

'The Baseline Criteria for this study is based on the South African side of operations, as per research completed, and interviews held with the relevant Government Departments. Mozambique's requirements will be assumed to be the same as South Africa's.'

BASELINE CRITERIA

3

3.1 THE FUNCTION OF A BORDER POST








The proposed new one- stop border complex needs to accommodate the relevant Departments who operate from the border, and allow for effective operation by allowing the relevant regulatory procedures to happen accordingly. A single simplified cargo clearing procedure and document management across the two countries needs to be ensured to make the corridor viable.

Certain frameworks and legal strategies would need to be in place prior to the operation of a one- stop border, in order to alleviate any arguable differences which could arise between the two countries if not properly addressed prior to commencement. The building will allow for the separate operation by both countries. It must be mentioned however, that certain areas will prove to operate more effectively if both countries work together to maximise efficiency. Searches on vehicles and trucks can be done by representatives from both countries while parked in one bay to alleviate the need of stopping twice to undergo inspections.

The processes are split into categories as are in operation currently. The new design aims to allow for the three categories of users to remain separate in operation, both to maximize efficiency and to allow maximum jurisdiction and control over the users.

The three categories of user include:



 REPÚBLICA DE MOÇAMBIQUE República of Mozambique		CARTÃO DE EMBARQUE / DESEMBARQUE Embar / Disembarkation Card				
1. APELIDO Surname						
2. NOME Given Names						
3. PASSAPORTE N° Passport Nr.		4. VALIDADE Validity dd mm aa/yy	5. NACIONALIDADE Nationality	6. SEXO Sex M F		
7. DATA DE NASCIMENTO Date of Birth dd mm aa/yy		8. PAÍS DE RESIDÊNCIA HABITUAL Country of Permanent Address		9. DURAÇÃO DA VISITA Duration of Visit/Trip.		
10. DESTINO Destination			11. ENDEREÇO DE HOSPEDAGEM Address of Stay			
2. MOTIVO DA VIAGEM Purpose of Visit/Trip NEGÓCIOS <input type="checkbox"/> OFICIAL <input type="checkbox"/> TURISMO <input type="checkbox"/> TRÂNSITO <input type="checkbox"/> Business Official Tourism Transit VISITA A FAMILIARES/AMIGOS <input type="checkbox"/> TRABALHO <input type="checkbox"/> MINEIRO <input type="checkbox"/> Visiting Relatives/Friends Work Miners Outros <input type="checkbox"/> Indique: _____ Others						
13. MEIO DE TRANSPORTE Mode of travel	 MATRÍCULA Registration	 VOO NR. Flight Nr.				
USO OFICIAL / For Official Use VISTO NR. Visa Nr.						
LOCAL DE EMISSÃO Issued at						
NOME DO INSPECTOR Name of the Inspector						
OBSERVAÇÕES Remarks						
Carimbo Stamp						

3_004

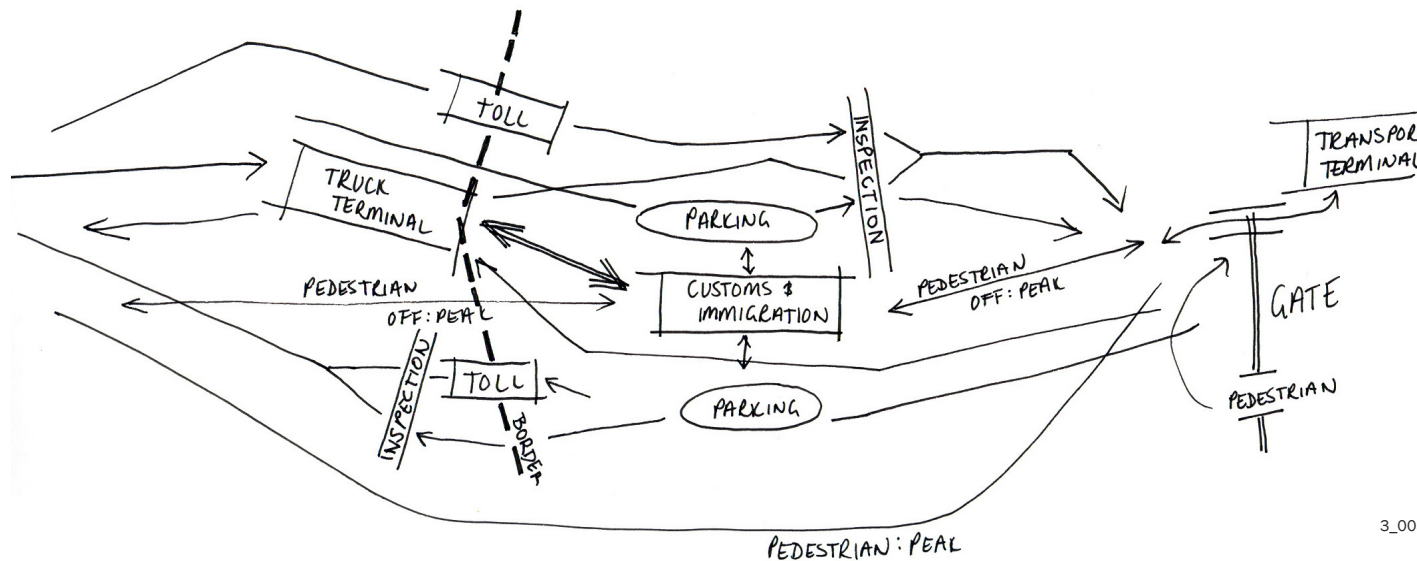
The Bottom line for the new Border Complex is to ensure that the intervention results in meeting the customer needs, which to date have grown faster than the current infrastructure and institutional improvements can cope with. The existing facility is too small for the traffic it receives. The new joint border post needs to address the following issues to ensure its operational efficiency:

- __A legal/ regulatory framework needs to be implemented to govern the operation,
- __The main consideration is the establishment of, and access to the common control area, i.e. the Customs and Immigration section.
- __Opening and closing times need to be aligned to customer needs and to coordinate with peak and off- peak times. Time delays need to be minimal.
- __Adequate customer facilities need to be provided. The services need to be reliable and speedy.
- __There needs to be a management structure in place so as to ensure coordination between all the operating parties.
- __Many problems would be alleviated if both countries were

moving at the same pace. This is however not the case. The separation needs to therefore be addressed in such a way that separate decision making can be made.

