Trade Corridors – Do they promote trade growth?

Lebogang Letsoalo, “Supply Chain Coach”
1. Raw materials pass along highways, railways, canals, and pipelines to ports for export, while finished products travel back through the same corridors. As a result, Infrastructure has been concentrated along these routes.

2. These geographic corridors are growing in importance, as they enable economic sectors to maximise their productivity.

3. Infrastructural bottlenecks along these corridors – poor roads and bridges, confusing border logistics, and complex customs procedures.

4. The important role played by trade corridors regarding: providing access to markets, connecting adjoining countries, transit countries and providing access to seaports for landlocked countries cannot be emphasised enough.

<table>
<thead>
<tr>
<th>Country</th>
<th>Exports</th>
<th>Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botswana</td>
<td>Main exports are Crude, Coal, Petroleum, Electricity, Vehicles and accessories</td>
<td>Main imports are Cellphones, Electrical Equipment and Machinery; Live animals</td>
</tr>
<tr>
<td>eSwatini</td>
<td>Main exports are Crude, Coal, Petroleum and Electricity and Cereals</td>
<td>Main imports are Cosmetics, Toiletries and Beverage Syrup and Sugars and sugar confectionery</td>
</tr>
<tr>
<td>Lesotho</td>
<td>Main exports are Crude, Coal, Petroleum and Electricity and Wheat, malt and other milled grains</td>
<td>Main imports are Clothing and accessories and Wool, fine and mohair</td>
</tr>
<tr>
<td>Mozambique</td>
<td>Main exports are Ores; and Iron and Steel</td>
<td>Main imports are Crude, Coal, Petroleum and Electricity and Prepared feathers</td>
</tr>
<tr>
<td>Namibia</td>
<td>Main exports are Beverages, spirits and vinegar and Plastics and articles thereof</td>
<td>Main imports are Fish and crustaceans and Wood and articles of wood</td>
</tr>
<tr>
<td>Zimbabwe</td>
<td>Main exports are Fish and crustaceans and Catalytic Converters, Computers and Mechanical Appliances and Plastics and articles thereof</td>
<td>Main imports are Copper and Articles Thereof and Tobacco and manufactured tobacco substitutes</td>
</tr>
</tbody>
</table>
CROSS-BORDER ROUTES BY VOLUMES MOVED

Cross-border routes by trade volumes, 2020 (%)

- Van Rooyens Gate: Imports 0%, Exports 3%
- Qacha's Nek: Imports 0%, Exports 3%
- Maseru Bridge: Imports 0%, Exports 3%
- Ficksburg Bridge: Imports 0%, Exports 3%
- Caledonsoort: Imports 0%, Exports 3%
- Oshook: Imports 0%, Exports 4%
- Nerston: Imports 0%, Exports 1%
- Mananga: Imports 0%, Exports 4%
- Mahamba: Imports 0%, Exports 4%
- Jeppes Reef: Imports 0%, Exports 7%
- Golela: Imports 0%, Exports 2%
- Vioolsdrift: Imports 0%, Exports 4%
- Komatipoort: Imports 0%, Exports 15%
- Skilpadshek: Imports 0%, Exports 5%
- Ramatlabama: Imports 0%, Exports 9%
- Kopfontein: Imports 0%, Exports 6%
- Groblers Bridge: Imports 0%, Exports 9%
- Beit Bridge: Imports 0%, Exports 12%

Bar graph showing the percentage of imports and exports for each cross-border route.
1. There are 53 land border posts between South Africa and neighbouring countries, 20 of which are designated as commercial border posts;

2. 4 Border posts that have significant traffic volume (commercial vehicles for passengers and freight) namely Beitbridge, Lebombo, Maseru and Skilpadshek;

3. These border posts are in the busiest corridors linking South Africa to the SADC region namely the North-South Corridor, Trans-Kalahari Corridor, Maputo/ N4 Corridor.

How does the landscape look like in Africa?

