

REPORT OF THE COMMITTEE ON COMMUNICATIONS, TRANSPORT, WORKS AND SUPPLY FOR THE SECOND SESSION OF THE ELEVENTH NATIONAL ASSEMBLY APPOINTED ON 26TH SEPTEMBER 2012

Consisting of:

Mr K Simbao, MP (Chairperson); Mr W Banda, MP; Mr L Chabala, MP; Mr M Chishimba, MP; Mrs A M Chungu, MP; Mr K Konga, MP; Mr V M Mooya, MP; and Mr O C Mulomba, MP.

The Honourable Mr Speaker
National Assembly
Parliament Buildings
LUSAKA

Sir

Your Committee has the honour to present its report for the Second Session of the Eleventh National Assembly.

Functions of the Committee

2. In accordance with the National Assembly Standing Orders, the functions of your Committee are to:
 - a. study and report on the mandate, management and operations of the Ministry of Transport, Works, Supply and Communications and carry out any other duties assigned or referred to them by the house pertaining to the activities of the said Ministry;
 - b. carry out detailed investigations or scrutiny of certain activities being undertaken by the Ministry and make appropriate recommendations to the House through reports; and
 - c. consider in detail the annual reports of the agencies and/or departments under the Ministry of Transport, Works, Supply and Communications; and consider any Bills that may be referred to it by the House.

Meetings of the Committee

3. Your Committee held sixteen meetings during the year under review.

Procedure adopted by your Committee

4. In order to gain insight on the topical issue, your Committee interacted with the following stakeholders:
 - (i) National Airports Corporation Limited;
 - (ii) Zambia Chamber of Commerce and Industry;
 - (iii) Board of Airlines Representatives of Zambia;
 - (iv) Engineering Institution of Zambia;
 - (v) National Council for Construction;
 - (vi) Guild Air-Traffic Controllers of Zambia;
 - (vii) Newrest First Catering Limited;
 - (viii) Dr Chabula J. Kawesha, Consultant;
 - (ix) Ministry of Lands, Natural Resources and Environmental Protection;
 - (x) Ministry of Tourism and Arts;
 - (xi) Ministry of Finance;
 - (xii) Ministry of Commerce Trade and Industry; and

(xiii) Ministry of Transport, Works, Supply and Communications

Arrangement of the Report

5. The Report is arranged in three parts. Part I is on the topical issue. Part II is on the local tour of the Committee and Part III is on the Action-Taken Report on the Report of the Committee for the First Session of the Eleventh National Assembly.

PART I

THE STATE OF AIRPORTS AND AIRSTRIPS IN ZAMBIA

INTRODUCTION

6. Zambia has been recording impressive economic growth over the past few years. This has resulted in increased road and air traffic with respect to passengers and cargo. The increase in traffic has had an effect on the country's transport infrastructure like roads, bus stations and airports. In spite of the foregoing and despite the airports sitting on vast land, airports have not made corresponding strides in infrastructure development. For example, Kenneth Kaunda International Airport is capable of developing and becoming the hub of Central Africa. The airports and airstrips are in a deplorable state and pose a risk to travelling public. It is with this in mind that your Committee undertook this study.

Objectives of the Study

6.1. The objectives of the study are, therefore, to:

- (i) establish how adequate the infrastructure is at the four international airports and the airports in the Provincial Headquarters;
- (ii) establish how much land each aerodrome has for infrastructure development;
- (iii) establish if there are any plans to expand the airports;
- (iv) establish if there are any plans to upgrade airstrips;
- (v) establish whether the airports meet the international standards;
- (vi) learn about the operations of the airports and airstrips;
- (vii) find out if the security equipment is adequate;
- (viii) establish whether the airports and airstrips have adequate and skilled personnel;
- (ix) establish how much air traffic each airport and airstrip handles; and
- (x) make recommendations to the Executive on the way forward.

SUBMISSIONS BY STAKEHOLDERS

A. Infrastructure at the International Airports

7. This section summarises submissions that stakeholders made on the four international airports in Zambia namely: Kenneth Kaunda; Simon Mwansa Kapwepwe; Harry Mwaanga Nkumbula; and Mfuwe.

Kenneth Kaunda International Airport

7.1. Kenneth Kaunda International Airport (KKIA) has one Terminal Building which was built in 1967, with a passenger throughput of two million per annum. Despite being old, the Terminal Building could last another twenty to thirty years with conditional maintenance.

The Terminal Building did not meet new industry demands regarding aviation security. Further, electrical and water reticulation systems required rehabilitation on account of age and were a risk to reliable supply. Toilet facilities at Kenneth Kaunda International Airport were another source of concern. These were not adequate in the entire Airport despite being the Country's busiest. In addition, physically challenged people were not provided for.

The Airport operated on a 24 hour basis and had sufficient kiosks in the Concourse and International Departure Lounge providing a wide range of retail products. The Concourse was adequate for present peak hour passenger facilitation. However, there was need for modernisation in tandem with latest airport terminal concourse outlook. The Airport had baggage conveyor belts for both international departure and arrival operations. However, with increase in traffic resulting in simultaneous airline operations, there was need for additional baggage conveyor belts.

The Airport has two departure lounges - one domestic and the other international - which are old and dilapidated although they are adequate for the current passenger volume. The lounges need to be modernised. The Ministry of Foreign Affairs' Very Important Person (VIP) lounges were in a bad state and the furniture was not good. There was need to re-design the lounges and install modern fittings to improve their outlook.

The Airport has eight hangars. Six are leased to private firms while two are operated by the Government. However, there was need to revamp the old Zambia Airways hangar. KKIA currently has no adequate capacity to handle an emergency aircraft fault as witnessed when Emirates had a faulty engine recently. The Airline had to order all the required tools for carrying out repairs from their base in Dubai. A crane had to be outsourced in order to remove the faulty engine which was not supposed to be the case.

The Airport has adequate office space for employees. The excess was leased to other operators. The Airport does not have a dedicated cargo storage facility, but isolated cargo warehouses which are privately operated and are unable to meet peak demand.

The Airport has one flexible pavement (tarmac) runway of length 3,900 metres and effective width of 45 metres with a residual pavement life of twenty-five years. The runway could accommodate aircraft up to the size of Boeing B747. An Airbus A380 aircraft can be accommodated in an emergency situation. Exit Point H has been closed for a number of years. This delays aircrafts to vacate the main runway.

The Airport has a rigid pavement (concrete) apron with twelve aircraft parking bays. The apron residual pavement life was fifty years on conditional maintenance. The taxi-in taxi-out aircraft parking configuration has posed a challenge of inadequate aircraft manoeuvring space during peak hour operation. The current apron space was inadequate. For example, when British Airways, Kenya Airways and Ethiopian Airways aircraft land, the apron gets filled up and there is no space for another aircraft with a wide body.

The current traffic volume at KKIA meets the demand, but in the near future it may be unable to handle the ever increasing traffic. There was need to quickly modernise the infrastructure and increase the capacity of the Airport for the anticipated traffic increase.

On the question of encroachment at KKIA, your Committee heard that the Airport land has been encroached upon, on the Northern side, by 300 families who had created a compound called Mabuloko. These have since been relocated to Chongwe.

Harry Mwaanga Nkumbula International Airport

7.2. Harry Mwaanga Nkumbula International Airport (HMNIA) has one Terminal Building which was built in 1950, with a passenger throughput of 200,000 per annum. Despite the facelift carried out in 2001, the Terminal Building requires major rehabilitation due to the manifestation of cracks on the walls and floor. Construction of an International Terminal Building was in progress and anticipated to be completed by July 2013. The old Terminal Building once rehabilitated would service domestic traffic. Further, electrical and water reticulation systems would be upgraded under the new Terminal Building construction project.

The Airport operates up to 19:00 hours daily and has sufficient kiosks in the Concourse and International Departure Lounge providing a wide range of retail products. Additional kiosks could be constructed in the new Terminal Building. The Concourse was not adequate for present peak hour passenger facilitation. Further, there was need for rehabilitation and modernisation in tandem with latest airport terminal concourse outlook.

The Airport has baggage conveyor belts for both international departure and arrival operations. The international traffic pattern where a number of airlines arrived and departed within the same window had resulted in 'artificial' shortfalls in baggage handling. The new Terminal Building would have baggage conveyor belts for both departure and arrival operations.

The Airport has two departure lounges - one domestic and the other international - with the latter experiencing congestion due to the international traffic pattern when all airlines arrive and depart within the same window. The new Terminal Building was of adequate capacity to cater for peak hour operation. The Airport has only one hangar. Land for establishment of additional hangars was already designated.

The Airport has adequate office space for employees with excess office space being leased to other operators. There was no air cargo storage facility as the traffic pattern was predominantly passenger airlines.

The Airport has one flexible pavement (tarmac) runway of length 3,000 metres and effective width of 45 metres with a residual pavement life of twenty years. The runway could accommodate aircraft up to the size of Boeing B767 or equivalent. The physical condition of the pavement of the runway was good.

The Airport has a rigid pavement (concrete) apron with six aircraft parking bays. The apron residual pavement life was fifty years on conditional maintenance. The apron pavement's physical condition was very good and the residual pavement life was fifty years.

With respect to navigation aids, aircrafts were controlled using procedural approaches as a result of the Airport being inadequately equipped in this area. For example, aircraft now landed using the visual approach meaning that pilots had to get sight of the runway before landing. This poses as a great safety challenge especially in the rainy season when visibility was usually poor. There was need for urgent action by the Government to address the problem. The Airport was able to handle the current level of traffic.

Simon Mwansa Kapwepwe International Airport

7.3. Simon Mwansa Kapwepwe International Airport (SMKIA) has one Terminal Building which was built in 1934 for military use. The passenger throughput averaged 200,000 per annum. The Airport has a combined departure lounge which accommodated domestic and international outbound passengers some of whom were forced to stand because of lack of sitting space. Further, electrical and water reticulation systems require rehabilitation due to age threatening reliability of supply.

The Terminal Building has outlived its service life and there was urgent need to construct a modern one with attendant facilities. In the interim, the Terminal Building requires an improvement of the air conditioning system.

The Airport operates up to 20:00 hours daily and has kiosks in the Concourse and International Departure Lounge providing a wide range of retail products. The Concourse was not adequate for present peak hour passenger facilitation including members of the public escorting passengers. Further, there was need for modernisation in tandem with latest airport terminal concourse outlook. There were no baggage conveyor belts.

It has only two aircraft hangars, but with a designated area for the establishment of additional hangars. The Airport has adequate office space for employees with excess office space being leased to other operators. There were no cargo storage facilities at the Airport.

The Airport has one rigid pavement (concrete) runway of length 2,500 metres and effective width of 45 metres with a residual pavement life of twenty years. The runway could accommodate aircrafts up to the size of DC10 or planes with similar specifications. The runway pavement's physical condition was good though there are some runway markings which need to be repainted. According to some stakeholders, the runway has a lot of

broken areas thereby creating potholes which are impossible to mend because it is made of concrete. The runway was seventy-nine years old and there was a possibility that the material used had lost its strength. There were no runway centre line lights and taxiway lights were not working. Approach lights on the runway were not working after being vandalised by residents from the nearby compounds. Other runway lights worked intermittently due to old age and poor wiring with the situation being worse in the rainy season. The taxiway has rough portions which made the aircraft bumpy and uncomfortable.

The Airport has a rigid pavement (concrete) apron with six aircraft parking bays. The apron residual pavement life was fifty years on conditional maintenance.

The traffic handled currently met the demand of the Airport, but there was need to modernise it to attract more airlines as the economic activities of the Copperbelt were increasing. This would in turn attract more investment and more demand for air transport to the Province.

Mfuwe International Airport

7.4. Mfuwe International Airport (MIA) has one Terminal Building which was built in 1974. The passenger throughput averaged 100,000 per annum. Despite being old, the Terminal Building could last another fifty years with conditional maintenance. However, the Terminal did not meet the new industry demands regarding security. Further, electrical and water reticulation systems require rehabilitation due to old age. Some of the specific infrastructure issues that needed to be addressed included ventilation and air conditioning.

The Airport operates up to 18:00 hours daily and has four kiosks in the Concourse and International Departure Lounge providing a range of retail products. The Concourse was adequate for present peak hour passenger facilitation. However, there was need for modernisation in tandem with latest airport terminal concourse outlook. The Airport had a combined departure lounge to accommodate domestic and the international outbound passengers. It was small and poorly ventilated. Customs and Immigration officers used make shift structures as offices.

The Airport has one flexible pavement (tarmac) runway of length 2,200 metres and effective width of 45 metres with a residual pavement life of twenty-five years. The runway could accommodate aircrafts up to the size of Boeing B737. The runway needed to be resurfaced, strengthened and cultered to rid off water logging and aqua planning. The runway also needs to be serviced by a taxiway, an Instrument Landing System (ILS), many approach lights and additional holding bays.

