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Between boundaries: a new border post at Beitbridge

Trollip, Daniel Charles Fulton

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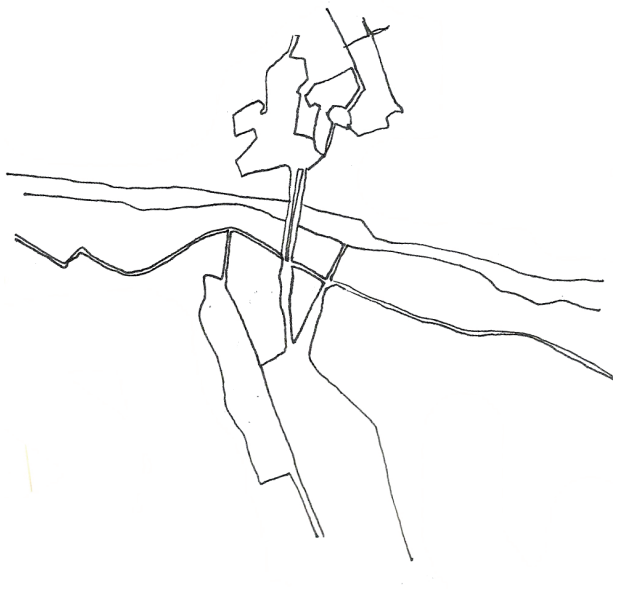


Site and Context





Opposite
Fig 2.0.1. The city of Musina (formerly Messina) lies 16km to the South West of the Beit Bridge border post, which spans across the Limpopo River. The town of Beit Bridge is located in Zimbabwe. The key above indicates the relationship between the city of Musina to the border post and town of Beit Bridge. They are connected by the N1 main road that stretches as far South as Cape Town. Image from Google Earth.

Above
Fig 2.0.2. The pink dot indicates the location of Beit Bridge which sits on the border between South Africa and Zimbabwe.

Left
Fig 2.0.3. The pink dot indicates the location of the border post. The bolder white lines outline the SADC (Southern African Development Community) region within Africa. The dotted lines indicate the major trade corridors that link the countries within the region. One of the major trade routes passes through the border post as depicted on the map.







A Personal Journey

Leaving the overnight accommodation at 6:00am, the thirty minute approach to the border is a quiet and nervous one. It's the 18th of December and the expected Christmas cheer is temporarily placed on hold for the undetermined period of time that it will take to pass through the unnecessarily longwinded process at Beitbridge. We had been reliably informed that the best time to arrive at the border was between 7am and 9am as there seemed to be a gap between the commercial freight and bus flows created by various departure timetables. The conversation the night before and the days leading up to the trip had been filled with speculation as to what the nature of the encounter with the border would hold this time around. Eight years prior to this trip, we made a similar journey through Beitbridge en route to Harare. It was on the 23rd of December and proved to be the experience that kept us in South Africa for the following eight years. It was this encounter that formed the pinnacle of our family holiday's bad border experiences and remains vivid in my memory- far clearer than any other part of that entire holiday.

The transit time exceeded twelve hours with endless queues that never seemed to move. The immigration queue on the Zimbabwean side stretched into the car park, pandemonium ensuing at the door where any form of order was replaced with desperation to reach families in time for Christmas. This desperation seemed to remove inhibitions as a lady in a wide brimmed hat attempted to launch herself into the scrum at the door as if crowd surfing through the narrow doors might have been an option. If it wasn't for the exhaustion and on setting panic, the bizarre scene would have been comical with the prison style spot lighting illuminating the stage. Claustrophobia was another issue as the lady behind me insisted on securing her place in the queue as tightly as possible by keeping her breasts firmly pressed against my shoulder blades. It was only around midnight, when a contingent of the Zimbabwean military where brought onto the scene, that a degree of sanity was reintroduced and the lady behind me could once again allow herself to breathe.

This traumatic occasion formed the climax to a series of theatrical visits to Beitbridge. In an attempt to bypass Beitbridge on a particular occasion, our family tried an alternative route through Botswana to access Zimbabwe through the Plumtree Border. However, that plan was shared by hundreds of other travellers and the unprepared and somewhat sleepy border post couldn't handle the traffic.

Despite the inefficient process and ever increasing number of corrupt officials, the Beitbridge border post is a place situated in spectacular landscape of rolling hills, gigantic baobab trees and layered with countless forms of legal and illegal, formal and informal activities. Oblivious to the formal process of passing through the border, as a young child, the highlight of the trip was getting to the large curio market to barter the collection of clothes I had outgrown over the course of the year for soapstone sculptures of entangled giraffes, hippos covered in shoe polish or Nyami Nyami necklaces, the Zambezi River God that was promised to protect me.

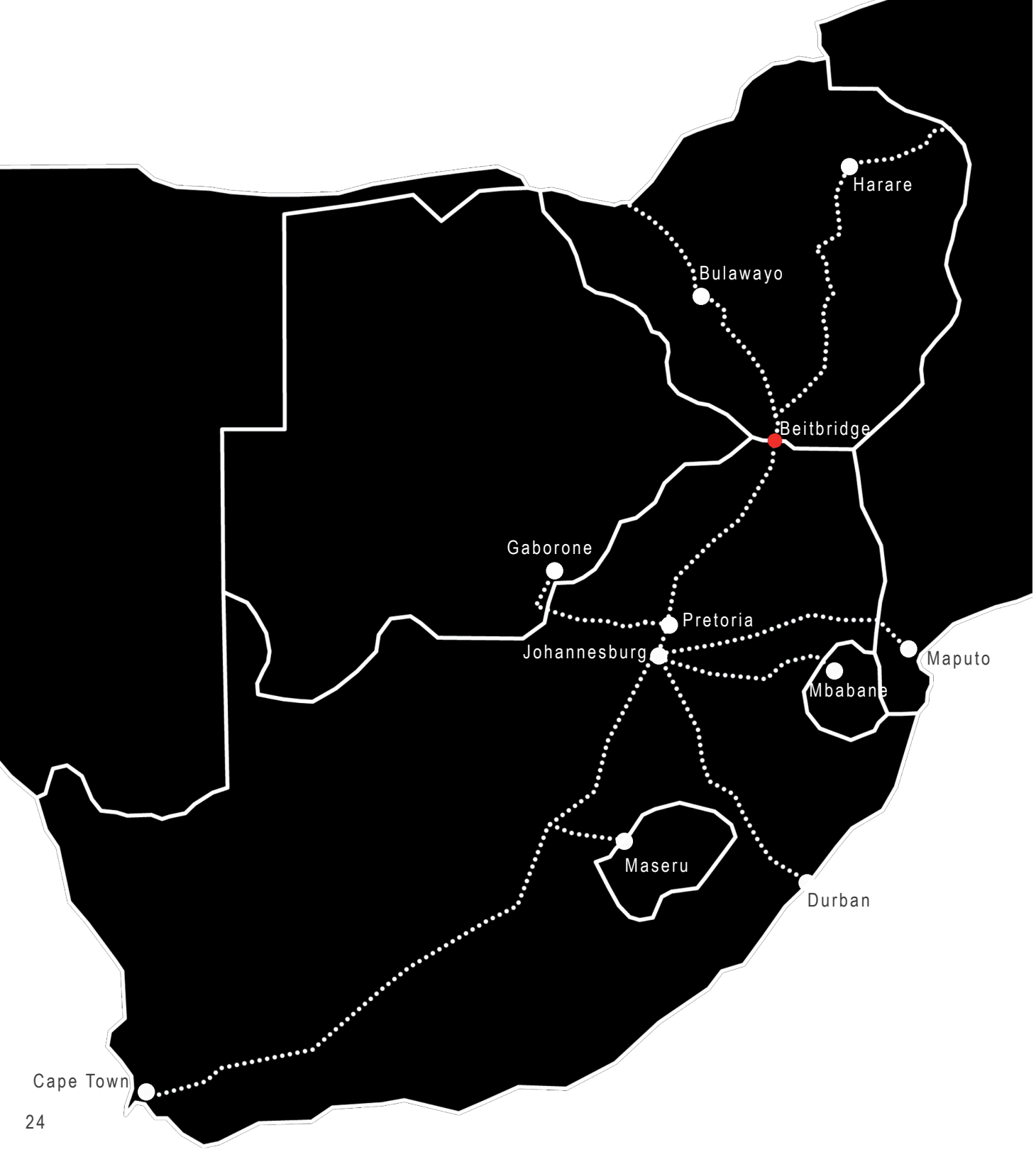
The most recent visit acted as the trial in an effort to reconnect with my remaining family members in Harare. However, despite the attempted prompting of the festive season masses, the queues still wrapped around the exterior of the South African Immigration and Customs building. The effort to quicken the process came in the form of a detour to an underused commercial goods processing warehouse. Primary school- like desks where roughly arranged and unhelpful officers processed weary travellers in their own time, taking amusement from the discomfort of weary travellers forced to answer questions surrounding their identity and intentions, was obvious. Thankfully, due the help of a Zimbabwean diplomat, we managed to avoid the queues and this most recent excursion through the border only resulted in a three hour transit period and one attempted arrest (of myself, due to the attempt of taking a photo of a light post for the use in this thesis). Seasons of travellers come and go but the remnants of the struggle to pass through the border remain. This is evident through the bulging fences erected to herd people to the various departments on the site and the corroding interiors of the overused facilities. Regardless of the nightmare it has become, its history tells a different story and it still remains a symbol of a potentially better existence for many travellers.

This experience is a stark contrast to the experiences I have encountered moving between countries through an airport. The excitement felt in the various corridors or departure lounges in certain airports is the type of atmosphere that could be present at a physical border but in my experience, this is definitely not the case. This can be largely attributed to the infrastructure and the environment that is therefore created. Although the encounters between travellers and officials can be of a similar and unpleasant nature at an airport, the process of crossing the virtual border seems to fade into the background. Similar processes between these 'types' of borders have to be followed and yet the experiences are vastly different.

It is my intention to use my own experiences in addition to the experiences of others to inform the design of the proposal for a new Beitbridge border post. I have never had a pleasant or easy experience of passing through the border and I strongly feel that this can be greatly altered through an architectural intervention.



Fig 2.1.1. (Opposite) Beitbridge.



Beitbridge

Beitbridge (also known as Beit Bridge) is the name of the main border post and town situated between South Africa and Zimbabwe, on the banks of the Limpopo River and forms the site for this thesis. The town of Beitbridge lies within the Matabeleland South district of Zimbabwe, whilst the South African side of the Border post is situated in the province of Limpopo. The closest town to the border, within South Africa, is Musina which is located sixteen kilometres South East of the post. The two separate border posts, belonging to each country, are connected across the river by two bridges, the historical Alfred Beit Bridge (see ahead under "Historical Context") and the recently built vehicular bridge.