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**SADC REGIONAL TRANSPORT CORRIDORS & PORTS**

- **Northern Corridor**
- **Trans-Kalahari Corridor**
- **Maputo/N4 Corridor**

**Legend**
- Main Rail Routes
- Main Road Routes
- Main River/Lake Routes
- Main Ports

**Locations**
- Beitbridge
- Lebombo
- Maseru
- Skilpadshek
- North-South Corridor
- Trans-Kalahari Corridor
- Maputo/N4 Corridor

**Additional Information**
- Lake transport (operated by ARMTAC) linking EAC with Uganda
- Lake transport by ferry on Lake Tanganyika - ports are unimproved
- Kilimanjaro railway terminus: Dar es Salaam at 1,000m SAE gauge (0.500 lbf/in²)
- Possible new 1,000km rail link from Dar es Salaam to Maputo
- Addo Railway Station: 500km from Port Elizabeth
- New railway link closed at present: Unrouted regional railway connections to Mafikeng and Naledi Gates
- Extra Development Corridor
- Extra Port: most recent
- Old railway from Natal/Exmouth is approximately 880km

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**THE LEADING EVENT IN AFRICA FOR SUPPLY CHAIN PROFESSIONALS**

**IN ASSOCIATION WITH**

**SAPICS**

**THE PROFESSIONAL BODY FOR SUPPLY CHAIN MANAGEMENT**

**SAAFF**
6 strategic trading corridors: A total of over 12000 km of roads in the region.

- Nacala (1900km),
- Mtwara, (800km),
- North-South (from Rwanda to Zambia 2700km),
- Northern (2300km),
- Mombasa-Nairobi - Addis Ababa (2000km),
- Nairobi - Lusaka (2300km),
2. CENTRAL AFRICA CORRIDORS

4 Strategic corridors: total of over 5600 km of roads in the region. The paved road links between countries are also among the weakest in the continent (15.7% of a network of 147 314 km). Moreover, no two capitals are linked by a fully paved road.

- Brazzaville – Libreville Corridor- Connecting Congo to Gabon
- Brazzaville – Yaounde Corridor - Promoting Inter-regional Integration
- Douala – N’djamena and Douala – Bangui Corridor - Connecting Cameroon to Chad and Central African Republic
- Cameroon – Nigeria Corridor - Promoting Inter-regional integration
7 strategic trading corridors leading to sea ports in West Africa and 1 corridor in North Africa: a total of over 14,650 km of roads in the region of West Africa and Trans-Tunisia, and a total of 600 km in North Africa.

- Abidjan - Dakar (2950km)
- Tema-Ouagadougou-Bamako - Niamey (3300km),
- Dakar - Bamako - Ouagadougou-Niamey (2800km),
- San Pedro - Bamako (1100km),
- Abidjan - Lagos (1000km),
- Lome - Ouagadougou (1000km),
- N’Djamena - Mali border (2500km)
1. The TKC stretches over approximately 1,900 km across the territories of Botswana, Namibia, and South Africa.

2. This corridor starts in the Gauteng Province in South Africa and continues through Rustenburg and Zeerust in the North West Province, through Lobatse and Kanye in Botswana, the Mamuno and Trans Kalahari Border Posts, through Gobabis, Windhoek, and Okahandja in Namibia to the port of Walvis Bay.
“Why does it matter to focus on corridor integration? It is clear that Africa must prioritise the transformation of key trade corridors which connect the Regional Economic Communities (REC) if indeed the continent is to reap the full potential of the African Continental Free Trade Area (AfCFTA), and improve its economic performance.

1. How are we going to manage the integration in Africa
2. How do corridors contribute to economic growth and development?
3. How are we encouraging creation of infrastructure such as railways, roads or pipelines.
4. Private Public Partnerships and stakeholder alignment?
5. How do we harmonize on policies and frameworks?
MEET THE PANELISTS

Barbara Mommen
CEO Coalescence

Bruce Ellison
Consultant World Bank Group