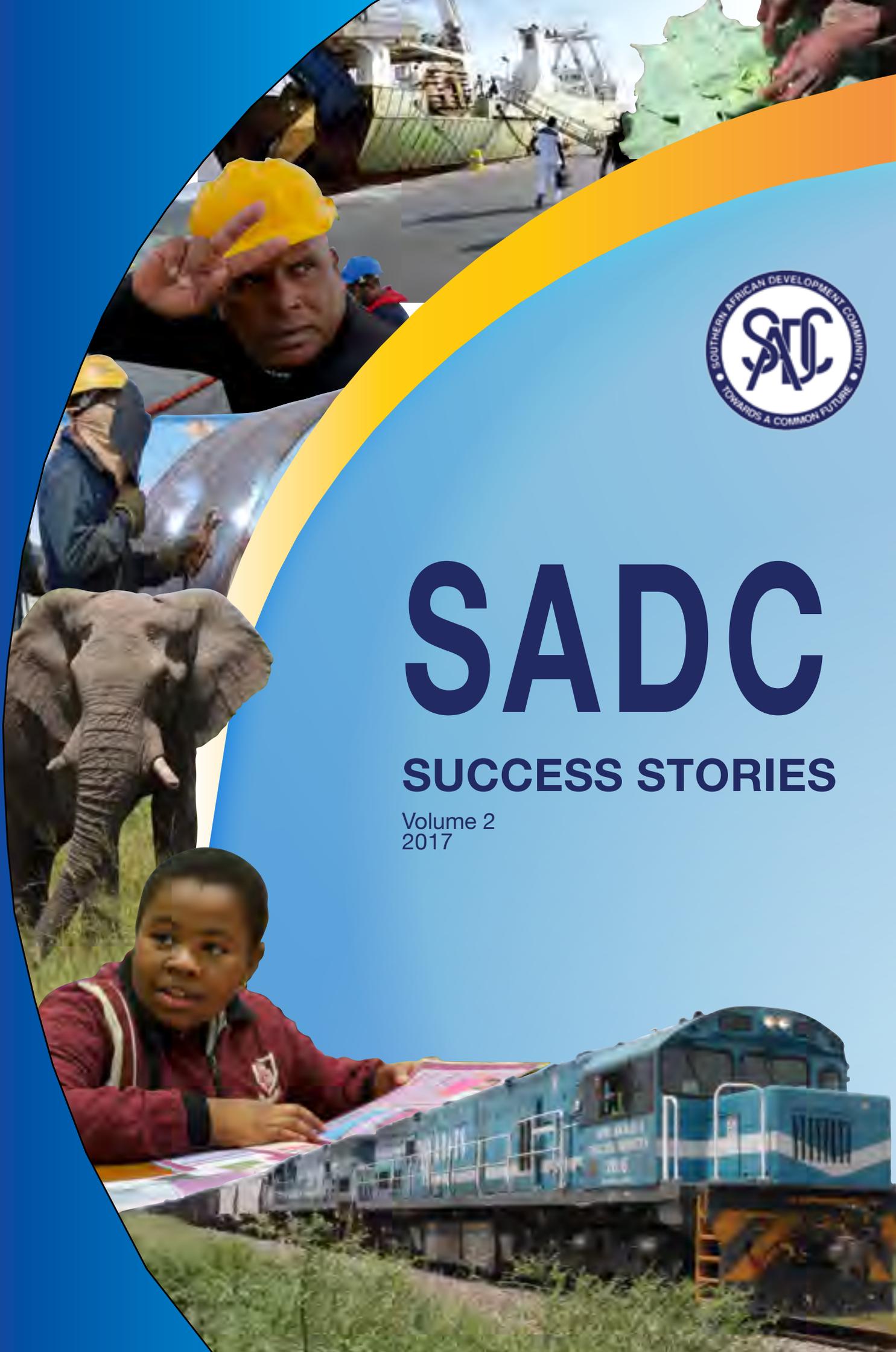




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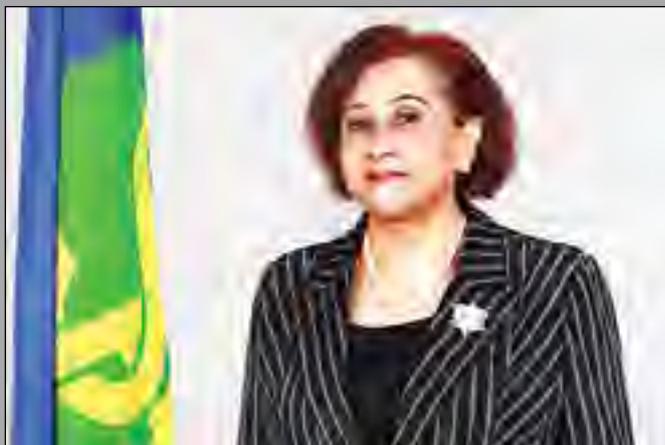
The SADC Vision

The vision of SADC is one of a Common Future, a future within a regional community that will ensure economic wellbeing, improvement of the standards of living and quality of life, freedom and social justice, and peace and security for the people of southern Africa.



Message from the Executive Secretary of the SADC Secretariat

Regional integration is not only critical and important but is a necessary tool and strategy for development. Regional integration, in simple words, is about cooperation and economies of scale. SADC Member States have agreed to co-operate by pooling their resources together and implement transboundary projects with greater impact, and more benefit for their citizens. Some of these projects are featured in this second edition of the SADC Success Stories.



The SADC Success Stories Edition is one of our communication tools to reach out to SADC citizens and enhance awareness about the positive impacts of our protocols, agreements, policies and strategies. In 2016/17, a team of experts travelled the SADC region to collect stories that highlight the recorded achievements and successes in implementing SADC regional development and integration agenda. The stories cover achievements in the infrastructure, trade and industrialisation, climate change, finance, peace and security, water management, agriculture and transfrontier conservation sectors.

The team's mission included trips overland, by sea and air in order to paint an accurate picture of how SADC regional integration programmes are changing the lives of SADC citizens for the better.

Just to highlight a few, at the Zambezi River, they saw the construction of the Kazungula Bridge that will soon form a major transport link in the heart of the SADC region. In Malawi, they learned about the Bvumbwe tomato, which was developed to address the specific conditions of this region and the needs of the SADC population. And in Namibia's Walvis Bay and Mozambique's Nacala, they saw two entry points to the growing network of development corridors alongside which the SADC region will develop in the coming decades. These and other successes of regional integration are documented using films, photographs and text stories. Together with this publication, the short videos will be disseminated within the region and beyond to showcase our success.

This production was made possible with support from the German Ministry of Economic Cooperation and Development (BMZ) through the six programmes implemented by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH as part of the German Development Cooperation with SADC.

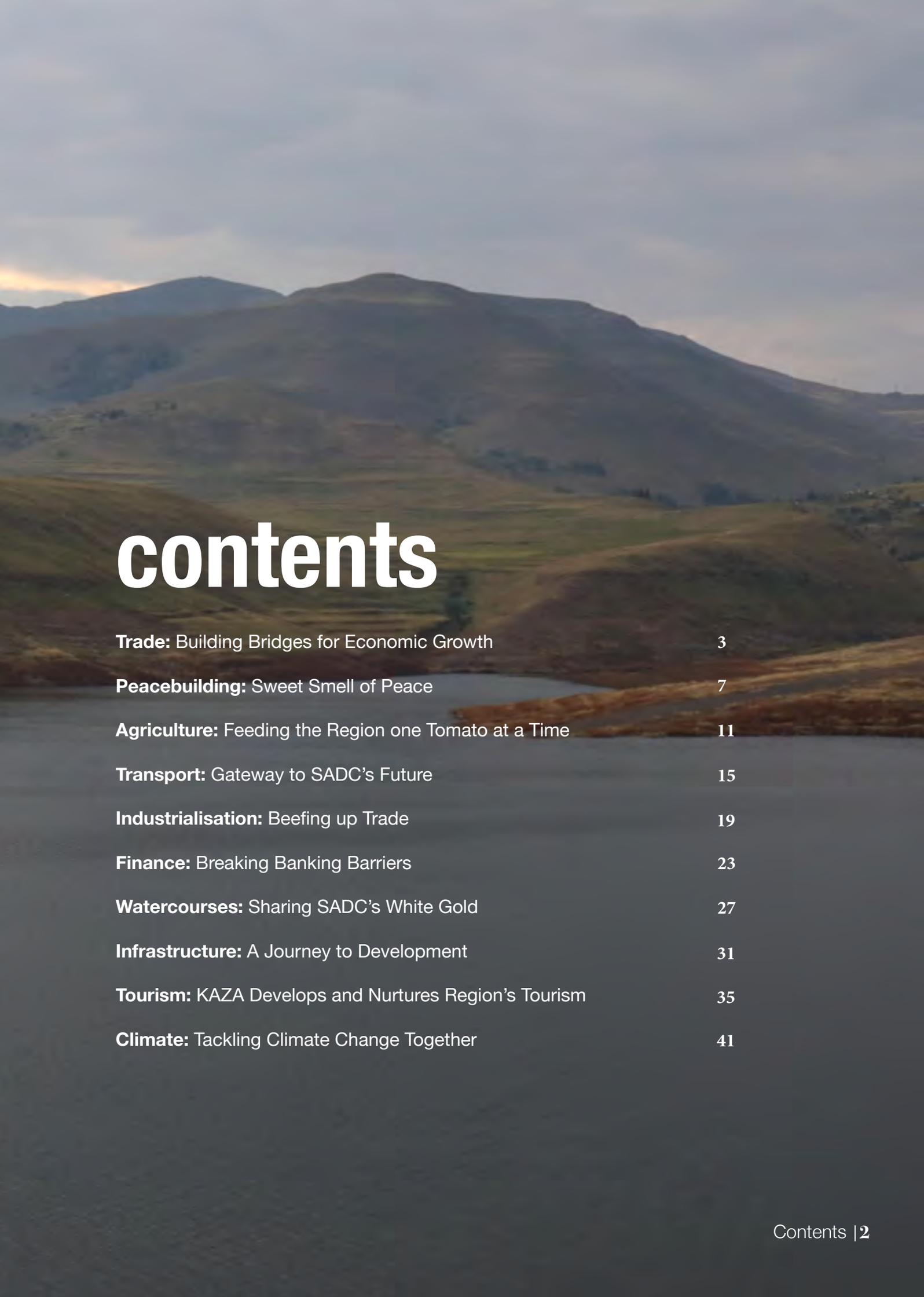
The first edition of the "SADC Success Stories", launched in 2015, reached over one million SADC citizens through the print brochure, videos and social media. Through this second edition, we hope to inform more SADC citizens about the benefits of the SADC development and integration agenda and the importance of Member States rallying around a common agenda.

