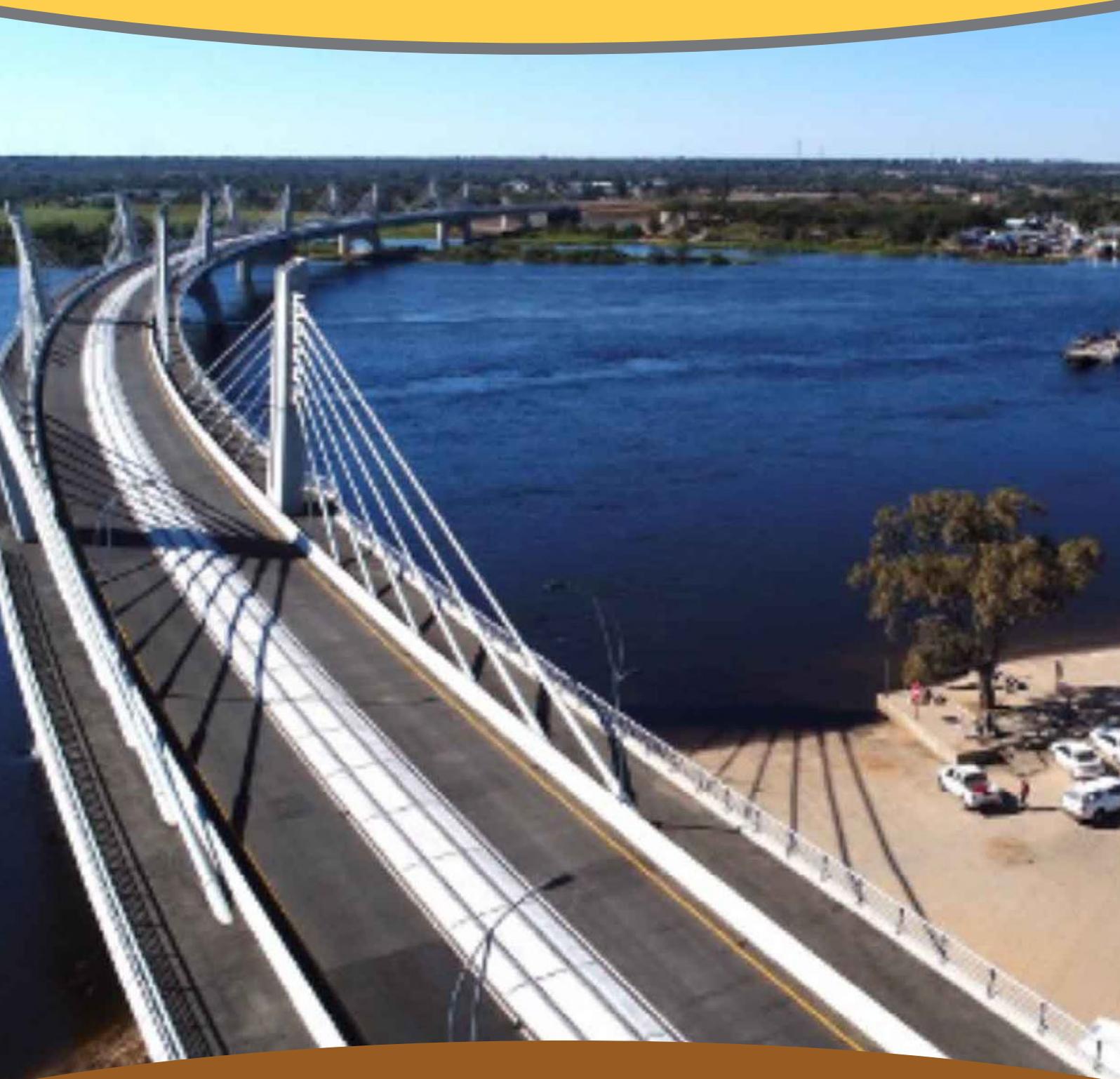




TRANSCENDING BORDERS

The official Publication of the
Cross-Border Road Transport Agency
June 2021



KAZUNGULA BRIDGE
A boost for transport and Trade
in the SADC region

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VISION

Leading economic cross border road transport regulator facilitating unimpeded flow of goods and people across the African continent

MISSION

To drive an integrated African continent through excellence in cross border road transport economic regulation, law enforcement, advisory and facilitation of unimpeded flow of goods and people

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**WEAR A MASK,
BEND THE CURVE**

Let's Do OUR Part!



