

CONSTRUCTION NEWS

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- **NCC: Aims and Objectives**

- To unify the construction Industry, to promote its well being, to strive to create a profitable environment for its constituents, and to establish a united national platform encompassing formal and informal sectors of the industry and its professions
- To contribute to the reconstruction, rehabilitation and development of Zambia and the uplifting of all its people
- To promote and advance the status and public recognition of NCC, its members and the construction industry
- To promote encourage, support or oppose any legislation or other measures affecting the industry
- To address macro issues affecting the industry
- To co-ordinate, improve and facilitate the accessibility of training
- To strive, achieve, monitor and maintain the highest possible standards in the construction industry
- To add and amend these objects from time to time as decided upon by the National Council

VICE PRESIDENT WARNS LOCAL (ROADS) CONSTRUCTION COMPANIES



The Vice President-Lt. Gen. C. S. Tembo officially opening the RoadSIP Mid-Term Review workshop

The Republican Vice-President, Lt. Gen. Christian Tembo has warned local (roads) construction consultants and contractors that the Government will not tolerate poor quality workmanship on our roads, "in the name of promoting the local construction industry". The Vice President was speaking when he officially launched the RoadSIP Mid term review workshop, which was held at the Pamodzi Hotel from 6th to 7th December 2000. The Vice-President also informed the workshop that RoadSIP had greatly benefited local consultants in that 90% of all

consultancies under RoadSIP had gone to them. Gen. Tembo also praised RoadSIP for creating jobs for many Zambians.

For those of us that have followed RoadSIP, there can be no denying in the fact that some local consultants and contractors have not performed to expectations, but by and large, most of our consultants and contractors have performed above average. Equally we are aware of some foreign construction firms that have failed to perform, but to everybody's surprise, there was no mention or warning in the Vice President's

speech given to foreign construction firms.

It should also be acknowledged that some local construction companies have benefited from RoadSIP, but on average there are more foreign construction firms that have benefited from RoadSIP than local ones. The rehabilitation of our roads under RoadSIP should not be seen as an end in itself, it should be part and parcel of our economic development plan, which should also include job creation for our locals and as a way of alleviating *turn to page two*

VICE PRESIDENT WARNS LOCAL (ROADS) CONSTRUCTION COMPANIES CONT.

Continued from page one
the massive levels of poverty in this country. The employment of local construction firms on any construction project will also ensure that our borrowed foreign exchange is retained in this country thereby helping to stabilise the Kwacha.

The continued engaging of foreign construction companies, on projects for which even Zambian construction firms can undertake, goes to explain why the Zambian Kwacha has fallen to such levels. For-

eign construction firms, among others, are repatriating their earnings at levels never witnessed in this country. Why would a local firm want to externalise its profits?

The other important point to note, is that this country has had no meaningful road construction industry for a long time, before the introduction of RoadSIP, such that it will take some time before we have a fully grown local industry. In the meantime, the small and growing industry must be allowed to grow like all

other growing industries, and during that time mistakes will be made. The above notwithstanding, we at the NCC have a catalogue of failures by some foreign construction companies engaged to work on our roads, for which no mention or threats were made.

What the industry needs is help and support from the government; threats and sanctions from government will only kill off this growing and promising industry.

*"I am aware that almost 90% of the consultancies under RoadSIP have gone to the local firms, to the extent that some of them are unable to cope with the work load and deliver quality service"-
Lt. Gen. C. S. Tembo-
Republican Vice-
President.*

WHERE IS CAPACITY BUILDING?-NCC MEETS WITH DONORS

The National Council for Construction (NCC) led by its President, Dr. Ndilila on Tuesday 5th December 2000 met with a combined team of donors supporting our Road Sector Investment Programme to discuss various issues. However, the issue that featured promi-

nently at this discussion was the subject of capacity building in the local construction industry and the role being played by the donors. The team of donors included Mr. Stephen Brushett the Senior Transport officer for Eastern and Southern Africa, senior Em-

bassy staff from the both the Royal Danish and Norwegian Embassies and the European Commissioner to Zambia. The NCC delegation requested with the donors to adjust their procurement conditionalities so as to assist Zambia, build its local construction industry.