The Border Post

In the border post's present condition, a traveller is assured of a harrowing experience whilst attempting to cross from one country to another, particularly if it is one's first attempt. Dr Greg Mills, head of the research focused Brenthurst Foundation, states that "travelling through the Beitbridge border post is as intimidating as its reputation suggests, especially so for first timers, uncertain of the various procedures and steps" (Mills, 2012:14). Both countries struggle to accommodate the large volumes of traffic that pass through the post, particularly during major holiday periods. The various departments on the Zimbabwean side are scattered across large areas, aiding the long processing time of travellers. Although the South African side is more efficient, the facilities are inadequate with peak travelling periods resulting in queues of people that wrap around the exterior of the building. In times of mass overcrowding, travellers are herded to a makeshift immigration

Fig 2.2.1. Entering Zimbabwe through Beitbridge



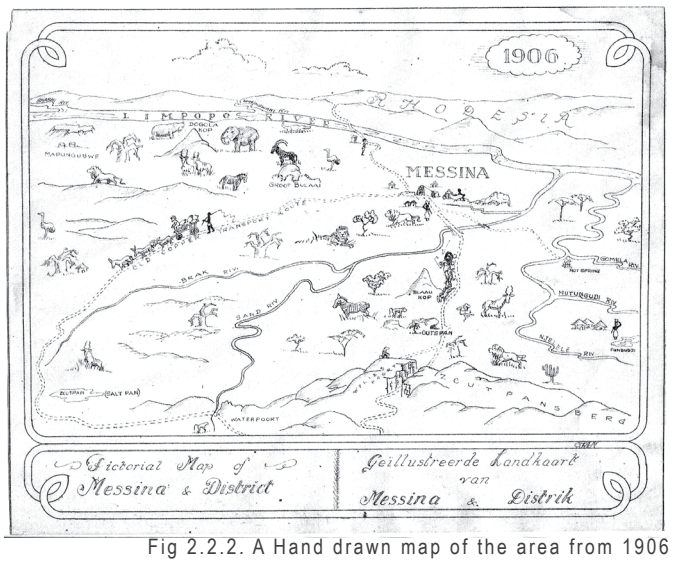
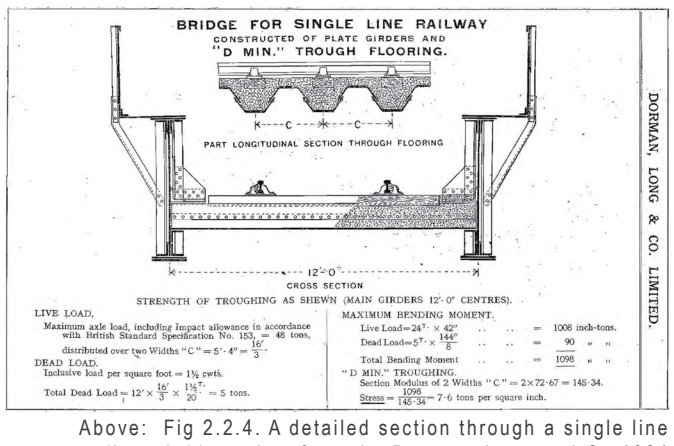


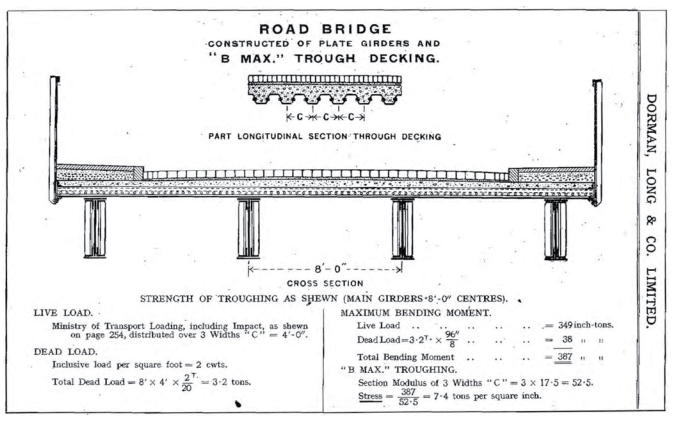
Fig 2.2.2. A Hand drawn map of the area from 1906



Fig 2.2.3. The Rail bridge shortly after completion in 1929.



Above: Fig 2.2.4. A detailed section through a single line railway bridge taken from the Dorman, Long and Co 1924 handbook for Constructional Engineers.



Below: Fig 2.2.5. A detailed section through a road bridge taken from the same handbook. The construction for the Alfred Beit Bridge is a combination of this steel construction.



Fig 2.2.6. The Dorman, Long and Co. Bridge and Constructional works Middlesbrough Fabricating Shop where the railway bridge would have been assembled before it was shipped to the its present day location



NEW ALFRED BEIT BRIDGE IS OPENED

Structure • Spans Limpopo River, South Africa—Earl of Athlone Officiates

(Canadian Press Cable.)

Cape Town, South Africa, August 31.—The great new Alfred Beit bridge across the Limpopo river was declared open today by the Earl of Athlone, Governor-General of South Africa. The structure will provide a short cut between Transvaal and Portuguese East Africa, on the southern side, and Southern Rhodesia on the northern.

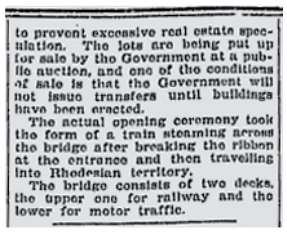
The cost of the bridge was $600,000 and altogether the Beit Railway Trust has spent $12,500,000 on railway development in South Africa, more than double the amount originally left by the will of Alfred Beit for such purposes.

On the Rhodesian side the railway line has yet to be linked with the bridge. Automatically with the opening of the bridge will come into being Limpopo township. The Rhodesian Government has taken steps



Bridging the Limpopo.

A very important bridge building contract has been awarded to Dorman, Long, and Co., of Middlesborough, which, when completed, will form a new communicating link between Southern Rhodesia and the Union of South Africa. This new road and railway bridge is to be built over the Limpopo River at Messina, and is being presented by the Beit railway trustees. Its completion will facilitate the opening up of a shorter route from Rhodesia to the Transvaal and Natal, and also will bring the colony into direct communication with Delagoa Bay as an alternative port to Beira. The actual structure of the bridge will consist of 14 spans, each of about 100ft., which will be built at Middlesborough and shipped to Rhodesia in sections.



to prevent excessive real estate speculation. The lots are being put up for sale by the Government at a public auction, and one of the conditions of sale is that the Government will not issue transfers until buildings have been erected.

The actual opening ceremony took the form of a train steaming across the bridge after breaking the ribbon at the entrance and then travelling into Rhodesian territory.

The bridge consists of two decks, the upper one for railway and the lower for motor traffic.

Fig 2.2.7. Newspaper clippings from the Montreal Gazette (Left) and the Brisbane Courier (Above), advertising the opening of the Alfred Beit Bridge.

counter, housed in a derelict commercial vehicle scanning shed. Dr Greg Mills offers a valid reason for the resistance to change at the border by stating that "the reason why the government does not have an efficient system at the border is the same reason for the 12 police roadblocks between Beit Bridge and Bulawayo, or the 17 counted during the 370kms between Bulawayo and Harare, or the 13 over the 355km Harare – Chirundu route. The greater number of steps and checks and lack of clarity over procedures, the greater the scope for beaurocratic 'manoeuvre' otherwise known as graft. It would not take a rocket scientist to devise a simple border control system for Zimbabwean, South African and other cars and trucks, or for local and foreign foot passengers, with a single stop for each. But doing that would remove the need for touts and their back handers to officials." (Mills, 2012: 15).

Historical Context

The border post , town and, in particular, the railway bridge was named after Alfred Beit, a British Financier with specific interest in developing infrastructure within Zimbabwe, formerly Rhodesia (Beit Trust, n.d). According to the trust in his name, he was closely associated with Cecil Rhodes and they both shared the same vision of connecting Rhodesia to other nations through a rail system (Beit Trust, n.d). As the money for development in the country was not available, a trust was created that would continue the legacy of development in the country after Beit's death as a result of a stroke in 1906 (Beit Trust, n.d). The Border Post emerged as a result of the opening of the bridge in 1929 and the town of Beitbridge slowly started to develop (Beitbridge, n.d).

The Bridges

The Alfred Beit Bridge was constructed by a well known, Middlesbrough based, iron and steel manufacturer called Dorman Long & Co (Brisbane Courier, 1928). The company manufactured the parts at their Middlesbrough plant and the parts were then shipped to the site and assembled. The bridge is constructed from steel and the type of specifications and detailing can be seen through their illustrations taken from their handbook of 1924. Although the images do not depict the Alfred Beit Bridge, similar construction methods would have been implemented. The most notable bridge built by the company was the Sydney Harbour Bridge, which was completed three years after the Alfred Beit Bridge, in 1932. Other notable projects include the Tyne Bridge in Newcastle (1928), the Tees Newport Bridge in Middleborough (1934) and the Omdurman Bridge in Sudan, completed in 1926 (Dorman Long, 2013).

Following the increase in freight traffic in recent years, the demand for a new bridge resulted in the construction of a reinforced concrete bridge designed to withhold the large volumes of traffic moving between South Africa and Zimbabwe. The new vehicular bridge was completed in 1995 by the construction firm Murray and Roberts (Structurae, 1998). The Alfred Beit Bridge is now used exclusively for pedestrian travellers and Rail.

The Zimbabwean Border Post at Beit Bridge has undergone a radical change since its inception as a result of the Alfred Beit Bridge in 1929. The original



Fig 2.2.8. Zimbabwe Customs and Immigration, 2013.



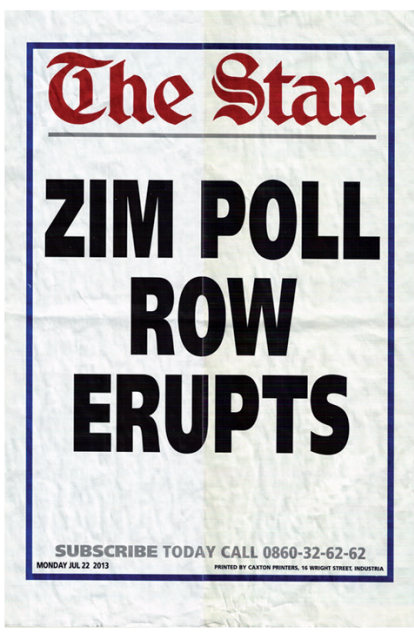
Fig 2.2.9. Zimbabwe Immigration in makeshift army tents.

border post and resulting Main Street is no longer in use and travellers are now diverted along a new route, leading to the derelict state that the street is in today. The remnants of the old street provide insight into the nature of the experience of travellers in the past which would appear to be a complete contradiction to that of the present day. The street consisted of a casino, nightclub, various overnight accommodations including a motel and hotel and numerous service stations. These structures indicate an experience of excitement and holiday making and a reflection of what it meant to be travelling to another country. The casino would have been a popular destination due to the casino ban in South

Fig 2.2.10. South African Newspaper headlines from 2013 indicating the political relationship between the two states.















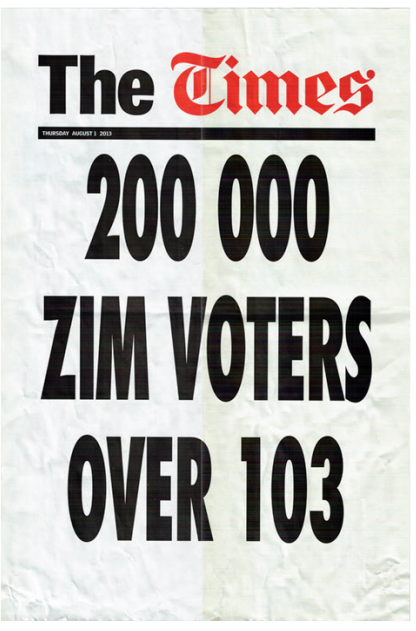




Fig 2.2.11.Zapiro cartoon from the Sunday Times, 2013.

Africa prior to the change of government in 1994 (Gambling in South Africa, 2009). The service station was an important symbol of the time due to the focus and novelty of the motor vehicle. Although there is no record of the history of the area, the existing buildings have provided interesting insight into the past.

The Build Operate Transfer model

New Limpopo Bridge Projects Ltd has been responsible for the implementation of the new vehicular bridge at the border post. The company operates very successfully on a build operate transfer business model. The model is based on the investment company (NLPI) producing the initial capital with which the building will be constructed, they then facilitate the operating of the building using local workforce for a certain period of time, during which the building will be paid off. Following an agreed upon time, contracted between the company and the governments, the facility will be transferred over to the government. This model proves to be extremely effective and is best described by the company's website: "The BOT business approach enables NLPI to contribute to the African community affairs and encourages governments to focus on the priority sectors such as health, education and housing as the main goals of regional administration. The approach shifts financing of major infrastructure projects to the private sector. The large investment by NLPI has relieved governments from having to source or release funds for infrastructure projects and thus enables governments to develop other vital industries and market sectors." (NLPI, 2013).

