



**OSBP**  
ONE STOP BORDER POST



**Presentation at the First Forum For National Trade Facilitation Committees, Geneva, 25<sup>th</sup> January 2017**

**Dingani Banda**

# Outline

- Article 8 of the Agreement on Trade Facilitation;
- Summary Notes of Article 8;
- Key Objectives of One Stop Border Post (OSBP);
- Case Study: Chirundu One Stop Border Post (OSBP);
  - i) Construction of Modern Border Infrastructure
  - ii) Establishment of enabling Legal Framework;
  - iii) Harmonisation of Procedures and Formalities;
  - iv) Lessons Learnt;
  - v) Challenges;
  - vi) Opportunities

# Article 8 of the Agreement on Trade Facilitation

## ‘ARTICLE 8: BORDER AGENCY COOPERATION

1. Each Member shall ensure that its authorities and agencies responsible for border controls and procedures dealing with the importation, exportation, and transit of goods cooperate with one another and coordinate their activities in order to facilitate trade.
2. Each Member shall, to the extent possible and practicable, cooperate on mutually agreed terms with other Members with whom it shares a common border with a view to coordinating procedures at border crossings to facilitate cross-border trade. Such cooperation and coordination may include:
  - (a) alignment of working days and hours;
  - (b) alignment of procedures and formalities;
  - (c) development and sharing of common facilities;
  - (d) joint controls;
  - (e) establishment of **one stop border post control.**

# Summary Notes of Article 8

## 1) What activity does this measure regulate?

- The activities of the different national border agencies in connection with an import, export or transit transaction;
- The activities of the border agencies of two Members in connection with trade across a shared border;

## 2) Which authorities are directly concerned?

- All border agencies

## 3) What are the new requirements?

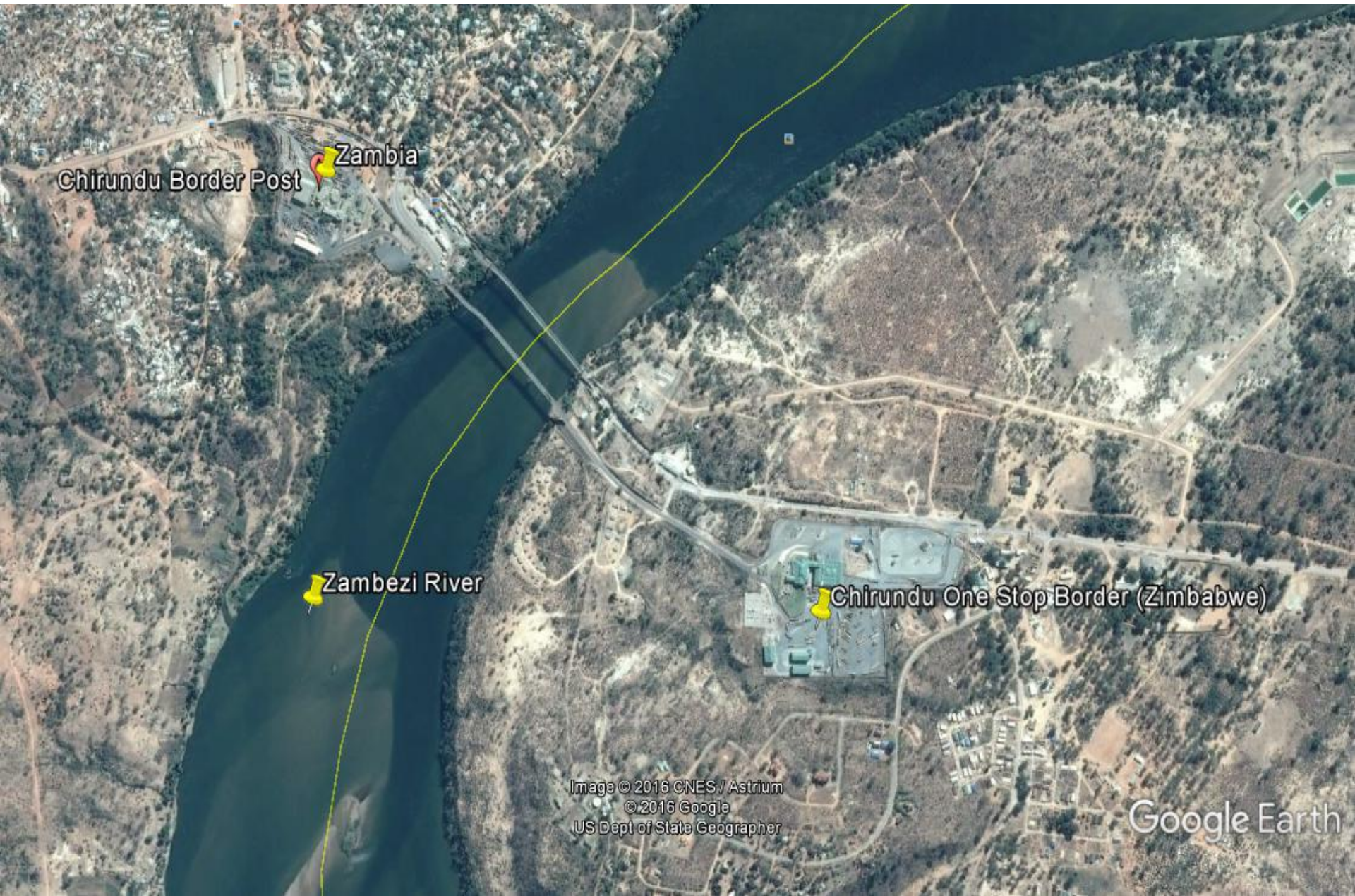
- National border authorities/agencies shall cooperate and coordinate border controls and procedures to facilitate trade;
- *Countries with common land borders shall cooperate and coordinate procedures to facilitate cross-border trade.*

