



Transport **L**ogistics **C**onsultants

Final Report

**SITUATIONAL ANALYSIS AT BEITBRIDGE BORDER POST BETWEEN
ZIMBABWE AND SOUTH AFRICA**

November 2009

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1. Executive Summary

At Stakeholders site visit and conference at Beitbridge on the 21st and 22nd of May 2009 stakeholders were desirous that consideration be given to the operation of Beitbridge as a OSBP (one-stop border post) and requested that these views (amongst others) be brought to the attention of the South African and Zimbabwean Governments through SADC.

In order for this to happen a number of steps had to be taken to proceed with the stakeholder's resolution, firstly a Task Team consisting of stakeholders on the ground (Beitbridge) had to be established (this happened at a Beitbridge meeting held in Johannesburg on 6 August 2009), secondly a Steering Committee consisting of senior officials (Ministers) also had to be established (this happened at a BB meeting held in Jhb on 18-19 August 2009) for the Task Team to report to and deliberate their findings and request sanctioning of decisions to be made and thirdly the task team needed to be provided with a up to date independent or unbiased report of the situation on the ground at Beitbridge.

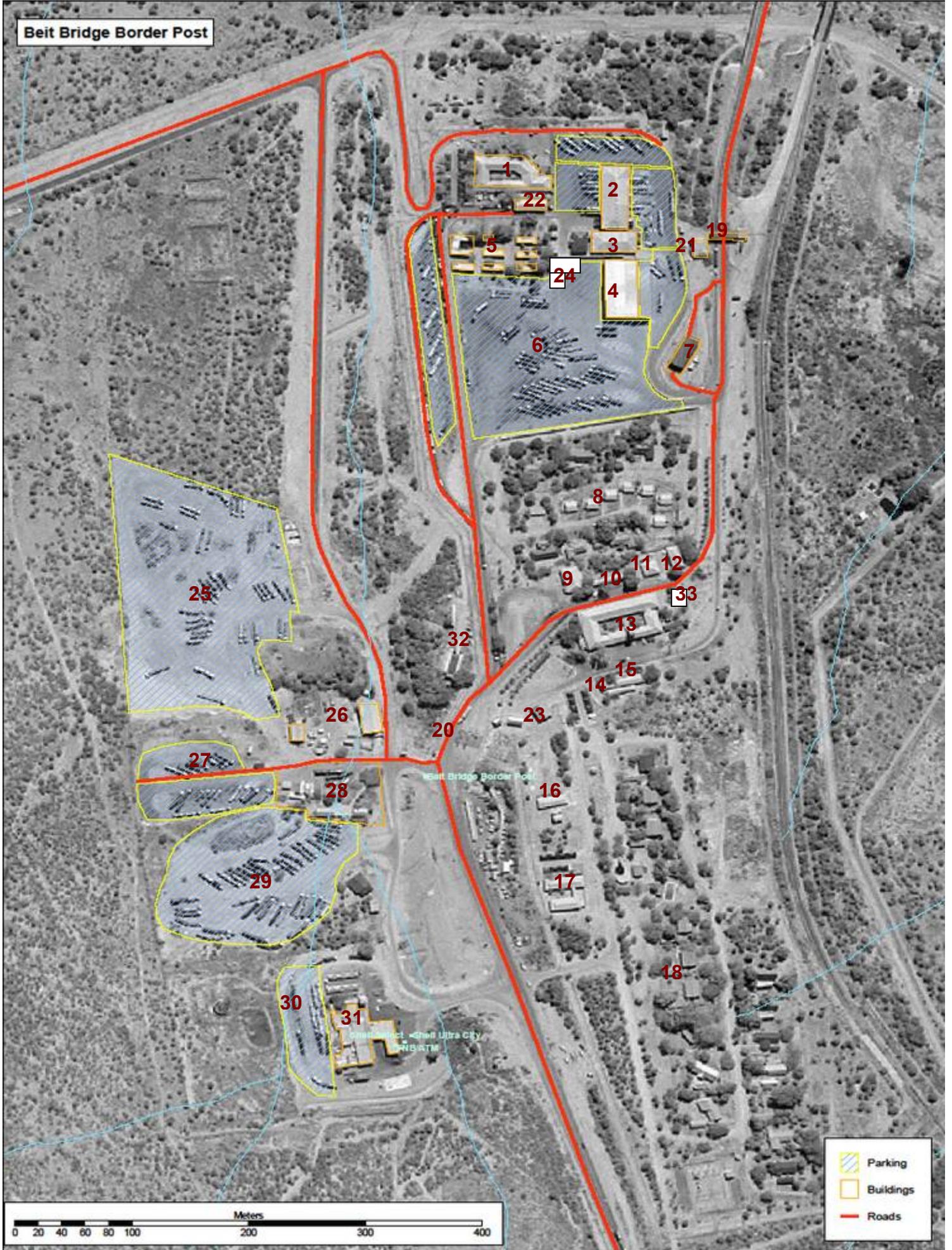
In accordance with the above and at the request of COMESA, RTFP who manages the North South Corridor procured the services of Transport Logistics Consultants to carry out a Situational Analysis at Beitbridge Border Post between Zimbabwe and South Africa. The study consisted of a 10 day desk study which commenced on the 22nd of July 2009 and was concluded on the 31st of July 2009, with an Inception Report being submitted on 3 August 2009. This was followed by a 16 day site visit at Beitbridge commencing on 3 August 2009 and concluding on 18 August 2009. This involved engaging on the ground stakeholder both public and private to establish their exact functions at the border post and the challenges they faced as well as establishing information regarding the existing infrastructure, services available and ICT infrastructure available on both sides of the border post, the results of which are now being made available through this report.

2. List of Abbreviations

BCOCC - Border Control Operational Coordinating Committee
CBRTA – Cross Border Road Transport Agency
CID – Criminal Investigation Department
COMESA - Common Market for Eastern and Southern Africa
EMA – Environmental Management Agency
NRTA – National Road Traffic Act
PTC – Posts & Telecommunications Corporation
OSBP – One Stop Border Post
RTFP – Regional Trade Facilitation Program
SAAFF – South African Association of Freight Forwarders
SADC – Southern African Development Community
SAPS – South African Police Services
SARS – South African Revenue Services
SFAAZ - Shipping and Forwarding Agents Association of Zimbabwe
TLC – Transport Logistics Consultants
VID – Vehicle Inspection Department
VIS – Vehicle Inspection Services
ZESA – Zimbabwe Electricity Supply agency
ZRP – Zimbabwe Regional Police

3. Assessment of the infrastructure at the border post

- a) Buildings and staff accommodation on the South African side of the border post.



KEY.....

