

One Stop Border Posts: Turning Theory into Practice



Crown Agents is an international development company and leader in the provision of direct assistance, expertise, advice and training for public sector modernisation. We have a strong track record in customs and trade facilitation initiatives, logistics and supply chain services and a proven understanding of the human and institutional elements of implementing wide ranging reform programmes around the world.



One Stop Border Posts and Trade Facilitation

Building on the principles of Co-ordinated Border Management, One Stop Border Posts (OSBP) are now being recognised as an essential component of trade facilitation. An efficient OSBP can contribute to a region's growth by reducing bureaucracy and clearance times at borders and presenting a more attractive environment for traders.

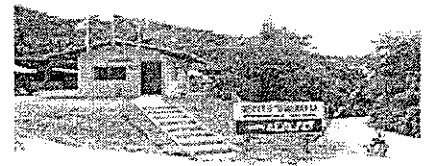
A number of initiatives are now underway that understand the importance of OSBPs. The term OSBP has been used in reference to border post activities along transport corridors in the Common Market of Eastern and Southern Africa (COMESA), the East African Community (EAC) and, most recently, the Economic Community of West African States (ECOWAS). OSBPs are not isolated to projects within Africa; they have also been used in projects in the Greater Mekong sub-region (GMS) in East Asia, confirming that the use of OSBPs can make a significant contribution to the facilitation of trade.



How Crown Agents Can Help

Crown Agents has a proven track record in the practical application and successful delivery of technical assistance at the 'front end' of border work, both in procedural and management applications. Our experience is invaluable in ensuring that the OSBP is an effective and efficient workplace, both in line with best practice and the expectations of trade facilitation principles.

At Crown Agents we believe that the OSBP must, necessarily, take into account the requirements of all agencies involved in the control of cross-border movement of trade and people, on both sides of a border crossing. We have extensive experience of working with all stakeholders to streamline procedures and increase inter-agency communication to ensure the cohesion of the OSBP. The expertise we provide supports an open and transparent approach in which all stakeholders are encouraged to contribute, resulting in a programme that is supported by, and beneficial to, all parties involved.



Our Approach

Crown Agents evaluates how official procedures and systems impact upon commercial activity. We develop innovative solutions to address individual needs and improve the ease with which business is done by focusing on the movement of goods. We work with governments to streamline and integrate customs and trade procedures in the following ways:

- Lower transaction costs
- Reduce transit times and increase the rate of cargo through-put
- Lessen regulatory burdens on traders
- Simplify and harmonise the regulatory framework

Throughout our activities, we use a hands-on approach, working in partnership with our clients through counterparts who then become champions of the whole process. In particular, we facilitate the establishment of government to government agreements and enable interagency agreements.

One Stop Border Posts: Design Phase

Physical Infrastructure

Crown Agents has always been involved in providing assistance to infrastructure projects, however the very nature of OSBPs requires a systematic approach to their functional design. At every step consideration must be given to customs and other border agency requirements, in an approach to minimise delays and facilitate the flow of legitimate trade. Examples of design considerations include:



- Identification of the correct site
- Assessment of the volumes of traffic movements, current and forecast
- A 'fast track' lane for recognised legitimate traders such as Authorised Economic Operators (AEO), also known as Trusted Traders
- A designated inspection area
- A designated area for 'seized' or 'detained' goods and vehicles
- A designated area for any scanning equipment
- A designated area for weighbridges

As well as other cross-cutting issues such as the environmental impact and local cultural involvement.

Information and Communication Technology Systems

OSBPs are intended to co-ordinate the work of all agencies involved in the cross-border process and an effective integrated IT system based on modern business principles is a vital tool to support those processes. Crown Agents has a dedicated team of in-house IT experts with an in-depth understanding of trade facilitation requirements and a global track record of developing IT systems that meet the needs of the client.

In particular, through our own IT offering, Crown Agents recognises the utility of modern IT tools in this process such as Electronic Data Transfer (EDT) and other Single Window related technologies.

