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BURUNDI SENIOR COMMAND AND STAFF COLLEGE DELEGATION VISITS ZAMBIA'S STRATEGIC TRANSPORT INFRASTRUCTURE



The Burundi Delegation with RDA officials and Immigration representative pose for a photograph at the Kazungula Bridge during their site visit.

A high-level Delegation from the Burundi Senior Command and Staff College has concluded a strategic visit to key infrastructure sites in Southern Zambia, including the Livingstone and Kazungula Weighbridges, as well as the iconic Kazungula Bridge.

The visit was part of an initiative to expose the Delegation to Zambia's road infrastructure monitoring systems, particularly the Vehicle Load Management (VLM) systems, and to foster appreciation for the region's cross-border infrastructure that enhances connectivity and trade between Zambia and Botswana.

At the Livingstone Weighbridge, the delegation received in-depth briefings on operational procedures, axle load control systems, and vehicle inspection protocols. Emphasis was placed on the enforcement of load compliance and the critical role of data management in protecting Zambia's road infrastructure from damage caused by overloaded vehicles.

The delegation proceeded to the Kazungula Weighbridge, where they were introduced to the newly established facility. Demonstrations highlighted how real-time data is collected, processed, and transmitted, showcasing the integration of technology in infrastructure monitoring.

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At the Kazungula Bridge, the Delegation was briefed on the project's regional significance. Officials emphasized the bridge's role in advancing regional integration, easing transportation bottlenecks, and enhancing the flow of goods and services within the Southern African Development Community (SADC).

The Delegation expressed sincere gratitude to the Acting RDA Director and Chief Executive Officer, Eng. Jairos M'hango for the warm reception and the opportunity to learn from Zambia's advanced infrastructure systems.

This visit not only deepened bilateral ties between Burundi and Zambia but also underscored Zambia's commitment to infrastructure development and international cooperation in transport and logistics.



Burundi Head of Delegation presenting a gift to the RDA representative, Mr. Ryan Lubemba at Kazungula Bridge.

ON THE SPOT CHECK AT KAZUNGULA WEIGHBRIDGE BY RDA ACTING DIRECTOR AND CEO



Left-Right: Weighbridge Officer, Mr. Webster Chishala, Weighbridge Supervisor, Mr. Victor Sikombe, Chief Engineer-Vehicle Load Management, Dr. Richard Kasongo, Acting Director and CEO, Eng. Jairos M'hango, Acting Director-Road Maintenance Eng. Mubyeya Kapinda, Weighbridge Officer, Mr. Ndesile Jika and Acting Manager-Operations (South), Mr. Nchimunya Chikuni at the newly rehabilitated Kazungula Weighbridge.



Kazungula Weighbridge Supervisor, Mr. Victor Sikombe (gesturing) with Acting RDA Director and CEO Eng. Jairos M'hango and his team during the tour of the facility.

RDA REBRANDS AGENCY VEHICLES



An RDA vehicle with a new sticker.

The Road Development Agency (RDA) has embarked on a rebranding exercise of the Agency's fleet.

The move is aimed at increasing visibility and image enhancement. The process of rebranding has started with the vehicles at Head Office in Lusaka while vehicles at the Provincial Roads Engineer's Offices and weighbridges are yet to be branded.

RDA Director Corporate Services, Mr. Review Namanje said in an interview that motor vehicles branding is important as it serves as a mode for enhancing brand visibility and creates a professional image.

"The old stickers were noted to be all faded and not visible. The new look sticker does not only stand out but is also big enough to be seen easily. The rebranding is been done in line with the RDA Motor Vehicle and Transport Policy and all Agency vehicles and equipment will also be rebranded, the rebranding exercise is expected to be completed by end of May 2025.

"Any employee who makes alteration or modifications to an RDA vehicle, including removal of RDA labels or emblem stickers without approval shall be liable to disciplinary action. This is as provided for under clause 9.3 of the RDA Motor vehicle and Transport policy," Mr. Namanje said.

VANDALISM OF ROAD FURNITURE RAMPANT IN CENTRAL PROVINCE



The two road signs which were recovered by the Police in Mkushi District.

In execution of its mandate of care, maintenance and construction of public roads, the Road Development Agency (RDA) actively implements various measures to enhance road safety.

