

THE CONTRACTOR



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Meet CIFOZ new leadership

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Zim's construction sector faces major hurdles

P12

“ The local players are also facing major competition from foreign contractors. Our plant and equipment is also obsolete. We have not invested in equipment. Another major challenge is that many professionals in the industry have also gone across our borders and overseas. Local contractors have been forced to downsize operations and retrench workers.”

Meet CIFOZ new leadership

P6-8

Property owners feel the pinch

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“ Consequently, the pressure on rentals and occupancy levels has forced many property owners to reduce rentals as the default rate has reached unprecedented levels.”

Govt committed to infrastructure development

P19

“ Government has already lined up a number of infrastructure development projects with a potential to unlock opportunities for growth...”

Mnangagwa raises construction industry hopes

P16

“ It is against this background that the industry players need to put heads together and come up with strategic plans and proposals that will feed into the national vision...”

Your opinion matters!



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Is construction sector ready to make turn-around a reality? **P14**

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We love to hear from you, so if you have an opinion about any of the topics you have read or others, feel free to contact us on;

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President's

Note

Dear members

It has been five months since I was elected president of this professional organisation, The Construction Industry Federation of Zimbabwe (CIFOZ).

I feel greatly honoured and indeed humbled to have been entrusted, together with your management committee, with the responsibility of taking CIFOZ forward.

With your continued support, I am confident that we can realise our vision.

I would like to pay tribute to Tirivangani Muringani, our immediate past president, who led us so well in the past two years.

I also want to pay special commendation to fellow members for entrusting me with such a role. I would like to express my appreciation to all our members and CIFOZ secretariat led by the

chief executive officer, Martin Chingaira, for their unwavering commitment. That collective effort makes the federation what it is today.

It remains crucial for CIFOZ to retain its focus and relevance. I, therefore, encourage members to be compliant and adhere to standards in order to compete for tenders.

Our goal is to enhance the profession and help strengthen the industry while supporting our members in various ways. I implore on members never to compromise the issue of quality. We have survived in this industry by virtue of our quality work.

In addition, I would like to urge fellow members to participate in all CIFOZ activities and events. Getting involved and sharing experiences with colleagues is a priceless benefit for CIFOZ membership. There are numerous opportunities, to get and to make a difference.

I have, however, noted with concern the influx of foreigners in our industry due to the absence



Our goal is to enhance the profession and help strengthen industry while supporting our members in various ways.

of legal frameworks. They are subcontracting local companies yet they are supposed to be partnering us. We are, therefore, now demanding joint ventures or partnerships instead of them subcontracting local companies. We also demand a minimum of 40 percent of tenders awarded to foreigners in order to capacitate local contractors. Local content must be observed at all times.

Fellow members, I value your opinions and suggestions. I encourage you to provide feedback to hchinogurei@mweb.co.zw. ■

Harold Chinogurei

CIFOZ President

2018 Calendar of Events

THE Confederation Industry Federation of Zimbabwe (CIFOZ) Secretariat would like to advise all members on the calendar of events for 2018 period.

Members are advised to plan their businesses with the association in mind, on all events that require sponsorships and partnerships.

The idea is to market company's products and services as well as networking. Below is the list of events:

Monthly Get Together: Companies are given the opportunity to host events on every last Friday of each month starting from February.

Breakfast Seminars: These are meant to highlight issues affecting the industry as and when the need arises.

Procurement Workshop: New business models such as Public-Private Partnership, Build, Operate and Transfer and Build and Transfer etc- To be held at the end of February 2018 and June 2018.

Tendering Rules & Procedures Workshop: The importance of compliance with relevant bodies and the formation of Joint Ventures and or Consortium/Consortia – To be held in March 2018 and July 2018.

Labour Workshop: Updates on all labour issues after the current Labour Amendments which are before Parliament as and when the need arises.

Golf Day: To be held end of June 2018 and August 2018 at Congress Venue.

AGM/Congress: To be held 22-25 August 2018 in Victoria Falls.

Safety, Health, Environment & Quality Awareness Day: To be held in May 2018.

CIFOZ Matabeleland Annual Fishing Tournament: To be held end of October 2018.



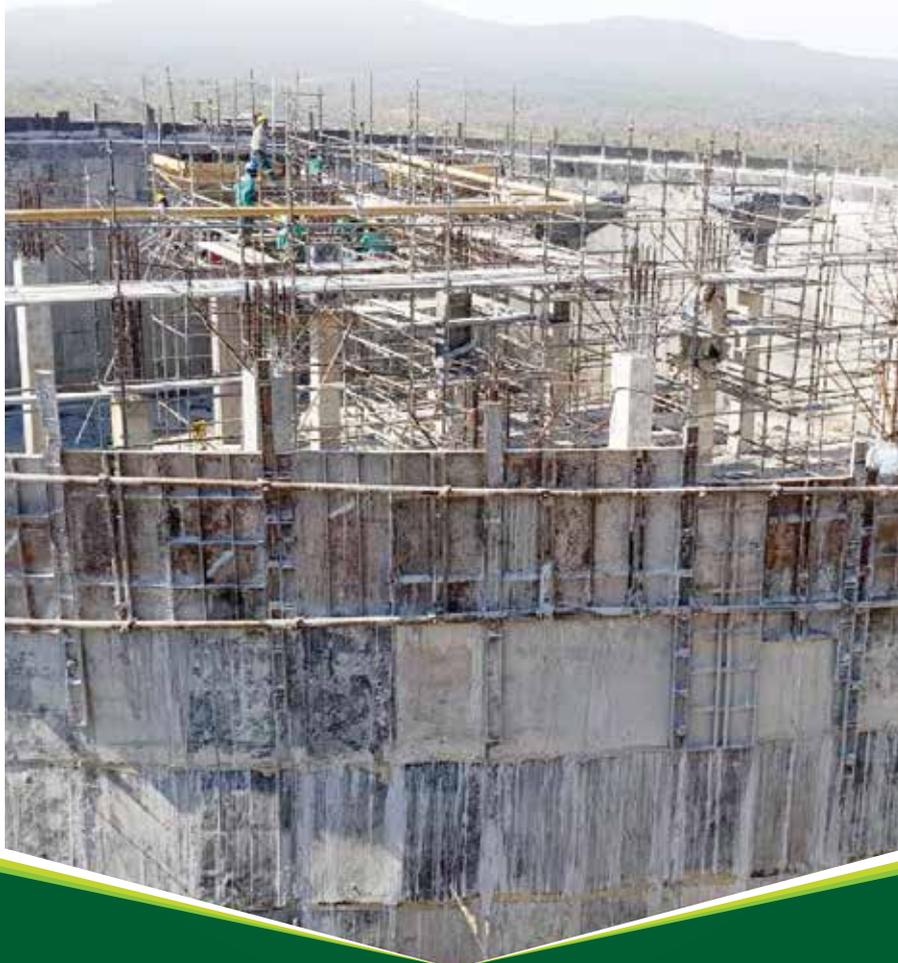


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2018 NATIONAL BUDGET HIGHLIGHTS

THEME

“Towards A New Economic Order”

BUDGET THRUST

- Correcting Fiscal Imbalances and Financial Sector Vulnerabilities.
- Creating a Conducive Investment Environment.
- Stimulating Production and Exports.
- Creation of Jobs.
- Re-engagement with the International Community.
- Public Enterprises and Local Authorities Reforms.
- Dealing with Corruption.

ECONOMIC PERFORMANCE

GDP growth is projected at 4.5% in 2018. Total revenues for 2018 are projected at US\$5 071 200 000 versus total expenditures for 2018 are projected at US\$5 740 000 000. Total deficit for 2018 is US\$668 800 000.

Budget for Infrastructure Development

Health Services

US\$26.7m for rehabilitation of central, provincial and district hospitals as well as the construction of six rural health centres, namely Mbuya Maswa and Chiromo in Zaka, Chibila in Binga, Siyabuwa in Gokwe, Dongamuzi in Lupane and Munemo in Nyanga.

Education Services

Loan Financing US\$19.6m from OPEC Fund targeting to construct;

- 11 Primary Schools costing US\$12.8m
- 6 Secondary Schools costing US\$6.8m

Junior Education

US\$6.3m for rehabilitation and construction of schools in newly resettled areas and new urban settlements.

Secondary Education

US\$5.8m for rehabilitation of existing infrastructure as well as construction of classrooms and specialist rooms for technical and vocational subjects.

Higher and Tertiary Education

US\$8.5m for completion of halls of residence for Bindura University of Science Education and Midlands State of University.

