Kazungula Bridge Project
Overview

PIDA WEEK 2018

Victoria Falls, Zimbabwe

26th – 28th NOVEMBER 2018
The Kazungula Bridge Project (KBP) is a bilateral project between Botswana and Zambia on the North-South Corridor (NSC) within the SADC region and is part of a corridor-long infrastructure improvement programme.

The KBP once completed will provide an efficient and cost effective crossing over the Zambezi River for goods, services and people between Botswana and Zambia and the remaining NSC countries.

The Bridge will provide an alternative and efficient connection between the SADC, COMESA and EAC regions and contribute to the enhancement of regional trade and integration.
Present Day - Traffic

Trucks Queuing on Botswana side
Present Day - Traffic

Trucks Queuing on Zambia side
Present Day - Traffic

Pontoon Across the Zambezi River
TRUCK SINKING ON THE PONTOON
TRUCK SINKING ON THE PONTOON
1. INTRODUCTION

Project Objective

- Facilitating trade through;
  - Reduced Transit Time for freight & passengers
  - Reduced Time-based trade & transport cost
  - Improved Border management operations arising from the new One Stop Border Facilities

- Contributing to boosting of regional economy through:
  - Increased Traffic throughput along the North South Corridor;
  - Increased Global competitiveness of goods from Zambia & Botswana due to reduced time-based trade & transport cost; and
  - Reduction of transit time from three days to less than half a day.
The Project scope includes:

- **PKG 1**: Construction of a 923m long rail/road extra dosed cable stayed bridge including approach roads;
- **PKG 2**: Construction of Juxtaposed One Stop Border Post (OSBP) – Zambia;
- **PKG 3**: Construction of Juxtaposed One Stop Border Post (OSBP) Botswana; and
  - Resettlement of the Lumbo Village - Zambia.
  - Softer issues - Establishment of OSBP and KBA frameworks
### 2. PROJECT SITE AND PACKAGING

![Diagram of Kazungula Bridge Project](image)

#### Key
- Proposed Raw water Intake Pipeline
- Existing Raw water Intake Pipeline

#### Table: Area (ha)

<table>
<thead>
<tr>
<th>Country</th>
<th>Right of Way</th>
<th>Yard</th>
<th>OSBP</th>
<th>SUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botswana</td>
<td>10,126,896</td>
<td>800,000</td>
<td>0</td>
<td>10,926,896</td>
</tr>
<tr>
<td>Package1</td>
<td>3,274,837</td>
<td>100,000</td>
<td>0</td>
<td>3,374,837</td>
</tr>
<tr>
<td>Package2</td>
<td>332,435</td>
<td>180,000</td>
<td>0</td>
<td>512,435</td>
</tr>
<tr>
<td>Package3</td>
<td>2,741,765</td>
<td>2,700,000</td>
<td>0</td>
<td>5,441,765</td>
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<tr>
<td><strong>SUM</strong></td>
<td>15,474,433</td>
<td>3,080,000</td>
<td>0</td>
<td>18,554,433</td>
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</table>

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**Notes:**
- The diagram illustrates the planned work packages for the Kazungula Bridge Project, including construction yards, accommodation for labour, and proposed water intake pipelines.
- The table provides a breakdown of the area for different parts of the project.

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**Reference:** [Kazungula Bridge Project](#)
Package 1 - Perspective View

View from Botswana side
2. PACKAGES 2 & 3 - ONE STOP BORDER POST SYSTEM

Exit Botswana & Entry Zambia

Exit Zambia & Entry Botswana

Aerial View of works at OSBP (Botswana SIDE)
PROJECT IMPLEMENTATION AGENCIES

EMPLOYER/CLIENT
MINISTRY OF TRANSPORT & COMMUNICATIONS – BOTSWANA & ROAD DEVELOPMENT AGENCY – ZAMBIA both represented by KAZUNGULA BRIDGE PROJECT OFFICE

CONSULTANT/ENGINEER
KAZUNGULA BRIDGE CONSULTANT JOINT VENTURE

CONTRACTORS
PACKAGE 1: (DAEWOO E&C (Pty) Ltd.)
PACKAGE 2: (ZHONG GAN ENGINEERING (Pty) Ltd.)
PACKAGE 3: (ANHUI FOREIGN ECONOMIC CONSTRUCTION (GROUP).Co.Ltd.)
## 3. PROJECT IMPLEMENTATION SUMMARY