The Climate

The climate, as indicated in the graphs below, is predominately warm all year round with minimum temperature rarely dropping below ten degrees Celsius. Average temperatures are pleasant with temperatures in January reaching just over twenty seven degrees Celsius. Average monthly rainfall is generally low in the area. This climate allows for an outdoor orientated lifestyle and will be an important factor in the design of the new border post.

The Current Political Landscape

The political relationship between South Africa and Zimbabwe is a polite one. The dictatorship of Robert Mugabe, the current president of Zimbabwe, seems to be largely ignored by the current South African government, despite the sanctions imposed on the country by several Western nations. This year has also been an election year for Zimbabwe, with many expecting and hoping for a change in government, and despite a peaceful facade there appeared to be gross irregularities during the vote. This can be seen in the headlines with "200 000 voters over the age of 103". Regardless of SADC supervision, Mugabe romped to a two-thirds majority win to continue his reign that began in 1980 (Winter, 2013). Archbishop Desmond Tutu is quoted as saying that Mugabe has become a cartoon figure of the archetypal African dictator (Winter, 2013).

Although South Africa's political landscape does not contain a dictator, the faith in the current Jacob Zuma era is thin. Protests about housing, water, electricity, employment and education are a regular occurrence (Jacobs, 2013). Current unemployment figures in South Africa are at 25.6%, according to Statistics SA (Statssa, 2013). South Africa is seen as a land of opportunity for many impoverished Zimbabweans. It is the chance at a better life and according to the latest figures on deportations; an alarmingly high number of Zimbabweans are choosing to illegally enter South Africa in a bid to pursue this dream. The Zimbabwean based newspaper, the Herald, states that deportation figures are currently up 48% with an average of one hundred to two hundred deportations taking place, from South Africa in to Zimbabwe via Beitbridge, a day (Herald, 2013). The political landscape has a major impact on the movement trends at a border post and due to the nature of the dictator regime in Zimbabwe, Beitbridge has become a hive of illegal and legal activity that directly reflect the nature of the governments of the respective countries.

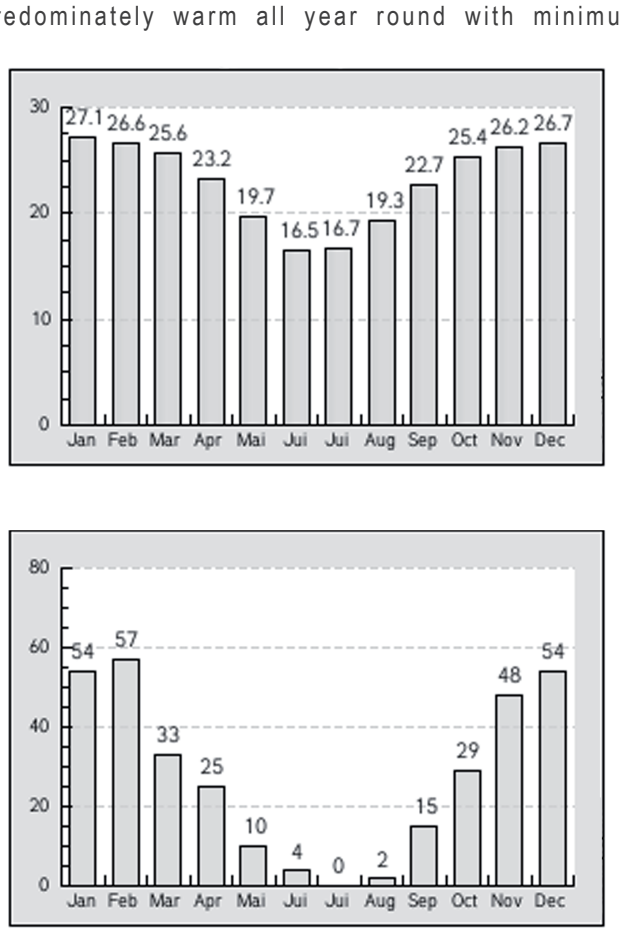


Fig 2.2.12 Climate Chart
Above Left: Average Monthly Temperatures
Above Right: Maximum and Minimum Temperatures
Below Left: Average Monthly Rainfall (mm)
Below Right: Average Monthly Humidity Levels

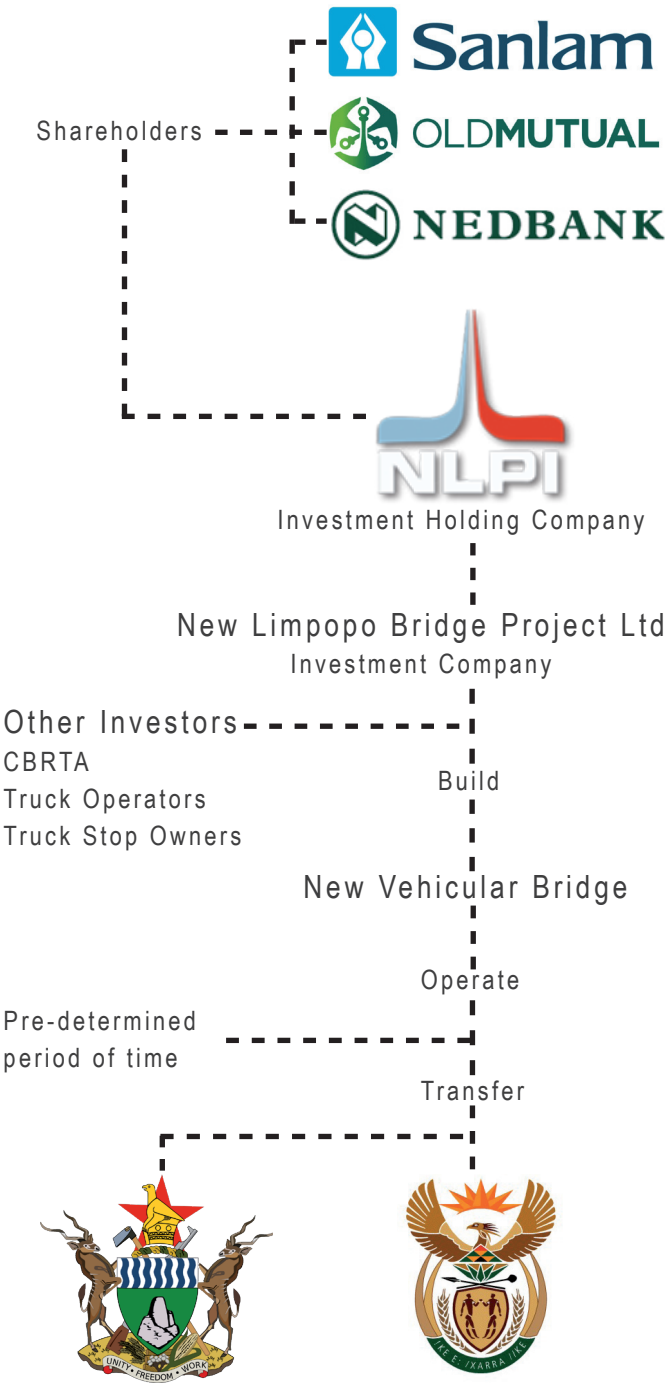


Fig 2.2.13. Above: The Build Operate Transfer Model implemented by NLPI

The Maguma Guma

The Beitbridge region is plagued by a crime syndicate known as the Maguma Guma. This translates as "people who seek to make a living through dubious means" (Chiliya et al, 2011:3). The group are known to assist travellers looking to cross the border illegally in exchange for payment. Those who try to cross the border illegally without the use of the Maguma Guma are beaten, raped or murdered. The group number in the hundreds and are notorious for their brutality, even known to cut off people's feet and leave them dead in the river (Davies, 2008). Recently, SABC news reported a story of a thirteen year old girl who attempted to cross the river illegally beneath the rail bridge. She was allegedly caught by a member of the gang and raped (Tshivhase, 2013).

Chirundu OSBP

The idea of a one-stop border post is defined as being a border post that will "enhance trade facilitation by reducing the number of stops incurred at a cross border trade transaction by combining the activities of both countries' border organizations at a single location with simplified procedures and joint processing and inspections, where feasible. It is also designed to reduce on the time taken to clear passengers at the border" (Trademark SA, 2010)

This one-stop border post forms a precedent to the proposal in this thesis. The border post is situated between Zambia and Zimbabwe and was implemented in 2009. The main idea lies within a common control zone that stretches across both countries and a bilateral agreement is required between both governments in order for officials from both countries to operate freely within the zone regardless of which country that official is operating within. The primary objectives for the One Stop Border Post at Chirundu are to: expedite vehicle movement

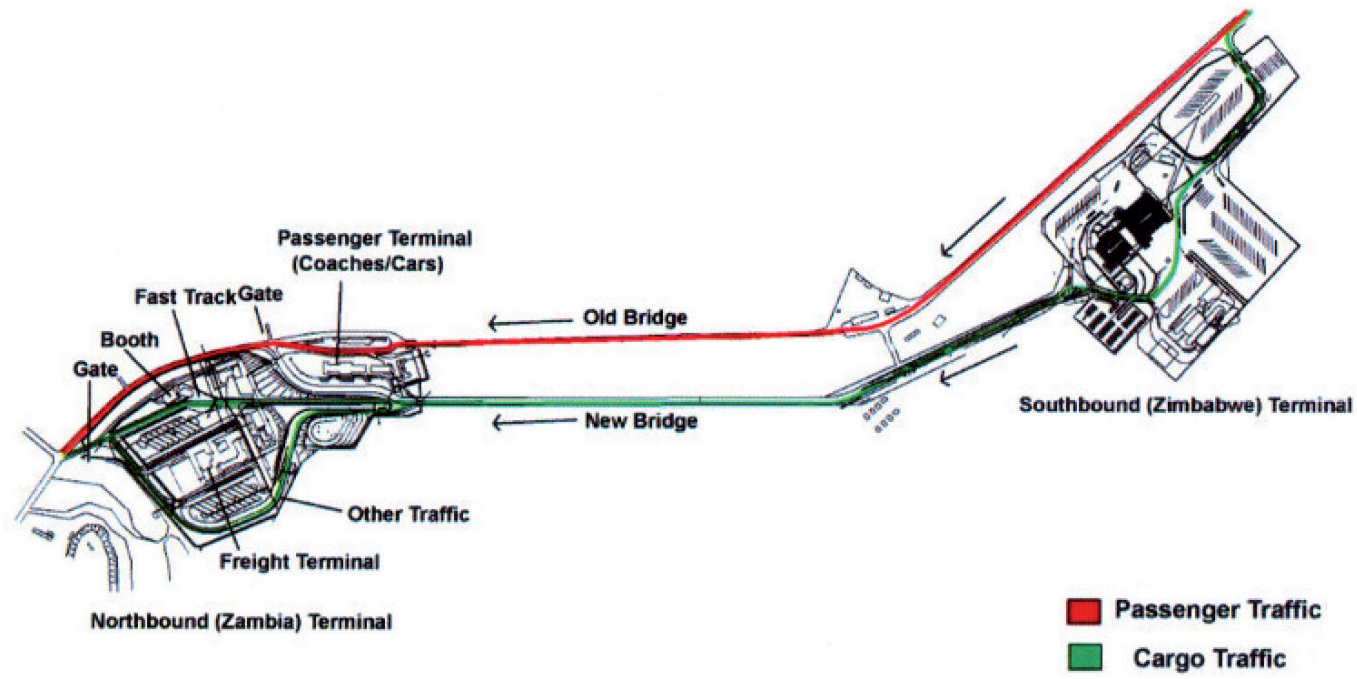


Fig 2.2.14. Above: Northbound movement at the Chirundu One Stop Border Post
Below: Southbound Movement.