- __The capacity problem needs to be addressed. People; systems; and equipment needs to be adequate,
- __There needs to be a harmonised document system
- __There needs to be adequate customs search and warehouse capacity.
- __There needs to be an IT system in place to ensure departmental integration, together with an integration between inspection facilities, documentation areas etc.

There are currently no fully operational one-stop border posts in the SADC region, this new border would be a flagship upon which further border posts could be modeled. There are however different protocols between different sovereignties, e.g. trade, legislative, communicative & loading, which would cause different issues to be addressed at different borders. A corridor approach needs to be undertaken whereby specific recommendations of the respective borders be followed regarding the infrastructure & technology available.



3.2 OPERATIONAL PROCESSES

The following processes are those currently in place. With the implementation of a one-stop border, the two frontiers would disappear. The processes stay the same, the only difference is that there is now no need to return to your vehicle and drive to the next frontier, all processes for both countries are done in one building.

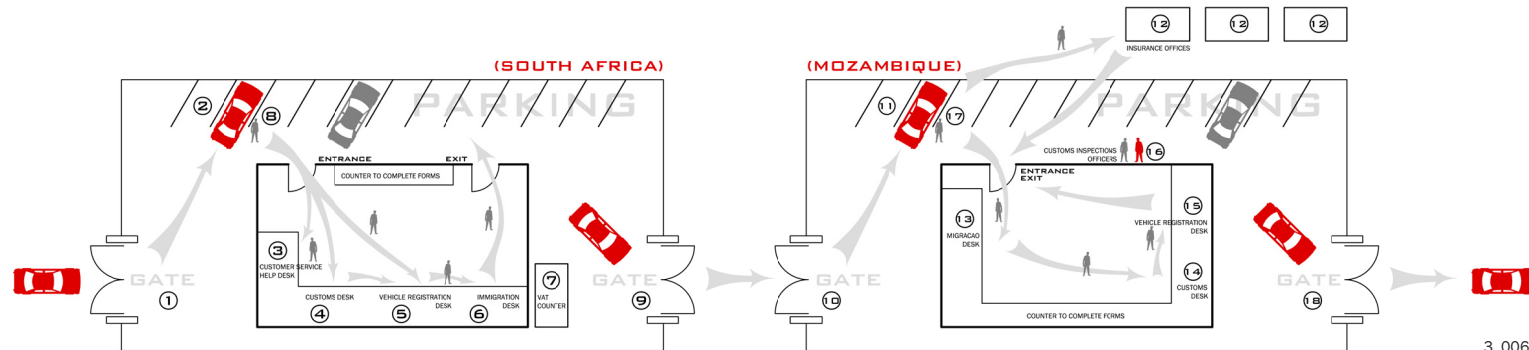
3.2.1 PASSENGER VEHICLES

South Africa to Mozambique: South African Frontier

1. Collect your gate pass (car registration & number of people in vehicle are recorded)
2. Park in designated area, all passengers disembark & proceed to frontier office.
3. If you have any questions proceed to the Customer Services help desk
4. If you have export goods to declare, go to the Customs desk where the original invoices must be stamped.
5. The driver of the vehicle reports to the Vehicle Registration desk and presents the original car registration document, collects a DA341 document, completes it, and has the gate pass & DA341 stamped.
6. All passengers proceed to the SA Immigration desk with their passports and the gate pass where the passports will be stamped.
7. If you are not a SA citizen and wish to reclaim VAT, present the goods and original invoices at the VAT counter for a VAT refund.
8. Embark your vehicle, proceed to the gate and hand over the gate pass.
9. Drive to the Mozambican Frontier area.

South Africa to Mozambique: Mozambique Frontier

10. Enter the gate and collect your gate pass (car registration & number of people in vehicle are recorded)
11. Park in designated area, all passengers disembark and proceed to the frontier office)
12. If you did not obtain vehicle insurance beforehand, purchase this insurance at one of the insurance offices for R150,00.
13. Report to the Migracao desk with your passport, R12,00 cash and completed disembarkation card.
14. If you have import goods to declare, go to the Customs desk for the necessary declaration & present the original invoices.
15. The driver of the vehicle reports to the Vehicle registration desk and presents the original car registration document, pays R10,00 and presents the DA341 and gate pass and has them stamped.
16. Request an inspection officer to inspect the vehicle and stamp your gate pass.
17. Embark your vehicle, proceed to the gate and hand over the gate pass.
18. Exit the border facility and proceed along the N4.



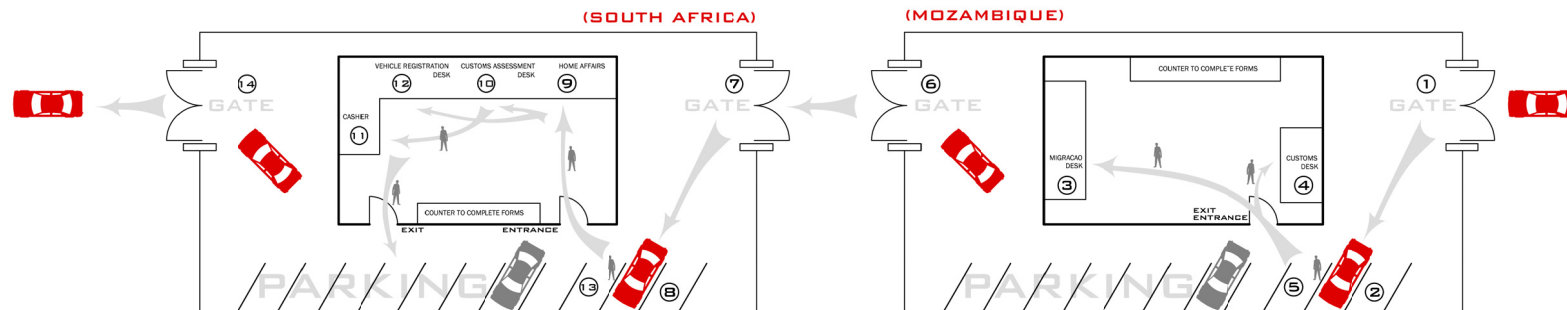
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Mozambique to South Africa: Mozambique Frontier

