

**MATRIX OF ISSUES TO BE DISCUSSED DURING THE 1ST BILATERAL MEETING ON TRADE MATTERS
BETWEEN THE UNITED REPUBLIC OF TANZANIA AND THE REPUBLIC OF ZAMBIA HELD ON 9TH TO 10TH 2023 IN
TUNDUMA BORDER**

TABLE 1: CHALLENGES SUBMITTED BY THE UNITED REPUBLIC OF TANZANIA

No.	ISSUE	EXPLANATIONS	DELIBERATIONS	PROPOSED RECOMMENDATIONS
1.	Inability of Zambia Custom, Nakonde border station to receive Entry Traffic on time	Tanzania side has been encountering traffic congestion due to lack of holding yard or dry park for trucks on the Zambia side. Tanzania is thus forced to hold many trucks which are supposed to cross to Zambia directly. This is contrary to the Tanzania –Zambia OSBP operational Manual on Traffic Flow which states that: <i>“A Country A- entry Traffic shall not stop at the Country B side of the OSBP but proceed directly to the Country A side of the OSBP, with traffic following the designated lanes and parking in the designated areas”.</i>	Zambia: Zambia reported that measures had been implemented to mitigate the delay of Zambian Customs at the Nakonde Border in receiving Entry Traffic as follows: i) The Zambian Government expanded the personnel at ZRA by deploying five additional staff in	Zambia is committed enhance the flow of traffic across the border. In this regard, the following has been implemented 1. Pre-clearance system; 2. Deployment of additional staff to complement the existing staff; 3. Working on improving the infrastructure (road expansion project)

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		<p>During the meeting of permanent secretaries of Tanzania and Zambia held in Mbeya, October 2013, it was reported that, Zambia Revenue Authority had acquired land for customs vehicle inspection and holding space.</p> <p>Implementation of the OSBP two ways traffic movement is beset by challenges due to the existence of only one gate in Zambia for both entry and exit of trucks. The road in Zambia is also too narrow, forcing Zambian authorities to schedule the movement of trucks. This leads to additional costs to drivers as they have to wait for a long time at the border before crossing to the other side.</p> <p>This incidence turnish the image of Tanzanian drivers and is also perceived</p>	<p>March, 2023;</p> <p>ii) ZRA is currently undergoing recruitment and staff are scheduled to be deployed at the border following acceptance of the offer of employment and completion of training. Officers are scheduled to be deployed by First</p>	<p>In addition, infrastructure related works are underway (border expansion works).</p> <p>The ZRA and TRA to expedite interfacing of ICT infrastructure to facilitate seamless flow of goods within one (1) week.</p> <p>The two sides to work on system integration.</p> <p>URT to expedite the process of handover of donated Scanner to Zambia</p>

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		<p>as a conspiracy by neighboring countries to deprive Tanzanian trust with DR Congo and international traders. According to International Law and procedures require that any criminal acts committed in one country be reported in that country.</p>	<p>Quarter, 2024;</p> <p>iii) Trainings have been undertaken for staff at ZRA to enhance efficiency;</p> <p>iv) As an interim measure, staff were temporarily attached to ZRA Nakonde Customs border to strengthen operations;</p>	

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			<p>v) Zambia has mandated pre-clearance to quicken the flow of traffic;</p> <p>vi) Works are underway to improve the infrastructure at the OSBP; and</p> <p>vii) Zambia is undertaking works to expand the existing road infrastructure and create a</p>	

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			<p>dual carriage way to improve the flow of traffic.</p> <p>URT: URT appreciated the efforts undertaken by Zambia, however, requested Zambia to operate 24hrs and increase the number of staff to ensure operationalization of OSBP. Furthermore, the OSBP manual should be enforced as agreed. Also, transit Vehicles to DRC</p>	

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			<p>should not be scanned.</p> <p>On that view URT request Zambia to recognize the images that are scanned at the point of exit (Dar es Salaam Port).</p> <p>URT request Zambia to add more staff for clearance at the check points, currently there is only one officer for clearance at the check points compared to URT.</p> <p>In addition, Zambia should engage private</p>	