These stories reflect SADC at a time when regional integration is already adding incalculable value to the lives of all citizens. With the renewed focus of Member States on industrialisation and regional infrastructure development, among other priorities, our joint efforts and commitments will be making the case for the continued integration of the SADC region.

July 2017

Dr. Stergomena Lawrence Tax
Executive Secretary SADC





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Building Bridges for Economic Growth

Construction workers at the Kazungula border post are doing more than building a bridge over a river – they are building a bridge for regional integration with the promise of greater economic growth.

On either sides of the Zambezi River, hundreds of trucks queue to cross the Kazungula border between Botswana and Zambia. Looking west is Namibia, looking east Zimbabwe. It is a popular route and one that is about to get even busier with the construction of the new Kazungula Bridge already underway.

Previously, trucks could only cross two at a time at the border using one of two ferries. The waiting period to make the crossing could take up to three days. This turned into five days and more if one of the ferries broke down. The new bridge promises to reduce waiting times to around two hours.

Since the SADC Free Trade Area was introduced in 2008, intra-SADC trade has exploded. Now every day trucks and trains travel the length and breadth of the SADC

region, allowing goods to flow from the DRC to South Africa and from the Indian to the Atlantic Ocean.

SADC's Protocol on Trade has long recognised the need to facilitate trade in SADC countries. It's a key tool to stimulate economic growth and fight poverty in Southern Africa. It commits SADC Member States to eliminating tariff and non-tariff barriers, which would otherwise stem the free flow of goods throughout the region.

In the first decade after the Trade Protocol went into effect in 2000, intra-SADC trade increased by 155%, from USD 13.2 billion to about USD 34 billion. Now the Kazungula Bridge, deep in the heart of SADC, will become a prominent pillar in further accelerating the expansion of trade between the Member States.

“We are well settled here, better than where we were.”

Grace Mwashekabo
Lumbo Village elder



In line with the Trade Protocol, the Regional Infrastructure Development Master Plan (RIDMP) facilitates the development of seamless, cost-effective trans-boundary infrastructure. The RIDMP is part of the SADC Infrastructure Vision 2027, of which transport is one of six pillars. The crossing at Kazungula was one of the missing links to realising the North-South Corridor identified under the RIDMP.

The Kazungula Bridge is central to the corridor as it will ease high volumes of traffic in the region, facilitate trade, spur economic growth in the area and beyond, and help prepare the SADC region for the predicted population growth of 72 million people by 2027.

Identified as a key project under SADC's regional development plan, the bridge is now spearheaded by the Botswana and Zambian governments. It entails replacing the Kazungula ferry with a 930m road and rail bridge, with one-stop border posts for either direction.

South African truck driver

Johannes Labuschagne, who has been crossing the border for seven years to transport copper from Zambia to South Africa, says the project is an exciting initiative. His biggest challenge had been with broken down ferries. When this happened, it regularly caused 5km of queuing traffic, resulting in massive delays for truck drivers like him.

“We as a transporter feel the greatest burden because when you are supposed to do two loads a month, you can only do one load a month. So your turnover is cut in half,” says Labuschagne.

He particularly looks forward to the introduction of the one-stop border posts: “Once (your truck) is cleared you drive straight across, stamp your passport and you are off to the client. So that is going to be a big bonus for us.”

A one-stop border post will be placed on both sides of the bridge so that drivers stop only once at their point of exit/entry. After clearing customs the driver drives straight through to the next country. This eliminates duplication of processes and reduces time thereby increasing

vehicle and crew utilization.

The bridge, which is estimated to cost USD 259.3 million, is jointly funded by the Botswana and Zambian governments and expected to be completed by 2018.

Zambian President Edgar Lungu, on a visit to Kazungula in February 2017 to check on the progress of the bridge, said: “If Zambia and Botswana succeed, there will be more trade in the region and beyond.”

The project, President Lungu said, was not just for Botswana and Zambia. “It is intended to invite and excite investment from outside so that Africans can begin to trade among themselves,” he said.

SADC Protocol:

Improved trade is fundamental to regional integration. To this end, the Protocol on Trade was signed in 1996 in order to liberalise trade within SADC, reduce barriers between nations, and stimulate production and economic development. Over the years this led to the elimination of tariff barriers, and export and import duties, culminating in the establishment of the SADC Free Trade Area.

Construction of the Kazungula Bridge has already created jobs and skill-learning opportunities. A mobile training unit was set up in 2013 on the Botswana side to train the semi-skilled artisans needed for the construction of the Kazungula Bridge and other infrastructure projects.

Funded by the Botswana Ministry of Transport and Communications, the unit trained more than 700 semi-skilled artisans including bricklayers, tilers and carpenters. Botswana President Ian Khama proudly noted that two thirds of those trained by the unit had been able to secure jobs.

This was also observed by SADC Tripartite Transport and Transit Facilitation Program Adviser, Lovemore Bingandadi: “The bridge construction has created new economic opportunities for locals and major construction firms. Opening the bridge will certainly advance trade and transport facilitation.”

Another immediate benefit

of the project was the successful resettlement of Botswana villagers to nearby Lumbo. Their community has seen exponential growth since over USD 4 million were invested to resettle the village and reimburse those affected. Once next to the main road leading to the border post, the village is now a few kilometres away.

Lumbo village elder Grace Mwashekabo remembers when they had to fetch water from the Zambezi River and some lived in mud houses. Today the 34 families in the new village enjoy their new houses, electricity, running water and a school.

“We are well settled here, better than where we were,” says Mwashekabo.

Some villagers have also been employed as workers by the Kazungula Bridge project. And many women in the area are informal traders who are selling to the high number of people crossing the Zambezi River on a daily basis. When the bridge is completed, the expected



To be completed in 2018

increase in traffic will mean more potential customers for them as well.

“The iconic bridge stands as a monument to regional integration as it is more than a physical link between two countries,” says Bingandadi. “It’s a conduit for trade, transportation and movement of people.”



The Kazungula Bridge Project has provided work opportunities to the community

Sweet Smell of Peace

When SADC stepped in to support peace efforts in Madagascar, its efforts were carried out in the local spirit of fihavanana, which emphasises the kinship and mutual respect between all Malagasy people.

Hugues Rotoarimanana's business buys plants, herbs and other raw materials from around Madagascar and turns them into essential oils. Cinnamon, cloves, ylang-ylang, and rare plants like katrafay – which can only be found in Madagascar – are loaded into boilers so that their essence can be extracted and used to infuse oils for the finished products sold to Rotoarimanana's European clients.

But in 2009, the then two-year-old business faced its greatest challenge: a political crisis that turned Malagasy society upside down, disrupting the social and political order. Because of the instability in the country, Rotoarimanana's international investors pulled out of the business, leaving his livelihood in jeopardy.

"We have had uprisings before, but 2009 was very different," says Rotoarimanana. "The coup was really a bad thing because first they ousted a democratically elected president, and second they did it by force. We had families to feed but then suddenly no business. It was a disaster."

It began after a dispute erupted between the then-president and an opposition leader, leading to a period of intense conflict and confusion until the opposition took power unconstitutionally in March 2009. Many feared that Madagascar was on the brink of civil war.

"The politicians were really trying to instigate tensions amongst the population of Madagascar," says Mahamadou Ndriandry, President of the National Platform for Civil Society Organisations.

"A civil war has never happened here. Malagasy people are really close. You would only have a civil war if there was extreme tension."

In an attempt to return the region to peace and stability, international bodies, championed by SADC, began to put pressure on the

unconstitutional government.

"SADC has a set of processes and mechanisms to deal with situations that threaten the peace and stability in the region," says Jorge Cardoso, Director of the SADC Organ on Politics, Defence and Security.

"It operates at the level of heads of states. There is a head of state that is nominated annually to follow the political processes in our region. The peaceful resolution of conflicts is one of the main premises to address situations that occur in our Member States," says Cardoso.

The Organ was established through the Protocol on Politics, Defence and Security Cooperation in 2001. The protocol affirms SADC's commitment to regional stability with the objective to "protect the people and safeguard the development of the region against instability arising from the breakdown of law and order".

In March 2009, after the unconstitutional takeover, SADC suspended the membership of Madagascar. The African Union, the United States and other parts of the international community suspended their aid to Madagascar. Three months later, the AU and the United Nations halted their mediation efforts, citing a lack of will on either side to seek reconciliation.

