



REPUBLIC OF ZAMBIA

REPORT

OF THE

COMMITTEE ON TRANSPORT, WORKS AND SUPPLY

ON THE

WALVIS BAY–NDOLA–LUBUMBASHI DEVELOPMENT CORRIDOR

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 Walvis Bay –Ndola – Lubumbashi Development Corridor Agreement for the Third Session of the Thirteenth National Assembly. The functions of the Committee are set out in Standing Orders 197(n) and 198(f) of the National Assembly of Zambia Standing Orders, 2021. Standing Order 198 specifically 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 Walvis Bay –Ndola – Lubumbashi Development Corridor Agreement 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, while Part III constitutes the Committee's observations and recommendations and the conclusion

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.



Mr Mubika Mubika, MP
CHAIRPERSON

December, 2023
LUSAKA

LIST OF ACRONYMS

DRC - Democratic Republic of Congo

SADC - Southern African Development Community

PPP ó Public Private Partnership

IDC - Industrial Development Corporation

CSR - Corporate Social Responsibility

GDP ó Gross Domestic Product

WBNLDC - Walvis Bay-Ndola-Lubumbashi Development Corridor

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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 Kapyanga, MP; Mr Bernard Kanengo, MP; and Mr Lloyd Lubozha, MP.

PART I

2.0 BACKGROUND

The Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) was a multi-modal transport and logistics network that traversed three countries, namely: the Democratic Republic of Congo (DRC), Namibia and Zambia. The Corridor was a strategic portal to export markets for Zambia and the DRC. It further provided an alternative route linking the key mining regions of the two countries to the Atlantic Ocean, through the Port of Walvis-Bay in Namibia. It was, therefore, cardinal to enhance regional integration especially for land-locked countries like Zambia, DRC and other neighbouring countries.

In order to operationalise the Corridor, the DRC, Namibia and Zambia, through the Council of Ministers responsible for transport, adopted and signed the WBNLDC Agreement on 5th March, 2010. To come into force, all three contracting states were required to ratify the Agreement. While the DRC and Namibia had ratified the Agreement, Zambia was yet to sign it. It was against this backdrop that the Government had, through Cabinet, on 29th May, 2023, approved the recommendation for Zambia to ratify the Agreement.

Key Objectives of the Agreement

Generally, the objectives were driven by the need to promote growth of domestic and cross-border trade as well as enhance regional integration.

Trade Agreement under Section 2 of the Agreement sets out the scope of the agreement whilst Article 3 set out specific objectives of the agreement as set out below.

- (a) Facilitate safe, efficient trade and movement of persons and goods, regional and international transport.
- (b) Stimulate economic and social development in the territories of the contracting parties and the partnership between public and private sectors.
- (c) Transform the Corridor into a Development Corridor which, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, will stimulate investment, encourage sustainable development and poverty reduction.
- (d) Implement strategies for accelerating economic and social growth along the Corridor while ensuring environmental sustainability.
- (e)

3.0 SUMMARY OF THE PROVISIONS OF THE AGREEMENT

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

SECTION 1– DEFINITIONS

Article 1 – Definitions

This Article provided for the definitions used in the Agreement.

SECTION 2- SCOPE AND OBJECTIVES

Article 2 – Scope

This Article provided for the scope of the Agreement.

Article 3 – Objectives

This Article provided for the objectives of the Trade Agreement.

Article 4 – Obligations of the Contracting Parties

This Article outlined obligations of contracting states to achieve Agreement objectives, including harmonising procedures with Namibia and DRC, with a view to facilitating smooth trade.

Article 5 – Movements and the Right of Transit

This Article permitted free trade and movement among contracting states, and eliminated visa requirements once ratified in order to foster regional integration and trade.

SECTION 3- WALVIS BAY–NDOLA–LUBUMBASHI CORRIDOR MANAGEMENT COMMITTEE

Article 6 – Structure and Mandate of the Corridor Management Committee Organs

This Article provided for the establishment of management committee organs and a Permanent Secretariat.

Article 7 – Composition and Functions of the Organs

Article 7 provided for the composition and functions of the organs. The organs included the Committee of Ministers, which would provide strategic policy direction to the Secretariat, and the Executive Committee, which would formulate policies, the budget, and manage the Secretariat.