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			<p>packing owners in Zambia side to ensure that the issue of congestion in Tunduma is resolved</p>	
2.				
3.	<p>Tanzanian drivers are forced to park on the Zambian side until 10:00 PM and are required to pay for parking fee which owned by private companies.</p>	<p>The current procedure at the Tunduma / Nakonde Border is that Trucks traveling from Tanzania to Zambia / DRC are allowed to cross the border until noon. Trucks from Zambia / DRC to Tanzania are allowed to cross the border from 10:00 PM to 11:00 AM. This arrangement has been imposed due to the limited parking space on the</p>	<p>Zambia: Zambia reported that the matter of parking requirement until 10:00pm does not exist. The matter was resolved after the Meeting of the</p>	<p>Truck park issue was resolved in March,2022.</p> <p>Discussions are underway to move the issuance of Gate Pass to the Tanzanian side and the two side to enhance</p>

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		<p>Zambian side.</p> <p>In addition, importers from Zambia do not follow the procedures on preparation of required documents and are delaying in paying taxes in Zambia. This causes traffic congestion at the border.</p>	<p>Ministers of Transport from the United Republic of Tanzania and the Republic of Zambia held in March, 2023.</p> <p>URT:</p> <p>URT reported that truck drivers entering Tanzania are requested to get a gate pass before exit which cost Tshs. 10,000</p>	<p>cooperation to facilitate smooth issuance of gate pass. Further, clear information about prohibited goods to be shared to facilitate clearance.</p>
4.	<p>Zambia using a flow meter measure during fuel offloading instead of using a</p>	<p>Tanzanian drivers have complained that these flow meters have been tempered with which led to the loss of fuel approximately between 400 liters and</p>	<p>Zambia:</p> <p>Zamba reported that currently the law allows for ZMA to conduct</p>	<p>The meeting noted that the underlying issue was pilferage in the supply chain</p>

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	dipstick which is used in Tanzania.	1000 liters of fuel per truck. WMA convened a meeting between the owners and the drivers of the trucks, during that meeting it was discovered that, the flow meters in Zambia are tempered and therefore led to decrease of fuel.	<p>regular inspections of fuel tankers.</p> <p>In this regard, results from Zambia are accurate in accordance with the measurement as stipulated in the law.</p> <p>URT: URT reported that Zambia do not allow the use of dipsticks where by using a flow meter measure during fuel offloading led to the loss of fuel approximately between 400 liters and 1000</p>	<p>of petroleum products. In this regard, it was recommended that cargo electronic system be implemented in Zambia either through extending the current electronic cargo tracking system implemented in Tanzania, or expediting the current procurement process of the system by ZRA.</p>

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			liters of fuel per truck.	
5.	High road toll and presence of many roadblocks in Zambia that increase transportation costs for Tanzanian drivers.	<p>There are many fines and road tolls on roadblocks in Zambia which increases time and cost of transportation. However, Zambia government authorities have stated that these charges and roadblocks are legal.</p> <p>Furthermore, Tanzanian vehicles carrying DR Congo copper have been hijacked in Zambia and Copper been stolen. This incidence turnish the image of Tanzanian drivers and is also perceived as a conspiracy by neighboring countries to deprive Tanzanian trust with DR Congo and international traders. According to International Law and procedures require that any criminal acts committed in one country be reported in that</p>	<p>Zambia: Zambia took note on the submission by URT; however, they have worked on the matter of roadblocks with a view to reduce the number of check points. Furthermore, Zambia is finalizing internal consultations regarding revision of regulation on road toll.</p> <p>Zambia reported that, on the matter of security of drivers they don't have information</p>	<p>Zambia to expedite the harmonization of road toll fees with SADC region and report back by 31st December, 2023</p> <p>Zambia took note of the issue of roadblocks and committed to escalate the issue to the Ministry responsible for Home Affairs of the Republic of Zambia and provide an update by 31st October, 2023. Zambia further, committed to explore the possibility of implementing smart enforcement systems in order to reduce the number of physical roadblocks.</p>

