**PARLIAMENT OF ZIMBABWE**

*Thursday, 23rd July, 2026*

*The National Assembly met at a Quarter-past Two o'clock p.m.*

PRAYERS

(THE HON. SPEAKER *in the Chair*)

**THE HON. SPEAKER**: I noticed today that we are very few both sides. Chief Whips we agreed that not more than two Committees must be out on public hearings. Please follow that one up.

**MOTION**

BUSINESS OF THE HOUSE

**THE MINISTER OF JUSTICE LEGAL AND PARLIAMENTARY AFFAIRS (HON. Z. ZIYAMBI)**: I move that Orders of the Day, Numbers 1 to 17 on today's *Order Paper* be stood over until Order of the Day Number 19 has been disposed of.

Motion put and agreed to.

**MOTION**

REPORT OF THE PORTFOLIO COMMITTEE ON TRANSPORT AND INFRASTRUCTURAL DEVELOPMENT ON THE 2025 THIRD AND FOURTH QUARTER BUDGET PERFORMANCE

**HON. KARIKOGA:** I move the motion in my name that this House takes note of the Report of the Portfolio Committee on Transport and Infrastructural Development on the 2025 Third and Fourth Quarter Budget Performance Reports for the Ministry of Transport and Infrastructural Development.

**HON. JONGA:** I second.

**HON. KARIKOGA**:

**1.0 INTRODUCTION**

Section 299 of the Constitution confers upon Parliament the mandate to monitor and oversee all State revenues and expenditures. It stipulates that Parliament must ensure that revenues are accounted for, expenditures are legally authorised and that any conditions attached to appropriations are strictly adhered to. This is further buttressed by provisions in the Public Finance Management Act [*Chapter 22:19*], including sections 32, 33, 34 and 35, which compel Ministries to submit monthly, quarterly and annual financial statements to their respective Portfolio Committees.

In accordance with this mandate, the Portfolio Committee on Transport and Infrastructural.

Development reviewed the Ministry of Transport and Infrastructural Development's third and fourth Quarter Performance Reports for the year 2025. The Committee's oversight function in this context is not only a constitutional obligation but also a strategic mechanism to enhance efficiency, responsiveness and transparency in the delivery of transport and infrastructure services to the citizens of Zimbabwe.

## 2.0 OBJECTIVES

1. To check whether the Ministry managed to achieve its 2025 third and fourth quarter performance targets.
2. To proffer recommendations that would assist the Ministry in effectively executing its mandate.

## 3.0 METHODOLOGY

**3.1.** The Committee analysed the [v]third and fourth Quarterly Budget Performance Reports from the Ministry of Transport and Infrastructural Development for 2025 with technical assistance from the Parliament Budget Office. The Committee sought clarity from the Ministry on several issues, which were responded to through an oral evidence session.

## 4.0 COMMITTEE FINDINGS

### 4.1 Ministry's Mandate

**4.1.1**. The Committee noted that the Ministry of Transport and Infrastructural Development is mandated to develop sustainable integrated transport infrastructure networks and services that facilitate smooth, safe and secure movement of goods, services and persons by providing enabling policies and regulatory frameworks. Furthermore, the strategic plan of the Ministry (2026 to 2030), as guided by the 2030 National Vision and the National Development Strategy 2 (NDS2) 2026 to 2030, outlines the priority areas which include:

- Corporate governance and viability;
- Transport infrastructure development and management

- Transport safety and security
- Transport policy development and regulation
- Institutional growth and development

4.2 Resource Allocation

**4.2.1.** The Committee noted that the Ministry discharges its mandate through its four programmes, namely:

a. Programme 1: Policy and Administration
b. Programme 2: Road Infrastructure and Transportation
c. Programme3: Rail and Aviation Infrastructure Development Services
d. Programme 4: Inland Waters Infrastructure

**4.2.2.** The Ministry’s budget was revised from **ZWG$9.15 billion** to **ZWG$5.4billion** as reported in the year 2025. Figure 1 below shows the breakdown of amount allocated to different programmes.