The Airport has a rigid concrete pavement apron with three aircraft parking bays. The apron residual pavement life was fifty years on conditional maintenance. Hangars, storage facilities, and baggage conveyor belts were not available at the Airport.

The volume of traffic handled did not meet the business demands. Firstly, the capacity for the Airport to service bigger aircraft was limited. Secondly, operations of the Airport were more or less seasonal meaning that in wet weather conditions; business went down due to impassable roads in the National Park resulting in most tour operators closing their operations.

B. District Aerodromes

8. A number of safety concerns have been raised on the state of equipment and infrastructure at remote airports and airstrips in Zambia. Most of the airstrips have been neglected, abandoned or have been overtaken by illegal squatters, for example, Nyimba Airstrip. Your Committee was informed there were several district aerodromes which were managed by the Department of Civil Aviation as detailed below.

Eastern Province

8.1. The Eastern Province had one airport and several airstrips. The state of each aerodrome is highlighted hereunder.

Chipata Airport

The new Terminal Building at Chipata Airport was completed in 2009, but had no furniture. The old Terminal Building was still being used. There were no kiosks and baggage conveyor belts at the Airport. The departure lounge was within the Terminal Building. The runway was of a bituminous standard and in good condition. There were no storage facilities for cargo. The Airport did not meet international standards due to infrastructure inadequacies and there were no customs and immigration offices.

Airstrips

Airstrips in the Province were: Katete with a grass runway; Petauke with a gravel runway; and Lundazi with a gravel runway. These were all unmanned but serviceable. The runways were well maintained to acceptable standards.

Northern Province

8.2. The Northern Province has two airports and several airstrips. The state of each aerodrome is presented below.

Kasama Airport

The Terminal Building at Kasama Airport was completed in 2009. There was only one kiosk which was run by Proflight. The Airport did not have a baggage conveyor belt. The departure lounge was within the Terminal Building. The main runway surface was gravel. There were no storage facilities for cargo.

There were currently no Customs and Immigration offices. The Airport was sometimes used as a point of entry. During such flights, Customs and Immigration officers were brought in. The Airport has no fire bay where to park fire tenders.

Kasaba Bay Airport

Kasaba Bay Airport has no infrastructure as the project was in its initial stage. Related infrastructure such as a terminal building would be included in the second phase of the project.

Airstrips

The serviceable Airstrip in the Province was Chocha (Kaputa) which has a grass runway. It was unmanned, but well maintained to acceptable standards. However, it was not of an international standard.

There were also unserviceable airstrips in the Province. These were in Luwingu and Mporokoso. Both were closed but new sites had been acquired and cleared.

Luapula Province

8.3. Luapula Province has one airport and several airstrips. The state of each aerodrome is highlighted hereunder.

Mansa Airport

The Terminal Building at Mansa Airport was under construction. The runway surface was in a very bad condition. The Airport did not meet international standards due to inadequate infrastructure. The Airport has no fire bay where to park fire tenders.

Airstrips

Other airstrips in the Province were: Kashikishi with a paved runway; Milenge with a grass runway; and Kawambwa with a gravel runway. These were all unmanned but serviceable. The runways were well maintained to acceptable standards. However, they were not of an international standard.

There were also two airstrips which were unserviceable. These were Chiengi and Samfya Airstrips.

Copperbelt Province

8.4. The Copperbelt Province has two airports and several airstrips. The state of each aerodrome is highlighted hereunder.

Southdowns Airport

The Terminal Building at Southdowns Airport was in a bad condition. There were no kiosks at the Airport. The Airport did not have a baggage conveyor belt. There were no storage facilities for cargo. The departure lounge was within the Terminal Building. The runway surface was in a good condition and paved. The Airport did not meet international standards due to infrastructure inadequacies.

Airstrips

Other serviceable airstrips in the Province were: Kasompe which has a paved runway; and Mufulira with a gravel runway. These were all unmanned. Kasompe has a terminal building which was better than Southdowns; however, it has a challenge of encroachment. The Kasompe Airstrip also has a hangar. The runway was well maintained to acceptable standards. Both airstrips did not meet the international standards.

There was an airstrip in Luanshya which was unserviceable.

North-Western Province

8.5. The North-Western Province has one airport and several airstrips. The state of each aerodrome is presented below.

Solwezi Airport

The Terminal Building at Solwezi Airport was rehabilitated in 2010, but there was a problem with water supply. It has only one kiosk and did not have a baggage conveyor belt. There were no storage facilities for cargo. The departure lounge was within the Terminal Building. The runway was recently extended from 1.3 km to 2.7 km. It was a paved runway and in good condition. The Airport did not meet international standards. It had a challenge of encroachment.

Airstrips

Other airstrips in the Province were Mwinilunga, Kabompo and Zambezi. These were all unmanned but serviceable. The runways were well maintained and re-gravelled to acceptable standards.

Western Province

8.6. The Western Province has one airport and several airstrips. The state of each aerodrome is highlighted hereunder.

Mongu Airport

The Terminal Building at Mongu Airport has recently been renovated. It has only one kiosk and did not have a baggage conveyor belt. The departure lounge was within the Terminal Building. The runway was paved and in good condition. There were no storage facilities for cargo. The Airport did not meet international standards due to infrastructure inadequacies.

Airstrips

Other airstrips in the Province were in Kalabo with a paved runway, Kaoma with a gravel runway that required resurfacing and in Lukulu with a gravel runway. These were all unmanned but serviceable.

The other airstrips were unserviceable. These were in Senanga and Sesheke.

Central Province

8.7. The Central Province has no airport. The Province has two serviceable airstrips in Kabwe and Serenje both with gravel runways. Kapiri Mposhi and Mkushi Airstrips were closed and unserviceable though land had been reserved for construction of new airstrips.

Muchinga Province

8.8. Muchinga Province has no airport but several airstrips. These were in Mpika, Mwenzo, Nakonde, Muyombe, Chama and Chinsali Airstrips all with gravel runways. Isoka Airstrip has been encroached upon and a new site has been allocated for the upgrading of the Airstrip to bituminous standard.

Southern Province

8.9. The Southern Province has one international airport whose state is detailed already. There were four main airstrips in the Province. These were in Monze, Choma and Kalomo all with gravel runways and were serviceable. Mazabuka Airstrip had been encroached and was closed.

Lusaka Province

8.10. Lusaka Province has one international airport whose state is detailed already. There were two main airstrips in the Province. These were Luangwa with a gravel runway and was serviceable and Rufunsa which was closed due to encroachment.

C. Land for the Infrastructure Development

9. Kenneth Kaunda, Harry Mwaanga Nkumbula and Simon Mwansa Kapwepwe International Airports were on statutory land and had title deeds while Mfuwe International Airport was on customary land. The Table below shows the status of land in terms of size for all major public aerodromes in Zambia.

Status of the Land for Major Aerodromes in Zambia

Aerodrome	Status
Kenneth Kaunda International Airport	1900 Hectares
Harry Mwaanga Nkumbula International Airport	577.1 Hectares
Simon Mwansa Kapwepwe International Airport	294 Hectares
Mfuwe International Airport	Not surveyed customary land
Chipata Airport	Not surveyed
Katete Airstrip	Not surveyed
Petauke Airstrip	Not surveyed
Lundazi Airstrip	Not surveyed
Kasaba Bay Airport	Not surveyed
Kasama Airport	1019 Hectares
Mpika Airstrip	Not surveyed
Chocha (Kaputa) Airstrip	Not surveyed customary land
Luwingu Airstrip	Not surveyed customary land
Mporokoso Airstrip	Not surveyed customary land
Mansa Airport	Not surveyed
Kashikishi Airstrip	Not surveyed customary land
Milenge Airstrip	Not surveyed customary land

Kawambwa Airstrip	Not surveyed customary land
Chilubi Airstrip	Not surveyed customary land
Chiengi Airstrip	Not surveyed customary land
Southdowns Airport	Not surveyed
Kasompe Airstrip	Not surveyed
Solwezi Airport	Not surveyed
Mwinilunga Airstrip	Not surveyed
Kabompo Airstrip	Not surveyed
Zambezi Airstrip	Not surveyed
Kalabo Airstrip	Not surveyed
Kaoma Airstrip	Not surveyed
Lukulu Airstrip	Not surveyed
Senanga Airstrip	Not surveyed
Sesheke Airstrip	Not surveyed
Kabwe Airstrip	Not surveyed
Serenje Airstrip	Not surveyed
Mkushi Airstrip	Not surveyed
Nakonde Airstrip	Not surveyed
Chama Airstrip	Not surveyed
Chinsali Airstrip	Not surveyed
Isoka Airstrip	Not surveyed customary land
Monze Airstrip	Not surveyed
Choma Airstrip	Not surveyed
Kalomo Airstrip	Not surveyed
Luangwa Airstrip	Not surveyed

Source: Ministry of Transport, Works, Supply and Communication

On the question of why most of the land was not surveyed and the size known, your Committee heard that the Department of Civil Aviation was responsible for surveying and keeping the records of airports and airstrips. The Ministry of Lands, Natural Resources and Environmental Protection planned to carry out a land audit in liaison with the Ministry of Transport, Works, Supply and Communications, local authorities and traditional leaders to regularise the properties.

D. Plans to Expand International and Provincial Airports

10. Your Committee heard that the Government have plans to expand the four international airports in accordance with the Master-plans developed by Jacobs Consultancy. To this effect, the National Airports Corporation Limited (NACL) has commenced the construction of a new ultra-modern passenger terminal building at Harry Mwaanga Nkumbula International Airport. Further, the Government has commenced tender processes of upgrading Kenneth Kaunda, Simon Mwansa Kapwepwe, and Mfuwe International Airports. Upgrading would include construction of new passenger terminal buildings, control towers, rescue and fire appliance bays, aircraft hangars, hotels, conference facilities and other facilities. The new passenger Terminal Building at Harry Mwaanga Nkumbula was scheduled to be completed by July 2013. Work at Kasaba Bay Airport was also commenced in earnest in 2010.

The Government also plans to upgrade some airstrips to bituminous standard. These were: Mkushi; Serenje; Mpika; Chinsali; Isoka; Mporokoso; Luwingu; Nakonde; Chama; and Chadiza.

Witnesses suggested that the Government should adopt airport concepts like Nelspruit Airport in South Africa which were easier to maintain.

On the question of whether the National Airport Corporation Limited has the resources to rehabilitate the four international airports, your Committee learnt that the Corporation was negotiating with the Government on getting long-term loans as a means of financing the works.

E. Budget Provisions for the Expansion of Airports

11. Your Committee was informed that in the last four years only the Kasaba Bay Runway Expansion Project was budgeted for as detailed below.

Year	Provision (Kr)	Actual Release (Kr)
2010	11,599, 920	11,599, 920
2011	18,600,000	18,600,000
2012	20,000,000	20, 000,000
2013	21,500,000	No release as at submission time

Source: Ministry of Transport, Works, Supply and Communications

Harry Mwaanga Nkumbula International Airport received supplementary funding amounting to Kr48.8 million in 2012, for the construction of the arrival hall, re-flooring of the existing arrival hall and upgrading of the car park.

There had been no allocation for upgrading of airstrips from 2010 to 2012. The allocations in the budget during this period had mainly been for routine maintenance such as vegetation control and for operations. However, there was an allocation of Kr3, 225,000 for upgrading of airstrips across the country in the 2013 budget. It should, however, be noted that the allocation was not sufficient to cater for the upgrading of all airstrips across the country.

F. International Standards

12. Your Committee was informed that in terms of standards, all the international airports, that is, Kenneth Kaunda, Simon Mwansa Kapwepwe, Harry Mwaanga Nkumbula, and Mfuwe were of an international standard. There was doubt on Mfuwe International Airport by some stakeholders as to whether it met the Standards and Recommended Practices (SARPs) developed by the International Civil Aviation Organisation (ICAO) as it was designed as a domestic terminal.

G. Navigation and Security Equipment at Airports

13. On the air navigation side, the entire Zambia Flight Information Region did not have a surveillance radar system. According to some witnesses, particularly non-state actors, lack of air surveillance equipment was posing as a risk to safe flying. A radar system enhanced both safety and security. Currently the standards of separating aircraft were enforced through procedural methods which were cumbersome and stressful to controllers in the provision of safe and efficient navigation services. Procedural control could only be done at 2,000 feet above ground level for separation if there were two flights. In case of a third flight, collision could occur. Some witnesses were of the opinion that Zambia was sitting on a time bomb by continuing to control air traffic without surveillance radar.

On the question of what was being done about the surveillance radar, your Committee was informed that the Government had provided the necessary resources and the process of procuring the equipment had commenced. The Ministry of Transport, Works, Supply and Communications debunked assertions that the safety of the Zambian airspace was compromised. If this were the case, the Country would not have been a member of ICAO and foreign airlines would not have been operating in Zambia. An ICAO audit on Zambia that was carried out before 2009 came up with 98 safety concerns which had so far been dealt with.