Capacity Building

Any changes in work practices are very likely to have varying degrees of impact on the various border agencies involved in a OSBP. Crown Agents has vast experience of dealing with management of change, as well as multi-level training, coaching and mentoring related to implementation of business process re-engineering.

We are aware of the need for cross-border collaboration and a co-ordinated approach to the clearance process in line with international best practice that would include standard documents, acknowledged AEOs and a clear process for dealing with transit traffic.

Other Areas of Application

The principle of involving modern customs methodologies in the design and implementation phases of OSBPs can also be applied to other customs controlled environments, such as Dry Ports and Warehouses. These important components within the supply chain are now being recognised as essential to the facilitation of trade and Crown Agents is highly experienced in ensuring their effective and efficient introduction with several examples of successful delivery in our reform projects.

Phased Solutions

The importance of change management and capacity strengthening cannot be emphasised enough. This holistic approach has proved highly successful in all of our projects and continues to be the foundation of our comprehensive customs and trade modernisation programmes.

Crown Agents supports clients to enhance intra- and inter-regional relations by facilitating trade, increasing revenue, improving security, and strengthening capacity. OSBPs have proven to be a very successful tool in assisting the process of enhancing legitimate trade and we continue to actively support the development of OSBPs in Africa and elsewhere.

Contact Details

Kevin Atkinson
Senior Advisor, CTF
Crown Agents
St Nicholas House
St Nicholas Road
Sutton, Surrey SM1 1EL
United Kingdom
Tel +44 (0)20 8710 6293
Fax +44 (0)20 8770 0194
kevin.atkinson@crownagents.co.uk



2012 News 2011

2011 News 2010

2010 News 2009

1/10/2012

Nairobi: Kenya has begun acquiring land for the construction of special one-stop-border posts to speed up trade with neighbouring countries. Commissioner of Lands Zablon Mabea said claims for compensation by owners of the affected parcels would be made from February 14, starting with those affected by the Namanga post.

The Lands ministry will acquire land for similar facilities at Lunga Lunga, Malaba, Taveta, Isebania and Busia while the Kenya National Highway Authority (Kenha) has already floated tenders for contractors to build the facilities as part of the East Africa Trade and Transport Facilitation project.

"The government is mobilising resources to ensure the facilities are up and running soon," said Richard Sindiga, the chief economist at the Ministry of East African Community Affairs.

The posts are aimed at harmonising transit clearance procedures by having officers from two bordering countries handle transit documents concurrently, saving on the time. Currently, goods are separately inspected by officers on either side of the border, leading to delays.

Impatient truckers and traders often resort to offering bribes either to jump queues or expedite clearance of their cargo. The harmonisation of customs clearance would reduce the cost of doing business in the region.

East African Community (EAC) is currently auditing regulations to guide the operation of one-stop-border posts. A sub-committee of the regional council of ministers is also scrutinising the One-Stop-Border Posts Bill 2010 before handing in its recommendations for enactment by the East African Legislative Assembly.

"It (the Bill) will enable countries to harmonise the laws of entities operating at the border and give way for simplified systems. It will also address critical issues such as the treatment of workers from each of the partners states at the joint border posts," said David Nalo, the permanent secretary in the EAC Affairs ministry in a recent interview.

According to the Bill, border controls of an adjoining partner State shall apply in the host partner country.

Facilitation agents of adjoining partner states will be allowed access to the control zones for official purposes by use of status cards, instead of passports or visas.

An experimental one-stop-border post facility erected on the Kenyan border with Uganda at Malaba has already improved customs clearance with the World Bank calling for its replication.

Prior to the establishment of the facility, truckers required two days to clear with customs officials on the common border. This has since been slashed to two hours through the sequential processing.

Border delays and the absence of enforceable means of settling disputes have been blamed for hindering the opening up of trade in East Africa, one year after the launch of the common market.

Date:

10 January 2012

Author:

Allan Odhiambo

Source:

Business Daily

Title: (N/A)

News Tags:

SHARE

Disclaimer: The purpose of this service is to collate relevant information on regional integration and trade already in the public domain and to distribute it to a targeted audience. expressed in these articles do not necessarily reflect the views of TradeMark Southern Africa or its sponsors, clients and partners. TradeMark Southern Africa is also not responsible for errors of fact contained in the articles.

