

 An accessible well maintained fit-for purpose road network

 To provide sustainable road infrastructure for domestic and regional accessibility to spur socio-economic development

RDA AND NUBEGW SIGN 2026–2027 COLLECTIVE AGREEMENT

By Elizabeth Mutale



RDA Management and NUBEGW representatives pose for a group photo after signing the 2026-2027 Collective Agreement at RDA Headquarters recently.

The Road Development Agency (RDA) and the National Union of Building, Engineering and General Workers (NUBEGW) on 25th August 2026 signed the 2026–2027 Memorandum of Collective Agreement, providing a five percent salary increment for unionised employees and reaffirming their commitment to industrial harmony, constructive dialogue and improved conditions of service.

The agreement was signed at RDA Head Office in Lusaka, following negotiations between Management and the Union.

Speaking during the signing ceremony, RDA Director and Chief Executive Officer (CEO), Eng. Nelson Chuma, described the agreement as a product of mutual respect, constructive engagement and dialogue between Management and the Union.

Eng. Chuma said industrial harmony was a prerequisite for the success of any organisation and expressed satisfaction with the warm and cordial relationship that Management has maintained with the Union over the years.

“It gives me great pleasure to speak on this occasion today, at which Management and NUBEGW are meeting to sign the agreement reached by the Bargaining Unit,” Eng. Chuma said.



RDA CEO Eng. Nelson Chuma and Director - Corporate Services, Mr. Review Namanje signing the 2026-2027 Collective Agreement.

He emphasised the need to continue strengthening the relationship between Management and the Union to enable the Agency to effectively achieve its objectives through a motivated and productive workforce.

Eng. Chuma also acknowledged the growing demand for a good road network across Zambia, which has necessitated efforts by Management to strengthen the Agency's operational capacity, including deploying more staff to provincial offices.

He, however, noted that the Agency's operational budget remained constrained by various staff-related demands and appealed to the Union and employees to remain cost-conscious while pursuing improved conditions of service.

Meanwhile, NUBEGW President Getrude Nanyangwe congratulated the negotiating teams for demonstrating maturity, mutual respect and a spirit of dialogue throughout the negotiation process.

Ms. Nanyangwe described the five percent salary increment as an important outcome for union members, particularly at a time when the cost of living continues to exert pressure

on workers and their families.

"While we appreciate Government's efforts to manage public expenditure and ensure the sustainability of the wage bill, the labour movement believes there must also be sufficient room for genuine collective bargaining," she said.

Ms. Nanyangwe also highlighted some of the challenges affecting collective bargaining following the introduction of the Emoluments Commission, noting that this year's salary negotiations were limited to a maximum increment of five percent, while employees in management positions were excluded from receiving an increment.

She disclosed that, through the Zambia Congress of Trade Unions (ZCTU), the Union had engaged the Government on the need to review the establishment and operations of the Emoluments Commission to ensure that workers' rights and the principles of collective bargaining are adequately safeguarded.



RDA Management and NUBEGW officials pose for a group photo after the signing of the Collective Agreement.

And NUBEGW RDA Branch Chairperson, Febby Hamunyanga, thanked Eng. Chuma for maintaining an open-door policy and providing workers with opportunities to raise concerns with

Management, some of which she said had been addressed in a timely manner.

She, however, appealed to Management to ensure that future collective bargaining negotiations commence and conclude within the stipulated timeframe.

"We appeal to Management to refrain from delaying negotiations in the future," Ms. Hamunyanga said.

She further commended the Management negotiating team, NUBEGW representatives and the secretariat for ensuring that the negotiation process was conducted smoothly and concluded amicably.

Ms. Hamunyanga reaffirmed the Union's commitment to constructive engagement with Management and concluded her remarks with the NUBEGW slogan: "United We Bargain, Divided We Beg!".

The signing of the 2026–2027 Collective Agreement underscores the commitment of RDA Management and NUBEGW to maintaining harmonious labour relations while working together to advance the welfare of employees and support the Agency in delivering on its mandate.

RDA SCOOPS 2026 AGRICULTURAL AND COMMERCIAL SHOW BEST TRANSPORT EXHIBIT AWARD

By Fridah Nkonde-Mubanga



Certificate and shield award given to RDA during the 98th Agricultural and Commercial Show.

The Road Development Agency (RDA) has been named the winner of the Best Transport Exhibit Award at the 2026 Zambia Agricultural and Commercial Show, in recognition of its outstanding exhibition showcasing the country's road infrastructure development achievements and future transport initiatives.

The award was presented during the 98th Agricultural and Commercial Show Award presentation.

The 98th Agricultural and Commercial Show under the theme: "Fostering Trade and Investment," attracted hundreds of exhibitors from both the public and private sectors.



RDA members of staff after receiving the award during the 98th Agricultural and Commercial Show.

The RDA's stand stood out for its innovative presentation of ongoing and completed road projects, interactive displays, and comprehensive information on the Agency's role in enhancing Zambia's transport network.

The Agency's exhibition highlighted key road construction, rehabilitation, and maintenance projects being undertaken across the country.

Visitors were being given insights into how improved road infrastructure is contributing to economic growth, facilitating trade, enhancing connectivity



RDA members of staff pose for a picture with Agricultural and Commercial Cooperative Society of Zambia representatives.

between communities, and supporting national development goals.

The RDA also used the platform to engage members of the public on road safety awareness, sustainable infrastructure development, and the importance of preserving road assets through responsible road use.

The Zambia Agricultural and Commercial Show remains one of the country's premier exhibitions, bringing together government institutions, businesses, and development partners to showcase innovations and contributions to national progress.

RDA CEO ENGAGES LUMWANA MINE ON ROAD INFRASTRUCTURE DEVELOPMENT

By Peggy Mwanza



RDA Director and CEO, Eng. Nelson Chuma (centre) during and engagement with Lumwana Mine Management.

Road Development Agency (RDA) Director and Chief Executive Officer, Eng. Nelson Chuma, on paid a courtesy call on Lumwana Mine, operated by Barrick Mining Corporation as part of his visit to North-Western Province aimed at appreciating ongoing road infrastructure projects and strengthening collaboration with the mining sector.

Eng. Chuma said the visit was intended to demonstrate the Agency's commitment to working closely with key stakeholders in the province, particularly mining companies that rely heavily on the road network for the transportation of mining equipment and other goods.

Eng. Chuma noted that RDA continues to collaborate with Lumwana Mine in a number of areas, including the movement of abnormal loads and maintenance of roads used by the mining company and its contractors.

The CEO encouraged the Mine to engage RDA whenever it encounters challenges in moving abnormal loads on the road network, assuring the mining company that the Agency remains a development partner and is committed to facilitating the smooth movement of mining equipment while protecting road infrastructure.

Eng. Chuma also disclosed that RDA is implementing several road projects in North-Western Province, including the rehabilitation of the 214-kilometre Mutanda–Mwinilunga Road under Government funding and World Bank funded OPRC Packages 5A in Kasempa, 5B in Mufumbwe and Package 6 covers Manyinga and Kabompo Districts.

He further said works are also being undertaken on the Kasempa Turn-off–Kabompo Road, while other contracts cover selected roads in Kabompo and Kasempa.

He said the Millennium Challenge Corporation (MCC) has provided a grant of approximately US\$312 million to support the upgrading of selected trunk roads in North-Western Province, as well as feeder roads aimed at improving farmers' access to markets.



RDA and Lumwana Mine teams confer.

Eng. Chuma further highlighted the strategic importance of the Lobito Corridor, noting that the initiative is also receiving attention from the African Development Bank (AfDB), which has taken up the Mwinilunga to Jimbe Road Project.

Eng. Chuma has also called on Lumwana Mine to support efforts aimed at protecting the road network from damage caused by overloaded trucks.

He observed that overloading remains one of the major causes of premature deterioration of roads, alongside inadequate drainage.

He said RDA has recorded significant improvements in compliance in areas where weigh stations are operational, but stressed the need for continued cooperation from major mining companies and their transporters to ensure that vehicles comply with prescribed weight limits.

“As much as our mandate is to build and maintain roads, we also have an extra component where we monitor the loading on our roads. Overloading is one of the major causes of damage to our roads,” Eng. Chuma said.

He explained that road infrastructure represents a significant investment, with a typical road costing about US\$500,000 per kilometre, making protection of the road network a shared responsibility among government, mining companies and transporters.

Meanwhile, Barrick Lumwana General Manager Eng. Kapila said the company remains committed to engaging RDA on infrastructure matters, including the proposed Memorandum of Understanding (MoU) relating to periodic maintenance of approximately 35km from Mutanda junction to R5 along T5.

Eng. Kapila said the company had also received an updated cost proposal from the selected contractor for the planned road maintenance works and that the proposal was currently undergoing internal review.

The engagement also discussed the need to ensure that road designs and drainage structures consider the heavy traffic generated by mining operations and changing climatic conditions.

Eng. Chuma said RDA will continue working with Barrick Lumwana and other stakeholders to ensure that road infrastructure in North-Western Province is developed and maintained to appropriate standards, while supporting the province's mining, agricultural and commercial activities.

RDA SIGNS K177.6 MILLION CONTRACT TO EXPAND SHIMABALA TOLL PLAZA



Left to right: NRFA CEO, Mr. Daniel Mtonga, RDA CEO, Eng. Nelson Chuma and RTSA CEO, Eng. Amon Mweemba during the signing of the contract for the design and expansion of the Shimabala Toll Plaza.