1. Drive through the gate.
2. Park in designated area, all passengers disembark & proceed to frontier office.
3. Proceed to the Migracao desk, hand in the completed Disembarkation card, and have your passport stamped.
4. Should you have anything to declare proceed to the Customs desk.
5. Return to your vehicle.
6. Drive through to the South African frontier

Mozambique to South Africa: South African Frontier

7. Enter the gate and collect your gate pass (car registration & number of people in vehicle are recorded)
8. Park in designated area, all passengers disembark and proceed to the frontier office
9. All individuals to go to Home Affairs with their passports and the gate pass to have their passports stamped.
10. Should you have anything to declare, go to the Customs Assessment office. An official will determine if and how much duty and VAT you should pay in SA Rand.
11. Payment is then made at the cashier.
12. Driver of the vehicle is to then proceed to the Vehicle Registration desk with the car vehicle registration form and gate pass to have them stamped.
13. Embark vehicle and proceed to the gate.
14. At the gate walk through disinfectant bath, present your stamped receipt received for any duties or VAT paid, and proceed through gate.

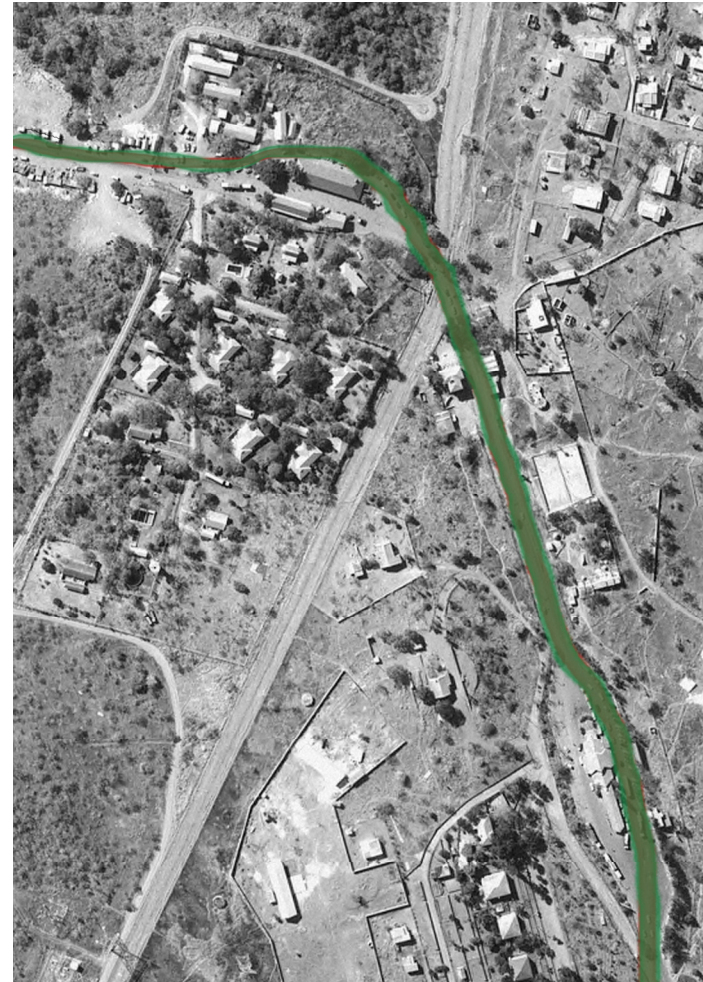


3.2.2

FREIGHT TRUCKS

South Africa to Mozambique/ Mozambique to South Africa

1. Trucks to proceed along N4 National Road and enter truck clearing yard 2km east of Komatipoort
2. Sign in with the a clearing agent and hand in all relevant documentation. This includes:
 - Commercial Invoice from exporter
 - Packing list from exporter
 - F178
 - Road freight manifest
 - Road consignment note from carrier
3. Agent prepares:
 - DA550 (SA export bill of entry)
 - Notification Document
 - CA Instructions
 - Transit Memo
 - Gate pass and DA341
4. Documentation filed, together with a copy of drivers passport and forwards to customs.
5. Customs to provide verification
6. Driver receives notification and signs out
7. Proceeds to border and collects gate pass and DA341
8. Parks in designated truck docking bays.
9. Driver to have gate pass and DA341 form stamped at the Vehicle registration desk.
10. Driver presents the notification document to customs and the stamped documentation he filed with the clearing agent is released.
11. Driver proceeds to the Immigration desk and has his passport stamped.
12. The Driver proceeds to the Mozambique side of operations and proceed to the vehicle registration desk with the gate pass, DA341 and fee.
13. He then proceeds to the Customs desk where personal goods are declared, the transit memorandum is processed and verification obtained.
14. He then proceeds to the Immigration desk to have his passport stamped
15. Upon return to his truck it is searched by officials from both countries in order to match documentation, and the truck is sealed.
16. Final stamps are issued by both countries and the truck exits the holding area and proceeds to the exit gate where the gate pass is handed in.



