

OVERVIEW OF DEVELOPMENT STRATEGIES, ACHIEVEMENTS AND PROSPECTS IN THE SADC TRANSPORT SECTOR

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1. It is my pleasure on behalf of the Southern African Transport and Communications Commission (SATCC) and indeed the Southern African Development Community (SADC) to participate at this, the 20th Annual South African Transport Conference and Exhibition.
2. It is also a pleasure to see so many professionals gathered together with the aim of sharing ideas and experiences on how best we can assist the transformation of transport in the region so that it becomes a catalyst rather than hindrance to development.
3. I will attempt in my brief remarks to outline the vision of the region as far as transport is concerned. I will also outline the policy framework for achieving this vision and strategies being pursued to realise the stated policies. I will then attempt to enumerate what the achievements have been and what the prospects for the future are.
4. The transport vision cannot be viewed in isolation from the broader regional vision. The stated vision of the countries of Southern Africa through SADC, is to create an integrated economic community or single market space where goods, services, capital, and people move unimpeded across all the countries of the region. Obviously, this is a bold vision which has profound implications given the diversity of our countries in terms of economic performance, economic policies as other considerations. What is important is that, commitment has been made at the highest political level in the region to this ideal.
5. Infrastructure in general and transport in particular, is a critical determinant of the international competitiveness and general efficiency of any economy. Opening up investment and business opportunities so as generate employment, incomes and therefore alleviate poverty requires efficient infrastructure. The African Development Bank in its 2000 Development Report states that, "Domestic regional and international transport and communication costs are comparatively greater for African business than their international competitors, which has had the net effect of constraining economic growth". It goes on to state, "In seeking to globalize their economies, landlocked countries face substantial cost disadvantages that have constrained exports and increased the cost of imports".
6. Chairperson, in the light of the foregoing, it is therefore not a coincidence that the vision for the transport sector in Southern Africa is to create a seamless, integrated, efficient and responsive transport and communications system that is characterized by partnership between the public and private sectors and that acts as a catalyst to and accelerates the goal of growth and integration of the region.
7. One may ask, are strategies in place to achieve these objectives? The answer is yes, they are. SADC has embarked on concluding protocols as a basis for achieving these objectives. The Protocols show the commitment of countries because these are not just frameworks for cooperation or statements of intent, but legally binding instruments. They tie and compel member States of SADC to reform their policies, legislation, institutions and practices so

that the region starts to function and operate as an integrated whole. In this respect, two critical Protocols are the SADC Trade Protocol which came into force in September 2000 and the SADC Protocol on Transport, Communications and Meteorology which came into effect in July 1998.

8. The Protocols are the primary strategies to achieve the defined goals. Below that, there are a whole host of cooperative and operational arrangements that need to be put in place to ensure that these Protocols are translated into implementation. I am pleased to report that this process is underway in all SADC countries, albeit at varying levels and pace due to various factors some of which are well known such as capacity constraints in key institutions and limited resources.
9. So what do the Protocols entail? In one word, "CHANGE". To be successful, changes are required in all countries at all levels. These include:
 - Changing the role of governments from control to facilitation
 - Changing institutions through restructuring or creation of new ones to play the new role of regulation and facilitation
 - Changing the environment so that it is enabling for private sector participation and for business generally
 - Changing national legislation, policies and practices so that they conform to agreed regional norms
 - Changing the role of the private sector from being re-active to being pro-active and forging productive public/private partnerships
 - Changing regional institutions such as SATCC so that they can play an effective role in providing guidance and support to governments
 - Changing the mind-set of waiting for governments to initiate action before others can follow
 - Changing the scope and pace of change so that change becomes relevant
10. Chairperson, Distinguished Delegates, the above is not an exhaustive list. The question can be asked. What have SATCC and SADC done? Have these strategies yielded any results? What have been the achievements? The answer to these questions is that a lot has been done, but a lot more can be done.
11. The role of government is changing. Regulatory authorities are being established. A major success is in the telecommunications sector, where almost every country in SADC now has an autonomous regulator and where we have seen competition taking root. The regulators have come together to form the Telecommunications Regulators Association of Southern Africa (TRASA). In our view, this is a model which makes sense for other sectors to follow because it consolidates national gains into regional best practices and ensures sustenance of the regional vision through regular interaction.
12. Autonomous civil aviation authorities are emerging and so are port authorities in some countries. This is a major achievement. Governments need to be assisted to put in place the right structures for regulation of surface transport modes. Concessions are underway in ports, railways, airports and airlines. Dialogue has been enhanced because for the first time, private sector trade and industry associations such as the Federation of Eastern and Southern African Road Transport Associations (FESARTA), Federation of Clearing and Forwarding Associations of Southern Africa (FCFASA), Southern African Railways Association (SARA) and others can participate in the regional sub-sectoral committees of SATCC thereby contributing to the shaping of regional policies.

13. Chairperson, SATCC with the assistance of cooperating partners who I must thank on behalf of the region for their continued support, has contributed to these processes and successes in one way or the other. As stated earlier, a lot more can be done. These are but examples. So what are the prospects for the future? In a word, "BRIGHT". The prospects are bright provided a number of measures are taken, among them:
- Consolidating gains already made
 - Ensuring that countries are assisted to translate the agreed Protocols into practical implementation and to reform their policies, legislation and practices
 - Guarding against national policies that can undermine regional agreements and providing an informed basis for decision making by the countries so that they are not tempted into policy reversals
 - Strengthening institutions so that they are able to manage the changed environment
 - Improving the implementation record by putting in place systems to monitor progress and impact and for tracking constraints to implementation not just at regional but also at national level
 - Improving dialogue and the participation of the private sector
 - Promoting and improving research and analysis as a basis for informed decision making
 - Creating greater opportunities for private sector participation
 - Embarking on concerted measures to market the immense investment opportunities available in the region
14. The SADC Transport Investment Forum held in Windhoek, Namibia in April of this year is an example of what can be achieved through a concerted regional effort. The Forum helped to present the immense investment opportunities available in the region not just in the transport sector, but in related developments such as Development Corridors and Spatial Development Initiatives. However, marketing the investment opportunities available in the region should not be seen as a responsibility for SATCC alone, but an exercise that everyone should be involved in. This includes, the private sector itself, investment promotion bodies, privatization agencies as well as trade and industry associations including SADC diplomatic missions abroad.
15. Chairperson, most delegates here may be aware that SADC and its institutions are undergoing major restructuring. This includes SATCC. This restructuring is intended to ensure that regional institutions are responsive to the changing environment and are strengthened to lead the reform and transformation process that is taking place in the region. Obviously, this not something that regional institutions or governments can or should do on their own. The participation of the private sector is critical to the success of these efforts. The private sector should therefore also be seen to be taking a proactive role if there is to be true and effective public/private partnership.
16. Chairperson, Distinguished delegates. As SATCC, we welcome this conference as another avenue to help us take stock of where we are in the region as well as an opportunity for us to learn from the collective wisdom resident here, on what things we should do that we are not doing, what things we are doing that we should do better and indeed what things we should not do. If you can help us these three things, you would have greatly assisted us in our efforts to be more responsive to the needs of the region.

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