The Road Development Agency (RDA) has signed a K177.6 million contract for the design and expansion of the Shimabala Toll Plaza along the Lusaka-Kafue Road, in a move aimed at easing congestion and improving traffic flow along the Southern Corridor.

The nine-month design and build contract has been awarded to China Railway Seven Group Limited, in a joint venture with Grand Seven Limited. The project will involve three months of design and review, followed by six months of construction.

Speaking during the contract signing ceremony, RDA Director and Chief Executive Officer, Eng. Nelson Chuma said the expansion was a significant step towards modernising Zambia's road infrastructure and improving the efficiency of one of the country's key tolling facilities.

Eng. Chuma said the Shimabala Toll Plaza, which was commissioned in 2018, had experienced increasing traffic volumes over the years, resulting in congestion, delays and longer waiting times for motorists.

He said the original configuration of three lanes in each direction, together with limited approach roads, had come under increasing pressure as traffic volumes continued to grow.

"The expansion of this plaza is intended to enhance traffic flow, reduce congestion and waiting time, improve revenue collection efficiency and provide a better experience for motorists using this strategic corridor," Eng. Chuma said.

He said the project would increase the number of tolling lanes and

extend the approach roads on both sides of the plaza.

Eng. Chuma further disclosed that the contractor would undertake the design during the first three months, after which the designs would be submitted to RDA for review and approval before construction begins.



Group photo.

He urged the contractor to mobilise promptly, adhere to the agreed timelines and maintain high standards of quality and safety while ensuring that the project is delivered within budget and to specifications.

"As RDA, my team will rigorously provide oversight to ensure that we achieve value for money. This signing ceremony is a testament to our commitment to modernising Zambia's infrastructure. We are not just pouring concrete; we are opening a lane for economic prosperity," he said.

Meanwhile, National Road Fund Agency (NRFA) Chief Executive Officer, Mr. Daniel Mtonga, said the expansion would provide much-needed relief to motorists using the Lusaka-Kafue Road.

He explained that when the Shimabala Toll Plaza was commissioned in 2018, it had a designed traffic capacity of approximately 7,500 vehicles per day, while traffic volumes at the time stood at about 5,000 vehicles per day.

However, traffic volumes have since increased beyond the facility's capacity, creating operational challenges for the Agency managing the toll facility.

Mr. Mtonga said the Agency was also embracing new technologies to improve tolling operations and reduce travel time for road users.

He disclosed that NRFA will be piloting an express tolling system using Radio Frequency Identification (RFID) technology, with Shimabala expected to be one of the pilot toll stations.

Under the system, motorists would use an electronic tag which would be detected by a transponder mounted at the toll station, allowing vehicles to pass without stopping. He said the expansion of Shimabala Toll Plaza would provide an opportunity to dedicate additional lanes to the new technology, further improving traffic flow.

Road Transport and Safety Agency (RTSA) Director and Chief Executive Officer, Eng. Amon Mweemba also welcomed the project, describing Shimabala as a critical gateway to Zambia's Southern Corridor.

He said the corridor connects Lusaka to Livingstone and provides access to major markets in Botswana, Zimbabwe and South Africa, while also supporting tourism and regional trade.

The RTSA CEO said congestion at the toll plaza had become a major traffic management challenge, with motorists sometimes spending hours in queues due to inadequate capacity.

He noted that traffic volumes continued to rise, with the country's vehicle population increasing significantly during the first half of 2026.

He welcomed the planned introduction of modern drive-through tolling technology, saying its application at other busy toll plazas could help expedite the movement of motorists.

The RTSA further pledged to work closely with RDA and the contractor to manage traffic during construction and ensure that the road remains operational throughout the expansion works.

China Railway Seven Group Chief Executive Officer, Roy Guo, expressed gratitude to the Government of the Republic of Zambia, RDA and other partners for entrusting the company with the project.

He said the signing represented more than a contractual obligation, describing it as a reflection of the growing partnership between Zambia and China in infrastructure development.

Mr. Guo said China Railway Seven Group had undertaken several infrastructure projects in Zambia and expressed the company's commitment to contributing further to the country's development.

The Shimabala Toll Plaza expansion is expected to improve traffic flow, reduce congestion and waiting times, enhance toll

revenue collection and support the efficient movement of people and goods along the Lusaka-Kafue Southern Corridor.

The project is also expected to complement the adoption of modern tolling technologies and contribute to improved efficiency at one of Zambia's strategically important transport facilities.

RDA BOARD MEMBERS INSPECT LIVINGSTONE, KAZUNGULA WEIGHBRIDGES

By Peggy Mwanza



RDA Board Members and Management during the inspection of Livingstone Weighbridge.

Road Development Agency (RDA) Board Members recently undertook an inspection tour of the Livingstone and Kazungula Weighbridges to check on their operational status and contribution to road infrastructure protection in the Southern Province.

The visit forms part of the Board's oversight responsibility aimed at ensuring that key transport infrastructure is functioning efficiently and supporting the Agency's mandate of preserving the country's road network.

Board Members led by RDA Board Vice Chairperson Dr. Ngoza Munthali were briefed on the operations of the two facilities, including axle load control measures, traffic volumes, and challenges encountered in enforcing compliance among road users.

Speaking during the tour, Dr. Munthali emphasized the critical role weighbridges play in safeguarding road infrastructure by preventing damage caused by overloaded trucks.



RDA Board Members and Management during the inspection of Weighbridges in Southern Province.

The Board acknowledged the strategic importance of the Livingstone and Kazungula weighbridges, particularly given their location along key regional trade corridors that facilitate the movement of goods between Zambia and neighboring countries.

Eng. Chuma noted that protecting road infrastructure remains essential to promoting economic growth, trade efficiency, and sustainable transport development.

RDA Chief Executive Officer Eng. Nelson Chuma reaffirmed the Agency's commitment to supporting initiatives that strengthen weighbridge operations and improve service delivery.



Inspection of Kazungula Weighbridge by RDA Board Members.

RDA CEO INSPECTS ESTABLISHMENT CAMPSITES FOR MUTANDA-MWINLUNGA ROAD PROJECT

By Peggy Mwanza

Road Development Agency (RDA) Director and Chief Executive Officer, Eng. Nelson Chuma, recently visited the establishment campsite for Lot 1, covering 80 kilometres of the 214-kilometre Mutanda-Mwinlunga Road rehabilitation project in North-Western Province.

The project is being undertaken by Messrs. UNIK Construction Engineering Limited in a joint venture with JDCON Limited.

The rehabilitation of the Mutanda-Mwinlunga Road is expected to improve connectivity and enhance the movement of people and goods along the important route.

Works are scheduled to be completed within 24 months.



RDA Director and Chief Executive Officer, Eng. Nelson Chuma (left) interacting with a contractor on site.

Eng. Nelson Chuma also has inspected the mobilisation of the contractor for Lot 2 of the Mutanda–Mwinilunga Road rehabilitation project in North-Western Province.

Lot 2 covers approximately 85 kilometres of the 214-kilometre road, including 10 kilometres of township roads in Mwinilunga District. The contractor has commenced mobilisation, with works underway to establish the project campsite and deploy equipment.

Speaking during the inspection, Eng. Chuma said the visit was aimed at assessing progress and underscoring the importance of the project to the people of North-Western Province, particularly Mwinilunga residents, who have long awaited the rehabilitation of the road.

“This road is very important. The people of North-Western Province, and Mwinilunga in particular, have been crying for this road for a long, long time.

The Government has committed to delivering this road in the shortest possible time,” Eng. Chuma said.

He urged the contractor to maximise efforts to ensure the timely and successful delivery of the project, assuring the contractor of RDA’s support in providing the necessary resources.



RDA Director and Chief Executive Officer, Eng. Nelson Chuma (far right) interacting with a contractors and consultants on site.

The contractor expressed confidence in the project, noting that the Mutanda–Mwinilunga Road rehabilitation would be its first assignment in Zambia.

The contractor said the project would also facilitate the transfer of technical knowledge and experience to Zambian personnel while contributing to the development of the country's road infrastructure.

"We have already started mobilising our equipment and clearing and grading the campsite. We estimate that within approximately two months, we should have finalised the camp and fully mobilised our personnel to operate from here," the contractor said.

During the inspection, Eng. Chuma also raised concerns over encroachment on the road reserve.

He noted that the road reserve extends up to 100 metres and cautioned members of the public against constructing structures within areas earmarked for road infrastructure in anticipation of compensation.

He said the matter would be addressed in consultation with the District Commissioner's office, stressing that deliberate encroachment on the road reserve should not be undertaken with the expectation of benefiting from compensation.

The rehabilitation of the Mutanda–Mwinilunga Road is expected to improve connectivity, facilitate the movement of people and goods, and support economic development in North-Western Province.

KASOMENO–MWENDA PROJECT ATTAINS 50% PROGRESS

By Fridah Nkonde-Mubanga



Works on the Kasomeno–Mwenda Road/Bridge Project.

The Kasomeno–Mwenda Project, a transformative Public-Private Partnership (PPP) initiative designed to strengthen regional connectivity and trade between Zambia and the Democratic Republic of Congo (DRC), has reached 50 percent overall progress.

The project comprises the construction of approximately 182 kilometres of road between Kasomeno and Mwenda, a 362-metre bridge across the Luapula River, and a One-Stop Border Post (OSBP) to facilitate efficient cross-border movement between the two countries.

Speaking during a media tour of the project in Mwense District on 5th August 2026, Road Development Agency (RDA) Chief Communications and Corporate Affairs Manager, Anthony Mulowa, described the development as a strategic regional trade corridor aimed at improving cross-border traffic flow, enhancing logistics efficiency and promoting economic integration within the region.