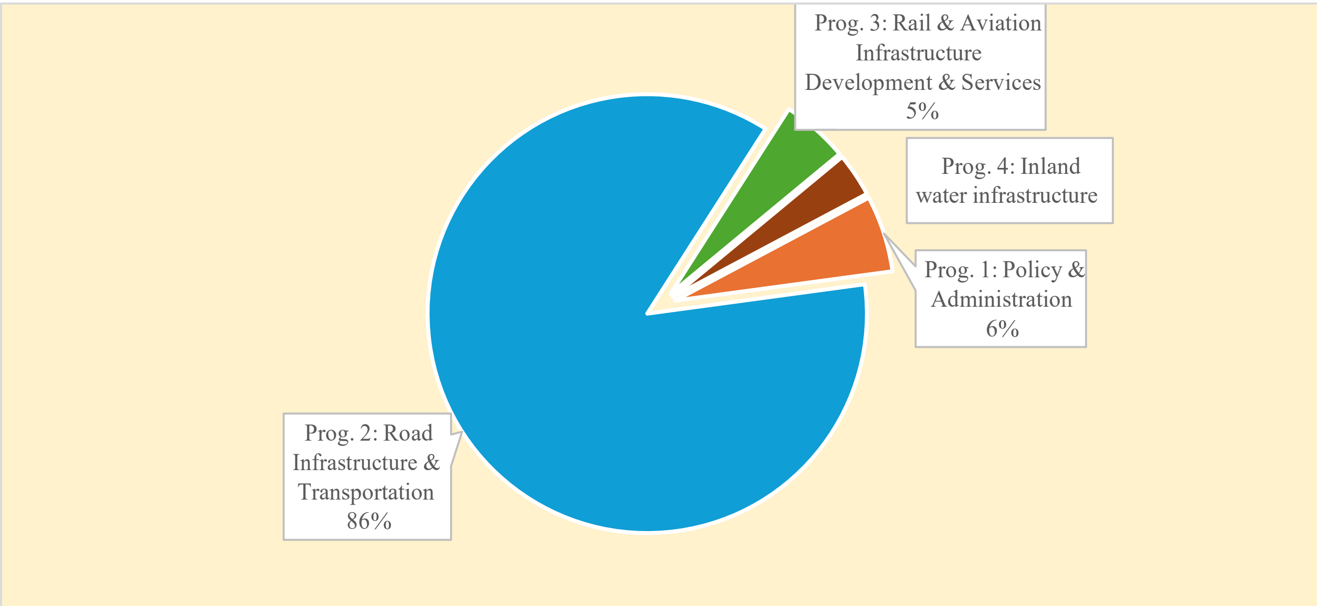


Figure 1: Budget Allocation by Programme

A significant allocation of **86%** was allocated to programme 2 on Road Infrastructure and Transportation, while other programmes were allocated as follows: Rail and Aviation Infrastructure Development and Services **5%,** Inland Waters Infrastructure **3%** and Policy and Administration **6%**. Road Infrastructure and Transportation received over three-quarters of the Ministry's total budget, reflecting a strategic focus on road expansion, rehabilitation and public transport improvement. This aligns with Vision 2030 and NDS2, which prioritised transport infrastructure as key to economic growth and regional integration. The allocation is justifiable given the poor state of roads, which requires strong oversight, timely implementation and transparent reporting to ensure accountability and impact.

**4.2.3.** Inland Waters Infrastructure received the lowest allocation among the Ministry's four programmes, accounting for only about 3% of the total budget. This is a continuous a pattern in which inland waterway development and maintenance consistently receive minimal fiscal attention. The low allocation suggests inland water transport remains a low priority, despite its potential to boost connectivity, tourism and economic activity near major water bodies like Kariba and Tugwi-Mukosi. Inland waterways offer cost-effective transport alternatives, particularly for rural areas and underinvestment limits opportunities for intermodal integration, climate resilience and regional trade.

**4.2.4.** While roads are vital for connectivity and economic development, they need to be complemented by other modes of transport to build a balanced and integrated transport network. Investing fairly in all programs is important to improve integration across different modes of transport, strengthen the economy and support sustainable development by creating a transport system that is diverse, efficient, in meeting the transport needs for business and passengers alike.

4.3 Budget allocation by economic classification

**4.3.1**. In terms of the budget allocation by economic classification, **82%** of the budget was allocated towards capital spending. Figure 2 below illustrates the relative share of the various heads by economic classification.

