe, and from Livingstone to Mulobezi. ZRL had leased out a train for the safari tours, and was loading coal at Batoka and distributing it to different destinations.

Your Committee was informed that ZRL in Livingstone was facing the following challenges:

- the Mulobezi line was in a poor state. It was taking the train twelve hours to move along a stretch that normally took six hours. Your Committee undertook a train ride along part of the Mulobezi rail line, and observed the poor state of the line, and the difficulty faced in moving on it;
- there was rapid vandalism of railway components such as panel clips which further deteriorated the state of the railway line;
- there was serious encroachment onto the ZRL land along Kabelenga and Ngwenya Compound in Livingstone. The situation was very dangerous and could result into injury and loss of human lives because some of the houses had been built very close to the railway line; and
- staff had not been paid their dues upon Government's repossession of the Company from the concessionaire. Staff had been waiting for their payments for nine years. A total of K5 million was owed to the members of staff.

Your Committee had an opportunity to tour the newly acquired ZRL first class coaches. Your Committee learnt that the coaches were equipped with modern comfortable chairs, dining, toilet and shower facilities.

Your Committee undertook a train ride to Victoria Falls Town in Zimbabwe, to tour the assets owned by Zambia Railways, namely Victoria Falls Hotel and the Victoria Falls Bridge. These were historically acquired after the dissolution of the Rhodesia Railways after independence.

Your Committee also learnt that the Hotel was well managed, in full operation and receiving several guests from all over the world. Your Committee was able to tour the banji jumping

site on the Victoria Falls Bridge. The site was also very busy with several visitors. Your Committee learnt that ZRL was receiving some royalties from these activities.

Committee Recommendations

Following the tour findings, your Committee recommends as set out below.

- i) Although there are a number of competing needs in the country, it is important to consider ZRL for an adequate injection of capital to make it viable and effective. Once the Company is re-capitalised, it would help to offload the pressure on the roads, allowing many of the goods to be transported by rail, and thereby ensuring that the roads remain in good condition with longer life spans. Maintenance of good roads would result into a reduction in the number of road traffic accidents.
- ii) The ZRL Management has put in a lot to resuscitate the Company. It has managed to move 634,500 tonnes of cargo in the past one year, and generated K173 million. However, reduction of imports and exports, as well as operational constraints in neighbouring countries have limited the Company's income generation.
- iii) Part of the Fuel Levy should be directed towards the support of the railway sector.
- iv) Part of the funding from Government should be targeted towards the rehabilitation of the Mulobezi railway line.
- v) The ZRL was carrying out tremendous work by rehabilitating some of the old locomotives, and reconditioning of engines. Therefore, there is need for full support of the Company's activities by the Government.
- vi) Regarding the massive encroachment onto the ZRL land, your Committee recommends that the land should be fenced off. This will protect not only the land from further encroachment, but it will also prevent the loss of human lives.
- vii) With regards to the workers who have not been paid their dues after the termination of the concession with RSZ, your Committee urges the Government to dialogue with the workers in order to arrive at an amicable agreement.

FOREIGN TOUR - TANZANIA

12.0 In line with its Program of Work, your Committee undertook a foreign tour to Tanzania from the 23rd of April to the 1st of May 2017. The objective of the tour was to share best practices in the Management of Railway Transport.

Meeting with the Tanzanian Parliamentary Committee on Infrastructure Development

12.1 Your Committee met and held discussions with its counterpart Committee in the Tanzanian National Assembly. Your Committee was informed that the Tanzanian Committee on Infrastructure Development had 20 Members. Its mandate was to provide oversight on the development of infrastructure, and on the operations of airports, water ports, rail, land roads and all other communication facilities. The Committee also scrutinised the budget of the Ministry of Infrastructure, before it was presented to the House.

With regards to the operations of TAZARA, your Committee was informed that the Tanzanian Committee on Infrastructure Development had examined the operations and it had observed the following:

- TAZARA was performing poorly because the socialist mode of operation upon which it was established, and the good friendship between the former presidents of Zambia (Dr K D Kaunda) and Tanzania (Dr J Nyerere), was no longer working in the current capitalistic and competitive economy.
- Decisions took many years to be acted upon because of the crippling bureaucracy. The Company had too many workers, and there was friction between the Zambian and Tanzanian workers. The Zambian workers, who were considered as foreigners were paid much more than their Tanzanian counterparts. Furthermore, the tariffs charged by TAZARA were too high, forcing customers to turn to road transport which had proved to be much cheaper.
- The appointment of the Chief Executive Officer was subjective and based on political consideration.