"LOCAL FIRMS WILL NOT BE ABLE TO COPE WITH THE WORK LOAD UNDER ROADSIP PHASE II"-PROF. LUO

Hon. Prof. Nkandu Luo, the Minister of Transport and Communications recently assured local construction firms that there was going to be a lot of construction work under RoadSIP phase II, that the local construction firms would not be able to cope. Prof. Luo was speaking at the NCC Construction Forum held on

10th November 2000, at the Pamodzi Hotel, under the theme, "The Road Sector Programme (RoadSIP) in Zambia: Has it benefited the local economy in general and the local construction industry in particular?"

In answering the above question, Prof. Luo said that RoadSIP had greatly benefited the country, consider-

ing the state of our roads in 1991 compared to now. The Minister also alluded to the many approximately 14,000 jobs that had been created under RoadSIP I, as some of the direct benefits of the programme, not to mention the secondary benefits like reduced motor vehicle maintenance costs and the opening up of rural areas to markets.

ACEZ COUNCIL CHANGES HANDS

The Chairmanship of the Association of Consulting Engineers in Zambia

(ACEZ) has changed hands. The new Chairman of the ACEZ is Mr.

Willie Shawa, a prominent Engineer, who once headed the Lusaka Water and Sewerage Company. The full 2000/2001 ACEZ council is:

- **President:** Willie Shawa
- **Vice President;** Luambe Mondoloka,
- **Secretary:** Dinesh Bhatt
- **Treasurer:** Ian Miller
- **Council Members:** John Murphy, Yande Simbule, Levi Zulu, Rennie Mushingwe and Henry Musonda



Merrers Shawa, Banda and Zulu at the ACEZ evening Cocktail.

"I demand better quality of service from the local consultants, if Government is to continue to support them," Lt. Gen. C. S. Tembo-Republican Vice-President

ROADSIP PHASE II HANGS IN BALANCE AS DONORS EXPRESS RESERVATIONS

The much awaited RoadSIP phase II, reportedly worth about US\$ 800m now hangs in balance following misgivings by a combined team of donors from the World Bank, Norway, Denmark and the European Commission. In a joint paper presented to the RoadSIP Mid-term review workshop held on the 6th–7th of December 2000 at the Pamodzi hotel, the donors expressed concerns at the unsatisfactory performance by government on some of the set bench marks within the loan agreement. Our co-operating partners summarised the Governments main weaknesses to be in the following areas:

- Reviewing the opportunity for rationalizing the sector institutional framework;
- Securing the institutional and legal basis of the NRB and the Road Fund;



Some of our co-operating partners on RoadSIP

- Carrying out a reform of the Roads and Road Traffic Act;
- Streamlining the payment of fuel levy to the Road Fund;
- Diversifying the sources of funding for the Road Fund; and
- Giving highest priority to routine and periodical maintenance in the allocation of Road Fund revenues.

As stakeholders in RoadSIP, we can only urge the Government to quickly resolve these problems with the donors.

Women in construction-MS Stephanie Bache Civil Engineer with Zulu Burrow Limited



Ms. Stephanie Bache

*“It is disheartening to note that investors in the mining sector are externalising all their money”-
President Chiluba.*

Q. What is the best aspect of your job?

A. The Best aspect of my job is the diversity of the projects I work on and the variety of tasks I am involved with in these projects. Rather than being constrained to only roads projects, or only design work, I have the opportunity to design and supervise road, water supply and bridge projects. I particularly enjoy being in the field on supervision contracts.

Q. What is the worst aspect of your Job?

A. The worst aspect of my job is recognizing the constraints in the construction industry in Zambia. There are many good projects that would be wonderful to design and

construct, but that will never be carried out because the funds are not available.

Q. Can you please describe to us, your typical working day.

A. Although the day will vary depending on whether I am in the field or in the office, while in Lusaka I will generally spend about half the day working on the implementation of on-going supervision projects in which I am acting as the project co-coordinator. This typically would be in project management involving the processing of contractor’s interim payment certificates, or adjudication of claims, etc. The remainder of my time is usually spent either working on design contracts or as-

sisting on other projects that may need my help for a short time.

Q. Do you regret becoming an Engineer or entering this male dominated industry?

A. No I do not regret the decision to become a Civil Engineer.

Q. Who has been your greatest inspiration in your life, especially in taking up Engineering as a Career?

A. Although both my parents are engineers and were very encouraging in my decision to study engineering, I have to say that my greatest inspiration to study engineering was a trip to Versailles, France when I was fourteen years old. I was completely intrigued with the palace and decided then that I wanted to be somehow involved in construction. After trying both architecture and civil engineering at university, I decided that I was more interested in civil engineering.