Non state witnesses were of the view that with increased traffic acquisition of the radar equipment would bring confidence to the airlines operating in Zambia. In addition, Zambia needed to catch up with her neighbours who had invested heavily in this area. The non-functional radar at Kenneth Kaunda International Airport was obsolete and

irreparable. A new radar system would cost about US\$40 million. The space that radars cover was unlimited depending on what type was purchased.

Other safety concerns related to equipment and infrastructure include:

- (i) air to ground communication for upper air space were not available for the entire Zambian airspace;
- (ii) most equipment for the provision of navigation services was old and most of the times unserviceable partly due to lack of spares. For example, HMNIA in Livingstone had been operating on transceivers since 2007 due to the Voice Communication Control System being out of service. The Airport currently relied on visual approach procedures and not the recommended instrument procedures. Your Committee further heard that the transceiver at the Airport once failed while there was a plane trying to land. Air traffic controllers had to seek the assistance of the Zambia Air Force to enable the plane land;
- (iii) the radio communication range for the whole Zambian airspace was very poor and unreliable. Pilots at times resorted to communicating using satellite phones with controllers to notify of their position and estimates in the airspace;
- (iv) the state of the Non-Directional Beacons (NDBs) serving remote airports across Zambia needed to be upgraded to VHF Omnidirectional Range (VOR). The NDB was an old type navigation aid which operated in the medium frequency radio range of Kilohertz. As had been observed in most parts of the global and modern aviation environment, this navigational aid was very useful in the early days of radio navigation around the world before the evolvement of the effective VOR navigation which incorporated Distance Measuring Equipment (DME); and
- (v) airstrips in National Parks and Game Management Areas (GMA) had burrows on runways made by wild animals. Constant checking and maintenance was, therefore, critical in ensuring safety. The presence of wild animals on the runways during landing and taking off was another concern. On how to resolve human-animal conflicts, your Committee was informed that the best way was for the Ministry of Transport, Works, Supply and Communications to erect electric fences at airports where this problem was prevalent to keep animals away.

On the weather equipment at airports, your Committee learnt that the weather equipment was inadequate to provide accurate and timely information on weather conditions. Most of it was unserviceable.

With respect to screening of passengers and luggage, all the four international airports had security scanners.

H. Human Capital

14. Your Committee was informed that all the four international airports had adequate and skilled manpower to carry out airport operations successfully. The staff position at the international and selected airports was as shown in the Table below.

Staff at Various Airports (2012)

Name of Airport	Positions as Per Establishment	No of Positions Filled
Kenneth Kaunda	420	347
Harry Mwaanga Nkumbula	102	96
Simon Mwansa Kapwepwe	101	98
Mfuwe	44	41
Chipata	25	9
Kasama	36	14
Mansa	23	12
Solwezi	28	13
Mongu	29	13
Southdowns in Kitwe	27	10

Source: Ministry of Transport, Works, Supply and Communications

I. Air Traffic at Airports

15. The current average monthly passenger and aircraft movements at the international and provincial airports are presented below.

Name of Airport	Aircraft Movements	Passenger Movements
Kenneth Kaunda	2,910	56,552
Harry Mwaanga Nkumbula	1,416	14,489
Simon Mwansa Kapwepwe	939	12,445
Mfuwe	277	186
Solwezi	244	1,844
Chipata	34	473
Kasama	26	86
Mansa	20	55
Mongu	24	84

Source: Ministry of Transport, Works, Supply and Communications

On the question of whether low levels of traffic were due to the poor infrastructure, your Committee heard that it was. Quality infrastructure attracted higher volumes of passenger traffic. The demand for arrivals followed infrastructure. For example, one of the demands by Sun International Hotel was that the Government should upgrade the Airport in Livingstone otherwise the Hotel would have been running at a loss.

Your Committee was informed that Kenneth Kaunda International Airport accounted for 80% of all passengers that pass through the four international airports. The Airport further supported operations of the other three international airports.

COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

16. Your Committee made the observations and recommendations set out hereunder.

Airport Infrastructure

16.1. Your Committee observes with concern that the infrastructure at all airports is generally in a poor state. Airports are the first points of contact with Zambia for most foreigners, therefore, the first impression influences their perception of the nation. Your Committee, however, notes with appreciation works that have been carried out or have commenced at some airports such as Harry Mwaanga Nkumbula, Chipata, Kasama, Mansa, Solwezi and Mongu.

Although at the current levels of passenger traffic, the infrastructure is adequate, facilities at airports including Zambia's biggest Airport – Kenneth Kaunda - are in a poor state. These facilities include toilets and departure lounges.

Although there are plans to put up new infrastructure and in some cases to relocate some airports, the current airports will still be in use for the next couple of years. Your Committee, therefore, urges the Government to ensure that reported deficiencies in the current structures such as poor toilets, poor water reticulation, poor electrical systems in the terminal buildings and runways, absence of fire bays, poor furniture, poor ventilation and air-conditioning, and poor runway surfaces are attended to without delay. The concrete runway and taxiway at Simon Mwansa Kapwepwe in particular need urgent attention being an international airport.

Your Committee further urges the Government to come up with measures that will forestall dilapidation at some aerodromes such as Southdowns and Kasombe which have some structures in good condition.

Land for Aerodromes

16.2. Your Committee observes with great concern that land for all aerodromes, with the exception of Kenneth Kaunda, Harry Mwaanga Nkumbula and Simon Mwansa Kapwepwe and Kasama Airports, is not surveyed and not on title. Your Committee has failed to understand why this state of affairs has remained so for a long time. Your Committee is of the view that this may be the main reason why people encroach upon airport and airstrip land. For the land that is surveyed, there are outstanding issues needing attention. For example, beacons for Kenneth Kaunda International Airport cannot be located. Consequently, it may prove difficult to move illegal settlers. Your Committee finds this situation unacceptable.

In view of this, your Committee strongly recommends that, as a matter of urgency, all aerodromes must be surveyed and put on title in order to safeguard the land. The Government should work on this matter urgently. Your Committee awaits progress to be reported on this matter.

Upgrading Aerodromes

16.3. Your Committee wishes to commend the Government for the effort it is putting in to upgrade airports and airstrips across the country. Your Committee further observes that the old design of Zambia's international airports was falling short of the current security demands of the aviation industry. This can only be remedied by putting up new infrastructure. To this effect, your Committee urges the Government to expedite the upgrading and the putting up of new infrastructure at international airports. Your Committee further urges the Government to make it a policy that all provincial capitals must have airports. The Government is also urged to come up with a comprehensive plan of upgrading all airstrips to bituminous standard. For those aerodromes where there are human-animal conflicts, electric fences or any other effective means should be employed to protect both animals and aircraft.

Safety and Security Equipment at Airports

16.4. Your Committee observes that most navigation equipment in use at all airports is inadequate and archaic including the control towers. In addition, most weather equipment is unserviceable and unavailable including windsocks at some aerodromes. Your Committee further observes that the surveillance radar at Kenneth Kaunda International Airport has been unserviceable for a long time.

Your Committee, therefore strongly recommends that:

- (i) the surveillance radar be procured without any further delay for ease of air traffic control and enhancement of air safety;
- (ii) all key navigation equipment should be modernised, in particular, consideration should be made of installing Landing Instrument Systems and VHF Omni-directional Range/Distance Measuring Equipment at all airports;
- (iii) control towers at all airports should be given a facelift in terms of outlook; and
- (iv) weather equipment must be procured and installed at all airports.

Human Capital

16.5. Your Committee observes that technology is ever-changing in the aviation industry. In order to keep up with these changes, there is need for the Zambia Air Services Training Institute to be adequately capitalised so that it can offer the kind of training commensurate with the requirements of the modern aviation industry.

Air Traffic

16.6. Your Committee observes that air traffic is relatively low for Mfuwe International Airport in comparison with the other three international airports. Your Committee further observes that of the five provincial airports, only Solwezi, possibly owing to increased mining activities in the area, has higher numbers of aircraft and passenger movements. Your Committee, therefore, recommends that aerodromes that are situated in areas with high economic activity should be given priority in the upgrade programmes.

PART II

CONSIDERATION OF MATTERS ARISING FROM LOCAL TOURS

17. Your Committee visited eleven aerodromes namely: Kenneth Kaunda International Airport; Simon Mwansa Kapwepwe International Airport; Harry Mwaanga Nkumbula International Airport; Mfuwe International Airport; Chipata Airport; Kasama Airport; Kasaba Bay Airport; Kabwe Airstrip; Mkushi Airstrip; Serenje Airstrip and Mpika Airstrip. The main objective of the tours was to check on the physical state of the aerodromes to support written submissions that were received from stakeholders.

While on tour, your Committee had the opportunity to interact with Hon Provincial Ministers of Southern and Copperbelt Provinces; Permanent Secretaries of Eastern and Northern Provinces; Deputy Permanent Secretary of Central Province; District Commissioners of Livingstone, Mambwe, Mkushi, Serenje, Mpika and Nsama; and His Royal Highness Senior Chief Nsama.

A. Kenneth Kaunda International Airport

17.1. During the pre-tour brief, your Committee was informed that the National Airports Corporation was about to embark on a US \$384 million upgrade that will involve, among other things, construction of a new four million per annum passenger terminal building, new stand-alone control tower, new fire station and new office complex. Your Committee was shown the architect's impression of the new terminal building. There were, however, no immediate plans for a second runway, though this was possible in the longer term, that is, in about 50 years time. It was anticipated that once the procurement processes were complete, the upgrade would take about two to three years.

Your Committee then toured the Echo Base, Control Tower and Briefing Room under the Air Navigation Services Division; and Concourse, International Departure Lounge, International Arrivals Hall, Very Important Persons (VIP) lounges, domestic departures and arrivals, fire station including the Crash Aid Bay, Control Room, Gymnasium and class rooms; main runway; and the taxiway. At the time of the visit, there were renovation works being carried out on the existing VIP departure lounges.

Issues emerging from the tour are presented below.

Land Security

Your Committee was informed that KKIA has title deeds for the land and these are under the custody of the Director of Civil Aviation.

Equipment

Although most navigational equipment was serviceable, it was visually clear that it was old. Your Committee was assured that although the equipment was old, it was adequate to ensure that flying into and out of Zambia was safe. In addition, the Airport had not failed any of the International Civil Aviation Organisation (ICAO) safety audits.

In order to ensure that there was no interruption of power, the Airport had six standby generators. The Managing Director clarified that the last report of a power outage at the Airport was not accurate in that only the Concourse was affected. All other airport operations were normal.

Staff in the Aviation Meteorological Services stated that they were satisfied with the available equipment for operational purposes but faced transport challenges considering that they work in shifts.

In the Briefing Room, your Committee noted that the glass windows had dark patches resulting in poor visibility. Your Committee was informed that heat from the aircraft engines had caused the glass to darken and they needed to be replaced.

With respect to security, passenger and luggage security screening equipment was operational. The Airport has two operational baggage conveyor belts for inbound passengers.

Fire and Rescue Services

KKIA was classified as a Category 8 Airport and was required to have a capacity of 18,100 litres of water on wheels. The current capacity of the Airport was 36,000 litres meaning that it met the requirements of a Category 10 Airport and could land an Airbus A380 the biggest passenger aircraft.

The Airport had a ten bed Crash Aid Bay with room for mounting a tent should the number of accident victims be more. There had not been a major incident at the Airport so far.

Cargo

Without specifying volumes, your Committee was informed that the Airport had good business handling cargo when Agriflora was in operation until 2006. The volume had so far reduced. At present, outbound cargo was mostly flowers and inbound cargo was mainly spares for the mining companies.

Fuel

The Airport had no major refuelling challenges and was serviced by one of the oil marketing companies although fuel was still carried on wheels. Consideration was being made to have an underground fuel system when the Airport upgrade commenced.

B. Mfuwe International Airport

17.2. During the pre-tour brief, your Committee was informed that Mfuwe was the smallest of the four international airports. At the time of the visit, negotiations with the successive bidder for the upgrade of the Airport were still going on. Your Committee was, therefore, not shown the architect's impression of the new Airport. Plans were that there would be a new terminal building, new control tower and new fire station. The new airport buildings would include a hotel and a shopping centre. These were meant to improve passenger traffic as the current level of aircraft movements and passengers was uneconomical. The shopping centre would also assist in decongesting the current terminal building which was providing banking and postal services to Mfuwe residents and could compromise security.

The upgrade would cost about US\$472 million and the works were expected to take two to three years. The project would be financed through a concessional loan. It was anticipated that the project would be implemented in 2013.

Two challenges were highlighted with respect to land. Firstly, there had been an incident of encroachment as the area traditional leader had allocated some of the land to some settlers. Secondly, wild animals occasionally entered the Airport premises, in particular, buffaloes.

Your Committee proceeded on the conducted tour of the Control Tower, Communication Centre, Fire Station, Crash Aid Bay, runway, Doppler Very High Frequency Omni-directional Range (DVOR), Power House, Concourse check-in and Departure Lounge.

Major issues that emerged from the tour are highlighted below.