A week later, SADC dispatched former Mozambican President Joaquim Chissano as the leader of a team tasked with mediating a peace process and creating a roadmap towards solving the crisis.

"When Chissano came here, he came with the mindset of not only working with civil society organisations, but also to listen to what has been done here on the ground, what is happening," says Rasolo Andre, a former diplomat and now a lecturer in Political Sociology at the University of Antananarivo.



“SADC was the door, which led the Malagasy people to understand that they live in the African continent and that they are not alone.”

Rasolo Andre
Former Malagasy first consul to Russia, now lecturer in
Political Sociology at the University of Antananarivo



Jorge Cardoso, Director of the SADC Organ on Politics, Defence and Security

“It’s important because when they allowed the Malagasy people to take part in the decision making, they enhanced the sustainability of the outcome. Also, they came here to facilitate the process. They were involved as facilitators but leaving the Malagasy approach to take place at all times,” he adds.

The SADC intervention led to the establishment of a roadmap, which emphasised that peace needed to be restored. This led to the creation of a national dialogue process which came to be called mallgacho-malgache (Malagasy with the Malagasy). With SADC’s support, it eventually led to an

agreement that peaceful elections would take place in 2013 in which no former presidents could take part.

The period of disruption ended when in December 2013, Hery Rajaonarimampianina was elected to the presidency. The elections were declared free and fair by international observers. The following month, Madagascar was reinstated as a SADC member, and international aid returned to the island.

Addressing the African Union Peace and Security Council, SADC’s Executive Secretary Dr Stergomena Lawrence Tax said at the time: “SADC appeals to the African Union, the United Nations and other similar bodies to welcome the positive steps that Madagascar has made through the recent peaceful transparent and fair elections and to spare no effort at ensuring that democracy and the rule of law are enhanced in Southern Africa.”

Andre attributes the success of the peace process in no small part to the concept of fihavanana. Fihavanana originates from the Malagasy word havana, meaning kin, and emphasises the kinship of all Malagasy people, and the



Mahamadou Ndriandry says Malagasy society is very close

SADC Protocol:

The Protocol on Politics, Defence and Security Cooperation was signed in 2001 in recognition of the need for stability as a prerequisite for Southern Africa's growth. This led to the formation of one of the most important parts of SADC, the Organ on Politics, Defence and Security. The Organ works with Member States to promote peace in the region and foster stability for current and future generations.



Businesses thrive again

belief that harm done to others will eventually reflect back on the doer.

“It was really good that SADC worked with the AU, because that gave the Malagasy people confidence that they are not just this island, that they have sisters and brothers and they are part of Africa,” says Andre, the former diplomat.

“SADC was the door which led the Malagasy people to understand that they live in the African continent and that they

are not alone.”

With the next elections due to take place in 2018, the hope is that Madagascar will maintain its stability in the future. For now, the peace brought about by the negotiations has allowed the Malagasy people time to rebuild. Investors have gained confidence again to return to the private sector.

For Rotoarimanana, peace allowed his business to regain its strength. Near Antananarivo, at the plant of one of his suppliers,

a pile of burnt cinnamon leaves a sweet smell wafting around the premises – the boilers are once again producing the rare oils unique to Madagascar.

“When word of the national reconciliation started to spread, people felt safer,” says Rotoarimanana. “It gave more confidence to the investors and business started to grow.”

Adds the businessman, “just one of my suppliers now provides work for a thousand people.”



Hugues Rotoarimanana at one of his plants

Feeding the Region one Tomato at a Time

The introduction of two new varieties of tomato in Malawi and nearby Mozambique could help boost food security and provide local solutions to adapt to climate change and meet nutrition needs.

The tomatoes are proudly displayed in a market in Blantyre – round, plump and red. These new, locally grown tomatoes are emerging as one of the most important and effective ways in which SADC is boosting food security in the region.

Named after the Bvumbwe research station located south of Blantyre in Malawi, the new varieties are named Bvumbwe 1 and Bvumbwe 2 tomatoes. The area is well-known for its fertile hillsides.

Introducing varieties that have higher nutritional value has drawn together government and non-governmental organisations, including the Centre for Coordination of Agricultural Research and Development in Southern Africa (CCARDESA), SADC, the Malawi government and horticulturalists, agronomists and other specialists. The initiative has grown out of SADC's Regional Agricultural Policy.

About 70% of the region's

population depends on agriculture for food, income and employment. Agriculture is also a major source of exports for several Member States, contributing on average of 13% to total export earnings and 66% to the value of intra-regional trade.

In 2007, the SADC Council instructed the SADC Secretariat to prioritise food security and the management of transboundary natural resources and environments. Together with those, three other areas form SADC's core focus on agriculture: crop production, livestock production and information in the form of data. SADC's Multi-Country Agricultural Productivity Programme and the Regional Indicative Strategic Development Plan until 2020 provide additional strategic direction.

All of these policy instruments are given credence by the developments at Bvumbwe, which have resulted in the adoption of highly nutritious tomato varieties.

Bvumbwe tomatoes are disease

tolerant and have a long shelf life, making them better adapted to effects of climate change and suitable for cross-border trade by resource-poor entrepreneurs.

Acting CCARDESA Executive Director Dr Simon Mwale, based close to the SADC Secretariat in Gaborone, Botswana, points out another advantage of the Bvumbwe tomatoes: They have higher levels of vitamin A than the average tomato.

“You can get vitamin A from animal products and vegetable sources, both of which can be beyond the reach of the common low-income household in the SADC region,” he says. “The tomato is a key ingredient in cooking at all levels of society. And with these varieties of tomato you can provide extra vitamin A to the lowest income group of families in the country. It's a big plus for the population's nutrition.”

Malawi has long battled vitamin A deficiency, which causes stunting and major growth defects.



Malawi has the fifth-highest stunting rate in the world with 53% of children under the age of one suffering from this growth defect, according to the World Bank.

It's here where the Bvumbwe research station's results make a real difference. Managed by Thomson Chilanga, the station developed the two new varieties to thrive in the specific conditions of Malawi, Mozambique and Zimbabwe.

"The area is conducive to a number of crops. Farmers like to grow different types of crops and the government is emphasising diversification. In our research, we also think about the market and what people want," Chilanga says.

Their research and innovations platform includes the entire food pipeline – from farmers to extension officers, wholesalers, retail outlets and distribution centres. This participatory research approach, facilitated through CCARDESA, makes



Jonathan Matebule, chairman of the Challenge Project Group

it possible for all key actors to identify and resolve challenges along the value chain together.

The tomatoes are already a regional success story: The seed is being distributed in neighbouring Mozambique and Zimbabwe where farmers have started planting the Bvumbwe 1 and

Bvumbwe 2 varieties.

"We've even seen some business people and consumers in Mozambique coming into Malawi and we linked them up with the farmers in Lukya village in Thyolo so there's now an exchange of produce, which has been welcomed by local farmers," says



Agnes Jakaramba cultivates her own land in Lukya village

“The tomato is a key ingredient in cooking at all levels of society. And with these varieties of tomato you can provide extra vitamin A to the lowest income group of families in the country. It’s a big plus for the population’s nutrition.”

Simon Mwale
Acting CCARDESA Executive Director



Chilanga.

He adds that the local farmers “are now feeding the students, the hospital patients and even prisoners. These various markets need to be linked to the agri-dealers, extension staff and farmers. This leads to sustainability through the development of agriculture technology.”

Once an innovation platform is established, the scientists step back and the farmers take over the management of the entire process. This new approach was promoted and supported under the Sub-Saharan Challenge Programme led by the Forum for Agricultural Research in Africa at the continental level and coordinated by CCARDESA, a SADC subsidiary, in Southern Africa.

Farmer Jonathan Matebule is chairman of the Challenge Project Group in Lukya, a village perched on a hilltop overlooking the highest point in Malawi, Malanje Mountain.

“The researchers came with a number of varieties but the Bvumbwe responded best,” says Matebule. “After I was trained by the scientists, I planted this crop,” he says, pointing at his tomatoes, which soon became the envy of other farmers.

“Our livelihoods have improved because of the proceeds of the sales of these Bvumbwe tomatoes. Because of them I can now afford school fees. I bought dairy cows and pigs and can now feed my family properly,” adds Matebule.

Before the programme, most children in the village did not go to school. Now enrolment is at 100%, which the community links directly to the income from agricultural product sales, especially the Bvumbwe tomatoes.

Change is also evident in the village’s houses. Where previously they were made of mud and straw, thanks to new profits they are now built from bricks and with corrugated iron roofs. A few villagers even upgraded from bicycles to motorbikes, which handle the rough terrain better.

Matebule is not the only one in the village who’s seen his life change.

Agnes Jakaramba began hers as a farmworker on other people’s fields. Today she owns her own one-hectare farm on which she grows vegetables. “We irrigate early in the morning, then (again) later in the afternoon. I also fertilise my field. It’s a hard life but I’m my own boss and I’m feeling good now,” she says.

In Blantyre, support also comes from agri-business focused shops.

Austin Banda, operations manager in one of them, says: “We’ve been in business for around 20 years, providing technical support from seeds to harvesting. We started with one outlet and now we have seven,” he says.

Banda’s Blantyre shop is busy with farmers and other clients purchasing chemicals, seeds and fertiliser along with small implements and pumps.

CCARDESA’s Dr Mwale is emphatic about the success of the humble tomato.

“This is a success for three reasons: Firstly improving agriculture research amongst SADC Member States, secondly it encourages innovations to flow from one country to another, and thirdly it encourages intra-regional trade.”