RDA Chief Communications and Corporate Affairs Manager, Anthony Mulowa giving an update of works on the Kasomeno–Mwenda Road/Bridge Project.

The project is being implemented under a Concession Agreement between the Government of the Republic of Zambia, through

the Road Development Agency, and GED Africa Zambia Limited, with an estimated project cost ceiling of approximately US\$260 million.

The concession period is 25 years, comprising three years for construction and 22 years for operation and maintenance. The concession commencement date was triggered on 27th March 2025.

Mr. Mulowa said physical works on the project commenced on 30th May 2024 and were expected to be completed by the beginning of the third quarter of 2027.

He further noted that significant progress has been recorded on the Luapula Bridge, which is currently 60 percent complete, with construction activities advancing more rapidly on the Zambian side of the structure.

Construction of the OSBP is also progressing, with works ongoing on both the border facilities and the associated access roads. The OSBP is scheduled for completion in the third quarter of 2027.

Once completed, the Kasomeno–Mwenda Project is expected to improve regional trade, reduce transport costs and travel times, facilitate the efficient movement of goods and people, and enhance economic opportunities for communities on both sides of the border.



Works on the Kasomeno–Mwenda Road/Bridge Project.

Earlier on, GED Africa Zambia Country Manager, Eng. Kanyuka Mumba made a presentation giving an update on the works being undertaken at site.

The Kasomeno–Mwenda Project is one of the region's most significant transport infrastructure investments and is designed to provide a direct link between Zambia's Copperbelt Province and the southern regions of the Democratic Republic of Congo.

The development includes a new road corridor, the Luapula Bridge crossing, and a One-Stop Border Post that will streamline customs and immigration procedures.

The project is expected to serve as an important alternative route for regional and international trade, improving access to markets, reducing congestion on existing border crossings and supporting the growth of mining, agriculture and other key economic sectors.



GED Africa Zambia Country Manager, Eng. Kanyuka Mumba (right).

RDA COMMENCES REHABILITATION OF ROADS AND CAR PARKS AT UNZA

The Road Development Agency (RDA) has commenced the rehabilitation of selected roads and car parks at the University of Zambia (UNZA), in a move aimed at improving mobility, safety and the overall learning environment at the country's premier institution of higher learning.

The project, which was officially launched on 8th August 2026 during a groundbreaking ceremony at the Great East Road Campus, will see approximately 3.9 kilometres of access roads and parking facilities rehabilitated at a cost of K62.9 million, excluding VAT.

Speaking during the ceremony, RDA Director and Chief Executive Officer, Eng. Nelson Chuma, said the works were incorporated into an existing contract between the Agency and Kailjee Construction Zambia Limited, following consultations with UNZA management and the supervising consultant.



RDA Director and CEO, Eng. Nelson Chuma delivering his speech during the launch of the rehabilitation of selected roads and car parks at the UNZA.

Eng. Chuma explained that RDA had initially signed a contract with Kailjee Construction Zambia Limited on 5th December 2025 for the rehabilitation of 58 kilometres of Shantungu Road, including selected access roads in Lusaka District, at a contract sum of approximately K1.27 billion, VAT inclusive, with a completion period of 24 months.

He said subsequent assessments revealed that several roads and parking facilities within the university campus had deteriorated considerably and required urgent intervention.

"Following consultations between the RDA, the supervising consultant and the University of Zambia management, it became evident that several roads and parking facilities within the university campus had deteriorated considerably and required urgent intervention. Consequently, these works were included in the existing running contract with Kailjee," Eng. Chuma said.



Symbolic groundbreaking of works at UNZA.



Symbolic groundbreaking of works at UNZA.

The CEO said the works, expected to be completed within two months, would involve rehabilitating major parking areas and internal roads serving key university facilities and residential areas.

He said the rehabilitation would include the reconstruction of dilapidated pavements through ripping and reprocessing existing materials into sub-base, followed by the laying of a new crushed stone base and resurfacing with durable asphalt concrete.

New parking facilities will also be constructed at the Agriculture Sales Office and the Graduate School of Business, along with a new access road to improve movement and separation on campus.

Eng. Chuma said several internal roads serving university residential areas, including C Houses, B Houses, Majority Houses, the former Police Camp and SDF Flats, would also undergo complete pavement reconstruction.

He emphasised that the project was important in supporting the University's role in national development, noting that UNZA had produced generations of graduates who continued to contribute to various sectors of the economy.

"It is therefore only fitting that such an institution is supported by quality infrastructure befitting the status of Zambia's premier university," he said.

Eng. Chuma said once completed, the improved roads and parking facilities would provide safer movement for students, lecturers, staff and visitors, while reducing congestion and improving pedestrian safety.

He further assured the university community that RDA would closely supervise the works to ensure compliance with required engineering standards.

He urged the contractor to work closely with UNZA management to minimise disruptions to academic programmes and other activities during the construction period.

Meanwhile, UNZA Vice Chancellor, Professor Mundia Muya, said the rehabilitation project represented more than the commencement of civil works, describing it as an important milestone in the university's efforts to restore, modernise and preserve its infrastructure.

Professor Muya noted that for many years, the roads and car parks on campus had supported the daily activities of students, lecturers, researchers, staff, visitors and service providers.

The Vice Chancellor disclosed that the university currently has more than 11 kilometres of road network and over 50,000 square metres of car parks, many of which have deteriorated significantly.

He said engineering assessments had confirmed that several sections of the road network had exceeded their design life and required major rehabilitation.

Professor Muya said the works were also being undertaken alongside the university's ongoing soil rehabilitation programme, which involved extensive excavation across sections of the campus road network.

He explained that undertaking the road rehabilitation alongside underground infrastructure improvements would provide a more durable and integrated solution.

The Vice Chancellor said the completed works would improve mobility, enhance safety,

reduce vehicle operating and maintenance costs, improve accessibility to academic and residential facilities and enhance the aesthetic appearance of the campus.

He said the project aligned with the University's 2023–2027 Strategic Plan, particularly its commitment to investing in and maintaining physical and digital infrastructure that supports teaching, learning and research.

Professor Muya also linked the project to UNZA Vision 2075, which seeks to position the university for the next 50 years through five strategic pillars: academic excellence, research and innovation leadership, inclusive access, institutional sustainability, and transformative community engagement.

He expressed gratitude to the Government and RDA for responding positively to the university's request for support towards the rehabilitation works.

Professor Muya also called on the university community to take ownership of the infrastructure once completed and protect it from damage.

He acknowledged that construction could result in temporary inconveniences, including traffic diversions and restricted access to certain areas, but said the short-term disruptions would result in long-term benefits for the university community.

And University of Zambia Students' Union President, Mwato Kabasa, welcomed the commencement of the project and said the university community was encouraged by management's commitment to development initiatives

that contribute to progress and advance UNZA's motto of Service and Excellence.

Mr. Kabasa appealed to the project stakeholders to incorporate engineering students into the works so that the project could also serve as a practical learning environment.

He said the involvement of students would provide them with an opportunity to gain practical exposure and learn from professionals involved in the implementation of the project.

Kailjee Construction Zambia Limited representative, Tanaga Charungira, expressed gratitude to RDA for entrusting the company with the works.

Mr. Charungira described the project as a significant responsibility and assured the client that the contractor would execute the works to the best of its ability.

"We take it as an honour as a contractor, and because of that, we promise to execute these works to the best of our ability," he said.

The rehabilitation of the selected roads and car parks is expected to contribute significantly to the transformation of the University of Zambia campus into a safer, more accessible and modern learning environment, while supporting the institution's long-term vision for academic excellence and innovation.

RDA CEO REAFFIRMS COMMITMENT TO SUPPORTING PROVINCIAL OPERATIONS

By Peggy Mwanza



Group photo with RDA CEO Eng. Nelson Chuma (4th from right) Other are: Engineer Planning & Design Chipo Nyangu, Engineer Bridges & Emergencies Chikosa Musonda, Regional Accountant Ms. Kafuti Maliti, Provincial Roads Engineer Simon Chimwando, Procurement Intern Ms. Christine Banda Human Capital & Administration Mr. Isaac Ngoma, Office Assistant Lazarous Zulu and Principal Executive Eng. Munga Lutangu.

Road Development Agency (RDA) Chief Executive Officer, Eng. Nelson Chuma, has reaffirmed the Agency's commitment to supporting provincial operations and improving the working environment for staff in North-Western Province.

Eng. Chuma said this when he held his first official meeting with the provincial team since assuming office as Chief Executive Officer. The meeting provided an opportunity for him to interact with staff and gain a better understanding of their operations, challenges and needs.

The CEO said meeting with members of staff and touring RDA offices and other

establishments was among his priorities whenever he visited a province.

He said the interactions and tours enabled Management to identify areas requiring attention and determine how best the Agency could support staff and improve its operations.

"If I see that our establishments are not at the standard I expect, I take note and look at how best we can improve them. We will make an action plan and support you because the image of RDA must be reflected in the way we operate," Eng. Chuma said.



RDA CEO during the meeting with Northwestern members of staff.

The CEO said the Agency was refocusing its approach to road management, with greater emphasis being placed on the maintenance of road infrastructure.

He stressed that constructing roads alone was not enough and emphasised the need to ensure that roads were regularly maintained.

Eng. Chuma urged staff to respond promptly to maintenance needs, particularly potholes, noting that delays in addressing such defects could negatively affect the public's perception of the Agency.