Navigational Services

The Airport has no radar, therefore, aircraft control was based on communication between the Control Tower and aircraft crew.

Weather equipment for determining wind direction (except for the windsock) and measuring wind speed was unserviceable as a result the Airport relied on updates from the Meteorological Department.

Fire and Rescue Services

Mfuwe was a category 4 Airport and was required to have one fire engine but had two. The Airport also provides fire services to the community considering that it has spare capacity. The Airport carried out a demonstration to show your Committee its capability to handle a fire incidence. The Airport has a Crash Aid Bay which could accommodate at least ten crash victims.

Runway

Due to low traffic, the runway had developed some crocodile cracks. Your Committee was informed that one way of making an airport busy was to have a resident airline. The Airport has no taxiway meaning that aircraft handling could be less efficient if air traffic was high.

Doppler Very High Frequency Omnidirectional Range

Your Committee was informed that the DVOR was one of the equipment that was used in air navigation. It was one of the equipment that the NACL had recently installed. It has to undergo a flight calibration exercise every year as per requirement of the ICAO.

Fuel

The Airport has a limited fuel facility. Your Committee was informed that operators carry their own fuel.

Power House

A new 500Kva power generator has been installed but was yet to be commissioned. Your Committee was informed that the older generator would be used as a backup to the new generator in case of failure.

Concourse

Your Committee witnessed activities at the Airport being the only place where banking facilities are located in Mambwe District.

Security

The passenger and luggage security screening equipment was operational at the Airport.

C. Harry Mwaanga Nkumbula International Airport

17.3. During the pre tour brief, your Committee was informed that the trend in the aviation industry was to recruit first degree holders for jobs such as pilots and aircraft controllers due to fast changing technology. The National Airports Corporation had also started recruiting in a similar manner though the new officers had to be paid slightly higher being graduates. These officers, however, still had to undergo specialised training in aviation.

The Airport upgrade began in 2010 after getting a US\$10 million from a local bank and involved construction of a departure section and concourse. With the coming of the United Nations World Tourism Organisation (UNWTO) General Assembly, the earlier works were reclassified as Phase One. Phase two involved construction of the arrivals and other external works with funding from the Government. The major challenge with the works so far was that most of the materials are imported therefore there are unforeseen delays in the procurement process.

Although the Runway was extended to 3 km, the runway at Victoria Falls Airport in Zimbabwe was being extended to 4 km and Zambia needed to keep up with its competitors. The challenge was on the availability of additional land. Other than the land issue, aviation authorities in Zimbabwe were not allowing aircraft destined for HMNIA to enter their airspace when landing. Your Committee was informed that the matter was being addressed at diplomatic level.

In a later submission on the same day, the Director of Civil Aviation confirmed that it was possible to extend the runway to 4 km.

Your Committee proceeded with the conducted tour of the VIP Lounge, international and domestic arrivals and departure halls, briefing office, equipment room, control tower, runway, fire station and construction site of the new terminal building. Major issues emerging are given below.

Cracks on the Walls and Floor

Your Committee was informed that cracks on the walls and floor of the current terminal building were not structural. They would be remedied and the building would be put to other use after completion of the new terminal building.

Navigational Services

The Airport did not have surveillance radar and depended on procedural control which was mainly voice communication between controllers and pilots and other equipment such as the Very High Frequency Direction Finder (VDF). Some of the equipment was not serviceable at the time of the visit such as the Voice Communication Control System. In order to ensure uninterrupted communication, transceivers were being used as a stopgap measure. Your Committee was informed that the failure on the transceivers that was experienced in 2011 was due to wrong cable connections. Unfortunately on the material day, the standby radio was faulty as well.

Your Committee was informed that the procurement process for radar equipment for KKIA and HMNIA had began and was at evaluation stage. According to the Director of Civil Aviation, US\$15 million has been set aside to procure the equipment.

The Airport has a new Control Tower but the console would have to be replaced when the radar was procured. Your Committee was shown the touch screen equipment for controlling lighting on the runway. According to the National Airport Corporation, that was the fifth equipment to be installed in Africa.

Passenger Handling

Passenger and luggage screening equipment was operational at the time of the visit. The baggage conveyor belt at the Airport was also operational.

Human-Animal Conflict

The Airport was located on an elephant pathway, therefore, elephants occasionally crossed the runway and pulled down portions of the fence. A Zambia Wildlife Authority officer has since been positioned to assist in preventing animals from crossing the runway. There were plans to introduce a special type of fence in collaboration with a South African Company. The NACL was also studying how humans and animals co-existed in the Kruger National Park in South Africa.

Runway(s)

The Airport has no taxiway therefore there would be a level of inefficiency in controlling traffic when there was an increase in air traffic. The Airport also has a grass runway which could be used by smaller aircraft in case the wind direction was not blowing from east to west. Your Committee was shown portions of the fence around the runway that had been tampered with by elephants.

Land Security

The 577 hectares of land for HMNIA was on title but these were under the custody of the Commissioner of Lands.

Fire and Rescue Services

Harry Mwaanga Nkumbula International Airport was a category 7 Airport and needed two fire tenders. The Airport currently had four meaning that it had the capacity of a higher category airport. Your Committee was taken round the new fire station that was built after relocating the old one to pave way for the new terminal building.

New Terminal Building

Your Committee was taken round the new terminal building that was under construction. Your Committee doubted that the remaining works would be completed before August, 2013.

Power House

The Airport has installed additional generational capacity bringing the total standby power to over 1000kva.

D. Simon Mwansa Kapwepwe International Airport

17.4. During the pre-tour brief, your Committee was informed that Simon Mwansa Kapwepwe International Airport (SMKIA) was the oldest of the four international airports. The Airport faces some challenges. Firstly, a cement factory has been constructed on the eastern side of the runway. Secondly, the Airport was affected by emissions from the cement and lime companies. Operators have complained of cement deposits in aircraft engines which affected their efficiency. Thirdly, there has been cases of vandalism of vital equipment such as approach lights. This was attributed to the growth of settlements around the Airport. A private security company has been engaged to protect Airport properties.

The Government has made a decision to relocate the Airport. Six sites have been considered for possible relocation of the Airport which include: Zaffico Plantation near Twapia compound; along the Ndola-Kitwe dual Carriage Way; near Luanshya turn-off and along the Ndola Mufulira Road. The site found more suitable was located between the Ndola-Kitwe and Ndola-Mufulira Roads on land belonging to Zaffico. Your Committee was informed that the final decision on the new location was yet to be made. The project requires about 2000 hectares. All possible sites were around the Ndola area. One of the reasons Ndola was preferred was that it has new developments such as the new soccer stadium.

A Chinese company had been awarded the job to design the new airport with a passenger throughput of two million per annum. The designs that had been prepared so far had not been accepted and the company would make a fresh submission by the end of May 2013. Some of the reasons for rejection were that the proposed terminal building involved a lot of block work when modern buildings have more aluminium and glass, and the arrival and departure sections were not appropriately separated. The new Airport being a greenfield project would cost US\$520 million.

Your Committee proceeded on the conducted tour of the Airport. Places visited were: the Terminal Building; Runway; Fire Station, Briefing Room; Control Tower; and Power Sub-station.

Major issues emerging from the tour included are highlighted below.

Terminal Building

The Terminal Building was not adequate to handle the current passenger traffic. Departing passengers were made to wait in a restaurant whose standard your Committee was not impressed with. The toilet facilities were poor and the Airport had no baggage conveyor belts.

Security

The passenger and luggage screening equipment was operational.

Runway

SMKIA, like KKIA, has a taxiway way making it more efficient in controlling aircraft when there was an increase in traffic. The runway overrun has a distance of 800 metres meaning that it is less than the required 1 km.

The cement factory was very visible from the runway.

Fire and Rescue Services

SMKIA was a category 7 Airport and was required to have two fire tenders with a capacity of 12,100 litres. The Airport has four fire tenders with a combined capacity of 34,000 litres. The Station, therefore, has extra capacity. In terms of form, they had in stock, at the time of visit, 4,229 litres of form concentrate. On the day of the tour, the Station had only one ambulance. Your Committee was informed that the other ambulance was in Lusaka being repaired.

The Station has a total manpower of 28 who worked in three shifts, that is, two active and one resting. The Committee was informed that initial training for firemen was done at the Zambia Air Service Training Institute (ZASTI) in Lusaka. Staff at the Fire Station demonstrated, to your Committee, their capability to handle an incident.

Navigational Services

The Airport has no surveillance radar and relied on procedural control based on control tower and pilot communication. Though the communication equipment was old, most of it was serviceable.

Your Committee was informed that the Airport was only able to provide weather indicators such as wind direction, wind speed and temperature using old basic equipment. The storm radar broke down a long time ago and they relied on visual observations to provide advice on storms. The runway sensors also became unserviceable about ten years ago. There was an assurance from the Managing Director of National Airports Corporation that procurement of automated weather stations was in process. The section has a challenge of manpower. A number of staff have been lost through death and retirement but authority to employ had not yet been granted.

Power House

The Airport has a standby power generator that supplies the Airport with power in case of a complete Zesco power outage or disturbance in the voltage. The generator was, however, old and has been in service for over forty years.

New Airport Site

Your Committee toured the sixth site that appeared to be the preferred location of the new Airport. Officials from Zaffico submitted that although a portion of the land has not been planted, the required 2000 hectares would involve claiming part of the planted areas. The Government would need to compensate the Company for the land. Zaffico already has plans to open up new plantations in less populated areas like Muchinga Province to free up land for development in places like the Copperbelt.

E. Chipata Airport

17.5. During the pre-tour brief, your Committee was informed of the following:

- (i) Chipata Airport was one of the two airports that were designated as points of entry and exit for international flights meaning that they could handle international flights with prior arrangement, the other Airport is Kasama;
- (ii) concern was raised by the District Administration on the restriction of not flying in the night due to lack of runway lighting, this was considered to be one of the factors that had made the airport to have less traffic; and

- (iii) the Airport also has a challenge of encroachment but this had been further complicated as the Airport land was not surveyed and had no title deeds.

The Director of Civil Aviation took the opportunity to apprise your Committee that the Department of Civil Aviation had been allocated, through supplementary funding, 75 million kwacha rebased for upgrading of ten airstrips in Central, Muchinga, Northern, and Eastern Provinces.

Your Committee after the brief went on a conducted tour of the Airport. They visited the Control Tower, site where a Non-Directional Beacon (NDB) was being installed, Runway, Fire Station, construction site of the Crash Aid Bay, and the Meteorological Station.

Issues that emerged from the tour are highlighted hereunder.

Navigational Services

The Airport has a number of unserviceable equipment such as the NDB and cell router. The cell router is used in communicating with other control towers. The unserviceable NDB meant that pilots intending to land had to use the visual approach. The Airport has no surveillance radar and relied on radio communication.

Your Committee was not impressed with the physical appearance of the Control Tower which had part of the ceiling board removed. According to Airport staff, that was done to remove bees.

Staff operating in the Control Tower reported that they face the challenge of trespassers from Muzabwela Compound and surrounding villages despite the presence of Airport security. Trespassers could be seen from the Control Tower. Your Committee was informed that Airport security was only positioned when an aircraft was about to land or take off. Poor policing of the runway was attributed to lack of accommodation for police officers within the Airport Compound. Airport management was considering fencing off the runway. The District Administration was of the opinion that the problem was partly administrative.

The Civil Aviation Meteorology Station has obsolete equipment and could not measure wind speed. For air direction, they relied on the windsock.

Terminal Building

The new passenger building has now been furnished and is operational.

Traffic

There were fifteen scheduled flights per month with a passenger throughput of 230 per month.

Fire and Rescue Services

The Airport has one new fire engine and one new ambulance. A Crash Aid Bay was under construction and was at slab level. Your Committee met the contractor who informed it that the works which had a completion period of twelve weeks were not progressing due to lack of funding.

Runway

Chipata has a 1.470 km tarred runway. Your Committee was informed that extending the runway was a challenge as the available land was inadequate. There was a road on the western side and a private farm on the eastern side.

During the physical inspection, your Committee noted the footpaths used by trespassers. They found some people who intended to trespass but were deterred by the presence of the entourage.

Your Committee further noted that the runway landing and side marks have faded.

Fuel

Chipata has no aircraft refuelling facilities.

F. Kasama Airport

17.6. During the pre-tour meeting with the Provincial Administration led by the Permanent Secretary, your Committee was informed that Kasama Airport, like Chipata, was an international entry and exit point. The Airport is located about 7 km from the Central Business District. It sits on traditional land and is not on title. The Airport has no encroachment challenges.

Your Committee undertook a conducted tour of the Airport and visited the Terminal Building, Control Tower, “Fire Station,” and the Runways. Major issues emerging from the visited are detailed below.

Terminal Building

The Terminal Building was completed in 2009 but is not yet fully furnished. Only the VIP and Presidential lounges are fully furnished. There were no passenger handling facilities. Your Committee noticed some cracks in the wall in the departure lounge. There was no running water in the Airport toilets at the time of the visit.

