



**REPUBLIC OF ZAMBIA**

**REPORT**

**OF THE**

**COMMITTEE ON TRANSPORT, WORKS AND SUPPLY**

**ON THE**

**INTERGOVERNMENTAL STANDING COMMITTEE ON SHIPPING  
FOR THE**

**THIRD SESSION OF THE THIRTEENTH NATIONAL ASSEMBLY**

*Printed by the National Assembly of Zambia*

## **FOREWORD**

Honourable Madam Speaker, the Committee on Transport, Works and Supply, has the honour to present its Report on the Intergovernmental Standing Committee on Shipping (ISCOS) for the Third Session of the Thirteenth National Assembly. The functions of the Committee are set out in Standing Orders 197(n) and 198 of the National Assembly of Zambia Standing Orders, 2021. Specifically, Standing Order 198(f) provides that a portfolio Committee shall consider International Agreements, Conventions and Treaties referred to it by the Speaker or a resolution of the House.

The Committee held ten meetings to consider submissions from stakeholders. In order to acquaint itself with the ramifications of the ISCOS, the Committee sought both written and oral submissions from various stakeholders. The list of stakeholders is at Appendix II of the Report. The Report is organised in three parts. Part I provides a background and summary of the provisions of the Agreement. Part II presents the summary of submissions from stakeholders. Part III highlights the Committee's observations and recommendations.

The Committee wishes to pay tribute to all stakeholders who appeared before it and tendered both oral and written submissions. It further wishes to thank you, Madam Speaker, for according it an opportunity to interrogate the Agreement. The Committee also appreciates the services rendered by the Office of the Clerk of the National Assembly during its deliberations.

A handwritten signature in blue ink, consisting of stylized initials 'MM' followed by a horizontal line and a final flourish.

Mr Mubika Mubika, MP  
**CHAIRPERSON**

March, 2024  
**LUSAKA**

## **LIST OF ACRONYMS**

**DRC** – Democratic Republic of Congo

**ISCOS** - Intergovernmental Standing Committee on Shipping

**ISPM** - International Standard for Phytosanitary Measures

**MOESNA** - Maritime Organisation for the Eastern, Southern, and Northern Africa

**UNCTAD** - United Nations Conference on Trade and Development

**UNECA** - United Nations Economic Commission for Africa

## **TABLE OF CONTENTS**

1.0	MEMBERSHIP OF THE COMMITTEE	1
2.0	BACKGROUND	1
3.0	OBJECTIVES OF THE AGREEMENT	1
4.0	SUMMARY OF THE PROVISIONS OF THE AGREEMENT	2
5.0	SUMMARY OF SUBMISSIONS FROM STAKEHOLDERS	4
	i. Rationale of Zambia Ratifying the Agreement	4
	ii. Expected Benefits of the Agreement	5
6.0	CONCERNS RAISED BY STAKEHOLDERS	6
7.0	COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS	8
8.0	CONCLUSION	10
	APPENDIX I	11
	APPENDIX II	12

## **1.0 MEMBERSHIP OF THE COMMITTEE**

The Committee consisted of Mr Mubika Mubika, MP (Chairperson); Mr Joel Chibuye, MP; (Vice Chairperson), Ms Tasila E Lungu, MP; Mr Emmanuel M Musonda, MP; Mr Sunday C Chanda, MP; Mr Charles A Mulenga, MP; Mr Mutotwe L Kafwaya, MP; Mr Francis R Kapyanga, MP; Mr Bernard Kanengo, MP; and Mr Lloyd Lubozha, MP.