Q. What has been your favourite project to-date?



Ms. Stephanie Bache on a construction Site

A. That depends on which day of the week you ask me! The Chirundu Water Supply System has had both its good and bad moments, and I also enjoyed assisting in the design of a feeder roads programme for Danida.

Q. If you could swap jobs, what would you choose to do?

A. I certainly would not choose to swap jobs if given a choice, but if forced to swap jobs I would probably work as a cognitive scientist or linguist.

Q. Which schools, colleges and Universities did you attend?

A. La Jolla High School, California

Bachelor of Science, University of California, Berkeley

Q. What are your future plans, career wise?

A. I am considering returning to school for a masters degree, but would like to earn more experience before doing so. I definitely plan to stay in the construction business. In the past I worked for a contractor, and I think it would be interesting to do so again.

Q. What are your hobbies?

A. I enjoy traveling when I have the time. I have also recently discovered that I enjoy cooking, but have not had much actual

success in the kitchen as of yet.

Q. What piece of advice do you have for the young girls or women intending to take up Engineering or any other construction related job?

A. I would encourage girls to go out of their way to earn as much practical on site experience as possible while carrying out their studies. Although a bright woman may compete well with the men while at university, she may not easily find positions that allow her to work in the field, she may be handicapped for some time by her lack of experience in this aspect of Engineering.

*“There is no crisis for which academics will not respond with a seminar/workshop”
-anonymous.*

TENDERS-TENDERS-TENDERS,

1.0. PRE-QUALIFICATION OF CONTRACTORS AND SUPPLIERS Mopani Copper Mines

Mopani Copper Mines Plc invites those companies who wish to register as contractors and suppliers to compete a pre-qualification questionnaire.

Applicants are requested to submit a written application on company headed stationery. The application should be delivered to **reception Mopani Copper Mines Nkana Division Central Offices, Central Street, Nkana West, Kitwe between the hours of 08.00 and 16.00 Monday to Friday.** A pre-qualification questionnaire will be issued upon receipt of this.

Completed questionnaires are to be returned to the same reception area for assessment by responsible parties.

Applicants will be advised in writing as to the success of their applications.

2.0 GENERAL PROCUREMENT NOTICE ZAMBIA

PROJECT TO SUPPORT THE SECOND PHASE OF THE ROAD SECTOR INVESTMENT PROGRAMME 2002-2007 (ROADSIP II)

1. The Government of the Republic of Zambia has applied for a credit from the International Development Association in the amount US\$120 million equivalent, towards the cost of a project to support the Second Phase of the Road Sector Investment Programme (ROADSIP II). It intends to apply part of the proceeds towards the cost of consulting services (and goods) required for the preparation of the project under an advance from the Project Preparation Facility.
2. The Project to support the Programme consists of four key components:
 - a) Rehabilitation, upgrading, periodic and routine maintenance works for main, rural and urban roads;
 - b) Training and capacity building of sector ministries and agencies and through various technical assistance and consolidation of full funding of maintenance requirement of public road network through institutional reform;
 - c) Extension of the community driven road management pilot (stated under ROADSIP I) and promotion of Intermediate Means of Transport (IMT); and
 - d) Rehabilitation and maintenance of selected tourism and park-management roads within and into selected National Parks and Game Management Areas. HIV/AIDS awareness and prevention components are to be included under each of the four activities.
3. Procurement of contracts financed by the credit will be conducted through the

“It is worth noting that a primary aim of Roadsip is the development and strengthening of the capacity of the local Consulting and Contracting industry. The review team have observed that, to date, very little progress has been achieved in this regard. Examination of the works carried out to date, both on rehabilitation and ...

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page**

TENDERS-TENDERS-TENDERS

procedures specified in the World Bank's Guidelines Procurement under IBRD Loans and IDA Credits, January 1995, revised January and August 1996, September 1997 and January 1999 and is open to all bidders from eligible source countries as defined in the guidelines. Consulting services will be selected in accordance with the World Bank's Guideline: Selection and Employment of Consultants by World Bank Borrowers, January 1997, revised September 1997 and January 1999.