2012 News 2011

2011 News 2010



- [Project Portfolio](#)
- [Selected Projects](#)
- [Project Cycle](#)
- [Financial Products](#)
- [Procurement](#)
- [Financial Management](#)

Mombasa-Nairobi-Addis Ababa Corridor II-Kenya

Overview

- ▶ Reference: P-Z1-DB0-027
- ▶ Approval date: 01/07/2009
- ▶ Start date: 06/04/2011
- ▶ Appraisal Date: 15/03/2009
- ▶ Status: Ongoing
- ▶ Implementing Agency:
- ▶ Location: ETHIOPIA & KENYA

Description

The project components are briefly discussed below:

In Ethiopia:

A.Road Construction Civil Works:This component involves the construction to bitumen standard with 7-m carriageway and 1.5-m shoulders of the road section between Ageremariam and Moyale (301 km). The civil works will be subdivided in three (3) separate contracts;

B.Consulting Services for Construction Supervision, Detail Design of Ageremariam-Awasa Audit: Engineering consulting firms will provide construction supervision services for the civil works described above. The supervision services will also be divided in three (3) lots corresponding to the civil works contracts; engineering services will also be required for detail design of the rehabilitation of Ageremariam-Awasa section of the road. Technical and Financial Audit will be a separate consultancy component.

C.Trade Transport Facilitation Program: Civil Works for One-Stop Border Post, Roadside Facilities, Transit Regime, Corridor Management and Capacity building for freight forwarders, and other third party logistics operators to facilitate trade and transport along the corridor and generally improve professionalism in the sector.

In Kenya:

D.Road Construction Civil Works:This component involves the construction to bitumen standard of the road section between Merille River and Moyale (366.4 km). The civil works will be subdivided in three (3) separate contracts: (Lot 1) Merille River-Marsabit (122 km); (Lot 2) Marsabit-Turbi (123 km); and (Lot 3) Turbi-Moyale (123.4 km).

E.Consulting Services for Construction Supervision Audit: Engineering consulting firms will provide construction supervision services for the civil works described above. The supervision services will also be divided in three (3) lots corresponding to the civil works contracts. Project Technical and Financial Audit will be a separate component.

F.Trade Transport Facilitation Infrastructure: Civil Works for One-Stop Border Post, Corridor telecommunication and security infrastructure facilities to improve security and facilitate trade and transport along the corridor.

Objectives

The objective of the project is to improve road transport infrastructure and services and to facilitate trade and regional integration between Ethiopia and Kenya

Rationale

The road is considered as a priority under the East African Community (EAC), the Inter-Governmental Authority on Development (IGAD), as well as the New Partnership for African Development (NEPAD). The road links Kenya and East Africa to Ethiopia and Eritrea. The improvement of this road will enhance trade in the Eastern Africa region. The Project is supported by Kenya, Ethiopia, the two regional bodies, IGAD and EAC. The project is also part of the NEPAD short term action plan.

Benefits

Subscribe

- RSS feeds
- Email alerts
- [Follow @AfDB_Group](#)

Key documents

- ▶ NEPAD
- ▶ Project Appraisal Reports
- ▶ Project/Programme Completion Reports
- ▶ Loan and Grant Conditions
- ▶ Projects Performance Evaluation Report
- ▶ Completion Report Reviews
- ▶ Project Evaluations
- ▶ Lending Rates
- ▶ Risk Management
- ▶ Procurement Notices
- ▶ Integrity & Anti-Corruption Reports
- ▶ Environmental & Social Assessments

Useful Links

- ▶ Independent Review Mechanism
- ▶ Integrity and Anti-Corruption
- ▶ Operations Evaluation

Bulgaria, Greece Launch One-Stop Border Control
2010-03-19 17:01:52

Bulgaria and Greece opened Friday a cross-border Contact Center initiating one-stop border control on their major border crossing point.