## **PART I**

## **2.0 BACKGROUND**

Maritime transport was a vital cornerstone of international trade and the global economy. According to the United Nations Conference on Trade and Development (UNCTAD), over 80 per cent of goods were transported by sea in developing countries. Having seen the need for a mutually beneficial treatment to enhance trade, the founding Governments of Kenya, Uganda, Tanzania, and Zambia established the ‘Intergovernmental Standing Committee on Shipping’ (ISCOS) in 1967. This was because the founding Member States of ISCOS recognised the challenges in shipping and maritime trade that regional states could not handle individually due to their international and technical nature, geographical location, and complexities. Those challenges prompted the need for cooperation due to shared maritime bodies, facilities, and foreign trading partners. The cooperation was necessary since poorly managed maritime transport had the potential to spark wars and conflicts among nations, primarily due to the inevitability of encroaching on other nations’ waters during sea transport. The founding members, therefore, committed to using ISCOS’ existing framework to drive their maritime trade interests more effectively.

In order to facilitate the continued growth and expansion of ISCOS, an International Agreement was signed on 16<sup>th</sup> July, 1987, followed by the Protocol Amending the Agreement Establishing ISCOS signed on 27<sup>th</sup> April, 2006. Further, the annexed Addendum was signed on 19<sup>th</sup> November, 2019, to create room for ISCOS to be repositioned and rebranded as the Maritime Organisation for the Eastern, Southern, and Northern Africa (MOESNA), in accordance with its scope and mandate. As other countries across the continent were expressing intention to join ISCOS, the Eighth Meeting of the ISCOS Assembly of Ministers resolved to rebrand into the MOESNA. Therefore, during the Eighth Meeting of the ISCOS Assembly of Ministers held in March 2023 in Livingstone, Zambia, ISCOS admitted the Democratic Republic (DR) of Congo as the its fifth member.

## **3.0 OBJECTIVES OF THE AGREEMENT**

The objectives of ISCOS were generally to contribute to the development of maritime economy and the harmonisation of national maritime policies of the governments.

The specific objectives of the Agreement were to:

- (i) enhance collaboration and cooperation among African states using the Indian Ocean as their international trade route in the advocacy and promotion of competitive and efficient shipping and maritime services provided by multilateral shipping providers in the sectors;
- (ii) promote the development of mechanisms for the harmonisation of coastal state policies and practices with the interests and preferences of their land-linked markets including Zambia in a structured and coherent manner;

- (iii) change the name of the Organisation from ISCOS to the Maritime Organisation for Eastern, Southern and Northern Africa (MOESNA), in order to identify with the geographical scope within which the Organisation would operate; and
- (iv) grow membership especially for countries in Eastern, Southern, Northern Africa and the Island states on the Indian Ocean.

#### **4.0 SUMMARY OF THE PROVISIONS OF THE AGREEMENT**

The summarised provisions of the Agreement were as set out below:

##### **Article 1 - Establishment of ISCOS**

This Article provided for the establishment of the Inter-Governmental Standing Committee on Shipping.

##### **Article 2 – Objectives**

This Article provided for the objectives of ISCOS, which were to contribute to the development of maritime economy and the harmonisation of the international maritime policies of the member governments.

##### **Article 3 – Membership**

The Article provided for the membership of ISCOS, which was open to Governments of all states of the East and Southern Sub-region of Africa.

##### **Article 4 – Functions**

This Article provided for the functions of the ISCOS, which included advising Governments on freight rates and transport costs, conducting research on freight rates and port operating costs; negotiating maritime carriage terms with shipping conferences and operators, carrying out studies upon request by any of the governments, and carrying out other tasks as assigned by the member governments.

##### **Article 5 – Organs of ISCOS**

Article 5 provided for the composition of ISCOS. ISCOS composed of the Council of Ministers (hereinafter called “the Council”), which would be in charge of maritime matters in their respective governments for the time being; the Secretariat; and the Committee of Representatives of Officials (hereinafter called “the Committee”).

##### **Article 6 - Council of Ministers**

This Article outlined the mandate of the Council of Ministers. The Council was responsible for, among other things, the establishment of rules and guidelines for ISCOS’s operations, evaluating committee reports, appointing the Secretary General, and exercised such other functions as were expressly reserved for the Council. The Article also provided that the Council shall elect the Chairperson who would serve for a term of two years and would be charged with the responsibility of presiding over all the meetings. Further, the Council would be convening at least once each year, except for specific responsibilities.