ENERGY – 2018 MAJOR PROJECTS POWER GENERATION

- Hwange 7 & 8 Expansion Project targeting main plant civil works, water treatment plant and electro-mechanical works = US\$474.9million
- Rehabilitation and Maintenance of Hwange Power Station =US\$9.7million

- Kariba South Extension to be completed by the first quarter of 2018 and provide additional 150MW to the grid = US\$25.9million
- Gwanda Solar Energy Project (25MW)-Phase 1 =US\$66.7million
- Tokwe Murkosi Mini-Hydro Project US\$500 000
- Kariba Dam Rehabilitation US\$6.9million

TRANSMISSION NETWORK REINFORCEMENT PROJECTS

- Alaska-Karoi Sub-Transmission Network Reinforcement Project supported by African Development Bank. The works include a new sub-station at Karoi, 85km distribution line, boreholes, storage tanks and pump facilities for surrounding communities around Karoi, Makonde and Hurungwe districts = US\$15.4million
- Orange Groove – Triangle Project US\$1.5million
- ZIMFUND Phase II = US\$11.1million Transmission and Distribution Rehabilitation for the following ongoing works:
 - Transmission rehabilitation for Sherwood, Orange Groove, Marvel and Chertsey Sub-stations.
 - Procurement of Gimboki sewage works 33kV line.
 - Replacement of Turk Substation Transformer in Matabeleland North, Mpopoma 11kV switchgear in Harare, among others

RURAL ELECTRIFICATION

2018, an amount of US\$36.5million from the Fund will target 706 rural institutions, installation of 50 stand – alone solar micro grid solar systems at public institutions and 16 biogas digesters. Below shows the distribution of projects;

- Manicaland x 300km =US\$4.4million
- Mash Central x 256km = US\$3.6million
- Mash East x 200km = US\$3.8million
- Mash West x 260km = US\$3.8million
- Masvingo x 418km = US\$5.8million
- Mat North x 296km =US\$4.6million
- Mat South x 275km =US\$3.6million
- Midlands x 331km = US\$4.8million

WATER SUPPLY & SANITATION

During 2018, US\$147.5million will be mobilised, US\$102.8million from the Budget and US\$44.7million from development partners. Projects to implemented are as follows;

DAM CONSTRUCTION

- Gwayi-Shangani = US\$23.3million
- Causeway = US\$19.7million
- Marovanyati = US\$19.5million
- Semwa = US\$7.2million
- Bindura & Chivhu = US\$2million
- Maintenance of dams =US\$3million

RURAL WASH

- Borehole drilling and water supply schemes = US\$17.6million
 - Upgrading of water and sewer for selected Rural Water Authorities = US\$4million.
- UNICEF will avail US\$10.3million for drilling and rehabilitation of 5 600 boreholes, 12 piped water schemes and sanitation programmes in 12 Districts in Manicaland, Mashonaland East and Mashonaland Central provinces.

URBAN WASH

- Upgrading of Water and Sewer for selected Urban Local Authorities = US\$44million
 - Small Towns WASH Project = US\$5.7million
 - Integrated Urban Water Management = US\$1.2million
- ZIM-FUND Phase II urgent water supply and sanitation rehabilitation project, US\$18million will be availed for Harare, Chitungwiza, Ruwa and Redcliff.
 - African Development Bank will avail US\$10million to the City of Bulawayo for the upgrading water and infrastructure.
 - The World Bank, under the Zimbabwe National Water Project being implemented by ZINWA will disburse US\$3.3million for water and sewer upgrading works for Guruve, Lupane and Zimunya.
 - African Development Bank is expected to disburse US\$1.2million for the development of an Integrated Urban Water Management for Marondera Municipality.
 - UNICEF with funding from the Australian Aid, will disburse US\$1.9million for on going works at Gokwe, Shurugwi and Chivhu.

TRANSPORT INFRASTRUCTURE PROJECTS

Total budget for 2018 US\$386.1million To be funded through fiscal resources = US\$106.6million, the Road Fund = US\$233.6million and Loan financing of US\$45.9million.

The results of the National Roads Condition and Inventory Survey of February 2017 indicate that our road network has increased from 88 000 kilometres in 1999 to 98 000 kilometres.

Major Transport Infrastructure Projects

- Airport Control Tower at J.M.Nkomo = US\$7million
- R.G.Mugabe International Airport upgrading = US\$45.9million; scope of works include;
 - Expansion of the Terminal Building
 - Rehabilitation on the runway
 - Construction of aerobridges
 - Refurbishment of existing fire station and new satellite station
 - Installation of communication systems
 - Radar system, among others
- Beitbridge Re-Development = US\$14.5million to cover the following;
 - Relocation of VID from the border post, = US\$4.2million
 - Construction of a border control building to house non-critical stakeholders currently on the border, = US\$1.2million
 - Completion of Institutional Residential Flats at Beitbridge, = US\$4million
 - Construction of separate lanes for Commercial, Buses and Private Vehicles, = US\$2.3million
 - Refurbishment of Sewer and Water reticulation systems, = US\$1.3million
 - Perimeter Fencing, = US\$1.8million
- Road Construction and Upgrading
 - Road Dualisation Projects = US\$12.9m
 - Upgrading of Trunk Roads = US\$18.6m
 - Road Rehabilitation = US\$58million
 - Rural Feeder Roads = US\$35.3million
 - Urban Local Authorities = US\$46m
 - Rural District Councils = US\$34million
 - Bridge Construction = US\$8million
 - Tollgate Construction = US\$7.4million

- Plumtree –Mutare Road (DBSA Facility) = US\$44 050 579
 - Other Road Interventions, = US\$28.8m
 - Capacitation of Road Authorities = US\$25 850 000
5. Rehabilitation of Rail Infrastructure – Re-capitalisation Project; = US\$10m
- Tracks Infrastructure; = US\$2 916 000
 - Signals, Electrical and Telecoms = US\$300 000
 - Traction and Rolling Stock = US\$6.534 000
 - Works & Building Services; = US\$250 000

Road Dualisation

Harare – Beitbridge Road Dualisation Project, Geiger International is mobilising equipment, establishing site offices, as well as undertaking designs along the road section. The preparatory works should allow the contractor to commence works during 2018. Government has allocated US\$3.4 million to meet the costs of compensation under the project.

In addition, an allocation of US\$4.6 million will target ongoing works for dualisation of the Harare

- Mutare road section between Goromonzi turnoff and Jamaica Inn Toll Plaza, as well as the Harare
- Bulawayo road section, between Norton Service Centre and the Norton Toll Plaza.

HOUSING DEVELOPMENT

The housing backlog stands at 1.3 million country wide, with Harare City Council's shortfall alone accounting for 500 000. Given that housing is a basic human right, Government has prioritised investments towards low cost housing across the country. Government has collaborated with public sector entities, the financial sector, private sector, self-financing schemes and individuals. 2018 National Budget will invest US\$102 million for the construction and rehabilitation of institutional buildings, which include the following among others;

- Lupane Composite Building, US\$5.1m
- 6 x District Registries, US\$3 million
- 2 x Block of Flats at Tomlison US\$2.8m
- Court facilities, US\$9.4 million
- Chanceries & Embassies, US\$9.4m
- State residences, US\$4.7 million

Targeted Housing Projects for 2018

- Tafara Flats by MLGPWNH – Tafara = US\$1 000 000
- Budiriro Flats by MLGPWNH – Budiriro US\$1 200 000
- Civil Service Housing Scheme by MLGPWNH – Various locations = US\$5 600 000
- Nemamwa by IDBZ – Masvingo = US\$1 282 000

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- Sumben Housing Project by IDBZ –Harare = US\$12 200 000
- Empumalanga West Housing Project by IDBZ – Hwange = US\$5 800 000
- Kariba Housing Project by IDBZ –Kariba =US\$14 900 000
- Clipsham II Housing Project by IDBZ – Masvingo = US\$11 000 000
- Gwanda Housing Project by IDBZ – Gwanda = US\$6 500 000

New Parliament Building, works on the project are expected to commence in January 2018 under the Implementation Agreement, supported by the Chinese Government.

Smart Systems

As part of measures to reduce costs of utility bills, Government will invest in smart systems that allow the State to manage demand efficiently, effectively and responsibly. Such interventions will target electricity, water and telephone consumption levels within Ministries and Departments.

Power Generation

Government, in recognition of the energy deficiency within the country, extended a number of fiscal concessions towards power generating projects. These include rebate of duty on capital equipment and exemption from excise duty on diesel, which has assisted in minimising construction costs. It is proposed to exempt power generation projects from Corporate Income Tax for the first 5 years of operation, with effect from 1 January 2018. Thereafter, a corporate tax rate of 15% will apply.