He further stressed the need for the timely maintenance of road signage and markings.

The CEO informed the staff that additional engineers would be deployed to strengthen the provincial workforce and support the implementation of the Agency's programmes.

Eng. Chuma also shared information on upcoming projects in North-Western Province, including the Mutanda–Mwinilunga Road, Chingola–Solwezi Road and the Mwinilunga–Jimbe Border Road, among other projects expected to be implemented in the province.

He reminded the team that the province would play an important role in supporting the implementation of the projects and stressed that time, quality and cost remained key considerations in project delivery.

The CEO further highlighted the need for a materials laboratory in the province, particularly in view of the increasing construction activities. He said the facility would support road construction and other infrastructure projects and could contribute positively to the operations of the region.

Among the challenges raised was the need to acquire additional motor vehicles to strengthen the provincial fleet. Eng. Chuma said the matter had been brought to the attention of the RDA Board.

Eng. Chuma encouraged the North-Western Province team to continue giving their best and remain committed to their work as the Agency prepares to implement several key road infrastructure projects in the region.



CEO inspecting one of the equipment at the Regional office.

SAMFYA–KASABA ROAD UPGRADE REACHES 22% PHYSICAL PROGRESS

By Fridah Nkonde-Mubanga



Ongoing works on the Samfya-Kasaba Road in Luapula Province.

The upgrading of the Samfya–Kasaba Road via Lubwe to bituminous standard, including 5 kilometres of township roads in Lubwe, Luapula Province, has reached 22 percent physical progress.

The project is being implemented by China Civil Engineering Construction Corporation (Z) Limited, in joint venture with Palmetto Trading Limited, at a contract sum of ZMW 937,929,384.70 (VAT inclusive).

The consulting services are being provided by Zulu Burrow Consulting Limited.

Speaking during a media tour of the project on 7th August 2026, Road Development Agency (RDA) Chief Communications and Corporate Affairs Manager, Anthony Mulowa, said works commenced on September 19, 2025 and are scheduled

for completion in September 2027, under a 24-month contract period.

Mr. Mulowa said the scope of works involves the upgrading of approximately 80 kilometres of the Samfya–Kasaba Road to bituminous standard, as well as the construction of an additional 5 kilometres of township roads in Lubwe.

“The scope of works comprises the upgrading of approximately 80 kilometres of the Samfya–Kasaba Road to bituminous standard, together with an additional 5 kilometres of township roads in Lubwe,” Mr. Mulowa said.

The project forms part of Government's ongoing efforts to improve road infrastructure, enhance connectivity within Luapula Province, and facilitate socio-economic development through improved access to markets, tourism destinations and essential services.



Media interview on site during the tour of the Samfya-Kasaba Road in Luapula Province.

The Samfya–Kasaba Road is a strategic transport corridor in Luapula Province, linking the lakeside town of Samfya to the Kasaba area, a location with significant tourism potential.

Once completed, the road is expected to improve accessibility to the region, reduce travel time and vehicle operating costs, and stimulate economic activities in fishing, agriculture, trade and tourism.

The inclusion of 5 kilometres of township roads in Lubwe will further improve local mobility and access to social and economic services for surrounding communities

RDA CONDUCTS MEDIA TOUR OF NCHELANGE—CHIENGE ROAD UPGRADE PROJECT

By Fridah Nkonde-Mubanga

The Road Development Agency (RDA) on 6th August 2026 conducted a media tour of the ongoing upgrading works on the Nchelenge–Chiengge Road via Kashikishi and Mununga in Luapula Province (Lot 1).

The project is being undertaken by China Civil Engineering Construction Corporation (Z) Limited

in joint venture with Palmetto Trading Limited at a contract sum of ZMW 1,957,714,217.32 (VAT inclusive).

The scope of works involves the upgrading and widening of approximately 95 kilometres of road to bituminous standard.

Consultancy services for the project are being provided by ILISO Consulting Zambia Limited.



RDA Chief Communications and Corporate Affairs Manager, Anthony Mulowa during the media tour of the Nchelenge–Chienge Road via Kashikishi and Mununga in Luapula Province (Lot 1).

Speaking during the media tour, RDA Chief Communications and Corporate Affairs Manager, Anthony Mulowa, said works commenced on December 16, 2025, with overall progress currently estimated at 11 percent.

Mr. Mulowa said that the contractor has intensified activities on site following the mobilisation of additional equipment.

“Following the mobilisation of additional equipment, and with favourable weather conditions prevailing, the contractor has intensified works,” Mr. Mulowa said.

In addition to the main works, Mr. Mulowa said that the remedial works which had been undertaken intended to ensure that communities and road users continue to access the corridor safely while full-scale construction activities progress.

The project is expected to significantly improve connectivity between key districts in Luapula Province, enhance the movement of people and goods, and support economic growth in the region.

The Nchelenge–Chienge Road is a strategic transport corridor in Luapula Province, linking the districts of Nchelenge, Kashikishi, Mununga and Chienge near Zambia's border with the Democratic Republic of Congo.

The route plays a vital role in facilitating trade, access to social services, fisheries, agriculture and cross-border economic activities.

Once upgraded to bituminous standard, the road is expected to reduce travel times, improve road safety, lower vehicle operating costs and promote economic development in the northern part of Luapula Province.

The project forms part of Government's broader infrastructure development agenda aimed at improving connectivity and unlocking the economic potential of rural and border communities.



Nchelenge–Chienge Road works.

APPOINTMENTS, TRANSFERS AND SEPARATIONS

By Fridah Nkonde and Elizabeth Mutale

New appointments in an organization are important because they are critical for employee integration and operational efficiency. Effective onboarding for new hires increases productivity, improves morale, and boosts retention, while successful appointment management streamlines workflows and enhances customer satisfaction by ensuring services are delivered efficiently and on time.

In the second and third quarter of 2026, the Agency hired Ms. Christine Mwansa to occupy the Web/Graphic Design position, Mr. Anderson Mushibwe as the new Stores Supervisor and Mr. Makani Mvula as the new Manager-Administration.

Others appointed include Ms. Mwambwa Sinyani and Mr. Probbly Munshya who occupy the Senior Internal Auditor positions, Ms. Unike Mwanza and Ms. Catherine Tifeleni Lungu as new Personal Assistants.



RDA Senior Internal Auditor Ms. Mwambwa Sinyani.



RDA Senior Internal Auditor Mr. Probbly Munshya.



RDA Web/Graphics Designer Christine Mwansa.

And 25 members of staff were confirmed in the second and third quarter of 2026 following the successful completion of their probationary period. Those confirmed include; Eng. Brian Simukoko (Engineer – Bridges & Emergencies), Mr. Evans Kachusa (Technologist – Highway Management System), Mr. Lazarous Mutambo, Mr. Benedict Banda, and Mr. Ariel Banda as Technologists – Works.

Mr. Reuben Malambo and Mr. Teddy Sichivula were confirmed as Weighbridge Technologists, and Ms. Mable Mulimba, Ms. Josephine Kangwa, Ms. Kambai Kwalombota, Ms. Mary Hang'andu, Mr. Henry Kawama, and Ms. Hellen Nchimunya as Office Assistants.

Others confirmed include Eng. Ideen Zulu (Engineer – Bridges, Ms. Albetina Kabwe (Personal Assistant), Ms. Towela Singini (Personal Assistant), Eng. Goodwell Siame (Engineer – Contracts & Force Account), Mr. Sydney Kumwenda (Weighbridge Operator), Ms. Sibeso Elizabeth Nyambe (Office Assistant), Eng. Moses Chitambala (Provincial Roads Engineer), Eng. Abraham Liyanda (Engineer – Contracts & Force Account), Mr. Charles Kafimbwa Chisala and Mr. Danny Simumba as Technologists – Highway Management System, Mr. Liso Shaluchiso (General Worker) and Mr. Mathews Mukoma (Cashier).

Meanwhile, staff transfers are vital for organizations as they are a tactical tool for workforce optimization, employee development, and retention. Staff transfers do not only help fill skill gaps, but they also improve job satisfaction by providing new challenges, and can reduce recruitment costs.

It is incontestable that transfers offer opportunities for new skills, career advancement, and can help with work-life balance.

The Agency between April and July 2026 transferred Ms. Albetina Kabwe, (Personal Assistant) from Lusaka Provincial Office to the Head Office, Eng. Christopher Mumba from North Western Province to the Head Office as Principal Technical Auditor, Eng. Iwwananji Sikombe from Eastern Provincial Office to the Head Office as Principal Engineer – Road Construction, Eng. Warren Chimfwembe from Eastern Provincial Office to the Head Office as Senior Engineer.

Others transferred include Mr. Noyoo Mukelebai from Central Provincial Office to Eastern Provincial Office (Accountant), Mr. Justin Sindano, from Luapula Provincial Office to Central Provincial Office (Accountant), Mr. Michael Hara, from Eastern Provincial Office to Luapula Provincial Office (Accountant), Eng. Frank Chitumbo from Luapula Provincial Office to Eastern Provincial Office (Engineer – Bridges & Emergencies) and Eng. Chabala Chabala from Head Office to Eastern Provincial Office (Provincial Roads Engineer).

Meanwhile, the Agency recently separated with four members as staff namely; Mr. Webby Chilufya (Weighbridge Inspector) resigned, Mrs. Sitali Mutuna (Human Capital & Administration Officer), Mr. Kupoya Mfuta Engineer – Planning & Design), and Mr. Mubiana Ndopu (Technologist – Works) retired.