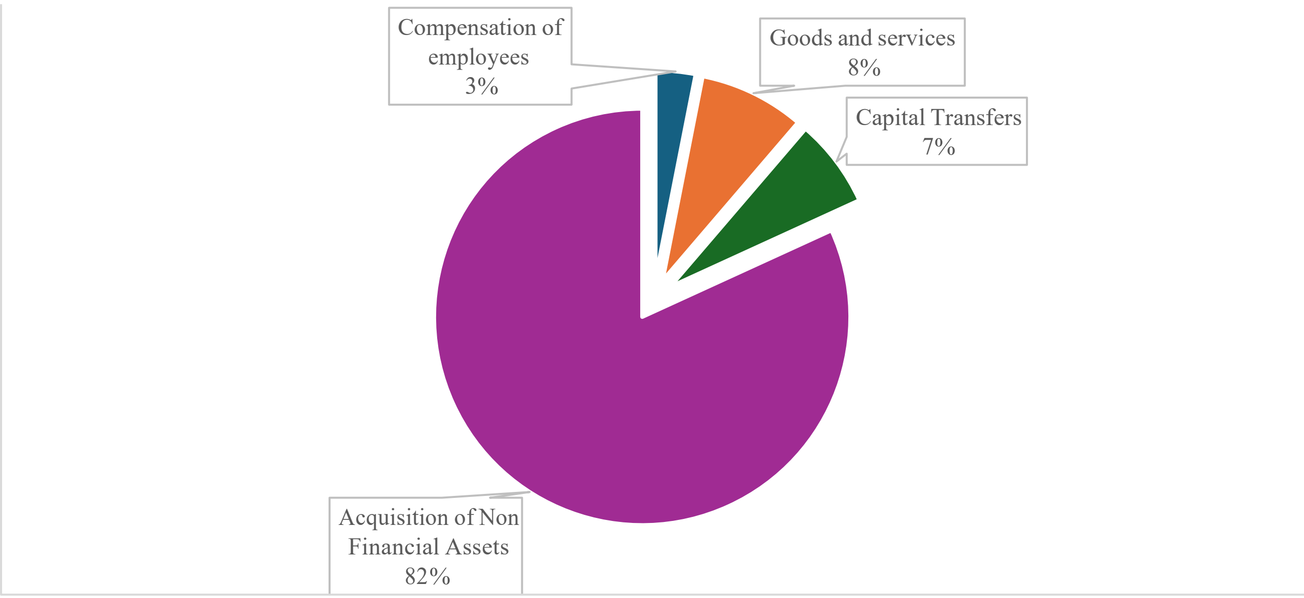


Figure 2: Budget Allocation by Economic Classification

The Acquisition of Non-Financial Assets was allocated **82%** of the Ministry's total budget making it the dominant expenditure category. This reflects a strong focus on capital development, particularly in road infrastructure, with the bulk of the funding directed towards major construction and rehabilitation of projects under Programme 2: Road Infrastructure and Transportation. Capital spending on infrastructure has a high multiplier effect, creating jobs, stimulating local industries and improving national competitiveness through enhanced mobility and trade efficiency. However, it is essential to ensure that this funding is strategically deployed across all programmes to maximise impact, address critical needs and promote sustainable development.

**4.3.2.** The Ministry also allocated **7%** of the Ministry's total budget towards Capital Transfers, which are typically directed to State-Owned Enterprises (SOEs) under its purview. Capital transfers to SOEs are a form of indirect public investment to support infrastructure upgrades and co-financing. Compensation of Employees received the lowest allocation of **3%** of the Ministry's total budget, which is reflective of the Ministry's lean workforce.

4.4 Expenditure Management

**4.4.1** By the end of the fourth quarter, the Ministry's cumulative expenditures stood at **ZWG$7.5 billion**, representing approximately

82% of its revised annual budget allocation. Figure 3 below shows the Ministry’s budget utilisation by programme.