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3.2.1

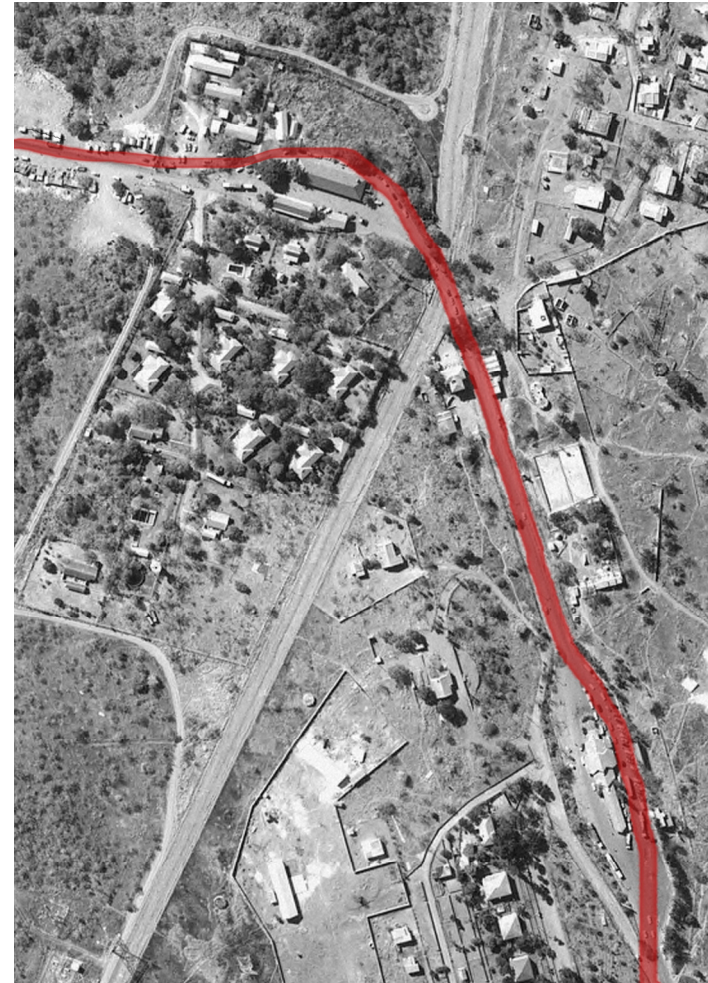
PEDESTRIANS

South Africa to Mozambique

1. Collect your gate pass
2. Follow the demarcated walkway to the Customs & Immigration Building
3. Enter the building. If you have export goods to declare, go to the Customs desk where the original invoices must be stamped.
4. Move to the Immigration desk and hand over passports and the gate pass in order for the passports to be stamped.
5. If you are not a SA citizen and wish to reclaim VAT, present the goods and original invoices at the VAT counter for a VAT refund.
6. If anything is unclear approach the Customer Service Help desk
7. Exit the South African section and move through to the Mozambican side of operations.
8. If you have import goods to declare, go to the Customs desk for the necessary declaration & present the original invoices.
9. Report to the Migracao desk with your passport to have it stamped
10. Exit the building and continue along the walkway to the gate
11. Present gate pass and present stamped passport to inspection officer.

Mozambique to South Africa

1. Collect your gate pass
2. Follow the demarcated walkway to the Customs & Immigration Building
3. Proceed to the Migracao desk and have your passport stamped.
4. Should you have anything to declare proceed to the Customs desk.
5. Exit the Mozambique section and move through to the South African side of operations.
6. All individuals to go to Home Affairs with their passports and the gate pass to have their passports stamped.
7. Should you have anything to declare, go to the Customs Assessment office. An official will determine if and how much duty and VAT you should pay in SA Rand.
8. Exit the building and continue along the walkway to the gate
9. Present gate pass and present stamped passport to inspection officer.



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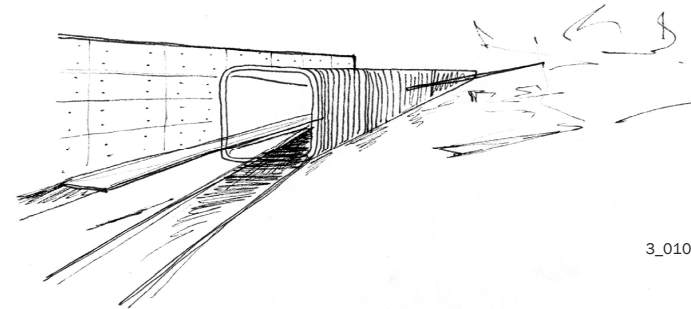
3.3

DESIGN GUIDELINES

The guidelines as set out below are compiled based on *SBAT: The Sustainable Building Assessment Tool*.¹

A relationship needs to be developed between sustainability and buildings. As we build and construct, so the earth's resources are consumed. Slowly they are diminishing. It is now upon us to take control and give attention to sustainable building design. We need to reduce the damage we cause to the globe by creating sustainable environmental, economic and social systems.

LANDSCAPE
views
gradient.....



3_010

3.3.1

ENVIRONMENTAL

SITE

Topography

The slope of the site allows for a multi level building and the opportunity to have entrances and exits on varying levels. This also allows for the separation of public and private areas, and also the separation of functions to optimise control. The level differences can be used as borders to control the movement of people. It is intended for the movement of people crossing the border to be split on the varying contours, so that channeling can lead to maximum efficiency. The road to Mozambique would therefore be on a lower contour than the road to South Africa.

Roads and Parking

Roads need to be designed to cater for the maximum weight of freight vehicles. The road network needs to be integral to the contour of the land, to mould in and form part of the landscape. The existing road infrastructure will be retained only as far as the two new turning circles, from there, a new road network is proposed, incorporating additional lanes.

Erosion control measures for storm water run off, on and around the roads, needs to be addressed. Road cuttings need to be vegetated immediately after construction to also limit the effects of erosion.

The movement of passenger vehicles, freight trucks and pedestrians is to be separated completely. The movement of pedestrians is to be isolated on the lowest contour and pedestrians are to be processed in a separate building. This is to reaffirm the idea of ensuring maximum control and security. The separation of passenger vehicles and cargo carrying trucks will also optimise efficiency, and processing delays can be minimised as much as possible. Two trucking terminals will be located separately from one another. One will serve those moving from South Africa to Mozambique, and the other will serve those moving from Mozambique to South Africa

A major consideration is always to minimise the walking distance of the passengers from parking bays to their destination, unless other factors such as cost dictate differently. Parking should be designed to ensure that movement is as smooth as possible and congestion be avoided. The option of a parking system whereby reversing is eliminated would provide a smoother movement of traffic.