Following the above observations, the Tanzanian Committee on Infrastructure and Development suggested the following:

- Complete overhaul of the Management of TAZARA, and for the privatisation of the Company.
- Change the Act that established TAZARA, so that the Chief Executive Officer could be appointed from any country, based on an objective, transparent and professional basis. (The current Act only allowed for the Chief Executive Officer to be recruited from Zambia)

Ministry of Infrastructure Development

12.2 Your Committee visited the Tanzanian Ministry of Infrastructure Development, which was responsible for coordinating and financing the development of infrastructure in the country. Its mandate included marine, aviation, roads, and other construction projects. The Ministry was also responsible for working with the National Assembly, in creating budgets and long-term project planning.

The Ministry was also responsible for development and maintenance of roads, equipment and plants, bridges, safety and environment, ferries and Government buildings, in order to contribute towards achieving a coherent vision for economic development.

Your Committee was informed that in order to ensure road safety, the Ministry was working with the Surface and Marine Transport Regulatory Authority (SUMATRA). The Ministry was also using the *Road Traffic Act* and the *Licensing Act* to ensure that vehicle tracking systems were put in place; mandatory vehicle inspections were carried out; limitation of driving hours were observed; and that data was collected to establish causes of road traffic accidents.

Representatives from TAZARA, who were also present at the meeting, informed your Committee that the Company was operating at only 40% of its capacity. Even with the availability of more business opportunities, TAZARA could not cope due to its limited capacity. TAZARA had low locomotive availability and reliability, the wagons were inadequate and the manpower was skewed to old age. It had been very difficult to recruit and retain staff. The Company was struggling with debt from construction, retirees' benefits and failure to meet workers' statutory contributions. The huge debt was a hindrance from acquiring any loan from the banks to build up on its dwindling capacity.

Your Committee toured the TAZARA Headquarters in Dar es Salaam and learnt that the main station was undergoing rehabilitation due to extensive leaking that had led to severe damages to the building. However, due to limited funding, the rehabilitation was very slow.

Committee Recommendations

Following the tour findings, your Committee recommends as set out below.

- i) Both the Zambian and Tanzanian Governments should seriously discuss ways of clearing TAZARA's huge debt. The Chinese Government should be approached to reconsider the construction debt, and the statutory bodies should be approached and requested to provide a moratorium on the amount owed.
- ii) There should be regional coordination and cooperation between RTSA and SUMATRA in order to prevent cross border road traffic accidents.

PART III

TOUR OF STATE HOUSE

13.0 The Ministry of Works and Supply made a special submission to your Committee regarding the way forward in dealing with the current poor state of State House. Your Committee was informed that the State House Building was very old (80 years old), and it had developed many cracks in the walls. The foundation was weak, and the wood holding up the ceiling had been eaten up by termites. The whole building was leaking.

Apart from being old and damaged, the building was small and not able to fully cater for various State functions. The State House lacked a conference room and banquet halls, forcing the Government to incur high costs for hire of these facilities.

The Ministry of Works and Supply was carrying out consultations with various stake holders on the way forward. Your Committee was also consulted to provide recommendations on the way forward, either to renovate the current building, or to build an entirely new structure, that would be modern, safe and large enough to cater for the various State functions.

Your Committee was informed that the building had undergone several piece meal maintenance procedures. Unfortunately, these procedures had not improved the situation. State House had to spend a total of K1 million annually in maintenance costs.

Observations

13.1 Following the meeting, your Committee under took a tour of State House and found out as set out below.

- There is a separation of some columns in the cabinet room leading to several cracks on several supporting walls, which have increased overtime.
- There is a failure of foundation supports.
- The walls have begun to crack due to the old age of the structure.
- The roof leaks despite various remedies that had been implemented.
- The heavy leaking has led to fungal growth on the wall of some rooms. These rooms can no longer be used.
- The electrical systems in parts of the building are not functioning.
- There are constant blockages in the sewer system.
- The structural timber is heavily damaged due to termite attacks and seeping water from the leaking roof.