Specific procurement notices for contracts to be bid under the World Bank's international competitive bidding procedures, and for large-value consultant's contract will be announced, as they become available, in the Development Business, The Times of Zambia, The Zambia Daily Mail and the Government Gazette of Zambia. A copy will be transmitted to embassies and trade representatives of World Bank member countries. It is expected that some of the roads to be detailed will be subject to specific procurement notices.

The following detailed engineering designs are expected to be issued within the year:

- a) T1 Zimbabwe border – Livingstone (10.7km resealing;
 - b) T2 Chirundu border – Lusaka (135km) – resealing;
 - c) M4 and 5 Ndola – Mufulira-Mambashi and Congo border (105km) rehabilitation/resealing;
 - d) M6 Kafulafuta-Luanshya (43km) – rehabilitation/resealing;
 - e) D104 Chipata – Airport (8km) – rehabilitation/resealing;
 - f) D391 Mazabuka – Lubombo (46.6km) – upgrading;
 - g) D482 Chirundu – Chiawa (35.4km) – upgrading;
 - h) T2 – Sanje Hill (38km) – upgrading;
 - i) T2 – Ngwerere – Chisamba (64.0km) – upgrading;
 - j) D195 Broken Hill Mine – Farm 1533 (8km) – upgrading;
 - k) D208 Lunsemfwa – Piccadily Circus (30.6km) – upgrading
4. Interested eligible bidders who wish to be included on the mailing list to receive an invitation to bid under international competitive procedures and interested consultants who wish to receive a copy of the advertisement requesting expressions of interest for large-value consultant's contract, or those requiring additional information should contact:

**The Executive Secretary
National Roads Board
P.O. Box 50695
Lusaka, Zambia**

Telephone: (260-1) 253145, (260-1) 255660, (260-1) 250823

Facsimile: (260-1) 253154

E-mail: nrb@zamnet.zm

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accessibility improvements reveals that only 40% of the total value has been carried out by local consultants while, even more disturbing, only 4% of the works have been constructed by local Contractors. These figures would indicate that that the programme may be killing off local engineering and construction industry rather than building capacity. This is contrary to the aims of ROADSIP and cannot be veiwed as acceptable-”

RoadSIP Mid Term Review Report

ZAMBIA QUALIFIES FOR HIPIC, BUT WILL THE BENEFITS FILTER DOWN TO THE CONSTRUCTION INDUSTRY?

Zambia recently qualified to the Heavily Indebted Poor Countries (HIPC) initiative. HIPC was launched by the World Bank and the IMF in 1996 as the first step in their comprehensive effort to eliminate unsustainable debt in the World's poorest, most heavily indebted countries.

Zambia's qualification to HIPC will see the country's nominal stock of debt of about US\$ 5.5bn (after the US\$ 1bn Paris club forgiveness and debt relief) reduced by about 63%. In real terms this initiative means that Zambia's loan repayments will be reduced by US\$ 260 million between 2001 and 2005 and roughly about US\$ 130 million from 2006-2015. Compared to actual debt service levels in 2000, which is the last year before the implementation of HIPC Zambia will save an average of US\$ 30 million per year over the next 15 years.

Zambia has already set up a working committee to strategise and prepare papers for tackling high pov-

erty levels in the country in line with the HIPC initiative. The main sectors of concern under Zambia's Poverty Reduction Strategy Paper include, education, health, expenditure management and control, privatisation and poverty reduction.

Although the working committee is very representative of the civil society, it has surprisingly very few representatives from the business community; the very people that are supposed to create this wealth that will help in reducing the current levels of poverty in the nation.

Although it is understandable that AIDS /HIV have been given high prominence in these papers, it is important to be mindful of the fact that tackling AIDS/HIV will not in itself reduce the high poverty levels in the nation, hence the need for a more comprehensive poverty reduction strategy.

In this connection, it is important to mention that there is only one poverty reduction strategy and that is, to, increase investment and

production levels in the country. To try and reduce poverty by any other means is wishful thinking and a waste of resources. The country therefore, needs to begin to produce for both the local and international markets, at levels that we have not attained before. Only then, will the local community have enough money to feed itself, and have extra income to buy houses, improve their houses, invest in real estate and so on.

