**Ndola City Council Regulatory Impact Assessment and Stakeholder Consultative Engagement on Introduction of Proposed By-Law on Transit fees**

20th December, 2022 to 10th March, 2023

**Transit fees By-Law Regulatory Impact Assessment**

**TABLE OF CONTENTS**

**PAGE**

Table of Contents 1

* + 1. Situation Analysis 2
    2. Goal and Objectives 3
    3. Options 3
    4. Cost Benefit Analysis 4,5
    5. Cost Effectiveness Analysis 5,6
    6. Transit Fee Control By-Law Stakeholder Consultations 8

**TRANSIT BY-LAW REGULATORY IMPACT ASSESSMENT**

1. **PROBLEM STATEMENT**

The newly opened Sakania Border Post has resulted in an increase in traffic i.e. a huge number of vehicles accessing the border between Congo and Zambia. This development has opened up trade between the two countries thereby causing an expected increase in economic growth respectively. Subsequently, the high demand for municipal services cannot be overemphasized leading to an urgent need for the Local Authority’s presence to be established for purposes of superintending over sanitation, security, parking, and ensuring safe work environment for motorists, traders and the general public.

Indiscriminate transit without control may also lead to illicit activities and increased communicable diseases as a result of unsanitary conditions.

It is estimated that there are 700, 000 people in the district with a population of vehicles estimated at 2000 that pass through the Border post every day and these needing parking space. Increased economic activities are likely to increase the number of vehicles on the roads needing to transit by 10% each year. The reported traffic and the parking infringement due to irregular parking is on the increase from 80 per day in 2022 to an average of 100 per day.

The non-existence of regulatory measures means this can be difficult to control. The effects of this are high incidents of indiscriminate parking and other illicit activities, increased road traffic accidents and damage to streets and loss of revenue for the local authority.

There is a direct relationship between lack of control on transit vehichles and the high number of accidents, thefts and damage to street infrastructure due to indiscriminate parking. Indiscriminate parking also leads to high incidences of waste disposal in undesignated places. There is therefore need to put in place mechanisms to control traffic and parking in the district.

**GOAL AND OBJECTIVES**

**Goal**

**-Controlled transit of vehicles in the District in order to enhance road safety and sanity and health environment**

**General Objective**

- To regulate transit vehicles at the Ndola -Congo Border.

* + - **Specific Objectives**
* To designate parking slots, areas and premises or yards for vehicle loading and parking,transiting in the District.
* To prohibit vehicles from loading and parking at undesignated and unregistered parking slots and premises as well as the operation of unregistered parking slots and premises or yards in the District.
* To *regulate* the establishment of park yards for parking of transit and non-transit vehicles.
* To impose a fee for all transit vehicles.
* To provide required facilities and services to ensure all clients and stakeholders operate within a healthy and conducive environment
* To provide for the compounding of offences {Section 60(4) of the Local Government Act No 2 of 2019.}

1. **OPTIONS**
   1. **Option 1**
      * Do nothing
   2. **Option 2**
      * Engage Road Transport and Safety Agency (RTSA) or Zambia Police (Traffic Section) to control parking of vehicles. However, control of parking is not a legal mandate of RTSA or Zambia Police (Traffic Section).
      * Work hand in hand with the Zambia Revenue Authority as well as the Zambia Immigration Department and any or all associations mandated with looking after the welfare of drivers both at district and regional level.
   3. **Option 3**
      * Introduce mechanisms to control transit vehicles in order to enhance road safety sanitation and security in the Border District.
2. **COST BENEFIT ANALYSIS**

Cost Benefit Analysis (CBA) - compare the costs to be incurred with benefits to be derived. B-C

**COST AREA**

Signage, road marking paint, toll vehicles, installation of cameras, stationary, clamps, personal equipment, money bags, patrol vehicle, patrol team, fuel, pothole patching material, wash rooms, electricity, street lights, barricades, cones, beacons, water and Council police Prescence

**BENEFIT AREA**

-Controlled transit procedures, security and revenue for the local authority.

Cost Effectiveness Analysis (CEA) - compare the costs of each category of options where the benefits cannot be expressed in monetary terms. CEA = Cost/benefits e.g. population. The lower the ratio the better.

**COST EFFECTIVENESS ANALYSIS**

Option 1 - Do nothing

|  |  |
| --- | --- |
| **COST AREA** | **BENEFIT AREA** |
| * Increased traffic uncontrolled transit * Increased man power for supervision * Increased accidents and damage to street infrastructure due to indiscriminate parking * Increase in illicit activities | - Nil |

Option 2 - Engage Road Transport and Safety Agency (RTSA) or Zambia Police (Traffic Section) to control parking of vehicles. However, control of parking is not a legal mandate of RTSA or Zambia Police (Traffic Section). Engage Trackers Association, Engage Bus and Taxi Association and the Ndola Chamber of Commerce trade and Industry.

|  |  |
| --- | --- |
| **COST AREA** | **BENEFIT AREA** |
| - Increased man power for implementation  and supervision | - Controlled transit traffic |

Option 3 - Introduce mechanisms to control vehicle parking in order to enhance road safety and sanity in the district.