The Contact Center was inaugurated by Bulgaria's Interior Minister Tsvetan Tsvetanov and the Greek Civil Protection Minister Mihalis Hrisohoidis at the Kulata-Promahonas border crossing.

Thus, Bulgarian and Greek policemen will be inspecting together the documents of those crossing from one country into the other by car at Promahonas on Greek territory, and those crossing by train – at Kulata on Bulgarian territory.

"Easter is coming and I am certain that this Easter, thanks to the one-stop border control, the citizens of both Bulgaria and Greece will be able to travel in a more convenient way. This is when the Bulgarians will really feel what we are doing and why it is important for us to join the Schengen Agreement and to be able to travel in a more simple way," Bulgaria's Interior Minister Tsvetanov said.

"This contact center is for both nations, it is going to boost the development of the entire region, and our efforts will continue in the future so that Bulgaria can join the Schengen Agreement as well," Greek Civil Protection Minister Hrisohoidis declared at the opening.

He has pointed out that tackling crime is becoming more and more "organized" and "globalized" requires joint actions on both sides of the border, and stressed that switching to one-stop border control does not in any reduce the measures against human and drug trafficking and contraband.

The Greek Minister also emphasized the hard task that he and his Bulgarian counterpart have to fight illegal migration.

The cross-border Contact Center at Kulata-Promahonas is a pioneer service of the police forces of Greece and Bulgaria.

The inter-state cross-border agreement for the establishment of a joint Contact Center with shared facilities on the Greek side of the border for a "one-stop border control" was signed in April 2008 by then deputy interior minister Panayiotis Hinofotis with then Bulgarian interior minister Mihail Mikov in Sofia.

This happened at the meeting of justice and internal affairs ministers from the Southeast Europe Cooperation Process, aimed at the creation of a joint contact center for the coordination of crime-fighting actions and the conduction of joint border controls.

All rights reserved, 2001-2012 (c) Novinite Ltd.

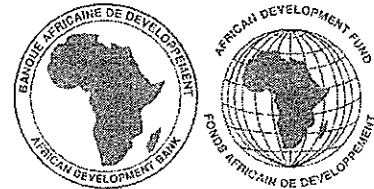
You are permitted to use any of the articles in this message only if you kindly quote the source - Sofia News Agency (novinite.com).

- [About us \[afdb.org/en/about-us/\]](http://afdb.org/en/about-us/)
- [Contact us \[afdb.org/en/contact-us/\]](http://afdb.org/en/contact-us/)
- [Careers \[afdb.org/en/careers/\]](http://afdb.org/en/careers/)

Site search

Search keyword(s):

Search



Promoting Regional Infrastructure Development and Integration - Cameroon–Nigeria Highway Launched with Fanfare

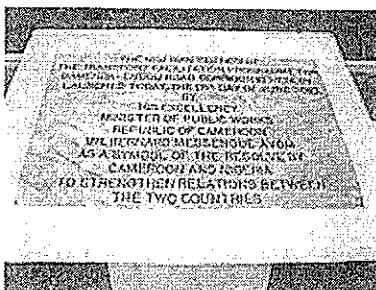
25/06/2010

Share [<http://www.addthis.com/bookmark.php?v=250&username=xa-4bbebf01598bffb>] | [afdb.org/#]

[http://www.addthis.com/bookmark.php?v=250&winname=addthis&pub=xa-4bbebf01598bffb&source=tbx-250&lng=en-za&s=mypspace&url=http%3A%2F%2Fwww.afdb.org%2Fen%2Fnews-and-events%2Farticle%2Fpromoting-regional-infrastructure-development-and-integration-cameroon-nigeria-highway-launched-with-fanfare-7005%2F&title=Promoting%20Regional%20Infrastructure%20Development%20and%20Integration%20-%20Cameroon%2E2%80%93Nigeria%20Highway%20Launched%20with%20Fanfare%20-%20African%20Development%20Bank&ate=AT-xa-4bbebf01598bffb/-/4f4b5f9b24ebc34f/1&frommenu=1&uid=4f4b5f9b0cd3411b&ct=1&tt=0&captcha_provider=recaptcha]