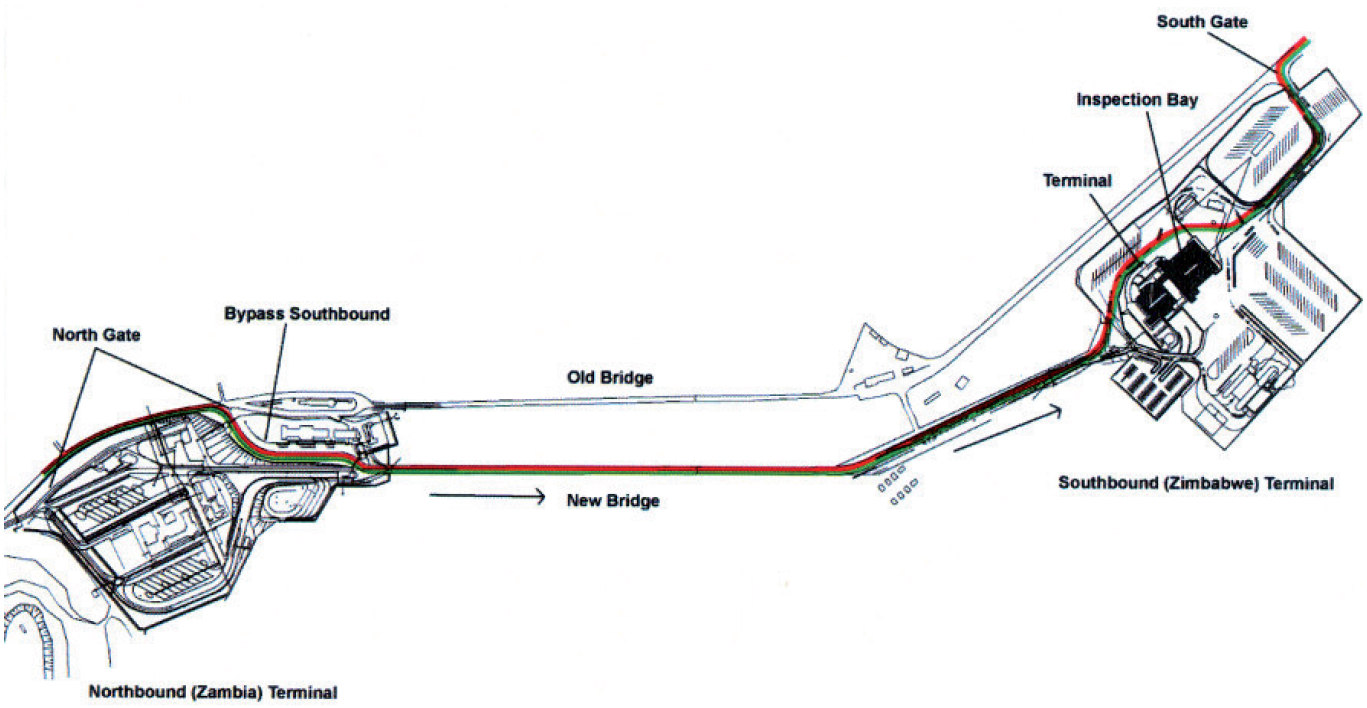


Fig. 3.2.15. View from the Rail/Pedeastrian Bridge towards the dam wall

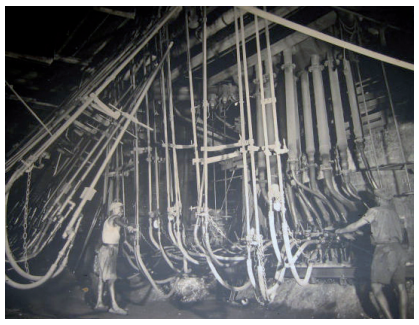
through the common control zone; locate offices and counter space so as to minimise time lost by clearing agents and transport operators and to enhance the efficiency of border agencies; achieve an efficient flow of procedures which reduces time spent at the border and increases the effectiveness of border controls; maximise use of available technology to input information in advance and accomplish pre-clearance of persons, vehicles and goods where possible; and minimise the opportunities for informal payments to expedite processing (Trademark SA, 2010).

The basic operating procedure of the one-stop border post is based on northbound traffic being processed in Zambia and the southbound traffic processed in Zimbabwe. A similar process will be implemented in the thesis for Beitbridge Border Post. Officials from each country are based at each station as part of the bilateral agreement and a centralised computer database has to be implemented in order to communicate between the two terminals. The procedures are illustrated in the diagrams to the left.

The infrastructure and the process have to work in tandem in order for the border post to be successful. As a result of the reduced transit times, located in the "Situational Analysis" upon which sections of this thesis are based, a table calculating savings to the commercial sector indicates large figures based on an average demurrage rate. The table indicates a target transit time of just three hours for commercial traffic; this is a considerable reduction from the recorded transit times of between thirty three and forty five hours currently. All users will benefit greatly from this change but freight traffic will experience the largest reduction in transit times.

	Northbound	Southbound
Actual Transit time in hours	33	45
Targeted transit time for OSBP in hrs	3	3
Time Variance	30	42
Demurrage per hour (US$)	12.5	12.5
Potential saving per truck (US$)	375	525
Number of trucks per month	6503	5558
Potential saving per month (US$)	2 438 625	2 915 325
Potential saving per year (US$)	29 263 500	34 983 900
Potential saving per year (ZAR @ exchange rate of R9 to US$1)	263 371 500	314 855 100
	Total (ZAR)	**578 226 600**

*Information obtained from the Situational Analysis at Beit bridge Border Post Final Report 2009 conducted by TLC (Transport Logistics Consultants)



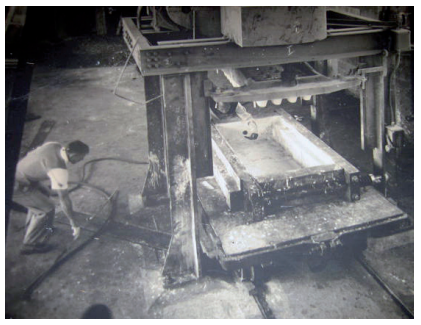
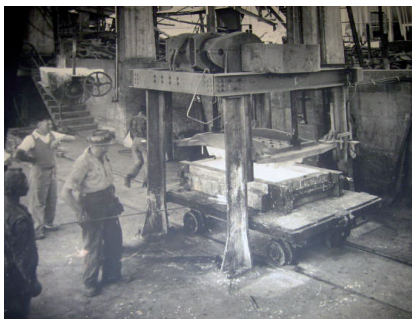



Fig 2.3.1The Smelter in Musina



Fig 2.3.2. Zebras as means of transport



Fig 2.3.3. Baobab Trees are scattered throughout the area



Fig 2.3.4. The Musina Train Station

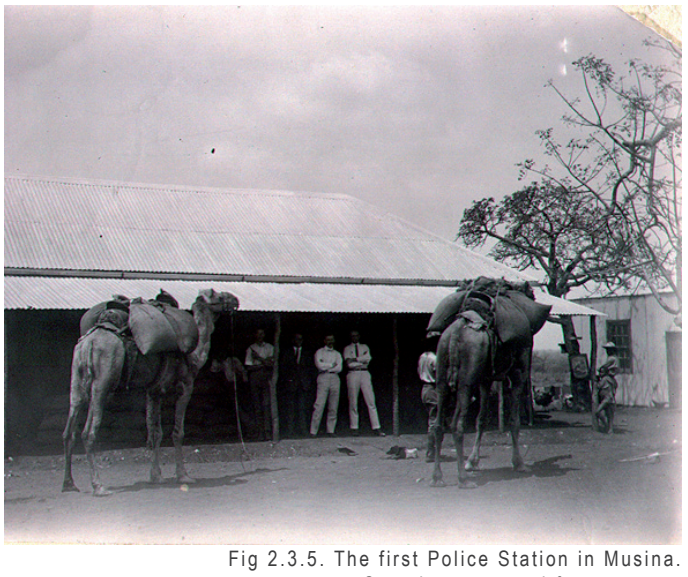


Fig 2.3.5. The first Police Station in Musina. Camels were used for transport



Fig 2.3.6. Musina was originally a mining town as can be seen through the copper processing plants.



Fig 2.3.7.A panoramic looking towards Zimbabwe (Rhodesia). The Limpopo river lies in the middle ground.





Fig 2.3.8.Early settlements in the Musina region.

Fig 2.3.9. A map of the original Zimbabwean Border Post and High Street.



Fig 2.3.10. The Beitbridge Casino in its present condition. It was a popular destination for South Africans due to the gambling restrictions in South Africa prior to 1994.