### **Article 7 – Committee of Representatives**

Article 7 outlined the responsibilities of the Committee of Representatives, which, among others, included the following:

- (i) formulation of the general principles and policies governing the activities of ISCOS, which would be submitted to the Council;
- (ii) approve annual reports, budgets, accounts, and contributions;
- (iii) approve financial, administrative, and contract agreements;
- (iv) recommend the appointment of the Secretary General and senior staff;
- (v) appoint external auditors; and
- (vi) form sub-committees and study groups to achieve ISCOS objectives.

### **Article 8 – Secretariat**

The Article outlined the composition of the Secretariat headed by the Secretary General as the Chief Executive Officer, chosen from Member Governments on a rotational basis. The appointment of the Secretary General would be by competent nationals of Member Governments, and would serve a maximum of five years. In addition to being responsible for the daily administrative functions of ISCOS, the Secretary General would also be responsible for appointing junior staff, and determining their conditions of service. Additionally, the Article gave the Committee the authority to designate a stand-in Secretary General in the event that the Secretary General was unable to perform functions due to illness, leave, absence or other causes.

### **Article 9 – Status of ISCOS**

The Article granted ISCOS juridical personality, allowing it to contract, acquire, and dispose of property, institute legal proceedings, and establish regional offices in Member Countries. The Article also required each Government to take necessary steps, in accordance with national laws of each Member Country, to give full effect to the provisions of this Article.

### **Article 10 – Finances**

This Article stipulated, among other things, that the governments would each provide an equal amount of the money needed to operate ISCOS in accordance with annual budgets of expenditure for each financial year. The Article further stipulated that the financial year meant the period starting from 1<sup>st</sup> July to 30<sup>th</sup> June of each year.

### **Article 11- Settlement of Disputes**

The Article outlined the procedure for resolving disputes between governments regarding the Agreement's interpretation or application, stating that if no resolution was reached by the Council, disputes would be submitted to an arbitral tribunal, and its decisions shall be final and binding.

### **Article 12 – Withdrawals**

The Article provided that any government might withdraw from ISCOS by giving two years' notice to the Secretary General, who would immediately inform the other governments of such notice. Further, the withdrawal by any Government would not affect its contractual obligations entered into before or its budgetary obligations for the financial year in which it withdrew.

### **Article 13 – Amendments**

Article 13 authorised any government to submit a proposal to the Secretary General for amendment to the Agreement. It, further, mandated the Secretary General to prepare and distribute certified copies of any proposed revisions, to the governments, at least three months before the meeting where the amendments would be discussed. Further, the Article provided that the Agreement could be amended by the Council by consensus, and changes would become effective upon ratification by the majority of the Governments.

### **Article 14 – Depositary**

The Article provided guidance that the Agreement and all instruments of ratification or accession would be deposited with the Executive Secretary of the United Nations Economic Commission for Africa, who would transmit certified copies of the Agreement and such instruments to the Governments party to the Agreement and to ISCOS. Thereafter, the Executive Secretary of the United Nations Economic Commission for Africa (UNECA) would notify the Governments Party to the Agreement and ISCOS of the dates of deposit of instruments of ratification and accession, and would register this Agreement with the United Nations and the African Union.

### **Article 15 – Ratification and Entry into Force**

The Article provided that the Agreement would take effect upon the submission of Instruments of Ratification by the Governments of Kenya, Tanzania, Uganda, Zambia and the Democratic Republic of Congo. The date on which the Agreement comes into effect would be communicated to Member Governments and ISCOS by the Executive Secretary of the United Nations Economic Commission for Africa. Further, this Agreement would replace the previous Agreement for an Inter-Governmental Standing Committee on Shipping.