470 000 houses to be build

Government and Local Banks have partnered to build 470 000 low cost houses starting this year 2018.

Members are encouraged to be compliant with NSSA, NEC, ZIMRA and ZIMDEF.

Information regarding this project is most likely to come any time. Members are encouraged to keep on checking their emails. ■



Meet CIFOZ new leadership

AT its annual general meeting (AGM) held recently in Masvingo, the Construction Industry Federation of Zimbabwe (CIFOZ) elected a new management committee, writes *Phillimon Mhlanga*.

Harold Chinogurei, a director at Manifest Contracting, was elected the new President, taking over from Tirivangani Muringani, who stepped down after the expiry of his two year term.

Chinogurei is deputised by Chistian Matope, the founder of Release Power Investments, who was elected senior vice president and Tawanda Muchineripi of Integrated Construction Projects, who was elected junior vice president.

Abridged profiles of management committee members.



Christian Matope

Eng. Christian Matope (Senior Vice-President)

Matope is founder of Release Power Investments, a building, structural, civil engineering contractor as well as plant hire company. The company has done many projects for government, private sector and non-governmental organisations. ■



Tawanda Derek Muchineripi

Tawanda Derek Muchineripi (Junior Vice President)

Muchineripi is co-founder and finance, administration director of Integrated Construction Projects (ICP), a civil engineering and construction company based.

He has been instrumental in helping build up ICP into a major supplier of bulk infrastructure services in the mining, agriculture, social and public infrastructure space.

Born in 1975, Muchineripi completed his high school education at Saint Georges College, Harare.

He holds a Bachelor of Commerce Degree in Accounting and Commercial Law from Rhodes University South Africa and a post graduate honours in Accounting with University of Zimbabwe.

Muchineripi completed his articles with Deloitte & Touché in Harare.

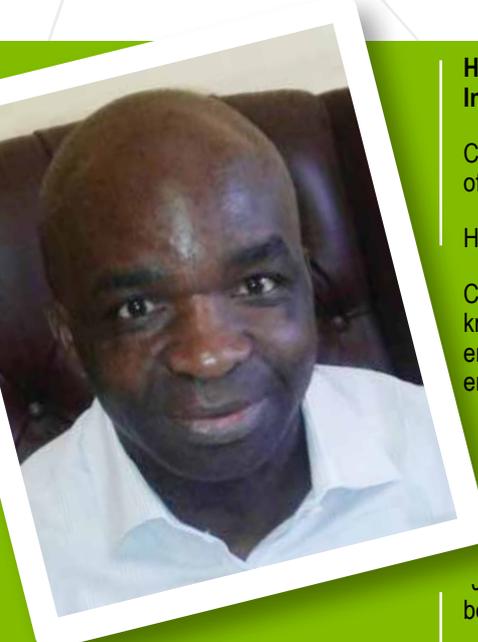
In February 2000, he joined Air Zimbabwe as a senior finance manager, where he was instrumental in cleaning up the accounting records and systems resulting in a clean audit report for the first time in four years.

After a one-year stint at Air Zimbabwe, he migrated to the United Kingdom (UK) to take up a job offer as an audit executive with Ernst & Young LLP in Birmingham.

While in the UK, he was in charge of several audits of companies listed on the London Stock Exchange companies.

Whilst in the UK he setup Magmudd Financial services (UK) and Xerafin Financial services which was registered in Zimbabwe and South Africa.

The two companies specialised in personal and corporate financial planning, setting up



Harold Chinogurei
(CIFOZ President)

Harold Chinogurei, the president of the Construction Industry Federation of Zimbabwe

Chinogurei is a civil engineer and is the managing director of Manifest Contracting Services.

He has 31 years experience in the construction industry.

Chingurei's blossoming career stemmed from the knowledge and experience gained during his term of employment where he initially worked for a consulting engineering firm that was involved in structural design.

As a result of his zeal and passion for contracting, his self-inflicted drive paved way for him to then work for Grinaker Construction as a site engineer.

He moved to Construction Associates before joining John Sisk and Son, working as a contracts manager in both Zimbabwe and Mozambique.

This evolving experience equipped him with a solid foundation on which to pioneer and venture into establishing his own Construction company that has now been in full operation from 2000 to present date. ■

off shore trusts, companies and bank accounts.

The companies also acted as agents for Barclays Bank Isle of Man, selling their financial packages facilitating opening of offshore accounts, pension schemes and investments.

Xerafin Financial Services (SA) was also involved in capital raising for Zimbabwean companies and raised much needed capital to finance fuel exports to Zimbabwe during the crucial periods of 2001 to 2005.

In 2003, Muchineripi, had a short stint as a corporate finance executive with PriceWaterhouseCoopers in New York before deciding to concentrate on his personal business interests.

In New York he set up Assurance Capital Management LLC, an entity whose primary aim was to act as a vehicle for harnessing and attracting capital investment to Southern Africa.

Assurance Capital Management LLC did a lot of work setting up trusts and companies in tax havens like the British Virgin Islands.

The company also invested in properties for short periods of time before selling during the property boom in the United States of America.

In 2004, Muchineripi, returned to Zimbabwe to further his business interests as a director of Xerafin Financial Services and Lonsec Investments.

He moved to Johannesburg in 2005 to set up Kumbulani International Trading & Investments (Pvt) Ltd, an investment and holding company with investments in property, car rental business, procurement and Logistics Company.

In 2009, Muchineripi, set up Infratrak Construction and Mining Logistics, a company which specialises in supply chain solutions for construction and mining industry. Infratrak sources and distributes quality materials from South Africa, China, India, Dubai and other international markets.

Based in Johannesburg the company has own warehousing and logistics network which allows it to adequately service the Southern Africa Development Community region. ■



Tirivangani Muringani

Tirivangani Muringani (*Is the immediate past President of CIFOZ*)

He is the director of Speartec Electrical and a specialist electrical engineer, with over 20 years experience in the construction industry.



Canada Malunga

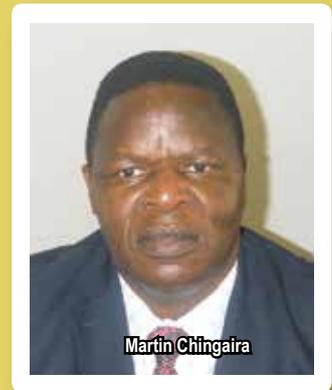
Canada Malunga (*Chairman of the legislation and taxation committee*)

Malunga is the chief executive officer of Zimbabwe Stock Exchange listed construction concern, Masimba Holdings Limited (formerly Murray & Roberts).

He holds a Bachelor of Accountants degree from the University of Zimbabwe and a Master's of Business Administration degree from the University of Manchester.

He is a chartered accountant, who has broad experience in various sectors of commerce and industry in Zimbabwe.

He is past president of the Institute of Chartered Accountants of Zimbabwe. ■



Martin Chingaira

Martin Chingaira (*CIFOZ Chief Executive Officer*)

Chingaira holds a BCompt Financial Accounting degree from the University of South Africa, Diploma in Internal Auditing (SA), Diploma in Business Studies and a Certificate of Salesmanship Institute of South Africa.

He is an Associate Member of Institute of Internal Auditing (SA), Associate Member of Institute of Personnel Management of Zimbabwe, Fellow Member of Institute of Certified Bookkeepers (SA), full member of the International Association of Accounts Practitioners (UK) and a member of the Institute of Directors of Zimbabwe.

Chingaira is the company secretary of CONQUENAR (PVT) LTD, which owns Conquenaar House, a company property occupied by professionals in the built environment. He is a board member at Standard Association of Zimbabwe and a councilor at National Employment Council for Construction Industry of Zimbabwe.

He has more than 30 years experience in the areas of accounting, internal auditing, and human resources administration. He is currently studying project management with the University of South Africa and also studying Labour Relations with the Institute of Personnel Management of Zimbabwe.

Martin Chingaira is married and has three children. ■

...continued on Page 8

Meet CIFOZ new leadership



Tafadzwa Mputa (*Chairman of new business models*)

Mputa joined PER Group as chief development officer from Sesani (Pvt) Limited, and currently retains his shareholding and non-executive director role in Sesani.

Mputa possesses broad expertise and leadership credentials in delivering infrastructure projects. He has deep knowledge of the infrastructure and energy markets in southern Africa.

He holds a Master of Science Laws degree from Scotland and a Master's of Business Administration degree in Construction from Reading University in England.

Mputa spent 10 years in a variety of project delivery roles in Mozambique, the United Kingdom and Mauritius.