PROVINCIAL NEWS

RDA Intensifies Works on Mambwe Box Culvert Along Great East Road



Compaction of gravel on the detour.

The Road Development Agency (RDA) has intensified construction works on the permanent reinforced concrete box culvert at Mambwe Stream in Rufunsa District, as the project enters its final phase ahead of the scheduled completion date of 30th September 2026.

Located approximately 72 kilometres from the Kenneth Kaunda International Airport (KKIA) traffic circle along the Great East Road, the K11.9 million project is being implemented through Force Account by the RDA Provincial Roads Engineer's Office in Lusaka Region.

The intervention follows the collapse of the Armco steel culverts at Mambwe Stream on 29th January 2025, which disrupted traffic along the strategic route. In response, RDA installed a temporary emergency Acrow bridge to restore connectivity

while preparations were made for a permanent solution.

Construction of the permanent reinforced concrete box culvert subsequently commenced on 5th October 2025.

The Great East Road is a key transport corridor connecting Lusaka to Eastern Province and neighbouring countries through the Mwami and Chanida border posts. The route plays an important role in facilitating the movement of people and goods and supporting economic activities such as trade, tourism, mining and agriculture.

As part of traffic management measures during construction, RDA initially provided a 650-metre temporary detour. However, following a washout of the

detour in December 2025, traffic was diverted to an alternative 9.6-kilometre route. With the main culvert structure now complete, construction activities have shifted to the remaining works, including outlet works, stone pitching, concrete pavement and rehabilitation of the temporary detour.

Significant progress has also been recorded on the temporary works, with spreading and compaction of gravel continuing along the 0.6-kilometre detour to bring it to the required levels. Additional gravel has been delivered to the site following the mobilisation of construction plant and equipment.

On the permanent works, preparations are underway for apron works, including the placement and preparation of underlying material in readiness for blinding. Preparations for the remaining concrete works are also progressing.

The Agency remains committed to accelerating the outstanding works and restoring full and safe passage along the Great East Road, thereby enhancing the reliability and safety of this important national and regional transport corridor.



Placement of gravel over the stone layer.

Works on Kaliuta Crossing 2 Record 55 Percent Progress



Installation of the 1.8m x 1.8m Box Culverts.

The Road Development Agency (RDA) has recorded significant progress on the construction of drainage structures at Kaliuta Crossing 2 along the Great East Road between Kacholola and Mvuwa areas in Nyimba District, with overall physical progress currently standing at approximately 55 percent.

The project, which commenced on 5th July 2026, is scheduled for completion on 5th September 2026 at a sum of ZMW12.5 million.

The works involve the replacement of the existing metal pipe culvert with reinforced concrete box culverts to improve drainage infrastructure at the crossing, maintenance of the traffic diversion, demolition and disposal of the existing metal pipe culvert.

Other works include excavation and site preparation, construction of concrete blinding and base, installation of reinforced concrete box culverts, construction of wing walls, backfilling and compaction, construction of a reinforced concrete pavement deck, as well as ancillary and finishing works.

As of 23rd August 2026, 11 of the 22 reinforced concrete box culverts measuring 1.8 metres by 1.8 metres had been delivered and installed, representing half of the required culverts. Installation works are continuing as the project advances towards completion.

Furthermore, planned works include completing the installation of the remaining 11 box culverts, commencing formwork and constructing reinforced concrete wing walls. This will be followed by backfilling and compaction, construction of the reinforced concrete pavement deck, and ancillary and finishing works.

Once completed, the improved drainage structure at Kaliuta Crossing 2 is expected to enhance the resilience and reliability of the Great East Road at the crossing, improve the safe passage of traffic, and reduce the risk of road damage associated with inadequate drainage.

The Great East Road is an important transport corridor, and the ongoing works demonstrate RDA's continued commitment to maintaining road infrastructure and ensuring safe and reliable connectivity for road users.



Installation of 1.8m x 1.8m Box Culverts.



Delivery of 1.8m x 1.8m Box Culverts.

RDA Advances Pothole Patching Works on Chirundu and Siavonga Roads



A sealed pothole.

The Road Development Agency (RDA) has recorded progress in pothole patching works along the Lusaka–Chirundu Road and Siavonga Road, as part of ongoing efforts to improve road safety, mobility and the condition of the two strategic transport routes.

The works, covering approximately 128.6 kilometres, are being undertaken through Force Account at an estimated cost of K5.38 million. The project commenced on 21st May 2026 and is scheduled for completion on 30th November 2026.

Progress on the Siavonga Road currently stands at 84.4 percent, while works on the Lusaka–Chirundu Road have reached 28.66 percent.

The scope of works includes cutting damaged pothole areas into regular shapes and removing loose material, stabilising the base of deep potholes using cement-stabilised gravel, applying a prime coat, and placing and compacting cold premix. The project also provides for the reconstruction of sections of the roads found to be in a deplorable condition.

On the Lusaka–Chirundu Road, works have been undertaken around the Kapiri Ngozi area, approximately 14 kilometres from the junction northbound, as well as between the Kasau and Fridays areas, covering sections between chainages 30 kilometres and 37 kilometres from the junction.



Shaped and cleaned Pothole.

The Lusaka–Chirundu Road is one of Zambia's strategic trunk roads and forms part of the country's primary north-south transport corridor. It connects Lusaka to the Chirundu Border Post with Zimbabwe and serves as an important regional link to Zimbabwe, South Africa and other Southern African countries. The route carries significant volumes of passenger vehicles, heavy commercial trucks and transit traffic.

Similarly, the Siavonga Road provides an important connection between Siavonga and the T2 Trunk Road at Chirundu. It also facilitates access to the national trunk road network, Kariba Dam and the Zimbabwean border through the Kariba Border Post.

Once completed, the pothole patching works are expected to improve riding quality and enhance road safety while preserving the existing road infrastructure. Improved conditions along the T2S will support the efficient movement of passengers and commercial traffic along Zambia's regional trade corridor, while improvements to the M15 will enhance connectivity to Siavonga and surrounding economic and tourism destinations.



Compaction of the applied asphalt cement.

RDA Advances Road Line-marking Works on Great North Road



White road line- marking along Sheki -Sheki Road.

The Road Development Agency (RDA) has commenced road line-marking works along the Great North Road as part of its ongoing routine maintenance programme aimed at enhancing road safety and improving traffic guidance for motorists.

The works are currently being undertaken on the T2 southbound carriageway and will subsequently extend to the northbound carriageway to ensure uniform and comprehensive coverage across the dual carriageway.

The three-month project commenced in July 2026 and is scheduled for completion by 30th September 2026. RDA is executing the works under the Force Account at a cost of ZMW9,675,013.12.

The scope of works includes the inspection of existing road markings and signage, surface preparation and the application of thermoplastic road markings. These include centre lines,

edge lines and other specified markings designed to improve lane visibility and provide clear guidance to motorists, particularly during periods of poor visibility.

Overall project progress currently stands at seven percent. Of the targeted 18 kilometres, three kilometres of pre-marking have been completed, representing 16 percent, while one kilometre of white line marking has so far been undertaken.

As part of efforts to enhance the Agency's in-house capacity, RDA personnel have also undertaken practical training along Sheki-Sheki Road in Lusaka using newly procured road line-marking and preheater machines.

The practical exercise is intended to refresh and strengthen the skills of personnel who initially received training in November 2025. The refresher training is expected to enhance the team's proficiency in operating the equipment as line-marking works continue on the Great North Road.

RDA is using newly acquired thermoplastic road-marking equipment to deliver durable and highly visible markings that meet national standards. The intervention forms part of the Agency's broader road maintenance programme aimed at improving the condition and safety of the road network while reducing the risk of road traffic accidents.

Through such interventions, the Agency remains committed to maintaining a safe, reliable and efficient road network that supports the smooth movement of people, goods and services across the country.



Road line marking practice session along Sheki-Sheki Road.

RDA Makes Significant Progress on Great East Road Pothole Patching Works



Compaction of the sealed pothole.

The Road Development Agency (RDA) has made significant headway in restoring the Great East Road, with pothole patching works between Airport Roundabout in Lusaka and Luangwa Bridge reaching 73.31 percent overall completion. The intervention is improving one of Zambia's most strategic transport corridors, which provides a vital link between Lusaka and Eastern Province while supporting regional connectivity to Malawi and other countries.

The maintenance works, which commenced on 22nd June 2026, are being undertaken through the Force Account method by RDA's Lusaka Region at a cost of ZMW14.07 million. The works are scheduled for completion by 30th November 2026.

Covering approximately 220 kilometres through Chongwe and Rufunsa Districts, the intervention is aimed at improving the condition and safety of the Great East Road, which plays an important role in facilitating the movement of people and goods, as well as supporting trade, tourism and other socio-economic activities.

Progress recorded so far shows that cutting and reinstatement of underlying pavement layers has reached 85.7 percent, while the application and compaction of cold premix for the wearing course stands at 50.3 percent, bringing overall project progress to 73.31 percent.

Works have been undertaken on several sections, including the Airport Roundabout to Chongwe Tollgate, Sinjela Area to Kanyongolo, and Chansanje to Luangwa Bridge.