[http://www.addthis.com/bookmark.php?v=250&winname=addthis&pub=xa-4bbebf01598bffb&source=tbx-250&lng=en-za&s=google&url=http%3A%2F%2Fwww.afdb.org%2Fen%2Fnews-and-events%2Farticle%2Fpromoting-regional-infrastructure-development-and-integration-cameroon-nigeria-highway-launched-with-fanfare-7005%2F&title=Promoting%20Regional%20Infrastructure%20Development%20and%20Integration%20-%20Cameroon%2E2%80%93Nigeria%20Highway%20Launched%20with%20Fanfare%20-%20African%20Development%20Bank&ate=AT-xa-4bbebf01598bffb/-/4f4b5f9b24ebc34f/2&frommenu=1&uid=4f4b5f9b9b4b5411&ct=1&tt=0&captcha_provider=recaptcha]

[afdb.org/#]



Tunis, 24 June 2010 - History was made on Thursday, 17 June 2010, when the African Development Bank (AfDB) Group-funded 443-km Bamenda–Enugu Multi-national Highway and Transport Facilitation Programme was launched at the Cameroon-Nigeria Joint Border Post at Mfum before a large crowd of dignitaries and End-users.

Cameroon's delegation to the launch comprising over one hundred personalities was led by Public Works minister, Bernard Messengue Avom while the Nigerian side was represented by Works Minister, Mohammed Sanusi Dggash, accompanied by his deputy, Mr. Chris Ogiemwonyi.

Other dignitaries at the ceremony included the Deputy Governor of Nigeria's Cross River State, the representative of Japanese International Cooperation Agency (JICA),

as well as representatives of ECOWAS, ECCAS and the United Nations Office for West Africa (UNOWA).

The AfDB Group was represented by the Country Operations Director for West Africa, Janvier Litse, accompanied by Messrs Peter Sturnheit and Reni-Callie Okoro, from the Nigeria Field Office in Abuja.

Speeches, good-will messages and commitments were made in solidarity with the confidence-building road programme which comprises 203 kms of road rehabilitation and construction of the 100m Munaya Bridge in Cameroon.

The programme also involves a 240-km road rehabilitation and construction, pavement strengthening and construction of a 280-m bridge over Cross River at Mfum, Nigeria. It will also put in place a Joint Border Post at Mfum and sensitize end-users on the dangers of STI/AIDS as well as build social infrastructure along the corridor.

Highlights of the Launch included the unveiling of Plaques in Cameroon by works ministers of both countries and the inauguration of the programme's Joint Technical Committee and Steering Committee.

In a keynote speech, Mr. Litse underscored the Bank Group's commitment to the programme. He stressed the need to expedite action on the implementation of NEPAD short-term infrastructure action plan, poverty eradication in the sub-region and ending Africa's marginalization in the global market.

He said it was necessary to harmonize measures for obtaining visa to facilitate movement of goods and persons within the road corridor, noting that African integration objectives can only be attained if each and everyone was truly willing to break the informal obstacles that fetter integration.

The programme, estimated at UA 276.72 million (USD 408 million), is being financed with an African Development Fund (ADF) loan of UA 188.64 million (USD 278 million)
[Read More \[afdb.org/en/projects-operations/project-portfolio/project/p-z1-db0-023/\]](http://afdb.org/en/projects-operations/project-portfolio/project/p-z1-db0-023/)

Subscribe

- [RSS feeds \[afdb.org/en/rss-feeds/\]](http://afdb.org/en/rss-feeds/)
- [Email alerts \[afdb.org/en/register/\]](http://afdb.org/en/register/)