Article 8 – Meetings of Corridor Management Committee

This Article provided for the number of meetings to be held in a year by the Committee of Ministers, Executive Committee and specialised committees.

Article 9 – Decisions

This Article provided for the Corridor Management Committee to reach its decisions by consensus. If consensus was not reached, the Article provided that a matter should be decided by simple majority.

Article 10 – The Resources of the Corridor Management Committee

This Article provided for the sources of the funds of the Corridor Management Committee, which included contributions based on agreed methods and grants, donations and bequests by donors. Further, that the accounts of the Committee would be audited annually by external auditors.

SECTION 4 – MARITIME PORT FACILITIES

Article 11 – Port of Walvis Bay and other Facilities

This Article required the Republic of Namibia to make available maritime port facilities to the contracting parties at Walvis Bay or any other convenient location for traffic using the Walvis BayóNdolaóLubumbashi Corridor.

SECTION 5 – INTERSTATE AND TRANSIT ROUTES AND FACILITIES

Article 12 – Technical Standards

This Article provided for the harmonisation of technical standards for infrastructure, facilities, equipment and vehicles along the Corridor.

Article 13 – Facilities

Article 13 mandated contracting parties to collaborate with the private sector to manage and operate designated stopover facilities, which included storage; buildings; loading and unloading facilities; and accommodation for drivers and staff.

Article 14 – Safety and Security Measures

Article 14 obligated contracting states to implement measures that would ensure that persons transiting through their territories were safe, without any impediments to free trade, transit and interstate transport. It also required contracting states to work together in order to prevent cross border crimes.

SECTION 6- FRONTIER FACILITIES AND SERVICES

Article 15 – Facilities for the Clearance of Goods

This Article mandated contracting states to provide or make provision for adequate facilities that would ensure that goods were cleared quickly.

Article 16 – Border Post Facilities

This Article mandated contracting states to establish border posts, harmonise border working hours, and allow third parties to provide storage facilities to ensure timely delivery of services.

SECTION 7 – CUSTOMS CONTROL AND OPERATIONS

Articles 17 - Customs Joint Posts

This Article provided for the establishment of joint customs posts at the borders of neighbouring contracting states.

Article 18 Customs Inspection within Territory

Article 18 provided for inspections to be carried out expeditiously and set periods of stay in parking areas. This Article also provided for contracting parties to facilitate smooth trading amongst contracting states and ensure that delays in transit were minimised.

SECTION 8- DOCUMENTATION AND PROCEDURES

Article 19 – Harmonisation and Simplification of Procedures

This Article provided for, among other things, the harmonisation and the periodic review of the need for, and usefulness of all documents and procedures prescribed under the Agreement.

SECTION 9- TRANSPORT

Article 20 – Mutual Recognition of Registration and Licensing of Means of Transport

Article 20 provided for, among other things, the harmonisation of vehicle identification and marking system, the prohibition against driving a vehicle registered in another country as domestic transport in another territory. It further provided for the requirement for means of transport to have third party insurance.

Article 21 – Restriction with Respect to Domestic Traffic

This Article provided that a means of transport registered in one country could not carry passengers or goods within the territory of another country, without special permission.

Article 22 – Permission to Stay

This Article allowed contracting parties, in accordance with their respective customs laws and procedures, to permit the transportation of another contracting party to stay on their land until such time when that transport could be moved.

Article 23: Technical Standards

The Article provided for contracting parties to harmonise dimensions, weight and maximum loads of vehicles and other technical standards of all transport equipment, fixed or mobile, such as handling equipment, communication and signalling equipment, and to carry out periodic reviews in order to maintain common standards.

Article 24: Natural Calamities

This Article required contracting parties in case of natural calamities to put in place mechanisms, which would enhance a speedy and unimpeded flow of relief consignments through their territories to areas affected by natural calamities.

Article 25: Representative Offices

The Article required contracting parties to grant permission to companies engaged in interstate and traffic in transit on their territories to establish representative offices for the purpose of coordination and management of their operations.

Article 26 – Third Party Motor Insurance

This Article mandated contracting parties to ensure that the means of transport registered within their territories had third party insurance.

Article 27 – Transport by Rail

Article 27 provided, among other things, that contracting parties would endeavour to develop, rehabilitate, modernise and extend railway systems so as to enhance rail transport.

