

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.

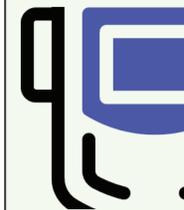


- The volume of **rail cargo** increased from 762,410 metric tonnes in 2016 to 1,128,027 metric tonnes in 2019



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



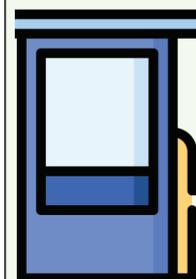
- Government has been implementing a countrywide **road rehabilitation and maintenance programme aimed at reducing road user costs and transit times as well as creation of economic growth poles and wealth in outlying areas.**
- In the period 2016 to 2019, a total of **20,888 kms of road were upgraded, 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	a. Facilitate peer learning among actors with varying competencies in designing locally appropriate and climate-smart infrastructure. b. Enhance interventions aimed at strengthening partnerships with the private sector. c. Capacity development in project design, implementation, and management.
2. Limited financial resources	Pursue effective public private partnerships that achieve maximum development financing impact.
3. Limited research and development	a. Pursue partnerships with external research institutions to leverage financing for research and development. b. Properly document, store and acquire property rights of innovations to encourage research and development.
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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