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		country.	<p>of the hijacks. In addition, the best practice requires the victims to report to the nearest police station.</p> <p>URT: Formally, Tanzania was charging USD 16 as provided in SADC, after reverting back to USD 10, Zambia continued to charge USD 16</p>	Feedback to be provided by 31st December, 2023.
6.	Exportation of maize from Tanzania to DRC through Zambia.	<p>The Government of Zambia has imposed strict conditions for Tanzanian maize Traders who are transporting their maize to DRC via Zambia.</p> <p>Where, Tanzanian maize & flour traders have raised complaints against the</p>	<p>Zambia: Zambia confirmed the existence of a permit for SPS issues amounting to ZMW 405.00 as a safety</p>	URT to provide evidence through certification from relevant authority that the maize coming from Tanzania does not have the disease to facilitate clearance by

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		<p>effect of the maize and flour permit imposed by the Zambian Government to control importation and exportation of goods in Zambia (copy of the permit attached for reference). This permit is only issued to Zambians, thus creating difficulties for Tanzanian traders who use Zambia as a transit route for goods destined for DRC. To transport their consignment via Zambia, Tanzanian traders are illegally forced to pay a minimum of USD 400 to a Zambian who can obtain such permit. This is against the <i>freedom of transit principle</i> articulated under Article 3 paragraph (1) of Annex IV of the SADC Protocol on Trade as it denies access to Tanzanian traders to sell maize & flour in DRC.</p>	<p>measure for all agricultural products.</p> <p>The fee is non-discriminatory and can be applied from the Ministry of Agriculture using an online system.</p> <p>In view of the Maize Lethal Necrosis Disease (MLND) in Tanzania, Zambia shall continue to uphold the permit to ensure the safety of Zambian citizens and plant life.</p> <p>Tanzania:</p>	<p>Zambia.</p>

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			<p>There is live evidence in which a diver carrying maize to DRC stack for 7 days. In addition, authorities from Zambia requires such permit believing that maize transported to DRC through Zambia do not grow in Tanzania. In addition, the particular disease cannot be transmitted through the transit trucks and the processed flour.</p> <p>The meeting noted on the need for experts from both sides to</p>	

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			meet and deliberate on the matter as soon as possible with a view to resolve the matter	
7.	Unproper and incomplete documentation for most cargo to Zambia	Lack of proper and complete documentation for most cargo going to Zambia to allow the Zambian cargo entry process to be done on time	URT: URT request Zambian government to consider deploying staff at Dar es Salaam Port for assessment issues to avoid delays at the border	Zambia accepted the offer by URT and indicated that by 31 st December, 2023 officers will be deployed in Dar es Salam and the process will be facilitated by the Central Corridor Secretariat.
8.	Low capacity of a scanner Zambia's side	Low capacity of Zambia's scanner in working causes, thus takes a long time to scan one truck. The scanner is outdated and works up to two hours and is closed. In addition, Trucks with DRC cargo being forced to go through the scanner	Zambia: Zambia reported that ZRA had implemented mitigation measures to address the delays in scanning due to the limited capacity of the equipment.	URT to formalize the donation and resubmit official letter detailing the availability of scanner including its specifications through diplomatic channel by 31 st October 2023

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		<p>in Zambia against the rules when it is cargo that is on-transit to the country of DRC and not going to Zambia</p>	<p>Currently, risk-based scanning is being implemented by ZRA to help increase the flow of traffic.</p> <p>Zambia welcomed the donation of the scanner in view of the offer from Tanzania.</p> <p>URT reported that they offered a scanner to the Republic of Zambia with a view reducing the delays associated with scanner operations in Zambia side as an interim</p>	