Service Station

Service Station

Old Police Headquarters

Casino, Hotel and Nightclub

Post Office

Park

Original Custom's Building

Automobile Association

Peter's Motel

From South Africa



Fig 2.3.11.A Service Station adjacent to the Peter's Motel

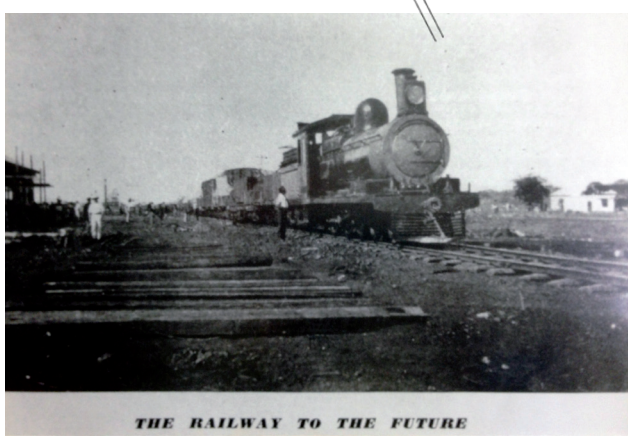


Fig 2.3.12.Advert for the new railway



Fig 2.3.13. The Lobby of the Peter's Motel

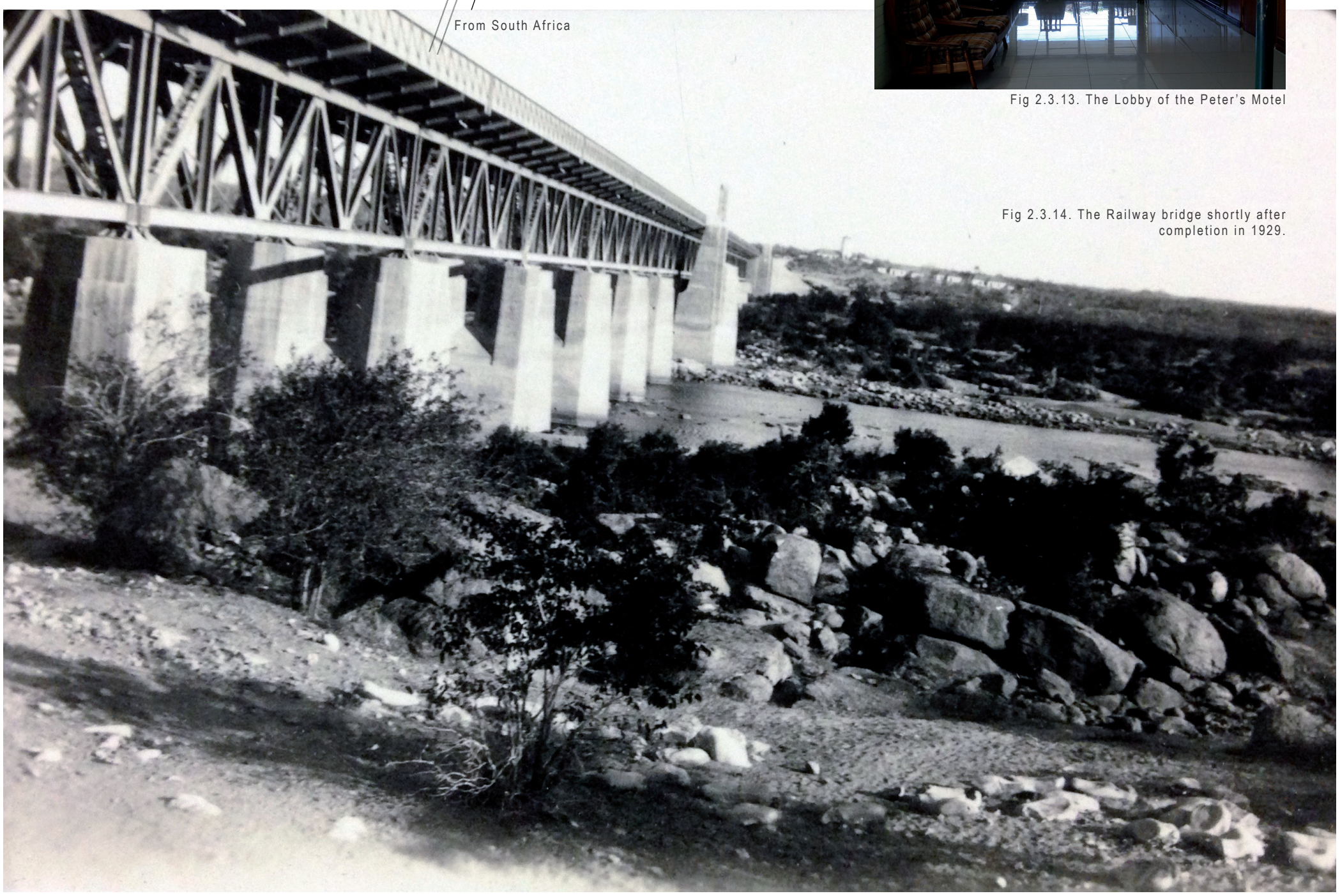


Fig 2.3.14. The Railway bridge shortly after completion in 1929.

370 000 Trucks

(33 - 45 hour transit time)

26 000 Buses



Above annual traffic statistics taken from Dr Greg Mills' discussion paper entitled Backwards to Beitbridge? A strategy to revive Zimbabwe's Industry, 2012, and account for the latest annual figures of traffic movement across the border. The transit time for commercial vehicles was teken from the Situational Analysis conducted by TLC logistics.

7 400 000 Travellers

640 000 Cars



14th of December 2012 - 07 of January 2013: 524 511
people moved through the Beit Bridge border post

23 December 2012 recorded the heaviest amount of traffic in a single day with 42 435 people moving through the border.


A6 North/South
Low Income Housing
New Office Park
Freight Clearing Agent
Filling Station
Old Police Station
Prison Complex
Old Casino and Nightclub
Post Office
Park
Staff Accomodation
Peters Motel
Old High Street
Old Border Post
New Staff Accomodation
Commercial Clearance and Parking
Zimbabwe Customs/ Immigration
Duty Free Shop
Railway
Pedestrian/Rail Bridge
Vehicular Bridge
Dam Wall
Clearing Agent
Zimbabwe
Limpopo River
Import Export Clearance
1km
South Africa
Gate House/Security Check
Commercial Clearance
Staff Housing
Parking Area for Commercial Vehicles
2km
South African Customs/ Immigration
Shell Ultra City
Staff Housing
3km
N1 North/South



Fig 2.5.1. The approach to the border from Beitbridge town.



Fig 2.5.3. The Zimbabwe Immigration Building



Fig 2.5.2. The traffic circle approaching the border.



Fig 2.5.4. Entrance to the vehicular bridge



Fig 2.5.5. The Alfred Beit bridge from the vehicular bridge



Fig 2.5.6. The vehicular bridge



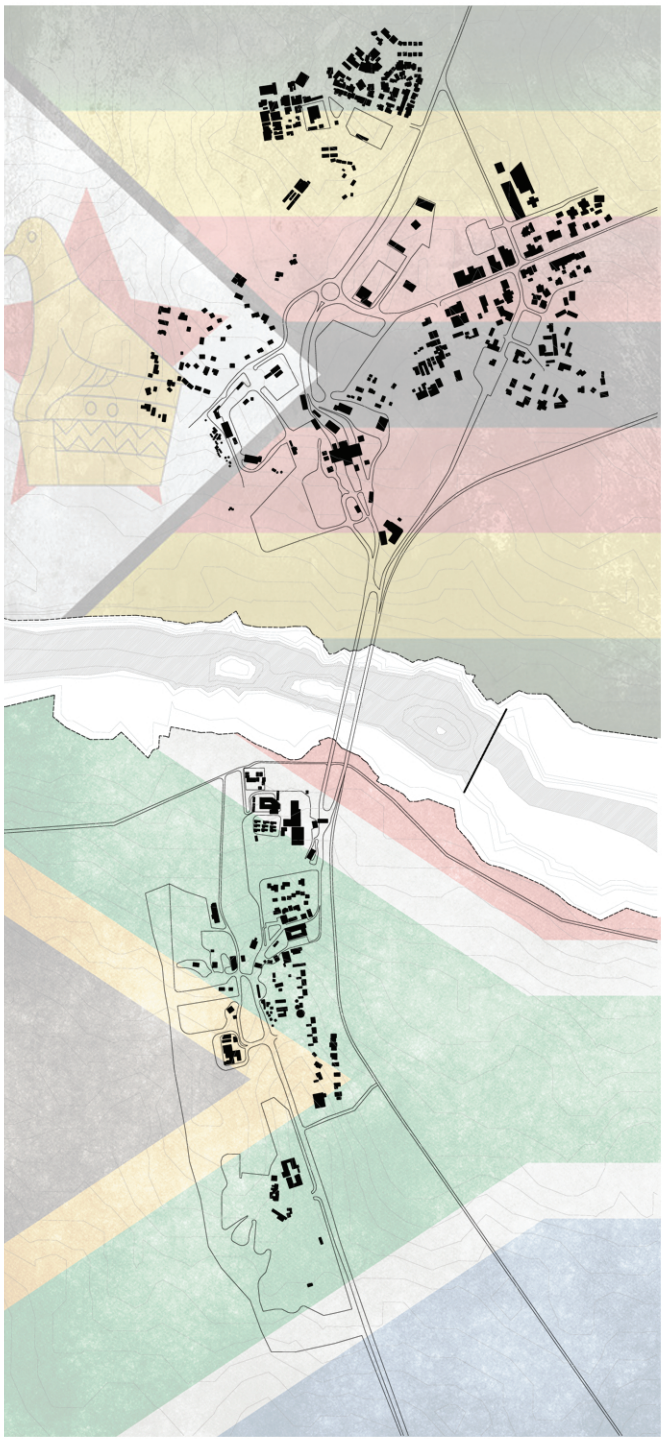
Fig 2.5.7. The South African Immigration and Customs

Fig 2.5.8. Entrance to the South African border post

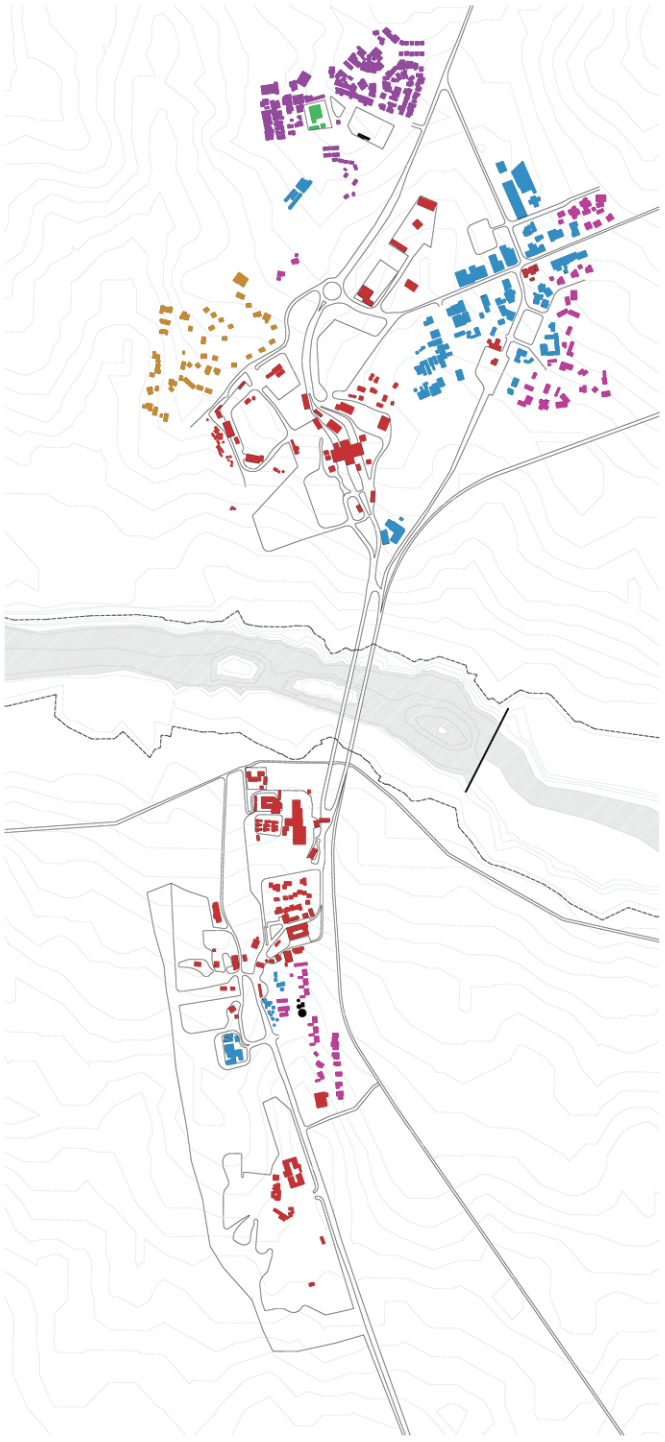


Fig 2.5.9. Approaching the border from South Africa





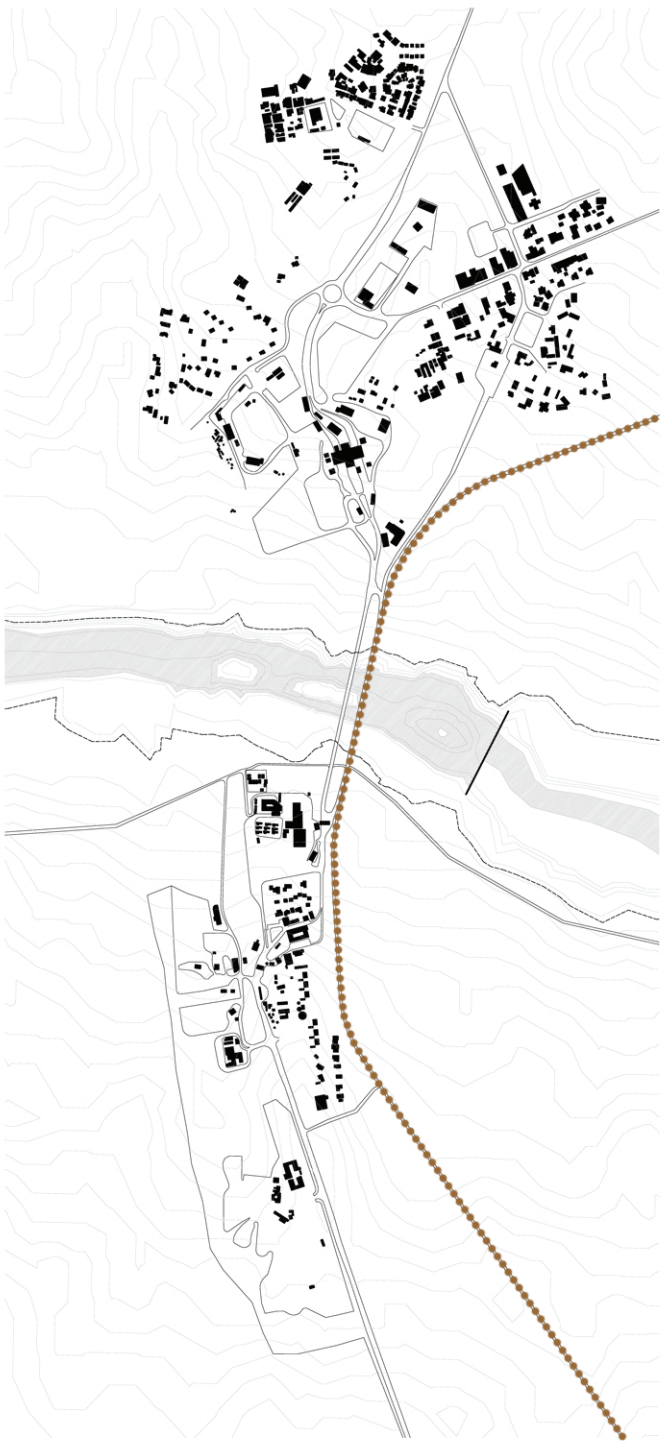
Beitbridge is the only port of entry between the two countries, South Africa and Zimbabwe. The landlocked country of Zimbabwe has an estimated population of 12,9 million people, according to the 2012 census. South Africa has an estimated population of 52,98 million people, according to Statistic SA.