Source: <http://www.tfafacility.org/article-8>

# Key Objectives of the OSBP

- 1. Minimize congestion at the Border**
- 2. Eliminate duplication of effort;**
- 3. Implement cost effective and efficient processing systems; and**
- 4. Reduce cost of doing business in the region**

# Case Study: Chirundu One Stop Border Post



Chirundu Border Post Zambia

Zambezi River

Chirundu One Stop Border (Zimbabwe)

Image © 2016 CNES / Astrium  
© 2016 Google  
US Dept of State Geographer

Google Earth

# Case Study: Chirundu One Stop Border Post

Border is located between Zambia(ZM) and Zimbabwe(ZW)

```
graph TD; A[Border is located between Zambia(ZM) and Zimbabwe(ZW)] --> B[2007: Development of modern Border infrastructure by both countries completed;]; B --> C[2007-2009: formulation of enabling legislation, procedures, training and infrastructural adjustment;]; C --> D[5th December 2009: OSBP officially launched.];
```

2007: Development of modern Border infrastructure by both countries completed;

2007-2009: formulation of enabling legislation, procedures, training and infrastructural adjustment;

5<sup>th</sup> December 2009: OSBP officially launched.

# Construction of Modern Border Infrastructure(new bridge)



**New Chirundu bridge connecting the two OSBP facilities**



# Construction of Modern Border Infrastructure



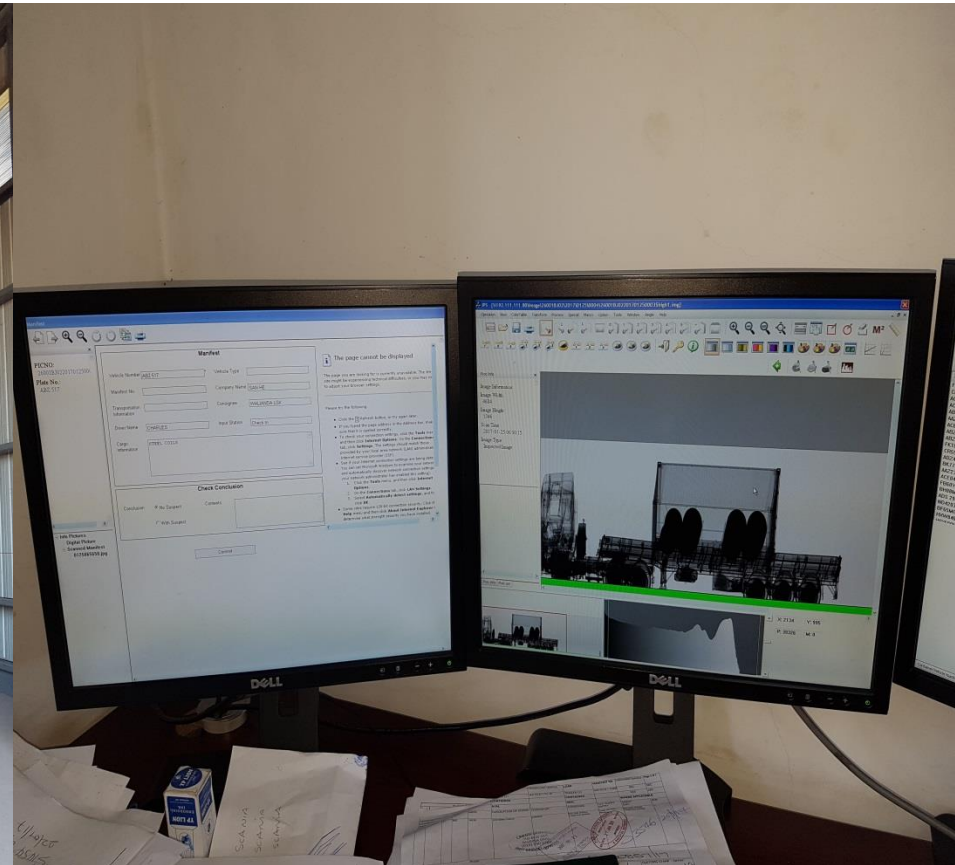
