

# 2020 Zambia Sustainable Development Goals National Review

## Sustainable Development Goal 9- Industry Innovation and Infrastructure



- Sustainable Development Goal (SDG 9) is Industry, Innovation and Infrastructure.
- The aim of this goal is to build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.

### Overview of SDG 9



Zambia has been characterised by inadequate levels and low-quality infrastructure development which results in low competitiveness; this has spurred the recently observed rise in infrastructure expansion and renovations which has targeted **housing, energy, transport, ICT, and water supply and sanitation infrastructure.**

### Some of the interventions for building infrastructure, promoting industrialisation and fostering innovation are:

- Improving trade facilitation.
- Promoting economic diplomacy.
- Securing access to export markets.
- Construction and rehabilitation of railways.
- Enhancing the competitiveness of Zambian products.
- Development of aviation infrastructure and operations.
- Improving logistics management.
- Construction and rehabilitation of road network; and
- Promoting international cooperation.
- Construction and rehabilitation of maritime and inland waterways.

### Indicator 9.1.1: Passenger and freight volumes, by mode of transport: Domestic and international passengers and freight volumes by air transport

- The number of **air passengers** increased from 1,600,000 (2016 Baseline) to 1,808,247 in 2019.



- The volume of **air cargo** decreased from 60,000 metric tonnes in 2016 to 22,046.4 metric tonnes in 2019.



- The number of **road passengers** decreased from 90,476,640 in 2017 to 81,864,720 in 2019.



- The volume of **road cargo** decreased from 24,206,223 metric tonnes in 2017 to 18,018,737.2 metric tonnes in 2019.



- The number of **rail passengers** increased from 657,746 in 2016 to 1,205,303 in 2019.

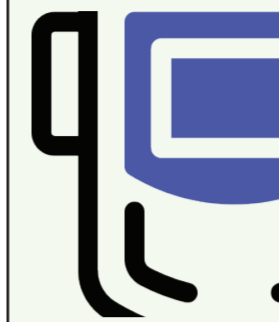


- The volume of **rail cargo** increased from 762,410 metric tonnes in 2016 to 1,128,027 metric tonnes in 2019



### Indicator 9.1.2: Manufacturing value added as a proportion of GDP and per capita

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



- The share of manufacturing to GDP has remained stable over the 2014-2018 period ranging from **7.5% to 8.5%.**
- Further, manufacturing value added as a proportion to per capita consistently grew over the 2015- 2019 period.

### The manufacturing sector growth is attributed to:

- The food and **beverage sector.**
- Processing of livestock products, **such as beef and dairy products.**
- The wood and wood products sub-sectors.
- Smelting and **processing of metals and refining of copper.**
- Manufacturing of construction materials, **such as cement, window frames, doors and roofing materials, as well as nuts and bolts.**

### ROAD SUB-SECTOR



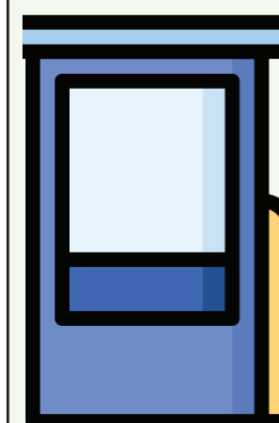
- Government has been implementing a countrywide **road rehabilitation and maintenance programme aimed at reducing road user costs and transit times as well as creation of economic growth poles and wealth in outlying areas.**
- In the period 2016 to 2019, a total of **20,888 kms of road were upgraded, rehabilitated, or maintained.**

### AVIATION SUB-SECTOR



- Government has made considerable progress in the delivery of quality and international standard airport infrastructure.
- These include the expansion and modernisation of existing international airports such as the Kenneth Kaunda International Airport in Lusaka which is **90% complete and the International Airport in Ndola which has reached 65% progress.**

### TRADE SUB-SECTOR



- Interventions have been implemented to **improve border infrastructure and facilitate trade.** Border posts have been upgraded using the concept of **One Stop Border Post (OSBP).**
- OSBPs are earmarked for construction/improvement at five borders with Tanzania, Zimbabwe, Botswana, Democratic Republic of Congo, and Mozambique.
- Once completed, **these OSBPs will not only improve trade with neighbouring countries, but also contribute towards enhanced regional integration.**

### MULTI-FACILITY ECONOMIC ZONES AND INDUSTRIAL PARKS



- In 2018, the country launched the Industrialization Policy. Notable projects include the creation of **Multi-Facility Economic Zones (MFEZs) and Industrial Parks.**
- By the end of 2019, three MFEZs were **operational with investment worth more than US\$2.5 billion.**
- Enterprises operating in these Zones are involved in manufacturing and value addition **processes in food and beverage, tobacco, processing and cigarette manufacturing, pharmaceuticals, and minerals processing.**

### Challenges and Required Actions

Challenges	Required Actions
1. Limited local technical capacity to construct climate-smart infrastructure	<ul style="list-style-type: none"> <li>a. Facilitate peer learning among actors with varying competencies in designing locally appropriate and climate-smart infrastructure.</li> <li>b. Enhance interventions aimed at strengthening partnerships with the private sector.</li> <li>c. Capacity development in project design, implementation, and management.</li> </ul>
2. Limited financial resources	Pursue effective public private partnerships that achieve maximum development financing impact.
3. Limited research and development	<ul style="list-style-type: none"> <li>a. Pursue partnerships with external research institutions to leverage financing for research and development.</li> <li>b. Properly document, store and acquire property rights of innovations to encourage research and development.</li> </ul>
4. Over-reliance on roads as the major mode of transportation	Providing incentives to attract private sector investment in other modes of transport, especially for cargo transportation.

PREPARED BY

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