PROTECT SOUTH AFRICA

TOGETHER WE CAN BEAT THE CORONAVIRUS

FROM THE CEO'S DESK



Dear Readers,

Let me introduce you to the latest edition of our external newsletter, *Transcending Borders*. This publication is one of our many communication platforms which we use to communicate and update external stakeholders about pertinent cross-border road transport industry issues. We also use the newsletter to inform the industry at large about the work of the C-BRTA and the many initiatives that the Agency is busy with.

As the C-BRTA, our primary mandate is to ensure the seamless movement of passengers and goods across the borders. We do so primarily to ensure that the cross-border road transport operators ply their trade without major impediments so that countries can reap the benefits of trade which significantly contributes towards economic development. Although we have been hard at a work, this task has proven difficult because of the challenges brought about by the Covid-19 pandemic which has taken the world by surprise.

As a continent, we were also not spared. Transport and trade on the continent were heavily impacted by the pandemic. To minimise the impact of Covid-19 on the lives of people across the continent, many countries had to place their economies under lockdown. Although necessary, the move placed many economies under serious strain due to the minimal movement of passengers and goods.

In spite of the economic impact of Covid-19, it is important for transport regulators and authorities to continue supporting governments in the region in an effort to make sure that transport and trade contribute towards the economic development of individual countries and the region at large.

As the C-BRTA, we have been, and continue, to play a key role with many stakeholders in South Africa and in the SADC region to find innovative ways of moving essential goods across borders amid these difficult times. We have held numerous meetings with operators to take note of their concerns. We

have also engaged our counterparts from other countries to discuss and come up with better ways of moving passengers and goods in the region.

In May this year, we held a cross-border road transport taxi operators' workshop to listen and address the concerns raised by the operators in relation to the challenges they face in the industry. We have also been engaging different stakeholders who play a role in the cross-border road transport value chain. In March, April, May and June, we visited several land border posts to assess the impact of Covid 19 on border operations. These included Lebombo Border Post in Mpumalanga Province, Kosi Bay Border Post in Kwa-Zulu Natal Province, Ficksburg Bridge and Maseru Bridge in the Free State Province.

We also joined an initiative by the Trans-Kalahari Corridor (TKC) to conduct corridor assessments to gauge the impact of the pandemic on border operations. The borders which were assessed as part of this initiative were Ramatlabama, Skilpadhek, Kopfontein Border Posts in the North West Province as well as Groblersbridge and Beitbridge in Limpopo. These initiatives were conducted to collect data which will help our Shareholder, the Department of Transport, to partner with other government Departments to address issues which hamper efficiencies at various border posts in the country.

As you page through this newsletter, you will find stories about many initiatives which are taking place in the industry. In this edition there are stories on the opening of the Kazungula Bridge, an update from the taxi operators' workshop, our visit to Kwa-Zulu Natal Province to meet with several stakeholders as well as our visit to various Border Posts.

Please enjoy the read!

Regards,

Lwazi Mboyi

Acting CEO: Cross-Border Road Transport Agency

Kazungula Bridge – A boost for transport and Trade in the SADC region



The movement of passengers and goods in the Southern African Development Community (SADC) was given a boost in May 2021 with the official opening of the much-awaited Kazungula Bridge which links the Republic of Botswana and Zambia. The bridge was officially opened on 10 May 2021 and brought much relief to the cross-border road transport industry. The construction of the 923-metre-long bridge, which stretches across the Zambezi River, began in 2014 and the project was officially completed in 2020 at a cost of \$259.3 million.