Documents

- [Cameroon-Nigeria - Transport Facilitation Programme for the Bamenda- Mamfe -Ekok/Mfum-Abakaliki-Enugu Corridor - Appraisal Report](http://afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Multinational%20-%20Cameroon%20-%20Nigeria%20-%20Transport%20facilitation%20programme%20for%20the%20Bamenda-Mamfe-Abakaliki%20-%20Eng.pdf)
[\[afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Multinational%20-%20Cameroon%20-%20Nigeria%20-%20Transport%20facilitation%20programme%20for%20the%20Bamenda-Mamfe-Abakaliki%20-%20Eng.pdf\]](http://afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Multinational%20-%20Cameroon%20-%20Nigeria%20-%20Transport%20facilitation%20programme%20for%20the%20Bamenda-Mamfe-Abakaliki%20-%20Eng.pdf) (1.0 MB)
- [Cameroun-Nigeria - Programme de facilitation des transports sur le corridor Bamenda-Enugu - résultat des négociations - Rapport d'évaluation](http://afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Multinational%20-%20Cameroon%20-%20Nigeria%20-%20Transport%20facilitation%20programme%20for%20the%20Bamenda-Mamfe-Abakaliki%20-%20Fr.pdf)
[\[afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Multinational%20-%20Cameroon%20-%20Nigeria%20-%20Transport%20facilitation%20programme%20for%20the%20Bamenda-Mamfe-Abakaliki%20-%20Fr.pdf\]](http://afdb.org/fileadmin/uploads/afdb/Documents/Project-and-Operations/Multinational%20-%20Cameroon%20-%20Nigeria%20-%20Transport%20facilitation%20programme%20for%20the%20Bamenda-Mamfe-Abakaliki%20-%20Fr.pdf) (25 kB)



AFRICAN DEVELOPMENT BANK GROUP



About us Contact us Careers

Home Countries Topics & Sectors Projects & Operations **News & Events** Documents Knowledge English | Français

Home News & Events Multinational-Building Infrastructure for Regional Integration-AfDB Approves US\$ 181 Million for Nacala Road Corridor Project

- News
- Special Releases
- Loans & Grants
- Speeches
- Interviews
- Event Calendar
- Audio/Video

Multinational-Building Infrastructure for Regional Integration-AfDB Approves US\$ 181 Million for Nacala Road Corridor Project

24/06/2009

Share |

Subscribe

- RSS feeds
- Email alerts

Follow @AfDB_Group

Tunis, 24 June 2009 – As part of the strategy to boost infrastructure development and regional economic integration in Africa, the Board of Directors of the African Development Bank (AfDB) Group on Wednesday in Tunis, approved two loans amounting to US\$ 181 million, (117.04 million Units of Account UA*) to Mozambique and Malawi to finance the construction of the first phase of the Nacala Road Corridor, which links the two countries and Zambia.

The African Development Fund's (ADF) concessional UA 102.72 million loan to Mozambique and UA 14.320 million loan to Malawi will be used to finance a segment of the road, designed to provide Malawi, Zambia and the interior of Mozambique with an improved road transport linkage to the port of Nacala and improve transport services, accessibility of the communities in the area to markets and social services, thereby contributing to poverty reduction.

The ultimate objective of the project is to support economic growth in the Southern Africa Development Community (SADC) region and foster regional integration through reliable, efficient and seamless transport infrastructure to improve the competitiveness of the region.

The Nacala Road Corridor project comprises 1033km of road works and two one-stop border posts between Mozambique and Malawi and the other between Malawi and Zambia. Phase one comprises 361 km or 35% of the road works in Mozambique and Malawi. Phase II comprises 360 km or 34.9% of the road works in Zambia while Phase III of 312 km or 30.1% of the road works in Mozambique and Malawi and two one-stop border posts between Mozambique and Malawi and Malawi and Zambia. All the phases include design review, pre-contract services and supervision of the civil works, road safety, HIV/AIDS prevention and awareness, compensation and resettlement and audit.

The Nacala Corridor road is one of the priority projects of the SADC Region. It is consistent with the New Partnership for Africa's Development (NEPAD) and Bank strategy for Regional Economic Communities (RECs) on multinational infrastructure projects that remove barriers and obstacles to the movement of persons, goods and support regional co-operation and integration.

When the corridor is completed, the target population will comprise beneficiaries from the three countries that will use the corridor. Outcomes will be improved transport services, reduced travel time and transport costs, shorter turnaround time for international cargo, protection of pavement from premature damage and improved access to markets and services.