Articles 28 – Transport by Road

Under this Article, contracting parties agreed that road transport would take place in accordance with principles of equal treatment, non-discrimination, reciprocity and sound competition.

Article 29: Other Modes of Transport

The Article provided for contracting parties to improve and develop other modes of transport, as defined in the Agreement for interstate and transit traffic along the Corridor and to promote its use. The Article further set the requirement for contracting parties to improve air and water transport infrastructure along the corridor and to promote its use.

Article 30: Dangerous Goods

This Article required contracting parties to adhere to international regulations for transporting and storing dangerous goods, including those transported through and within their territories including interstate traffic.

Article 31 – Perishable Goods

This Article provided that perishable goods would be given priority when clearing goods at border posts, in order to minimise the risk of damage and expiry.

SECTION 10 – MEASURES OF FACILITATION FOR TRANSIT AGENCIES, TRADERS AND EMPLOYEES

Article 32 – Visas

This Article required contracting states to abolish visa requirements among themselves, or where that could not be done, to grant multiple entry visas to persons who were subject to visa requirements.

Article 33 – Mutual Recognition of Driving Permits

Article 33 provided for mutual recognition of driving permits among contracting parties.

Article 34 – Additional Measures of Facilitation

This Article provided for parties to the Agreement to extend favourable conditions to one another, on a reciprocal basis, as a means of facilitating trade along the Corridor.

SECTION 11 – PUBLIC HEALTH AND ENVIRONMENTAL PROTECTION

Article 35 – Communicable Diseases

This Article mandated parties to implement strategies for the prevention of the spread of pandemics and other communicable diseases.

Article 36 – Environmental Protection

This Article provided for the contracting parties to ensure that the environment was protected as they conducted activities along the Corridor.

SECTION 12 – DEVELOPMENT CORRIDOR

Article 37 – Infrastructure Development

This Article provided for contracting parties to enact laws, mobilise funds and further adopt strategies to promote development of the Corridor.

SECTION 13 – TARIFFS, DUES AND PAYMENT PROVISIONS

Article 38 – Limitation as Regards Charging

This Article put a limit on the charges, such as toll fees and warehousing costs that could be levied against transporters in contracting states. Contracting states were to charge the same fees as those that applied to locals in line with the principle of equal treatment.

SECTION 14 – APPLICATION OF THE PROVISIONS OF THE AGREEMENT

Articles 40 - 41 – Decisions of the Walvis-Bay-Ndola-Lubumbashi Corridor Management Committee and Reports on the Decisions

Article 40 provided that the decisions made by the Committee regarding the application of the provisions of the Agreement would be binding. It also empowered the contracting parties to invite experts to participate in the consideration of certain matters. Article 41 empowered the Permanent Secretariat to communicate decisions of various organs to contracting parties.

SECTION 15 – SETTLEMENT OF DISPUTES

Articles - 43, 44 and 45

These Articles provided for the dispute resolution mechanisms available to contracting states. The Articles encouraged the parties to settle matters amicably, through consultation and negotiation. Where that failed, the matter would be referred to arbitration.

SECTION 16 – IMPLEMENTATION OF THE AGREEMENT AND ITS PROTOCOLS

Article 46 Claim of Non-compliance

This Article, among other things, provided for procedure for reporting alleged non-adherence to state party obligations under the Agreement. It also allowed the accused party to respond within ninety days.

SECTION 17 – MISCELLANEOUS AND FINAL PROVISIONS

Article 47- International Obligations

This Article provided that the Agreement would not prevent contracting parties from fulfilling their obligations under any other international conventions.

Article 48 – National Measures

This Article provided that parties agree to consult on implementing national laws and international instruments affecting traffic flow in the corridor.

Articles 49, 51, 52 53, and 54

These Articles provided for reciprocal legal assistance for crimes committed in contracting states, and the application of national laws. Article 51 provided that the Agreement would only come into force once ratified by all the three contracting states while Article 52 provided for accession by States wanting to be members. Articles 53 and 54 created the legal instrument depositary as well as its functions.

Article 55 Amendments to the Agreement

This Article provided for any tripartite member to the Agreement to propose amendments to the Agreement through the Council of Ministers.