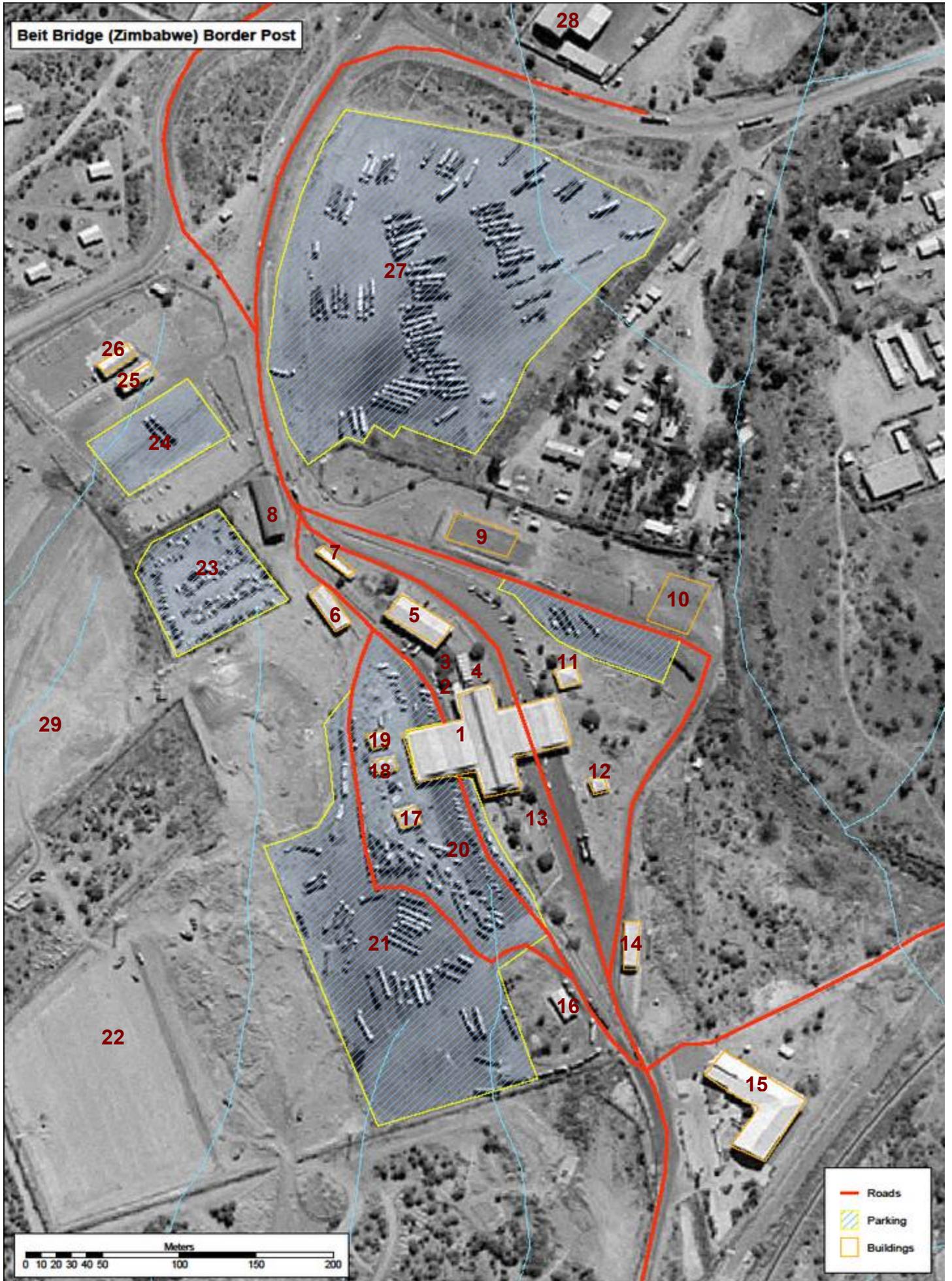
- 1. Clearing Agents Building**
- 2. Export Warehouse**
- 3. Commercial**
- 4. Commercial Import**
- 5. New Vehicle Detention Area**
- 6. Commercial Truck Park**
- 7. Light Vehicle Inspection (Outbound)**
- 8. Bottom Residential Houses**
- 9. Top Tax & Duty Free Shop**
- 10. Public Ablutions**
- 11. SAPS HRM**
- 12. SAPS Logistics**
- 13. SARS Building**
- 14. SAPS Dog Unit and Community Centre**
- 15. Department of Agriculture**
- 16. SAPS Vehicle Theft Unit**
- 17. SAPS Barracks**
- 18. Top Residential Houses**
- 19. Zimbabwe or North Gate**
- 20. RSA or South Gate**
- 21. Bottom Tax & Duty Free Shop**
- 22. SAPS Check Point & Customs Release Shed**
- 23. Light Vehicle Inspection (Inbound)**
- 24. Port Health**
- 25. Protect It Truck Park**
- 26. Agents Buildings**
- 27. Limpopo Truck Park**
- 28. Agents Wendy Offices**
- 29. Pro-con / 4 Ways Haulage Depot**
- 30. Ultra City Truck Park**
- 31. Shell Ultra City**
- 32. Train Carriage Park (Agent's Offices)**
- 33. Tax Refund Office for Traders & Travelers (outbound)**
- 34. Gateway Truck Park**

- Please note that Gateway Truck Park which is out of view in this aerial picture will be dealt with separately under private stakeholders.
- All of the described buildings above are fully occupied/utilized and no vacant space is available for new occupations.
- Electricity for the border area is provided by Eskom, while the water purification plant and sewerage farm which is located on the eastern side of the top residential site, is managed by the Department of Public Works who are also responsible for refuse removal at the border. The Department of Public works is also

responsible for up keep, maintenance and improvements of all Infrastructure at the border and have private contractors namely “New Heights” on-site to carry out this work, as they do not have a physical presence at the border post.

- ICT Infrastructure – fixed phone lines and related services such as ADSL (broadband) are supplied and serviced by Telkom a number of other ICT service providers offer Wifi (wireless network services).
- There are no recognized financial services at the border post, only a FNB ATM at Shell Ultra City and a bureau de change situated at the entrance to Limpopo Truck Park.
- While under the present infrastructure layout there is no additional land or buildings for expansion, by demolishing old or existing infrastructure not being used productively, such as the old staff accommodation and ablution facilities opposite the export release shed (currently under development of additional commercial parking) and the bottom residential site below the passenger terminal (currently under consideration), additional land can be made available for expansion and development.

- b) Buildings and staff accommodation on the Zimbabwe side of the border post.**



KEY.....

- 1. Main Terminal Building**
- 2. Port Health**
- 3. Insurance Office**
- 4. Baggage Scanner**
- 5. State Warehouse**
- 6. Motor Vehicle Search Shed (Inward Bound)**
- 7. Inward Post Clearance Shed**
- 8. Passenger Clearance Hall**
- 9. Mobile Scanner Shed**
- 10. Scanner Workshop**
- 11. Public Toilets**
- 12. Generator Room**
- 13. Outward Clearance Office**
- 14. Motor Vehicle Search Shed (Outward Bound)**
- 15. Duty Free Shop**
- 16. VID Office & Weighbridge**
- 17. Public Toilets**
- 18. Police Assist**
- 19. Insurance Office**
- 20. Inward Bound Passenger, Taxi and Bus Parking**
- 21. Inward Bound Truck Park**
- 22. Proposed New Commercial Truck Park (Inward Bound)**
- 23. Vehicle Impound Yard**
- 24. VID Vehicle Impound Yard**
- 25. VID Weighbridge**
- 26. VID Offices**
- 27. Vehicle Parking Area (not in use)**
- 28. Con-Dep (ZIMRA Inspection Yard)**
- 29. Proposed New Commercial Centre**

- All of the above buildings are fully occupied/utilized and no space is available for new occupations, with the exception of the Duty Free Shop (15) which is now empty and not occupied. However there is an abundance of available land for future development and expansion. Currently there is land which has been proposed for commercial parking and the new commercial centre to the west of the passenger terminal and not yet developed.
- ZESA are responsible for the supply of Electricity to border post and all essential services such as refuse removal emptying of septic tanks falls under the responsibility of the Ministry of Public Works, but is sub-contracted out privately when the need demands it.
- ICT Infrastructure - Fixed phone lines are provided by PTC and two other service providers namely Eco – web and Tel-

one are the main internet network providers, while there is also a satellite service available.

- There is no banking facilities in the border control area but all recognized Zimbabwe banking institutions are situated +/- 2kms away in the town of Beitbridge.

4. A listing of all Government Agencies at the border

a) South Africa:-

The following public or Government stakeholders are located at the border post within the control area and provide a service to both Travelers (foreign & local) and commercial operators (transporters/drivers, exporters and importers):

1. SARS
2. Home Affairs (Immigration)
3. BCOCC
4. Department of Agriculture
5. Port Health
6. SAPS

➤ SARS

DATE:	29/07/2009	TIME STARTED:	14H30
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	15H30
PERSON VISITED	POSITION	DEPARTMENT	
Rudi Kitching	Controller	SARS	
STAFF COMPLIMENT:	Not Available		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	Shifts 1 & 2 – 17 operational staff made up of release and examination officers, plus 7 processing staff – 3 exports & 4 imports. Shift 3 – only release officers on duty		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	None.		
<u>FUNCTIONS:</u> Trade Facilitation:-			
<ul style="list-style-type: none"> ➤ Clearance of both exported and imported cargo out of and into South Africa. ➤ Facilitation of goods received in bond and transiting through SA. ➤ Collection of duties & taxes for goods imported into SA for home consumption. ➤ Verification & Compliance of Documentation for all of the above as well as Physical Examination of goods through a risk management system. ➤ Prevention of smuggling into and out of SA of illicit goods through the deployment of an anti-smuggling unit. 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Non Compliance of Cross Border Documentation ➤ Insufficient usage of inland clearances for exports ➤ Smuggling ➤ Corruption 			

➤ Home Affairs (Immigration)