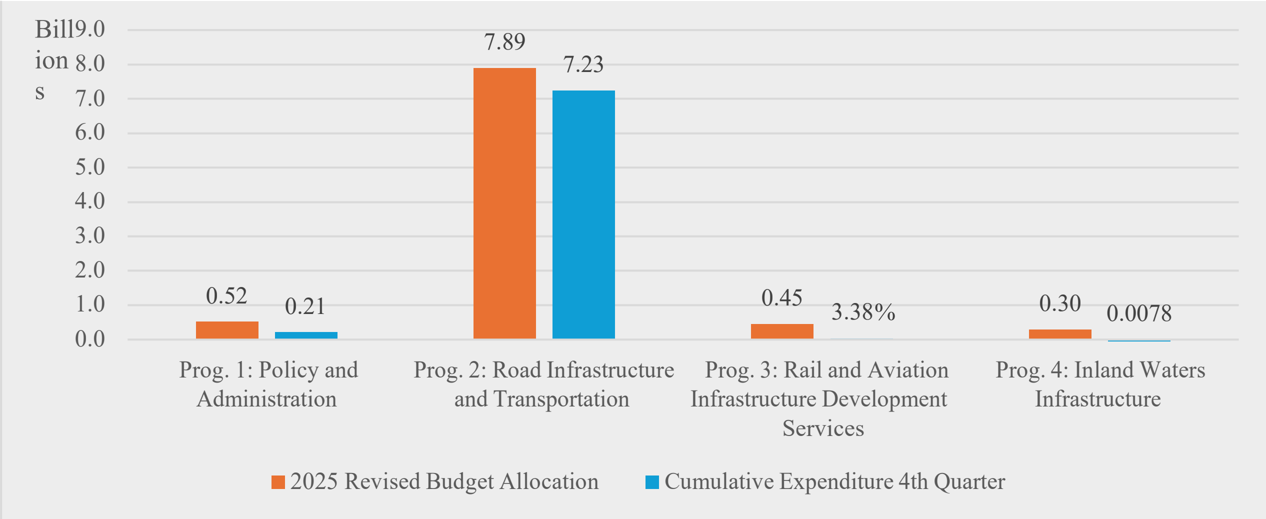


Figure 3: Budget Utilisation by Programme

**4.4.2.** The Road Infrastructure and Transportation programme is unambiguously the Ministry's strongest performer and the primary driver of the headline absorption rate. Having spent **ZWG 7.23 billion** of its **ZWG 7.89 billion** allocation, this programme achieved a 91.7% absorption rate, a commendable outcome by any international benchmarking standard.

**4.4.3.** The programme's expenditure has been channelled into several flagship road infrastructure projects and these include the rehabilitation and upgrading of the Beitbridge-Bulawayo-Victoria

Falls Road corridor, which is critical for regional transit trade the Harare-Chirundu Highway upgrades supporting the North-South Corridor and the ongoing dualisation programme of selected urban and inter-city routes, including the Harare-Nyamapanda Road.

**4.4.4.** Inland Waters Infrastructure expended only **ZWG 7.8 million** of the **ZWG 295.5 million** allocation by the end of the year, an absorption rate of 2.6%. Zimbabwe's inland waters infrastructure centres primarily on Lake Kariba, the Zambezi River system and to a lesser extent Lake Mutirikwi and other reservoirs that serve as inland transport arteries in specific regions. It is worth noting that international partners have recognised the potential of Zimbabwe's inland waters. The Governments of Zambia and Zimbabwe, together with FAO, the African Development Bank, and SADC, have jointly launched the Lake Kariba Blue Economy Strategy and Investment Plan, described as the first strategy of its kind for a single transboundary waterbody in Africa. This strategy identifies inland water transport, eco-tourism, renewable energy and biodiversity conservation as pillars of a Lake Kariba blue economy.

4.5 Human Resource

**4.5.1**. The Ministry has an approved total workforce of 1,752 personnel. By the end of the fourth quarter, there were 529 vacancies from 544 vacancies reported in the third quarter, which translates to a 30% vacancy rate. A critical examination of the Ministry's personnel structure reveals that 88% of current vacant positions are concentrated in operational and support roles, indicating a significant capacity constraint at the implementation level.

**4.5.2.** The Committee noted that high staff turnover rate, unattractive conditions of service and limited funding were the major reasons for the high vacancy rate. As a way to cushion itself from the impacts of high staff turnover, the Ministry has resorted to engaging contract workers in manpower critical shortage areas.