SADC Programme:

Agriculture remains the primary source of nutrition, employment and income for 61% of SADC citizens. Its critical importance led to the SADC Multi-Country Agricultural Productivity Programme (SADC MAPP) in 2008. The SADC MAPP is a fifteen year programme, broken down into three five-year phases. The goal of the MAPP is to enhance agricultural research, technological innovation and dissemination, and the linkages among agricultural institutions in the SADC region.

Gateway to SADC's Future

The multimillion dollar upgrade of the Walvis Bay port opens new opportunities for regional trade.

“It’s a different thing every day,” says Immanuel Hango, standing on the dock and beaming at a crane as it hauls containers from a line of trucks onto a waiting ship.

Since he was a child growing up in the North of Namibia, all Hango ever wanted was to be an engineer. In 2016 he was one of 100 Young African Leaders who travelled to the United States to meet then-President Barack Obama. Now he is one of the engineers working at Namport, Namibia’s port authority, building the future of his country.

Walvis Bay has its sights set on becoming the preferred gateway for some of the landlocked SADC countries. Driving this initiative is a massive investment in infrastructure in the region, including USD 300 million in upgrades to the corridors linking Walvis Bay to the rest of SADC and a USD 2.3 billion upgrade to the existing Walvis Bay port.

“The port master plan that looks at this new area (and) identified the need for the port to serve not just our small population in Namibia, but the whole of SADC,” says Elzevir Gelderbloem, the Executive Secretary of Namport.

“Since independence, Namibia has served

as the logistics hub for SADC more and more each year, but the issue was always the space,” says Gelderbloem.

Namport expects that the upgraded Walvis Bay port can serve SADC for the next 50 years. The upgrade will double the amount of goods flowing to and from SADC through the port.

Phase 1 of the upgrade is a liquid bulk terminal with space for two tankers, which will ultimately connect to a 100-hectare tanker farm where goods will be stored before being shipped out across the SADC region. Next, a liquid natural gas terminal will be constructed to feed a planned power station, followed by a dry bulk terminal to handle the import and export of goods from across the region. At the same time, Walvis Bay is expanding its container terminal.

Increasing trade throughout the region is a goal of both the SADC Protocol on Transport, Communications, and Meteorology and the SADC Regional Indicative Strategic Development Plan. Improving the transport infrastructure across borders is also a key focus of the Regional Infrastructure Development Master Plan, which projects that SADC port traffic will increase from 92 million tons in 2009, to 500 million by 2027.





The upgrades will double the capacity of the Walvis Bay Port

These volumes can only be achieved if Member States continue to make it easier to trade across regional borders.

“Regional integration is a tool, and it is a very important strategy for development,” says Dr Stergomena Lawrence Tax, the Executive Secretary of SADC. “Through our free trade regime we have eliminated tariffs, so that within SADC you get a bigger market for your products, but you can also compete with products from outside of the region,” Dr Tax notes.

The SADC Free Trade Area, which took effect in 2008, is based on the SADC Protocol on Trade. The protocol aims to liberalise trade relations between Member States, stimulate the investment environment and spur economic growth.

Namport’s CEO is keenly aware of the Walvis Bay port’s regional dimension.

“Part of the business case for this port is connections to get products to and from SADC. The road corridors around the port are currently in excellent



Phase one, the Liquid Natural Gas terminal

condition and there are plans to upgrade these corridors with rail connections. In that way we will serve the SADC region,” says Gelderbloem.

The port is located along four key development corridors. To the east it connects to the Trans-Kalahari Corridor, which is the preferred route for time-sensitive goods going to Botswana and South Africa. To the North, the Trans-Cunene Corridor serves Southern Angola, and to the South, the Trans-Oranje Corridor services the mining and agricultural centres of South Africa. The Walvis Bay-Ndola-

Lubumbashi Corridor to the Northeast crosses into Zambia, creating a critically important trade route for goods to and from the Zambian copperbelt and Lubumbashi, the second-largest city in the Democratic Republic of Congo.

“Lubumbashi is landlocked. We don’t have direct connections to the (Congolese) ports at Banana or Boma,” says Kabash Munung, the Business Development Manager for the Walvis Bay Corridor Group (WBCG) in Lubumbashi. “But we use Walvis Bay as our gateway to the ocean, where we can import mining

“The port master plan that looks at this new area, identified the need for the port to serve not just our small population in Namibia, but the whole of SADC.”

Elzevir Gelderbloem
Executive Secretary of Namport



SADC Strategy:

The Regional Infrastructure Development Master Plan (RIDMP) is the backbone of SADC’s infrastructure vision for the future. It aims to develop and maintain the transport infrastructure in the region and to harmonise policies around transport. Key to this is the ability of Member States to implement transport reforms and to ensure sustainable funding for the maintenance and provision of infrastructure. The RIDMP also seeks to stimulate economic development by fostering public-private partnerships and promoting regional development corridors.

agreements.”

In 2004 WBCG led an initiative to build a bridge at Katimo Mulilo, linking Namibia with Zambia as part of the Walvis Bay-Ndola-Lubumbashi Corridor.

“It’s almost like developing a warehouse for SADC through Walvis Bay. If you look at Brazil and the rest of South America, it takes 20 days to get to the economic centres of the world, but it takes seven days for a ship to get to Walvis Bay from Brazil, and it’s only us who can do that.”

In Walvis Bay, the streets are alive with industry as the

old road connecting Walvis Bay with nearby Swakopmund is undergoing a USD 75 million upgrade. The new dual carriageway will be primarily for the use of heavy transport servicing Walvis Bay and is expected to be finished in 2018.

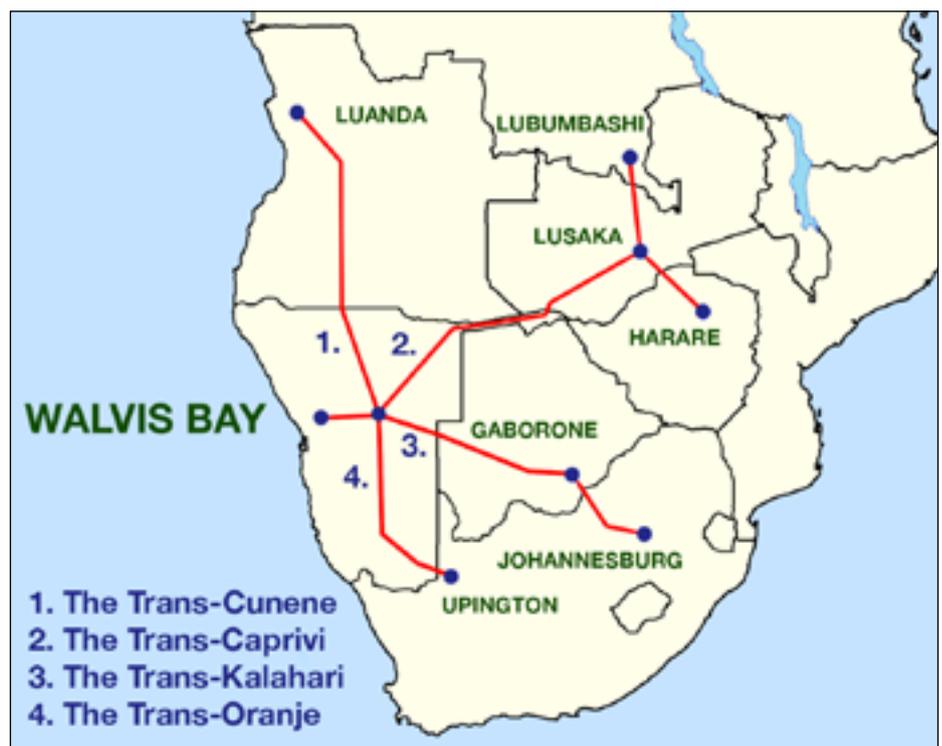
For Namport engineer Hango, the future – for the port and for the region – is bright.

“This whole upgrade is built around the idea of being the gateway into SADC,” he says. “If you come back in a few years, it’s going to be the Singapore of Africa.”

materials and general cargo like supermarket products and frozen food.”

The development and maintenance of the corridor infrastructure connecting Walvis Bay to the rest of SADC is driven by the WBCG. Founded in 2000, the group’s mandate is to engage in business development by promoting the port of Walvis Bay as a viable trade route for goods to enter and exit SADC.

“Our stance has always been that, like the African proverb, you eat an elephant piece by piece,” says CEO Johny Smith. “We took time to assess and understand our neighbours. And only upon that did we develop relationships and





Beefing up Trade

SADC initiatives have boosted trade between Member States and with the rest of the world, a trend set to continue with the renewed focus on regional industrialisation.

In Africa, the size of your herd relates directly to your financial and social value. Keeping cattle for meat and leather production has long contributed to the formal and informal industries in most SADC countries. Realising this strength, the SADC Industrialisation Strategy proposes to grow the region's herd and thus wealth of all people. Growing the herd involves facilitated connection between cattle, meat and leather traders across SADC borders and a joint export

strategy.

Botswana, South Africa, Zambia and Zimbabwe already benefit from the global demand for leather goods such as shoes, bags and leather seats for luxury vehicles. Growing this success is one of SADC's objectives.

Since the SADC Trade Protocol was signed in 1996, liberalisation of imports and exports among the 15 Member States has multiplied mutually beneficial trade flows within the SADC region and boosted investment.



Feedlot owner Werner Faber

At the same time, Member States strive for policies that provide incentives to invest in the region.

Through its Industrialisation Strategy, an ambitious masterplan for the region's industrial development over the next five decades, SADC is seeking to continue the success of the Trade Protocol and other trade initiatives.