DATE:	31/07/2009	TIME STARTED:	12H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	13H30
PERSON VISITED			
Mr. Sediba	Acting Asst. Director	Home Affairs (Immigration)	
Mosses Chauke	Controller	Home Affairs (Immigration)	
STAFF COMPLIMENT:	58 – 1 Assit. Director, 1 Controller, 48 Officers including 4 Supervisors & 8 Security Officers		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	12 per shift including one Supervisor + 2 Security Officers per shift		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3)22h00-06h00		
STAFF SHORTAGES:	15 Officers per shift or a total of 60		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Clearance of tourists, foot travelers, bus passengers and Commercial Drivers both entering and exiting South Africa. ➤ Detention & deportation of illegal immigrants to South Africa. ➤ Monthly Statistic & Reports ➤ Applications for Permits – work, residence & student. 			
<u>CHALLENGES:</u> Due to severe staff shortages Home Affairs is unable to function efficiently at Beitbridge Border Post and the following posts are currently not functioning at the moment causing severe congestion on a daily basis:-			
<ul style="list-style-type: none"> ➤ Commercial Exports 1 officer per shift ➤ Commercial Imports should be 2 fulltime officers per shift, mostly only 1 available ➤ South Gate – two officers per shift for foot travelers ➤ North Gate – two officers per shift for foot travelers ➤ An additional 9 officers per shift to man computer stations on both entry and exit halls in the main terminal building 			
<p>These shortages are interfering with the functionality of other departments at the border post, like SAPS who are forced to deploy officers at the north and south gates to control the influx of foot travelers and preventing them from deploying more officers on the ground to control crime and security at the border.</p>			

➤ BCOCC

DATE:	30/07/2009	TIME STARTED:	14H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	15H30
PERSON VISITED	POSITION	DEPARTMENT	
Michael Malindi	Manger	BCOCC	
STAFF COMPLIMENT:	Not Available		
NUMBER OF SHIFTS:	Not Applicable		
NUMBER PER SHIFT:	Not Applicable		
SHIFT TIMES:	Not Applicable		
STAFF SHORTAGES:	None		
FUNCTIONS: To Manage and oversee the Infrastructure and functionality of the Beitbridge Border Post.			
CHALLENGES: Not discussed.			

➤ Department of Agriculture

DATE:	10/08/2009	TIME STARTED:	09H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	10H00
PERSON VISITED	POSITION	DEPARTMENT	
Mr. Mushei	Supervisor	Department of Agriculture	
STAFF COMPLIMENT:	22 – 1 Supervisor, 1 Admin Assistant & 20 Officers		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	5 Officers per shift – 2 commercial & 3 passenger		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	12 or 3 per shift – 1 additional for commercial and passenger, plus 1 officer for foot and mouth control.		
FUNCTIONS: Exports - documentation checking and PE (Physical examinations) done on request. Imports – Issuing of and checking validity of Import Permits, Sanitary & Phyto Certificates (Compliance). PE (Physical Examination) on all Imports into SA.			
CHALLENGES: Staff shortages. No dedicated examination bay for inspections and any infrastructure or facilities for sanitation spraying. Lack of knowledge of commercial cargo carriers on compliance requirements as well as traders using bus transportation, leading to confiscation & destruction of goods.			

➤ Port Health

DATE:	10/08/2009	TIME STARTED:	11H30
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	12H30
PERSON VISITED			
David Ramuthungi	POSITION		DEPARTMENT
	Acting Supervisor		Port Health
STAFF COMPLIMENT:	5		
NUMBER OF SHIFTS:	2 shifts per day		
NUMBER PER SHIFT:	When possible - 2 passenger & 1 commercial		
SHIFT TIMES:	1) 06h00-14h00 & 2) 14h00-22h00		
STAFF SHORTAGES:	5 – need to run 3 shifts of 3 officers plus 1 day time Supervisor to manage and oversee department functions (total staff compliment required – 10)		
<u>FUNCTIONS:</u> To:-			
<ul style="list-style-type: none"> ➤ Ensure compliance of Documentation for the importation of goods that fall under medicants and anything for human consumption, including foodstuffs. ➤ Carry out PE (Physical Examination) of all goods in these categories imported into South Africa. ➤ Inspect and sanitize all public toilets at the border post. ➤ Verify validity of travelers and drivers health documents i.e. yellow fever vaccinations where applicable. ➤ Handout educational pamphlets on health and Aids related issues within the borders of South Africa. 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Staff shortages affecting the functionality of the department as none of the above functions are being carried out effectively which is contributing to delays and congestion for both commercial traffic and passenger travelers. ➤ No dedicated inspection bays are available to carry out the required inspection of commercial goods which also contributes to delays and congestion as the vehicles are very often inspected in the Customs Commercial Parking Area. ➤ Communications – No landlines/Faxes/Internet connectivity is presenting a challenge for the functionality of the department at the border post. 			

➤ SAPS

DATE:	10/08/2009	TIME STARTED:	09H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	10H30
PERSON VISITED			
Mrs. Radzileni	Senior Superintendant	SAPS	
STAFF COMPLIMENT:	326 permanent staff members		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	+/- 75 Officers including Senior Officers i.e. Captains, Inspectors & Sergeants		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3)22h00-06h00		
STAFF SHORTAGES:	None		
<u>FUNCTIONS:</u> To Secure officials, travelers, commercial drivers and property at the border post through:-			
<ul style="list-style-type: none"> ➤ Visible patrols and policing of border post control area. ➤ Crime prevention by arresting or detaining criminal elements within the control area. ➤ Inspection of both incoming and outgoing vehicles for theft. 			
<u>CHALLENGES:</u> Above functions being severely hampered by police officers being deployed at north & south gates to fulfill Home Affairs (Immigration) & agricultural functions (foot & mouth). Young inexperienced officers at the border being exposed to wide range of corruption opportunities and are easily tempted.			

b) Zimbabwe:-

The following public or Government stakeholders are located at the border post within the control area, with the exception EMA who are newly formed (July 2009) and are currently located at the old passenger terminal in town due to a lack of accommodation at the border post. These agencies provide a service to both Travelers (foreign & local) and commercial operators (transporters/drivers, exporters and importers) transiting Zimbabwe:

1. ZIMRA
2. Immigration
3. Department of Agriculture
4. Port Health
5. ZRP
6. Veterinary Services
7. VID
8. EMA

➤ ZIMRA

DATE:	11/08/2009	TIME STARTED:	10H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	14H00
PERSON VISITED			
Angeline Mishiri	POSITION		DEPARTMENT
	Regional Manager		ZIMRA
STAFF COMPLIMENT:	Not available (141 Technical Staff & 5 Shift Managers carry out the operational functions at the border)		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	+/- 35 Officers & 1 Shift Manager per shift		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	Need to double current staff compliment		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Clearance of both exported and imported cargo out of and into Zimbabwe. ➤ Facilitation of goods received in bond and transiting through Zimbabwe. ➤ Collection of duties & taxes for goods imported into Zimbabwe for home consumption. ➤ Verification & Compliance of Documentation for all of the above as well as Physical Examination of goods through a risk management system. ➤ Prevention of smuggling into and out of Zimbabwe of illicit goods through the deployment of an anti-smuggling unit. 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Human resources ➤ Staff accommodation ➤ Hardware ➤ Network Connectivity ➤ Insufficient documentation ➤ Delay in duty payment – 7-day Credit facility ➤ False declarations ➤ Non-declarations ➤ Transit Fraud 			

➤ Immigration

DATE:	15/08/2009	TIME STARTED:	15H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	15H30
PERSON VISITED	POSITION	DEPARTMENT	
Sheila Simango	Investigation Manager	Immigration	
STAFF COMPLIMENT:	56 Permanent staff made up of: 4 senior managers, admin staff, driver, gate guards and Immigration officers.		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	Operational staff - 8 officers per shift + one accounting officer		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	12 per shift – 4 officers on exit, 6 on arrivals & 2 at the gates for foot travelers		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Clearance of tourists, foot travelers, bus passengers and Commercial Drivers both entering and exiting Zimbabwe. ➤ Detentions & deportations of illegal immigrants to Zimbabwe. ➤ Statistics – Monthly Reports ➤ Applications for permits – work, student & residence 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Staff shortages – Especially for commercial traffic (need to separate from passenger) ➤ Staff accommodation ➤ Computerization ➤ Queue Management systems 			