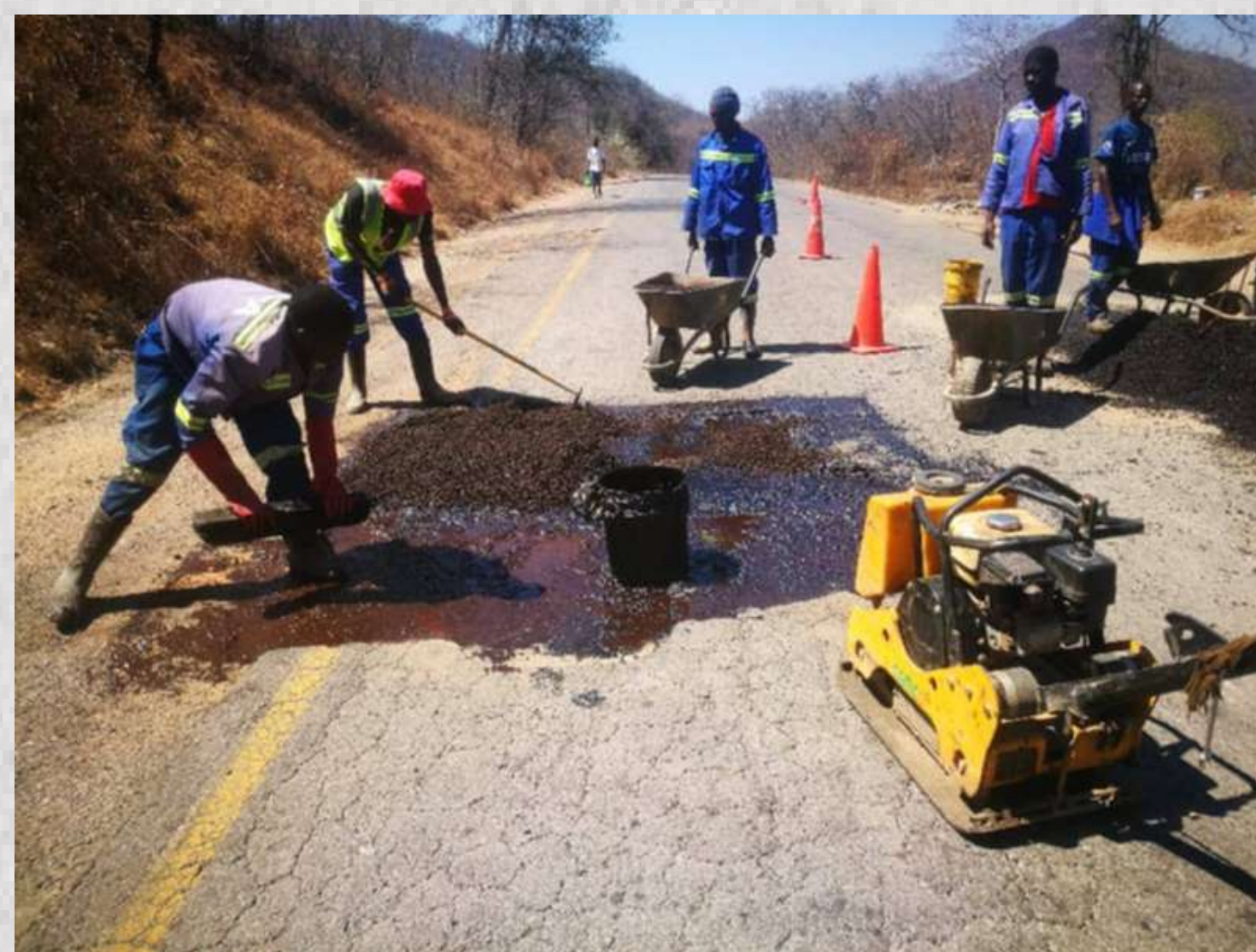
The ongoing works involve cutting and shaping damaged pavement sections, stabilising deep potholes using cement-treated gravel, priming, applying cold

premix and compacting repaired areas. Sections that have deteriorated severely are being reconstructed to provide a more durable road surface.

Once completed, the maintenance works are expected to improve the condition of the Great East Road, enhance road safety and provide more reliable movement of people and goods along one of Zambia's key transport corridors.



Cleaning off loose gravel of the shaped.



Priming of the stabilized pothole.



Sealed Potholes.

RDA Undertakes Safety and Maintenance Works on Kafue Road Bridge



The Road Development Agency (RDA) has commenced safety and maintenance works on the Kafue Road Bridge along the T2 Great North–South Road Corridor, aimed at improving road-user safety, nighttime visibility and the overall functionality of the strategic crossing.

The works, which commenced on 14th August 2026, are being undertaken through Force Account by the RDA Lusaka Provincial Office. A total of K9.68 million has been released for the works, which are scheduled for completion by 11th September 2026.

The scope of works includes the removal of damaged guardrails, repair and replacement of damaged steel guardrail posts and rails, cleaning and painting of existing guardrails, as well as the installation of reflective markings to enhance visibility, particularly at night.

As part of the intervention, RDA will also replace 13 non-functional AC-powered streetlights with solar-powered streetlights. The new lighting system will comprise solar panels, batteries, luminaires, controls and associated installation works.

The maintenance works follow an assessment which established that the bridge's guardrails, streetlights and other road furniture required remedial attention to maintain safety and functionality.

Progress has already been recorded on several components of the works. Procurement of materials required for the existing guardrails, the assessment of electrical faults affecting the streetlights and the feasibility of replacing them with solar lighting has been completed. Removal of damaged guardrails stands at 30 percent, while procurement of steel components has reached 40 percent.

Located in Kafue District, approximately 50 kilometres from the Makeni Flyover Bridge, the Kafue Road Bridge is an important crossing over the Kafue River. It forms a critical link between Lusaka and the southern parts of the country, facilitating the movement of people and goods along the T2 corridor.

The bridge was officially opened to traffic on 28th July 1993 by Zambia's Second Republican President, the late Frederick T. J. Chiluba, and has remained an important part of the country's road network for more than three decades.



One of the streetlight at the bridge.

RDA Pothole Patching Works on Luangwa–Feira Road Reach 50 Percent



Compaction of stabilised pothole along Luangwa-Feira Road.

The Road Development Agency (RDA) has made significant progress on pothole patching works along the Luangwa–Feira Road in Luangwa District, Lusaka Province, with overall project implementation reaching 50 percent.

The maintenance works, covering approximately 86 kilometres from the Great East Road at Luangwa Bridge towards Luangwa Town, are aimed at restoring deteriorated sections of the road and improving safety and riding quality for motorists. The works are being undertaken by RDA through the Force Account mechanism.

The project commenced on 6th June 2026 and is scheduled for completion by 30th September 2026 at a cost of K2,805,744.08.

The Luangwa–Feira Road is an important transport corridor that serves communities in Luangwa District while supporting key economic activities, including agriculture, tourism and cross-border trade.

Over time, sections of the road have deteriorated due to seasonal flooding, prolonged exposure to moisture, traffic loading and ageing of the pavement. These factors have resulted in the formation of potholes and localised pavement failures, necessitating urgent maintenance interventions.

Following a road condition assessment, RDA identified several sections requiring urgent attention to preserve the existing pavement structure and improve road safety.



Stabilised and sealed potholes along Luangwa-Feira Road.

The scope of works includes cutting damaged pothole areas into regular shapes and removing loose material, preparing the base of deep potholes using five-percent cement-stabilised gravel, applying SS60/Col Prime E, and placing and compacting cold premix. The works also include the reconstruction of sections of the road that are in a deplorable condition.

Latest progress indicates that 1,394 square metres of pavement underlying layers have been cut and reinstated, representing 53 percent of the assessed scope. Cold premix application and compaction have reached 1,183 square metres, representing 45 percent, bringing overall project progress to 50 percent.

Additionally, the project team has completed 57 square metres of pothole patching works in the Chitope section of the Luangwa-Feira Road.



Stabilised and sealed pothole along Luangwa-Feira Road.

RDA Makes Progress on Permanent Kankumba Stream Culvert Works



Kankumba Stream culvert works.

The Road Development Agency (RDA) is making progress on the construction of a permanent four-cell concrete box culvert at Kankumba Stream in Rufunsa District, a key intervention aimed at restoring a resilient and reliable crossing along the Great East Road (T4) following damage caused by heavy rainfall.

The project is being undertaken in the Sinjela area, approximately 87 kilometres from the Kenneth Kaunda International Airport (KKIA) Traffic Circle along the Great East Road. The works involve the construction of a 1,800mm by 1,800mm concrete box culvert comprising four cells.

Construction commenced on 26th June 2026, and is being implemented through Force Account at an estimated cost of K8.47 million.

The permanent solution follows damage to a section of the Great East Road at Kankumba Stream on December 25, 2025, when heavy rainfall washed away approximately five metres of the road embankment and caused the failure of two existing 900mm diameter Armco steel pipe culverts. The incident disrupted traffic between Lusaka and Eastern Provinces.

The Great East Road is a strategic national and regional trade corridor that provides connectivity towards Mwami Border with Malawi and Chanida Border with Mozambique. Restoring the crossing is therefore critical to ensuring the safe and efficient movement of people, goods and services along the corridor.

Following the initial damage, RDA's Lusaka Provincial Office, working with the Zambia National Service (ZNS), mobilised personnel and equipment in

April 2026 to undertake emergency restoration works, which included the installation of an Acrow Bridge at the crossing.

However, following a fatal accident on July 26, 2026, which damaged the Acrow Bridge structure, RDA suspended its use and resolved to dismantle the structure and proceed with the construction of a permanent box culvert.

Construction of the permanent structure is progressing satisfactorily and remains within the project schedule. Formwork for the haunching has commenced, while dust suppression is being undertaken three times daily along the temporary detour to minimise dust emissions and enhance road safety for motorists and surrounding communities.