### **Article 16 - Accession**

Article 16 set out conditions under which any other Government wishing to accede to the Agreement would apply to the Council, which after considering its application may admit it. The Agreement would enter into force in relation to the applying Government on such date as its Instrument of Accession was deposited and notified in accordance with Article XIV (2) of this Agreement.

### **Article 17 - Reservations**

The Article stipulated that no reservations would be made to the Agreement.

## **PART II**

### **5.0 SUMMARY OF SUBMISSIONS FROM STAKEHOLDERS**

Stakeholders made submissions as outlined hereunder.

#### **(i) Rationale of Zambia Ratifying the Agreement**

The Committee was informed that maritime was an essential component of global trade, and Africa had vast natural resources that were in high demand all over the World. However, despite its vast coastline and abundant resources on the continent the maritime industry in Africa had been faced with many challenges over the years.

Therefore, there was need for an efficient transport logistics system which was predictable, reliable, transparent and guaranteed back to back movement of cargo from seaborne to land-linked African countries. That was because the maritime transport was primarily dominated by foreign carriers.



In this regard, many countries in Northern, Eastern and Southern Africa including Zambia using the Indian Ocean as their main trade route shared similar interests, challenges and aspirations. Some of the challenges faced included high shipping costs, exploitation and cargo being subjected to foreign policies that African nations had little or no control of. Therefore, it was imperative that African countries united and had a collective bargaining power in the negotiation of trade arrangements with multilateral service providers and overseas trading partners.

In view of the foregoing, the contracting states collectively agreed to amend the Agreement for the establishment of ISCOS and expand ISCOS mandate. The expanded mandate would include advocacy and promotion of efficient and competitive shipping and maritime services for African countries using the Indian Ocean as their international trade route. The Protocol also aimed at growing membership of the Organisation to include countries in Eastern, Southern, Northern Africa as well as those in the Island States of the Indian Ocean and to be renamed as the Maritime Organisation for Eastern, Southern and Northern Africa (MOESNA). ISCOS, therefore, stood out as a key player in the dynamic environment, bringing states together to work towards common goals, robust marine economies, and a safe future for Member States in the face of the changing global threats.

**(ii) Expected Benefits of the Agreement**

The Committee was informed that ratification of the Protocol would have a positive impact on Zambia's trade, as ISCOS would be used as a tool to help facilitate structured bilateral consultations with coastal states on competitive and fair shipping services. ISCOS would be used as a tool to advise land-linked countries on the implications of various shipping, cargo handling, and cargo movement policies enacted by the Coastal States.

Further, the Organisation would help African countries to take full control of their seaports. In addition, the Protocol would help reduce maritime freight charges for Zambian exports and imports through the Indian Ocean, thereby making them competitive and cost effective. ISCOS would also help African countries especially land linked countries like Zambia develop and harmonise their maritime policies and regulations in order to have seamless connectivity especially on shared maritime bodies and facilities.

In addition, stakeholders submitted that the amendment substituting "ISCOS" with MOESNA would significantly broaden the regional scope and collaboration among countries in the region, thereby fostering a more comprehensive approach to maritime issues. It would also bring about enhanced regional collaboration and partnerships as a means of unlocking trade opportunities not only for Zambia, but the region and the continent at large.

**(iii) Reservations and Declarations**

The Committee was informed that Zambia intended to ratify the Protocol without any Reservations and Declarations as it was in no way at variance with the Constitution, any other law or the interest of the Nation. The Protocol was in line with the Government's aspirations to transform the water transport sector into a viable mode of transport that would foster trade as espoused in the Eighth National Development Plan and the National Transport Policy. Therefore, no obligations would be imposed on the State by the Protocol.

## 6.0 CONCERNS RAISED BY STAKEHOLDERS

In supporting the ratification of the Protocol, stakeholders raised the concerns outlined below.