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			<p>measure.</p> <p>Furthermore, URT request Zambia to allow transit cargo to flow without being scanned. In addition, URT requested Zambia to consider the possibility of recognizing the images of the scanned cargo at the point of exit.</p>	
9.	High cost of Transit Permit	High cost of Transit Permit for Tanzanian drivers carrying cargo to Zambia.	Zambia: Zambia provide 90 days business visa and transit visa. Business visa allows extension of up to 90 days. In	Zambia submitted that the issue is receiving active attention and currently undergoing consultation. Progress to be reported by 31 st December, 2023

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			<p>addition, there is no different between business and transit visa. The system accept extension of days after the payment expires and extension is upon notification.</p> <p>Zambia is revised the transit fees for truck drivers and implementation starts in January, 2024.</p> <p>The ban of trucks moving at night in Zambia is not discriminative, the ban is also applied to other</p>	

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			<p>countries passing through Zambia for security reasons.</p> <p>URT: Drivers who are in transit are provided with business visa instead of transit visa.</p> <p>Furthermore, URT request Zambia to allow empty trucks to flow 24hrs. However, Zambia indicated that the law was enacted to curb the increased accidents during the night.</p>	

TABLE 2: CHALLENGES SUBMITTED BY THE REPUBLIC OF ZAMBIA

No.	ISSUE	EXPLANATIONS	DELIBERATIONS	PROPOSED RECOMMENDATIONS
1.	Construction of the One Stop Border Post	The Republic of Zambia and the United Republic of Tanzania were tasked to enhance the capacity of the operations of	URT: Tanzania indicated that a technical team has been	a. The meeting noted that the process has commenced with URT already

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	(OSBP) in Tanzania at Kasesya/Zombe	the border post in terms of equipment and facilities in order to facilitate movement of goods and services on a 24/7 basis; and the Ministries responsible for Finance were tasked to explore the possibilities of establishing an OSBP at Kasesya/Zombe	established to conduct an assessment on the possibility of establishing a One Stop Border Post at Kasesya/Zombe border post. The report of the assessment is expected to be ready by 31 st December, 2023.	undertaken the assessment at the border. In this regard, the meeting agreed that the two sides to convene virtually and agree on the way forward no later than 31 st October, 2023.
2.	Excise duties Charged on confectionery products (Biscuit, carbonated soft drinks)	<p>USD 0.50c per kilogram excise duties levied on Confectionery and Biscuit products exported from Zambia into Tanzania.</p> <p>USD 0.25c per liter excise duties levied on energy drinks products exported from Zambia into Tanzania</p> <p>USD 0.10c per liter excise duties levied on carbonated soft drinks and mineral water products</p>	URT indicated that excise duty is not a harmonized tax and that Zambia is not being discriminated as it is applicable to other countries as well.	<p>Tanzania to avail Zambia with the law regarding the excise duties for consideration within one week.</p> <p>Zambia to provide proof regarding the complaint by 31st October, 2023</p>
3.	Radiation, 0.40%	Food products on sale within URT and	URT indicated that this	The method of calculating radiation by

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	<p>on FOB value of exports from Zambia into Tanzania</p>	<p>those destined for export outside URT and any other product coming into URT are all subjected to control under the Atomic Energy Act of 2003. Therefore, URT charges as follows:</p> <ul style="list-style-type: none"> a) Free of Charge for fertilizers b) Free of charge for consignment whole Freight on board value does not exceed one million Tanzanian shillings. c) 0.4% of the F.O.B value for all import consignments above Tshs 1,000,000 up to an equivalent of one billion Tshs. d) Tanzanian shillings four million for the consignment whole Freight on Board value is above to an equivalent of Tanzanian shillings one billion. Furthermore, the process of issuing radiation certificate (RAC) is done within a minimum of 2 hours to a maximum of 24hours and the radiation analysis is being done at the entry 	<p>charge is instituted in the law, it covers all exports into Zambia and that it not unique to Zambia but it is charged to all countries.</p> <p>In addition, the cost covers the services offered by the radiation authorities in Tanzania</p>	<p>URT to be examined in the context of commitments under SADC Protocol on trade to ascertain compliance.</p> <p>Zambia to provide more information (documented evidence) on the matter</p>