He is a chartered member of the Royal Institute of Chartered Surveyors, Chartered Institute of Building and the South African Council for Construction Project Management Professionals. ■



Verity Boshia (*Chairperson of the women in construction committee*)

Multiple award-winning, Verity Boshia, is the founder and chief executive officer of Evergreen Construction and Land Developers.

Boshia won four awards in the past two years. She was voted the first runner-up in the construction category of Women in Enterprise Conference and Awards (WECA) organised by the Zimbabwe National Chamber of Commerce (ZNCC) in 2016.

Last year, she also received the Mashonaland small to medium enterprises (SMEs) award (ZNCC), national SME ward (ZNCC) and she picked up the IWECA universal prize awarded in United States of America.

Boshia has over five years experience in the construction industry, undertaking road, sewer and water reticulation and building projects.

She is a former banker who graduated with a law degree and is currently studying civil engineering. Boshia is a board member of many organisations in Zimbabwe. ■



Tendekai Mawire (*Chairman, Manpower, Training and Development*)

Mawire is the founder and director of business development of Winsten Precast (Pvt)

Limited, a specialist manufacturer and supplier of precast concrete products.

He has more than 10 years serving the construction industry in various capacities.

Mawire, who holds a Bachelor of Science Degree in Economics from the University of Zimbabwe and a Master of Science Degree in Finance and Investments from the National University of Science and Technology, is also a founder and chairman of Motion Autos (Pvt) Limited. ■



Eng. Ephraim Gwindingwi (*Chairman, membership and disciplinary committee*)

Gwindingwi is the founder and director of E.G. Construction, which was established in 2000.

Prior to that, Gwindingwi, worked for Bitcon for about one year as a junior engineer, before joining WJ and RL Gulliver. He spent six years at WJ and RL Gulliver. He then moved to Stocks and Stocks, where he spent another six years.

Born in 1965, Gwindingwi, graduated from the University of Zimbabwe with a Bachelor of Science Degree in Civil Engineering in 1990.

He also obtained a Master's in Business Administration Degree from Great Zimbabwe University in 2011.

Currently, he is reading towards a Project Management qualification with the same university.

He is a corporate member of the Zimbabwe Institute of Engineers and also a member of the Engineering Council of Zimbabwe.

Gwindingwi is married with two children, a boy and a girl.

He was first elected to be a member of the management committee for CIFOZ in 2016 and was re-elected in 2017. ■

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Meet CIFOZ new leadership



Emmanuel Chimedza

Emmanuel Chimedza (*Chairman, Safety, Health, Environment and Quality (SHEQ) committee*)

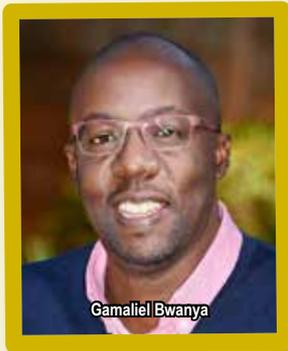
Chimedza has over 25 years' experience in the construction and steel fabrication industry. He started off his career with ABB Pvt Ltd. Has been involved in the construction, fabrication and installation of transmission towers, substation structures, communication towers, warehouses, churches and factories both in Zimbabwe and the Southern African Development Community region.

Chimedza joined Essar Tubes & Towers at its inception in 2002.

The company has done many projects for government, private sector and non-governmental organisations.

Chimedza holds a Bachelor of Business Management and Information Technology Honours Degree and various diplomas covering the construction and manufacturing environments.

He is married to Siscilia and has two kids, Mordecai and Thandiwe. ■



Gamaliel Bwanya

Gamaliel Bwanya (*Chairman of the Specialist Services Committee*)

Bwanya is the founder and director of Westmoreland Construction Company. He also founded Westmoreland Property, a property development company established in 2003.

Bwanya, a chartered accountant who trained with KPMG Zimbabwe Chartered Accountants, has grown both businesses from scratch into medium sized companies for which have carried out a number of projects in the country for varied clients including a leading mining house, banks, pension funds and insurance companies.

He has developed some commercial projects which have been sold to government institutions, a leading telecommunications company and other private companies.

Has also done a number of single and multi owner housing developments around the country, the Most recent major project being Adylinn Place, an 88 unit flats development in Marlborough Harare.

Bwanya is founding board chairman of National Building Society.

He oversaw its setup and establishment after NSSA's decision to set up the bank. ■



Godfrey Manhambara

Godfrey Manhambara (*Chairman of the public relations committee*)

Manhambara holds a Bachelor of Science in Economics (Hons) degree from the University of London and a Master's of Business Administration degree from the University of Zimbabwe.

He is a member of the Chartered Institute of Transport & Logistics (United Kingdom (UK)), the Institute of Directors (UK) and the Zimbabwe Institute of Management.

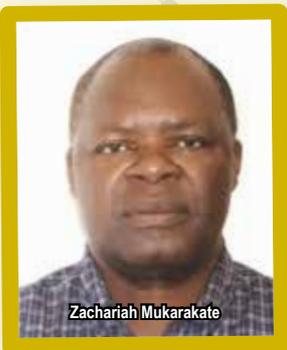
Manhambara began his career in 1982 as a graduate trainee with British Rail (UK), before joining Afretair as the marketing executive, a position he held until 1986 when he was promoted to commercial director and subsequently to chief executive officer in 1991.

In 1999, Manhambara joined the Civil Aviation Authority as its chief executive officer. He joined Reacon Services in 2001 as managing director.

In July 2003, he joined the BETA Group as the group chief operating officer, before assuming the position of group chief executive officer in November 2004.

He also sits on the boards of Zimplot Holdings, James North Zimbabwe and Premier African Minerals (UK).

Manhambara is also the non-executive Chairman of Zimnat Asset Management, Beta Bricks (Zambia) and TCT Limatada (Mozambique). ■



Zachariah Mukarakate

Zachariah Mukarakate (*Chairman of Plant Indices & Materials*)

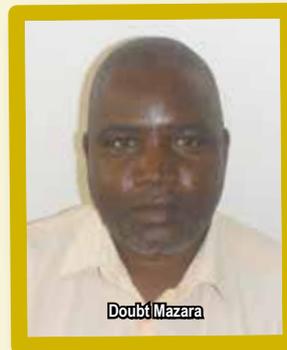
Mukarakate is the managing director of Multi Force Contractors.

He holds a Bachelor of Science Civil Engineering Honours degree from Loughborough University of Technology in the United Kingdom.

Between 1988 and 1994, Mukarakate worked at the Ministry of Water Resources and Development as dam design and construction engineer.

He left the Ministry of Water Resources and Development to join Kuchi Builders in 1994 as a contracts manager, where he spent two years before moving to Multi Force Contractors.

Mukarakate has designed and constructed over 40 dams in the country including Tokwane Diversion Dam for the Tokwe – Mukosi water. ■



Doubt Mazara

Doubt Mazara (*Chairman of the Labour Committee*)

Mazara has 25 years of experience in the construction industry.

He has a Diploma in Quantity Surveying (Zim Polytechnic). Mazara worked for Petgrew Construction before joining Mukute Construction. ■

Zim construction sector faces major hurdles

At its peak in mid 1990s, the construction industry, used to employ more than 50 000 people, but figures have plummeted to less than 10 000.

Phillimon Mhlanga

ZIMBABWE'S construction industry is in a precarious position, with operators living on the margins as they try to deal with underlying productivity, profitability, performance and sustainability challenges.

Industry players told *The Contractor* that there are low barriers for entry in the construction industry due to the absence of industry regulations, a situation which has created a saturated market place with heavy competition.

Consequently, this has resulted in shrinking profit margins and constraining reinvestment in new technology and better business practices.

Construction companies have found themselves trapped between shrinking profit margins and stagnant production, meaning that companies in the sector are unable to generate necessary profit to invest in critical new technologies and processes.

As such, operating under such razor-thin profit margins means a single production

surprise can overnight wipe out profits for the whole company.

What is compounding the problem is labour productivity, which is stagnant. Direct labour time is spent waiting for materials and equipment.

This lack of productivity is reflected in the bottom line, resulting in a dramatic reduction in workforce. To cap it all, there is a crunch in skill trades, due to macro-economic problems in the country, which have drove many skilled craftsmen to leave the industry, never to return.

At its peak in mid 1990s, the construction industry, used to employ more than 50 000 people, but figures have plummeted to less than 10 000.

A combination of increasing project complexity and decreasing industry experience has been a risk multiplier, increasing the danger of deliverable delays, quality construction problems and employee safety concerns.

Across the country, Harare included, there are no construction cranes anywhere in sight and none have been observed in many years,

a sign that things have not been going well for the construction sector.