- The building is overloaded – above its carrying capacity. Certain rooms are being used for other purposes other than what they are designed for. The dining hall is used for public functions causing further strain on the structure.
- Private engineers had been contracted to carry out a thorough assessment of the situation. However, their report was incomplete as they did not have access to some rooms.
- The State House is a health and safety risk to the end users.
- The situation at State House is dangerous and it requires urgent attention.

Recommendations

13.2 Following the above findings, your Committee recommends as listed here under.

- i) Land should be found for a modern more spacious and safe building to house the Head of State;
- ii) Engineers should be allowed to have full access to State House, in order to carry out a full assessment. The assessment will guide whether the building should be brought down, or kept as a national monument, with very limited usage.
- iii) The Ministry of Works and Supply should ensure that the process for funding of the project is transparent and approved by the National Assembly.

PART IV

CONSIDERATION OF THE ACTION-TAKEN REPORT ON THE REPORT OF THE COMMITTEE FOR THE FIFTH SESSION OF THE ELEVENTH NATIONAL ASSEMBLY

14.0 Your previous Committee had noted the responses by the Government to the recommendations made in the previous Report. While noting the responses, your Committee resolved to follow-up on the issues presented below.

The Role of Information and Communications Technology in National Development

14.1 Your previous Committee recommended for the review of the ICT Policy to ensure that modern trends were incorporated.

In the Action – Taken Report, your Committee was informed that the Government, through the Ministry of Communication and Transport, would embark on an exercise to review the ICT Policy of 2006 in the third quarter of 2016.

Committee Observations and Recommendations

Your Committee requests for an update on the ICT Policy

14.2 Your previous Committee had recommended a review of the tax levied on the Ministry on Transport and Communication.

Your Committee was informed that Government had engaged the Ministry of Finance on the observation that the telecommunication sector was the highest taxed Ministry in the country. Further, the Ministry of Transport and Communications had provided proposals annually on taxation in the telecommunication sector for consideration to the Ministry of Finance.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

THE STATE AND MANAGEMENT OF CANALS, PORTS AND HARBOUR INFRASTRUCTURE IN ZAMBIA

Challenges Faced in the Maintenance and Management of Canals, Ports and Harbour Infrastructure

14.3 Your previous Committee had recommended that there should be increased funding to the Department of Maritime and Inland Waterways at the Ministry of Transport and Communications, for improved infrastructure development, maintenance and management. This would result in continued maintenance of the equipment.

Your Committee was informed in the Action-Taken Report that budget allocation to the Department of Maritime and Inland Waterways was dependant on the Ministry's ceiling given by the Ministry of Finance at the start of each budgeting period. The Ministry of Finance would be engaged to ensure that in the subsequent years, allocations were improved.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

14.4 Your previous Committee had strongly recommended that the Government should ensure that navigation aids were installed on all ports in Zambia.

Your Committee was informed in the Action-Taken Report that installation of navigation aids in most waterways was dependent on the availability of financial resources, which at present were unavailable.

Committee observations and recommendations

Your Committee requests for an update on the matter.

TOUR OF AIRTEL AND ZAMTEL

14.5 Your previous Committee had strongly recommended that the Government should consider recapitalising Zamtel in order to ensure that the infrastructure was upgraded to enhance delivery of high-speed broadband services, and the roll out of optic fibre country wide.

Your Committee was informed in the Action-Taken Report that the Government, through the Industrial Development Corporation, was taking strides to ensure that the state owned mobile telecommunications company was re-capitalised. Adequate investment financing was also being sourced for the company.

Committee observations and recommendations

Your Committee requests for an update on the matter.

The Construction Industry in Zambia *vis-a-vis* the Participation of Local Contractors

Reviewing the *National Council for Construction Act No 13 of 2003*

14.6 Your previous Committee had recommended for the review of the National Council for Construction Act.

In the Action-Taken Report, your Committee was informed that the Government through the Ministry of Works and Supply was carrying out workshops for the impact regulatory assessments. These would be held in five (5) districts namely Livingstone, Kasama, Solwezi, Kitwe and Lusaka. The reason for having these workshops was to get submissions from stakeholders on proposals they wished to include in the NCC Act, and to make it more responsive.