**New Chirundu OSBP Border facility; Zambian side**

# Construction of Modern Border Infrastructure



**New Chirundu OSBP Border facility; Zimbabwean side**

# Construction of Modern Border Infrastructure



**Fixed Non-Intrusive Equipment (Scanners)**

# Establishment of enabling Legal Framework



**The Zimbabwe One Stop Border Post Control Act, No. 21 of 2007;**



**The Zambia One Stop Border Control Act. No. 8 of 2009**



**The Bilateral Agreement between the Government of the Republic of Zambia and Government of the Republic of Zimbabwe concerning the Establishment and Implementation of a One Stop Border Post at Chirundu.**

# Harmonisation of Procedures & formalities



- **Model:** the OSBP model for Chirundu is a hybrid of total separation, joint border operations and shared facilities.
- Officers carry out their border controls in the Host state within the Common Control Zone (CCZ) which is established as per provisions of the Bilateral Agreement.
- Entry procedures cannot commence before exit procedures are done (in line with national laws)
- The legal mandate providing for extraterritorial application of national laws.

# CHIRUNDU ONE STOP BORDER POST TRAFFIC FLOWS



Traffic leaving Zimbabwe →

BORDER

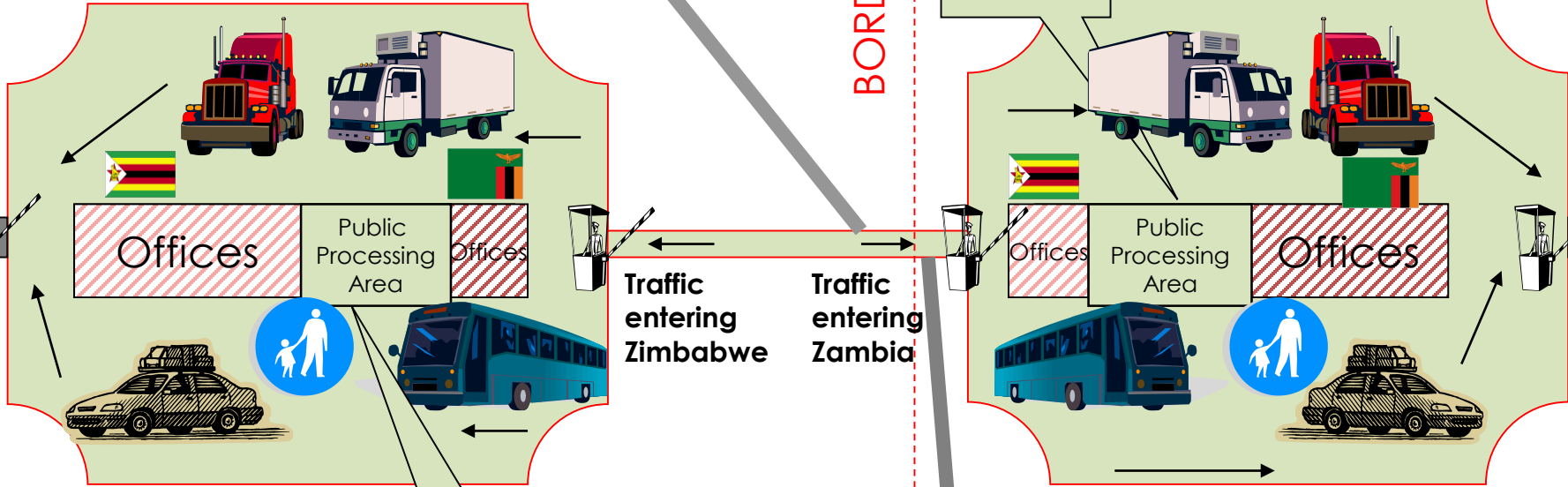
Zimbabwe exit controls & Zambia entry controls