One of those is a direct action that benefits traders in live cattle. In 2012, farmers pointed out that Botswana only issued livestock import and transit permits in Gaborone, 1 000km away from the border posts that link its slaughter houses with neighbouring cattle-farming nations. With the support of SADC, Botswana decided to issue the permits in other places across the country as well.

The effects were felt immediately by thousands of livestock traders in Zambia and Zimbabwe. In the long run, this change is contributing to the

growth and development of the regional leather industry.

Easier regional trade allows local companies to access the best inputs available instead of having to procure everything at home – be it cattle feed, calves or treated leather. Regional collaboration is all about realising and combining each country's individual strength and moving as a stronger region.

The positive impact of these initiatives has been immediate for traders. The Botswana Meat Commission (BMC), for instance, has made plans to expand both local and international relationships, says CEO Dr Akolang Tombale.

“The BMC is one of the three main meat businesses in Africa that export to Europe. We are the largest, followed by the meat corporations of Namibia and Swaziland. In 2013, for example, we sent 6,000 tons (of meat) to Europe and in 2016 it was 10,000 tons of beef and leather. That constitutes around 53% of our revenue,” says Tombale.

The BMC is also the biggest producer of leather in the region, accounting for 75% of the highest



Dr Akolang Tombale



“First we provided for ourselves, now we export to places like the European Union.”

Arekipo Modise
Public Relations Officer
Botswana Meat Commission



grade leather. Its workforce has grown from a few dozen twenty years ago to well over 500 today.

“We have a growing trade in raw leather to South Africa where they’re using it in the car industry, clothing and other consumables,” he says.

One beneficiary is Handel Street Upholsterers in Johannesburg, South Africa. Handel produces high quality car interiors for customers throughout the region.

Marketing Director Ashraf Ismail says the industry is growing exponentially: “Rising consumer preference for retrofitting of vehicles with leather upholstery is further supporting growth of the market through the aftermarket channel.”

While quality Botswana leather is used, buyers of these products can be further afield. “Nigeria is expected to be the largest consumer of leather for automotive interiors on the continent, burgeoning growth of the global automotive interior leather market,” Ismail says.

And the leather industry already benefits from stronger regional integration on a

practical level: The BMC shares a marketing company with neighbours in Namibia, which has helped grow sales for both countries outside Africa.

This is good news for those in the industry. In Gaborone, feedlot owner Werner Faber says local skills are being used to produce and manufacture a range of feed sorts for local herds.

“Through the support of the industry, we have a few hundred staff now. There are a lot of positives and things look great for the future,” says Faber.

The employment created by businesses linked to beef and leather is vital to the economy of Botswana.

Back at the meat processing plant, there’s a man who believes implicitly in the Botswana meat industry. Arekipo Modise started out as a security guard at the BMC plant in 2002 and is now its public relations officer.

“We can immediately see from the meat how valuable it is and it is then stamped appropriately. First we provided for ourselves, now we export to places like the European Union,” he says, proudly pointing at the EU

certified stamps on the sides of beef inside the processing plant.

It’s a relationship that has been further deepened by the SADC-EU Economic Partnership Agreement, signed in June 2016 between the EU and Botswana, Lesotho, Mozambique, Namibia, South Africa and Swaziland. The agreement keeps all those exports to the EU duty free and supports the participating SADC countries in meeting the EU standards required to obtain the necessary stamps.

For SADC citizens like Modise, these regional initiatives – combined with entrepreneurial productivity – have had real impact on their lives.

SADC Strategy:

The SADC Industrialisation Strategy and Roadmap 2015-2063 recognises the necessity for the structural transformation of the SADC region through industrialisation, modernisation, upgrading, skills development, science and technology, financial strengthening and deeper regional integration. It promotes a strategic shift from reliance on resources and low-cost labour to increased investment and enhanced productivity of both labour and capital.



 **FDH Bank**

Breaking Banking Barriers

SADC's initiative for regional banking has helped Member States improve their banking systems and broaden access for the region's citizens.

Banking has remained out of reach for millions of Southern African citizens, prompting regulators and banks to work harder to ensure that more than a privileged few benefit from banking services.

Many people in rural areas of the region may never see the inside of a bank. Statistics released by the State Bank of Mauritius, for example, show that up to 80% of Africa's adult population is unbanked for a range of reasons.

The SADC Protocol on Finance and Investment, signed in 2006, addresses some of these challenges. It seeks to accelerate growth, investment and employment in the region through increased cooperation, coordination and management of macroeconomic, monetary and fiscal policies. It also works to establish and sustain macroeconomic stability as a precondition for sustainable economic growth and for the creation of a monetary union in the region.

One initiative for greater financial

integration was the introduction of the SADC Integrated Regional Electronic Settlement System (SIRESS) as a cross-border payment solution. All SADC currencies, including the US Dollar, have been approved by the Committee of Central Bank Governors as settlements in SIRESS.

According to SADC Banking Association Executive Secretary Maxine Hlaba, the system is paying off across the region.

"We now have 83 participants on SIRESS made up of 76 commercial banks and seven central banks. Fourteen countries are now live on SIRESS, and we continue to bring on board more banks," says Hlaba.

She adds: "As at the end of April 2017, the total number of transactions settled through SIRESS was 733,597, representing a value of USD 244.7 billion."

There are also local benefits as the banking association has worked to help banks in Member States to attain the necessary levels of delivery to join as well as to promote financial inclusion.



Mobile banking business is big in Malawi

In Malawi, for instance, the challenge to get people into the banking system is not only economic but also one of perception. Citizens believe brick and mortar institutions are only for the rich, according to the Institute of Bankers' Executive Director Lyness Nkungula.

"About 75% of Malawi's people have access to mobile phones, which means we have to reach out to the unbankable populations through mobile phones," she says, adding that there are definitely opportunities for expansion.

All of Malawi's ten banking group are adopting new technologies. As members of SIRESS, they recognise the need to focus on the majority of the population who do not yet have formal bank accounts.

The Institute of Bankers in Malawi is working closely with the financial sector to use mobile phone-driven technology to add millions of new customers. The Reserve Bank of Malawi (RBM) published guidelines for digital financial services and drafted the E-Money Regulation and Payment Systems Law to guide the financial

sector.

Nkungula says bankers in Malawi are aware that SIRESS is vital to allow the nation to continue to develop: "We decided to join SIRESS in October 2015 because we're a family within the SADC region and thought that if left out, then we'd be left out for good in terms of technology. It would have become challenging for us to trade with the other countries in the region."

Malawi joined Angola, Botswana, DRC, Lesotho, Namibia, Mauritius, Mozambique, Seychelles, South Africa, Swaziland, Tanzania, Zambia and Zimbabwe – who are all part of the SADC Banking Association constituted in 1998 – in the SIRESS process.

The SADC Banking Association provides a regional banking leadership platform for strategic direction and to promote and transform the whole of the region into a single economic bloc. Its establishment was tied to the need for a federation of banking associations as the interface on matters relating to regional financial integration in general

and on the SADC Finance and Investment Protocol specifically.

Nkungula says Malawi backs SIRESS fully and banks in her country are now able to focus on growing their client base not just among local citizens but further afield too.

"We cannot work as an island; we have to work with each other because there's a lot of cross-border trading with neighbouring countries – it's one of the main reasons why we joined SIRESS. We have seen cross-border trade volume grow from 10% to around 30% and this means a greater reliance on intra-regional banking," she says.

Partnerships between banks and non-banks have grown, according to Nkungula. Through such arrangements, banks are able to offer products beyond bill payments and remittance activities such as savings, credit and insurance.

"The perception in Malawi that banks are only for the rich is changing, and technology and innovation will help speed up this process," says Nkungula. "We have ten banking groups and a population of around 17 million. Of these only about 30% are bankable, it means a lot of banks competing for a few customers."

As new technology becomes more widely adopted, there will be a surge towards mobile banking. "At the moment not every bank has mobile banking, but that's the direction in which they have to go," says Nkungula.

One group of the population that has noted new mobile banking services are citizens with disabilities. They can now access funds and move money without having to travel, often at great difficulty, to an actual bank.

Stella Nkonya, the Executive

“About 75% of Malawi’s people have access to mobile phones, which means we have to reach out to the unbankable populations through mobile phones.”

Lyness Nkungula
Institute of Bankers Executive Director



Bank clients waiting to move money

Director of Malawi Human Rights for Girls with Disabilities, says the new banking technologies have helped her organisation and its members.

“People with disabilities benefit from not waiting in bank queues or struggling to walk long distances to a bank,” she says. “Mobile banking is simple and easy; handy and immediate.”

The cost of mobile cash transactions is also cheap. Nkonya adds: “If you want to move money using other systems you have to pay a service fee but with mobile

banking, there is no interest charged.”

Another community benefitting from an improvement in banking technology are village banking groups. With banking groups, people pool their cash at weekly meetings and bank as a collective. Mobile banking has allowed these groups to send their money through a trusted system. It has helped promote the idea of joint accounts and community development through collective savings.

Nkungula from the Institute of

Bankers knows that co-operation with national regulators is vital. “The SADC banking system has linked us to so many countries as well as members,” she says. “The local banks can’t work within just Malawi, the growth will be small. Their growth is quicker if they link up with other banks in the region and even outside Africa.”

This is borne out by SADC banking statistics, which show that banking within the region fulfils a key need of citizens and business. In 2015, for example, 55% of banking transactions were from one Member State to another.