We in the construction industry should not expect our industry to grow in the absence of growth in the macro-economy. You cannot reduce poverty by addressing social issues. However, it is important to note that the construction industry, has great potential of significantly reducing unemployment and poverty, especially that it employs a number of unskilled and semi-skilled workers. This country definitely needs an integrated development plan.

"A poor man has no friend except himself", An African proverb.

AGONY FOR LOCAL CONSTRUCTION FIRMS, AS MALAYSIANS AND KOREANS JET IN TO BUILD THE OAU VILLAGE

Mr. Richard Sakala, the Chairman of the Presidential Housing Initiative (PHI) recently announced to the nation that a team of "highly qualified" Malaysians and North Koreans had arrived in the country to supervise the construction of the US\$ 17 million (Lusaka) OAU Village. The Zambian government is reported to have contributed or to contribute half (US\$ 8.5m) of the total construction costs

and the Malaysian firm the other half. The loan from the Malaysians is to be repaid over a three year period.

The OAU Village will consist of 51 luxury villas, recreation center and a swimming pool. Mr. Sakala is also quoted as saying that the same team of Malaysians and Koreans will next year undertake the construction of the 500 low cost houses in Lusaka's Mandevu area under the PHI pro-

gramme.

The "highly qualified" team of Malaysians and Koreans will work with Zambians to ensure the transfer of technology to locals, Mr. Sakala is reported to have said. The NCC will be monitoring the developments on these sites and will keep our readers informed on latest developments. By the way, who are these locals working with these "highly qualified" experts?

GROUP 5 (SOUTH AFRICA) WINS US\$ 80M ANGOLA CONTRACT

Group 5, the giant South African construction company is reported to have secured a US\$ 80 million contract to build 2,400 houses in Luanda, Angola., The Business Report (South African Newspaper) of Friday November 24th 2000 reported. Group 5 is already reported to have started clearing the construction site on or about the 3rd November 2000. The housing units will vary from small single units to block of flats. The Angola contract is said to be the biggest single con-

tract for Group 5 outside South Africa. Group 5, who are said to be on an expansion programme have also confirmed through their Chief Executive, Mike Lomas that the company will be setting up base in the Middle East, to take advantage of the high oil price and the resultant high disposable income. Meanwhile, Aveng, the construction group that owns both Grinaker and LTA construction companies confirmed that it would merge its two construction

firms. Grinaker bought out last year and the buyout of LTA beginning July this year by the Aveng, were initially said to be run as separate firms for fear of losing their powerful brand names, if the two were merged. Aveng's other business concerns are the Alpha- South African's second largest cement manufacturer, Trident Steel -South African's second largest steel merchant and of course Grinaker-LTA the Country's second largest construction company.

For the past years, we (Africans) have become experts in finding excuses and blaming others for the state we are in. For a while, the powers that be listened to us, encouraging us to look for more and more excuses and pit fingers. Now they are turning a deaf ear" Anver Versi Editor- Africa Business.

Namibia's biggest construction project underway

Namibia's biggest construction project since independence, the US\$ 450 million Skorpion Zinc and mine refinery has begun. The contract was awarded to Bateman Project Holdings of the UK and SNC-Lavalin of

Canada. The Skorpion project which is owned by Anglo American Corporation is projected to produce between 150,000 and 200,000 tons of refined metals over its 15 year mine life and create permanent jobs for 530

people. The mine project is expected to contribute about 4% to Namibia's GDP. **Africa Business November and December 2000 issues, Number 259 and 260.**

MOZAMBIQUE'S ALUMINIUM SMELTER PLANT NOW FULLY OPERATIONAL

The MOZAL Aluminium Smelter Plant which was recently commissioned by President Joaquim Chissano is now fully operational. The US\$ 1.34bn private and public sector partnership project is expected to spur economic development not only in Mozambique, but within the rest of the Southern African region.

The construction of the MOZAL Aluminium Smelter took a total of 25 months, suffice to mention that it was built 6 months ahead of schedule and US\$ 100m below budget. The construction of MOZAL Aluminium Smelter required a total of 24, 000 tons of steel, some 200,000 sq of Aluminium cladding, 235 cubic me-

ters of concrete and 800kms of cladding. The project is expected to produce 250,000 tons of primary Aluminium a year, contribute about US\$ 400m in foreign exchange and add 7% to the country's GDP. **Africa Business November 2000 issue. No. 259**

SOME RESOLUTIONS FROM THE ROADSIP MID-TERM REVIEW WORKSHOP

POLICY AND LEGAL

- The Government should approve the transport policy, which should include fiscal policy incentives soon for better management of the road sector programmes.