➤ Department of Agriculture

DATE:	17/08/2009	TIME STARTED:	09H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	09H30
PERSON VISITED	POSITION	DEPARTMENT	
Tapiwa Goromondo	Station Manager	Plant Quarantine Services	
STAFF COMPLIMENT:	27 – 10 Inspectors, 6 Assit. Inspectors & 10 Lab Hands		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	6-7 per shift		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	None at this stage		
<u>FUNCTIONS:</u>			
<p><u>Imports</u> – Checking of documentation for compliance, issuing of permits and random PE (Physical Examination) on Agricultural products. No fumigations done on site.</p> <p><u>Exports</u> – Compliance checking of documents only, papers prepared at point of origin, issuing of Phyto & Sanitary Certificates for traders (Bus Passengers) and local farmers in Beitbridge district.</p> <p><u>Transit</u> – Compliance checking of documents and transit permits.</p>			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Staff accommodation ➤ Transportation for staff from home to work & back ➤ Agents not referring files when non compliant, trying to bribe customs officer ➤ Transport operators and Importers ignorant of requirements 			

➤ Port Health

DATE:	17/08/2009	TIME STARTED:	09H30
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	10H00
PERSON VISITED	POSITION	DEPARTMENT	
Saneliso Ndlovu	Port Health Technician	Port Health	
STAFF COMPLIMENT:	6 permanent staff members		
NUMBER OF SHIFTS:	3 shifts per day, no standby shift, but 1 officer off on a rotational basis		
NUMBER PER SHIFT:	2 per day shift and 1 on night shift		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	Short staffed but not sure of requirements, need to operate 4 shifts – 3 operational & 1 standby shift.		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Inspection of human remains ➤ PE (Physical Examination) of patients returning to Zimbabwe after treatment in SA ➤ Inspection of trucks/loads at commercial ➤ Inspection of secondhand clothing imported by traders – no fumigation certificate clothing burnt and destroyed ➤ Inspection of border post facilities i.e. public toilets and warehouse facilities for the storage of foodstuffs 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ No sample kits for testing products ➤ Lack of resources i.e. computers, communications – no landlines/faxes/copier ➤ No Inspection bay facilities for commercial inspections ➤ Shortage of staff ➤ Staff accommodation ➤ Imports – Mendicants (correct documentation – import permit), human remains insufficient documents produced by relatives for clearances 			

➤ ZRP

DATE:	17/08/2009	TIME STARTED:	10H30
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	11H00
PERSON VISITED	POSITION	DEPARTMENT	
Richard Mugadza	Officer in Charge	ZRP	
STAFF COMPLIMENT:	+/- 48 – 16 Officers on the ground, CID & VIS (Vehicle Inspection Services) 12 Officers & Anti-smuggling +/- 20 Officers		
NUMBER OF SHIFTS:	3 shifts per day & 1 standby shift		
NUMBER PER SHIFT:	10-12 per shift for all departments		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	No exact number given but need minimum of 15 additional per shift – support services (armed division) are deployed on request for peak periods & when required		
<u>FUNCTIONS:</u> To provide security and maintain law and order at the border post by:			
<ul style="list-style-type: none"> ➤ Crime prevention & arresting of criminal elements ➤ Inspection of incoming & outgoing vehicles for theft ➤ Monitor smuggling activities at the border post 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Staff shortages ➤ Staff Accommodation ➤ No computer checking for stolen vehicles – can only check validity of vehicle papers & police clearance, main concentration on exports. ➤ Border perimeter fencing in disrepair & not maintained allowing easy access to the border control area for criminal elements ➤ Better control required of clearing agent representatives being given access to the border control area – fraudulent ID cards common place, submission of documents should be done outside the control area 			

➤ Veterinary Services

DATE:	17/08/2009	TIME STARTED:	11H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	11H30
PERSON VISITED	POSITION	DEPARTMENT	
Lennox Muhlanbi	Veterinary Officer	Veterinary Services	
STAFF COMPLIMENT:	6		
NUMBER OF SHIFTS:	3 shifts per day		
NUMBER PER SHIFT:	2 per shift		
SHIFT TIMES:	1) 06h00-14h00, 2) 14h00-22h00 & 3) 22h00-06h00		
STAFF SHORTAGES:	10 to make a total of 16 and operate 4 per shift over 4 shifts		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Checking compliance of documentation for imports (permits) for all veterinary and animal related products ➤ Passenger declarations for veterinary & animal related products 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Infrastructure – Offices required (working out of an old caravan) ➤ Inspection facilities needed for commercial inspections ➤ Storage facilities for confiscated products ➤ Communications – computers, landline, fax, internet and copier ➤ Transport operators, drivers and traders/passengers not aware of documentation requirements for compliance 			

➤ VID (Vehicle Inspection Department)

DATE:	17/08/2009	TIME STARTED:	11H30
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	12H15
PERSON VISITED			
Danny Zhangazha		POSITION	DEPARTMENT
		Depot Manager	VID (Vehicle Inspection Dept.)
STAFF COMPLIMENT:	17 permanent staff – 14 officers & 3 admin		
NUMBER OF SHIFTS:	2 x 12 hr shifts per day		
NUMBER PER SHIFT:	6 per shift & 2 officers off duty on a 5 day rotational basis		
SHIFT TIMES:	1) 06h00-18h00 & 2) 18h00-06h00		
STAFF SHORTAGES:	7 additional staff required to introduce 3 x 8 hr shifts		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Weighing of all incoming commercial vehicles to Zimbabwe ➤ Sale of coupons @ 10 USD per 100 kms ➤ Testing of learner drivers for competence ➤ Drivers license testing ➤ COF checks vehicle & documentation ➤ Revenue collections for : overloading, vehicle test fees, driver license testing and voluntary weighing of vehicles ➤ Provide state witness testimonies for vehicle accidents 			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Weighbridge discrepancies – disputed accuracy by SA vehicles weights do not correspond to SA weighbridges ➤ SA Quantum operators falsifying cross border permits ➤ No backup generator causes delays during power failures as no vehicles can be weighed – power cuts two to three times per week for up to 4 hrs at a time ➤ Communications – no landlines/faxes/internet/e-mail ➤ Staff shortages ➤ Staff accommodation 			

➤ EMA (Environmental Management Agency)

DATE:	17/08/2009	TIME STARTED:	12H30
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	13H00
PERSON VISITED			
Somnadla Ndlovu		POSITION	DEPARTMENT
		Manager	EMA (Environmental Management Agency)
STAFF COMPLIMENT:	9 Permanent staff members – Manager, Admin Assistant, Accounts Officer & Officers		
NUMBER OF SHIFTS:	3 shifts per day		
NUMBER PER SHIFT:	2 officers per shift excluding day staff		
SHIFT TIMES:	1) 06h00-12h00, 2) 12h00-18h00 & 3) 18h00-00h00		
STAFF SHORTAGES:	None		
FUNCTIONS: All goods/consignments classified under Statuary Instruction 12 of the act covering the transportation of Dangerous Goods i.e. any goods with a UN No. – shall require a license to carry such goods in the borders of Zimbabwe.			
<ul style="list-style-type: none"> ➤ Green – low hazard ➤ Amber – hazardous ➤ Red – high risk <p style="text-align: center;">Issue of license is done on pre-clearance by clearing agent and is charged out as per Appendix 1</p>			
CHALLENGES: The department has only been operating at the border since 1 July 2009, so has limited challenges at this stage; however e-mail/internet connectivity does present a challenge at the moment.			

5. Listing of the number of Freight Forwarders with a presence on both sides of the border

a) South Africa:-

There is a total of 65 registered Clearing Agents on the South African side of the border post with a physical presence, of which only three namely, BBKA, Cargo services and Manica, are accredited by SARS. (See Appendix II for details). They are situated in various locations outside the customs control area, but are within easy access of the various truck parks located around the border area. In order to get some feedback on challenges faced by freight forwarder and what solutions they have on offer for Beitbridge border post, Ian Cooper owner of Cargo Services and CEO of SAAFF (South African Association of Freight Forwarders) at Beitbridge border post, was interviewed for his opinion:

DATE:	18/08/2009	TIME STARTED:	12H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	13H30
PERSON VISITED			
Ian Cooper		POSITION	
CEO		DEPARTMENT	
SAAFF			
No. of Registered Agents:		65	
No. of Agents with a visible presence at the border:		+/- 40	
No. of Accredited Agents at the border:		3 - BBKA, Cargo Services & Manica	
<u>Where Situated:</u>			
<ul style="list-style-type: none"> ➤ Manica Building at Commercial – 5 agents ➤ Protect It Truck Park – 5 agents ➤ Rail Carriages – 2 agents ➤ Limpopo Truck Park +/- 15 agents ➤ Gateway Truck Park +/- 13 agents 			
<u>Challenges faced:</u>			
<ul style="list-style-type: none"> ➤ Staffing of Government Departments at the border post & the productivity of the existing staff. ➤ Inbound Customs commercial parking in adequate ➤ Poor Driver disciplines play a major role in border congestions ➤ 24 hr operation does not work for SA agents, however will consider doing releases on a 24 hour bases, but no documentation processing due to high risk of customs penalties being imposed 			