Neighboring Buildings

Six of the residential dwellings south of the building would need to be demolished to allow for the size of the new complex. The existing buildings currently being used by the SAPS would also be demolished. The functions these houses currently fulfill will be relocated to the new administration building.

Vegetation

The size of the new built structure does not allow for the retention of existing vegetation. Vegetation falling outside this footprint will however be retained. Planting of new indigenous trees needs to be undertaken as soon as the site has been established. Vegetation also provides the desirable shading and fulfils the vital function of limiting the action of soil erosion. Planting also contributes to the visual integrity of the precinct. In a landscape where the border is in an open landscape, the planting plays an important role in the visual impact it has on a traveler.

Soil disturbances should be kept to a minimum and the planting of exotic vegetation should be discouraged. Erosion control needs to be practiced in areas where topsoil is disturbed and cannot be prevented.

Views

One of the key conceptual generators of this site is the 180° view window. Traveling towards Mozambique the road straddles the northern ridge allowing for a view over the Komati river gorge to the left. This view is integral to the design and enhances the experience when the user is engaged with the site.



3_011

Protection from the weather

Important factors are the angle at which the rain is likely to fall and the necessity for protection from strong winds in the dry as well as the rainy seasons. Provision of shade from the sun is also important and sun angles relevant to the site should be taken into account.

WATER

Rain Water and Run off

The behavior of water on the site becomes integral to the design. The lie of the land results in surface water flowing down slope to the Komati river. The flow therefore dissects the site and channeling needs to be addressed so as to minimise environmental impact. Rainfall will be dealt with by either of two ways. Where possible rain water will be harvested for reuse, or alternately carefully channeled back into the landscape.

Grey Water

The grey water generated from the site will be used on the landscape or discharged into the Komati River.

Water efficient devices

Guttering and down piping needs to be designed to ensure maximum collection of water. Water storage tanks are to be provided so that collected rainwater can be stored until reuse. The position of the tanks needs to be addressed in relation to building functions and thermal values, so as to ensure the water stays at a cool temperature.

Storm Water Drainage

Drainage across the site will be channeled, and otherwise be absorbed by the soil or used by vegetation and other ground coverings.

ENERGY

Ventilation Systems

The extreme climate necessitates the operation of effective cooling systems. An open design will ensure sufficient movement of air through the building. Building depth should be kept to the minimum to allow optimal cross ventilation. Sufficient overhangs, shading devices, light external colours, openings and vegetation contribute to ensuring a cool environment and maximum user comfort. Outdoor spaces are to be well shaded. A comfortable outdoor environment is needed so that visitors can wait without the added discomforts caused by heat.

Renewable Energy

Solar water heaters can be utilised to provide the building with the limited hot water it requires. Kitchen and ablution facilities are the only sections that have a hot water requirement, and the site is situated in a location where there is sufficient sunlight for solar panels to be effective.

Wind Turbines could also be utilised to provide suction of interior warm air, out of the building. They could be located above the northern exposed windows to provide the necessary pressure differences to allow maximum, effective ventilation to take place.

WASTE

Organic/ Inorganic waste

All organic waste should be reused after recycling on the environment.

Inorganic waste, both during construction, and upon completion, when the building is under operation, should be sorted so that it can be recycled if possible. Documentation will be abundant during the buildings life cycle. Paper recycling will be very effective if an initiative can be developed between the departments and either Sappi or Mondi, both of which are very active in the area.

MATERIALS AND COMPONENTS

Recycling and reuse of materials and components

The fencing currently in place would be reused to enclose the entire border complex on the northern side. Currently the fencing does not stretch the entire length. New fencing would need to be acquired to ensure security for the entire precinct. Bricks from the demolished residential dwellings could also be reused in the construction of the new building.

Material and component sources

Materials can be sourced from Nelspruit and from Maputo. Emphasis should be placed on sourcing materials from Mozambique in order to try and inject investment into local business. Certain materials will need to be sourced from elsewhere in South Africa. Distances need to be taken into account as most materials will need to be transported on trucks, the rail line could also be utilised to transport materials from the Gauteng region to the site.

3.3.2

ECONOMIC

LOCAL ECONOMY

Local Resources

The cost of a new border complex can provide job opportunities for the local community and inject cash flow into small businesses in the area. Contractors, materials, components, fittings and furniture can all be locally sourced. The employment opportunities generated by the new complex can also reduce the level of unemployment in Komatipoort and Resano Garcia, and cleaners, gardeners, administration staff and other maintenance workers can be sourced from the neighboring towns.

Repairs and maintenance

The repairs and maintenance of the building should be limited by specifying materials with long life cycles. The border will however still need a maintenance contract. This can be awarded to a business in the surrounding areas. It would have to be drafted into the legal framework as to whether one contractor would service the entire building, or whether each country will have their own contract with a relevant company. This applies to all maintenance contracts including, landscape maintenance, cleaning services, catering services, care taking etc. The roads are maintained by TRAC. Their contract includes maintenance and repair of the N4 from Pretoria to Maputo.

There is always the possibility of vandalism in a public building. The existing border post does not however show drastic degrees of it. It should however be considered when materials are chosen, especially street furniture and outdoor features. The constant presence of South African and Mozambiquan police officers does minimise the actions of vandals, and patrolling would be integral in the new design. This will hopefully remain a deterrent to any possible vandals. Materials should also be specified for their anti corrosion properties so as to ensure long life cycle. This can prove to be a high initial expense, but maintenance and repair costs could therefore be reduced in the future.

EFFICIENCY OF USE

The operation of the building needs to be as efficient as possible. This is one of the core reasons for the intervention. The building is to be fully occupied to ensure that a large enough staff composite can handle all processes. The new complex will house all functions on the site to ensure an overall effective operation. The business hours of the border will remain unchanged, it should be noted that during December the Border operates 24 hrs a day.