<table>
<thead>
<tr>
<th>PKGs</th>
<th>Current Status</th>
<th>Contract Amount</th>
<th>Planned Progress</th>
<th>Actual Progress</th>
<th>Commencement Date</th>
<th>Revised Completion Date (Anticipated)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PKG-1 Bridge</strong></td>
<td>Construction Stage</td>
<td>US $ 174M (GRZ &amp; GoB)</td>
<td>74.14% Rev 4</td>
<td>68.96%</td>
<td>05 Dec. 2014</td>
<td>16 Mar 19 (Mar 20)</td>
</tr>
<tr>
<td>(Daewoo Engineering &amp; Construction Co. Ltd)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>PKG-2 Botswana OSBP</strong></td>
<td>Construction Stage</td>
<td>BWP 440M (JICA)</td>
<td>94.00% Rev 2</td>
<td>93.00%</td>
<td>01 April 2016</td>
<td>14 Nov 18 (Mar 19)</td>
</tr>
<tr>
<td>(Zhong Gang Engineering (Pty) Ltd)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PKG-3 Zambia OSBP</strong></td>
<td>Construction Stage</td>
<td>ZMW 264M (AfDB)</td>
<td>54.94% Rev 2</td>
<td>49.50%</td>
<td>19 June 2017</td>
<td>16 Dec 2019 (Dec 19)</td>
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<tr>
<td>(Anhui Foreign Economic Construction (Group) Co. Ltd.)</td>
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</tbody>
</table>
## Employment Creation (31 October 2018)

<table>
<thead>
<tr>
<th>Package 1</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Batswana</td>
<td>78</td>
<td>29</td>
<td>107</td>
</tr>
<tr>
<td>Zambians</td>
<td>570</td>
<td>55</td>
<td>625</td>
</tr>
<tr>
<td>Expatriates</td>
<td>136</td>
<td>1</td>
<td>137</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>784</td>
<td>85</td>
<td>869</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Package 2</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Batswana</td>
<td>263</td>
<td>22</td>
<td>285</td>
</tr>
<tr>
<td>Zambians</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Expatriates</td>
<td>22</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>285</td>
<td>22</td>
<td>307</td>
</tr>
</tbody>
</table>
# 4. EMPLOYMENT CREATION

## Employment Creation (31st October 2018)

<table>
<thead>
<tr>
<th>Locals</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zambians</td>
<td>253</td>
<td>11</td>
<td>264</td>
</tr>
<tr>
<td>Batswana</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Expatriates</td>
<td>45</td>
<td>0</td>
<td>45</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>298</strong></td>
<td><strong>11</strong></td>
<td><strong>309</strong></td>
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</tbody>
</table>
5. SUMMARY OF PROGRESS
6. ENVIRONMENTAL AND SOCIAL CHALLENGES

SAMPLE PARAMETERS BEING MONITORED

- Surface Water Pollution
- Ground water Pollution
- Aquatic Ecology
- Human Wildlife Conflict
- Noise
- Air Quality
- Spread of Communicable Diseases like HIV/AIDS
- Construction Safety Concerns
9. PROGRESS IN PHOTOS

Approach Embankment – Botswana (Railway Embankment)
9. PROGRESS IN PHOTOS

Abutment A0 – P1 (Transverse prestressing)
9. PROGRESS IN PHOTOS

- Abutment A0-P1 and P2
14. PROGRESS IN PHOTOS

Pier No. 2 SPSP (Stud Bar and Rebar for footing)
9. PROGRESS IN PHOTOS

At Pier 2 (Second Lot Pylon Concreting)
9. PROGRESS IN PHOTOS

Bridge Piers and Deck Works P5-A9
9. PROGRESS IN PHOTOS

At Pier 6 (15th Segment & 6 Cable Stays)
Close up on Railway-View from Zambia
Complete View

Kazungula Bridge Project

View from Zambia
9. PROGRESS IN PHOTOS

Public/Passenger Terminal/DEC/Freight - Botswana OSBP
9. PROGRESS IN PHOTOS

Truck Parking Works - Botswana OSBP
9. PROGRESS IN PHOTOS

Arial View of Progress of Works - Zambia OSBP
9. PROGRESS IN PHOTOS

Passenger Terminal Zambia OSBP
9. PROGRESS IN PHOTOS

Freight Inspection - Zambia OSBP
9. PROGRESS IN PHOTOS

Truck Parking Concrete Works - Zambia OSBP
9. PROGRESS IN PHOTOS

Scan Building - Zambia OSBP
Thank you