The Kazungula Bridge is on a key artery of the North-South corridor which connects landlocked countries such as Malawi, Zambia and Zimbabwe and several other countries which include the Democratic Republic of Congo to key seaports in the Southern African Development Community (SADC) region such as the Port of Durban in South Africa and Walvis Bay in Namibia.

The Kazungula Bridge, is meant to ease the congestion at other border crossings in the region by offering long haul truckers an alternative route and allowing them a reduced transit time as a result of a shortened route which cuts through Botswana to Zambia. It is set to give travellers an option to bypass other border posts which were traditionally used to transport passengers and goods in the region. It is anticipated that this development will lower the cost of doing business in the region.

According to the Trans-Kalahari Corridor Secretariat (TKCS), “it is expected that the Kazungula Bridge and the One Stop Border Post (OSBP) will be a game changer with regard to improving trade facilitation and performance of the cross-border road transport system within the SADC region, which is important towards achieving the objectives of the TKC MoU, the Tripartite Free Trade Area (TFTA) and the African Continental Free Trade Area (AfCFTA). Thus, the facilities are expected to also improve the region’s economic performance.”



The bridge features single carriageways for vehicles with a single locomotive railway track running down the middle. Pedestrians will also be able to utilise the bridge's sidewalks.

Previously, freight operators moving goods from South Africa to Lusaka had to travel via Zimbabwe through Beitbridge Border Post which connects South Africa with Zimbabwe. However, with the new bridge at Kazungula, travellers have another alternative route.

Following the opening of the bridge, the Trans-Kalahari Corridor Secretariat (TKCS) in partnership with the TKC Member States such as Botswana, Namibia and South Africa conducted a corridor assessment from Martin's Drift to the Kazungula segment of the North-South corridor in Botswana from 06 -14 June 2021. The corridor assessment, was conducted following the successful completion and opening of the Kazungula Bridge and the One Stop Border Post (OSBP). The Cross-Border Road Transport Agency (C-BRTA) and the Department of Transport formed part of this initiative.

The purpose of the corridor assessment was to gauge the current conditions of the corridor with the main focus on the following key areas:

- Corridor Performance Indicators; Time, Cost and Reliability factors;
- Infrastructure (Road and Border Facility Conditions);
- Understanding the current transit system and processes;
- Current volumes such as traffic and cargo;
- Road Safety which might require urgent attention; and
- Interaction with stakeholders within the border and along the corridor.

The outcome of the corridor assessment will be communicated in due course. However, the construction and opening of the Kazungula Bridge has been welcomed by many stakeholders in the transport and trade sector as a step in the right direction.

FACTS ABOUT THE KAZUNGULA BRIDGE

The bridge project has three components; being Package 1, 2 and 3 respectively consisting of the following:

Package 1 is the bridge, which is designed as an extra-dosed road-rail bridge to accommodate a future railway line, which will link Moseitse-Kazungula in Botswana to Kazungula-Livingstone in Zambia.

There is also a single carriageway for motor vehicles, a single railway track and pedestrian walkways on both sides. The bridge has specifications of length 18,5m width and span arrangement of 923m. This package also includes an approach road on the Botswana side of 302m and 416m on the Zambia side.

Packages 2 and 3 are the One-Stop-Border Post (OSBP) facilities on the Botswana and Zambia side respectively.

Each package consists of, among others, a passenger terminal, vehicle inspection building, freight inspection building, truck transit offices (entry and exit), health inspection building and veterinary offices.

The packages also cater for internal circulation roads and car parking facilities for buses, trucks and light motor vehicles as well as access roads to the new border posts.