It means financial frontiersmen and women with technologically appropriate offerings that are backed by SADC’s Finance and Investment Protocol are set to benefit and set to better serve their clients too.

SADC Protocol:

In order to speed up growth, investment and employment in the SADC region, Member States in 2006 passed the SADC Protocol on Finance and Investment. The protocol aims to improve and facilitate the free movement of capital and labour, goods and services and to create appropriate institutions and mechanisms to achieve these objectives.

Sharing SADC's White Gold

Taking care of the region's water resources requires an integrated approach to water management. It's a lesson shared by ORASECOM's four members – Botswana, Lesotho, Namibia and South Africa – who are restoring the Lesotho Wetlands to keep the Orange-Senqu River alive.

When rain falls over the Lesotho highlands, 3,500 metres above sea level, it flows into the Orange-Senqu River – one of the largest rivers in Africa. Over a distance of 2,200km it winds its way through South Africa and Namibia, with tributaries stretching into Botswana.

Throughout its course the river plays a vital economic role for local people. In the highlands of Lesotho where dams have been erected to create hydropower, the sale of the headwaters of the Orange-Senqu generates 33% of Lesotho's Gross Domestic Product. And as it flows through Gauteng, it contributes to 26% of South Africa's economy.

Because of its immense value to their country, the local Basotho refer to their water resources as "White Gold". The riparian system of the Orange-Senqu is maintained by the wetlands of the

Lesotho highlands. The wetlands absorb water during rainy season and release it into the river system periodically, supporting a steady flow and mitigating the effects of both flooding and drought downstream.

However, in recent years, degradation of the wetlands has reduced their capacity to retain and release water. This has risked the flow of water throughout the entire riparian system.

"We are aware that our grasslands are deteriorating and that there is a shortage of water," says Mpiti Letse, Chief of the Ha Tlhaku village in the Khubelu Wetland of Lesotho. "There is a plant called Diphophotho which used to grow in our fields but has stopped growing due to the unwanted weeds. We are trying to make sure that there is drinking water for both us and our livestock, and that the water in the Qoadi River flows because it feeds the Senqu River, which is the river

of the nation."

In 2000, SADC Member States signed the Revised Protocol on Shared Watercourses in the interest of better managing the region's shared water resources. The protocol saw the creation of a number of bodies, among them the Orange-Senqu River Commission (ORASECOM), which exists to manage the Orange-Senqu river system among the four countries that are part of it: Botswana, Lesotho, Namibia and South Africa.

"There are 15 shared watercourses in SADC, each with their own issues," says Phera Ramoeli, SADC's Senior Programme Officer for Water. "ORASECOM has a number of successful initiatives. They now have a fully-fledged water resource management strategy, which takes into account all of their initiatives to ensure that water resources of the Orange-Senqu are managed to avoid potential conflict between





The Lesotho Highlands, 3500m above sea level

nations.”

One potential source of conflict is the overgrazing in the Lesotho wetlands, which is beginning to have negative effects on the resources downstream. The Protection of the Orange-Senqu Water Sources (Sponge) project works with Lesotho’s Department of Range Resources Management and the Department of Water Affairs to address the wetland’s degradation through a technique known as holistic grazing management.

“According to the 2006 census, we had 70,000 animal units in Lesotho,” says Dr Rats’ele Rats’ele, Director of the Department of Range Resources Management. An animal unit refers to the rough mass of one cattle or the equivalent weight of smaller livestock.

“Each animal unit requires eight hectares of land to graze each year (in order) to prevent degradation of the land,” he says. “However, we

have only two million hectares of grazing land, so if you do the math you see we need an area almost three times the size of Lesotho for our cattle.”

The Sponge project works with the residents of the wetlands to establish grazing associations composed of stakeholders within the wetlands.

One technique implemented by the grazing associations is called high density grazing. In the

past, cattle herders allowed cattle to range freely during the day, leaving them to eat only the more palatable plants of their choosing. This accelerated the decimation of these plants and created a void in the environment, leading to the degradation of the rangelands. By implementing high density grazing, herders restrict the cattle’s grazing to limited areas, giving depleted plants in other areas time to regrow.



Lesotho’s wetlands keep the Orange-Senqu flowing

“We are practising rotational grazing/farming with the hopes of keeping all the grasslands in a good condition,” says Chief Letse. “The benefits of rotational grazing will be evident during the winter season because there will still be sufficient food for our livestock. Another benefit is that it prevents soil erosion during heavy rains or windy days.”

By keeping the wetlands functional, all four Orange-Senqu countries benefit from improved grazing management by herders in the Lesotho mountains.

The Sponge project is also seeing an impact on the lives of those in the grazing associations. Before the project, farmers expected gestation rates of 30 to 40% in cattle, but now farmers involved in the grazing associations report 100% gestation rates. Others report substantially higher yields of wool and mohair from flocks of sheep and goats.

“When the project first started only a few grazing associations wanted to take part,” says the Head of the Water Resources Division of the Lesotho Department of Water Affairs, Dr Makomereng Fanana.

“Now just about all the grazing

associations want to take part. Even communities from as far away as Maseru (300 km away) are approaching our offices for training,” he says. The number of grazing associations wanting to get involved has already exceeded all expectations.

“This shows the success that is coming from Khubelu,” says Dr Fanana. “We look forward to upscaling [the project] to the rest of the country. We have a realistic shot at saving the wetlands; we have a winning formula.”

And this winning formula shows that complex problems

affecting people across national boundaries can be solved by people on the ground working together – to create a solution with regional benefits.

SADC Protocol:

The ORASECOM Secretariat is one of many institutions to come out of the Revised Protocol on Shared Watercourses passed in 2000. The protocol calls for the formation of institutions States for the 15 major shared watercourses in the SADC region to manage them sustainably, equitably and reasonably towards the SADC goals of poverty alleviation and regional integration.



The Orange-Senqu river system



The project shows that herders can impact the entire riparian system

A Journey to Development

The SADC Regional Infrastructure Development Master Plan (RIDMP) and the SADC Protocol on Transport, Communications and Meteorology underpin regional development corridors. The Moatize-Nacala railway illustrates the benefits of corridors based on well-maintained infrastructure and seamless transport services.

In November 2016, the first train and coaches to travel the 912km between the coal fields of Tete Province in Mozambique and the new port of Nacala set off. The railway, traversing Malawi, is an important link between the coal producing province and the closest major port. The train's arrival at Nacala ushered in a new era for SADC.

While the port of Beira had been handling the coal shipments in the past, it was unable to deal with increased capacity, making it necessary to build a line to Malawi where it would join an existing line that needed to be

upgraded.

The Nacala-Moatize railway is one of the corridors under the RIDMP and was delivered by a public-private partnership with the government of Mozambique.

The concept of spatial corridors and spatial development initiatives seeks to facilitate the development of trade, industry, agriculture, mining, energy, tourism and other resources. These resources are inherent in the zones traversed by regional infrastructure networks such as roads and railways.

The RIDMP, approved in 2012 by SADC Member States,

is the blueprint for realising the concept in practice. For the Nacala corridor, this meant generating long-term investment returns, focusing jobs in the region to reduce poverty, making it easier for agribusiness to grow, and contributing to more economic, social and environmental progress.

The African Development Bank provided USD 300 million for Malawi and Mozambique in order to upgrade infrastructure and ensure the maintenance for the railway line. Small and medium sized businesses were earmarked for growth by the development bank.



"I am now a proud owner of a beautiful house that I built with my own money – something I never dreamt would happen in my lifetime."

Hillgud Kukhala
Former construction worker



One stretch of the existing railway line had a speed limit of 10km per hour. After the refurbishment, trains can now run at up to 60km per hour there. Through such improvements, coal can now be transported from Moatize to Nacala in half the time it took previously.

Corridor manager Sara Taibo says the success of the Maputo Development Corridor, linking Mozambique's capital to South Africa, helped secure funds for

similar projects.

"It was on the basis of the Maputo corridor success story that the same concept was replicated for the Beira and Nacala corridors, and subsequently to Zambezia with the intention of transporting coal from Moatize," she says.

"It is intended that these corridors not be limited to handling coal, but also to handle other cargo and goods coming from neighbouring countries."

The corridor will be able to

carry more than 20 million tons of coal a year whose destinations will include the Americas, Eastern Asia, Europe and India, among others.

"Right now we're sitting at a capacity of 18 million tons of coal per annum and four million tons capacity for general cargo," says Taibo.

In 2016 the route handled 631 thousand tons. "This year, it is expected to handle 2.1 million tons and 85 000 of containerised cargo," she says.

Part of the construction challenge was that the new track had to be laid between Moatize in Mozambique and connect with the existing railway line near Liwonde in Southern Malawi.

Fifty-year-old plumber Hillgud Kukhala was one of the construction workers employed to work on parts of the railway. Kukhala said he had no idea that it would change his life.

"I am now a proud owner of a beautiful house that I built with my own money – something I never dreamt would happen in my lifetime," says Kukhala.

Besides the house, he now owns



The railway is expected to handle 2,1 million tons of cargo

SADC Protocol:

Through the SADC Protocol on Transport, Communications and Meteorology, signed in 1996, Member States agreed to establish transport, communications and meteorology systems which provide efficient, cost-effective and fully integrated infrastructure and operations which best meet the needs of customers and promote economic and social development while being environmentally and economically sustainable.

a herd of livestock and supports his widowed mother with monthly remittances.

But the benefits have gone beyond faster rail transport and construction jobs: As a result of the technological demand of scheduling, the ICT sector supporting the railway's management has benefited. And an access road through Nampula and Nacala to support the corridor's construction was upgraded and is now being used by motorists.