FINANCIAL ARRANGEMENTS

- A central agency to manage all funding for road works should be created and there should be no parallel funding by the Government and donors.
- The fuel levy should be channeled directly into the road fund to avoid delays in remittance. To

this end the Government should amend the Finance Act to take care of this recommendation.

LOCAL CONSTRUCTION INDUSTRY DEVELOPMENT

- The capacity of local contractors should be developed so that they could effectively participate in the road development programmes. The Government should also ensure that local contractors are given work as part of capacity building
- Enhance training programmes for upcoming small scale contractors in contract management
- so that they could participate effectively in the sector. The Government should also put up a deliberate policy, which will compel the foreign contractors to go into joint ventures with local contractors as part of capacity building
- A better registration system for contractors should be set up by categories.
- The Road Agencies should only commission works when funds are available so that contractors are paid on time.

“YOU HAVE NOTHING TO FEAR UNDER THE (COMESA) FTA”

The COMESA Secretary General, Mr. Erastus Mwencha has reassured the Zambian construction industry that they have nothing to fear under the (COMESA) Free Trade area. On the contrary, Mr. Mwencha said that the local construction industry had everything to gain, especially with the expanded market opportunities under COMESA. Mr. Mwencha was presenting a paper at the NCC construction Forum, which was held at the Intercontinental Hotel on 30th November 2000. Mr. Mwencha was however not able to attend the Workshop, and was thus represented by his Director of Investment Promotion and Private Sector Development; Dr. Chungu Mwila. The COMESA Secretary

General outlined the benefits of FTA as follows:

- Large single market and the economies of scale that lower unit cost of production.
- As FTA creates a single economic space, this is attractive to both local and foreign investment
- Provides greater range of products and intermediate inputs to member states consumers and producers respectively
- The FTA provides the training ground for increased competition that will result from globalization through the World Trade Organisation
- It is a catalyst for increased cross border

trade and investment Mr. Mwencha further urged that since COMESA had been gradually reducing tariffs since 1982, the October 2000 FTA would in most cases only result in tariff reduction of about 10-20% in order to attain the reduction of 100%. The Zambian construction industry on the other hand also argued that they were not against the FTA per se. but that the timing of joining for Zambia was rather wrong, given the unfavorable business environment in the country. The high ZESCO rates and expensive fuel prices were cited as some of the unfavorable business environment that would disadvantage local firms against their foreign competitors.

“But these are the same resolutions that we came up with last year” - Workshop participant after going through this year’s resolutions at the RoadSIP Mid-term review workshop.

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us your mail on
ncc1@zamnet.zm

*Helping to
develop Zambia*



The President, National Council and the Secretariat of the National Council for Construction (NCC) would like to wish all their members, readers and business associates "A happy Christmas and a prosperous New Year".

CHRISTMAS BREAK

Although the NCC Secretariat will remain open during the Christmas and New Year's break, please note that most construction companies, especially contracting firms will, however, be closed for business between the 22nd December 2000 to the 7th January 2001 both dates inclusive.

Please don't drink and drive

**THINKING OF ORGANISING A WORKSHOP/
CONFERENCE/SEMINAR? THEN CONTACT NCC
SECRETARIAT**

The NCC, as part of its activities either on behalf of its members or for independent clients. Organises conferences, workshops and seminars on a variety of topics related to the Construction industry. Resource persons can be drawn if required from its membership of consultants, contractors and Government.

The NCC operates a full time secretariat which is

currently situated at the Government Roads training School, Plot 1609/1625, Off Sheki Sheki Road, Light Industrial Area. The NCC also provides the following services; Photocopying, fax, e-mail, typing and internet facilities.

To organise a workshop/conference/seminar the independent client or member organization will have to:

Make a request in writing stipulating the type of service required

Pay a non-refundable commitment fee of US\$250

Contact persons:

Dr. M.S. Mashamba -
Executive Secretary :
243115/096-763669

Francesca Imutowana,
Conference Co-ordinator:
223115/096-761678