Possible solutions:

- Increase number of parking bays at Customs in bound parking area
- Open old bridge for passenger vehicles & LDV's
- All Agents to do EDI entries as opposed to manual

b) Zimbabwe:-

There are a total +/- 300 registered Clearing Agents on the Zimbabwe side, of which only 200 have a physical presence at the border, the other 100 are based in Harare, but as they do inland clearances for Beitbridge they are registered with ZIMRA Beitbridge. Due to lack of accommodation these 200 agents are located in numerous shopping complexes and stand alone office blocks/buildings all over the town of Beitbridge and are made up as follows:-

- 70% have own offices
- 20% share office space
- 10% Briefcase Agents

A detailed listing of these agents was requested from ZIMRA, but was not available for disclosure at the time of the request. Likewise Benford Lazalo, Chairman of SFAAZ Beitbridge and representing the Zimbabwean Freight Forwarders, was interviewed for his take on the situation at Beitbridge:

DATE:	15/08/2009	TIME STARTED:	14H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	15H00
PERSON VISITED			
Benford Lazalo		POSITION	DEPARTMENT
Chairman		SFAAZ	
No. of Registered Agents:		+/- 300	
No. of Agents with a visible presence at the border:		+/- 200 of which 70% have own offices, 20% share & 10% are Briefcase Agents	
No. of Accredited Agents at the border:		Not Available	
<u>Where Situated:</u>			
<ul style="list-style-type: none"> ➤ Mashavavie Complex - Beitbridge ➤ Living Waters Complex – Beitbridge ➤ Various office complexes throughout the town of Beitbridge – too many to identify by name and address 			

Challenges faced:

- Poor Driver disciplines play a major role in border congestions, drivers are bribing officials to issue release notifications prior to clearance, so that they can cross to the Zim side where parking is free. Also drivers often do not declare personal or private cargo causing them to be delayed by customs to make a declaration or pay duties.
- Regular power failures are causing havoc with entry submissions to customs – 2 to 3 times per week for up to 4 hours in durations and agents do not have backup generators.
- SA's non compliance with 24 hr operation is causing major congestion on Zim side during day time crossings
- SA consolidators are not advising Zim agents of all entries and often fill the truck up with last minute consignments, this is causing delays as these entries cannot be pre-cleared and trucks will often have to stand for days while agents call importers to pay duties
- Poor PTC (landline) and internet connectivity at the border making communications with SA agents and exporters difficult
-

Possible solutions:

- OSBP (one-stop border post)
- SA agents to operate on 24 hr bases
- Open old bridge for passenger & LDV traffic to ease congestion, especially during holiday times

6. Other Stakeholders Interviewed at the border post

A number of other agencies and stakeholders made up of CBRTA (Crossborder Road Transport Agency), Truck Stop/Park owners and Transport representatives housed or operating at Beitbridge border post where interviewed for their input and facilities on offer. The details of which are shown in the tables below. However some were reluctant to divulge to much information about their business, for fear of the information being divulged to their competitors.

a) CBRTA – South Africa

DATE:	05/08/2009	TIME STARTED:	09H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	10H00
PERSON VISITED	POSITION	DEPARTMENT	
Brenda Mtshweni	Area Manager	CBRTA (Cross Border Road Transportation Agency)	
STAFF COMPLIMENT:	15 Officers at Musina & 7 at Potgietersrus		
NUMBER OF SHIFTS:	2 shifts per day		
NUMBER PER SHIFT:	6 officers per shift & 2 off duty on a rotational basis		
SHIFT TIMES:	1) 06h00-15h00 & 2) 15h00-00h00		
STAFF SHORTAGES:	34 additional staff required to man new facility at the border post with 3 shifts and external security 24/7		
<u>FUNCTIONS:</u>			
<ul style="list-style-type: none"> ➤ Checking validity of cross border permits and other documentation such as – Consignment Notes, Packing Lists, etc. ➤ HAZCHEM Compliance as per NRTA Act 93 of 1996 ➤ Normal Traffic offences such as – drivers license, COF of vehicle and physical check of vehicles ➤ Bus Passenger Time Tables & Passenger Manifests <p>CBRTA Officers also have jurisdiction over offences committed under the Tourism Act and Criminal Procedures Act.</p>			
<u>CHALLENGES:</u>			
<ul style="list-style-type: none"> ➤ Non Compliance of Transport operators under the functions listed above ➤ Security of Officers after hours at Musina facility, hence only two shifts operated currently 			

b) Gateway Truck Stop – South Africa

DATE:	12/08/2009	TIME STARTED:	09H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	10H00
PERSON VISITED			
Jana van der Westhuizen		POSITION	DEPARTMENT
		Depot Manager	Gateway Truck Stop
STAFF COMPLIMENT:	17 staff permanent staff members including management and day staff		
NUMBER OF SHIFTS:	3 shifts per day		
TRUCK PARK CAPACITY:	400 trucks maximum		
AVERAGE:	300 trucks per day		
<u>FACILITIES:</u>			
<ul style="list-style-type: none"> ➤ Driver Ablutions ➤ Office Complex ➤ Toilets ➤ Canteen ➤ Public Telephones ➤ Diesel pumps ➤ Workshop facilities ➤ 24/7 Security 			

c) Transporters Interviewed.....

➤ SA Cross Border

DATE:	18/08/2009	TIME STARTED:	14H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	15H00
PERSON VISITED			
Leon Erasmus	POSITION		COMPANY
	Manager		SA Cross Border Transport
Depot Location:	Beitbridge		
Cross Border Routes:	Jhb/BB/Chirundu/DRC		
No. of movements per mth:	300 out & 300 in		
Vehicle Types Used:	Inter-link & tri-axle flatbeds		
Average Cross Border Time:	Northbound – 1 to 2 days Southbound – 1 to 2 days		
Commodities Transported:	Northbound - Food Products, Fertilizer & Mining Equipment Southbound – Copper Concentrate & Copper Cathodes		
<u>Reasons for Delays:</u>			
<u>Out / SA</u>			
<ul style="list-style-type: none"> ➤ Processing of original SADC Certificates by SARS ➤ VOC's for trailer & container numbers 			
<u>In / SA</u>			
<ul style="list-style-type: none"> ➤ Inbound Customs Parking ➤ Releases taking up to 3 hrs ➤ Inspection of agricultural products ➤ South gate anti-smuggling inspections 			
<u>Possible solutions:</u>			
<u>Out / SA</u>			
<ul style="list-style-type: none"> ➤ SARS to improve processing times of original SADC Certificates ➤ Release Trucks & process VOC's later 			
<u>In / SA</u>			
<ul style="list-style-type: none"> ➤ Increase number of parking bays for inbound traffic at Customs ➤ Train or employ more efficient releasing staff for inbound traffic ➤ Deploy risk management for anti-smuggling inspections 			

➤ Zimbulk

DATE:	18/08/2009	TIME STARTED:	10H00
SURVEYOR:	Mike Fitzmaurice		
BORDER POST:	Beitbridge	TIME FINISHED:	11H00
PERSON VISITED			
Martin du Plessis			
POSITION			
Manager			
COMPANY			
Zimbulk			
Depot Location:	Beitbridge		
Cross Border Routes:	Jhb/BB/Chirundu/DRC		
No. of movements per mth:	250 out & 80 in loaded & 170 empty returns		
Vehicle Types Used:	6x4 Truck tractor –tank trailer combinations		
Average Cross Border Time:	Northbound – 6 hrs Southbound – 12 to 18 hrs loaded & 4 hrs empty		
Commodities Transported:	Northbound – Diesel, Petrol, Shell Solution, HFO (Heavy Fuel Oil), Resin & Hexane Southbound – Ethanol		
<u>Reasons for Delays:</u>			
<u>Out / SA</u>			
<ul style="list-style-type: none"> ➤ Queue's on Exiting SA ➤ SA Customs on Go Slow or don't have sufficient staff to cope with supervisions ➤ VID on Zim side have huge load variances compared to SA weighbridges on weighing of trucks and Institute large fines 			
<u>In / SA</u>			
<ul style="list-style-type: none"> ➤ Insufficient Inbound Customs Parking causes congestion on Zim side & affects crossing times 			
<u>Possible solutions:</u>			
<u>Out / SA</u>			
<ul style="list-style-type: none"> ➤ SARS to employ more competent Officers to deal with work load on SA export supervisions 			
<u>In / SA</u>			
<ul style="list-style-type: none"> ➤ Increase number of parking bays for inbound traffic at Customs 			
<u>General Comments:</u> Transport operators including Zimbulk are paying Zimra officials at the Scanner R100.00 per truck to jump the queue and speed up crossing times from Zim side. Also VID Officers are being paid bribes to reduce or waver fines imposed for over loading.			

