

**WEDNESDAY, 27<sup>TH</sup> JUNE, 2018**

**MINISTERIAL STATEMENT**

ON THE

THE STATUS OF THE ROAD TOLLING PROGRAMME IN ZAMBIA  
BY THE HON. MINISTER OF HOUSING AND INFRASTRUCTURE DEVELOPMENT,  
MR CHITOTELA

Mr Speaker, I thank you for giving me the opportunity to present a ministerial statement on the status of the Road Tolling Programme in Zambia. I stand before this august House to deliver a ministerial statement on the important programme of road tolling in the country. I thank you for giving me the opportunity once again to address this august House.

The Tolls Act No. 14 of 2011 introduced road tolling as part of the Government's strategy to improve funding towards road maintenance in the country. Following the enactment of the Act, road tolling commenced in 2013 at six weighbridges and later in 2016, tolling started at two inland toll stations, namely, Kafulafuta and Manyumbi.

As the Government made progress in the construction of conventional toll plazas, His Excellency Mr Edgar Chagwa Lungu, the President of the Republic of Zambia, commissioned Mumbwa, Shimabala and Katuba Toll Stations on 27<sup>th</sup> April, 2017. This brought the total number of inland toll stations to five.

Mr Speaker, currently, in addition to the inland toll stations, road toll fees are still being collected from nine designated ports of entry around the country and five weighbridges in Livingstone, Kazungula, Mpika, Mwami and Kapiri -Mposhi. In the year 2017, the Government planned to commission additional twenty inland tolling stations on key roads across the country. Out of this number, five stations commenced operations in the later part of 2017. These are as follows:

- (a) Chembe on Mansa to Chembe Road in Luapula Province;
- (b) Kalense on Kasama to Luwingu Road in the Northern Province;

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- (c) Kateshi on Kasama to Mbala Road in the Northern Province;
- (d) Chongwe Toll Station on Great East Road between Lusaka and Chongwe; and
- (e) Nakonde Toll Station in Mbala on Mbala/Nakonde Road.

The three toll stations commissioned in April, 2017, contributed about K96,147,000 in toll revenues as at 31<sup>st</sup> December, 2017, while in the first quarter of 2018, they generated a total of K28,793,000 in revenue. Comparatively, there has been a noticeable decline in toll revenue collections in the first quarter of 2018 at the three toll stations cited above as several motorists accessed toll discounts which are a relief given to local residents and those who frequently access the respective toll stations.

Mr Speaker, as reported earlier this year, collectively, all the toll stations raised a total of K667,952,022.57 in 2017 and created about 141 direct and permanent jobs for the youths in Zambia. I wish to underline here that from the time the Road Tolling Programme commenced in November, 2013, to date, a total amount of K2.2 billion has been collected from inland ports of entry and weighbridge stations across the country, marking it to be the highest non-tax revenue contributor to the Treasury.

I am pleased to inform the august House that the revenue collected has been utilised in accordance with the provisions of the Tolls Act which specifically states that the toll fee or other charges imposed for the use of a toll road and collected by the agency shall form part of the road fund and shall be used exclusively for the construction, maintenance and rehabilitation of roads. To illustrate this point more clearly, I wish to inform this august House that under road rehabilitation, the Government has spent the toll revenue over the years as follows:

- (a) K142 million in the period 2013 to 2014;
- (b) K204 million in 2015;

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(c) K259 million in 2016; and

(d) K501 million in 2017.

Further, under road maintenance, the expenditure was as follows:

(i) K199,000,000 in the period 2013 to 2014;

(ii) K285,000,000 in 2015;

(iii) K129,000,000 in 2016;

(iv) K297,000,000 in 2017; and

(v) K296,000,000 so far in 2018.

This brings the total expenditure to K2.2 billion from 2013 to date.

Mr Speaker, further whilst seven additional toll stations were operationalised in 2017, the Government made progress in the construction of conventional toll plazas at Garneton which has reached 70 per cent completion, Levy Mwanawasa Toll Plaza which has reached 32 per cent completion, Kafulafuta Toll Plaza is at 35 per cent completion, Manyumbi Toll Plaza is at 60 per cent completion but is still under procurement following the termination of the initial contract, Choma Toll Plaza is at 76 per cent completion, the Solwezi/Mutanda Toll Plaza which had reached about 80 per cent completion and lastly, Chipata/Katete which is at 45 per cent completion among others.

Once these have been completed, the number of inland toll stations will be increased to twenty - one.

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Mr Speaker, in the year 2018, our initial plan was to commission an additional twenty toll stations along some of the roads that were under construction. However, because of the backlog of uncompleted toll stations from our 2017 Plan, we will need to revise our plans. The delay has mainly been caused by the funding challenges which have affected the completion of the roads along which the toll stations are earmarked to be constructed.

As the Members of this august House and the general public may have noticed, we have been constructing toll stations of varying architectural designs depending on the commercial viability of the roads where the facilities are situated.

Sir, along the more commercially viable roads with high traffic volumes, we have been constructing the more conventional toll stations equipped with unit fare displays, vehicle recognition devices, enhanced security features, office accommodation and other auxiliary infrastructure.

On the other hand, Mr Speaker, on roads that have medium to low traffic volumes, economic efficiency requires that we erect the simplified model of barrier gate and booth type of toll station to maximise on the revenue collection through reduced operational costs.

Sir, I wish to inform the House that revenue collection under the tolling programme in 2018 has improved compared to previous years. For instance, in the first quarter of 2017, total revenue collection stood at K132,481,277.27 compared to a total collection in the same quarter of K186,306,686.65 in 2018. This is on account of increase in the toll collections at some stations as well as ports of entry.

Mr Speaker, I also wish to note that the ports of entry contributed more revenue amounting to K97,550,211.13 in the first quarter of 2017 compared to K34,931,066.14 from the inland toll stations in the same period. The trend was similar in the first quarter of 2018 with the ports of entry contributing K118,572,726.77 compared to K67,733,959.88 from the inland toll stations.

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As we continue with the implementation of the road construction, rehabilitation and maintenance projects, we will ensure that more focus is given to the roads that are contributing to the revenue collection so that the motorists that are paying the toll fees can get value for their money.

Mr Speaker, in the same spirit, Government will continue implementing discount measures to mitigate against paying high fees by our frequent and local road users residing within the 10 km radius of toll facilities. The criteria for qualifications have been well published and we urge those beneficiaries that may not be fully conversant with the criteria to visit our offices or the National Road Fund Agency (NRFA) for more information.

Sir, in conclusion, I wish to state that the Government, under the leadership of President Edgar Chagwa Lungu will continue with its commitment to maintain the roads using different financing mechanisms. The tolling programme is one of the key and most sustainable mechanisms that are available. We shall, therefore, ensure that the administrative systems that have been put in place are improved to achieve more efficiently.

Mr Speaker, I thank you.