Usable space

The building should be oriented so as to ensure the maximum optimisation of the site. Although the site is large, the larger the complex is, the harder it becomes to maintain maximum control and jurisdiction over the area. Outdoor spaces should however be generous, the movement through the site should still be an enjoyable one and cramped spaces should be avoided.

Shared use

The building function results in shared use being integral to the operation of the different departments. One building complex allows for a more efficient and cost effective operation. Internally the countries are separated into two wings to provide a distinction between the two. The Departments of South Africa share the same common areas, including ablutions and kitchen facilities, as do the Departments of Mozambique. Each country functions differently and control needs to be given to a specified area.

Management of space

The design should provide for definite areas for each department as set out in the accommodation schedule. An overall management strategy should be in place to ensure a coherence between all the departments.

ADAPTABILITY & FLEXIBILITY

Offices should be large enough so that internal space planning can be adapted to suit the different requirements of the different departments. The nature of this specific building is such that function will never change. It is only the possibility of expansion that would alter the internal organisation in the future. The main guideline is to ensure that the option of external expansion is in place should trade and industry increase dramatically. Space should be identified, that should additional parking and inspection bays, etc. be needed in the future, this would be possible.

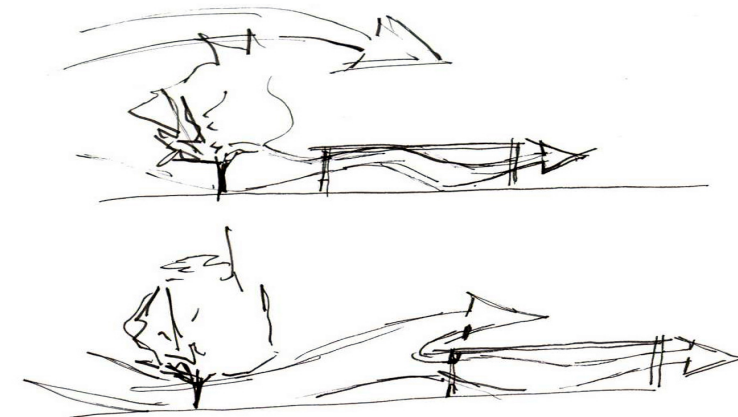
OCCUPANT COMFORT

The border post has two occupants. Those who work at the border, and those who transit the border. People crossing the border enter the building to follow the necessary regulatory processes, on the way to their destination. Employees of the Government Departments reside either in Komatipoort or Ressano Garcia.

Both groups of occupants need to be ensured maximum comfort. The employees need a work environment in which they can operate productively, and travelers need a place of rest or ease in an often unbearable climate.

Ventilation

Ventilation needs to be provided naturally. Passive strategies need to be employed to minimise the need for mechanical ventilation. In the extreme climate of the site however, mechanical ventilation would need to be utilised during the peak summer months when temperatures often reach 40°C. The option will however be in place that natural ventilation can be used during the majority of the year, and mechanical ventilation is only used in the extreme conditions of summer. The existing winds need to be utilised to cool the interior of the building.



Lighting

Lighting is an important aspect of security. The design must take lighting into account, and must ensure that no dark corners are available to conceal criminals. The location and design of light fittings should consider potential vandalism but at the same time ensure easy, economic maintenance.

Noise

The site lies in the open landscape directly south of the Kruger National Park and is generally quiet. The only noticeable noise is generated from traffic, and the trains which frequent the border at hourly intervals. Trucks generate the most noise. The trucking terminals should therefore be located away from the Customs and Immigration building so that tourists and passenger vehicles are separated from the noise that is generated.

Views

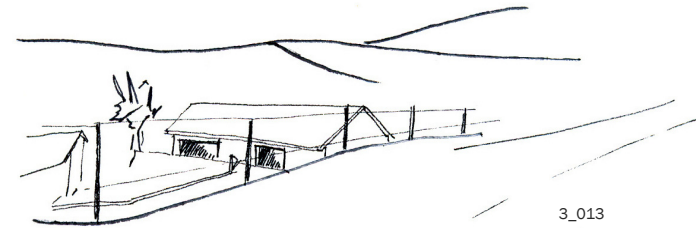
Views are an important generator of the design. The site is one of complexity. Views from the site include the Komati river gorge and the confluence of the Incomati and Crocodile rivers. The railway line runs parallel to the river and forms a picturesque view. The Kruger National Park borders onto the river north of the site. The town of Ressano Garcia forms the view towards the North East of the site, and although it is an image of poverty and struggle, it is not an unwelcoming view.

The building should therefore be oriented to allow optimisation of these views. It is important for the building to open up to these views, so that the attractiveness and beauty welcomes visitors to either of the countries. The area also needs to be conserved so that these views remain windows of beauty in the future.

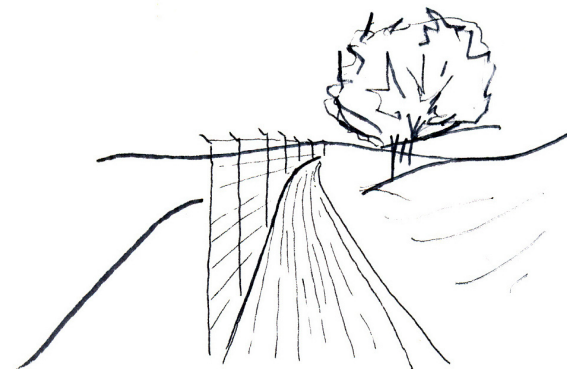
INCLUSIVE ENVIRONMENTS

Access

A Border post is frequented by people of different age, gender, race, economic and social status. The design needs to cater for the entire world population. Both able-bodied and physically challenged users need to be catered for. All visitors need to be welcomed when they engage with the site and the built complex. The building needs to be legible and route movement through it needs to be easily distinguishable. Not only does the building need to be legible, but the entire movement across the site from the N4 needs to be properly addressed.