➤ CARS

DATE:	14/08/2009	TIME STARTED:	09H00
SURVEYOR:	Brian Teputepu		
BORDER POST:	Beitbridge	TIME FINISHED:	10H00
PERSON VISITED			
Noel Stephen		POSITION	
		Manager	
COMPANY			
CARS			
Depot Location:	Beitbridge		
Main Cross Border Route:	Jhb/BB/Zim/Malawi		
No. of movements per mth:	140 out & 100 in		
Vehicle Types Used:	Inter-link & tri-axle flatbeds		
Average Cross Border Time:	Northbound – within 1 day Southbound – 2 to 3 days		
Commodities Transported:	Northbound - Consolidations Southbound – Tea, Cotton & Tobacco		
<u>Reasons for Delays:</u>			
<u>Out / SA</u>			
➤ No delays northbound – mainly pre-clearances			
<u>In / SA</u>			
➤ Inbound Customs Parking causing delays for trucks crossing to SA side, can take up to 2 days for a truck to cross over			
➤ Agents slow			
➤ Too many stops on SA side			
<u>Possible solutions:</u>			
<u>Out / SA</u>			
None			
<u>In / SA</u>			
➤ Increase number of parking bays for inbound traffic at Customs			
➤ Train or employ more efficient releasing staff for inbound traffic			
<u>General Comments:</u> Zim Charges for coupons and EMA high eg. Coupons for Hre - 120 USD & Nymapandi - 90 USD & EMA 80 USD. VID Zim side is fining trucks for overloads, but when trucks weighed in SA they are within the limit.			

➤ Cross Country Containers

DATE:	16/08/2009	TIME STARTED:	10H00
SURVEYOR:	Tinashe Teputepu		
BORDER POST:	Beitbridge	TIME FINISHED:	11H00
PERSON VISITED			
Zakias		POSITION	
		Manager	
COMPANY			
Cross Country Containers			
Depot Location:	Beitbridge		
Main Cross Border Route:	Jhb/BB/Hre & return		
No. of movements per mth:	150 out & 150 in		
Vehicle Types Used:	6x4 Truck Tractor with Tri-axle flat beds		
Average Cross Border Time:	Northbound – 1 to 2 days Southbound – 2 to 3 days		
Commodities Transported:	Northbound – Fertilizer, Groceries & Machine spares Southbound – Copper, Cotton & Tobacco		
<u>Reasons for Delays:</u>			
<u>Out / SA</u>			
<ul style="list-style-type: none"> ➤ Document non compliance by exporter ➤ No 24 hr releasing on SA side, truck must stand till next morning ➤ Omission of documents by either SA or Zim agents causing clearance delays 			
<u>In / SA</u>			
<ul style="list-style-type: none"> ➤ Congestion on the Zim side due to insufficient Inbound Customs Parking on SA side ➤ Waiting for notifications from SA agents ➤ SA not making use of 24 hr releasing 			
<u>Possible solutions:</u>			
<u>Out / SA</u>			
<ul style="list-style-type: none"> ➤ Timely submission of documents by both SA & Zim agents to help speed up clearances 			
<u>In / SA</u>			
<ul style="list-style-type: none"> ➤ SA must make use of 24 hr releasing like Zim side to help with congestion during the day 			
<u>General Comments:</u> Zim Scanning system is too slow something needs to be done to speed up the process.			

7. Traffic Statistics

All of the information obtained for traffic statistics and Import/Export values, came from SARS and applies to the South African side as ZIMRA had no statistics available. Please note that inbound refers to imports into SA and outbound to Exports out of SA.

a) Number of Commercial Vehicles (Trucks) over 2008 by month by:

i) Direction of Travel (inbound or outbound)

MONTH	INBOUND		OUTBOUND	
	2008	2009	2008	2009
JANUARY	N/A	1422	N/A	8707
FEBRUARY	N/A	2143	N/A	9367
MARCH	N/A	1131	N/A	8229
APRIL	1582	2100	1826	8176
MAY	6336	882	6318	9036
JUNE	3866	3147	3657	9211
JULY	6658	7451	7474	8055
AUGUST	7553		10491	
SEPTEMBER	5285		2574	
OCTOBER	7433		7895	
NOVEMBER	5753		8647	
DECEMBER	N/A		9642	
TOTAL	44467	18546	58524	60781
MONTHLY AVERAGE	5558	2649	6503	8683
DAILY AVERAGE	182	87	182	287

*Information source - SARS

- ii) Whether in transit or not – information not available.
- iii) Type of Cargo (break-bulk, tanker, refrigerated, containerized, etc.) – data not available in this format.
- iv) Description of Cargo (fuel, manufactured products, food, copper concentrate) – data not available in this format.
- v) Average time (in hours) to clear a truck by direction of travel by type of cargo – data not available in this format.

*** See Appendix III (Exception Reports & Project Statistics), generated from mini monitoring survey done at Beitbridge during site visit, for above information.**

b) Number of Passenger Vehicles over 2008 by month by:

- i) Direction of travel (inbound or outbound)
- ii) Type of vehicle (passenger car or bus/coach)

MONTH	INBOUND		OUTBOUND	
	2008	2009	2008	2009
JANUARY	18882	39748	19719	28194
FEBRUARY	16950	18759	20040	19481
MARCH	20276	19673	25168	21315
APRIL	21349	27341	21374	22591
MAY	19277	23837	19409	25329
JUNE	17746	19614	18132	20395
JULY	21220	20417	21127	20047
AUGUST	23449		25043	
SEPTEMBER	21932		23665	
OCTOBER	26341		25764	
NOVEMBER	26114		27010	
DECEMBER	45813		49793	
TOTAL	279349	169389	296244	157352
MONTHLY AVERAGE	23279	24198	24687	22479
DAILY AVERAGE	765	799	812	742

*Information source - SARS

c) Number and total monthly values of imports, exports and goods in transit processed per month in 2008:

MONTH	RAND VALUE - 2008		
	EXPORTS	IMPORTS	TRANSIT
JANUARY	813 859 334	1 991 514 881	223 887 720
FEBRUARY	1 257 656 402	1 980 515 225	230 900 983
MARCH	1 304 091 540	2 712 379 924	322 085 627
APRIL	1 500 395 631	2 866 713 369	290 871 492
MAY	1 377 760 124	2 881 837 273	224 890 824
JUNE	1 601 378 391	2 956 335 712	243 819 614
JULY	1 827 200 260	3 097 115 937	228 266 564
AUGUST	1 838 666 195	2 864 429 403	209 885 397
SEPTEMBER	1 964 116 042	3 238 929 682	255 333 344
OCTOBER	1 964 116 042	3 618 776 006	208 799 140
NOVEMBER	2 687 703 668	3 171 493 263	187 008 168
DECEMBER	1 894 516 754	2 194 269 404	239 022 570
TOTALS	20 031 460 383	33 574 310 079	2 864 771 443
MONTHLY AVERAGE	1 669 288 365	2 797 859 173	238 730 954
DAILY AVERAGES	54 880 713	91 984 411	7 848 689

*Information source – SARS

Please note that import values shown in the table above exceed that of export values, which in reality should not be the case, but these figures have been obtained directly from SARS and the only likely explanation for this, is the use of alternate routes for exports out of SA i.e. Martin's Drift through Botswana and Kazangula Border post to Zambia & DRC by SA transporters who carry the bulk of SA exports by road into Africa. The unstable political and economic situation in Zimbabwe has forced foreign transporters/operators to make use of these alternate routes as the Zimbabwe Government has tried to capitalize on road user charges as source of revenue.