4.6 Performance Management

**4.6.1**. The Ministry was unable to achieve the target of finalising the following bills by the end of the fourth quarter.

a) Road Accident Fund Bill, the Committee was informed that the Road Accident Fund Bill underwent initial public consultation covering all provinces, which was concluded by the end of the first quarter of 2026. Currently, the Ministry is awaiting a slot for

Minister-to-Minister peer review with the Minister of Justice, Legal and Parliamentary Affairs, who chairs the Cabinet Committee on Legislation (CCL). The peer review mechanism is pursuant to a directive from Cabinet, which directed that Bills should undergo peer review with the Chairperson of CCL before the Committee convenes. The Ministry expects the Bill to be at Parliament by the end of the third quarter of 2026.

b) The Draft National Transport Policy was produced by the fourth quarter of 2025. However, due to budgetary constraints, critical processes such as nationwide stakeholder consultations could not be undertaken. The Policy is expected to be completed by 31 December 2026 and resources have been budgeted for its finalisation in the budget year.

**4.6.2**. The Ministry of Transport and Infrastructural Development had set a target to operationalise and integrate the Zimbabwe Transport Information System (ZIMTIS) modules with ZIMRA and PFMS by the end of the year 2025. The Committee noted that the integration of ZIMTIS modules with ZIMRA and PFMS was expected to be fully implemented in 2025; however, faced technical and human resources delays on the PFMS side. It was noted that for the entire part of 2024 to mid-2025, the PFMS Development server was down and was only restored mid-year, affecting the development timelines. Another critical challenge was the lack of continuity throughout the development process due to staff turnover. Several attempts have been made to test the integration process from ZIMRA's side without much success. The teams were currently working to manoeuvre the challenges being experienced and the target date for implementation was set for the end of the second quarter of 2026. The integration of ZIMTIS and PFMS will translate into huge savings on receipt books as the system would generate its receipt number on payment of ZIMTIS services; consequently, this automation will not only minimize revenue leakage gaps but will outrightly improve service delivery.

**4.6.3.** The Committee noted that there was progress reported on the Harare-Beitbridge Road project, with 43 km out of the targeted 88km being met by the end of the fourth quarter. The Ministry attributed this to competing funding priorities, which diverted resources from the project. As a mitigation strategy, the

Ministry focused on clearing outstanding payment certificates to ensure that contractors remain engaged and work can resume once funds are available. The Committee underscored that the Harare-Beitbridge Road was a critical transportation route within the North-South Corridor, serving as a major trade link between Zimbabwe and regional partners such as South Africa, Zambia and the Democratic Republic of Congo (DRC). Its completion was essential for boosting regional trade, reducing transport costs and improving road safety.

**4.6.4.** The Ministry of Transport and Infrastructural Development met the target of constructing 3 tollgates during the year as follows; current progress stands as follows: Norton 100%, Juru 25% and Dema 70%.

**4.7. Other Sources of Revenue**

**4.7.1.** In accordance with Section 36(1)(a) of the Public Finance Management Act, the Ministry reported revenue collected in 4$^{th}$ quarter of 2025, where it reportedly collected **ZWG 285.7 million** from the sale of goods and services.

4.8 Compliance with Audit Issues

**4.8.1**. The Office of the Auditor-General rendered a **qualified audit opinion** on the Ministry's financial statements for the fiscal year ending December 31, 2024. The Auditor-General identified certain specific issues or material misstatements, which significantly, do not affect the financial statements as a whole.

| **Auditor-General's Observation** | **Action taken by the Ministry of Transport and Infrastructural Development** |
|---|---|
| The Ministry of Transport and Infrastructural Development's expenditure of ZWG4 424 513 728 as per the Sub Pay Master General's Account reconciliation did not agree with the total expenditure of ZWG5 212 919 259 disclosed in the Appropriation Account. The variance of ZWG788 405 531 was not reconciled. | The Ministry had since engaged Treasury for the clearing of direct payments on their cashbooks, which affects the Sub Paymaster reconciliation, leaving unreconciled balances in the Ministry's cashbooks. The direct payments in the RBZ system cash book requires cash support from Treasury to clear them. |
| The Ministry of Finance, Economic Development and Investment Promotion made direct payments amounting to USD255 689 192 to various service providers in settlement of the Ministry of Transport obligations. However, the Ministry of Transport accounted for USD145 093 663 as direct payments, leaving a variance of USD110 595 529 unaccounted for. | The Ministry can only clear the variance of USD110 595 529 once Treasury avails the budget release for 2024 Direct Payments into the system. The Ministry continues to engage Treasury for this release. |
| Unallocated Reserves from the Ministry of Finance, Economic Development and Investment Promotion totalling ZWG3 632 270 697 were received by the Ministry of Transport and Infrastructural Development. ZWG3 330 011 289 was disclosed in the Appropriation Account, leaving a balance of ZWG302 259 408 which was not reconciled. | Of the ZWG3 632 270 697 disclosed by Treasury, only ZWG3 330 011 29 went through the Ministry's books and even the Auditors acknowledged the amount. Regarding the discrepancy of ZWG302 259 408, Treasury is best positioned to advise whether the URs were meant for the Ministry of Transport and why they failed to upload the URs on the Ministry of Transport SAP System. The Ministry has written to Treasury requesting this advice. |