Construction Industry Federation of Zimbabwe (CIFOZ) president, Harold Chinogurei, painted a gloomy picture.

"I think the industry has been depressed due to liquidity challenges and a general economic meltdown," Chinogurei told *The Contractor*.

"The other challenge is funding of projects. Government's budget, which provided over 70 percent of construction work in the country, is not big enough to provide enough funding for the sector. This means that government still owes local contractors millions of dollars, meaning a lot of contractors are under stress.

"The local players are also facing major competition from foreign contractors. Our plant and equipment is also obsolete. We have not invested in equipment. Another major challenge is that many professionals in the industry have also gone across our borders and overseas," he added.

Local contractors have been forced to downsize operations and retrench workers.

The industry is struggling to contain an influx of foreigners, into the country due to the absence of a legal framework to regulate the industry.

The situation has resulted in local players being sidelined from major projects, and the local players have since expressed concern over their marginalisation in government projects.

The local players argue that government continues to award lucrative tenders from Asian countries, who even bring in labour for menial work.

Retrenchments, downsizing of operations and closure of a lot of local construction firms has become the order of day.

Meanwhile, government is working on a new legislation to regulate players in the sector.

The law would have provisions for the establishment of a Construction Industry Council, which would regulate contractors.



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While this seeks to protect the public from substandard products and workmanship, as well as control the influx of foreign players into the country's construction sector, latest pronouncements by *Finance and Economic Planning* Minister, Patrick Chinamasa that foreigners can enter the reserved sector – as long as they satisfy certain conditions – could mean more trouble for the sector.

"The Reserved sector is only for Zimbabwean citizens, and for non-Zimbabweans, entry into the Reserved sector will only be by special dispensation granted by Government, if the proposed business, creates employment, affords the opportunity for the transfers of skills and technology for the benefit of the people of Zimbabwe, promotes the creation of sustainable value chains, and meets the prescribed socially and economically desirable objectives," said Chinamasa in his 2018 National Budget statement.

Government is also under increasing pressure to rehabilitate the country's dilapidated road network and infrastructure.

According to official data from the Ministry of Transport and Infrastructural Development, the country's road network has outlived its lifespan by more than 40 years.

Most of the country's major roads were constructed before the country's independence in 1980.

Currently, only about 20 percent of the national road network is in usable condition.

The country's road network has been a key artery in the southern African region with traffic from South Africa feeding into Zambia, Malawi, the Democratic Republic of Congo (DRC) and some parts of Mozambique.

Consignments landing at the port of Beira in Mozambique have had to pass through Zimbabwe to Zambia, Botswana and Namibia, while there have been large volumes of traffic from the DRC to South Africa passing through Zimbabwe.

Zimbabwe's roads have, however, increasingly become treacherous, riddled with potholes and ragged sharp edges. The roads have long been condemned as death traps accounting for most of the road traffic accidents that claim at least five lives per day,

injuring dozens, according to statistics from the Traffic Safety Council of Zimbabwe.

The bad state of the country's roads means that the amount of money required to rehabilitate them to international standards would be enormous given the huge funding gap.

About US\$10 billion is needed to rehabilitate the country's entire road network.

A few projects have taken place, including the rehabilitation of the 828km Plumtree-Mutare highway financed by a US\$200 million loan from the Development Bank of Southern Africa.

Government has now prioritised the rehabilitation of the Harare-Masvingo-Beitbridge road, the Harare-Chirundu, Harare-Nyamapanda, Bulawayo-Victoria Falls and Bulawayo-Beitbridge highways.

Also to be rehabilitated are the Bulawayo-Nkayi, Bulawayo-Tsholotsho, Kwekwe-Nkayi-Lupane and Buchwa-Rutenga-Sango roads.

The Mberengwa-West Nicholson, Karoi-Binga-Dete, Golden Valley-Sanyati-Kuwirirana-Nembudziya, Harare-Bindura and the Murambinda-Birchenough Bridge roads need to be widened. ■

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Is construction to make turn-

“The same urgent attention is also needed towards the country’s existing 2700 km railway network system, a sub-sector that also require the construction of at least nine new railway lines.”

In his inaugural speech when he was sworn in as the country’s second executive president of the Republic of Zimbabwe, President Emmerson Mnangagwa urged the nation to hit the ground running, with less talk and more action, as the country sets out to recover the 15 to 20 years that he says Zimbabwe has lost in terms of development.

This makes the construction industry, which is the anchor for any economic development, a vital player in the turn-around efforts that the new dispensations seeks to bring about.

President Mnangagwa’s assessment in terms of how much the country has lost in development could actually be an understatement as the country is littered with a plethora of some key infrastructural project dating back to the 1980s,

projects that have to be undertaken urgently if the agenda of the new leadership is going to be achieved.

Apart from the long over-due dualisation of the Beitbridge-Harare-Chirundu highway, the inordinate delay of whose first leg is now subject to interrogation by the legislative arm of the government, the rest of the country’s 98 000 km strong network is also in need of urgent upgrading and rehabilitation. Of this severely compromised road network, 17 400 km of it is made up of tarred roads, which fall under the national government and urban authorities,

need to be upgraded and or maintained, while about 77 000 km of gravel and earth roads that largely fall under the government, rural district authorities and the District Development Fund (DDF) also require attention.

There are also several new bridges that



sector ready around a reality?

need to be constructed from scratch while others that were damaged or wiped away by floods – some of them more than a decade ago – also need to be repaired or rebuild altogether.

The same urgent attention is also needed towards the country's existing 2700 km railway network system, a sub-sector that also require the construction of at least nine new railway lines.

The new rail projects that have been on the cards for decades include the following: The Lion's Den-Chirundu-Kafue (Zambia) which would require \$225 million, the Harare-Nyamapanda-Moatize (Mozambique) needing \$345 million, the Kadoma-Sengwa Railway (\$240 million), the Mkwesine-Mutare line (\$300 million), the Mvuma-Pounsley/Mutare line (\$270 million), the Intundla-ZISCO project (\$450 million), the Buchwa-Biki-

ta (\$150 million), the Beitbridge-Bubye Coal Fields (\$75 million) and the Harare-Chitungwiza (\$45 million).

Similar work is also required for about a dozen airports and other aviation infrastructure.

The country's economy is anchored on agriculture and it is the construction industry that can make the dream of returning to its envied status as the bread basket of the region a reality. The construction industry has to come in to provide vital agriculture infrastructure such as dams, irrigation, dip tanks, roads and farm structures, among others.

The same also applies to the key mining sector which requires infrastructural development that only players in the construction sector can provide.

Work is already going on in the area of power generation but the involvement of the construction industry is still required for the expansion of existing infrastructure and the construction of new ones.

In his 2018 budget statement, Finance and Economic Planning Minister, Patrick Chinamasa, revealed that the country has a housing backlog of 1,3 million, of which 500 000 are in Harare alone. This is in addition to the nearly 3000 new schools that the country urgently requires.

The tertiary education sector requires at least \$2 billion for infrastructural developments. The health sector also needs the construction of new hospitals and clinics as well as the upgrading and maintenance of the existing ones.

Chinamasa's budget, which many analysts described as progressive as it took into consideration the urgent requirements of the envisioned new economic order, set the tone to economic revival.

As the trend the world over, there are various creative ways of funding long term infrastructural development projects, and President Mnangagwa's government has already started engaging bilateral and multilateral partners in order to raise the necessary resources.

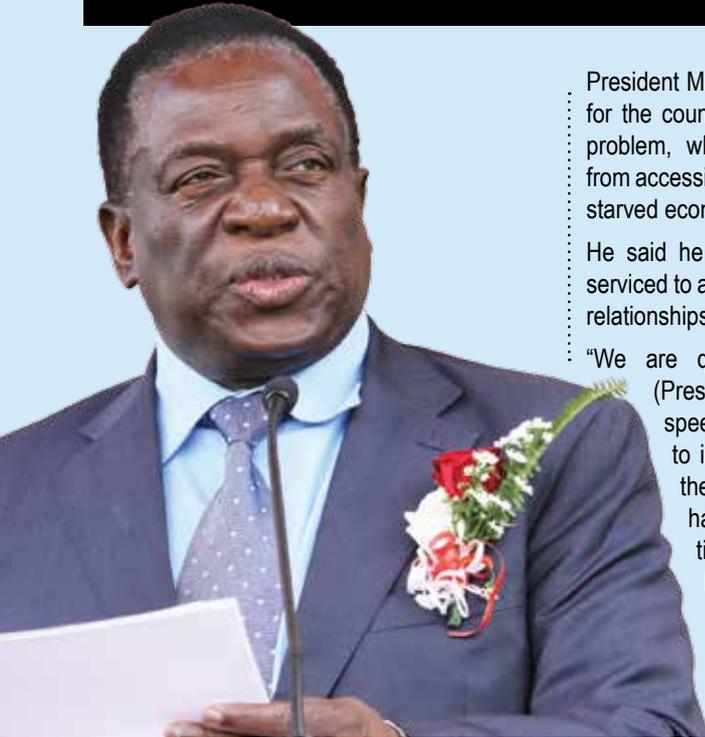
While the government gets ready to hit the ground running, the question that needs to be asked is whether the construction industry in Zimbabwe is ready to play its part in ensuring that the goals set in the new economic order are achieved.