Article 56 – Acceptance of Amendments

This Article deemed any state acceding to the Agreement in accordance with Article 52 to have accepted any amendments effected prior to its accession.

Article 57 – Official Languages of the Corridor Management Committee

This Article prescribed the official languages of authority as English and French.

Article 58- Duration and Denunciation

This Article provided that the Agreement would remain in force until terminated by the contracting parties with effect from such date and subject to such conditions as might be agreed upon.

PART II**4.0 SUMMARY OF SUBMISSIONS FROM STAKEHOLDERS**

The Committee was informed that Zambia's goal of becoming a land-linked economy and the facilitation of trade was dependent on the proposed trade route. By creating the vital trade routes, the proposed Agreement would address some of the long-standing objectives of enhancing trade facilitation and people mobility. The submissions of stakeholders are highlighted below.

i. Rationale of Zambia Ratifying the Agreement

The Committee was informed that Zambia's geographical advantage in the Southern African Development Community (SADC) made it a key transport and logistics hub. The Government had since recognised the importance of regional integration and cooperation as key to the country's economic growth and development, hence signing of the WBNL Agreement.

Further, the Committee was informed that the development of the WBNL Corridor would increase trade volumes with Namibia and the DRC. This would facilitate efficient movement of goods and passengers, and positively impact Zambia's socio-economic development. Therefore, ratifying the Agreement would promote transit-transport cooperation and enhance cross-border trade, which would also be beneficial to the Zambian Dry Port at Walvis Bay.

ii. Expected benefits of the Agreement

Stakeholders submitted that the Agreement included provisions for the development and maintenance of transport infrastructure along the WBNL Corridor, which included road networks, railways, border facilities, and customs procedures. The improved infrastructure would not only benefit Zambia but also contribute to the overall development of the region, through promoting cross-border trade and investment.

iii. The Transport Corridor's Strategic Enablers

Stakeholders submitted that to fully realise the potential of the WBNL and similar transportation routes, a series of strategic enablers needed to be addressed. Some of the enablers proposed were as set out hereunder.

- a) **Harmonised Transportation Laws:** To guarantee smooth cross-border movement of goods and services, Zambia's transportation laws needed to be reviewed and brought in tandem with the SADC trade protocols.
- b) **Streamlined Documentation Processes:** States parties needed to optimise documentation processes at entry points to minimise delays in customs and immigration clearances, facilitating efficient and timely movement of cargo and personnel.
- c) **Technological Modernisation:** The three Governments needed to invest in modern technology at entry points, including electronic cargo tracking systems, and automated data capture and clearance systems to expedite the movement of goods and enhance border security.
- d) **One-Stop Border Systems:** There was need to strengthen one-stop border systems through comprehensive staff training and recruitment to ensure efficient border management and facilitate seamless cross-border trade.
- e) **Truck Inn Facilities:** To improve road safety and lower the likelihood of accidents and theft, well-equipped Truck-Inn facilities were required to be built along the Corridor.
- f) **Road Network Expansion:** There was need to consider expanding road networks, including dual carriageways to ensure smooth traffic flow and accommodate increased freight volumes.
- g) **Minimising Roadblocks:** There was a need to minimise unnecessary police check-points that caused traffic delays and hindered efficient trade flows. There was also a need to establish clear guidelines and procedures for road inspections to balance security and trade facilitation.
- h) **Human Resource Sensitisation:** The three Governments needed to enhance awareness among staff involved in the Corridor operations regarding their crucial role in ensuring efficient and effective movement of goods and personnel. It was, therefore, paramount to provide regular training and implement capacity building programmes aimed at maintaining high standards of service delivery.
- i) **Communication Enhancement:** There was a need to enhance communication and network infrastructure throughout the Corridor to guarantee uninterrupted information flow, enable real-time traffic updates, and facilitate coordination among border agencies and stakeholders.

iv. Earmarked Construction

The Committee was informed that there were construction projects that were earmarked for implementation under the Agreement. The projects are set out below.

a. One Stop Border Post

The Committee was informed that one-stop border posts would be constructed at the Kasumbalesa Border with DRC and Katima Mulilo Border Post with Namibia, which would help to reduce the congestion being experienced at the border posts and ease the movement of goods and passengers.

b. Road Infrastructure

The Committee was informed that one of the roads earmarked for construction in Zambia was the Kazungula-Sesheke Road, which was in a deplorable state. In the immediate term, the Government had embarked on maintenance works on the road, which were at 55 per cent completion.