The architectural design of the building was poor in that part of the sewer system was built on the air side.

Navigational Services

The Airport has no surveillance radar. All control was through radio communication. According to the Officer-in Charge, the Airport used to be a military airbase. Unfortunately most structures other than the new Terminal Building have remained the same. The Control Tower has not been upgraded and did not have a 360° view like all modern towers. Equipment in the Tower was very old. In terms of staff, the Control Tower has one communicator instead of five and there was only one radio and teleprinter operator instead of four.

Air Traffic

The Airport has two scheduled flights per week operated by Proflight.

Fuel

The Airport did not have fuel facilities. BP was the last oil marketing company to service the Airport before pulling out.

Fire and Rescue Services

There was no Fire Station. An aircraft hangar was currently used as the Fire Station. The Airport has two fire tenders and an ambulance. One of the fire engines, however, had developed a fault but was in the process of being repaired. Your Committee did not find any fireman on duty. Your Committee was informed that the Airport has a staff establishment of twelve firemen but only seven positions were filled.

There were no fire hydrants at the Airport and water was drawn from town.

Backup Power

The Airport has no standby power generator.

Runways

Kasama has a 1.8 km gravel main runway and two other grass runways. These were as originally designed when it was a military airbase. Your Committee was informed that there was enough land to extend the main runway up to 5 km. The landing and side marks on the main runway had faded. The Airport faces the challenge of trespassers on the runway.

G. Kasaba Bay Airport

17.7. During the meeting with the Northern Province Permanent Secretary, your Committee was informed that the Kasaba Bay Airport Project involved extending the length of the runway from 1.5 km to 2.5 km to accommodate larger aircraft. Your Committee was further informed that the extension works stalled in 2011 when audit queries were raised on the project. The Provincial Administration appealed to your Committee to have the project completed in order to promote development in the northern areas.

Access to Nsumbu in Nsama District was a major challenge as the Lufubu Bridge had not yet been constructed. The procurement process for the design of the Bridge was, however, underway. The upgrading of the road to bituminous standard up to the Bridge had so far been completed.

During the tour of the Airport site, your Committee did not find any infrastructure other than the small building that was originally used for arrivals and departures; the stalled runway extension project; and non operation Kasaba Bay Lodge which was being used as a camp for the construction team.

Your Committee found idle crushing equipment, a material testing laboratory, pockets of cement that had gone to waste which provincial officers estimated to be about 1800, and heaps of laterite on the entire uncompleted runway. According to staff that your Committee found at the camp, in some sections of the runway, works ceased just before the stabilisation stage while in others, the sub-base of the runway had not been done.

Fire and Rescue Services

The Airport has a new fire tender, but was kept in Kasama. Your Committee had the opportunity to see it. No firemen have been employed yet.

H. Kabwe Airstrip

17.8. During the pre-tour brief with the Provincial Administration led by the Deputy Permanent Secretary, your Committee was informed that routine maintenance was carried out on the Airstrip though this was affected by low and erratic funding. The feeling by provincial officers was that Kabwe was ready to have an airport possibly a cargo airport. Your Committee was informed that there was sufficient land for this purpose. The provincial officers could not categorically state that the airstrip land was on title but confirmed that it was situated on state land and not traditional.

Your Committee proceeded on a conducted tour of the airstrip. Major issues that emerged from the tour are presented below.

Traffic

Officials could only recall the military plane that carried the body of the late President Mwanawasa to have been the last to land at the airstrip.

Runway

Although the 1 km runway, as physically measured by your Committee, was said to be gravel, your Committee found it to be just ordinary soil and urgently required re-gravelling. There were signs of trespassing although the authorities had dug a rather shallow trench to deter vehicles from using the runway. There was no sign of encroachment.

Landing Marks

The landing marks had faded and were covered by tall grass.

Drainage

There were points on the runway where water collected and this was a sign of poor drainage.

I. Mkushi Airstrip

17.9. During the meeting with the District Commissioner for Mkushi, your Committee was informed that the District has no serviceable airstrip. The existing airstrip was in the process of being turned into a residential area mainly due to inactivity. Chief Chitina had, however, provided alternative land for an airstrip. The size of the land made available had not yet been determined.

Your Committee visited the site of the new airstrip which is about 2 km from the Central Business District. At the time of the visit, there was no work that had been carried out.

J. Serenje Airstrip

17.10. During the pre-tour discussion with the District Commissioner, your Committee was informed that the airstrip has been protected from encroachment. There was sufficient land to upgrade the airstrip into an airport. The airstrip was located on traditional land.

Major issues that emerged from the tour are highlighted below.

Traffic

Your Committee was informed that the airstrip was mostly used by military planes.

Runway

The Airstrip has a 1 km gravel runway. Your Committee was satisfied with its surface. The District Commissioner informed your Committee that the runway was worked on by the Rural Roads Unit (RRU) in 2012. There was no sign of encroachment except for a football field alongside the runway. There was security concern to the extent that the windsock was usually removed to avoid it being stolen.

Landing Marks

The landing marks had faded and were covered by tall grass. Your Committee was assured that vegetation control would be carried out and the landing marks painted.

K. Mpika Airstrip

17.11. During its meeting with the District Commissioner, your Committee was informed that maintaining the airstrip has become a challenge in the transition period following the creation of Muchinga Province. The airstrip used to be supported by Kasama but now was under Chinsali. The Commissioner was not sure of the land area of the airstrip which was situated about 10 km from town but was certain that it was adequate for further developments. To this effect a consultant was being expected, as at the time of the visit, for upgrading of the airstrip. The Commissioner could also not state whether the land was on title.

Emerging issues from the visit are summarised below.

Runway

The Airstrip has a gravel runway which your Committee measured to be about 1.5 km. Your Committee was satisfied with its surface. Vegetation was being cleared at the time of the visit by the Prisons Service in preparation for the visit of some ministers. There was no sign of encroachment.

Landing and Side Marks

The landing marks were in a fair condition but were covered by tall grass. The side marks were visible. Of the all airstrips visited, it was the only one with a windsock.

COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

18. General and specific observations and recommendations that your Committee made following the tours are presented below.

Infrastructure at Aerodromes

18.1. Your Committee observes that:

- (i) although the Government has stated that it has serious intentions of upgrading international airports, the only works in progress are at Harry Mwaanga Nkumbula International Airport in Livingstone; the rest are at the conceptual design and planning stages;
- (ii) maintenance is not carried out during the rainy season; all airstrips visited had faded landing marks and these were covered by tall grass; and
- (iii) the general interior outlook of control towers is poor.

Your Committee therefore recommends the following:

- (i) the Government should be very strict with timelines for implementation of projects to avoid cost overruns; it will be prudent to handle a few aerodromes at a particular time and complete them than handling many as spreading of resources may result in delayed completion of works and poor quality;
- (ii) the Government should consider putting up less grandiose airport structures in certain areas. South Africa has models of such cost effective airport structures such as Nelspruit;
- (iii) maintenance of aerodromes should be carried out throughout the year;
- (iv) integrated developmental approaches are required in places that have low aircraft movements; and
- (v) the Government should re-equip, furnish and make other structural improvements to control towers.

Land Security

18.2. Your Committee observes that:

- (i) other than Kenneth Kaunda International Airport, Simon Mwansa Kapwepwe International Airport and Harry Mwaanga Nkumbula International Airport, all other aerodromes have no title deeds;
- (ii) some aerodromes are located too close to high density settlements resulting in residents trespassing, vandalising equipment and encroaching aerodrome land; and
- (iii) some aerodromes are experiencing human-animal conflicts.

Your Committee, therefore, recommends that the Government should secure land for all aerodromes for future developments and expansion. Your Committee further recommends that the Government should ensure that each airport has an electric fence or any other means of keeping animals and humans off the runways. For those aerodromes that are now surrounded by settlements, relocation should be considered.

Fire and Rescue Services

18.3. Your Committee commends the Government for having adequately invested in fire and rescue equipment at airports. All international airports and the other two provincial airports that your Committee visited have more than the required capacity in terms of the water and foam concentrate in their respective categories. However, considering the huge investment that is being made in upgrading airports, the Ministry of Transport, Works, Supply and Communications is advised that there is need for airports that do not operate at night to always have skeleton staff to attend to any emergency.

Simon Mwansa Kapwepwe International Airport

18.4. From the observations made while touring Simon Mwansa Kapwepwe International Airport, your Committee urges the Government to ensure that the construction of the new airport is not unnecessarily delayed. In the interim, there is need to attend to toilet facilities and other defects at the Airport. Your Committee further urges the Government to be open to suggestions on the final location of the new airport. The final decision should be made public.

Kenneth Kaunda International Airport

18.5. Your Committee observes that:

- (i) enough land has been reserved for expansion;
- (ii) the Terminal Building though sufficient to handle current passenger traffic level is old and requires attention;
- (iii) the Airport has old air navigation equipment including the unserviceable surveillance radar.

Although your Committee finds the Airport to be in an acceptable condition, it urges the Government to modernise the navigation equipment. The Government is further urged to ensure that plans to put up new infrastructure are not delayed.

Harry Mwaanga Nkumbula International Airport

18.6. Your Committee observes that though works to upgrade the Airport are at an advanced stage, the remaining works may not be completed before the UNWTO General Assembly in August, 2013. Based on this and other observations made during the tour of the Airport, your Committee recommends that the Government should:

- (i) secure land needed to extend the runway and construct a taxiway;
- (ii) devise a mechanism that ensures that humans and animals co-exist;
- (iii) impress upon the Ministry of Foreign Affairs to resolve aircraft landing issues with Zimbabwe as there has been a substantial investment in upgrading the Airport; and
- (iv) ensure that quality of work is not compromised as pressure mounts to have the Airport ready before the UNWTO General Assembly.

Mfuwe International Airport

18.7. Your Committee observes that airport staff are more organised in keeping the infrastructure intact. Your Committee also observes that passenger traffic is very low compared to the other three international airports. Your Committee, therefore, recommends that efforts of promoting air travel should be supplemented by a good road to the National Park.

Mfuwe is one of the airports experiencing human-animal conflicts. Your Committee recommends that a mechanism that will facilitate the co-existence of humans and animals should be put in place to ensure the safety of the travelling public.

While appreciating the current plans to upgrade the Airport, your Committee urges the Government to ensure that there will be a positive return on the investment otherwise it may be more prudent to utilise the resources on a more active airport. Your Committee further advises the Ministry of Transport, Works, Supply and Communications to ensure that the Airport land is secured by obtaining title.

Chipata Airport

18.8. Based on observations made during the tour of the Airport, your Committee recommends that the Government should:

- (i) secure the Airport land from further encroachment by having it surveyed and title deeds obtained;
- (ii) enhance security at the Airport by erecting an electric fence as other permanent solutions to trespassing are explored;
- (iii) procure navigation and meteorology equipment to enhance the safety of flying into Chipata;
- (iv) urgently secure funds for the completion of the Crash Aid Bay whose works have stalled at slab level; and
- (v) the Government should consider relocating the Airport due to the limited land that is available to extend the runway.

Kasama Airport

- 18.9. Based on the observations made during the tour of the Airport, your Committee urges the Government to:
- (i) have the new Kasama Airport Terminal Building fully furnished;
 - (ii) address the water supply problem without any further delays;
 - (iii) construct a new Control Tower;
 - (iv) have a fire station constructed; and
 - (v) upgrade the runway to bituminous standard since the Airport is designated as an exit and entry point for international flights.

Kasaba Bay Airport

- 18.10. After touring the Kasaba Bay Airport Project, your Committee observe the following:
- (i) although Kr50 million was released for the construction of the 2.5 km runway between 2010 and 2012, the little work that has been carried out does not justify such a huge sum of expenditure;
 - (ii) the project is economically worthwhile as it will boost efforts to develop tourism in the Northern Circuit;
 - (iii) the Country has not benefitted from the suspension of the construction works; and
 - (iv) the decision to engage RRU on the project was inappropriate as the Unit was made to deviate from its core duty.

Your Committee, therefore, recommends that:

- (i) the Government should engage another contractor and proceed with the project. In the mean time, the Contractor and Consultant on the project should be investigated to ensure that the Government was not defrauded; and
- (ii) the Government should expedite the construction of the bridge across the Lufubu River to improve accessibility to the Airport and other areas; and the Kasama - Mporokoso – Nsama Road also needs urgent attention.

Kabwe Airstrip

18.11. Based on the condition of the airstrip at the time of the visit, your Committee urges the Government to consider upgrading the airstrip into an airport since Kabwe is the Capital for Central Province. In the immediate future, the Government is urged to:

- (i) have the run runway re-gravelled and drainage system improved; and
- (ii) put in place some security measures to prevent it from encroachment.

Mkushi Airstrip

18.12. Based on observations made during the tour of Mkushi, your Committee urges the Ministry of Transport, Works, Supply and Communications to expedite the process of developing the allocated land into an airstrip. However, the Ministry should in collaboration with the private sector ensure that the new airstrip will be active otherwise it may be over taken by other developments as was the case with the previous airstrip.

