



ROAD DEVELOPMENT AGENCY

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Presentation Outline

- Overview of RDA
- Road Maintenance
- Status
- Challenges
- Conclusion

Overview of RDA

ESTABLISHMENT

Established through the Public Roads Act No. 12 of 2002 to provide for the care, maintenance and construction of the public roads of Zambia

VISION

To be the leading Road Authority in Africa that is providing a world class Road Network in Zambia

MISSION

To provide a World Class Road Network that supports socio-economic growth in Zambia

Road Network in Zambia

- ✦ *Total gazetted Road Network is 67,671 km*
- ✦ *Core Road Network (40,454 km) necessary for economic development*
- ✦ *Road Network has potential to facilitate trade and commerce*



Road Type	CRN (km)
Trunk (T)	3,116
Main (M)	3,701
District (D)	13,707
Urban	5,597
Primary Feeder (PF)	14,333
Total	40,454

Road Maintenance

The Maintenance of Roads and Bridges coordinated by the Road Maintenance Directorate;

- **Routine Maintenance:** applied on roads/bridges with good and fair condition in order to preserve the road asset.
- **Periodic Maintenance:** carried out periodically, say once in 5 years
- **Emergencies:** works carried out as a reaction to unplanned works that occur on the road network arising for instance from wash away on culverts, bridges etc.

Road Maintenance Strategy

RDA developed RMS 2015-2024 officially launched
Dec.2014

- Maintenance No. 1 Priority over other interventions
- Routine Maintenance activities three year Performance Based Contracts
- Periodic Maintenance
- Primary Feeder Roads OPRCs and ZNS
- Emergencies

Status

Periodic Maintenance

Item No.	Classification	Total Contract Distance (km)	Progress in Km	% Progress as at 30th June 2017
1	Trunk	447.5	259.0	58
2	Main	362.0	15.0	4
3	District	111.3	87.0	78
Grand Total		920.8	361.0	39

Status Continued

Routine Maintenance

<i>Region</i>	<i>Length of Running Contracts (Km)</i>	<i>Total Value of Running Contracts (ZMW)</i>
Central	638.00	26,039,468.30
Copperbelt	275.00	13,632,853.60
Eastern	1,664.00	62,262,668.21
Luapula	582.00	14,368,200.23
Lusaka	386.00	9,383,606.63
Muchinga	491.20	11,082,909.73
Northern	799.00	45,895,852.43
Northwestern	778.00	25,551,027.46
Southern	313.00	27,782,526.99
Western	725.00	16,344,164.81
TOTAL	6,651.20	252,343,278.39

Status Continued

Emergencies

- Zambia received normal to above normal rainfall 2016/17
- Negative impacted installed road infrastructure
 - Washaways of drainage structures culverts and bridges
 - Damage to pavement; erosion, flooding, impassable
- Roads affect the surface and ground water

Status Continued

SUMMARY OF THE RANKING OF DAMAGED ROAD INFRASTRUCTURE BY NUMBER

RANK	PROVINCE	AFFECTED STRUCTURES	NUMBER OF STRUCTURES
1	COPPERBELT	Bridges & Culverts	31
2	LUAPULA	Bridges & Culverts	30
3	NORTHERN	Bridge, Culvert & Pavement	25
4	SOUTHERN	Bridge, Culvert & Pavement	17
5	NORTH-WESTERN	Bridge, Culvert & Pavement	13
6	WESTERN	Bridge, Culvert & Pavement	13
7	CENTRAL	Bridges, Culverts & Pavement	11
8	LUSAKA	Bridge, Culvert & Pavement	10
9	EASTERN	Bridge, Culvert & Pavement	9
10	MUCHINGA	Bridge, Culvert & Pavement	8
GRAND TOTAL			167

Status Continued

SUMMARY OF COST OF REPAIR/CONSTRUCTION OF DAMAGED ROAD INFRASTRUCTURE

<i>SN</i>	<i>PROVINCE</i>	<i>COST (ZMW)</i>	<i>AFFECTED STRUCTURES</i>
1	LUSAKA	15,145,378.36	Bridge, Culvert & Pavement
2	CENTRAL	28,852,204.00	Bridge, Culvert & Pavement
3	SOUTHERN	24,656,322.47	Bridge, Culvert & Pavement
4	EASTERN	8,164,963.65	Bridge, Culvert & Pavement
5	COPPERBELT	46,970,000.00	Bridges & Culverts
6	MUCHINGA	7,000,000.00	Bridge, Culvert & Pavement
7	LUAPULA	23,184,000.00	Bridges & Culverts
8	WESTERN	26,836,392.81	Bridge, Culvert & Pavement
9	NORTH-WESTERN	6,810,000.00	Bridge, Culvert & Pavement
10	NOTHERN	13,470,302.41	Bridge, Culvert & Pavement
GRAND TOTAL		201,089,563.70	

Challenges

- Lack of adequate funds has been the major challenge in the execution of the projects.
- Road Maintenance still not viewed as a priority by various stakeholders
- Premature failures due to lack of consideration of climate change in design of the roads

Conclusion

- Need for an integrated approach in design and construction of roads to include retention/storage of water