An evaluation of submissions collected from the selected districts and other stakeholders was conducted and submissions consolidated.

The first Draft was developed and after review by National Council for Construction, the Legal Consultant developed a second draft. The second draft formed the basis for holding validation workshops with stakeholders in the above named districts.

The submissions from the validation workshops were consolidated and a third draft was being developed by the Legal Consultant. Management and the Board of Directors would review the Bill and later it would give instructions to the Consultant to develop a Final draft, which would be submitted to the Ministry of Works and Supply.

Committee Observations and Recommendations

Your Committee notes the response and requests for an update on the matter.

Harmonisation of laws

14.7 Your previous Committee had recommended that the Citizens Economic Empowerment Act and Zambia Public Procurement Act should be harmonised to ensure that all outstanding issues were dealt with.

Your Committee was informed in the Action-Taken Report that the Government, through the Ministry of Commerce, Trade and Industry, and the Ministry of Finance, was in the process of consulting to harmonise the Citizens Economic Empowerment Act No.9 of 2006, and the Zambia Public Procurement Act No.12 of 2008. It was envisaged that the two Acts would be harmonised in the last quarter of 2016.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

Harmonisation and Standardisation

14.8 Your previous Committee had recommended transfer of all procurement of Government building works and supervision back to the Ministry of Works and Supply, whose responsibility it was.

Your Committee was informed in the Action-Taken Report that the matter was still under Cabinet consideration, and that your Committee would be updated once the issue was finalised.

Committee Observations and Recommendations

Your Committee awaits a progress report on the matter.

Payment of Contractors

14.9 Your previous Committee had recommended for the compilation and payment of all bills owed to suppliers of goods and services including payment of certificates for infrastructure development.

Your Committee was informed in the Action-Taken Report that the Government, through the Accountant General's Office, was finalising the compilation of all bills owed to suppliers of goods and services, including payment of certificates for infrastructure development. Once this was carried out, priority would be to pay all outstanding bills and not until the bills were cleared, no new contracts would be entered into by any Government institution, unless deemed unavoidable.

Therefore, this strategy would be actioned in the 2017 National Budget, and the 2017 – 2019 Medium Term Expenditure Framework (MTEF). The implication was that ministries and provinces would have to direct the rest of their budgets to clearing outstanding bills.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

FOREIGN TOUR TO KENYA

15.0 One project at a time

15.1 Your previous Committee had recommended that there was need for the Government to ensure that foreign contractors were only allowed to undertake one Government project at a time.

Your Committee was informed in the Action-Taken Report that the Ministry was yet to draft the policy and address this issue, but due to financial constraints, the process had been delayed. The process further required serious consultations with various stakeholders.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

Public Private Partnership (PPP) in Infrastructural Development in Zambia

PPP regulations and manuals

15.2 Your previous Committee had requested for an amendment to the PPP Act.

Your Committee was informed in the Action-Taken Report that owing to the changes in the institutional framework on PPPs, and the need for consultations on the Act, the process had stalled.

Cabinet had, however, approved the amendments to the PPP Act which also provided for a stand-alone Statutory Body for implementation of the Act and PPPs in Zambia. This Bill would be considered by Parliament during the next Session. The revised law would take into account all the developments with regard to PPPs. It was envisaged that the regulations, as

well as the progression guidelines and manuals will be developed to implement Public Private Partnerships once the Bill was enacted.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

Safety and Security Equipment at Airports

Procurement of surveillance radar

15.3 Your previous Committee had recommended for procurement and installation of surveillance radar in all the airports.

Your Committee was informed in the Action-Taken Report that currently, Zambia had no Runway Visual Range (RVR). Procurement of the Automated Weather Stations (AWS) was in progress with a 10% payment made out of the total cost of installation at the four international airports. The total price had been pegged at US\$1million. A factory inspection of the AWS was scheduled for June 2016.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

Modernisation of Key Navigation Equipment

15.4 Your previous Committee had recommended for the installation of modern navigation equipment.

Your Committee was informed in the Action-Taken Report that the Government was waiting for funding to undertake an airspace study which would give an indication of the most effective equipment prior to procurement. The last such study was carried out in 1989. Commencement of the airspace study awaited availability of funds.