The financing requirements for the first phase of the project are estimated at UA195.94 million. The project components are to be financed with ADF loans. The Japan International Cooperation Agency (JICA) and Eximbank of Korea are to jointly finance the Mozambican component with UA40.89 million and UA13.63 million, respectively.

Infrastructure development is a top priority of the Bank's four key areas of intervention, receiving over US\$ 2 billion or 44.5 percent of all loans and grants approved by the institution in 2008. Most of the investments were in private sector and multinational projects and programmes designed to enhance regional economic integration.

* 1 UA = 1.54805 US\$ = 41.1781 MZN = 217.662 MWK = 8435.10 ZMK on 24/06/2009

Related Sections

- Malawi
- Mozambique
- Zambia
- Regional integration
- Transport

Contacts

- Felix Njoku

Submit your comments

No comments have yet been posted, be the first to comment by using the form below:

First name:

Last name:

E-mail:

Location:



LESEDI

LESEDI NUCLEAR SERVICES



Delivery of Engineering, Procurement,
Construction, Management (EPCM) and
project management in the Power Industry

Leaders in the Power Industry

www.lesedins.co.za



One-stop Beitbridge border 'imperative' to unlocking further trade, investment

By: Terence Creamer

Published: 03 May 12



Implementation of a one-stop border post at Beitbridge, the congested crossing between South Africa and Zimbabwe, is "imperative" to reducing trade-restricting transactions costs that are currently estimated to be as high at \$35-million a year, African Development Bank chief economist Professor **Mthuli Ncube** argues.

In a paper entitled 'Border Posts, Checkpoints and Trade in Southern African Development Community (SADC) Countries', Ncube says chronic delays, congestion and inefficiency at Beitbridge are costly in both time and money. Waiting times range from 33 hours to 45 hours, while yearly transaction costs are estimate to be between \$29.3-million and \$35-million.

By implementing a one-stop solution, similar to the one that has already been deployed at the Chirundu crossing between Zambia and Zimbabwe, Ncube believes the flow of commercial goods and services, as well as the movement of people, will improve significantly, helping to facilitate further trade and investment.

At Chirundu, northbound trucks are inspected and cleared by the Zambian authorities, while Zimbabwean officials clear southbound vehicles, reducing the duplication associated with two checks. Average waiting times have reportedly fallen from around two days to two hours, while those using the fast-track preclearance procedure are now crossing within 15 minutes.

The reduced transaction costs associated with the one-stop solution have stimulated trade, which has increased revenues for Zambia by 30%.

Ncube believes the solution should be replicated at Beitbridge, which is one of the busiest border posts within the SADC, with more than 3 500 vehicles and 12 000 people crossing daily during peak periods.

The paper also makes the case for a more generalised roll-out of one-stop border solutions across the region.

Trade liberalisation efforts, Ncube notes, have helped raise trade volume within the SADC from \$12.4-billion in 2000 to \$34.5-billion in 2010, after peaking at \$36-billion in 2008. However, the large number of border posts and roadblocks along key SADC corridors are costing the region about \$48-million a year.

"The customs environment in the regional grouping is characterised by a lack of coordination among the multiple government agencies on both sides of borders. This raises the common challenge of the duplication of procedures at each border, which increases the potential for risk management and fraud."

There is also a lack of computerised customs management systems, while such systems are not compatible when they do in fact exist.

The solution, Ncube states, lies in one-stop border posts, whereby people and products make a single stop and pass through simplified and harmonised customs and immigration procedures.

"One-stop border posts do not only facilitate the movement of goods and persons by reducing the bureaucracy and clearance times at the borders, they also enhance trade by reducing the high cost of trading emanating from delays, bribes, and cumbersome procedures at border posts."

Copyright Creamer Media (Pty) Ltd. All rights reserved.

Tel: +27(0)11 622 3744 | Fax +27(0)11 622 9350 |
newsdesk@engineeringnews.co.za
<http://www.engineeringnews.co.za>