Water

The Limpopo river forms the borderline between the two nations. Rainfall in the region is scarce although the levels of the river do change throughout the course of a year. The extent of the flood plain indicated by the blue region. An estuary, indicated by the dotted line, feeds into the river but remains predominately dry. Low income housing is at risk if the estuary should flood. The levels of the Limpopo river are regulated by a dam wall as indicated.



Rail Movement
North and Southbound

Transportation via rail is greatly underused in the area. One Passenger train departs from Park Station in Johannesburg on a Friday night, arriving and terminating at Beitbridge on a Saturday afternoon. Passengers exit South Africa at Musina Station and enter Zimbabwe at Beitbridge Station, located 5km North East of the border. There is a proposal by the same company that implemented the new vehicular bridge at Beitbridge, to connect the Beitbridge Station to as far North as the Democratic Republic of the Congo. This will result in a far more efficient means of transporting large loads between countries and have less impact on the wear and tear of the roads.



Major Roads

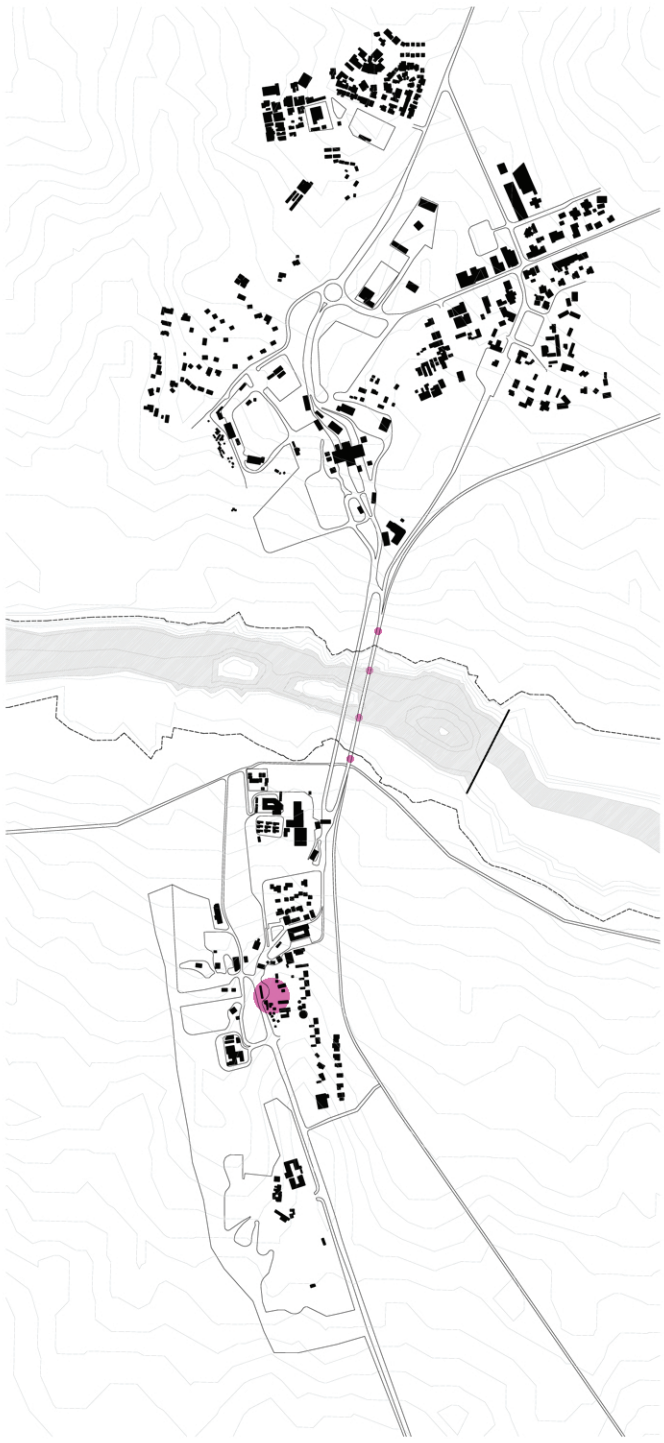
The Border post is where the N1 in South Africa and the A6 in Zimbabwe meet. The N1 stretches the length of South Africa on a North - South axis and connects Cape Town to Zimbabwe, Passing through the major cities of Bloemfontein, Pretoria and Johannesburg. The A6 in Zimbabwe splits just North of Beitbridge, with the A6 connecting to Bulawayo and the A4 connecting to Harare. The dotted line denotes the old route that passed through the old Border Post.





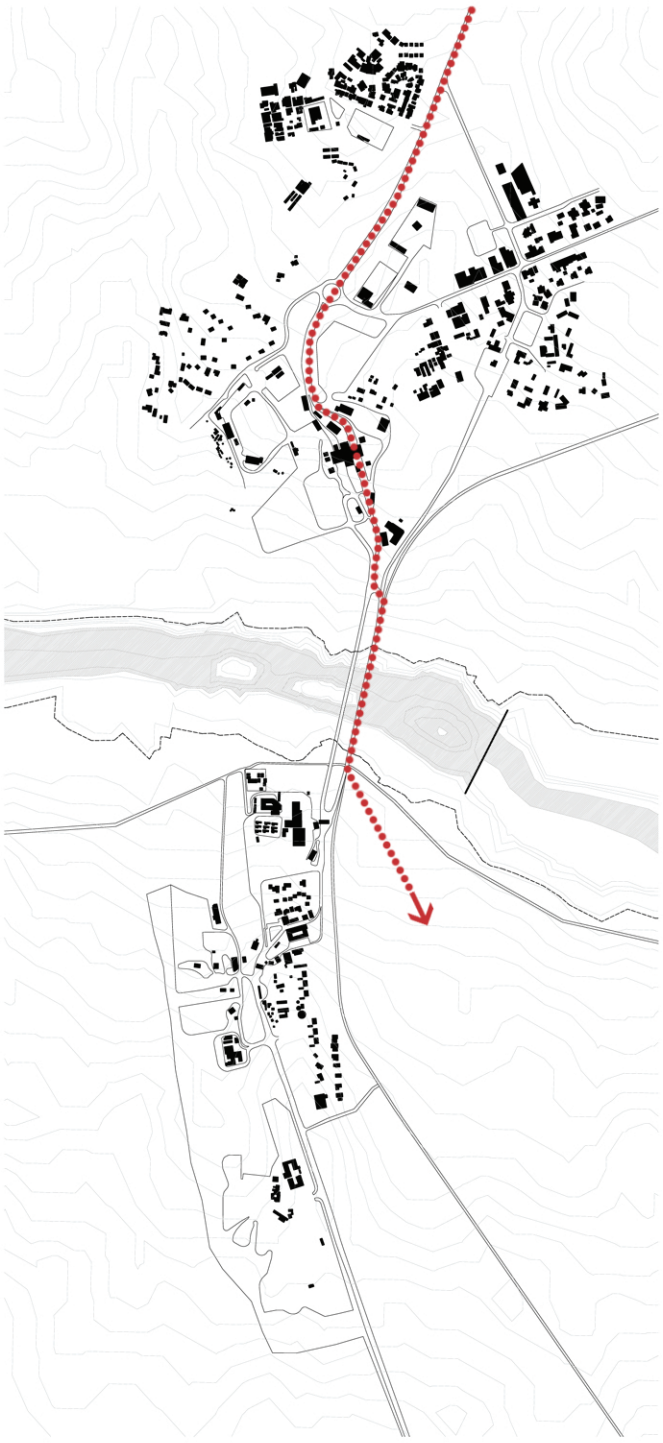
Grain

The Beitbridge Border post has adapted over time to accomodate the various changes in movement across the two countries, particularly with the increase in freight traffic. The grain map indicates a more formal planning strategy that has been implemented on the South African side whislt the Zimbabwean contingent has implored a far more irregular approach. This clear lack of planning is a major factor in creating an inefficient process and extended transit times for travellers.



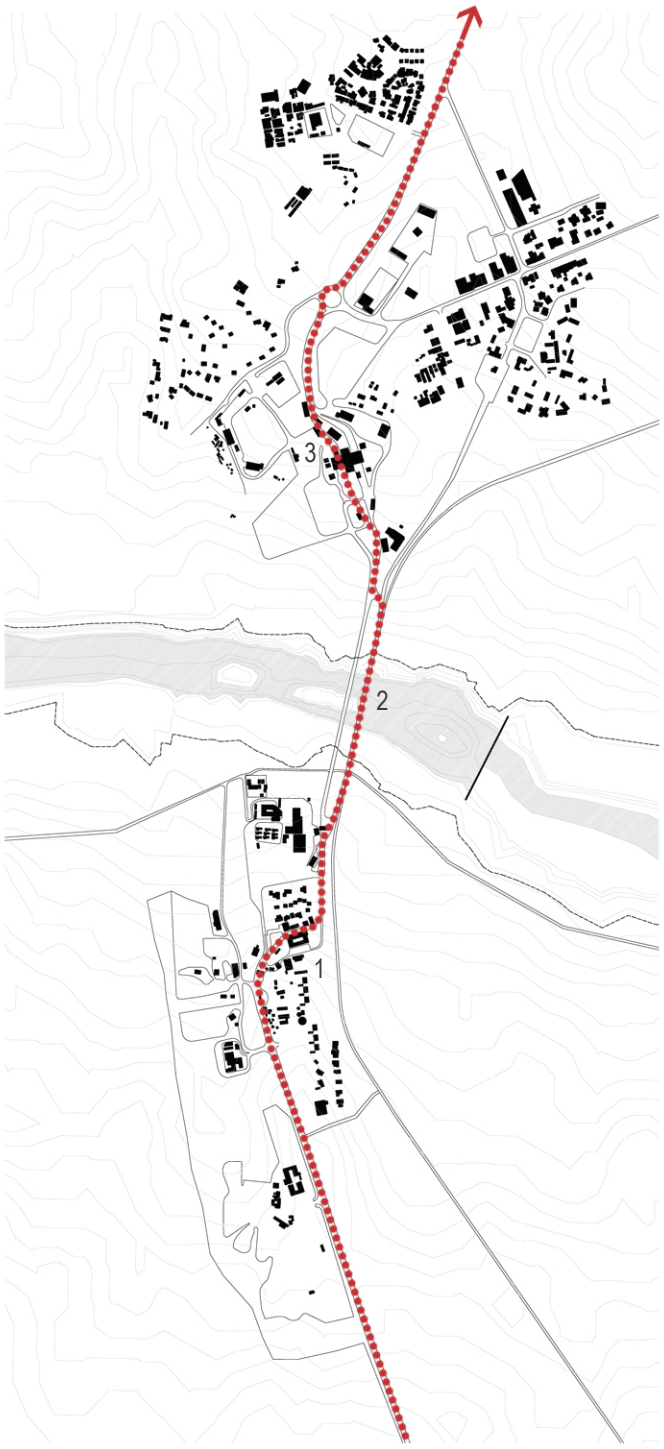
Informal Trade

Informal traders are scarce at the Border. The pink areas indicate where traders are prevalent. Although traders are banned on the bridge, a small amount try to sell goods to passing travellers but are regularly chased away by police. The larger pink area is at the entrance to the South African side of the Border and consists of a small amount of stalls and restaurants. A plan has been proposed to remove these traders as they create congestion at the bridge. There is no trading activity around the zimbabwean side after it was outlawed.



