



Republic of Zambia

**NATIONAL TRANSPORT EMERGENCY
OPERATIONAL GUIDELINES DURING
COVID-19 PANDEMIC
ZAMBIA**

APRIL 2020

Abbreviations/acronyms

COVID- 19	Corona Virus Disease 2019
IEC	Information Education and Communication
IPC	Infection Prevention and Control
MOH	Ministry of Health
PPE	Personal Protective Equipment
SADC	Southern Africa Development Community
WHO	World Health Organisation

1.0 Introduction

The outbreak of the coronavirus disease in December 2019 was declared in China which originated from Wuhan City, Hubei Province. The coronavirus disease 2019 (COVID-19) has highlighted the challenge of protecting the health of the population whilst avoiding disruptions to the movement of goods and essential services across the Country. The World Health Organisation (WHO) declared the outbreak a pandemic on 30 January 2020. This has necessitated certain restrictions in travel which also includes the movements of goods and persons.

Therefore, border control measures are necessary to prevent the spread of the virus. However these measures should not undermine the continuity of economic activities and should preserve the operation of the supply chains. Unobstructed transport of goods is vital to maintain availability of goods. More generally, such measures should not cause serious disruption of supply chains of essential services of interest to the national economy.

2.0 Objective of the Guidelines

The following are the objectives for the guidelines:

2.1 GOODS

1. Regulate the movement of goods during the pandemic;
2. Limit the spread of COVID- 19 through transporters;
3. Facilitate the implementation of national COVID-19 measures in transportation; and
4. Facilitate interstate flow of essential goods under listed.

2.2 PASSENGERS

1. Regulate the movement of people intercity
2. Regulate the movement of people intra-city

3. Limit the spread of COVID- 19 through passengers;
4. Facilitate the implementation of national COVID-19 measures in transportation;
5. Facilitate flow of people in the towns and cities.

2.3 Measures for Movement of People (Buses & Taxis)

1. Every public transport vehicle (Buses/Taxis) should be thoroughly disinfected before and after every trip;
2. All Bus Stations to be disinfected at least three times a day;
3. All Bus Stations must be kept clean at all times;
4. All passengers should wear masks at all times;
5. Conductors and Drivers should wear masks at all times;
6. Every bus should have sanitisers and conductors should ensure passengers are hand sanitised before boarding buses;
7. The total number of passengers on a bus should not exceed 50% of the capacity of the bus and must observe social distancing;
8. All Buses should ensure that windows are open at all times;
9. All Bus Drivers and Conductors are to be screened every trip; and
10. Daily Travel Sheets (Routes) should be maintained by operators and given to RTSA/Station Masters for the trips undertaken every day

2.4 Measures for Movement of People (Ships & Boats)

- Note that SS Liemba ceased operations, there has never been any passenger vessel that has been plying on Lake Tanganyika servicing passengers from other countries into Zambia.

- Therefore, there are very few passengers who have been coming in the country using the cargo vessels.
- However, from the time the issue of COVID-19 started, there has not been any passenger coming into the country.

The following measures have been put in place for cargo at the Port.

1. No cargo vessel has been allowed to ferry passengers from any country along the Lake;
2. The vessel captain and the crew are not being allowed to mingle freely in the Harbour or outside the Port and upon arrival, the port health staff are checking on any possible or positive sign through check-ups;
3. None of the four countries along the Lake (Rwanda, Burundi, Tanzania and Zambia) is allowing the local workers to mix with the captain and his crew members. All those coming are being isolated and whenever they need any logistical support, they are being assisted by the marshals in the Port; and
4. There is no one being allowed to interact with any of the local or vessel staff.

These are the agreed measures that are being implemented in all the ports along the Lake in order to avoid any form of contact with anyone.

2.5 Measures for Movement of Goods (Trucks)

During the pandemic, the following measures shall guide the movement and clearance of essential goods at all borders/dry ports which shall include:

- i. Protective equipment, medicines and medical supplies;
- ii. Food supplies, additives, ingredients and packaging material;
- iii. Agricultural inputs and commodities;
- iv. Fuel and other energy related supplies;
- v. Security, emergency and humanitarian relief services;
- vi. Chemicals and other hazardous substances; and
- vii. Industrial raw materials for local production and export.

