

The background of the slide is a light gray gradient with several realistic water droplets of various sizes scattered across it. The droplets have highlights and shadows, giving them a three-dimensional appearance.

DEPARTMENT OF MARITIME HYDROGRAPHIC RELATED INFRASTRUCTURE PROJECTS IN ZAMBIA

2023/4 MARITIME PROJECTS

MARITIME HYDROGRAPHIC RELATED PROJECTS

CANAL REHABILITATION MANAGEMENT, HAS BEEN ON THE DEPARTMENT'S PENDING LIST FOR SOME TIME FROM WAY BACK AS 2016.

HOWEVER, IN 2023, THE MINISTRY BUDGETED FOR THE CONSTRUCTION, MAINTENANCE AND UPGRADING OF CANALS THROUGHOUT THE COUNTRY IN AREAS WHERE WATER TRANSPORT HAS BEEN DEPENDENT ON CANAL PASSAGES FOR BOTH PASSENGERS AND GOODS.

HENCE, THE MINISTRY THROUGH DEPARTMENT OF MARITIME HAD SET 2024, TO IMPROVE OR UPGRADE CANALS IN VARIOUS AREAS OF THE COUNTRY ALONG THE SHORES, AND IN ACCORDANCE WITH THE RURAL CANAL REHABILITATION PLAN.

FURTHER, THE DEPARTMENT HAD ENGAGED THE LOCAL AUTHORITIES TO ASSIST IDENTIFY CANALS THAT REQUIRES REGULAR, MONTHLY, QUARTERLY OR BI-YEAR DREDGING EITHER BY MANUAL OR MACHINE DREDGING.

CANAL MANAGEMENT PROJECTS

- THE MINISTRY THROUGH DEPARTMENT OF MARITIME HAS SINCE MANAGED TO DREDGE AT LEAST 165KM OF CANALS THROUGH OUT THE COUNTRY AND IN VARIOUS DISTRICTS



CANAL MANAGEMENT PROJECTS

- THERE HAS ALSO BEEN MANUAL DREDGING OF CANALS AND HAS ALSO COVERED AT LEAST 88KM OF CANALS. MANUAL DREDGING WAS APPLIED TO CANALS WHICH HAS EASY-TO-REMOVE SOFT WEED THROUGH HUMAN LABOUR. THESE ARE THE SHORT DISTANT CANALS THAT CONNECTS THE MAIN LANDS TO THE NEARBY ISLANDS, AND THEY ARE FREQUENTLY USED NEARBY THE COMMUNITIES



HARBOUR INFRASTRUCTURE DEVELOPMENT

- THE DEPARTMENT HAS ALSO CONTINUED THE CONSTRUCTION OF HARBOUR INFRASTRUCTURE PROJECTS.
- THOUGH GOVERNMENT IS IN A QUICK TO DEVELOP, HAS EXTENDED PROPOSALS FOR THE PROJECTS TO BE UNDERTAKEN THROUGH PRIVATE PUBLIC PARTNERSHIP (PPP) MODE WITH VARIOUS INTERESTED INSTITUTIONS OR COMPANIES.
- THE DEPARTMENT HAS ALSO ENGAGED A LOCAL CONTACTOR TO CONSTRUCT A PERMANENT LANDING JETTY AT A VERY BUSY HARBOUR (ON LAKE MWERU IN LUAPULA PROVINCE) WHICH HOUSE VESSELS FROM DEMOCRATIC REPUBLIC OF CONGO (DRC) IN ORDER TO ENHANCE TRADE AS WELL AS ACCOMMODATE MORE VESSELS.



- HOWEVER, THESE INFRASTRUCTURE PROJECTS COULD NOT PROCEED WITHOUT UNDERTAKING HYDROGRAPHIC STUDIES. HYDROGRAPHY PLAYS A VERY CRITICAL ROLE THROUGH ENVIRONMENTAL IMPACT ASSESSMENT (EIA) STUDIES AND HAS ASSISTED THE CONTRACTOR VERY MUCH BY WAY OF UNDERSTANDING THE WATERBED STRUCTURE WHICH IS DEEPER ON THE SHORE ENDS BUT SHALLOWS TOWARDS THE OPEN WATERS.

CONCLUSION

- IT IS VERY WELL KNOWN THAT CANAL MANAGEMENT IS NOT SO EASY AS IT CONSUMES A LOT OF RESOURCES IN ALL STAGES OF CANAL CONSTRUCTION.
- THIS IS THE MORE REASON THAT GOVERNMENT THROUGH THE MINISTRY, HAS INVITED POTENTIAL STAKEHOLDERS TO COME ONBOARD AND WORK WITH THE GOVERNMENT THROUGH PPP TO ENABLE SPEEDUP CONSTRUCTION OF CANALS, ESPECIALLY IN RURAL AREAS.
- THEREFORE, INSTITUTIONS WITH VAST KNOWLEDGE OF CANAL MANAGEMENT IN RURAL AREAS ARE ALL INVITED TO SUBMIT PROPOSALS TO THE MINISTRY, AND HOW THEY CAN BEST WORK THE MINISTRY THROUGH PPP.

I THANK YOU!