Zambia exit controls & Zimbabwe entry controls

Traffic entering Zimbabwe

Traffic entering Zambia

← Traffic leaving Zambia



Zimbabwe: Exclusive Use Areas

Common Control Areas with secure perimeter

Zambia: Exclusive Use Areas

# Transaction Processing: Southbound Traffic (Exit Zambia)

- All traffic use the new bridge;
- Electronic processing of transactions is done on the Zambian side before exit. This can also be done using Pre-Clearance (processing of transactions before physical arrival at the Borders);
- Traffic exit the Zambian Side and stop on the Zimbabwean side of the Border;
- No passenger border formality is done on the Zambian side of the Common Control Zone (CCZ) other than the Customs commercial formalities
- Zambian Officials performs electronic validation of transits on the Zimbabwean side of the CCZ.

# Transaction Processing: Northbound Traffic (Exit Zimbabwe)

- All commercial traffic bypass the Zimbabwean Terminal in the CCZ and use the new bridge to enter Zambia.
- Passenger traffic and coaches from Zimbabwe use the old bridge into Passenger Terminal in Zambia.
- The CCZ Gate Pass is processed by Zimbabwean officials on the Zambian side of the CCZ.
- Electronic validation of transits originating from Zimbabwe is done on the Zambian side.



# Lessons Learnt in Implementation of OSBP

**Automation of all stakeholders is key;**

**ICT and connectivity vital for effective operationalisation of the OSBP concept;**

**Teamwork is important to achieving the goal;**

**Environmental consideration (Physical , Social, etc) should determine OSBP model requirements;**

**‘Soft’ issues (procedures; traffic flow etc ) should drive design of ‘hard’ infrastructure.**

**Buy in by all concerned border agencies from both countries important.**

# Challenges: Chirundu OSBP

1. Lack of connectivity between the AsycudaWorld systems used by Zambia and Zimbabwe;
2. Multiplicity of Other Government Agencies (16 for Zambia and 9 for Zimbabwe);
3. Lack of ICT equipment by Other Government Agencies (OGA);
4. Inadequate signage within the CCZ;
5. Limited ICT facilities to cater for SMEs and other Cross Border traders (e.g. Baggage scanners; mobile payment; automated Passenger declaration etc)
6. Commercial facilities (banks etc) in the CCZ pose a security challenge on the Zambian side;
7. Misaligned infrastructure affecting traffic flow, limited auxiliary facilities.

# Opportunities under TFA at Chirundu OSBP

1. Integration of AsycudaWorld systems used by Zambia and Zimbabwe to facilitate electronic exchange of information in line with WCO Globally Networked Customs (GNC) Concept;
2. Implementation of Single Window in Zambia and Zimbabwe;
3. Interface of Single Window systems for Zambia and Zimbabwe;
4. Implementation of solutions (e.g. Baggage scanners; mobile payment; automated Passenger declaration etc) to enhance processing efficiencies for Small & Medium Enterprises (SMEs) and other Cross Border traders who are mostly women;
5. Interface of Scanner to the AsycudaWorld in Zambia;
6. Further improvement in procedures and placement of signage;
7. Replication of the Chirundu OSBP model to other borders.

# THANK YOU

## ZRA contacts:

ZRA website: [www.zra.org.zm](http://www.zra.org.zm)

Email: [advice@zra.org.zm](mailto:advice@zra.org.zm)

National Call Centre: 5972