- (i) Stakeholders were concerned that no amendment was suggested for Article III(a) of the 2006 Protocol pertaining to membership which could, to some extent, undermine the intent of the 2023 Protocol Amendment.

They were of the view that all areas that were specifically included in the organisation's name were categorically mentioned in the protocol that amended the ISCOS Agreement.

- (ii) Under Article IV, stakeholders noted that ISCOS's functions included advising governments on reducing freight rates and transport costs, conducting research on freight rates, and examining port operating costs. However, they were concerned that the Article did not include the aspects of security involving shipping conferences, ship operators and other relevant bodies.

Stakeholders were of the view that security aspects under Article IV of the Agreement be included in order to guarantee safety of maritime vessels and goods. This was particularly vital in developing frameworks aimed at identifying threats and implementing maritime risk management strategies.

- (iii) Stakeholders recommended that Article IV be further amended to include measures to reduce the risk of quarantine pests that were usually spread through packaging materials in maritime transport.

Stakeholders proposed that the Article should include the application of sanitary and phytosanitary measures that would reduce the risk of introduction and spread of quarantine pests associated with the movement in international trade of wood packaging materials that were usually used in shipment of different goods.

The measure would also be in line with international standard for phytosanitary measures stipulated in the International Standard for Phytosanitary Measures (ISPM) No.15 (Regulation of Wood Packaging Material in International Trade).

- (iv) Stakeholders noted that Article VI (2) provided for the election of the Council Chairperson from among its Members with tenure of two years but were concerned that the Article did not provide for the election of the Vice Chairperson.

Therefore, stakeholders recommended that the Article should provide for the election of the Vice Chairperson, who would assume the chairpersonship in a situation where the appointed chairperson was relieved of his duties or transferred to a ministry not responsible for maritime by the appointing government. To ensure uniformity, the inclusion of the Vice Chairperson was required to apply to all other similar structures within the organs of ISCOS, which would transition into MOESNA.

- (v) Stakeholders observed that Article X provided for funds required to run ISCOS and further provided that the funds would be contributed equally by the Governments who were party to the Agreement in accordance with annual budgets of expenditure for each financial year. They were however concerned that the Article did not provide sanctions for defaulting member states.

- (vi) In view of the above, stakeholders recommended that the Article would need to be amended to include a provision specifying penalties for a Member State that defaulted on its contributions for a particular fiscal year or made late payments.
- (vii) Whilst some stakeholders supported the equal contribution by Member States to run ISCOS under Article X (1), some stakeholders held a contrary view.

Stakeholders who held a different view contended that the best practice was to factor in different components in the contribution formula and giving them different weights depending on the level of development of participating countries. The Provision would ensure that countries with smaller economies were also encouraged to join the membership.

- (viii) Stakeholders welcomed Zambia's entry into the pact, but they also considered it a chance for significant revisions and reorganisation of Zambia's membership in other regional maritime accords. That was due to ISCOS' expectation to encompass the majority of African nations once it was reorganised as MOESNA.

They were of the view that continuing to be a member of other maritime regional agreements of a similar nature would duplicate goals that were already addressed by ISCOS, thereby, having some duplicity of expenses through continued membership of regional agreements on maritime that would be covered under ISCOS.

- (ix) Stakeholders observed that Central Africa was missing in the proposed name change to MOESNA. They proposed the inclusion of 'Central' in the organisation's name to fully encompass its geographical span.

Stakeholders further contended that while recognising that countries may join based on various considerations determined by the Assembly, explicitly mentioning 'Central' could foster a stronger sense of belonging for countries in that region. That addition would not only acknowledge the geographical route from North to South but also explicitly recognise the importance of the Central region.

They in that regard, proposed a name change to "**Maritime Organisation for Northern, Eastern, Southern and Central Africa (MONESCA)**" subject to recognition of the founding members since MOESNA attempted to start with founding members in the chronological order of the renaming direction.