Serenje and Mpika Airstrips

18.13. Based on the conditions of the airstrips at the time of the visit, your Committee urges the Ministry of Transport, Works, Supply and Communications to ensure that the airstrips are maintained throughout the year as they can also be used during the rainy season.

PART III

CONSIDERATION OF THE ACTION-TAKEN REPORT ON THE COMMITTEE'S REPORT FOR THE FIRST SESSION OF THE ELEVENTH NATIONAL ASSEMBLY

“THE MANAGEMENT AND UTILISATION OF GOVERNMENT VEHICLES IN ZAMBIA, VIS-À-VIS THE ROLE OF THE ENGINEERING SERVICES CORPORATION (ESCO) LIMITED”

Restriction on the Number of Models of Vehicles

19. Your previous Committee had recommended that in order to improve the management of government vehicles, there must be a restriction on the number of models on the Government fleet. All government vehicles should be bought and distributed centrally.

The Ministry responded that the restrictions on the number of models on the Government fleet would be observed through measures outlined in Cabinet Office Circular No. 7 of 2012, which has mandated the Ministry to procure all Government vehicles centrally. The restrictions would also be implemented when a Motor Vehicle Establishment Register was put in place by the Government Transport Control Unit. The register would indicate the number and type of vehicles each Government Ministry or Institution would procure. No Ministry or Institution would procure more vehicles or models than what would be indicated in the Motor Vehicle Establishment Register. The Ministry would, however, review the number of models required and advise all stakeholders accordingly. In the subsequent submission, the Permanent Secretary submitted that the restriction on the number of models for Very Important Persons (VIPs) were already in place. These are:

- (i) Ministers – Toyota GX Land cruiser
- (ii) Deputy Ministers – Toyota Prado
- (iii) Permanent Secretaries – Mitsubishi Pajero
- (iv) District Commissioners – Toyota Hilux/Land Rover 110

With regard to pool vehicles, the modalities of standardising the models as well as restricting the number of motor vehicles for all Ministries, Provinces and other Spending Agencies (MPSAs) were being developed in line with Cabinet Circular No. 7 of 2012 and the proposed Government Transport Management Policy.

In terms of procuring motor vehicles centrally, the Ministry would continue procuring only ceremonial and VIP vehicles. All MPSAs would be required to procure only models of motor vehicles approved by the Ministry of Transport, Works, Supply and Communications.

You Committee request the Ministry to quickly put in place the Motor Vehicle Establishment Register. It awaits a progress on the matter.

Establishment of Workshops at Provincial Centres

20. Your previous Committee had recommended that in order to monitor and control expenditure of the repair and maintenance of vehicles, Government should re-establish its own workshops and garages in all provincial centres for a start and in all districts later. Alternatively, Ministries should have their own workshops as is the case with Ministry of Health and Defence.

The Ministry responded that Government was in the process of re-establishing its own workshops and garages and had since put in place a team of officers to consult and come up with recommendations on the re-establishment of workshops and garages.

Your Committee urges the Government to re-establish its own workshops and garages. The team of officers that has been put in place to consult and come up with recommendations on the re-establishment of workshops and garages must be given a time frame. It awaits a progress report on the matter.

Determination of Suitability of Vehicles Purchased

21. Your previous Committee had recommended that the Plant, Vehicle and Equipment Committee, should be reconstituted to comprise technocrats with capacity to determine the suitability of the vehicles that Ministries intend to buy.

The Ministry responded that the Government appreciated the recommendation and had taken note of your Committee's recommendation.

Your Committee urges the Ministry to put a time frame to the constitution of the Plant, Vehicle and Equipment Committee. It awaits a progress report on the matter.

Insurance of Government Vehicles

22. Your previous Committee had recommended that Government should improve funding to ministries and departments to enable them insure all vehicles on their fleet.

The Ministry responded that the Government had taken note of your Committee's recommendation. Government had already instructed all Ministries to ensure that their fleet was insured. In the subsequent submission, the Permanent Secretary stated that the Government through the Ministry of Transport, Works, Supply and Communications would engage the Ministry of Finance on the matter concerning improving funding to enable Ministries, Provinces and Spending Agencies (MPSAs) to insure their vehicles.

Your Committee urges the Ministry of Transport, Works, Supply and Communications to ensure that all ministries insure their fleet. It awaits a progress report on the matter.

Transformation of Government Transport Control Unit into a Department

23. Your previous Committee had recommended that the Government Transport Control Unit should be elevated to Department status and its establishment expanded by recruiting more staff so that it could have its presence in all provinces and districts in order to effectively monitor the use of Government Transport.

The Ministry responded that Government through Ministry of Transport, Works, Supply and Communications and Cabinet Office would review the current structure of the Government Transport Control Unit (GTCU) with a view to upgrading it to a department and increase its staffing level to cater for all the districts in the country in order to effectively monitor the use of Government vehicles. This would be done in accordance with the recent Cabinet Office Circular No. 7 of 2012 which has given the Government Transport Control Unit extra responsibilities which required its capacity to be increased by upgrading it to a department and increasing its staffing levels.

In the subsequent submission, the Permanent Secretary stated that this would be implemented once the Government Transport Management Policy was approved by Government.

Your Committee urges the Ministry of Transport, Works, Supply and Communications to upgrade the Government Transport Control Unit to a department. There must be a time frame for the exercise. It awaits a progress report on the matter.

Revision of Penalties for Misusing Government Vehicles

24. Your previous Committee had recommended that penalties meted out to persons flouting the regulations pertaining to the use of Government vehicles should be revised so that they could be a deterrent to would-be offenders.

The Ministry responded that Government would review the penalty fees for abuse of Government vehicles in order to curb misuse. The rules on the use of Government transport would also be revised to enhance the management of Government vehicles.

The Permanent Secretary in the subsequent submission stated that these were being reviewed in consultation with Cabinet Office, Ministry of Justice, Ministry of Home Affairs and other stakeholders.

Your Committee requests to be informed of when the penalty fees will be reviewed. There must be a time frame for this exercise. It awaits a progress report on the matter.

Roll-out of IFMIS

25. Your previous Committee had recommended that the roll out of the Integrated Financial and Management Information Systems (IFMIS), which was a very useful tool in the management of Government vehicles, should be accelerated to improve efficiency.

The Ministry responded that Government was implementing IFMIS in selected Ministries and would roll out to other Ministries. When the accounting side of the system was completed, Government would begin to implement the Fleet Management aspect of IFMIS. The fleet management aspect of the system would have to be enhanced in order to address issues of pilferage and misuse of fuel.

Your Committee requests the Ministry to quickly roll-out the IFMIS to other Ministries without any further delay. It awaits a progress report.

Filling Stations

26. Your previous Committee had recommended that in order to take full advantage of bulk buying and so buy cheaply and save resources, Government should revert to having its own filling stations in all provinces and districts.

The Ministry responded that Government was considering the possibility of re-establishing Government filling stations country wide.

Your Committee requests to be informed of the progress made on the matter.

PART IV

FOREIGN TOUR TO MALAWI

27. Your previous Committee had recommended that the Malawian system where Ministries and Government Departments hired vehicles from the Vehicle and Plant Hire Organisation (VPHO) must be studied further for possible implementation in Zambia.

The Ministry responded that the Government had taken note of your Committee's recommendation and would study the Malawian system.

Your Committee would like to be informed of the progress made on the matter.

PART V

CONSIDERATION OF THE ACTION-TAKEN REPORT ON THE COMMITTEE'S REPORT FOR THE FIFTH SESSION OF THE TENTH NATIONAL ASSEMBLY

Topical Issue – Operations of the Road Transport and Safety Agency (RTSA)

Revision of the Road Traffic Act

28. In noting the submission, your previous Committee had urged the Government to expedite the revision of the *Road Traffic Act*, in order to bring it in tandem with the current traffic situation in Zambia and the region and requested an update on how far this process would have gone by the end of 2012.

The Ministry responded that the process of revising the *Road Traffic Act No. 11 of 2002*, to among other things provide for the mandatory use of fourth pedal in driving schools had advanced. A legal consultant had since issued the first draft of the revised Road Traffic Bill. The draft Road Traffic Bill was presented to the Road Transport and Safety Agency (RTSA) Board for review in August, 2012 and Management was currently working on comments that arose from the Board meeting. It was anticipated that the process would be finalised before the end of 2012.

In the subsequent submission, your Committee was informed that the comments of RTSA Board on the draft Road Traffic Bill had been finalised and incorporated into the draft Amendment Bill by the Consultant as at the end of December, 2012. The draft Amendment Bill now incorporates inter-alia provisions on fourth pedal for learner drivers. It also incorporates the involvement of the private sector in motor examination through the outsourcing of the service by RTSA provided that a station was so designated by RTSA Director. This was to make the service readily available to the Public and to decongest the Agency offices.

The draft Amendment Bill further provides for the establishment of a motor vehicle accident fund to address the issue of compensation of road accident victims on a no fault basis. This is to replace the current provisions on third party motor vehicle insurance which had been seen to be inadequate and was also in line with the practice in other countries in the SADC region.

The draft Amendment Bill would now be submitted to the Ministry of Transport, Works, Supply and Communications as the Agency awaits the appointment of a new Board.

Your Committee requests to be informed of the progress on the draft Amendment Bill.

Driving Schools Training Grounds

29. Your previous Committee had urged the Ministry to expedite its implementation and provide an update on the progress made by every driving school to acquire their own training ground.

The Ministry responded that the Ministry of Local Government and Housing was in the process of identifying land from all the councils where the RTSA had a presence. It was the intention of the Agency to build driving circuits on these premises once the land had been acquired. Land had since been secured in the following areas: Mansa, Kasama, Ndola, Choma, Siavonga and Livingstone. Other districts have also promised to provide pieces of land to the Agency.

Your Committee requests to be informed of the progress made in acquiring land for driving schools in the remaining districts.

Uniform Syllabus for Driving Schools

30. In noting the submission, your previous Committee had urged the Executive to expedite the issuance and operationalisation of the Statutory Instrument on the uniform syllabus for all driving schools and to provide an update on the progress made.

The Ministry responded that the Government through the Ministry of Transport, Works, Supply and Communications was currently looking at the draft Statutory Instrument that would make a uniform syllabus for drivers to be mandatory. In the subsequent submission, your Committee was informed that the draft Amendment Bill would involve the re-promulgation of subsidiary legislation under the repealed *Roads Traffic Act Chapter 464* of the Laws of Zambia as well as new subsidiary legislation such as the statutory instrument on a uniform syllabus for drivers being mandatory.

Your Committee requests to be informed of how far the Ministry has gone with the Statutory Instrument.

Registration and Licensing of Vehicles in Districts

31. In noting the submission from the Executive, your previous Committee had urged Government to compel RTSA to relinquish this function to local authorities so that motorists registered and licensed their vehicles within their districts instead of travelling to Livingstone, Ndola or Lusaka.

The Ministry responded that the mandate to register and license vehicles lies with the Ministry of Transport, Works, Supply and Communications through RTSA. Senior Management at RTSA had scheduled regular visits to all stations in order to supervise the Agency operations. Further, customer relations workshops were conducted in the first quarter of 2012 and the Management at RTSA ensured that all staff was taken through the customer orientation course. Quarterly meetings were also held with Station Managers to review and plan for activities. These meetings were also used to share ideas on how to manage the Agency.

The Agency had entered into a road tax distribution agency with Zambia State Insurance Corporation (ZSIC-IG) and Zambia Postal Services. These measures had been done to decongest RTSA stations. The Agency was also decentralizing the registration of vehicles to a number of RTSA stations in districts. The current *Road Traffic Act* vests the function of motor vehicle registration under the Road Transport and Safety Agency which maintains the national motor vehicles and trailer registers. This function would, however, be outsourced to some local authorities with capacities on an agency basis.

Your Committee requests to be informed of the progress made on the matter.

Purchase of Tow Vehicles

32. In noting the submission from the Executive, your previous Committee had wanted to be provided with an update on the purchase of tow vehicles in 2012, which had been provided for in the Annual Work Plan. Specifications for the tow vehicles had already been prepared and be availed an opportunity to see the Vehicles in question once they were procured.

The Ministry responded that the budget allocation for the year 2012, for the Agency could not accommodate tow vehicles. The Agency had, however, provided for tow trucks in the 2013 Annual Work Plan.

In the subsequent submission, the Permanent Secretary submitted that the Agency initiated procurement for two tow away vehicles in January, 2013, specifically for a 35 ton and a 10 ton to be used for removing broken down vehicles from the main roads. It was expected that the procurement of tow away vehicles would be concluded by the fourth quarter of 2013. Once these were procured, your Committee would be invited to view them. The two tow vehicles would still not be adequate to cover the ten provinces. Management was still considering purchasing additional six tow away vehicles to be dedicated to the identified highways in order to raise the road safety profile of the country.

