



Global Gateway: Strategic Corridors in SADC

Focus on two corridors:

East West Corridor – Maputo to Walvis Bay

Mozambique

Eswatini

South Africa

Botswana

Namibia

2 300 kms

North South Corridor – Durban to Lubumbashi

South Africa

Botswana

Zimbabwe

Zambia

Democratic Republic of Congo

2700 – 3000 kms





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These trade and transport corridors are key to facilitating trade within the Southern African region, and between Africa and Europe. Their development will facilitate sustainable, efficient, smart, resilient, fair, affordable, secure and safe mobility and trade within the SADC region, as well as between Africa and Europe

The Strategic Corridors Programme has two key areas of focus:

Hard infrastructure development with possible initial funding of **EUR 100 million** per corridor, with the intention to leverage development and partnership funding to EUR 1 billion

Soft infrastructure is intended to be in the amount of **EUR 25 million** per corridor and focused on trade and transit facilitation, institutional capacity, policy, procedures, legal and regulatory environment, removal of technical and Non-Tariff Barriers to trade



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HARD INFRASTRUCTURE – POSSIBLE PROJECTS

North-South Corridor

Rail	Limpopo-CMA CGM Service (Revitalisation)
Border Post	Kopfontein/Tlokweng Border
Border Post	Beit Bridge OSBP
Port	Durban Dig-Out Port
Rail	Chingola-Solwezi(-Kalumbila) Railway
Rail	NSC Rail 'Block Train' Service
Port	Mpulungu Port Upgrade
Road	Kolwezi-Lumwana Road
Road	Solwezi-Kipushi Road Network
Road	Lumwana-Solwezi-Chingola Road
Road	Lusaka-Ndola Dualisation PPP Project
Rail	Chililabombwe-Kasumbalesa (CHILKAS) Rail Link
Border Post	Kipushi Border (Proposed Minerals)
Border Post	Other Copperbelt Border Improvements
Border Post	Skilpadshek/Pioneer Gate OSBP
Rail	Moetse-Kazungula-Livingstone Railway
Border Post	Kasumbalesa OSBP
Border Post	Groblersbrug/Martins Drift Border
Border Post	Chirundu OSBP (Staff Housing)
Border Post	Kazungula OSBP (Staff Housing)
Border Post	Wenela/Sesheke OSBP (Staff Housing)

Walvis Bay Corridor

Port	Walvis Bay Container Terminal
Rail	Trans-Kalahari Railway
Rail	Grootfontein-Rundu-Katima Mulilo Railway

Maputo Corridor

Border Post	Ressano Garcia/Lebombo OSBP
Border Post	Oshoek OSBP
Border Post	Ponto D'Ouro/Kosi Bay OSBP
Rail	Maputo-Goba Railway (Eswatini Link Extension)
Rail	Mmamabula-Lephalale Railway

Lobito Corridor

Rail	Dilolo-Kolwezi Railway
Rail	Solwezi-Jimbe-Luacano Railway
Road	TAH-9 (DRC & Angola)



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HARD INFRASTRUCTURE PROJECTS

BORDERS: One Stop Border Post Development – North South and East West Corridors
Upgrading of Border Posts – predominantly on the North South Corridor
Development of staff housing – Predominantly on the North South Corridor

RAIL: Rail upgrading – North South and East West Corridors
Revitalisation of services – Predominantly on the North South Corridor
Development of rail lines – North South and East West Corridors
Upgrading and extensions of rail links – North South and East West Corridors
Upgrading of block train services – North South Corridor

PORTS: Upgrading of Ports – North South and East West Corridors
Upgrading of Terminals – North South and East West Corridors

ROADS: Tarring of roads – North South Corridor
Improvement to road networks – North South Corridor



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TRADE AND TRANSIT FACILITATION – POSSIBLE PROJECTS

CMIs and National Trade Facilitation Committees in corridor countries to work hand in hand to ensure:

- **Customs to customs cooperation** and information sharing
- Development of systems to support **deeper coordination of border agencies**
- **Risk Management** -Agreed risk assessment systems are implemented and updated
- **Authorised Economic Operator systems**, Green Lanes at Border Posts, and Mutual Recognition Agreements implemented
- Compliance of corridor member states with TFA **freedom of Transit regulations**
- Ensure **Pre-arrival processing**
- **Post-clearance Audits** are carried out
- **Advance Rulings** are implemented
- **Electronic payments** facilitated, regulations are in place and implemented
- Separation of **Release from Final Determination of Customs Duties**
- **Harmonisation of vehicle regulations**
- **Support DRC and Eswatini** with implementation of movement of goods intended for import under customs control
- Support for the **implementation of Single Window systems.**



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POSSIBLE CORRIDOR INSTITUTIONAL ARRANGEMENTS

Set up Corridor Management Institutions on the North South and Maputo Corridors with appropriate models:

Option 1: In absence of CMI, NTFC led structures to coordinate trade facilitation and border crossing

Option 2: Establish an interim structure which will implement the required options as determined by the corridor stakeholders

Option 3: Traditional multilateral MoU establishing a Corridor Secretariat

Option 4: Public Private Partnership for Corridor Management

Implement Corridor Performance Monitoring systems – Logistics Monitoring System

In depth study to determine best possible model for CMI Sustainability

Strengthen decision making and integration of trade departments into implementation of MoUs

Capacity building for CMIs to facilitate effective interventions to promote the AfCFTA and the operation of the National Trade Facilitation Committees

Capacity building to implement CTMS on SADC corridors

Sustainability to be integrated into corridor performance monitoring and cross cutting to all activities