Committee Observations and Recommendations

Your Committee takes note of the response and awaits a progress report on the matter.

Control Towers

15.5 Your previous Committee had recommended that control towers in all the airports should be rehabilitated and upgraded.

Your Committee was informed in the Action-Taken Report that Kenneth Kaunda International Airport (KKIA) was undergoing a massive infrastructure upgrade. Part of the ongoing design and construction of airport infrastructure at KKIA would be the construction of a new modern standalone Air Traffic Control Tower. Notwithstanding the foregoing, the existing Air Traffic Control Tower was given a facelift during the Zambia Air Traffic Management Radar Project.

Plans were underway to renovate the Control Tower at Simon Mwansa Kapwepwe. The major works to be carried out included tiling, water proofing and replacement of the double glazing windows in the Control Tower. With these measures, it would give a facelift to the Control Tower and improve working conditions for the Air Traffic Controllers. This was a hoarding measure while awaiting the construction of a new and standalone Air Traffic Control Tower at

the new Copperbelt International Airport, where all ZACL Staff will move once the Greenfield Project was completed.

Upgrade of the Control Tower at Mfuwe International Airport would be undertaken under the upcoming Design and Construction of Airport Infrastructure at Mfuwe International.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

Security at Airports

15.6 Your previous Committee had recommended that security measures in all the airports should be upgraded.

Your Committee was informed in the Action-Taken Report that the Government had installed security scanners at Solwezi Airport. Once funds were available, the Government would install scanners at Mongu, Chipata, South Downs and Kasama Airports.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

Crash Aid Bay

15.7 Your previous Committee had recommended that a Crash Aid Bay should be installed at Chipata International Airport.

Your Committee was informed in the Action-Taken Report that the Crash Aid Bay at Chipata International Airport was completed. However, it had not yet been furnished due to resource constraints on the part of Government.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

(a) Kasama Airport

(i) Construction of fire station

15.8 Your previous Committee had recommended that a fire station should be constructed at Kasama Airport.

Your Committee was informed in the Action-Taken Report that the fire tender building had not yet been constructed due to funding constraints.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

(ii) Runway upgrade

15.9 Your previous Committee had recommended that a runway at Kasama Airport should be upgraded.

Your Committee was informed in the Action-Taken Report that the runway project in Kasama had stalled due resource constraints. However, the contractors had remained on site as the Government had continued to source for funds.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

(b) Kabwe Airstrip

(i) Prevention from Encroachment

15.10 Your previous Committee had recommended that measures should be put in place to prevent encroachment on to the Airport land.

It was reported in the Action-Taken Report that the Government was committed to surveying all the Government aerodromes in the country with the view of obtaining title for all facilities. In this regard, the Ministry of Transport and Communications, working in conjunction with the Office of the Surveyor General, had planned to commence the surveying of all Government aerodromes when funds were available in 2017.

Committee Observations and Recommendations

Your Committee requests for an update on the matter.

CONCLUSION

16.0 Your Members are grateful to you, Mr Speaker for granting them the opportunity to serve on your Committee. Your Committee is also grateful to the office of the Clerk of the National Assembly for the support rendered to it throughout this session. Your Committee is further indebted to all witnesses that submitted memoranda and appeared before it.

Finally, your Committee remains hopeful that its observations and recommendations will be considered by the Executive and go a long way in addressing some of the challenges associated with Road Traffic Accidents and Railway Transport in Zambia.

June, 2017

LUSAKA

D M Syakalima, MP

CHAIRPERSON

APPENDIX I

List of Officials

Mr S C Kawimbe, Principal Clerk of Committees
Ms M K Sampa, Deputy Principal Clerk of Committees
Mr F Nabulyato, Senior Committee Clerk (SC)
Mrs C K Mumba, Committee Clerk
Mr K Phiri, Accounts Assistant
Mr C Kalambo, Intern
Ms A Mulale, Typist
Mr C Bulaya, Committee Assistant
Mr M Chikome, Committee Assistant
Mr D Lupiya, Parliamentary Messenger