3.0 Health Measures at Ports of Entry

- i. Health personnel must be the first point of contact for all drivers to ensure that screening is done on them before proceeding for clearance to other border agencies.
- ii. Standard Infection Prevention and Control measures such as hand washing with soap and or use of hand sanitiser for disinfection should be strengthened. (Refer to SI 21 and 22 of 2020).
- iii. Appropriate Personal Protective Equipment (PPE) such as masks should be worn as a barrier at all times by all border personnel and drivers.
- iv. Provision of safe water and adequate sanitary facilities at all ports of entry.
- v. To ensure effective and quick screening of drivers at ports of entry, the following measures need to be applied:
 - a. Adequate health personnel should be allocated at all ports of entry for quick screening and timely release for trucks and other cargo;

- b. Provide appropriate protective equipment to all personnel at the port of entry;
- c. Ensure that all relevant forms required at the port of entry are available at all times.
- d. Well organised screening points with adequate equipment (thermometers/thermal scanners) should be provided and shall include the following screening process:
 - Checking for temperature for all drivers
 - Completion of a Public Health Passenger Locator Form at the port of entry upon arrival; and
 - Completion of Maritime Declaration of Health for all arriving by ships and boats, indicating all ports visited;
- e. Drivers with Covid-19 symptoms should not be allowed to travel, but transferred to an isolation facility. All contacts of the driver to be disclosed for effective contact tracing. However, the truck after disinfection shall be allowed to pass through with another driver who shall undergo the screening process before departure to final destination.
- f. Information on contact details for point of destination for all drivers to be collected for follow up and continuous surveillance by Health personnel.
- g. All drivers whose goods have been cleared to proceed to the point of destination should proceed under security escort until point of offloading.
- h. The driver shall not ferry any unauthorised passengers.
- i. Drivers are expected to fill in a Trip Sheet (log book) which will be signed off by Government officials to monitor movement at every Weigh Bridge and Designated Truck Parking Stops. The trip sheet will

indicate the destination, stop and time. The sheet to be deposited at the last weigh bridge of point of exit

- j. The driver shall not be allowed to stop the truck at any location with the exception of the cargo destination or Designated Truck Parking Stops.
 - k. All Zambian drivers to be quarantined for a period of 14 days after offloading.
 - l. Foreign drivers are required to proceed back to their country immediately after offloading where they will self-isolate and similar screening process shall be done until they exit Zambia
 - m. Information on drivers to be communicated to health personnel at points of destination/exit for continued follow up and compliance to self-quarantine measures
- vi. All trucks should be disinfected with approved disinfectants as they arrive and exit the port of entry including dry ports.
- vii. There should be provision of Information Communication and Education (IEC) materials on prevention of COVID 19 for drivers arriving at the port of entry, in transit and exit points. Information provided should include;
- a. Observation of best hygiene practices as they move in the border premises and outside, including covering coughs and sneezes, washing hands with soap / using hand sanitiser; and avoiding touching eyes, nose and mouth with unwashed hands;
 - b. Maintaining social distance between individuals as well as all border clearance agencies (2 metres);
 - c. Covering the nose and mouth with a mask;

- d. During waiting time at the port of entry, drivers will be confined to their trucks and not mingle with the community and other persons at the border;
- e. While in transit, ensure rest is done in individual trucks at designated parking spaces with sanitary facilities and manned by health and security personnel; and
- f. In the event that a trucker is unwell during transit, health officials will be contacted on the following emergency numbers-, **260 953898941**, **260 964 638726**, **260 974 493553** and **909 toll free line**.

3.1 Clearance processes by customs and other border agencies

- i. The clearance process under customs, immigration and other border agencies should accord priority to the transportation of essential goods and services as listed above.
- ii. Zambia Revenue Authority as lead agency to ensure that ASCYUDAWORLD connectivity is strengthened to avoid system failures that may allow for long queues at the Port of entry. ZRA is further encouraged to implement simplified and automated trade and transport facilitation processes and procedures.
- iii. Importers and exporters should be encouraged to undertake pre-arrival processing of goods that is pre-registration and pre-clearance of goods to reduce congestion and dwell time at the border
- iv. Physical inspection should be carried out only where it is necessary. However, where border joint inspection is not done, inspection at point of destination shall be conducted by relevant agencies
- v. Border Agencies that require permits, licences and certificates should expedite the provision of such documentation to avoid unnecessary delays at the ports of entry. By this guideline, all such officers dealing with issuance of these documents shall be regarded as essential workers.

- vi. Secure parking facilities to be provided at Designated Truck Parks for trucks in transit.

3.2 Measures at inland ports

- i. There should be adequate health personnel at all inland ports to ensure quick screening process.
- ii. All inland ports to be provided with sanitary facilities like portable toilets and water bowsers/hand washing facilities with soap and hand sanitisers.
- iii. There should be designated parking spaces with sanitary facilities to be provided at the resting places which shall be manned by health and security personnel at all times.
- iv. No unauthorised passengers in the trucks.
- v. Drivers to carry sufficient water, soap and hand sanitisers for hygiene purposes.
- vi. Disinfection of trucks on departure and arrival should be done as well as washing of hands

3.3 Measures at point of destination

- i. Drivers and off-loaders to wear masks as goods are being offloaded from the trucks.
- ii. Drivers to minimise contact with the off-loading staff at all times and maintain a minimum 2 metres social distance.

3.4 Measures after offloading

- i. All Zambian drivers to be self-quarantined for a period of 14 days after offloading of goods at the point of destination.
- ii. Foreign drivers are required to proceed back to their country immediately after offloading where they will self-isolate and similar screening process shall be done until they exit Zambia.