- (x) Stakeholders observed that with the expansion of membership, the potential for disputes involving more than two countries had also increased. In light of this, stakeholders recommended that Article XI of the Agreement (Settlement of Disputes) be amended to account for the composition of the expanded membership and incorporate the latest dispute resolution mechanisms. The new composition would involve countries being governed by both common law and civil law systems, necessitating the need for harmonisation.
- (xi) Stakeholders proposed that consideration be given to drafting an entirely new Agreement, given the growing number of amendment protocols and addendums. They further observed that the accumulation of the documents to the Agreement could soon become cumbersome for navigation, making a challenge to locate specific amendments.

They in that regard, recommended that a new Agreement be put in place to consolidate all the amendments into a single document to enable the Agreement to be efficient and user-friendly than managing multiple separate documents.

## **7.0 COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS**

The Committee makes the observations and recommendations set out hereunder.

- (i) The Committee observes that no amendment was suggested for Article III (a) of the 2006 Protocol pertaining to membership and is of the view that this omission can partially defeat the purpose of the 2023 Protocol Amendment.

In that regard, the Committee recommends further amendments to the 2023 Protocol Amendment to include every region that has expressly been mentioned in the organisation's name.

- (ii) The Committee observes that ISCOS' functions include advising governments on reducing freight rates and transport costs, conducting freight rate research, and examining port operating costs under Article IV. However, the Committee expresses concern that the Article has not included the security aspect involving shipping conferences, ship operators and other relevant bodies.

In this regard, the Committee recommends that aspects of maritime security should be provided for under Article IV of the Agreement to guarantee safety of maritime vessels and goods. This is particularly vital in developing frameworks aimed at identifying threats and implementing maritime risk management strategies.

- (iii) The Committee observes that Article IV has not included phytosanitary or bio-security measures to reduce the risk of quarantine pests that may be spread through packaging materials in maritime transport.

The Committee, therefore, recommends that the Article expressly includes the requirement to conform to the International Standard for Phytosanitary Measures (ISPM) No.15 (Regulation of Wood Packaging Material in International Trade).

- (iv) The Committee observes that Article VI (2) provides for the election of the Council Chairperson from among its Members with tenure of two years, but does not provide for the election of the Vice Chairperson.

The Committee, therefore, recommends an inclusion of a provision for the election of the Vice Chairperson, who should assume the chairpersonship when need arises. Further, the country of origin should be the same for the Chairperson and Vice Chairperson in order for that particular country to smoothly serve its tenure to avoid shifting chairpersonship to another country during its term. To ensure uniformity, the inclusion of the Vice Chairperson should also apply to all other similar structures within the organs of ISCOS that required country tenure of heading a particular organ of the Protocol which will transition into MOESNA.

- (v) The Committee observes that although Article X stipulates that the funds required to operate ISCOS will be provided in line with yearly budgets of expenditure for each fiscal year, and that the governments party to the Agreement will contribute the sums equally, the Article does not provide for sanctions for defaulting members.

Additionally, the funds are expected to be paid at the end of September of each fiscal year.

In this regard, the Committee recommends that the Article should provide for penalties for Member States that default on contributions for a particular fiscal year or makes late payments. This measure will promote consistent and timely remittance of funds, thereby, ensuring the seamless operations of ISCOS.

- (vi) The Committee welcomes the Agreement, and is of the view that this presents a chance for significant revision and reorganisation of Zambia's membership in other regional maritime Agreements. This is due to ISCOS's expectation to encompass the majority of African nations once it is reorganised as MOESNA.

In light of this, the Committee recommends that Zambia's membership in other regional organisations that deal with aims and objectives related to maritime be reviewed in order to prevent the objectives set by ISCOS from being duplicated. This will eliminate costs associated with continuing to participate in maritime regional agreements, which may already be paid for by ISCOS.

