



**Trip Report:
Trans-Kalahari Corridor Implementation Evaluation**

**Advisor:
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Introduction

The Trans-Kalahari Corridor Pilot Project (TKC) was officially introduced on 1st August 2003 after the three TKC countries (Namibia, Botswana and South Africa) agreed and legislated on harmonized procedures and documentation. The following offices of these Customs Administrations are implementing the new procedures and documentation:

Namibia

- Walvis Bay
- Windhoek
- Trans Kalahari Border Post

Botswana

- Mamuno
- Ramatlabama
- Pioneers Gate
- Gaborone

South Africa

- Ramatlabama
- Skilpadshek
- Johannesburg
- Johannesburg International Airport

The Evaluation Team

The Team consisted of the following:

Ranga Munyaradzi – Hub Customs Transit Specialist

Theo Ruiters - South African Revenue Service

Hans Garoeb - Deputy Director of Namibian Customs

Buhalo Mudongo – Deputy Director of Botswana Customs

The Findings

(a) Customs operations

- The new Single Administrative Document (SAD) is in use, but there is still a lot to be done in the form of public awareness as some importers/exporters and their agents are not sure, and therefore need guidance. The three Customs Administrations are not fully enforcing the law on the use of the new SAD. It was agreed that each Administration would mount a rigorous awareness program, including workshops on the SAD and the new procedures and procedural interpretations.
- There is no problem on the issuance of transit bond, as the one issued in Walvis Bay is accepted in Botswana, which is a transit country. There is however a problem with South Africa when the goods are destined for Johannesburg. South Africa has been insisting on another security bond at their border post of Skilpadshek, but as this is contrary to the agreed procedures, South Africa agreed to review the position so that traffic is not delayed at their border.
- Botswana and Namibia have asked South Africa if the TKC could be extended to Durban and Cape Town, as this will allow greater participation, trade facilitation and Customs control of cross-border movement of goods. South Africa is considering this. It

was also agreed that the TKC itself needs to be reviewed to include movements from the respective countries rather than from specific cities on the route.

- On the increased border post hours at the South African/Botswana border, both countries agreed to consult other stakeholders with a view to coming up with agreed hours.
- The clearance times at all border posts vary from 3 minutes to ten minutes per truck. No truck is delayed by Customs for more than ten minutes, unless there is something seriously wrong. In fact, Customs officials accept the declaration made in the other country, and the cargo is not opened for inspection.
- The volume of traffic has slightly increased, but a lot is still to be done to attract more traffic. We met Frank Gschwender, the Business Development of the Walvis Bay Corridor Group and he said his team is doing all they can to publicize and market the TKC through meetings and through their newsletter, "*the Corridor*".
- Customs posts are keeping record of all traffic using the TKC, but the Hub was asked to come up with a new evaluation form for purposes of monitoring the traffic and use of the TKC.

(b) Transport Operations

There are overload control problems, especially at Mamuno on the border between Botswana and Namibia, which is about 1000 kms from the South African/ Botswana Border (Pioneer Gate). Because of the distance, the axle load, which was accepted at the Pioneer Gate, will end up as an overload because of movement and the unevenness of the road. In fact, there is a stretch of more than 150 kms from Kanye where the road is very bumpy and uncomfortable. The result of the overload is a hefty fine by Botswana transport officials at Mamuno Border Post. The fine is to be paid in cash, and if it is a cheque, the truck will not be released until the cheque is cleared. We actually saw a truck, which had been stuck at the border for five days pending payment of a fine.

The transporters have asked that the Hub assist in getting a bigger tolerance on the overweight, and also on the harmonization of axle loads on the TKC, as the three countries have different allowable axle loads.

(c) Way Forward

The TKC Member countries agreed to rectify some of the anomalies, which militate against increased traffic and they still need Hub assistance to complete the pilot project before full implementation in February 2004.