8. Analysis of the potential economic impact of a OSBP being established at Beitbridge.....

The establishment of a OSBP is without a doubt going to have an economic impact at Beitbridge with the emphasis being on costs saved through reduced transiting times. If we compare transiting times with the TLC study done in 2005/2006 to the mini survey done in August 2009 during the situational analysis, it is quite clear that there has been a deterioration in transiting times. The findings of this latest monitoring survey are also in line with stakeholders perceptions of transiting times at the current time and below is a brief analysis of the potential time/cost saving through the establishment of a OSBP at Beitbridge:-

NORTHBOUND	
ACTUAL TRANSIT TIME IN HRS	33
TARGETED TRANSIT TIME FOR OSBP IN HRS	3
TIME VARIANCE IN HRS	30
DEMURRAGE PER HR IN USD	12.50
POTENTIAL SAVING PER TRUCK IN USD	375
NUMBER OF TRUCKS PER MONTH	6 503
POTENTIAL SAVING PER MONTH IN USD	2 438 625
POTENTIAL SAVING PER YEAR IN USD	29 263 500
SOUTHBOUND	
ACTUAL TRANSIT TIME IN HRS	45
TARGETED TRANSIT TIME FOR OSBP IN HRS	3
TIME VARIANCE IN HRS	42
DEMURRAGE PER HR IN USD	12.50
POTENTIAL SAVING PER TRUCK IN USD	525
NUMBER OF TRUCKS PER MONTH	5558
POTENTIAL SAVING PER MONTH IN USD	2 915 325
POTENTIAL SAVING PER YEAR IN USD	34 983 900

*Potential time/cost savings through the establishment of a OSBP at Beitbridge based on a demurrage cost of 300 USD per day for a truck standing at the border post and traffic volumes for 2008 as per SARS statistics.

As can be seen from the above analysis the potential savings are huge and will go a long way towards reducing the end cost of products at final destination, thus making it more affordable for the man in the street which is the main objective of trade facilitation.

9. A preliminary assessment of the inputs and investments needed and the challenges faced to reach a OSBP

The first steps of this process have already been put in motion with the establishment of the Task Team on 6 August 2009 and the Steering Committee 19 August 2009 this year. It is now the objective of these structures to bring into being firstly a MOU between the two countries namely South Africa and Zimbabwe, followed by the drawing up and signing of a bilateral agreement.

The establishment of a OSBP at Beitbridge will require

changes to existing infrastructure and the development of new infrastructure, along with new equipment and ICT requirements, none of which can be decided upon until consensus can be reached by all stakeholders on the Layout and routing of the proposed OSBP.

Under item 11 of this report and on the A1 Schematic drawing of the layout of Beitbridge Border Post, suggestions have been made to a possible routing for a OSBP at Beitbridge. This proposal must be carried forward to the Task team for their input and further discussion. However more detailed proposals for the establishment of a OSBP have been made under "Conclusion" at the end of this report.

10. A collection of all relevant data: contracts, drawings, reports, etc concerning the operation and maintenance of both bridges across the Limpopo

Unfortunately our request for information on this item was denied due to existing protocol in place between NLB and the Zimbabwe Government. However an official request to the Department of Infrastructure of the Zimbabwe Government has been made (see Appendix III) to have the information requested to be released at a later stage and attached to this report as an addendum.

11. Recommendations for additional topographic surveys required to cover existing facilities or additional land if Necessary

Based on the proposals made under item 11 and as indicated On the A1 schematic drawing, there will be a need for further topographical surveys and the acquiring of additional land.

- South Gate on the SA side – the widening of the access road from the south gate to commercial from one lane in and one lane out to two lanes in and two lanes out, will require the purchasing of additional land from Protect It Truck Park just below the two railway carriages currently being used for clearing agents office. However the land required is not currently in use and will not mean the relocation of the railway carriages.
- The proposed new passenger clearance terminal on the SA side will also require a topographical survey and the possible purchase of additional land for its location.

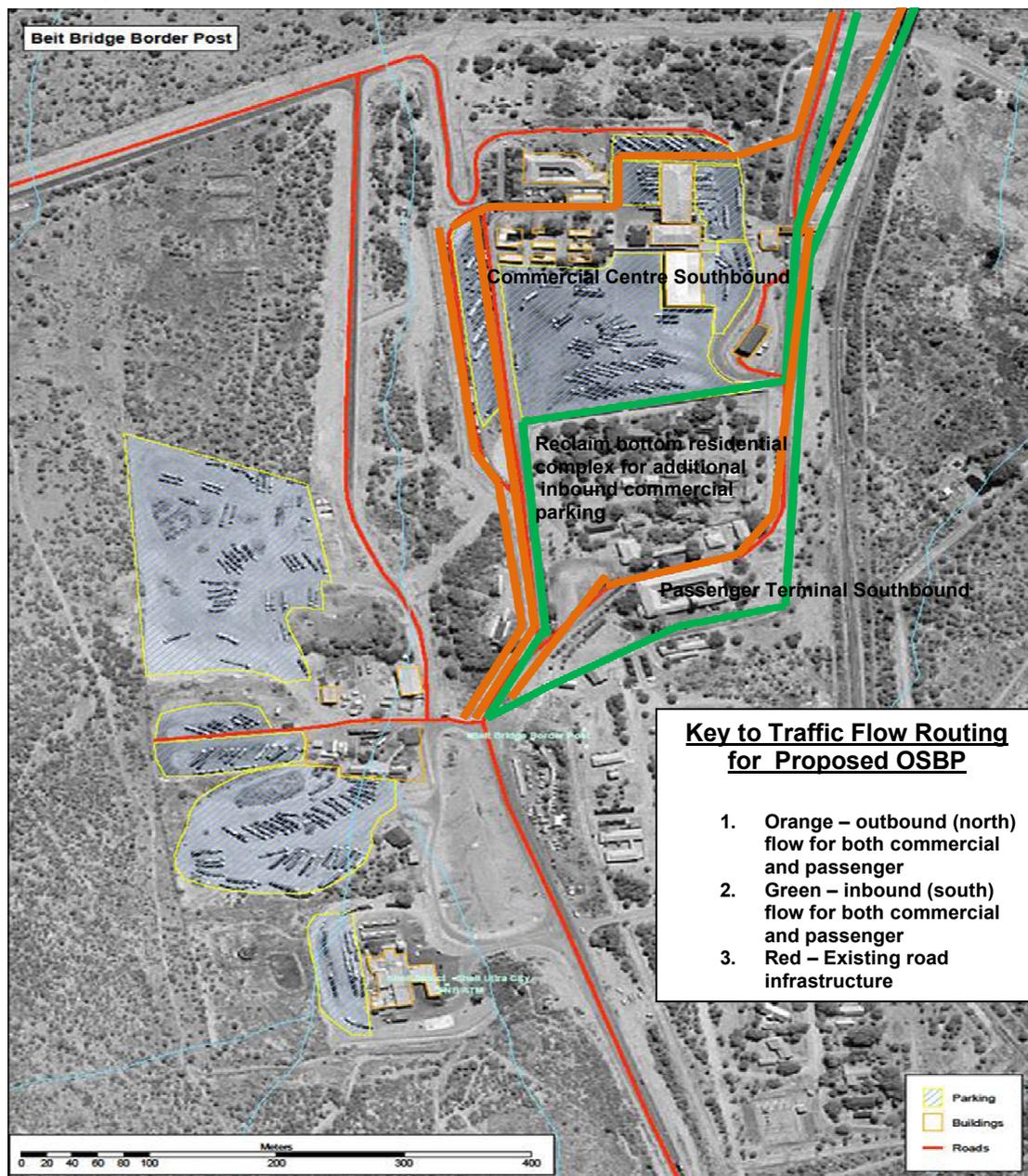
- All the proposed changes on the Zimbabwe side is on Government owned land but may require further topographical studies for the establishment of the proposed new passenger terminal.