- (vii) The Committee notes that the proposed MOESNA name change has left out Central Africa. In order to properly reflect the organisation's wide geographic reach, the Committee recommends adding the word "Central" to the organisation's name.

The Committee further notes that while it is acknowledged that countries may join depending on a variety of factors decided upon by the Assembly, specifically stating "Central" in the proposed name-change will strengthen the sense of belonging for nations in that region. This amendment will also expressly recognise the significance of the Central Region in addition to acknowledging the geographic passage from North to South.

The Committee also agrees with the proposal by stakeholders and recommends that the organisation's name be changed to "**Maritime Organisation for Northern, Eastern, Southern and Central Africa (MONESCA)**" in order to encompass Central Africa.

- (viii) The Committee notes that with the proposed expansion of membership, the likelihood of disputes involving more than two nations will exponentially grow. Since the proposed expanded membership will include nations with both common and civil law legal systems, the Committee recommends amending Article XI of the Agreement (Settlement of Disputes). The proposed amendment should take into account, the different legal systems in Member Countries by adopting the most recent dispute resolution procedures practiced in other global organisations similar to ISCOS.

- (ix) The Committee observes that there have been a number of amendments to the ISCOS Agreement since inception in 1967, which may pose a challenge in terms of ease of reference to the provisions of the Agreement. The Committee recommends that consideration should be given to draft an entirely new Agreement, given the growing number of amendment protocols and addendums. The new Agreement should consolidate all the amendments into a single document that will be user-friendly as opposed to managing multiple separate documents.

## 8.0 CONCLUSION

The Committee is in support of the ratification of the Agreement as it is in line with Zambia's aspirations of becoming a prosperous middle-income country by 2030 through export-led growth.

Further, the Committee is of the view that ratifying the Protocol is necessary, as it will strengthen collaboration and cooperation among African countries using the Indian Ocean as their international trade shipping route in the negotiation for fair and competitive terms of engagement with Multilateral Shipping providers. We therefore, urge the House to support the Ministry's proposed ratification of the Protocol amending the Agreement for the establishment of ISCOS.

Further, the Committee is hopeful that the organisation's expertise and influence will contribute to the development of standardised shipping practices, infrastructure improvement and formulation of policies that will address the unique challenges faced by landlocked countries such as Zambia in the facilitation of trade and access to the sea ports.

We have the honour to be, Madam Speaker, the Committee on Transport, Works and Supply mandated to consider the Agreement for the Establishment of the Intergovernmental Standing Committee on Shipping.



Mr Mubika Mubika, MP  
**CHAIRPERSON**

March, 2024  
**LUSAKA**

## **APPENDIX I**

### **LIST OF NATIONAL ASSEMBLY OFFICIALS**

Mr Stephen Chiwota, Director (Financial Committees)  
Mrs Angela M Banda, Deputy Director (Financial Committees)  
Ms Chitalu R Mulenga, Senior Committee Clerk (FC2)  
Mr Darius Kunda, Committee Clerk  
Mrs Vivian M Banda, Administrative Assistant  
Mr Daniel Lupiya, Committee Assistant  
Mr Peter Mayaka, Intern

## **APPENDIX II**

### **LIST OF WITNESSES**

Centre for Trade Policy and Development  
Industrial Development Corporation  
Ministry of Justice  
Ministry of Commerce, Trade and Industry  
Ministry of Finance and National Planning  
Ministry of Fisheries and Livestock  
Ministry of Infrastructure, Housing and Urban Development  
Ministry of Local Government and Rural Development  
Ministry of Agriculture  
Ministry of Lands and Natural Resources  
Ministry of Transport and Logistics  
Ministry of Foreign Affairs and International Cooperation  
National Road Fund Agency  
Road Development Agency  
Road Transport and Safety Agency  
The University of Zambia  
Zambia Chamber of Commerce and Industry  
Zambia Development Agency  
Zambia Shippers' Council  
Zambia Institute for Policy and Research  
Zambia Institute of Chartered Accountants