Sadly, the road sector in Zambia has experienced theft and vandalism of road furniture targeted at enhancing road safety. Safety features such as road signs, guard rails and reflective road studs are among the most vandalized road features

The road section between Mkushi and Serenje has been experiencing road furniture vandalism since 2012. This includes removal of Armco pipe culverts, guardrails and road signs. Road signs are important as they enhance road safety by communicating vital information to road users.

The most recent recorded theft of road signs happened on 26th February 2025, just a week after the installation of the new road signs. The two culprits were apprehended and later sentenced by the Mkushi Magistrate's court to 30 months imprisonment with hard labour.

Meanwhile, in Serenje, one suspect pleaded not guilty to vandalizing guardrails and is on bail awaiting the commencement of the trial.

The effects of vandalizing road furniture include:

- Increased risk for vulnerable road users such as children, pedestrians and cyclists;
- Poses a danger to road users including members of the community; and
- Absence of speed limits in designated sections.



Recently installed road signs along the Mkushi-Serenje Road.

CATCHING UP WITH ENG. BORNWELL SIAKANOMBA



Eng. Bornwell Siakanomba during his graduation day in Japan.

In this month's edition of the VOKA, our Reporter Mr. Brian Chavula caught up with Bornwell Siakanomba Engineer Bridges Management System who had been away for studies in Japan pursuing a Master's Degree in Civil and Environmental Engineering.

Eng. Siakanomba recounts about his experience while in Japan, sponsorship of his training, his graduation and how the skill acquired will add value to the Agency.

"I would say my experience was amazing and quite unique. Throughout the programme, I was privileged to learn about various aspects of Japan's development, including its culture, history, technological advancements, work ethics and how they adapt their own solutions to solve problems.

"These insights were gained through a variety of classes, study tours, workshops, and training sessions, offering valuable interactions with both academia and industry professionals in Japan. This academic journey was made possible through the sponsorship of the Japan International Cooperation Agency (JICA), under the Road Asset Management Programme (RAMP) and supported by the Road Development Agency (RDA)," he says.

He added: "I undertook a comprehensive curriculum that combined in-depth desk studies with practical fieldwork. It was truly an honor and privilege to be awarded the opportunity to further my education.

"I would really love it if all relevant technical staff in the regional offices could participate in this training as it touches on bridge design and maintenance. I am looking forward to applying the knowledge and exposure I got from studying abroad here, in RDA and Zambia at large. In my opinion, Japan seems to have solved almost all of its infrastructure challenges and now makes considerable effort in maintenance and disaster mitigation."

Eng. Siakanomba has since graduated with a Master's Degree in Civil and Environmental Engineering from the University of GIFU of Japan and reported for active duty at as of May 2025.



Eng. Siakanomba with his classmates during his training in Japan.



Photo taken during the steel Manufacturing plant tour in Nagoya in Japan.

NDOLA-SAKANIA-MUFULIRA ROAD REHABILITATION WORKS REGISTER GOOD PROGRESS



Rehabilitation works on the Ndola-Sakania-Mufulira Road on the Copperbelt.

Rehabilitation works on the Ndola-Sakania-Mufulira Road have gained momentum with 8.6 kilometres out of 17 kilometres being paved to bituminous standard on the section between the roundabout near Levy Mwanawasa Stadium in Ndola to Sakania Border.

Currently, the asphalt paving works are being carried out towards the Mitengo urban section.

The works on the Sakania-Mufulira Road section have also commenced with removal of the existing asphalt pavement after the Zambia Railway crossing going towards Mufulira.

Toll Plaza works are progressing well and have advanced with the control building and powerhouse attaining about 90% completion point while the canopy structural works are at 70% complete.

The Road Development Agency (RDA) has been undertaking rehabilitation works on the Ndola-Sakania-Mufulira Road under the Public Private Partnership (PPP) Financing Model.

The Concession Agreement for the finance, design, build, operate, maintain, and transfer of 55 kilometres of the Ndola-Sakania-Mufulira Road and border infrastructure at Sakania on the Copperbelt Province was signed with Messrs. Jaswin Ports Limited and the Government of the Republic of Zambia through the RDA, the Ministry of Finance and National Planning and the Ministry of Commerce, Trade and Industry.