Further, the Government had been discussing with the World Bank to help finance the upgrading of the Kazungula-Sesheke Road to bituminous standards. The discussions had reached an advanced stage.

In addition, the Lusaka-Ndola Road had been earmarked for construction. The Government had commenced the expansion of the road into a dual carriage way and works were ongoing.

c. Railway Infrastructure

In the railway sub-sector, the Corridor had prioritised the construction of the Trans Zambezi Railway Line and the Livingstone-Kazungula-Sesheke Railway Line, which would join the existing railway line at Grootfontein in Namibia. The railway line would be constructed under the Public Private Partnership model.

d. Reservations and Declarations

Zambia intended to ratify the Agreement 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 Agreement was in line with various national development documents such as the 8th National Development Plan (8NDP) and the National Transport Policy of 2019 that prioritised intermodal transport development and trade promotion.

e. Withdrawal

The Walvis Bay-Ndola-Lubumbashi Development Corridor Agreement had no provisions for withdrawal. However, it provided for amendments, which may be proposed by any Member State in accordance with Article 55, when need arose.

5.0 CONCERNS RAISED BY STAKEHOLDERS

Stakeholders who appeared before the Committee supported the Trade Agreement and in doing so, they raised concerns as stated below.

- i. Stakeholders expressed concern that the Walvis Bay-Ndola-Lubumbashi Development Corridor faced challenges such as poor infrastructure, and non uniform customs, immigration, and transit fees.

They were of the view that once the project commenced, the three parties to the Agreement should coordinate their infrastructure developmental efforts to prevent haphazard developments to ensure seamless trade and transit.

- ii. Stakeholders noted that the Livingstone-Kazungula-Sesheke Railway Line for the WBNLD Corridor would be constructed under the PPP model which had the potential to lock the country into unfavourable long term agreements.

They were of the view that to prevent locking the nation into unfavourable PPP agreements, the Government should guarantee transparency in the concessionaires' contraction, the estimated cost to the country as well as maintenance costs.

- iii. Stakeholders noted that the Agreement did not specifically state how locals in the three participating countries would take part in the WBNLD Corridor project.

They suggested that the Agreement should clearly state the percentage of locals' participation in the Corridor projects in line with the Public Private Partnership Act, 2023 on the engagement of local people.

- iv. Stakeholders expressed concern at the lack of security along the Corridor, which had resulted in theft of fuels and cargo from trucks both in Zambia and the DRC along the border.

They recommended that security measures should be put in place by the concerned member countries to ensure safety of transit trucks at the border posts and avoid loss of goods and fuel when infrastructure was put in place once the Agreement became operational.

- v. Stakeholders observed that the Agreement lacked provisions detailing procedures or penalties in the event that either party failed to uphold their obligations because the Agreement had not provided for withdrawal.

They recommended that consequences for non-compliance with provisions of the Agreement should be included in order to ensure that all parties adhered to their commitments.

- vi. Stakeholders observed that with increased trade and traffic along the Corridor, there was need to take precaution in order to avoid using it as a channel for export of raw agricultural and mineral products.

They proposed that in addition to setting up value chain investments along the Corridor, the Government should open up research centres for critical resource that would be traded and transited along the Corridor. This would enhance the aspiration of reducing unemployment, thereby improving the living standards of people along the Corridor.

- vii. Stakeholders expressed concern that with increased traffic and movement of people along the Corridor, there would be increased occurrences of communicable diseases if member countries failed to adhere to health infrastructure requirements and health regulations.

In view of the forgoing, stakeholders were of the view that the Government should ensure that cabotage regulations in line with Article 21 of the Agreement were enforced to the letter when the WBNLD Corridor project was operational in all three member countries to avoid the spread of diseases.

PART III

6.0 COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

The Committee supports the proposal for the country to ratify the WBNLD Corridor Agreement, and in doing so, makes the observations and recommendations set out hereunder.

- i. The Committee expresses concern that the WBNLD Corridor will face challenges in transport and trade enhancement due to poor infrastructure, and non uniform customs, immigration, and transit fees.