Your Committee requests to be informed of the progress on the procurement of the additional six tow away vehicles.

Signage

33. Your previous Committee, in noting the response, awaited an update on the works on signage and urged the Executive to put a time frame as to when this would be actualised.

Your Committee was informed that major works on signage and designated places for the persons living with disabilities could not commence in 2012, on account of inadequate funding. A provision had, however, been made in 2013 Annual Work Plan that would be made available to the Road Development Agency (RDA) to facilitate these specific works. An arrangement had also been agreed with the RDA for the Road Traffic and Safety Agency (RTSA) to review any new maintenance, rehabilitation or new construction works at design stage for road safety features. This would give the Agency an opportunity to review the designs for road safety facilities for the disabled.

Your Committee requests to be informed of the progress made on the works on the road signs.

Translation of the Highway Code

34. Your previous Committee while acknowledging the effort made in this regard, had urged the Executive to expedite the implementation of this important exercise and give a time frame as to when it would be completed and give your Committee an update by the end of 2012.

Your Committee was informed that the main challenge which the committee tasked to streamline the operations of the Zambia Revenue Authority, RTSA and Zambia Police was faced with, was the unreliable Information Management System at RTSA. The Zambia Transport Information System (ZamTIS) crashed on 1st November, 2011. Although the system was resuscitated, it had since remained unreliable and unsuitable and no meaningful interfaces could be achieved. The RTSA had since proceeded to procure e-ZamTIS and a committee which included the ZRA and Zambia Police were spearheading the implementation of e-ZamTIS. The procurement of the e-ZamTIS had reached an advanced stage and was currently under financial evaluation. The development process of the e-ZamTIS would also include a business re-engineering process to streamline the operations of the Agency and improve efficiency.

Your Committee requests to be informed of the progress on the procurement of e-ZamTIS so that the Highway Code can be translated into vernacular.

Highway Code

35. Your previous Committee, in noting the response, had urged the Government to provide an update on the translation exercise and avail your Committee copies of the vernacular versions.

Your Committee was informed that while the exercise to translate the Highway Code was included in the Annual Work Plan 2012, this was later excluded on account of lack of funds. This exercise would now be undertaken in 2013.

In the subsequent submission, the Permanent Secretary informed your Committee that the Government appreciated the observation that the Highway Code was only available in the English language proving it difficult for most drivers to read it and, therefore, the need for its translation into the seven national local languages.

The Agency had planned for the translation of the Highway Code in 2012, but was excluded on account of lack of funds. This exercise was then budgeted for in the 2013 Annual Work Plan at a total cost of Kr800,000.00, but was again excluded in the final 2013 budget leaving the Agency with only Kr70,000.00 for its translation into the seven national local languages without the printing factor. The balance of Kr730,000.00 which was intended for the printing of copies for distribution in 2013 was what was required to ensure that this project was actualised in 2013. The Agency would source for funding to print the local language Highway Codes in 2014.

Your Committee requests to be informed of the progress made on the matter.

LOCAL TOUR REPORT OF LUSAKA AND SOUTHERN PROVINCES

36. Your previous Committee, in noting the submission, had urged Government to ensure that the Institutions charged with the responsibility of making recommendations for interventions moved quickly and the recommendations so made be put to use and which should translate into actual replacement of road infrastructure.

Your Committee was informed that the recommendation was being adhered to. Some of the interventions made in recent years had resulted into the re-engineering of the following roads and sections:

- (i) M15 Road between T2 Junction and Kariba;
- (ii) D809 Road between M9 Junction and Mumbwa;
- (iii) D767 at Ntumbachushi in Kawambwa District;
- (iv) Junction of Access Road to Mulungushi University on the T2 Road North of Kabwe;
- (v) T1 Road between T2 Junction near Kafue and Chikankata Turnoff;
- (vi) Proposed Spar Super Market at the Corner of Mosi-O-Tunya and Mutelo Streets in Livingstone;
- (vii) Independence Avenue in Lusaka;
- (viii) T2 Road between Kafue Roundabout in Lusaka and Chilanga;
- (ix) T4 Road between Kabwe Roundabout and Kenneth Kaunda International Airport in Lusaka;
- (x) Post Construction Road Safety Inspection of the Levy Junction Business Park in Lusaka; and
- (xi) T3 Road between M4/T3 Junction and Dag Hammarskjöld Memorial Site junction in Ndola.

In the subsequent submission, the Permanent Secretary submitted that the Road Transport and Safety Agency (RTSA) had since 2007, undertaken Road Safety Inspections of approximately 5,000 km of Trunk, Main and District (TMD) roads and recommended road safety improvements through various Road Safety Inspection Reports to the Road Development Agency (RDA) for implementation.

Some of the major issues arising out of these Road Safety Inspections were among others:

- (i) lack of road signs and markings;
- (ii) lack of pedestrians' and cyclists' facilities;
- (iii) lack of speed zoning in pedestrian sensitive areas, such as schools, hospitals/health centres and roadside communities;
- (iv) lack of appropriate accommodation of traffic in road work Zones;
- (v) lack of channelization of major junctions;
- (vi) lack of road shoulders in most sections of rural highways;
- (vii) poor state of some roads which are characterised by potholes and severe edge breaks;
- (viii) poor visibility and site distances due to lack of vegetation control;
- (ix) lack of protection of severe side slopes; and
- (x) inadequate capacities of most urban junctions especially in Lusaka.

However, little of the recommended measures had been implemented by RDA and to this effect the RTSA re-submitted all the Road Safety Inspection Reports on 25th January, 2013, through the Ministry of Transport, Works, Supply and Communications.

Your Committee requests the Ministry to work on all the roads and the issues highlighted above addressed. It awaits a progress report.

Service Charter

37. Your previous Committee had awaited the implementation of the Charter, and requested that a copy be availed to it.

Your Committee was informed that following the crash of the ZamTIS, service charters could not be implemented as the system had become unreliable and possessed challenges on the Agency to assure members of the public on the timely delivery of service. The implementation of e-ZamTIS would include service charters that would be based on re-engineered business processes.

Your Committee requests to be informed of the progress made on the matter.

Shifting of Driving Centre from Mimosa

38. While commending Government for the proposed project, your previous Committee had awaited a progress report on the matter and wished to tour the site for an on-the-spot check.

Your Committee was informed that there had been very little progress on the Mungwi Road Plot, as illegal squatters had invaded the piece of land allocated to RTSA. Government was working on allocating the Agency another piece of land which included the Firing Range in Chilenge, near Chelston Police Camp and Silverest. The Agency had since confirmed suitability of Silverest site and Government was completing modalities. Government had identified some alternative pieces of land with the indication that the one that meets Agency requirements would be made available.

Your Committee requests to be informed of the progress made on the allocation of land to RTSA.

CONSIDERATION OF THE ACTION-TAKEN REPORT ON THE REPORT OF THE COMMITTEE FOR 2010

TOUR REPORT FOR 2010

ICT Training Centres in Local Communities

39. In view of the foregoing, your previous Committee had urged the then Ministry of Communications and Transport to urgently intervene in the matter by establishing ICT training centres for local communities throughout the country.

It was submitted in the Action Taken Report that Government, through ZICTA, under the Universal Access and Service Fund Project, was rolling out MCTs that would provide ICT training and other services.

Your Committee requests to be informed of the progress made on the matter.

Use of ICTs

40. Your previous Committee urged the Executive to move at an accelerated pace in the use of ICTs in all public private operations.

Your Committee was informed that the Government appreciated the recommendation and reported that they had made considerable progress in the connection of Schools and Colleges. The pace of connection could only be improved dependent on the availability of resources.

Your Committee requests to be informed of the progress made on the matter

TOUR REPORT FOR 2009

Lusaka-Chirundu Road

41. Your previous Committee had expressed dismay at how long it must take for the contractor to finish working on the defects and finally be paid considering that it had taken so long. The Committee had urged the Executive to ensure that the matter was resolved without further delay and provide an update.

Your Committee was informed that the RDA engaged Messrs Sable Transport to initially handle the defects resulting from the wash away of March, 2009, but 5% of the contract sum was retained as the contractor did not complete all the works as per scope in the contract. When the contractor was instructed to remedy the remaining defects as instructed by the RDA, the contractor did not comply. The RDA should have taken action against the Contractor at the time, but did not do so. The action by Messrs Sable Transport Ltd had constituted a fundamental breach of the contract. The RDA, had instead opted to engage another contractor, Messrs Teichman Contractors, to finish up the works that were not completed by Messrs Sable Transport Ltd. The works had now been completed and Messrs Teichmann had been paid in full for the works.

The RDA would, therefore, not make any payments to Messrs Sable Transport Limited for works not completed and would not pay the 5% retention amount. The RDA would strongly caution Messrs Sable Transport on their conduct on the project.

In the subsequent submission, the Permanent Secretary stated the status remained the same as the previous response on this matter. The RDA engaged Messrs Teichmann Contractors to complete the defective works by Messrs Sable Transport Ltd. The 5% retention amount was not paid to Messrs Sable Transport Ltd since it was used to pay Messrs Teichmann Contractors to remedy the defects. This matter has since been closed.

Your Committee requests to be informed of how much the retention allowance is and how much was spent on the road with Messrs Teichmann Contractors and whether Messrs Sable Transport Limited has been cautioned. It awaits a progress report.

Kafue-Mazabuka Road

42. Your previous Committee had requested for an update on the matter.

Your Committee was informed that the Government through the RDA would commission a study to undertake detailed engineering designs for the rehabilitation of the Kafue Mazabuka Road within the 4th quarter of 2012. The rehabilitation works tender would be floated in late 2013, after completion of the detailed designs. The detailed design is expected to take approximately seven months.

In addition, the RDA would be advertising the periodic maintenance works on the Kafue to Mazabuka Road before mid-September, 2012. The works were meant to hold the road up until the time the full rehabilitation works were carried out. The Bidding Documents had already been forwarded to ZPPA for clearance. The works were expected to commence towards the end of the last quarter of 2012. In the same vein, the RDA would be engaging a Supervising Consultant to ensure that the works were undertaken according to specifications.

Your Committee requests to be informed of the progress made on works on the Kafue-Mazabuka Road.

New Chirundu Bridge

43. Your previous Committee had urged Government to urgently engage the consultant to explain why the bearings had not lasted the required life span and provide the Committee with an update.

Your Committee was informed that the loading capacity of the bridge was exceeded due to the pumping action of the deck on the bearings causing the premature failure of the bearings. The other fundamental reason was the high temperatures associated with valleys in which Chirundu were domiciled and hence the elastometric expansion of the deck exceeded the design causing failure of the bearings. The life span of bearings was normally far much less than that of the bridge and they need timely maintenance and monitoring to ensure that failure was avoided and remedied.

The Government through the RDA had been in consultation with JICA who had indicated that they would finance and procure a contractor and consultant to remedy the damage to the bearings on the new Chirundu Bridge and works were expected to commence before the end of October, 2012.

Your Committee requests the Ministry to expedite the repairing of the damaged bearing without any further delay. This defect was pointed out in 2009.

Kafue Weighbridge

44. Your previous Committee had requested further update on the actual status of the project, seeing that 2011, had long ended.

Your Committee was informed that the construction of the old Kafue weighbridge was on-going using the Integrated Construction Unit (ICU) approach. The project was being supervised by Messrs EG Petit and Partners with the works being carried out by Messrs Roads and Paving Zambia Limited. The scope of works involved the upgrading and rehabilitation of the old Kafue mechanical weighbridge to an electronic weighbridge. The works commenced in April, 2012 and were expected to be completed by 1st November, 2012.

In addition, the Grant Agreement (US\$6.65 million) signed on 18th March, 2012, between the Government of the Republic of Zambia (GRZ) through the National Road Fund Agency (NRFA) referred to as the "Recipient" and COMESA, EAC, SADC referred to as the "Tripartite" provides for the construction of another weighbridge at the T1/T2 junction at Kafue. The new weighbridge would be synchronised with the Old Kafue weighbridge that was under rehabilitation. Trademark Southern Africa was assisting the RDA in finalizing the tender documents. These documents would be ready for tender before the end of August, 2012.

In the subsequent submission, the Permanent Secretary stated that the upgrading and rehabilitation works on the old Kafue weighbridge were completed and the bridge was not in full operation. The total expenditure on the project amounted to Kr11.2 million. The weighbridge was commissioned on 26th November, 2012, by the Minister of Transport, Works, Supply and Communications.

Good progress had been achieved on the proposed construction of the new Kafue weighbridge. Trademark Southern Africa Limited had completed the preparation of all tender documents for both works and consultancy services. The Expression of Interest (EOI) for consultancy services to supervise the works is under evaluation for short listing of consultants to provide their financial proposals. The works contract would be advertised by 25th February, 2013. The works document was sent to Zambia Public Procurement Authority (ZPPA) for clearance because it was not a standard solicitation document. The recruitment of Lenders' Technical Advisor was under negotiations for the service fees. The design for the works had been completed.