THE C-BRTA HOSTS

a cross-border road transport taxi operators' workshop



In an effort to discuss and address the challenges faced by the cross-border road transport operators, the Cross-Border Road Transport Agency (C-BRTA) held a two-day cross-border road transport taxi operator's workshop from 3 to 4 May 2021 in Kempton Park, Johannesburg. The primary purpose of the workshop mainly was to discuss and resolve the challenges experienced by cross-border operators when conducting cross-border operations.

The cross-border operators play an important role of transporting passengers between South Africa and its neighbouring countries and challenges they face are viewed in a serious light because the movement of passengers between countries contributes towards intra-Africa trade.

To address these challenges, the C-BRTA organised the workshop to afford the operators an opportunity to share their concerns with relevant stakeholders who have a role to play in ensuring efficiencies in the cross-border road transport industry. These stakeholders included the National Department of Transport, the City of Joburg and City of Tshwane Metro Police Departments, the South African Police Service (SAPS), The Road Traffic Management Corporation (RTMC) as well as transport authorities from the neighbouring countries.

The Chairperson of the C-BRTA Board, Mr Mos Ramathe addressed the operators and indicated that the Agency is aware of the meaningful role that taxi operations play in the cross-border road transport industry. He acknowledged the challenges experienced by the taxi operators and encouraged them to use platforms made available by the C-BRTA to engage on issues of concern in a bid to find amicable solutions.

The Acting CEO of the C-BRTA, Mr Lwazi Mboyi echoed the chairperson's words by acknowledging the vital role that the taxi operators play in the movement of passengers between South Africa and neighbouring countries. He further mentioned that it is evident that the taxi industry is the largest mode of passenger transport that ferry large numbers of commuters and requires special attention to make sure that it is effective and beneficial to commuters and the cross-border road transport industry at large.

The workshop resolved that there should be further engagements between the C-BRTA, operators and other stakeholders on the challenges faced by the cross-border taxi industry. It also resolved that all affected parties would convene a meeting wherein a clear stipulated action plan with time frames will be developed, to ensure that there was follow through on issues that must be resolved.



TKC ASSESSES the impact of Covid-19 pandemic on border post operations

The Cross-Border Road Transport Agency (C-BRTA) recently partnered with the Department of Transport and the Trans-Kalahari Corridor (TKC) Secretariat to conduct a corridor assessment and site visits to the border posts which form part of the Trans-Kalahari Corridor. The identified borders included those which are situated along the border of RSA and Botswana through the North West and Limpopo Provinces.

The purpose of the corridor assessment and border site visit was to examine the impact of COVID 19 on the operations and activities at the border posts as well as to have an appreciation of challenges, successes, and experiences of each border post.

The identified border posts were;

- Kopfontein Border Post;
- Skilpadshek Border Post;
- Ramatlabama Border Post;
- Groblersbridge Border Post; and
- Beitbridge Border Post.

At each border of these border posts, the corridor assessment team had an opportunity to meet with the various border

management authorities such as Immigration, Port Health, South African Police Service (SAPS) and Customs. As part of the discussions the port management team was allowed an opportunity to present the state of operations while the corridor assessment team under the leadership of the TKC was afforded an opportunity to address the challenges and shared lessons and experiences of how different TKC Member States (South Africa, Namibia and Botswana) responded to Covid-19 regulations.

The challenges identified throughout the assessment have been compiled and presented to the Department of Transport in South Africa. The intention is to present the outcomes to the Minister of Transport, Mr. Fikile Mbalula to equip him with information regarding the challenges and successes recorded from each border post. This will place the Minister, in a better position to make informed policy decisions in relation to corridors and the overall cross border road transport industry. Plans are underway to conduct similar assessments at other border posts around the country.