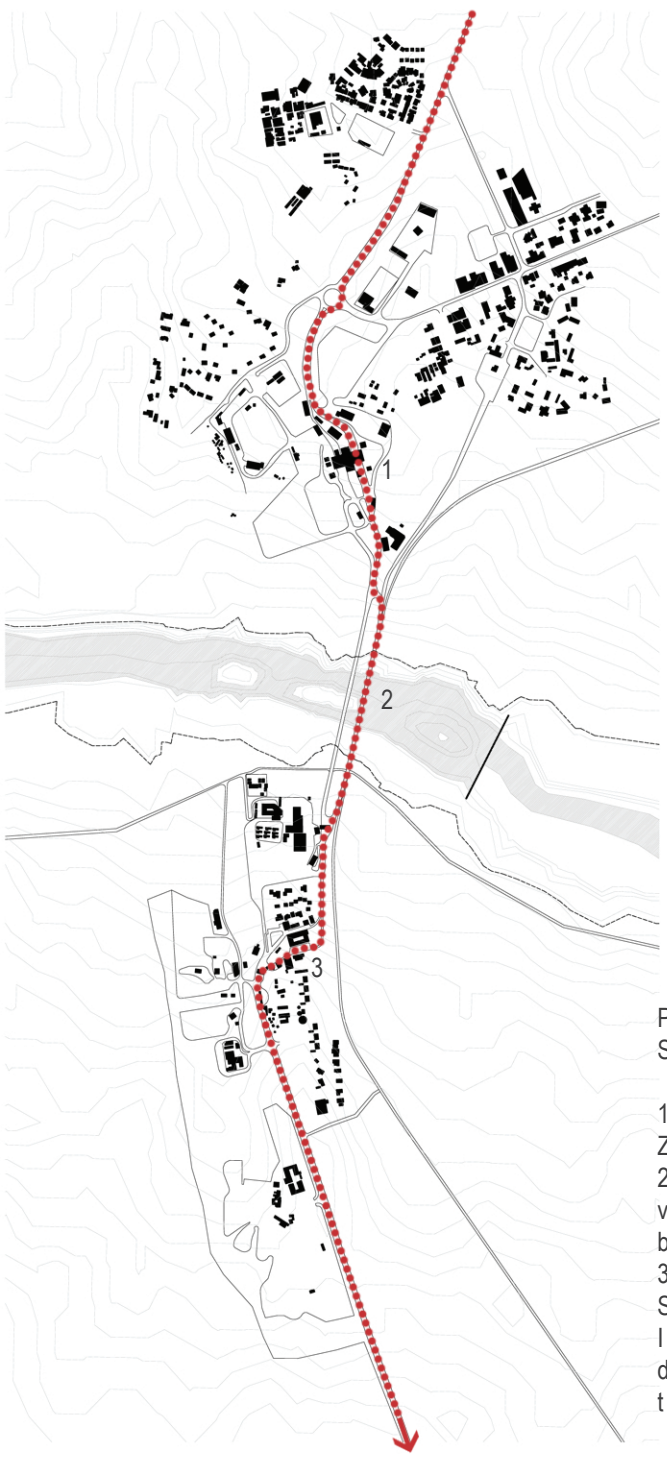
Illegal Immigrants

Corruption at the Border Post is rife and according to a consultant based at the border, illegal immigrants regularly move across into South Africa along the route indicated by the dotted line. They bribe the Zimbabwean officials at the entrance to the pedestrian bridge and on approaching the South African security checkpoint, they cross the railway track and jump over the low fence before escaping through the bushveld. Another option that is regularly used is for immigrant to walk along the steel truss under the bridge in an attempt to cross over the river. This activity happens on a regular occasion and SAPS have attemted to minimise it through placing patrol vehicles at specific locations.



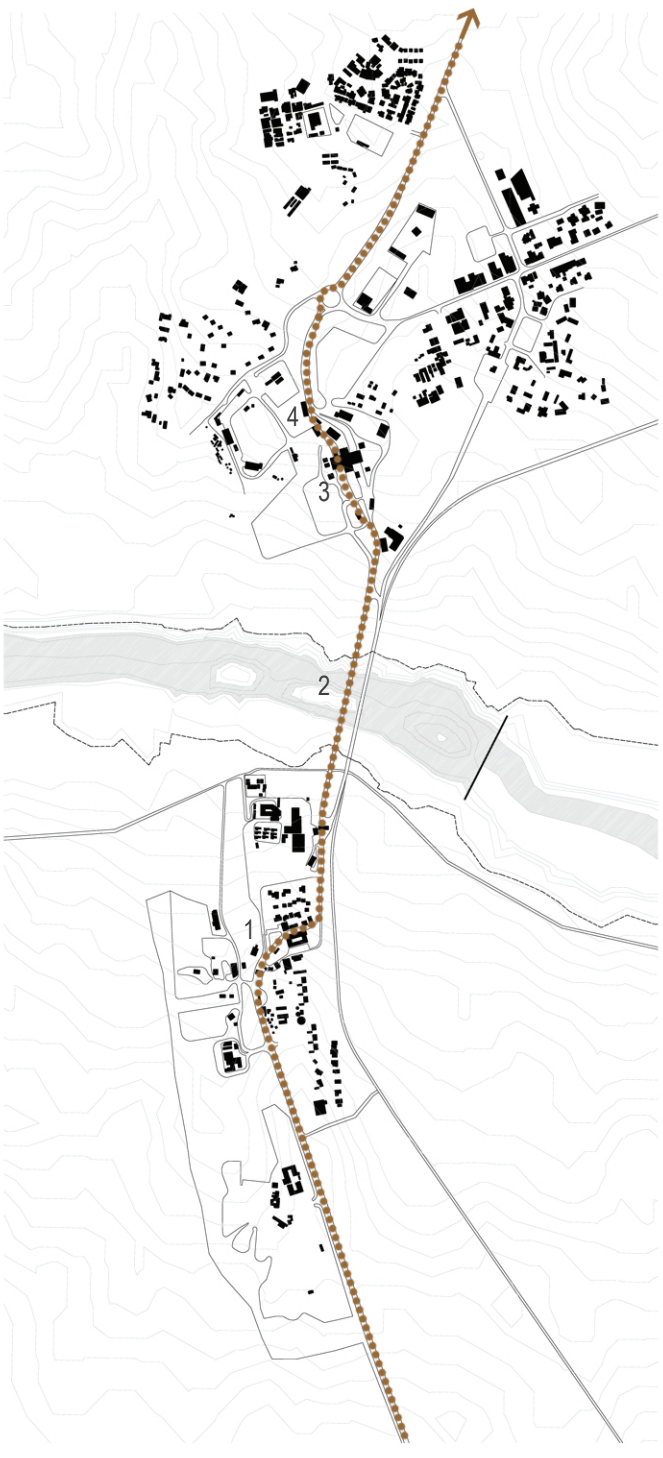
Pedestrian Movement
Northbound

1. Pedestrians exit South Africa
2. Enter Zimbabwe via the Pedestrian/Rail bridge
3. Pedestrians enter Zimbabwe through Immigration and declare any goods at the customs counter



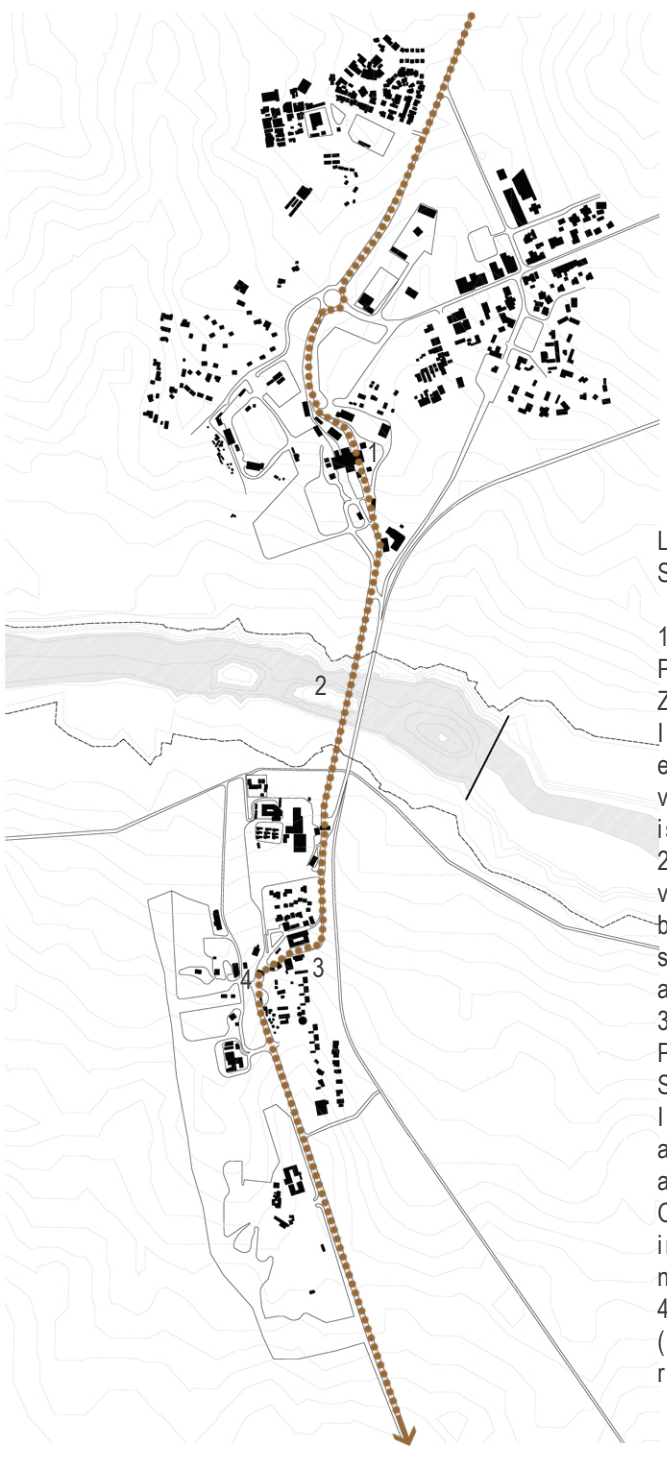
Pedestrian Movement
Southbound

1. Pedestrians exit Zimbabwe
2. Enter South Africa via the Pedestrian/Rail bridge
3. Pedestrians enter South Africa through Immigration and declare any goods at the customs counter