The general objective of the SADC Protocol on Transport, Communications and Meteorology is to “establish transport, communications and meteorology systems which provide efficient, cost-effective and fully integrated infrastructure and operations, which best meet the needs of customers and promotes economic and social development while being environmentally and economically sustainable”.

The RIDMP was instituted after SADC realised that goods moving from landlocked SADC countries would increase from 13 million tons in 2009 to 50 million tons by 2030 and 148 million by 2040, at an average annual growth rate of 8.2%. The total port traffic in Southern Africa will jump from



92 million tonnes in 2009 to 500 million tonnes by 2027.

SADC says the RIDMP transport and corridor upgrades will cost USD 100 billion over fifteen years. Most regional ports handle only 30-50% of the transit cargo, which means secondary ports need to be developed quickly.

Many SADC ports are currently operating near capacity and some

of the factors which delay cargo include poor road, rail and port facilities, and slow clearances by regulatory agencies.

Bolstering the region's infrastructure by expanding and making better use of existing deep-water ports such as Nacala and Walvis Bay are important contributing factors to support the further developments of the SADC economy.

KAZA Develops and Nurtures Region's Tourism

The Kavango Zambezi Transfrontier Conservation Area contains a world class tourism product and provides the means to sustain it.

Deep in the heart of the SADC region, the Kavango Zambezi Transfrontier Conservation Area (KAZA TFCA) – a wildlife conservation area on a massive scale – is creating a unique platform for conservation of the region's natural resources.

Within the Hwange National Park in Zimbabwe, at the south-eastern tip of the KAZA TFCA, the Trans-Kalahari Predator Project uses a remarkable approach to restore the relationship between local residents and lions.

The project equips community members with a cellphone for communication, a bicycle for mobility and a vuvuzela, a traditional African instrument, for making noise. These people, known as the Long Shields, then ride out with guidance from satellite data to make noise, driving the lions away from livestock owned by communities within Hwange. In doing so, they reduce conflicts between the predators and the residents of the KAZA TFCA.

“When lions kill livestock,

that impacts negatively on communities. When the local people see a cow or a goat or a donkey, they see their bank accounts. They can sell a cow for a few hundred dollars and send their child to school,” says Lovemore Sibanda, the Project Coordinator of the Long Shields Lion Guardian Programme. “Our latest research suggests that retaliatory killing by farmers is the biggest cause of lion decline in Hwange.”

“We often go to park management and alert them when there is a ‘problem animal’. We go out with our vuvuzelas and they go out with their rifles, and because we coordinate our actions we find that we are successful in chasing lions (away).”

As humans have pushed further into the migratory routes and dispersal areas of large mammals, there has been a decline in those species. The number of lions in Africa decreased from an estimated 450,000 in the 1940s to barely more than 20,000 today. Between 3,000 and 4,000 of these live in the KAZA TFCA.

“Wildlife contributes massively to the region's socio-economic

development,” says Dr Paul Funston, the Senior Director of Lion and Cheetah Programmes for Panthera. “Lions are the number one species that tourists want to see in Africa. In areas where you have a photographic tourism industry, a lion could be worth about USD 100,000 over its lifetime.”

SADC Member States moved to protect these ecologically and economically important animals through the conversation area. The heads of state of Angola, Botswana, Namibia, Zambia and Zimbabwe signed the KAZA Treaty in 2011. The treaty expanded and combined existing conservation areas in each Member State, leading to the establishment of one of the world's largest conservation areas.

With 36 national parks and game reserves covering 520,000 square kilometres – almost the size of Botswana – the KAZA TFCA today is the world's largest transfrontier conservation area. It houses some of the region's most spectacular tourist attractions, ranging from Victoria Falls at the Zambia-Zimbabwe border to the Okavango Delta.





A network of conservation NGOs operate in the KAZA TFCA

SADC’s support has also led to the harmonisation of policy and cross-border regulations as well as to the development of infrastructure in the TFCA. Combined with the introduction of the SADC Univisa, this allows tourists to move more easily between the different attractions.

The KAZA TFCA is rooted in the ideals of the SADC Protocol on Wildlife Conservation and Law Enforcement. The protocol commits Member States to “promote the conservation of shared wildlife resources through the establishment of transfrontier conservation areas”. The mandate of the KAZA TFCA Secretariat, which coordinates the partner countries of the TFCA, compliments key goals enshrined

in the Regional Indicative Strategic Development Plan (RISDP), SADC’s development blueprint for the period until 2020.

“In 2015, a Master Integrated Development Plan (MIDP) was approved by the partner countries,” says Dr Morris Mtsambiwa, the Executive Director of the KAZA TFCA Secretariat. “To ensure integrated development at a regional level, it identified the following as key: natural resources management, tourism development, livelihood development, integrated land-use planning and infrastructure development.”

This multi-tiered approach has created a unique opportunity in the KAZA area. “The emergence

of community-based approaches to conservation means that rural communities are increasingly at the centre of conservation and development programmes – making them a key role player in KAZA’s success,” says Dr Mtsambiwa.

“There are a number of cross-border tourism products that are being developed in transfrontier conservation areas,” says Deborah Kahatano, the Senior Programme Officer for Natural Resources and Wildlife at the SADC Secretariat.

“I see conservation and tourism as two sides of the same coin,” she adds. “Our tourism in Southern Africa is dependent on wildlife so without nature conservation, tourism would lose its most prominent product. And without tourism, there would not be sufficient financial resources available to fund the required conservation efforts.”

“As a region, we need to enhance these resources so we are able to share the benefits,” says Kahatano.

A key aspect of the TFCA approach is the protection of natural ecosystems, which transcend national boundaries.

“If I were to look at a map of Africa and draw circles around areas with major conservation



Human predator conflict is the leading cause of lion decline in the KAZA

"I myself am from around here, and right now I am a project manager because of the wildlife."

Lovemore Sibanda
Project Coordinator of the Long Shields Community Guardian
Programme Hwange National Park, Zimbabwe



SADC Protocol:

To protect and market the world class tourism products offered by the region, the SADC Protocol on the Development of Tourism seeks to realise the full potential of the SADC region's tourism capabilities through sustainable, equitable development. The protocol, signed in 1998, aims to market the region as a single tourism destination and allow for the free movement of tourists in the region.

potential, I would draw fourteen circles, and twelve of them would be TFCAs. So it would immediately be clear that learning to conserve across state boundaries is crucial to the

survival of high value species like elephants and lions in Africa," says Dr Funston.

"KAZA is one of the great opportunities for research and conservation. It's bigger, it's more complex, and if we can learn how to do it here, surely we can apply those lessons to other areas in Africa."

Dr Funston was recently involved in founding the KAZA Carnivore Conservation Coalition. The coalition allows the KAZA Secretariat, and a network of NGOs, and researchers within KAZA to share and harmonise data. In line with the spirit of SADC, it promotes collaboration and integration of

key stakeholders across borders for mutual benefit.

Long Shields coordinator Lovemore Sibanda is pursuing his doctorate through Oxford University based on the conservation work of the Hwange Predator Project.

"Since the project has begun, we have seen a fifty percent decline in violence between communities and lions," says Sibanda. "There is hope that they will see that a lot of people get employed as trackers, as waiters, as drivers, or guides themselves because of the lions.

"I myself am from around here, and right now I am a project manager because of the wildlife."



Lions are the most in demand animal to the photographic tourism industry

Established TFCAs

Treaty Signed

1. /Ai/Ais - Richtersveld TP
(Namibia/South Africa)
2. Great Limpopo TP
(Mozambique/ South Africa/ Zimbabwe)
3. Kavango - Zambezi TFCA
(Angola/Botswana/Namibia/Zambia/
Zimbabwe)
4. Kgalagadi TP
(Botswana/South Africa)