Your Committee requests to be informed of the progress made on the construction of the new Kafue weighbridge.

Toll Gate Fees

45. Your previous Committee had requested to be informed on whether the project had been provided for in the 2012 budget and be updated on the actual implementation.

Your Committee was informed that the contract with Messrs Musa Capital was being reviewed by the Public Private Partnership (PPP) Unit under the Ministry of Finance following RDA's presentation of the Road Map on National Tolling to the PPP Technical Committee. RDA was now in the process of implementing the Road Tolling Plan and had since advertised for the recruitment of the Manager to spearhead the Tolling Unit.

The RDA had also set up baseline information to facilitate the setting up initial toll gates at seventeen proposed sites throughout the country. This involved preparatory works in terms of traffic counts, expansion of certain roads and sensitization of the public on the same. The Toll gates that would be constructed would be managed by the Road Development Agency.

In the subsequent report, the Permanent Secretary informed your Committee that the Road Development Agency (RDA) was currently implementing the National Toll Road project. The project was initially handled by PPP under the supervision of Musa Capital consultancy. The RDA reviewed the Project concept and made a proposal to modify its road map for the Toll Road Implementation Plan. The submission were approved by the PPP Technical Committee and allowed the RDA to start the Tolling of Roads and operate the Toll Gates for a period of three years before engaging Private Sector on a PPP Toll Road Model.

The RDA was implementing the toll Readiness programme to prepare the institution, key stakeholders and the members of the general public on implementation of the National Tolling Plan.

The key activities being implemented under the Toll Readiness Programme include the following:

1. capacity building;
2. sensitisation;
3. site identification for the location of Toll Gates;
4. traffic Volume Count;
5. establishment of RDA Technical Committee;
6. establishment of the Road Sector Consultative group;
7. identifying suitable IT infrastructure;
8. identifying suitable operating models;
9. developing Tolling structure for the Tolling Unit at RDA; and
10. identifying suitable financial systems.

Your Committee requests to be informed of the progress made on the matter.

Mulamba-Harbour (Mongu)

46. Your previous Committee had expressed disappointment at how long it had taken just to arrange the said meeting with the BRE and urged Government to move quickly on this matter.

The Government has taken note of your Committees observation. The Government was still awaiting a response from the Barotse Royal Establishment.

Your Committee requests to be informed of the progress made on the matter.

Maintenance and Rehabilitation of Government Buildings

47. Your previous Committee had urged the Executive to speed up the process of consultation in order to give effect to the policy, considering that Government buildings had suffered so much neglect and dilapidation.

Your Committee was informed that the Government had taken note of your Committee's observation and recommendation and agreed that the consultations had taken long. It had been necessary to ensure that the policy was in-line with other policy documents and current changes.

Your Committee requests to be informed of the progress made on the matter.

Roads Connecting Provinces

Chingola-Solwezi Road

48. Your previous Committee had urged Government to consider the project as a state responsibility and should, in that respect, undertake it with or without private partners. Further, your Committee had urged Government to engage mining companies in the area, who were also directly benefitting from the road network.

Your Committee was informed that Government recognised the need to up-grade the Chingola-Solwezi Road to a dual carriage-way and wished to advise that given the complexity of the project, there would be need to undertake a detailed techno-economic feasibility study and detailed design for the project in order to realize value for money. The Government was, therefore, planning for the project in 2014, but would include a provision in the 2013 Annual Work Plan (AWP) for study. The Government in the meantime, would be engaging a contractor for the periodic maintenance works from Chingola to Solwezi. The works were scheduled to commence in 2012 up to 2013.

Your Committee requests to be informed of the progress made on the road works on Chingola-Solwezi Road.

CONSIDERATION OF THE ACTION-TAKEN REPORT ON THE REPORT OF THE COMMITTEE FOR 2012

Mongu-Senanga-Sesheke Road

49. Your previous Committee had urged the Executive to move quickly in finishing these projects to avoid a situation where the already finished parts began to develop potholes before the actual completion. Your Committee requested an update on this matter.

The Ministry responded that the table below summarizes the current progress on the three lots on the above mentioned road:

Name of Project	Length (Km)	Surfaced Section (Km)	Start Dates	Completion Date	% Completion
Upgrading and re-alignment of Road M10 from Senanga to Sesheke. Lot 1 Senanga to Maziba to Sioma (85 km)	85	54.00	22-Jun-10	21-Jun-13	67.7
Upgrading and re-alignment of Road M10 from Senanga to Sesheke. Lot 2 Sesheke to km 70	70	23.00	14-Jun-10	15-Dec-12	21.4
Upgrading and re-alignment of Road M10 from Senanga to Sesheke. Lot 1 km 70 to Maziba Sioma (66 km)	66	60.50	14-Jul- 10	15-Dec-12	91.7

For Lot 1: The contractor is making good progress which is at 85% completion. The coordinates of the bridge near Sioma were released this month so the Consultant can now begin the approach to the Bridge. The Contractor will have substantially completed the works by mid December, 2012.

For Lot 2: The contractor is way behind schedule and is unlikely to complete the works before March 2013 at his current rate of progress. The RDA together with the Consultant, Lenders Technical Advisor and the Contractor are holding regular meetings to try and speed up the works up to end of December, 2012.

For Lot 3: The contractor is making good progress and is only remaining with the approach road to Sioma Bridge as well as the ancillary works. The works are estimated to be completed by end November, 2012.

In the subsequent submission, the Permanent Secretary informed your Committee as stated in the table below.

The table below shows the current progress of works on the three lots of the Sesheke-Senanga Road.

Name of Project	Length (km)	Surfaced Section (km)	Start Date	Completion Date	% Completion
Upgrading and re-alignment of Road M10 from Senanga to Sesheke. Lot 1: Senanga to Maziba to Sioma (85 km)	85	85	22 June 2010	21 June 2013	100%
Upgrading and re-alignment of Road M10 from Senanga to Sesheke. Lot 2: Sesheke to km 70	70	54	14 June 2010	14 Jan 2013	75%
Upgrading and re-alignment of Road m10 from Senanga to Sesheke. Lot 3: km 70 to Maziba	66	66	14 July 2010	18 Dec 2013	100%

Lot 1

The contractor has completed all carriage way and auxiliary works. The project is substantially complete and the road was handed over to the RDA on 31st January, 2013. This date also signals the start of the Defects Liability Period which will last for 1 year.

Lot 2

This project is running behind schedule and is likely to complete by April, 2013, at the current rate of progress. The RDA, the Consultant and the Lenders Technical Advisor have continued to hold meetings every two weeks to try and get the contractor to complete the works as soon as possible. The contractor is now liable for liquidated damaged unless he can justify any further extension of time.

Lot 3

The contractor has completed all carriageway and auxiliary works. The project is substantially complete and the road was handed over to the RDA on 18th December, 2013. This date also signals the start of the Defects Liability Period which will last for 1 year.

Your Committee would like to know if the works on the Sesheke-Senanga Road have been completed. It awaits a progress report on the matter.

Mansa-Luwingu-Kasama Road

50. Your previous Committee had noted that the road had only been worked on from Kasama to Luwingu but from Mansa to Luwingu, there had been nothing done yet. They awaited a progress report on the matter.

The Ministry responded that the RDA has been granted a waiver by the ZPPA to single source China Henan International Corporation Company Limited to design and build the road from Mansa to Luwingu. The project will receive financing from the China Development Bank. The Bidding Documents will be issued to the Contractor in the second week of September. The works are expected to commence before the end of the year.

Your Committee would like to know if the works on the Mansa to Luwingu Road have commenced. It awaits a progress report on the matter.

Kaoma-Kasempa Road

51. Your previous Committee had urged the Government to resolve the impasse surrounding the project as soon as possible and give an update.

The Ministry responded that a provision was made in the 2012 Annual Work Plan for a feasibility study and detailed engineering design for the Kaoma to Kasempa Road. The tenders had been evaluated and what remained was the issuance of Requests to the short-listed consultants. The design was expected to commence in late October 2012.

Your Committee would like to be informed on the progress made on: (i) the issuance of the requests to short-listed consultants; and (ii) the road works.

Chinsali-Matumbo-Chama Road

52. Your previous Committee had desired to be updated on whether this project has actually been provided for in the 2012 national budget and Annual Work Plan of RDA.

The Ministry responded that the Government, through the RDA, has single sourced consultants and contractors for the provision of the following services on the following projects related to the Chinsali-Matumbo-Chama Roads:

- (i) the Upgrading and Re-alignment of D301 from Muyombe Junction to Chama (32 km) and Road from Chama to Luangwa River (42 km) including 12 km of Urban Roads in Chama in Muchinga Province of Zambia- Lot 1;
- (ii) the Upgrading and Re-Alignment of R231 from Great North Road at Matumbo to Luangwa Bridge (115 km) Road in Muchinga Province of Zambia- Lot 2;
- (iii) the Consulting Services for the Design and Supervision of the Upgrading and Re-alignment of D301 from Muyombe Junction to Chama (32 km) and Road from Chama to Luangwa River (42 km) including 12 km of Urban Roads in Chama in Muchinga Province of Zambia- Lot 1;
- (iv) the Consulting Services for the Design and Supervision of the Upgrading and Re-Alignment of R231 from Great North Road at Matumbo to Luangwa Bridge (115 km) Road in Muchinga Province of Zambia- Lot 2; and
- (v) the Consulting Services for the Detailed Engineering Design and Tender Document Preparation for the Construction of Bridges at Luangwa and Kampemba Rivers in Chama District of Muchinga Province.

The Bidding documents and Request for Proposals for the above mentioned projects have been cleared by the ZPPA and all the works are expected to commence before the end of the third Quarter of the year 2012 including the construction of two bridges on the Luangwa and Kampemba Rivers in Chama District of Muchinga Province. Tenders for the works contract closed on 24 August 2012.

Your Committee requests to be informed of the progress made on the road works.

Department of Civil Aviation

53. Your previous Committee had wanted an update on the release of funds by the European Union and when the Bill would finally be presented to Parliament.

The Ministry responded that that the Civil Aviation Authority Bill N.A.B No 7 of 2012 was enacted by Parliament.

Your Committee would like to have an update on the release of funds by the European Union.

National Airline

54. Your previous Committee had resolved to await an update, particularly the PF Government's vision on this matter.

The Ministry responded that the Government through Ministry of Transport, Works, Supply and Communications has formed an Inter-Ministerial Committee to Seek Cabinet's approval on the establishment of a National Airline.

Your Committee would like to be informed of the progress made on the matter.

Road Signs

55. Your previous Committee had wondered how long it will take to explore suitable materials for use in road signage and urged Government to do it unilaterally if the regional arrangement stalls the process.

The Ministry responded that all road signs will have to comply with the regional Southern Africa TCC (SATCC) standards and the RDA will embark on a sensitization programme to alert the public on the importance of road signs. Action to be taken includes:

- educate the public, especially young people about the costs of vandalism;
- encouraging Communities to be reporting acts of vandalism to the police, school authorities, or someone who can take action; and
- engaging the Police on enforcement since vandalism is a crime.

Your Committee would like to be informed of the progress made on the matter.

Chipata-Mfuwe Road

56. The previous Committee had wanted to be updated on when the remaining part will be completed.

The Ministry responded that upgrading of Approximately 104 km of Road D104/D791 Chipata to Mfuwe was awarded to Messrs Sable Transport Limited on 29th December 2009 and the contract completion date is 21st July 2013. The contractor has covered 47 km of the total stretch representing 45.2% of the total works. The works are expected to be complete by end of July 2013.

Your Committee would like to be informed of the progress on the road works.

Mwami Weighbridge

57. The previous Committee had urged RDA to expedite the review of the report in order to allow for the commencement of the project and provide an update.

The Ministry responded that the consultant has submitted the complete designs and Bid documents of the weighbridge to the financiers and the RDA was awaiting a "No Objection" from the World Bank after which the project would be advertised. In actuality this weigh bridge would be located in Chongwe as traffic studies show that it was the most appropriate location for the weighbridge.

Your Committee would like to be informed of the progress on the matter.

CONCLUSION

58. Your Committee expresses its gratitude to you Mr Speaker for the guidance rendered to it throughout its deliberations. Gratitude also goes to the stakeholders for their oral and written submissions. Gratitude also goes to the Clerk of the National Assembly and her staff for the services and guidance rendered to your Committee during its deliberations

K Simbao, MP
CHAIRPERSON

May 2013
LUSAKA

Appendix 1

List of Officials

Mr S M Kateule, Principal Clerk of Committees
Mr S C Kawimbe, Deputy Principal Clerk of Committees
Ms M K Sampa, Committee Clerk (Social Committees)
Mr F M Kateshi, Assistant Committee Clerk
Mr S Mtambo, Assistant Committee Clerk
Mr G Zulu, Assistant Committee Clerk
Ms C Mtonga, Acting Stenographer
Ms R Tembo, Typist
Mr R Mumba, Committee Assistant
Mr C Bulaya, Committee Assistant