



AUDA-NEPAD interventions on OSBPs in Corridors in Africa

Background of OSBPs in Africa

To date Sub-Saharan Africa has approximately 35 OSBPs.

The launch of the first OSBP on 5 December, 2009 marked yet another milestone in COMESA's efforts to accelerate the pace of intra-regional trade.

The OSBP established at Chirundu, Zambia/Zimbabwe Border is the first of its kind in Africa.

Chirundu is the first multi-user and fully symmetrical OSBP. The OSBP will reduce delays otherwise caused by lengthy customs procedures carried out twice, on either side of the border.

One stop customs procedure for crossing from one country to another will only reduce delays and cut down costs of doing business, but will also improve competitiveness

The Chirundu OSBP was set up after a bilateral agreement between the two countries designating Chirundu as an OSBP had been agreed upon, by adopting legislation that enables customs authorities to operate outside their own territories.

Why do we need OSBPs

- We need OSBPs in all crossing points in the continent as they:
 1. Promote an integrated and coordinated approach towards trade facilitation as stated in the OSBP Sourcebook,
 2. promote Cross – border cooperation is a landmark which ascertains the level of integration as it involves the movement of people, goods and services pertaining to cross-border trade,
 3. integrate the role of customs, foreign currency, visas, permits and other documentation,
 4. eliminate duplication of border processes that causes delays
 5. Improved security, due to sharing of information and intelligence

Challenges faced with OSBPs

- Congestions at borders , which is a health hazard in the wake of COVID-19
- Redundant facilities due to lack of capacity to manage these facilities
- Lack of ICT interconnectivity, power , water as these border posts are in the peripherals of the countries in most instances;
- Lack of capacity among border officials
- In-terms of border management each country may differ, in some countries it can be customs, in others it can be immigration, in other instances border management agencies have been set up
- Border communities tend to utilise the services available at borders, such as ATMs, however borders ought to service people and goods in transit

AUDA-NEPAD's interventions of OSBPs

- The aim of the Traffic Light System is to identify and address bottlenecks in intra Africa Trade and work with RECs and member states towards corrective actions
- The bottlenecks are on the movements of goods, people and services, which in turn has an effect on intra regional trade, Africa's Global Competitiveness etc.

Priority actions:

- Training offered to Member States to fill in the gap , following brain drain and shifting of personnel from one border to the other.
- (1) Customs officials are never stationed at one place for long terms, so there is need to continuously train customs officials on OSBPs
- (2) Cross pollination of experiences throughout the continent, by sponsoring members states to learn from each other as in the case of activities undertaken in 2018 and 2019 with RECs and member states
- (3) To ease the challenges with regard to transport - in terms of safety, wear and tear

Rankings of OSBPS through TLS

- To date the TLS has been applied to different borders , with preliminary rankings applied in some borders and complete roll out phase underway, slow amidst COVID-19
- SADC- Beitbridge (South Africa/Zimbabwe), Chirundu (Zambia/Zimbabwe), Kasumbalesa (DRC/Zambia), Kazungula (Botswana/Zambia), Livingstone (Zambia/Zimbabwe), Mwami (Malawi/Zambia), Nakonde (Tanzania/Zambia), Wenela – Katima Mulilo (Namibia and Zambia)
- ECOWAS – Elubo (Ghana/Cote d' Ivoire), Mfum (Cameroon/Nigeria), Noepe-Akanu (Ghana/Togo), Seme-Krake (Benin/Nigeria), Paga (Burkina Faso/Ghana)
- Benchmark – EAC – Rusumo (Rwanda/Tanzania) , Kagitumba/Mirama Hills (Rwanda/Uganda) and Busia (Kenya/Uganda)

- Taking cognisance of the fact that a corridor incorporates ports, land routes and borders:
- To decongest borders in the wake of COVID-19 which can be a health hazard, due to inadequate infrastructure, given that infrastructure requires planning and resources, reworking processes will help decongest through the Harmonised Process Flow, which will incorporate :
 - Pre-clearance and tax/revenue collection: A customs function
 - Pre – inspection: A customs function
 - Integrated Payments Systems: A customs function
 - Cargo Tracking and real time monitoring: Freight forwarders, Shipping agencies
 - Simplified Trade Regimes adapting the COMESA Trade Regime (This regime caters for women traders and small scale businesses within the threshold of USD 2000)

Lessons for PIDA PAP 2

- When designing OSBPs issues of ICT connectivity should be taken into consideration.
- Issues of ownership where facilities have funded, should be taken into consideration whereby member states should contribute so that there is accountability and care of the facilities.
- When designing such projects , it is one thing to have a good pieces of infrastructure it is important to include change management and stakeholder consultations. To help change the perception especially when stakeholders perceive that the change is threat to their livelihood as in the case like the primary function of OSBPs which harmonises processes automatically cuts out certain services and one example is the Yellow Card applied at the Busia OSBP between Kenya and Uganda, when freighters and traders obtain this Yellow Card insurance companies may feel threatened.