|  |  |
| --- | --- |
| **COST AREA** | **BENEFIT AREA** |
| - Man power to supervise  - Printer, stationery, printer, toner, computer, bond paper, stapler,,manila paper, box files, folders, carbon paper, food seizure forms, books)  -Office furniture  - Disinfectants  - Spray pump  - Construction of refuse bay  - Salaries and overtime allowances for officers  - IEC Materials  - Water testing kit  - Calibrated | * Regulated standards of parking * Less/controlled parking in the City * Less damage to streets * Less accidents due to indiscriminate parking * Improved aesthetic of the city * Inspection of food for export * Enhanced regulation of Food disposal * Health permits food and non-food permits * Disinfection of infectious trucks * Control in exporting/importing/sale food not of nature, substance and quality as demanded by the purchaser * Yellow fever vaccination * Pest control services * Tombstone services * Artistical work services * Provision of waste management services * Facilitation of memorial service * Sensitization on importance of provision of waste disposal bins in trucks * Improvement in revenue collection on the part of Ndola City Council as a result of the various municipal services to be rendered. |

Standard Cost Model (SCM) - measure administrative burden imposed by regulation. SCM = Hours to comply x cost per hour x frequency per year x number of businesses affected. The aim is to minimize cost of compliance.

**BENEFITS**

700 tracks X 4hrsX K2 X 5days X 52 weeks = K1,456,000.00 50 trucks X K40 X 7 days X 52 weeks= K728,000.00

**COSTS**

Salaries- 20 Officers X 12months X K=K192,000.00

- PPE’S- K1500 X 2 X 4 Officers=K12,000.00

Recovery Vehicle- Cost of the Client

Fuel Cost for Patrol Vehicle- 20 liters per day X 7days X 52Weeks X K30=K218,400.00 Servicing- K 4000 service charge X 6 times of service= K24,000 Signage/Beacons/Barricading/Clamps/Painting/Material for Pot hole patching-K500,000 Park Yards- Ablution Blocks/Fencing/Paving/Security-K2, 000,000

Utility bills (water and electricity)- K20,000 X 12 Months=K 240,000.00

Printing of Receipt books

Sanitizers

Ink pads and stamps

Face masks

1. **STAKEHOLDER CONSULTATIONS**

Consult affected interest groups (persons or proprietors of business enterprises who shall be affected by the proposed regulatory framework, persons or proprietors of business enterprises who shall benefit from the proposed regulatory framework, regulatory agencies and other public Officers who will implement the proposed regulatory framework, other relevant stakeholders). Seek their input through focus group discussions, public hearings, surveys, questionnaires and e- consultations.

**Suggested Stakeholders**

Truckers Association, SADC Truck Drivers Association, Bus and Taxi Drivers Association, Bus and Taxi Owners Association, Copperbelt Taxi Drivers Association, Road Transport Safety Agency, Zambia Police Services, Chairmen in all bus stations, Zambia Revenue Authority, Competition and Consumer Protection Commission , Road Development Agency, Ndola Chamber of Commerce and Industry, National Road Fund Agency, Zambia Development Agency, JCTR, Zambia National Service , Zambia Army, Zambia Air Force, Zambia National Correctional Service, Zambia Electricity Supply Corporation, Kafubu Water and Sewerage the General Public.

1. **SELECT BEST OPTION**

Option 3 - Introduce mechanisms to control vehicle parking in order to enhance road safety and sanity in the district.

1. **AN IMPLEMENTATION, MONITORING AND EVALUATION PLAN**

State which department or person will be responsible for implementation, monitoring and evaluation and performance indicators.

* 1. Implementation – The Department of Development Planning, Department of Engineering, Department of Public Health, Department of Housing and Social Services
  2. Monitoring –
  3. Evaluation – The Department of Finance, Housing and Social Services, Health and Internal Audit

1. **TRANSIT FEE CONTROL BY-LAW - STAKEHOLDER CONSULTATIONS**

Stakeholders were informed that Ndola City Council intends on introducing a by-law which will regulate the way vehicles transit at the border District of Zambia and Congo so as to improve the aesthetic of the city, improve sanitation and enhance safety of the residents of Ndola. The said by-law was shared with stakeholders for their comments as per requirement in the Regulatory Impact Assessment.

**After Advertisement of the proposed by-law dated 20th December 2022, there was no response from Stakeholders. As such the Council followed up by way of writing to stakeholders in the name of Bus and Taxi Association, Truckers Association and the Ndola Chamber of Commerce. The following were the stakeholder comments and recommendations:**

**Mr. Joseph Malisawa – President of Ndola and District Chamber of Commerce and Industry (NDCCI)**-advised by a letter dated 10th march 2026 that the Chamber of Commerce and Industry appreciate the need for Ndola city Council to raise resources for better service delivery. It is in this regard that they agreed with the proposal but suggested that the said fees be reduced to fifty percent (50%).

**Mrs. Misozi Bweupe Mupeso- Director of Legal Services Ndola City Council** advised that the issues raised by the NDCCI were not a preserve of the Council to comment on but have to be submitted to the Business Regulatory Review Agency for assessment and approval.

**N/B** :- **PLEASE TAKE NOTE THAT ONLY THE NDOLA CHAMBER OF COMMERCE RESPONDED TO THE CALL ON STAKEHOLDERS TO MAKE THEIR SUBMISSION**