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		points.		
4.	Inspection and Verification fees	Inspection and Verification fees for every consignment of USD110 on canned beverages and USD65 on pet beverages.	URT submitted that Tanzania Bureau of Standards does not have such categories of charges and further requested for more information from Zambia on the matter	Zambia will provide details on the inspection and verification fees being referenced by 31 st October, 2023
5.	Railway Development Levy (RDL), 1.50% on FOB value of exports from Zambia to Tanzania	According to Railways Act No. 10 of 2017, railway development levy is charged at the rate of 1.5 percent at customs value on importation of goods and on goods entered for home consumption in Mainland Tanzania.	URT indicated that this charge was enacted by Act No. 10 of 2017 and that it is not discriminative as it applicable to all countries trading with Tanzania.	To be reviewed in the context of commitments under SADC Protocol on trade to ascertain compliance.
6.	Harmonization of road transport regulations on trucks such as length and axel	During a consultative meeting between the Ministers responsible for Trade from both Zambia and Tanzania, held on the side-lines of the State Visit to Tanzania in 2022, a concern was raised by Zambia that Zambian trucks with a length of 18.5 metres were being fined after entering into	URT informed the meeting that both Tanzania and Zambia are Members of SADC and the COMESA-EAC-SADC	URT to expedite the process of harmonizing the regulations with what is provided for under the Tripartite Framework. The process is expected to be concluded by 31 st December, 2023.

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	road requirements	<p>Tanzania, as Tanzanian Regulations only allowed entry of trucks with length of 17.4 metres or less.</p> <p>Background</p> <p>On 1st March, 2019, Tanzania enforced a law that sought to reduce the axle load and weight of trucks by 3 to 4 tonnes. This has a financial implication on the foreign trucks as they would have to be resized. This issue arose because of Tanzania's need to comply to the East African Community (EAC) transport regulations, which were/are different from that of SADC that Zambia and other SADC countries follow.</p> <p>In this regard, the two countries expressed interest to bilaterally agree on how Zambian trucks, which are more than 17 metres, would enter Tanzania without being classified as "Abnormal Loads".</p> <p>NOTE: Abnormal Load Trucks are required to pay extra fees amounting to about US\$ 240.00 and limited to operate between 06:00 Hours and 18:00 Hours.</p> <p>During the Bilateral meeting between the</p>	<p>Tripartite framework which entails that both countries are to implement the regulations on road requirement. Further, Tanzania has started the process of revising the regulations to allow the length of 18.5 meters length of trucks in order to harmonise with what is provided for under SADC and Tripartite Framework. The new regulations will be implemented by December, 2023.</p>	

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		<p>Ministries responsible for transport from both Zambia and Tanzania, held on 6th June, 2023 in Tunduma, Tanzania reported that they have reached an advanced stage in the revision of regulation for vehicle length.</p> <p>Zambia requested for a waiver in the interim to facilitate the smooth flow for both trucks and buses. The Tanzanian Government has not yet provided feedback on Zambia's request for the waiver.</p>		
7.	Treatment of Zambian fuel tankers when loading in Dar-es-Salaam and offloading in Ndola	<p>During the same consultative meeting between the Ministers responsible for Trade from both Zambia and the Tanzania, a concern was raised by Zambia that there is unequal treatment of Zambian fuel transporters at petrol depots in Tanzania forcing Zambian fuel transporters to make fewer trips.</p> <p>It is worth noting that the issue was also discussed during the Bilateral meeting between the Ministries responsible for transport from both Zambia and the United</p>	<p>URT submitted that the Government of Zambia has agreements with several depots. These depots are giving priorities to Zambian vehicles. Zambia to confirm whether this is the new status of affairs.</p>	<p>URT requested for more time to re-investigate the matter and report progress by 31st December, 2023.</p>

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		<p>Republic of Tanzania, held on 6th June, 2023 in Tunduma, during which Tanzania recommended the matter to be resolved through service agreements signed with Oil Marketing Companies and Transporters.</p> <p>The matter was also referred to the technical committee on harmonization related issues along the corridor.</p>		