The overall scope of works includes the rehabilitation and maintenance of the temporary detour, removal of the collapsed Armco pipes, excavation and backfilling, installation of the concrete box culverts, and construction of headwalls, aprons, curtain walls and wing walls.

Other works include stone pitching, pavement construction and river training works.

The project is scheduled for completion by 30th September 2026.



Form work preparations.

Construction of Lunsemfwa Temporary ACROW Bridge



Installation of the fifth cell of the 900 mm culverts.

The Road Development Agency (RDA) is making steady progress on the construction of the Lunsemfwa Temporary ACROW Bridge, a key intervention aimed at improving connectivity between Rufunsa and Luano districts and providing communities with safer and more reliable access across the Lunsemfwa River, particularly during the rainy season.

The project, which has reached approximately 25 percent overall physical progress, is being implemented by the Government through the RDA Lusaka Provincial Office under the Force Account at an estimated cost of K27,086,654.17.

The temporary ACROW Bridge will span approximately 103.63 metres and is expected to address long-standing accessibility challenges experienced by communities around Chief Mboshya Chiefdom.

During the rainy season, increased water levels in the Lunsemfwa River have made crossing difficult, affecting the movement of people, goods and agricultural produce.

Construction activities have continued to gain momentum, with preliminary earthworks, including site excavation and formation works in preparation for the bridge foundations, already completed.

Significant progress has also been recorded on the temporary diversion and crossing, which has reached approximately 70 percent completion. The construction team has advanced to the deepest section of the river as works continue.

Installation of reinforced concrete culverts is also underway, with five 900-millimetre culvert cells installed so far. Haulage, placement and stockpiling of rockfill material

are continuing to support construction of the temporary crossing.

To ensure the structural integrity and durability of the bridge, engineers from RDA Headquarters, RDA Lusaka Region and the Zambia National Service (ZNS) conducted a joint assessment of the existing abutments and piers.



A team of engineers crossing the river to conduct compression tests and assess the abutment.

Increased water flow along the remaining section of the temporary crossing has also resulted in riverbank erosion, widening the river by approximately three to five metres.

To mitigate the effects of increased water flow and facilitate continued construction, the immediate priority is to install a three-cell relief culvert consisting of three 1,200-millimetre-diameter round culverts at the beginning of the temporary crossing. The intervention is expected to reduce water pressure along the remaining section and enable works to proceed.

Once completed, the Lunsemfwa Temporary Acrow Bridge is expected to significantly improve connectivity between communities in the affected areas, especially during the rainy season, while facilitating the movement of people, goods and agricultural produce.



Progress of the temporary crossing with culvert installation ongoing.

Asphalt Pavement Works at Kafubu Bridge Completed



Asphalt pavement works at Kafubu Bridge.

The asphalt pavement works at Kafubu Bridge, the main bridge along the Ndola–Lusaka Dual Carriageway Project located in Ndola District, have been completed.

The asphalt pavement was initially completed on the southbound lane, while MOIC, the Concessionaire, continued works on the northbound lane.

With the construction of the approach roads now completed, motorists can use both lanes of the bridge, marking a significant milestone in the ongoing Ndola–Lusaka PPP Project.

The completion of the works is expected to improve traffic flow and enhance connectivity along this important transport corridor.



Asphalt pavement works at Kafubu Bridge.

Great East Road Maintenance Works Underway Ahead of Full Rehabilitation



Sealed Potholes

As a short-term measure, road maintenance works are currently underway along the Great East Road, covering the stretch from Airport Roundabout in Lusaka to Luangwa Bridge in Lusaka Province.

The Road Development Agency (RDA) has engaged a consultant to undertake a feasibility study for the full rehabilitation of the 225-kilometre Great East Road stretch from Lusaka to Luangwa Bridge.

The full rehabilitation works will commence once the designs have been completed and a contractor has been engaged.

In the meantime, through its Lusaka Provincial Office, the RDA has deployed three teams along the 225-kilometre stretch to undertake pothole patching and other routine road maintenance works.

The first team is stationed at Luangwa Bridge and is working towards Rufunsa Boma, covering the section around Mpanshya. Good progress has been recorded in this section.

The second team is camped at Chinyunyu and is working from Kanyongoloka 1 towards Chongwe Town.

The third team is working from Airport Roundabout in Lusaka towards Chongwe Town.

Meanwhile, the RDA Lusaka Provincial Office is conducting tests at the Nyamphande section, where rehabilitation works on the deteriorated section are scheduled to commence by early September 2026.



Compaction of the sealed pothole.

36 YEARS ON THE ROAD: THE JOURNEY OF MOSES MWENDA NDASHE

By Elizabeth Mutale



After 36 years of dedicated service, Mr. Moses Mwenda Ndashe, a driver, bids farewell to the Road Development Agency (RDA), leaving behind a remarkable legacy of commitment, professionalism, and contribution to Zambia's road infrastructure development.

Throughout his career, Mr. Ndashe witnessed and helped shape the transformation

of the road sector, overcoming challenges and celebrating milestones that have improved connectivity and supported national development.

"My journey began after completing my secondary school education at Kasama Boys Secondary School in 1986. I joined the community and started looking for a job. Fortunately, I found a part-time job with the Roads Department in Kasama in 1989," Mr. Ndashe said.



Mr. Ndashe working on a pothole patching project.

"In 1990, I applied for a Road Foreman position at Roads Training School now called National Council for Construction (NCC). Unfortunately, I didn't get the job because the competition was very stiff."

Mr. Ndashe said he was lucky to be employed as a general worker at the Roads Department Workshop, and was later on trained as a driver under Roads Training School.

"From the Workshop, I went to the Transport Section. I thought of upgrading my skills and enrolled at Zambia Institute of Management College in 2005 where I obtained my Diploma in Logistics and Transport (Chartered Institute of Logistics and Transport)."

Mr. Ndashe narrated that in 2007, he joined the Road Development Agency and immediately moved to Kabwe, Central Province as a driver.

"Like I have stated before, my interest was working in the field. I spent quite a number of years

working as a Road Maintenance Technician (Pothole Patching). Up until my retirement, I was attached to a pothole patching project, where I was involved in maintaining and repairing roads to improve safety and driving conditions," he said.

Mr. Ndashe said it is important to understand an organisation's work culture and mission if you want to build a long and successful career within it.

"What I have learnt after working for this long is that you have to understand the work culture of an organization and it's mission. You should also ensure that you learn how to work with other members of staff because we all come from different backgrounds. Working for 17 years in the Roads Department and another 19 years at the Road Development Agency was not easy for me but I managed to pull through with God's grace," he said.

As he bids farewell to the Agency, Mr. Ndashe expressed his heartfelt gratitude to all the colleagues he worked with over the years, thanking them for their support, guidance, and camaraderie.

LOVE FINDS ITS WAY: RDA TECHNOLOGIST WEDS NURSE IN A 5-YEAR JOURNEY TO “I DO”

By Elizabeth Mutale



Mr. and Mrs. Phiri.

Five years of patience, prayer, and planning came to a beautiful close on 2nd August 2026 when Ariel Banda, an employee of the Road Development Agency (RDA), and Avelesi Phiri, both of Chipata District, said “I do,” in a wedding that united two hearts and two professions dedicated to serving the public.

Mr. Banda, who is a Technologist – Works, based in Chipata, Eastern Province a few weeks ago married, Ms. Phiri, a Registered Nurse.

Mr. Banda, who joined the Agency on 3rd November 2025 and has been part of the team contributing to the construction and maintenance of the road network in Zambia.



Mr. Banda expressed gratitude for the love and support they received from their families and friends throughout their relationship.

Their story is a reminder that strong relationships are built over time through patience, commitment and mutual understanding, qualities that have guided them from their first meeting to the beginning of their new life together as husband and wife.



The couple with their parents.

"As a Technologist, it places me right on the ground with projects across Eastern Province by ensuring that road projects are implemented to the required technical standards, helping to connect communities like Hollywood Compound and Kalongwezi Extention, and facilitate economic growth in Chipata," Mr. Banda said.

HYGIENE KEY TO INDIVIDUAL AND NATIONAL WELL-BEING

By Brian Chavula

Hygiene is essential to the well-being of individuals and the nation. For a nation to thrive, it is important to keep our cities clean.

On 28th August 2026, employees of the Road Development Agency (RDA) at the Livingstone

Weighbridge participated in the monthly cleaning exercise aimed at keeping the city clean, green and healthy.

Four employees took part in the exercise at the Livingstone Weighbridge, while the rest remained on duty.



RDA Livingstone Weighbridge members of staff participating in the Keep Livingstone Clean, Green and Healthy exercise.



RDA employees participating in the cleaning exercise in Livingstone, Southern Province.

The exercise was initiated by the Livingstone City Council in line with a circular issued by the local authority in 2018. The activity was led by the Livingstone Weighbridge Supervisor, Mr Sebastian Zulu.

Mr Zulu said the participating employees wore RDA-branded shirts and reflective clothing to identify the Agency's involvement and visibly demonstrate its presence during the exercise.

"Participating in this exercise demonstrates the Road Development Agency's commitment to Corporate Social Responsibility (CSR) and our continued support for keeping Livingstone clean, green and healthy. We believe that maintaining a clean city is a shared responsibility involving the Government, businesses, institutions and individual citizens.

"Our participation promotes responsible waste disposal, environmental awareness and positive behavioural change. As the RDA Livingstone Weighbridge, we are part of the Livingstone community and must therefore contribute beyond our core mandate of road infrastructure.