Iwenei tine basa! ■



MNANGAGWA raises construction industry hopes

By Phillimon Mhlanga



President Mnangagwa emphasised the need for the country to deal with its serious debt problem, which has proscribed Zimbabwe from accessing offshore funding for its capital-starved economy.

He said he will ensure that the debts are serviced to allow the country to enter into new relationships.

“We are quite positive, judging by his (President Mnangagwa) inauguration speech, that the economy is going to improve and this will help revive the construction industry which has been depressed for a long time now,” Construction Industry Federation of Zimbabwe president, Harold Chinogurei told *The Contractor*.

The Institute of Architects of Zimbabwe (IAZ) former president, Arthur Matondo was also hopeful and urged

industry players to come up with “strategic plans and proposals” in preparation for the future.

THE construction industry is hopeful that President Emmerson Mnangagwa would successfully steer Zimbabwe through the transition period and come up with major policy changes that would help revive the sector.

President Mnangagwa was sworn in on November 24, 2017 as Zimbabwe’s new leader, replacing Robert Mugabe who had ruled the country for 37 years since independence in 1980.

Zimbabwe has been struggling to attract both local and external investors due to several reasons that include its failure to repay debts, a controversial indigenisation law, rigorous project approval processes and associated costs.

“Mnangagwa emphasised the need for the country to deal with its serious debt problem, which has proscribed Zimbabwe from accessing offshore funding for its capital-starved economy.”

“The momentum that he (President Mnangagwa) has commenced with in office coupled with initiatives embarked on in the last few days, bring about a lot of excitement and aspirations for a dynamic construction industry and build environment that will grow in leaps and bounds,” said Matondo at the IAZ congress held in the capital recent.

“It is against this background that the industry players need to put heads together and come up with strategic plans and proposals that will feed into the national vision, to put it in his Excellency’s words ‘to hit the ground running’ from the onset,” he added while telling *The Contractor* that IAZ will focus on several action points that include legislation, co-operation with local authorities, increasing business opportunities in the region and creating better employment opportunities for students.

“We want to create better public awareness of the existence of the architectural profession and Architects Act and other construction industry related legislative material that governs our service providers.

“We also want to see a closer enforcement of the Architects Act and protection of the title architect as well as increasing business opportunities through sourcing for opportunities in the region and reviewing any pieces of legislation that may deter development,” he said.

“We also want to have closer cooperation with local authorities and the relevant ministries. Given that, we will need to lobby legislators for closer adherence to the provisions of various Statutory Instruments that govern our industry at large, not only for the sake of ensuring public safety but to also guard national resources that would otherwise fail to benefit the national fiscus.

“This we trust will bring sanity to the quality and standard of buildings that grace the horizons of our cities and towns. If other countries can reclaim land from the waters of the seas and erect high rise buildings on that land, we cannot fail to at least showcase our beloved country as home to a host of architectural masterpieces and well planned cities. We look forward to a time when we will see various cranes in the entire cities once again as high rise buildings begin to be erected once again.” ■

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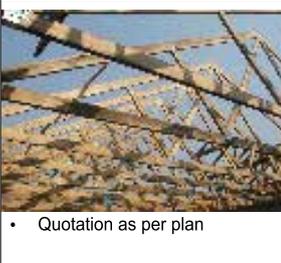
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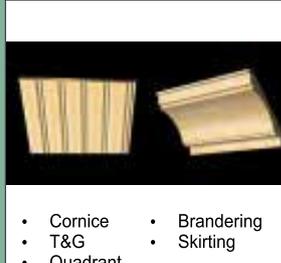
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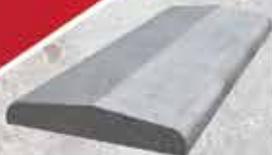


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Govt committed to infrastructure development

PERMANENT secretary in the Ministry of Finance and Economic Planning, Willard Manungo, has indicated that government is committed to the development of the country through sustainable infrastructure investment.

Speaking to *The Contractor* on the sidelines of the recent listing of Infrastructure Development Bank of Zimbabwe (IDBZ) bonds worth \$65 million on the Financial Securities Exchange (FINSEC) to increase investors' flexibility, Manungo said for markets to function efficiently, infrastructure development had to be at the centre of economic development.

"As government we reaffirm our commitment to renewed development through infrastructure investment in the country," Manungo said.

"Infrastructure development is a critical component of modern life and it affects the competitiveness of the country's business. As highlighted by His Excellency, (President Emmerson Mnangagwa), government is crafting policies that are predicated on creating conditions for investment led economic recovery. I am, therefore, hopeful that investors will continue to support investment in key infrastructure in order to ensure sustainable socio-economic development of our country and job creation," he added.



He, however, indicated that construction industry players should bear with government as it is currently waiting for funding for old projects that were already undertaken before it embarks on new ones.

A persistent economic condensation, characterised by a worsening liquidity crunch has resulted in government abandoning hundreds of incomplete projects, leaving the construction industry in a crisis.

Apart from the liquidity challenges, the construction industry is also grappling with a myriad of challenges caused by the prevailing economic environment.

These include high cost of doing business, high borrowing costs and short-term funding on the local market which has become too expensive for working capital and capitalisation.

Apart from that, government is also asking local contractors to show proof of funds which are more or less equivalent to the project value for them to be considered for projects.

Government has already lined up a number of infrastructure development projects with a potential to unlock opportunities for the growth of the construction industry.

But, persistent funding problems continue to dog progress.

The country's Look East policy has not been beneficial to local contractors as most of the contracts that are funded by the Chinese government are given to Chinese firms. ■

Government has already lined up a number of infrastructure development projects with a potential to unlock opportunities for the growth of the construction industry.



Property owners feel the pinch

resulted in property market fundamentals weakening.

Experts noted that a significant number of tenants had huge arrears in rentals due to a depressed economy, a situation that has affected the property market. This has resulted in property owners' incomes declining significantly.



COMMERCIAL property owners are feeling the pinch of increased tenants' defaults on lease obligations due to an unrelenting economic crisis in the country.

The sector has also witnessed an unprecedented increase in vacant or unrented commercial and residential properties, reflecting a worsening economic situation.

The fragile economy has

Consequently, the pressure on rentals and occupancy levels has forced many property owners to reduce rentals as the default rate has reached unprecedented levels.

This general decrease in income is not expected to improve in the near future. Tenants are moving out to cheaper alternatives, especially the residential suburbs.

Industry players said property owners were adjusting monthly rentals downwards to keep tenants.





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Listed property investment and development concern, Mashonaland Holdings, which is one of the biggest property companies in Zimbabwe, revised rentals downwards as part of efforts to retain tenants.

The company's acting chief executive officer, Letwin Mawire, said tenants were finding it difficult to pay rentals and were opting out of their properties.

She said: "It's the effect of the generally depressed economic environment. Most



tenants are rationalising their costs in view of declining revenues, thereby reducing space or vacating to cheaper alternatives. Rent reviews and voids continue to be major threats to revenue collection."

Mawire further noted that in an effort to reduce the rental costs for tenants, Mashonaland Holdings had not only been accommodative of downward reviews of basic rent within reasonable limits, but had also re-negotiated operating cost charges with service providers of their buildings.



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...CORRUPTION:

President issues stern warning

...continued from Page 11

Corruption was considered widespread. Conflicts of interest, tender rigging (collusion), "fronting" and "kickbacks" are the forms of corruption most encountered. Government officials (as clients), contractors, and sub-contractors are perceived to be the most involved in corrupt activities, but professional consultants and clients are not exempt.

Forms of corruption most associated with government officials are the awarding of contracts for political gain, nepotism and conflicts of interest, and interference in the tender award process.

Contractors and sub-contractors employ illegal workers, and engage in collusive tendering.

Corruption is most prevalent during the bid evaluation and tendering phases of projects.

Facilitating factors include a lack of transparency in the awarding of contracts and the operating environment of the industry.