C-BRTA STRIVES

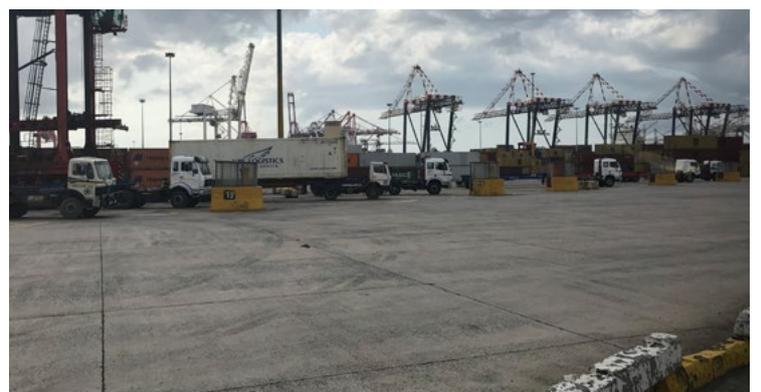
for efficiencies in the cross-border industry



As part of living to its mandate of ensuring the seamless flow of passengers and goods in the cross-border road transport industry, the Cross-Border Road Transport Agency (C-BRTA) regularly embarks on extensive stakeholder engagement programmes to exchange ideas on how to eliminate the inefficiencies in the cross-border road transport industry. Recently, the Acting CEO of the C-BRTA, Mr Lwazi Mboyi led a team from the Agency to engage stakeholders in the cross-border road transport value chain in Kwa-Zulu Natal Province. The identified stakeholders included the Provincial Department of Transport, the Port of Durban, Ports Regulator of South Africa as well as Kosi Bay Border Post which links South Africa with Mozambique through KZN Province.

One of the key activities of this stakeholder engagement drive was a study tour of the Durban Port. The purpose was to learn about the vehicle reservation system which is being implemented at the port to manage and control traffic flows to, and from, the port. This study was important because the C-BRTA, in partnership with other border management stakeholders, plans to introduce a similar system at various border posts to eliminate delays and long vehicle queues.

To this effect, the C-BRTA has identified the need to implement an Electronic Cross-Border Commercial Vehicle Reservation System (ECBCRVs) to manage the arrival of cross-border transport and long queues at South African commercial





border posts. It is envisaged that the ECBCRVS, will eliminate congestions and inefficiencies along the corridors which lead to border posts and neighbouring countries by allowing trucks to book an arrival slot before proceeding to border posts for processing. This means there will be a dedicated parking or waiting area for trucks which arrive at the border precinct before their booked slot and will only proceed to the border post once they receive the go-ahead from the border authorities.

The Durban Port, has a similar system which manages the flow of trucks to, and from, the port and it was important for the C-BRTA to study the system before introducing a similar one at border posts.

The delegation, also visited the Kosi Bay Border Post which links South Africa with Mozambique. The purpose was to interact with the border management to have an appreciation of the challenges and the impact of Covid-19 pandemic on border operations.

The C-BRTA will continue to embark on similar stakeholder engagement drives across the country and the African continent in its resolve to strive for efficiencies in the entire cross-border road transport value chain. An update on such engagements will be featured in the upcoming editions of this publication.



Did you know?



It is illegal to operate as a commercial cross-border transport operator without a permit.

The C-BRTA licenses commercial cross-border road transportation by offering permits to passenger and freight operators.

We offer two types of permits and these are:

- Temporary Permits, and
- Long Term Permits.

Temporary permits range from 14 days to three months depending on the needs of the operator. Long term permits range from 12 months to five years for operators who run permanent or regular cross-border business. These are applicable to both passenger and freight operations.

Operators can visit our offices at **350 Which-Hazel Avenue, Eco Point Office Park, Block A, Eco Park, Centurion** to apply for permits. We also accept electronic applications. Application forms can be downloaded from the C-BRTA website and then send through completed application forms to **permits@cbrta.co.za**. Once all the required documentation is received, a dedicated officer will process the application. The operator will be informed once the permit is ready for collection. Alternatively, at the client's request, the permit may be posted to the client for their convenience.

For more information on permits call **+27 12 471 2000** or visit **www.cbrta.co.za**