- iii. Foreign drivers will be expected to maintain trip sheets and only stopping at designated truck stops until they exit the country.
- iv. Drivers proceeding back to their Country of origin to continue wearing masks and maintain hygiene.
- v. Follow up to be done by health personnel on these drivers and those who show symptoms to be quarantined at the designated health facility.

4.0 Self Quarantine

Self-quarantine is mandatory according to SI 21 and 22 of 2020, it is therefore important for the individuals to comply with the provisions of the SI to avoid the spread of the COVID-19 as well as prosecution. Authorised officers shall ensure that self-quarantine is enforced and adhered to.

Note: The Guidelines are subject to review depending on the evolution of the Pandemic.

References

Draft SADC Guidelines on Harmonization and Facilitation of Cross Border Transport Operations across the Region during the COVID-19 Pandemic, SADC/CM-EM/1/2020/4

European Union, COVID 19 Guidelines for border management measures to protect health and ensure the availability of goods and essential services. 16 March, 2020

Ministry of Health, News Zealand, COVID-19 – Border controls

Updated WHO recommendations for international traffic in relation to COVID-19 outbreak. 29 February, 2020

Proposed Designated Truck Parks

The following truck parks along the specified corridors stated in Table 1 are proposed to be designated as isolation parks: -

No.	Section of Corridor	Location/Town	Proposed Truck Parks
1	Kazungula – Chililabombwe	Kazungula	ZRA Yard*
		Livingstone	ZRA Yard*
		Choma	Choma Council Truck Park
		Monze	(a) Monze Council Truck Park * (b) Abu's Truck Park*
		Kafue (Turnpike)	(a) Inter Africa Truck Park * (b) RDA Weighbridge Truck Park *
		Lusaka	(a) Inter Africa Truck Park * (b) Makeni Dry Port* (c) RTSA Mimosa yard* (d) Samfuel Truck Park * (e) Gulf Oil (Tankers only)* (f) Independence Stadium*
		Chisamba	(a) Twin Palm Truck Park * (b) Palm Zone Truck Park *
		Chibombo	Ibis Truck Park
		Kabwe	(a) Samfuel yard * (b) Mulungushi Truck Park * (c) Manyumbi Truck Park * (d) Ranch Café and Truck Stop*
		Kapiri Mposhi	(a) Samfuel Truck Park * (b) Railway/Kapiri Glass Truck Park * (c) Mbalasa Truck Park* (d) Rainbow Truck Park * (e) TOAZ Truck Stop*
		Ndola	(a) Bwana Mkubwa Truck Park * (b) Levy Mwanawasa Truck Park * (c) Craftor Truck Stop*
		Kitwe	Sichone Truck Stop*

		Chingola	Mining Haulage Truck Stop*
		Chililabombwe	Chililabombwe Council truck park*
2	Chingola – Solwezi	Solwezi	St. Dorothy truck yard*
3	Solwezi – Katima Mulilo	Kaoma	BHL truck park*
4	Chirundu – Kafue (Turnpike)	Chirundu	(a) ZRA Yard* (b) Manda Hill truck park* (c) Zulu truck park* (d) Poor Mans truck park* (e) Tauya truck park* (f) Oasis truck park* (g) Whitestone yard*
		Kafue	RDA Weighbridge*
5	Chanida – Lusaka	Chanida	ZRA Yard*
		Sinda	Sable Yard
		Nyimba	Police Parking Yard*
		Kacholola	Kacholola Truck Park
		Lusaka	RTSA Silverest yard*
6	Mwami – Katete	Mwami	ZRA Yard*
7	Nakonde – Kapiri Mposhi	Mkushi	Mkushi Truck Park
		Serenje	Serenje Truck Park
		Mununga Quarry	Mununga Quarry yard
		Mpika	Mpika Bus Station*
		Chinsali	Matumbo Truck Park
		Nakonde	ZRA Yard*
8	Mpika – Mpulungu	Kasama	TAZAMA yard
		Mpulungu	Mpulungu Harbour yard*
9	Lusaka – Kaoma	Mumbwa	RDA weighbridge yard*
		Lusaka	Farmers yard*

(*) site to be inspected by Ministry of Health inspectors for approval to use

Designated Truck Parks should have:

- a) MOH personnel to provide health screening; and

- b) Government security personnel to ensure no unauthorized movement in or out of the facility.

Punitive measures shall be imposed on drivers parking anywhere else apart from the designated truck parks. Such measures may include: -

Inspections shall be conducted before designation and will include the following as shown in the Inspection Checklist shown below in addition to what the Ministry of Health (MoH) may be looking for: -

Table 2: Proposed Designated Trucking Parks

Designated Truck Park Inspection Checklist				
1	Name of Truck Park			
2	Contact No.			
3	Ownership			
4	Location			
5	Size (m ²)			
6	Perimeter Secured	Yes	No	
7	Type of Perimeter Fencing	Wall	Wire	Other (Specify)
8	No. of Toilets			