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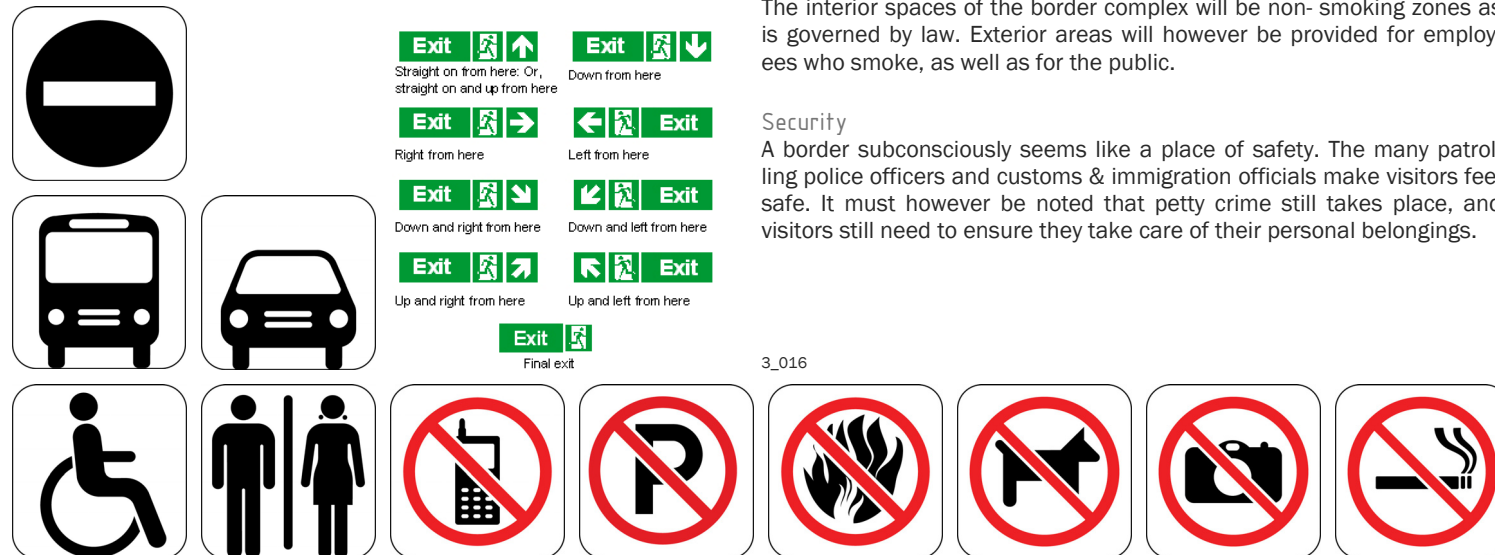
Legibility does not only refer to signage, but also as to how building forms draw a visitor through the building. Angles of wall enclosures, size of openings, heights of ceilings, view windows, and surface materials all aid in developing a building language. The building needs to welcome the user. A Border post is the first encounter with a new country and needs to play a welcoming role. The border should be the departing point for something new, or the beginning of the next adventure.

Signage and information

Signage is threefold. Directional signage, safety signage and information or educational signage all play a role in the legibility of the building. Building regulations govern the amount and position of safety and fire signage, and needs to be complied with correctly.

Directional signage can be incorporated into the building design so as to clearly indicate the processes that a visitor needs to undergo. Crossing a border can often be a daunting process, and all elements of uncertainty need to be alleviated.

Educational and information signage can be utilised at the visitors centre to provide information regarding social cross-border issues, i.e. HIV & Aids, Malaria, Cholera, Crime, Personal safety etc. Signage and images can also provide insight into the attractions of the two countries and promote and market the attractions.



PARTICIPATION & CONTROL

Environmental control

The building needs to be user controlled. Office environments need to be able to be individually controlled so as to ensure maximum user comfort. The air conditioning provided, as mentioned before, is only intended for extreme conditions. Offices need to be individually air conditioned so that it is not necessary to have an entire centrally controlled system running. Windows need to be openable so that employees have the option of allowing drafts to blow through.

EDUCATION, HEALTH AND SAFETY

Education

The border post can act as an educational tool for both countries. Today society places emphasis on education, not only the literal meaning of being taught at school, but social educational is now highlighted by campaigns in the media. Billboards are used for product advertising or alternatively for punting social issues, prevention of HIV, dangers of drunk driving, promoting drug free countries etc. The Border is a point where these social issues become prevalent. The visitors centre can therefore be a tool to educate poorer, uneducated people who cross the border. Pictures often portray a message better than text, as often those it is intended for are illiterate.

Smoking

The interior spaces of the border complex will be non-smoking zones as is governed by law. Exterior areas will however be provided for employees who smoke, as well as for the public.

Security

A border subconsciously seems like a place of safety. The many patrolling police officers and customs & immigration officials make visitors feel safe. It must however be noted that petty crime still takes place, and visitors still need to ensure they take care of their personal belongings.

3.4 ACCOMMODATION SCHEDULE

The accommodation schedule below is that for South Africa.² For the purpose of this study the requirements for Mozambique, and her operations, will be assumed to be the same as that for South Africa.

3.4.1 OFFICE SPACE

SOUTH AFRICAN REVENUE SERVICES



Staff Component 141 (shift staff)
 Current accommodation
 3x offices in the main building
 2x 3 bedroom house
 1x Wendy house
 2x Rondawel

Required accommodation
 office space (30 people) (240m²)

DEPARTMENT OF AGRICULTURE



Staff Component 10 (including gate guards)
 Current Accommodation
 Office space for 5 people

Required accommodation
 office and storage space (40m²)

SOUTH AFRICAN POLICE SERVICES



Staff Component 35 (including patrolling officers)
 Current Accommodation
 7x offices
 2x guardhouses

Required accommodation
 office space (15 people) (160m²)

DEPARTMENT OF HEALTH



Staff Component 1
 Current Accommodation
 1x wendy house

Required accommodation
 office and storage space (40m²)

DEPARTMENT OF HOME AFFAIRS



Staff Component 58 (shift staff)
 Current Accommodation
 1x 3 bedroom house

Required accommodation
 office space (10 people) (80m²)