Rehabilitation works on the Ndola-Sakania-Mufulira Road.

CHIBULUMA CONCRETE ROAD WORKS IN KITWE



Chibuluma Concrete Road in Kitwe on the Copperbelt.

The Government through the Road Development Agency (RDA) is constructing a rigid pavement (concrete) on the Chibuluma Road in Kitwe on the Copperbelt Province.

The contractor, Messrs. East to West Construction and Mining Limited has substantially completed the construction works on Chibuluma Road.

Construction works on the 7.3 kilometres Chibuluma Concrete Road in Kitwe have substantially been completed and the contractor is currently undertaking minor works involving drainages, paving of walkways, kerbstone installation, road marking and installation of road signs.

The outstanding works are expected to be completed in May 2025.



Chibuluma Road construction works.

MONZE-NIKO ROAD WORKS



Construction works on the Monze-Niko Road in Southern Province.

The Government through the Road Development Agency (RDA) has embarked on a project to rehabilitate and upgrade the 74 kilometres Monze-Niko Road in Southern Province.

China Geo Engineering Corporation in joint venture with Chipangano Builders Limited have been engaged to undertake the works while Kaplum and Associates Limited will provide supervision services on the project.

The scope of works includes but is not be limited to: upgrading of 44 kilometres of the road to bituminous standard, rehabilitation of 30 kilometres paved section, construction of three major box culverts, road finishing and landscaping, road signs and markings.

Construction works have gained momentum after a short break due to adverse weather conditions emanating from the 2024/2025 rainy season.

The contractor has scaled up the works in order to catch up and complete the project by the intended completion date of 21st November 2025. The major ongoing activities involve:

- (i) Application of tack coat SS60 on the existing paved road section and about 8.5 kilometres out of target 24 kilometres has been done to date;
- (ii) Application of at least 30mm thick leveling layer of asphalt, and so far, 7 out of target 24 kilometres has been done to date; and
- (iii) Construction of stabilized gravel base course layer, and so far, 4.4 kilometres out of target 40.5 kilometres has been done to date



Construction works on the Monze-Niko Road.

WORKS AT THE NEW KAFUBU BRIDGE IN NDOLA SET TO COMMENCE



The construction camp for the Kafubu Bridge in Ndola.

The Concession Agreement (CA) for upgrading of the Lusaka-Ndola Road into a dual carriageway also involves the construction of a new crossing point at Kafubu Bridge in Ndola.

The Concessionaire MOIC-LN Limited has since started setting up the bridge construction camp near the Kafubu River in the Ndola urban section. The existing Kafubu Bridge will be replaced with a new concrete bridge which will be 46 metres long and 19.82 metres wide.

The works on the bridge spanning across the dual carriageway will start in May this year and are scheduled to be completed in December 2025.

CONSTRUCTION WORKS OF THE WEIGHBRIDGE ON THE CHINGOLA-CHILILABOMBWE ROAD



The Chingola-Chililabombwe Weighbridge under construction.

The works at the new weighbridge on the Chingola-Chililabombwe Road have commenced and progressing well.

Physical progress attained stands at 20% so far on one side of the road. The scope of works includes the construction of weighbridges on both sides of the road, drainage works, control houses, ridged pavements and a powerhouse.



Chingola-Chililabombwe weighbridge shaping up.

UPDATE ON UPGRADING WORKS OF THE MPONGWE TOLL STATION



Works to upgrade the Mpongwe Toll Station from Class C to B located along the Luansobe-Mpongwe Road underway.

The Road Development Agency (RDA) on the Copperbelt is upgrading the Mpongwe Toll Station from Class C to B.

The works which are being undertaken in-house under the Force Account Project are progressing well and have attained 68% physical progress.

The Toll Station being upgraded is located along the Luansobe-Mpongwe Road and works are expected to be completed in the third quarter of 2025.

CONGRATULATIONS !!!

Road Development Agency (RDA) Muchinga Provincial Senior Engineer, Lazarous Ng'ambi graduated from the Lusaka University where he was conferred with a Master of Science in Project Management.

Assistant Procurement Officer, Choolwe Shamambo also graduated with a Bachelor's Degree in Purchasing and Supply at Lusaka University.