Corruption is seldom reported to the police. Barriers to reporting include a lack of confidence in the criminal justice system, a belief that no action will be taken, and a perception that 'whistle-blowers' are not adequately protected. The construction industry and public sector agencies should adopt a more proactive stance against corrup-

tion and be more cooperative in detecting and reporting it.

At the centre of these debates on corruption is the construction industry, which accounts for about one-third of gross capital formation.

This is a particularly significant industry for developing countries as it provides the foundation for infrastructure development.

This is, in turn, arguably the backbone for economic growth. You cannot promote education without the construction of schools, provide quality clinical services without hospitals or develop markets without sufficient road access, to name a few examples.

However, there is also a lot of money in infrastructure development.

According a report from the World Economic Forum report for 2017, global construction output is expected to grow to approximately \$17,5 trillion annually by the year 2030.

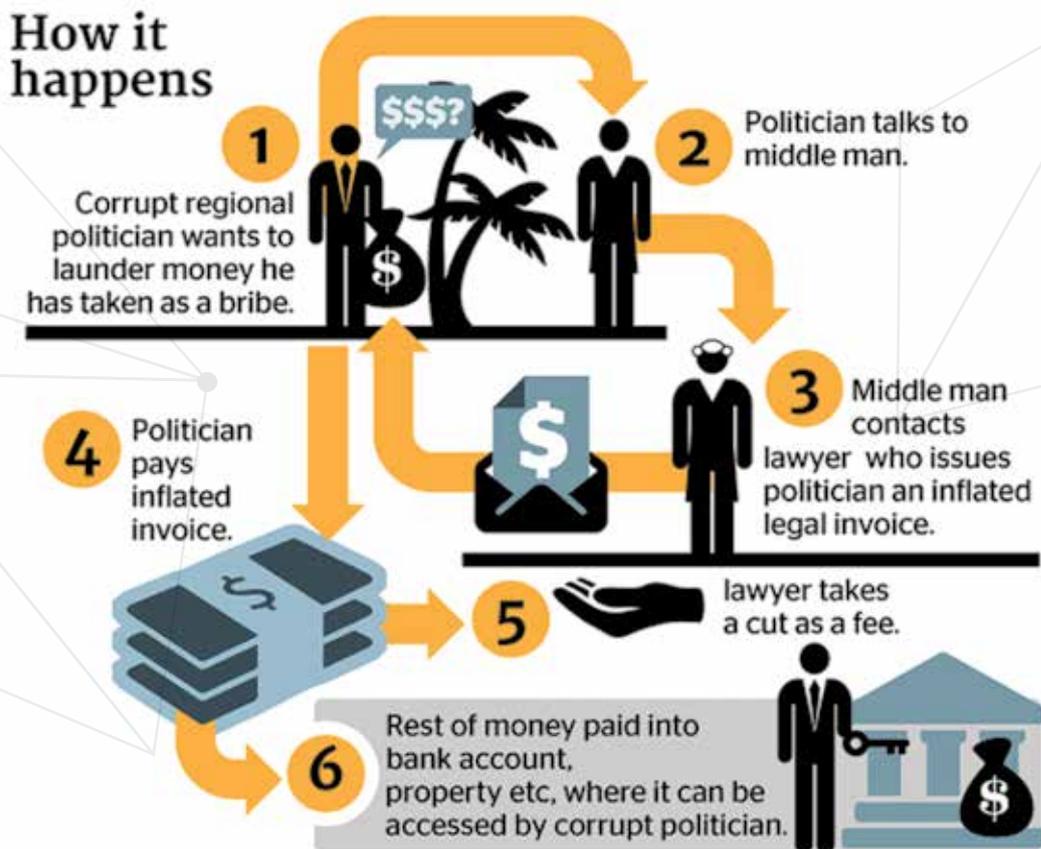
At the same time, if losses in this industry persist, which are currently estimated to amount to 10-30 per cent, then by 2030 over \$6 trillion will be lost every year across the world in the process.

That goes to show the magnitude of economic damage corruption can cause, which explains why President Mnangagwa has identified it as a priority area.

According to international surveys, there are various reasons why corruption is so pervasive in the construction sector.

In particular, the size and therefore volume of funds flowing through these projects make it easier to inflate prices.

...continued to Page 24





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For example, the construction of a railway line can cost upwards of billions of dollars and thus it becomes easier to add extra money to the total funds, for bribes and kick-backs, without it being immediately obvious. Furthermore, it is often difficult to accurately assess the quality of the final project until long after the contract has been paid out. This is especially visible in the road sector, where sub-standard construction can lead to the appearance of potholes and other damages only after the road has been completed.

A further reason for the presence of corruption in this sector may be the result of the bureaucracy involved in the procurement processes.

Due to the volume of investment required for infrastructure projects, it is usually the public sector which contracts out jobs to the private sector.

In this respect, governments play the role of both clients and regulators. However, in some cases they may even be the owners of construction companies them-

selves. While regulation of the sector is therefore extremely necessary, it is difficult and often quite a nebulous, poorly enforced process.

Zimbabwe can draw a lot from the experiences of other countries, especially those that have advanced construction industries and have put in place mechanisms to ensure minimum losses of public resources through corruption.

Everyone has a role to play. ■



...Corruption and Construction Industry

3. **Work is concealed:** Materials and workmanship are often hidden, e.g. steel reinforcing is cast in concrete, masonry is covered with plaster and cables and pipes enclosed in service ducts.
4. **Official bureaucracy:** Numerous approvals are required from government in the form of licenses and permits at various stages of the delivery cycle, each one providing an opportunity for bribery.
5. **The scale of infrastructure investments:** Investments in economic infrastructure such as dams, airports and railways can cost tens of billions of dollars making it easier to conceal bribes and inflate claims. ■

identified 13 features that make construction particularly prone to corruption. Below are the top five of them:

1. **Uniqueness:** No two construction projects are the same making comparisons difficult and providing opportunities to inflate costs and conceal bribes.
2. **Complex transaction chains:** The delivery of infrastructure involves many professional disciplines and trades people and numerous contractual relationships that make control measures difficult to implement.

to be best in any point of view.
Corruption [kə'ɹʌpʃən]
lack of integrity
moral perversion
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So what is it that makes the construction industry so corrupt? Niell Stansbury of the Global Infrastructure Anti-Corruption Centre has



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New airports on cards

The airports would unlock the tourism potential for the southern and eastern regions of the country as well as injecting life into the two towns.

GOVERNMENT plans to construct airports countrywide starting with two in Beitbridge and

Mutare which are set to open up opportunities for the local construction and tourism industries.

The construction of the Beitbridge airport will coincide with the dualisation of the Beitbridge-Chirundu Highway.

Transport and Infrastructure Development Minister, Joram Gumbo, has indicated that the projects would be launched within the 100-day target set by President Emmerson Mnangagwa.

“Soon, there will be a lot of activity seen here when machinery for construction of both the airport and the road begins to land at Beitbridge,” said





Beitbridge to Victoria Falls and Chirundu at the same time we are doing the one-stop border post and the airport," he said.

Gumbo said the airport will be developed into a dry port while the hub for the construction of the roads will be at Beitbridge. Warehouses will be established at the airport expected to boost regional trade and create employment for hundreds of Zimbabweans.

"We expect scheduled flights. Beitbridge is key, not only to Zimbabwe, but the region, hence this deliberate focus on the town. Our new dispensation is keen to

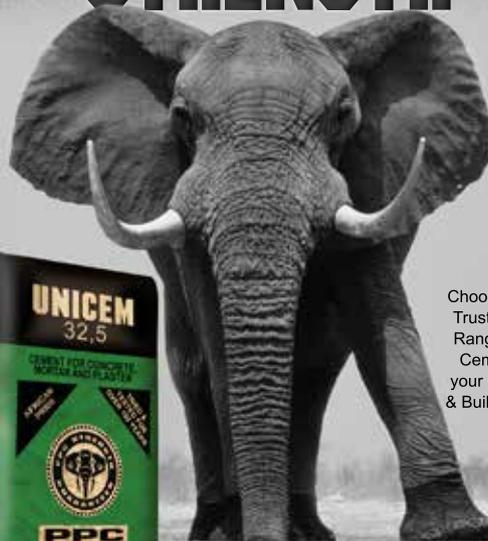
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Gumbo who spoke at the proposed airport site, about 10 kilometres outside the Beitbridge border town.

In the accompany of officials from Air Zimbabwe and Civil Aviation Authority of Zimbabwe Gumbo said: "Plant equipment for the road construction is currently being assembled in South Africa and will be here soon. Note that we will be doing the two roads leading from



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IDBZ comes to



contract award processes for civil works are at an advanced stage," said the development bank.