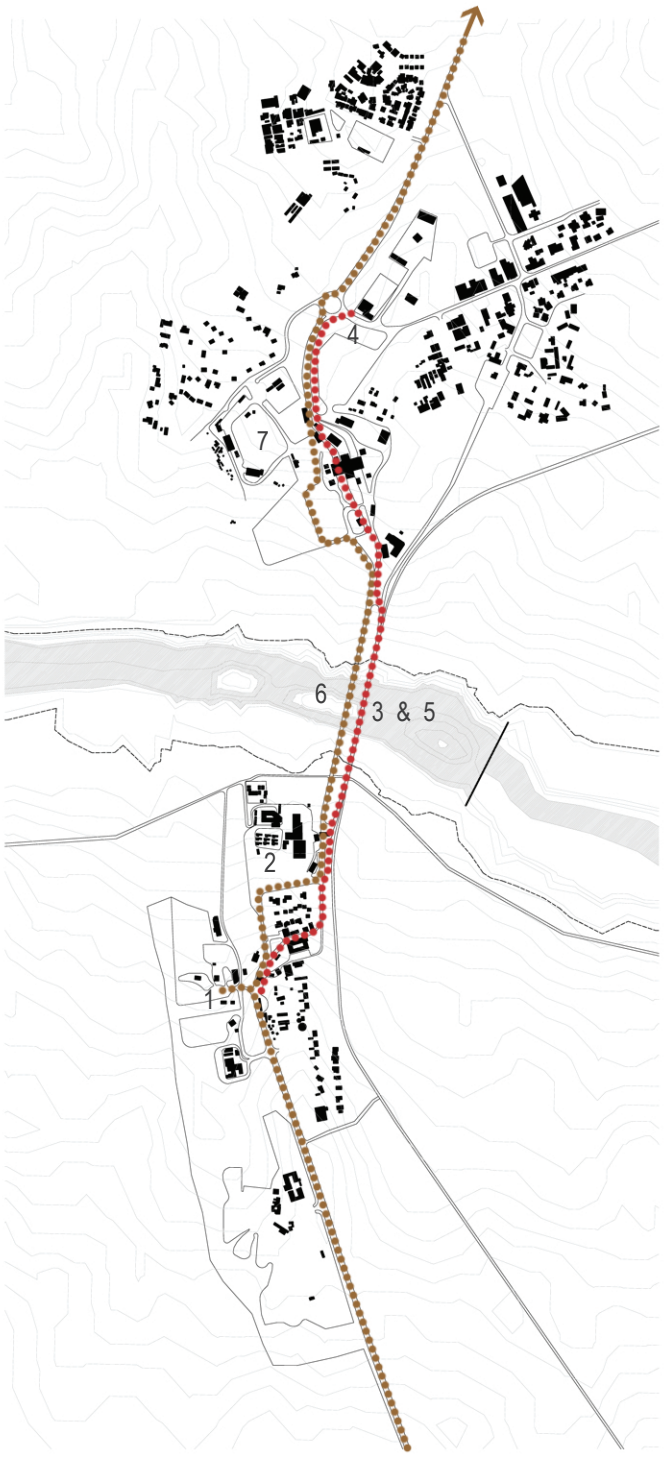
Light Vehicle Movement
Northbound

1. Driver and Passengers exit South Africa at Immigration, temporary export licence for vehicle and gate pass is attained
2. Enter Zimbabwe via the new vehicular bridge, gate pass is stamped and papers are checked.
3. Driver and Passengers enter Zimbabwe through Immigration with a visa and declare any goods at the customs counter. Carbon Tax, Third party insurance, Road access fund and a gate pass is simultaneously purchased.
4. Vehicle is searched (optional - upon request by police)



Light Vehicle Movement
Southbound

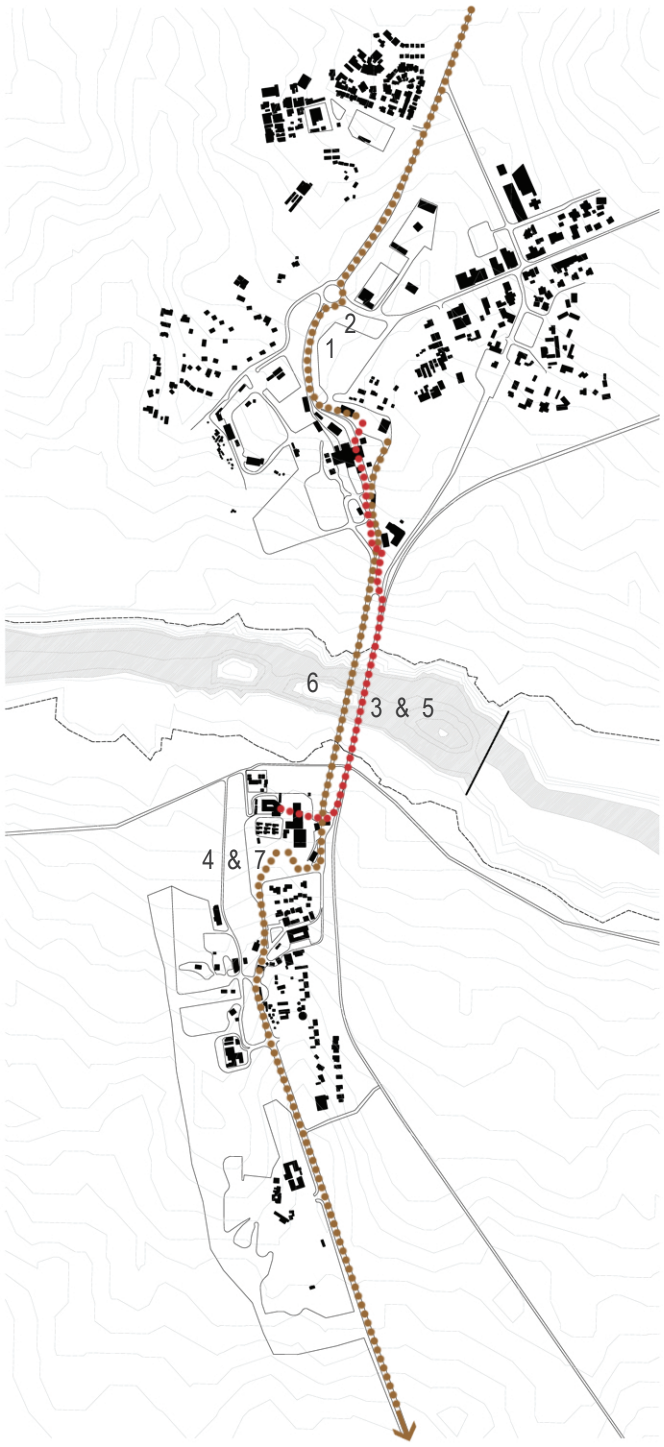
1. Driver and Passengers exit Zimbabwe at Immigration, temporary export licence for vehicle and gate pass is attained
2. Enter South Africa via the new vehicular bridge, gate pass is stamped and papers are checked.
3. Driver and Passengers enter South Africa through Immigration with a visa and declare any goods at the customs counter. Only the temporary import permit is needed.
4. Vehicle is searched (optional - upon request by police)



Freight Movement
Northbound

1. Truck is parked
2. Driver has to get goods cleared by SARS
3. Driver then crosses to the Zimbabwean side, getting processed as a pedestrian
4. Goods to be cleared by ZIMRA.
5. Driver returns to South Africa to pick up truck and once goods are cleared, can proceed across to Zimbabwe.
6. Driver processes passport for the third time and clears vehicles in the same manner as other vehicles.
7. Once in Zimbabwe, the truck is inspected and goods are scanned and the truck is weighed on the weighbridge.

The driver crosses the border three times in order to process goods



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Bus and other People
Carrier Movement
Northbound

1. Bus is parked and Driver and Passengers exit South Africa at Immigration, temporary export licence for vehicle and gate pass is attained
2. Enter Zimbabwe via the new vehicular bridge, gate pass is stamped and papers are checked.
3. Driver and Passengers enter Zimbabwe through Immigration with a visa and declare any goods at the customs counter. Carbon Tax, Third party insurance, Road access fund and a gate pass is simultaneously purchased.
4. Vehicle is given a number in the queue to be searched. Cross border traders to have neccessary permits for goods.



Bus and other People
Carrier Movement
Southbound

1. Bus is parked and Driver and Passengers exit Zimbabwe at Immigration, temporary export licence for vehicle and gate pass is attained
2. Enter South Africa via the new vehicular bridge, gate pass is stamped and papers are checked.
3. Driver and Passengers enter South Africa through Immigration and declare any goods at the customs counter. Carbon Tax, Third party insurance, Road access fund and a gate pass is simultaneously purchased.
4. Vehicle is given a number in the queue to be searched. Cross border traders to have neccessary permits for goods.

Beitbridge

Musina



Fig 2.6.6.

Trading in the greater Border Region



Fig 2.6.1.



Fig 2.6.2.

Informal Trading at the South African side of the Border Post.
An informal rade node has developed at the entrance to the South African side of the Beitbridge Border Post. It serves as a transport interchange as well, collecting and dropping off travellers. A private taxi fare to Musina is R60, that is reduced if you are in a group. Traders sell various items including sim cards and airtime for zimbabwe and clothes. A row of restaurants wraps around the back of the area, serving various locally made hot meals. Tensions between Zimbabwean and South African traders are high. There is a plan to remove this area of traders due to the congestion caused at the entrance to the post.



Fig 2.6.3.

According to Jack Klaff, a property developer based in Musina, real estate around the Beitbridge border post is ‘on a par with Sandton” (Klaff, 2013). As a result, entrepreneurs are forced to set up their businesses and trade depots on vacant land off the N1 between Musina and Beitbridge. Pictured on the left is an example of a trade depot situated next to a second hand car dealer. Property is up for sale all the along the sixteen kilometer stretch of under developed land between Musina and the Border Post.



Fig 2.6.4.

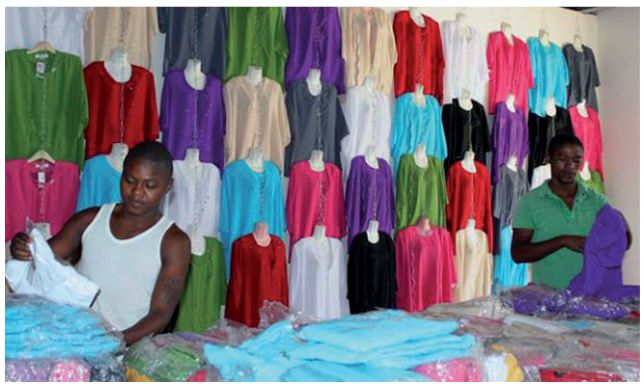

Fig 2.6.5.

The Musina China Wholesale Centre
The recently opened Wholesale Centre is located on the Northern outskirts of the town en route to the Border. It is a large development that occupys 100 000sqm and consists of 223 shops. Phase 2 of the project will include a hotel, logistics area, bus station, residential apartments and storage facilities to create a type of ‘Wholesale city’ (Zoutnet, 2011). This is the first type of centre to be established at the border and indicates the growth of trade occurring at the post. The intention is for the centre to boost economic growth in the Limpopo region and create jobs for the residents of Musina. The centre will host a variety of goods imported from China such as the clothes shown in the image to the left.

Trading in Musina.
Due to the lack of trading infrastructure at the Border Post, many smaller scale traders have occupied areas in Musina to trade their good. The scale of traders vary, with small or petty traders selling the few goods they can manage to carry, to the larger traders that own stores in the area and import their goods from various places. One of the major areas for this activity is along Klaff Avenue and Watson Road (see below images). According to Jack Klaff, after whom the avenue was named, there are as many as fifteen different nationalities trading in this area, that include Chinese, Zimbabwean, Bangledeshi, Pakistani and South African, amongst others (Klaff, 2013). The goods that are traded in the stalls and shops range from clothes and household goods to fresh produce. The roads in the area have been destroyed due to the heavy amount of freight traffic that seek access to the area to supply the goods.





Fig 2.6.7.