12. A1 Schematic Drawing of Beitbridge Border Post..

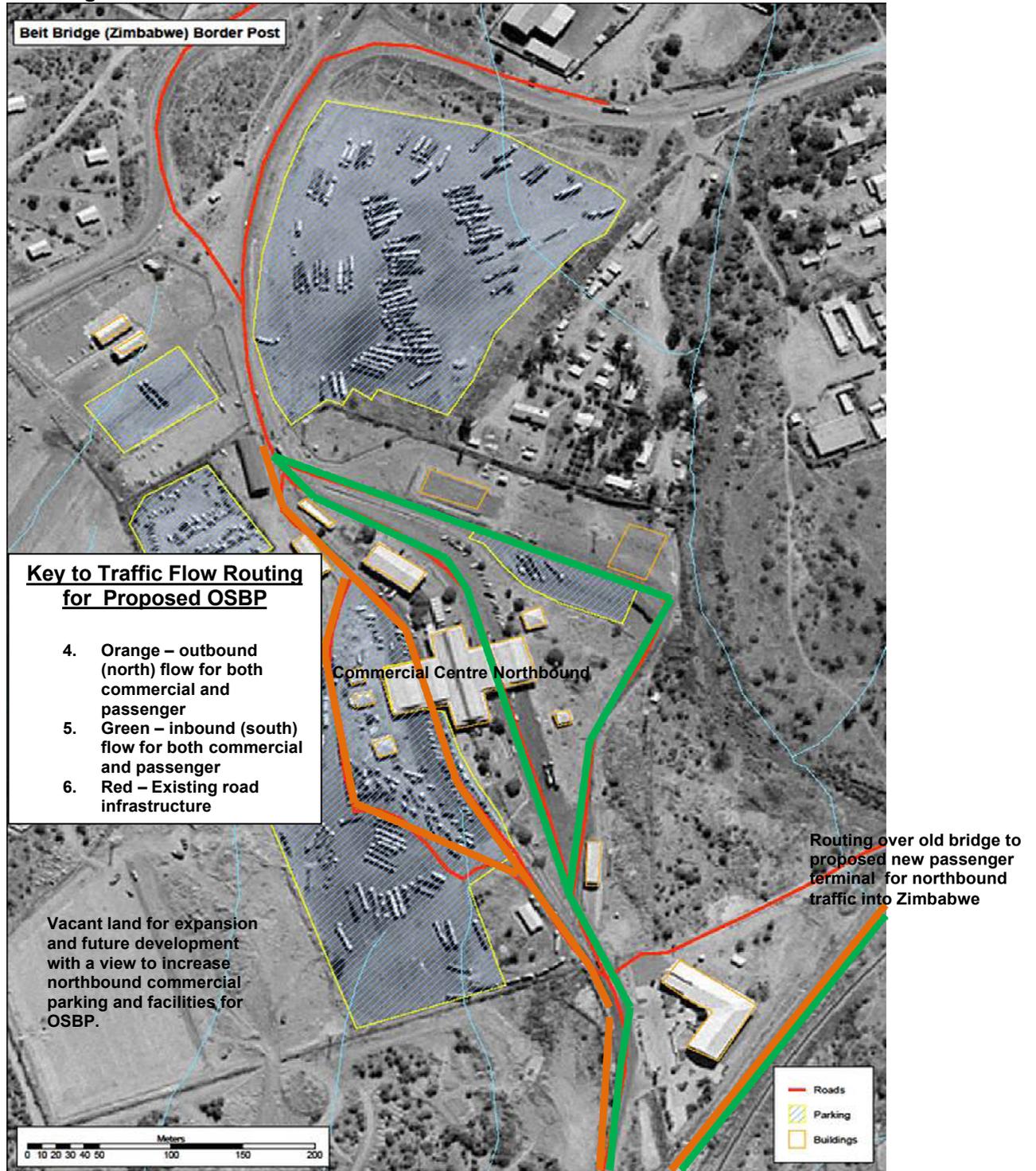
A full A1 Schematic Drawing has been provided as a separate attachment, but for the purpose of this report use will be made of Power Point generated sketches to demonstrate the proposed **OSBP** traffic flow and layout

Beitbridge Border Post – South Africa

Routing over new bridge Routing over old bridge



Beitbridge Border Post - Zimbabwe



13. Conclusion.....

Based on the findings of this Situational Analysis it is obvious that there are a number of challenges facing the “Beitbridge Border Post Initiative” and the main issues at stake have been highlighted below, any solutions put in place to overcome these challenges should work towards the ultimate goal or objective for Beitbridge, that being the establishment of a OSBP. However as the implementation of a OSBP could be long term, there is a need for some short term solutions that may not be one stop orientated, but could improve the current situation in the short term prior to the implementation of a OSBP.

- i) **Congestion** – this exists on both sides of the border and is largely due to infrastructure constraints within the customs control areas.
- South Gate SA Side – Access road to commercial only one lane in and one lane out – **possible solution**, purchase additional land from Protect It Truck Park and widen this area to allow for two lanes in and two lanes, this would assist the current situation and form part of the one stop traffic flow plan.
 - Exit area after release shed near to the duty free shop – this has become a disembarking area for truck drivers wanting to have their passports stamped by Immigration before exiting the SA border – **short term solution**, increase manpower in immigration to have immigration office operative at the customs release shed – **OSBP solution**, divert traffic flow directly to Zimbabwe one stop facility (see OSBP Traffic Flow diagrams)
 - Trucks parked waiting for physical inspection after the release shed is adding to the congestion being created by disembarking drivers by the duty free shop – **short term solution**, this is currently being addressed by SARS and the old ablution/staff dormitories alongside the release shed have been demolished and is currently being paved as detention/waiting area for trucks, this should overcome this problem and increase parking area on the inbound customs parking area – **OSBP solution**, divert traffic flow directly to Zimbabwe one stop facility (see OSBP Traffic Flow diagrams)
 - Inbound customs commercial parking area – this up to now has and is being congested by impound vehicles for smuggling which block the inspection bays, also the south side of the yard is full of

impounded relics or scrap vehicles that resemble a scrap dealer's yard – **short term solutions**, the new impound or detention area will help elevate this problem, but the scrap impounds need to be disposed of or relocated in order to free up valuable parking space – **OSBP solution**, reclaim land currently occupied by bottom customs housing complex to increase inbound parking area and divert traffic flow from Zimbabwe directly to this new facility for clearance (see OSBP Traffic Flow diagrams)

- The incomplete development of the south side commercial parking on the Zimbabwe side and the number of impounded passenger/commercial vehicles is proving to be a major challenge for the efficient movement of commercial traffic – **short term solution**, remove impounded vehicles to Government Auction lot and free up valuable parking space – **OSBP solution**, complete proposed parking area (level & pave) and divert inbound traffic directly from SA to this new facility for clearance (see OSBP Traffic Flow diagrams)
- The outbound movement of commercial traffic on the Zimbabwe side is fairly well organized under the current circumstances, but the exit from Zimbabwe to the new bridge is proving extremely challenging with all laden/empty commercial traffic, passenger and buss/coaches converging into one lane – **possible solution**, widen the south gate area to allow for two lanes in and two lanes out, given the amount of land available this is quiet possible and this development would ease the current congestion as well as forming part of the proposed **OSBP** traffic flow plan. (see OSBP Traffic Flow diagrams)
- The obvious solution to the traffic congestion problem at Beitbridge besides some of the already proposed options and initiatives underway is to open the old bridge to passenger traffic and move the passenger terminal on the Zimbabwe side to the old Beitbridge border post site in town, for passenger vehicle/passenger coach for non commercial declarations for entrance into Zimbabwe on the **OSBP** principle. While on the SA side to route the same to the existing passenger terminal for entrance to SA on the **OSBP** principal. The exsisting passenger terminal on the Zimbabwe side would become the new **OSBP** commercial centre and the exsiting commercial

centre on the SA side would remain but would be revamped

- ii) **Inland Clearances for SA Exports** – Insufficient use of inland clearances is being done by SA Exporters at present and the usage figure of this facility is currently less than 30% of all clearances taking place at Beitbridge. However all transit and ex-warehouse exports are processed inland and this brings the figure up to about 40% of the total export entries, leaving 60% to be framed at the border post by agents. This is without a doubt contributing to time delays for clearances at the border with the majority of BOE's framed by agents at the border post. The inland pre-clearance system takes no longer than that at the border, but it does speed up the clearance process at the border as the entry is done by EDI at point of origin (inland office) and only manual verification of original documents is needed at the border by SARS. This process is in line with the proposed **OSBP** concept for cargo clearances and enabled green lane facilitation.

- iii) **Staff Shortages Government Stakeholders** – This is presenting a challenge on both sides under the current system and was clearly identified through the individual interviews with the various stakeholders – but could be overcome with the introduction of a **OSBP**, as combining of the two revenue authorities on either of the border could reduce staff requirements on both sides.

- iv) **Staff Accommodation** – This problem largely exists on the Zimbabwe side and is severely hampering the progress of filling vacant posts within the border control area. Land is available for this development but the project lacks funding for it to go ahead. It is estimated that accommodation for 300-400 prospective employees needs to be developed in the form of housing, flats and single quarters. However these figures could be reduced drastically as in item iii) above, with the introduction of a **OSBP**.

- v) **Corruption** – The current situation at the border post with the existing problems of traffic congestion, staff shortages etc, is leading to wide spread corruption taking place at the border post as these challenges are being overcome by enterprising individuals trying

to facilitate trade at the border post. This would to a large degree be eliminated with the introduction of a **OSBP**.