The Committee, therefore, recommends that the three parties to the Agreement should coordinate their infrastructure development efforts once the project starts in order to prevent haphazard developments to ensure smooth trade and transit.

- ii. The Committee in agreeing with stakeholders notes that the Livingstone-Kazungula-Sesheke Railway Line for the WBNLD Corridor will be constructed through the PPP model. The Committee however, expresses concern that if due diligence is not done in the procurement of concessionaires, it had the potential to lock the country into unfavourable long term agreements.

In this regard, the Committee urges the Government to ensure transparency in the contraction of concessionaires, which should also include the estimated cost to the country and maintenance costs in order to avoid locking the country into unfavorable PPP agreements.

- iii. The Committee observes with concern that the Agreement is silent on the extent to which residents of the three participating nations will be involved in the WBNLD Corridor project.

In view of the foregoing, the Committee strongly recommends that the Agreement should clearly state the percentage of local participation in the Corridor projects in line with the Public Private Partnership Act.

- iv. The Committee expresses concern at the lack of security along the Corridor which has, in most cases, resulted in thefts of goods such a fuels and cargo from trucks both on the Zambian and the DRC borders.

The Committee, therefore, recommends that security measures should be put in place by the concerned member countries to ensure safety of transit trucks at the border posts to avoid loss of goods and fuel once the Agreement is in force.

- v. The Committee is concerned that the Agreement has not provided a clause outlining procedures or sanctions to be imposed for failure to comply with provisions of the Agreement.

The Committee, therefore, recommends that the Agreement should provide for consequences for non-compliance in order to ensure that all parties comply with the Agreement.

- vi. The Committee notes that the increased trade and traffic through the Corridor if not controlled could result in the export of unfinished products. The Committee is of the view that contracting parties should regulate the export of unprocessed mineral and agricultural products.

In this regard, the Committee urges the Government to establish value chain research centres in addition to value chain investments along the Corridor for vital resources that will be transported. This will strengthen the goal of lowering unemployment and raising people's standards of living throughout the Corridor.

- vii. The Committee observes that the influx of people along the Corridor will result in the spread of communicable diseases such as Ebola and Anthrax, among others.

The Committee, therefore recommends that, to prevent the spread of diseases along the Corridor, the Government in collaboration with other member states should ensure that cabotage regulations are enforced to the letter in line with Article 21 of the Agreement.

7.0 CONCLUSION

The Committee is in support of Zambia's ratification of the Walvis Bay-Ndola-Lubumbashi Development Corridor Agreement because it is in line with Zambia's goal of export-led growth and becoming a middle-income country by 2030.

The Committee also understands that many business opportunities will arise for locals from the project when it is fully implemented. The Committee also hopes the establishment value chains for the production of finished products along the Corridor will improve trade in finished goods.

We have the honour to be, Madam Speaker, the Committee on Transport, Works and Supply mandated to consider the Walvis Bay-Ndola-Lubumbashi Development Corridor.

A handwritten signature in black ink, consisting of several vertical strokes followed by a horizontal line and a circular flourish.

Mr Mubika Mubika, MP
CHAIRPERSON

December, 2023
LUSAKA

APPENDIX I
LIST OF NATIONAL ASSEMBLY OFFICIALS

Mr Stephen Chiwota, Principal Clerk of Committees (FC)
Mrs Angela M Banda, Acting Deputy Principal Clerk of Committees (FC)
Ms Chitalu R Mulenga, Senior Committee Clerk (FC2)
Mr Darius Kunda, Committee Clerk
Ms Anita Mulale, Administrative Assistant
Mr Daniel Lupiya, Committee Assistant

APPENDIX II
LIST OF WITNESSES

Anti Corruption Commission
Zambia Ministry of Justice
Bankers Association of Zambia
Ministry of Finance and National Planning
Consumer Unity & Trust Society
Centre for Trade Policy and Development
Engineering Institution of Zambia
Industrial Development Corporation
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
National Road Fund Agency
National Council for Construction
Road Development Agency
Road Transport and Safety Agency
The Copperbelt University
The University of Zambia
Workers' Compensation Fund Control Board
Zambia Chamber of Commerce and Industry
Zambia Development Agency
Zambia Institute for Policy Analysis and Research
Zambia Public Procurement Authority