Protocol signed

5. Lubombo TFCA Complex
(Mozambique/South Africa/Swaziland)
6. Maloti - Drakensberg TFCDA
(Lesotho/South Africa)

TFCAS UNDER ESTABLISHMENT PROCESS

MoU Signed

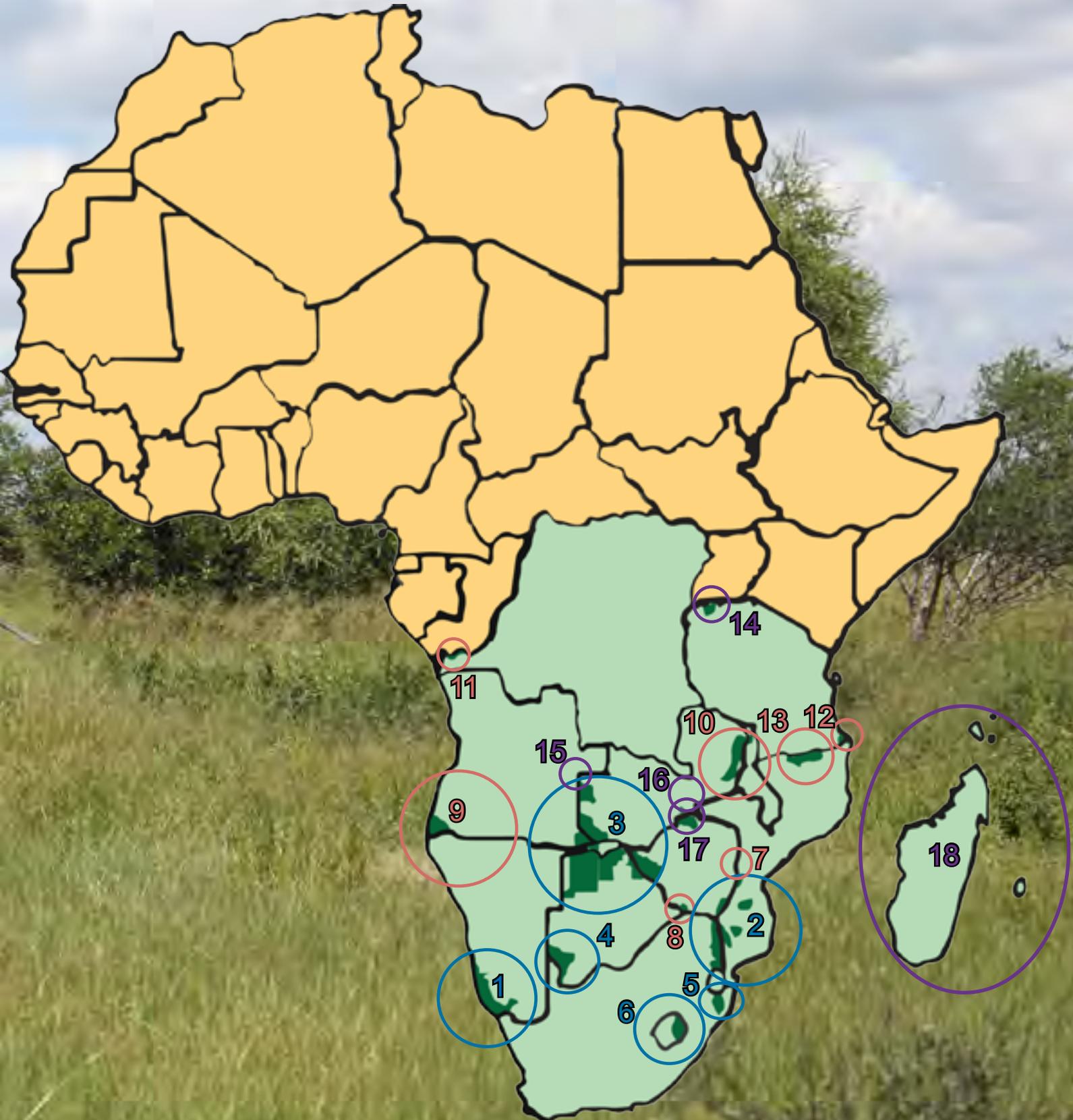
7. Chimanimani TFCA
(Mozambique/ Zimbabwe)
8. Greater Mapungubwe TFCA
(Botswana/South Africa/Zimbabwe)
9. Iona - Skeleton Coast TFCA
(Angola/Namibia)
10. Malawi - Zambia TFCA
(Malawi/Zambia)
11. Mayombe Forest TFCA
(Angola/Congo/DRC)
12. Mnazi Bay - Quirimbas TFCMA
(Tanzania/Mozambique)
13. Niassa - Selous TFCA
(Tanzania/Mozambique)

CONCEPTUAL TFCAS

14. Kagera TFCA
(Rwanda/Tanzania/Uganda)
15. Liuwa Plain - Mussuma TFCA
(Angola/Zambia)
16. Lower Zambezi - Mana Pools TFCA
(Zambia/Zimbabwe)
17. ZIMOZA TBNRMP
(Mozambique/Zambia/Zimbabwe)
18. Western Indian Ocean TFCA
(Comoros/France/Madagascar/Mauritius/
Mozambique/Seychelles/Tanzania)



SADC's Unique Platforms for Conservation



Tackling Climate Change Together

A common approach and strong regional instruments are supporting SADC's island states which are most at risk from the impact of climate change.

It's a blustery cloudy day in the town of Curepipe, a few kilometres south of Mauritius' capital Port Louis. But that doesn't stop the Grade 13 girls of Hindu Girls College from climbing the stairs to the roof to show off their pride and joy – an array of solar panels. It's the school's response to climate change and they're way ahead of their peers in most parts of the world.

School Rector Andrea Gungadin is excited by the project.

"In 2011 our board members decided to start using sustainable energy after the Mauritian government had begun a campaign around these issues," she says. The school researched solar energy and "the decision was taken to set up a three kilowatt solar photovoltaic system on the roof of the school".

Photovoltaic cells convert the sun's energy directly into electricity which is then stored in a large battery called an inverter and provides most of the school's power needs. Mauritius has no oil or gas deposits and has been forced to import diesel for

large generators which produce electricity.

The Central Electricity Board, a government-owned company, provides around 40% of the electricity sold across the grid system with the remainder generated by independent power producers. While most generation is based on imported coal or diesel, some producers burn a mixture of agricultural waste from sugar plantations and coal.

Mauritius' electricity demand is rising at just over 3% a year and an alternative method to provide power is needed on an island washed by sun. It's also obvious to those in education that this message needs to filter down to citizens.

"We regularly take our students up there to look at the system and see that they'll be able to use these ideas in their own houses when they grow up and continue with this vision of a sustainable Mauritius," says Gungadin.

Other schools in the area – and from other SADC countries such as Seychelles and Tanzania – have copied the idea at a time when solar energy is becoming more

important as part of the response to climate change.

Grade 13 pupil Urmila Motar recognises that the project is relevant beyond the shores of Mauritius. "SADC and other organisations have supported alternative energy and in this new millennium it's very important to note that projects like these are the future," she says.

Another example for the innovative use of solar energy is found in Zambia, where the sun powers agricultural water pumps. Just north of the Zambian capital, Lusaka, farmer Elias Moyo explained how he built his own solar pump.

"Now I can grow breadfruit, tomatoes, chillies, onions and ochra. When it's dry, I just start the pump on a sunny day and fill up the tank," he says, pointing at a large green plastic tank. For farmers like him, this means improved productivity.

From recharging mobile phones to supplying energy for lights so that school children can do their homework at night, solar power improves countless lives in the region.



“SADC and other organisations have supported alternative energy and in this new millennium it’s very important to note that projects like these are the future.”

Andrea Gungadin
School Rector
Hindu Girls College, Curepipe



In Mauritius’ capital, an early adopter of green energy and one of SADC’s most enthusiastic sustainable energy experts is Environment Minister Etienne Sinatambou.

“The challenge for Mauritius is the most extreme in SADC. If you looked at the UN World Report 2016, we are the seventh most exposed island country in the world to sea level rise,” he said.

Other SADC countries on the list of exposed countries include Madagascar and Mozambique.

“Already we have seen accelerated sea level rise, accentuated beach erosion, an increase in both the frequency and intensity of extreme weather and a decreasing pattern in rainfall so we are in real danger

from recurrent floods,” said Sinatambou.

“From 2003 to 2017, the sea level rise has more than doubled compared to the average for the last 25 years, and yet our rainfall level has dropped to pre-1930 levels, so we need to be careful.”

Twenty percent of Mauritius’ beaches are suffering from long-term erosion. For a country which generates over 30% of its Gross Domestic Product from tourism, this is a significant risk going forward.

As the former minister of foreign affairs and regional integration, Sinatambou is well placed to discuss the role of SADC around the island nations.

“SADC is now assisting countries in the region with regard

to climate change,” he says. As an example, he points to the global climate negotiations in Paris in 2015, where SADC provided the platform for a common position.

The Member States’ common position for the so-called COP21 negotiations included an emphasis on adapting to climate change while also focusing on mitigation through finance, technology transfer and adoption, and capacity building. For Southern Africa as one of the regions most exposed to increasing temperatures and changing weather patterns, stabilising the amount of carbon in the atmosphere while being able to develop its economies is of paramount importance.

By speaking with one voice, the Member States ensured they were heard on the global stage.

Climate change is also a key aspect of the Regional Indicative Strategic Integration Plan (RISDP) which is guiding SADC’s agenda until 2020. It has led to the formulation of regional initiatives like the SADC Policy Paper on Climate Change, the SADC Water Sector Climate Change Adaptation Strategy, and the SADC Climate Change Strategy and Action Plan.

Sinatambou believes that the



Mauritius is the 7th most exposed island country to sea level rise

momentum for joint action is gaining. “We now have SADC voting on the development of a regional programme of climate change which is great,” he says. “What we now see is SADC working with the Indian Ocean Commission towards a cohesive plan to face this threat.”

“The regional bodies are working together and the people in the region want to see positive results,” Sinatambou adds. “Our people not only need but deserve to be helped, and the best way for this to happen is to show concrete outcomes.”

The RISDP also foresees response plans to emergencies and the Environment Minister says his country has now put in place that plan in Mauritius.

“The early warning system here against storm surges features a six-day warning system which determines both where the water will strike the island and just how bad it will be. It’s this kind of specific plan that is most welcome by all SADC Member States.”

SADC Executive Secretary Dr Stergomena Lawrence Tax says success can only be ensured through regional integration and



Mauritian Environment Minister Etienne Sinatambou

harmonising systems and projects.

“The commitment should not just be saying ‘I am committed’. We need also to implement the ideas. This needs to be done by all of us, at different levels, the government, public sector and the private sector,” Dr Tax says.

As the school solar projects highlights in Mauritius, the region’s approach to climate change has put innovation at the forefront of developing of alternative energy models in Southern Africa.

SADC Policy:

Climate change is of critical relevance to SADC, leading to the SADC Policy Paper on Climate Change in 2012. The paper guides the region’s response to climate change by suggesting that it be multi-disciplinary, breaking through silos on national and sectoral levels. It aligns the region behind the vision of addressing the impacts of climate change through the successful implementation of adaptation and mitigation actions to enhance regional economic and social resilience.



The grade 13 science class of Hindu Girls College, Curepipe, Mauritius

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