Congratulations to both grandaunts.



Engineer Lazarous Ng'ambi.



Ms. Choolwe Shamambo.



Ms. Choolwe Shamambo.

RISK CORNER

THE IMPORTANCE OF KNOWING KEY RISK INDICATORS IN PROJECT MANAGEMENT

During some rainy seasons, my family and I faced an unexpected crisis—our home in Lusaka was flooded. The situation was so severe that we had to evacuate for an entire month. When the rains finally subsided, we took proactive measures to secure our property, investing in gravel and other flood-prevention efforts to ensure we wouldn't experience the same devastation again.

Ironically, the following rainy season brought not floods, but drought. At the time, it felt like our efforts had been in vain—a miscalculation, a waste of money. But fast forward to 2025, and heavy rains have returned, bringing widespread flooding across the city. This time, however, our home remains safe, thanks to the preventive actions we took seasons ago.

This experience is a perfect example of why knowing your Key Risk Indicators (KRIs) is crucial. Risks are dynamic, and while some threats may not materialize immediately, the right indicators help us anticipate and prepare for them. Just as our early efforts shielded us from future floods. As RDA employees and project managers of road construction projects it is very vital that we must track and respond to our KRIs to build resilience against risks—whether they seem imminent or not. so what are KRIs and why are they important????

Risk indicators, or Key Risk Indicators (KRIs), are metrics used to measure the likelihood or impact of risks materializing within a project, department, or organization. They serve as early warning signals that help identify potential issues before they escalate. In project management are essential because they provide early warning signs of potential problems that may impact project success. Here's why they are important and how they benefit project management:

1. Proactive Risk Management

Purpose: Risk indicators allow project managers to identify risks before they escalate into serious issues. By monitoring specific indicators, managers can act early, which is often more effective and less costly than addressing risks later.

Benefit: Early detection of risks minimizes project delays, budget overruns, and quality issues, improving the likelihood of successful project completion.

2. Better Decision-Making

Purpose: Risk indicators provide objective data, helping project managers make informed decisions. They show when a risk is increasing in likelihood or impact, allowing managers to prioritize which risks to address first.

Benefit: Informed decision-making improves resource allocation, as managers can focus on the most critical areas, ensuring that project goals are met efficiently.

3. Improved Communication and Transparency

Purpose: Risk indicators provide a common language for communicating potential issues to stakeholders. This transparency builds trust, as stakeholders are aware of the risks and how they're being managed.

Benefit: Transparent risk communication enhances stakeholder buy-in and support, which is crucial for project success. It also helps in managing stakeholder expectations regarding project timelines, budget, and scope.

4. Enhanced Monitoring and Control

Purpose: Risk indicators enable continuous monitoring, which is critical in dynamic projects where risks can evolve over time.

This allows project managers to keep track of how risks change and respond accordingly.

Benefit: Continuous monitoring helps prevent risks from escalating and ensures that the project remains on track, meeting its deliverables and maintaining quality.

5. Alignment with Organizational Goals

Purpose: Risk indicators align project risks with organizational risk appetite and strategic goals. By monitoring risks at the project level, organizations can ensure that projects contribute positively to the broader risk management framework.

Benefit: This alignment supports organizational resilience, ensuring that projects contribute to long-term objectives and don't expose the organization to unnecessary risks.

6. Cost and Resource Management

Purpose: Monitoring risk indicators can help project managers anticipate and mitigate potential issues that could lead to cost overruns or resource depletion.

Benefit: By preventing issues early, organizations can avoid unexpected expenses and optimize the use of resources, leading to more cost-effective project delivery.

7. Learning and Continuous Improvement

Purpose: Risk indicators provide valuable data that can be used for lessons learned, helping organizations improve future project risk management practices.

Benefit: This data-driven approach builds a knowledge base, allowing teams to improve risk identification and response strategies in future projects.

In summary, risk indicators are essential in project management as they enable proactive risk management, improve decision-making, enhance communication, and align project outcomes with organizational goals. By monitoring these indicators, we can navigate uncertainties more effectively and increase the likelihood of project success. Let's not be like my neighbors, let's identify our KRIs and prepare for the risks.

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