"By taking part in this exercise, we are not only helping to maintain a clean and healthy environment but also encouraging others to recognise that 'Boma is all of us' and that everyone has a role to play in keeping our communities clean, green and healthy," Mr Zulu said.

LEADERSHIP

By Trisina Mudenda



The Meaning of Safety Leadership

Health and Safety performance is driven by the leadership of the organisation. Leaders establish values, develop procedures, and delegate responsibility for implementing the health and safety programs. Put another way, health and safety leaders set the standards of behaviour within their companies. An effective health and safety leader also motivate his or her co-workers to strive for minimal risk exposure.

What is Health and Safety Leadership?

Health and Safety leadership may be defined as: "the process of interaction between leaders and followers, through which leaders can exert their influence on followers to achieve organisational safety goals".

A good health and safety leader is someone who makes a positive impact on attitudes, behaviours and organisational performance." The terms 'leadership' and 'management' are used together

but it is important to understand the difference. Some of the key differences are listed below:

Leader	Managers
Creates Vision and look to the futures	Goal oriented with specific timescale
Encourages and embraces change and innovation	Sets specific aims and objectives within set parameters
Takes Risks	Control risks
Builds Relationships	Relies on proven systems and processes
Encourages and coaches' people	Gives directions and instruction
Motives and encourages workers to overcome barriers	Monitors situations and applies effective systems
Encourages innovations	Prefers familiarity, order and efficiency
Adapts to changing circumstances	Ensures standards are met

Specifically, managers exist as part of the organisation's structural hierarchy and exert formal influence over their subordinates, while leadership is where an individual exerts influences workers by setting an example of appropriate behaviour to achieve shared goals and effect positive change in the organisation.

Certainly, one individual can be both a manager and a leader, but only if an individual can consciously perform both roles at different times.

The foregoing gives evident that any individual in the organisation can be a health and safety leader if they so choose to be. It is crucial for organisations to have health and safety leaders in every area across levels of the structural hierarchy if they want to create a strong health and safety culture that leads to improved health and safety performance. In fact, senior management may not be the most knowledgeable about the present dangers of a job.

Thus, management should impress on their workforce that a health and safety leader is anyone who cares enough about the organisation to take the actions that will keep themselves and others free from danger or injury through guidance, persuasion, direction, and setting the example. Health and safety leaders do not influence others through power, status, or authority. They consider safety in all of their decisions and inspire their co-workers to do the same through their actions.

Health and safety leadership is important in many areas of occupational safety and health. First of all, leaders should ensure that a good and functional management system is in place, integrating all possible health and safety aspects in a structured approach. Management systems are most effective when communicated within the whole organisation.

The success of occupational safety and health management is therefore also based on the leaders' ability to develop and transpose visions and strategies into specific aims and objectives that can be implemented, monitored, and measured.

In conclusion let's all endeavor to consciously perform both roles at different times.

To achieve the leadership role for the sustainability of health and safety in the Road Development Agency (RDA).



CORE STEPS TO REACH FINANCIAL INDEPENDENCE

1. Build a safety net: Save three to six months of basic living costs for emergencies.
2. Kill bad debt: Pay off high-interest loans and credit cards to stop losing money.
3. Spend less than you earn: Keep your lifestyle modest even as your income grows.
4. Invest heavily: Put a large part of your income into assets that grow over time, like stocks, bonds, or property.
5. Create passive streams: Build systems that generate regular cash flow without your daily labor.



QUICK WAYS TO DE-STRESS

- Unplug from screens: Turn off your phone and computer for 30 minutes to stop the flow of notifications.
- Change your clothes: Swap your work outfit for comfortable loungewear as a physical signal that the workday is done.
- Take deep breaths: Inhale slowly through your nose, fill your belly, and exhale through your mouth to lower your heart rate.
- Go for a short walk: Step outside for fresh air and gentle movement to clear your mind.
- Sip a warm drink: Make a cup of caffeine-free tea or warm water to create a calming sensory ritual.
- Do light stretches: Release physical tension in your neck, shoulders, and lower back with slow movements.

Staff Spotlight:



By Elizabeth Mutale

OBERD MUSONDA BESA



RDA Mumbwa Weighbridge Supervisor Mr. Oberd Musonda.

Oberd Musonda Besa walked into the Road Development Agency (RDA) on the 11th December 2006 as a Weighbridge Operator with a Diploma in Electrical and Electronic Engineering. The Agency had just over 100 employees, manual weighbridges, and a growing mandate to protect Zambia's road network.

20 years later, he is the Mumbwa Weigh Station Supervisor leading a team in an era of electronic weighbridges and weighing-in-motion technology. For Mr. Besa, the journey has been one of self-driven growth, service, and commitment to nation building.

"I did not wait for promotion to upgrade, through self-sponsorship, I added a Diploma in Information Technology (IT),

a Zambia Institute of Chartered Accountants (ZICA) Diploma, and a Bachelor of Business Administration (BBA) Degree,” he said.

Mr. Besa said these qualifications have enabled him to be relevant and productive in his roles under VLMU for the agency’s growth and development which in turn offers better service to the nation in road planning, construction, maintenance and preservation.



Mr. Besa stands beside the Axle Load Control sprinter van, a key asset used for mobile enforcement and data collection.

Over two decades, Mr. Besa has seen RDA transform dramatically from Manual Weighbridges to modern electronic and weighing-in-motion systems, an increase in directorates, departments, and work.

“Massive investment in modern IT equipment and stronger public visibility through social media. Deeper collaboration with National Road Fund Agency (NRFA), Road Transport and Safety Agency (RTSA), Anti-Corruption Commission (ACC), Zambia Revenue Authority (ZRA) and other government agencies,” he said.

Mr. Besa shared most of his memorable contributions to RDA which include taking part in the early VLMU team that successfully took over public weighbridge operations from ZNS to RDA. Supervising axle and GVM control at the Kafue Hook weighbridge project that ensured that the temporary weighbridge in use was preserved and protected from premature damage and accidents due to vehicle overloads or abnormal loads.

“I trained and mentored a number of weighbridge operators in weighbridge operations and management,” Mr. Besa said proudly.

He further stated some challenges he faced during his 20 years of service and he expressed how financial sponsorship for his career advancement and he has been doing it on his own, yet it benefits the Agency too, managing understaffed teams working long hours and enforcing the Road Traffic Act of 2002 amid corruption pressure at weighbridges.



RDA staff pose for a picture, reflecting on the Agency’s collaborative spirit and shared vision.

"I overcame these by motivating staff with hope for a better future, being proactive in educating transporters, and supporting systems and technology that reduce corruption through collaboration with ACC and Drug Enforcement Commission (DEC)," he said.

Mr. Besa explained that professionally, RDA gave him leadership, communication, public relations, conflict management, team building, and data management skills. It expanded his network and exposed him to high-profile government engagements.

He describes RDA's culture as hard-working, team-oriented and supportive like family and he was also trusted to act in higher positions. He advised young employees to be committed, loyal, proactive and active.

"Advance in your academic, skills and professional knowledge for both personal and organizational success in this dynamic world," he advised.

Looking ahead, Mr. Besa aspires to retire honourably as a good RDA ambassador and to continue mentoring new staff and offering consultancy services.

For RDA, he envisions massive PPP-driven road expansions with toll plazas and weighbridges, a united and motivated workforce, and leadership stability at Chief Executive officer (CEO) level for continuity.

"In 20 years, I have worked under more than 10 CEO's which is not good for stability and consistency of vision," he notes.

CORNELIUS MUKONKA



For Cornelius Mukonka, 20 years at the Road Development Agency (RDA) has been a story of consistency, resilience and quiet service.

He joined RDA on the 8th August 2006 as a Weighbridge Officer under the Vehicle Load Management Unit (VLMU). He was job hunting for an institution where he could work permanently until retirement; two decades later, he is still at the same post but with a wealth of experience, growth, and wisdom to show for it.

Mr. Mukonka has never been promoted, not even to a shift leader but yet he has never let that dim his commitment.

"I have served the agency faithfully over the years, with no disciplinary conduct issues. I have also been guiding those who join us as WBO and I have been meeting my targets," he says with pride.

While he has not been directly involved in major construction projects, one moment stands out, an invitation to attend an integrity commitment workshop in Lusaka conducted by the Anti-Corruption Commission (ACC). For him, it was recognition that his role in protecting road infrastructure matters.

Mr. Mukonka says through self-sponsorship, he has also upgraded himself academically up to university level and is now affiliated to the Project Association of Zambia.

His biggest challenge has been a lack of promotion while colleagues who joined 10 to 15 years after him moved up the ladder. He has also felt that some supervisors did not recognize his input or recommend him for anything, and he remains on the same salary scale as newer staff.

Despite this, he has grown professionally, he has mastered axle load control and record-keeping. He has raised children, with one now pursuing law at the University. He owns property and is also engaged in tender entrepreneurship in construction.

"I am motivated because RDA has sustained me and my family. We work with minimal supervision, in a free and tolerant environment and our leaders are accessible. I have gone into any office at Head Office and I was attended to well," he said.

He also credits colleagues, "They correct me when I make a mistake; there is mutual and physical support," he stated.

Mr. Mukonka further said that he has a vision for RDA's future, becoming a self-powered house for road and bridge construction and maintenance. Acquiring its own equipment like Avic International, and reducing reliance on foreign contractors.

He further proposed that RDA honors retirees well with vehicles, building materials, or a medium-cost house depending on status.

"RDA is a lucrative institution with good working culture and I pay those coming after me to make RDA better than they found it," he concluded.

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