The Kariba housing project will deliver about 1 557 high, medium and low density residential stands at an estimated cost of \$14,8 million, while in Hwange, the bank is targeting to develop 2 135 high density residential stands estimated to cost about \$5,8 million dollars.

In Harare, the bank plans to service about 370 low density residential stands costing \$12,1 million.

Formed in 2005 as a vehicle for the promotion of economic

THE Infrastructure Development Bank of Zimbabwe (IDBZ) is in the process of raising close to \$200 million for housing and schools projects across the country.

The bank will begin with projects in Kariba, Hwange, Bulawayo, Bindura, Lupane and Harare before moving to other areas.

"The bank will start implementing the (housing) projects, whose tendering and



the party...

“IDBZ has partnered Dutch firm, Rebel International Group, which specialises in infrastructure finance and investment, to raise finance to go towards the construction of new schools across the country.”

development and growth and improvement of the living standards through the development of infrastructure, the IDBZ recently won the tender to facilitate the construction of halls of residence for about 6 564 students and staff accommodation for 220 university staff members and teaching facilities at seven State universities.

These include the University of Zimbabwe, Bindura University of Science Education, Lupane State University and Chinhoyi University of Technology.

Under phase one of the project, the bank is mobilising about \$35 million to finance the construction of students and staff accommodation at three universities namely National University of Science and Technology, Bindura University of Science Education and Lupane State University.

This will require, according to information from the bank, about \$75 million which covers about seven universities in Zimbabwe.

IDBZ has partnered Dutch firm, Rebel International Group, which specialises in infrastructure finance and investment, to raise finance to go towards the construction of new schools across the country.

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Government, which had not invested much in the education sector's infrastructure in recent years, disclosed that it had established a deficit of about 2 056 schools in the education sector.

It therefore appointed the IDBZ to help mobilise funding for construction of schools across the country.

IDBZ chief executive officer, Thomas Sakala said: "In carrying out our responsibilities (as project advisors), we do start off by assessing what we can do on our own and where we need additional assistance both within the country and of course outside.

"In this particular case, we did carry out an exercise, which has resulted in us identifying additional expertise in the form of a consortium which is led by Rebel International based in Rotterdam, the Netherlands, and they are working with one of the leading lawyers in Zimbabwe called Gill, Godlonton and Gerrans. We are also in partnership with another local consulting firm called CNM Engineers.

"We are going to make sure that the project is properly implemented. We are very happy to report that the Minister (of Primary and Secondary Education) and his team have given us the necessary leeway to work with them timely. We are aware of the urgency and fully aware of the need

to ensure that some of the challenges government has been experiencing in previous projects implementation, such as project costs doubling, will not arise in this critical project."

Rebel International representative who was in the country recently, Andreas Bertoldi said: "This is a very exciting project. It's challenging but we are looking forward to working with our partners as well as the government of Zimbabwe.

"As we bring international experience, we are all conscious and aware that education is in many ways the lifeblood of economic development growth. We are very excited, very committed. You have the full assurance



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that we will do it diligently and with the integrity and add value to a process for the betterment of the entire society of Zimbabwe."

Apart from the upcoming projects, IDBZ, has so far spent \$3,2 million for housing projects in Harare's New Marimba Park, where the bank developed about 357 residential stands and is in the process of developing residential stands in Masvingo's Clipsham suburb.

The Masvingo project entails the development of 205,7 hectares of land into residential, commercial, industrial and institutional stands on Lot 2 of Clipsham, a site located some five kilometres outside Masvingo town along the Masvingo-Beitbridge highway.

The project is targeted at developing 704 low density residential stands, 26 service industrial stands, 24 institutional stands and 16 commercial stands. ■






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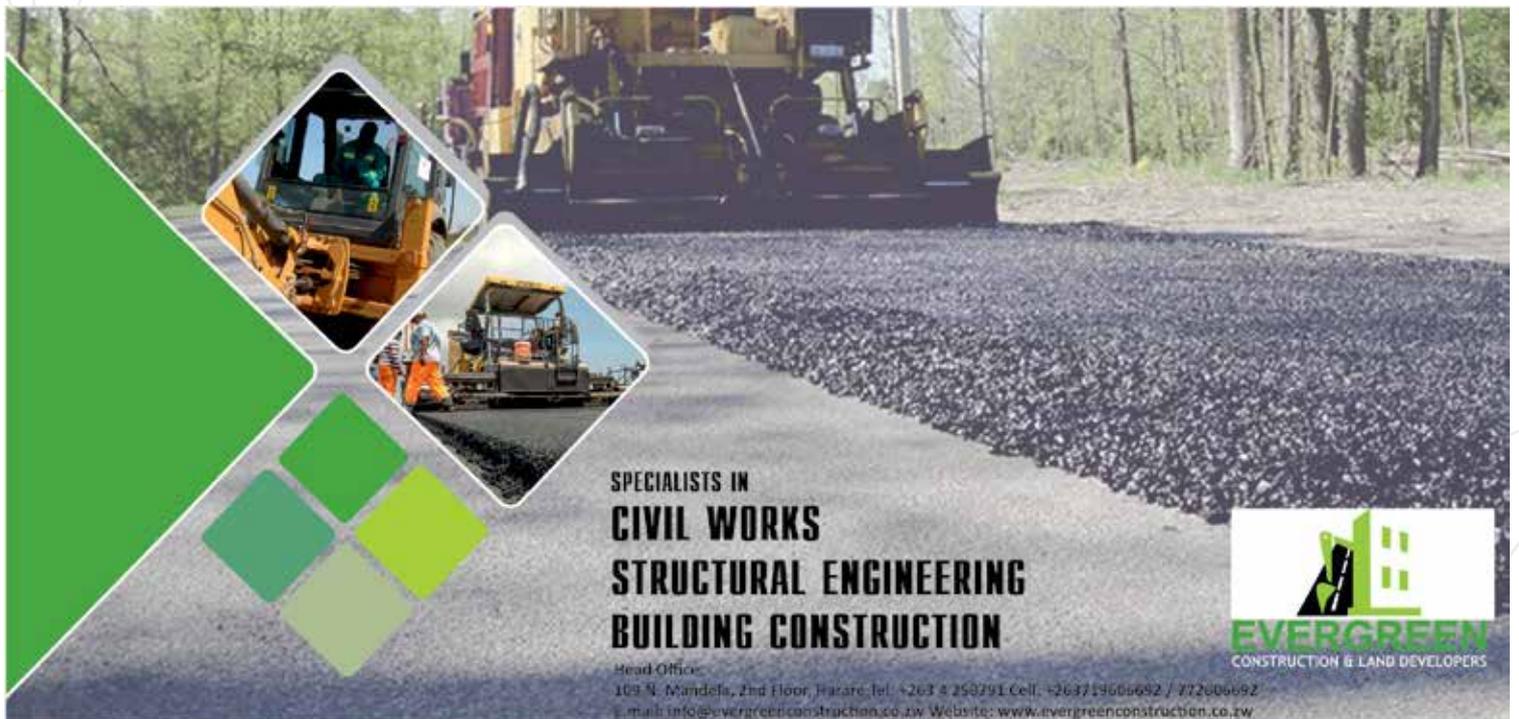
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...New airports on cards



“We are going to do that so that tourists are able to move freely and fast to Mutare to see the Vumba, Nyanga and many other tourist destinations in Manicaland...”



...continued from Page 27

see this work as you have seen we are already attracting investment,” Gumbo said adding that the two airports will also expedite business and tourism developments in the two towns.

He added that government was keen to have the projects done either under a build-operate –transfer concept or private –public partnership.

The airports would unlock the tourism potential for the southern and eastern regions of the country as well as injecting life into the two towns.

The airports will open up a number construction and tourism opportunities among other businesses.

“We are not planning just another airport in Beitbridge, but a big project that will create interest from air transport players,”

he added.

“There have also been huge calls for the construction of an airport in Mutare and as government we are going to construct one. This is something on the cards.

“We are going to do that so that tourists are able to move freely and fast to Mutare to see the Vumba, Nyanga and many other tourist destinations in Manicaland,” Gumbo noted.

Government will also improve the road network that leads to major tourist destinations in Manicaland province.

“Manicaland is endowed with tourism opportunities and we will take roads that lead to these tourist destinations as first priority. We will consider the Rusape-Nyanga highway and the Mutare –Vumba road.”

Joshua Maligwa, the Mutare City town clerk said: “As a city, we will be working flatout so that the tag of being a special economic zone must be vigorously pursued. We will be working hand and glove with the Minister of State for Manicaland Province, Monica Mutsvangwa.” ■

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