NATIONAL INTELLIGENCE AGENCY



Staff Component 1
 Current Accommodation
 1x rondawel

Required accommodation
 office and storage space (32m²)

3.4.2 GENERAL OPERATIONAL REQUIREMENTS

CONTROL FACILITY	(100m ²)	PEDESTRIAN ADMINISTRATION BUILDING	(400m ²)
Gate house and boom		Offices	
Guardhouses (60m ²)		Store rooms	
Vehicular & pedestrian paving		Public Area	
CUSTOMS & IMMIGRATION ADMINISTRATION BUILDING	(400m ²)	COMMERCIAL VEHICLE INSPECTION FACILITY	
Customer Services help desk		Administration office (8 people)	(150m ²)
Vehicle registration desk		Documentation storage	(50m ²)
SARS counter		Covered inspection platform	(75m ²)
DHA counter		Inspection trench	(75m ²)
Finger print area		Overhead inspection walkway >1m wide	
Public area		Weigh bridge	
		Scanner	
General office	(35m ²)	LIGHT VEHICLE INSPECTION FACILITY	
Strong room	(9m ²)	Toll Booths	4 booths
Store room	(9m ²)	Covered search bays	4 bays
Archive	(20m ²)	Vehicle inspection trench	(85m ²)
Search & interview room/ scanner/ scale	(50m ²)	STATE WAREHOUSE	(250m ²)
Boardroom	(40m ²)	Detention area for confiscated goods	
Staff canteen/ kitchen facilities	(140m ²)	OUTBUILDINGS	
Staff admin area	(20m ²)	Holding cells	(20m ²)
IT rooms	(15m ²)	Flammable liquid store	(10m ²)
Paraplegic access		Generator room	(10m ²)
		Storeroom for DOA	(12m ²)
ABLUTIONS		Incinerator	
Staff toilets		PARKING REQUIREMENTS	
Males		Heavy vehicles	10 bays
WC	3	Passenger cars	20 bays
HWB	4	Buses	5 bays
Urinals	5	Car holding	6 bays
Females		Truck holding	6 bays
WC	7	Official vehicles	20 bays
HWB	4	VISITORS CENTRE	(150m ²)
Toilet for disabled	1		
Public toilets			
Males			
WC	3		
HWB	6		
Urinals	7		
Females			
WC	11		
HWB	8		
Toilet for disabled	1		

3.4.3

RESIDENTIAL ACCOMMODATION

Current accommodation

- 13x 3 bedroom family units
- 19x 3 single bedroom units
- 8x 3 bedroom flats
- 4x 2 bedroom flats

Required accommodation

- 51x 2 bedroom units
- 25x 3 bedroom flats
- 94 single accommodation units

The residential accommodation requirements will not be addressed in this study.



3.4.4

SERVICES

INFRASTRUCTURE

- Access widening
- Parking
- Storm water/ soil drainage
- Lighting

ELECTRICAL SUPPLY

The electrical supply needs to be upgraded and a generator needs to be supplied. Power is currently supplied from a 200kVA transformer which is fed from a 22kV Eskom power line. The existing feeder line into the land port is loaded to approx 80% of capacity. In order to carry an additional 1,1MVA, the line would need to be upgraded by installing a voltage regulator.

WATER SUPPLY

At present water is pumped from the Komati river approximately 500m northwest of the land port. The water is then pumped to a treatment plant located near the existing housing to the south of the land port; this plant needs to be upgraded. Alternatively a pipeline from Komatipoort needs to be installed. Rain water from the water tanks will also be used for water supply to the building.

SEWERAGE SYSTEM

Sewerage from all the buildings currently drains to a 15m³ septic tank with a French drainage system located north of the land port.

- Buildings to be demolished
- ★ Existing vegetation to be retained

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3.5

LEGAL CLAUSES

The following are clauses which would be drafted into the legal frameworks to be in place between South Africa and Mozambique. They will aid in controlling the common areas of the border complex that the two countries share.³ Areas outside of the common area are governed by the Laws of the respective country.³

(1) The Contracting Parties agree that authorised officials, who perform their border control functions extraterritorially may wear weapons if, under the laws in terms of which they are authorised, they may do so as part of their official uniform, but may use those weapons only in self-defence inside the common control area.

(2) The Contracting Parties undertake to ensure the following in respect of a common control area -

(a) points of entry shall be properly signposted to inform users on at least the following matters:

A warning that it is an offence to evade any border post control or change the sequence of such control.

The exit and entry checks to be conducted;

The sequence in which first the entry checks and then the exit checks will be conducted;

The documentation to be submitted;

Service fees payable;

The directions to the facilities at which such checks will be conducted; and

Directions to parking facilities;

(b) entry to the perimeter area shall be fenced and the fences and gates shall be maintained and serviced regularly;

(c) points of entry and exit shall be secured by way of a gate or boom and manned by an adequate number of security personnel;

(d) administrative procedures shall be adopted to regulate access and departure from the area including the issue of vehicle tokens at the point of entry that have to be returned at the exit; and

(e) the area shall be well-lit at appropriate times.

(3) The Contracting Parties shall ensure that their respective designated authorities and the Cross Border Corridor Committee receive immediate notification of any criminal act perpetrated by any authorized official.

(4) The Contracting Parties confirm their commitment to trade facilitation as enunciated in the Memorandum of Understanding and agree to develop a harmonised procedures manual setting out procedures in respect of all functions performed in the common control area.

The common control area shall comprise -

(a) the service buildings;

(b) stretches of carriageway and the shoulders along those stretches including any ramps adjacent to the service buildings;

(c) storage areas;

(d) the road between the turning circles;

(e) the corridor used for pedestrian traffic on both sides of the pedestrian control building;

(3) The Contracting Parties agree to demarcate the common control area to create dedicated exclusive control areas for each Contracting Party.

(4) The co-ordinates of the total common control area including the co-ordinates for the respective exclusive control areas contemplated in subsection (3), as well as a map thereof, shall be contained.