



Government of Malawi

REMARKS

BY

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MALAWI

" CORRIDOR DEVELOPMENT IN AFRICA "

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CHAIRPERSON

EXCELLENCIES

LADIES AND GENTLEMENT

Transport infrastructure is a critical component in the development of any country. For Malawi, there are three potential corridors to link us efficiently to the sea for our imports and exports, these are Nacala, Sena and Mtwala corridors.

However, this event is focusing on the Nacala Development Corridor and I will confine my remarks to that and in passing make mention of how highly we also value the Sena corridor. Just like the other corridors, the Nacala corridor is vital for sustainable economic development of Malawi, one of the 15 land-locked countries in Africa. The development of Nacala Corridor will lead to full economic integration of the three countries of Mozambique, Zambia and Malawi in the first place and the region. The area covered by the corridor, across the three countries, has inherent potential for agricultural, forestry, industrial, mining and tourism development as alluded to by most speakers. However, the inadequacies of the infrastructure particularly in transport and energy have constrained the utilisation of this development potential.

It is in this regard that the Government of Malawi continues to treat the Nacala Corridor as being an area of special interest, as it brings together

the potential to generate direct economic and social benefits for Malawi and other countries in Southern Africa.

Expectations on the future of Nacala Development Corridor

By developing the Nacala Corridor it is expected that the route could dominate bulk import and export of goods through Malawi to Eastern Zambia. A modern, reliable Nacala Port and Rail/Road Corridor could have a significant impact economy. It is reasonably anticipated that the Nacala Development Corridor will open up new trade opportunities, larger markets, increased competitiveness, facilitate larger investments and create jobs.

The Comprehensive Corridor Development Approach is very appropriate to our regional economic and social development. It tackles development in developments' own multi-faceted nature and addresses poverty issues from multiple fronts. It is important, however, to emphasize that Regional projects should be programmed in a manner that benefits all the concerned countries reasonably.

Finally, I want to say that the strategic importance of corridors lie in their ability to unlock economic potential of mining, tourism, agriculture and other sectors within the region. While I applaud the Comprehensive Corridor Development Approach to development promoted by the Government of Japan, I wish to stress a point that, for full realisation of development impact is critically important that we do not leave out the

provision of feeder transport infrastructure to connect other potential users to the trunk infrastructure.

Last but not least, it is our plea that as we focus on the Nacala Corridor, we should not lose sight of the Sena Corridor as an equally important access route to the sea.

I wish to express profound thanks and gratitude for the support we get as we look forward to continued support of our development partners.

CHAIRPERSON, EXCELLENCIES, LADIES AND GENTLEMENT

MUITO OBRIGADO

THANK YOU

ARIGATO