| | |
|---|---|
| The Ministry of Transport and Infrastructural Development had arrear payments of ZWG449 345 576 that could not be settled. Treasury was not able to provide adequate funding to support the payments and other budgeted programmes. | The Ministry always updates Treasury with Outstanding expenditure. Payment runs for outstanding payments (arrears) have been done and submitted to Treasury for cash support; some batches have been paid and some are yet to be paid. |
| The Ministry of Transport and Infrastructural Development failed to settle contract obligations totalling USD14 147 901 in a timely manner, resulting in an interest charge of US$D46 304 on overdue accounts. | The Ministry continues to engage Treasury on timely payments of contractors' IPCs as per signed contracts so as to avoid interest charges. |
| The Ministry of Transport and Infrastructural Development's Receipts and Disbursements statement showed that receipts totalling ZWG93 655 091 had not been cleared. | Reconciliations have been done with the help of Treasury and the open items have since reduced to ZWG400 000, 00. Currently, they are working to clear the remaining 2024 open items as well as the ones from 2025.<br><br>Variances are as a result of the use of manual systems at the local level and the time lag involved in capturing the entries into the system at Head Office. |

**4.8.2.** The Committee noted that the Ministry's issue on expenditure variances arose due to the processing of direct payments and lack of budget support by Treasury. The Committee further noted that the statutory deadlines were now being adhered to by the Ministry since the management has taken to task measures to continuously monitor the production and subsequent submission of these reports as guided by the Public Finance Management Act [*Chapter 22:19*].

5.0 COMMITTEE RECOMMENDATIONS

The Committee made the following recommendations:

**5.1** The Ministry should ensure the vacant posts are filled by 31 July 2026. Furthermore, the Ministry should adopt a comprehensive gender-sensitive recruitment strategy that ensures women are equally represented at all levels. These actions must align with the government's broader vision for inclusivity and equality.

**5.2** The Ministry should revise its budget allocation strategy by 30 September 2026 to ensure a more equitable distribution of funds across all transport sectors during the budget planning phase. While road infrastructure is vital, underfunding rail, aviation and inland waters could limit the potential for a fully integrated, multimodal transport system that can sustainably support national economic growth. A more balanced approach will not only optimise resource utilisation but also ensure long-term growth in all transportation sectors.

**5.3** The Ministry of Finance, Economic Development and Investment Promotion should ensure timely and consistent disbursements throughout each financial year, as this will allow the

Ministry to plan, implement and complete projects according to the schedule without unnecessary delays.

**5.4** The Ministry should expedite the finalisation of the Road Accident Fund Bill and by 30 September 2026.

**5.5** The Ministry should prioritise the draft National Transport Policy by 31 December 2026.

**5.6** The Ministry should address the delays and underperformance, particularly concerning the Harare-Beitbridge Road, by 30 September 2026. The failure to meet project targets compromises regional connectivity and economic integration and not only risks the achievement of national development goals but also undermines public confidence in the Ministry's ability to deliver on its promises.

6.0 CONCLUSION

The Ministry's performance for the 2025, third and fourth quarters reflect a commendable effort in delivering essential services to the nation. While notable achievements have been recorded in various programmes, there are key areas requiring focused attention to ensure sustained progress. Specifically, the Ministry should prioritise investments in road infrastructure, rail and aviation infrastructure and inland waters infrastructure and maintenance to support economic growth and enhance connectivity. Additionally, addressing the issue of vacant posts through targeted recruitment strategies will be crucial in bolstering service delivery capacity. By balancing these priorities, the Ministry can build on its current successes and further improve its contribution to national development goals. Continued monitoring and evaluation will be essential to track progress and make data-driven decisions for future improvements.

**THE HON. SPEAKER:** Thank you very much. Can you refresh my memory on recommendation number one? Did you have a timeline?

**HON. KARIKOGA:** Yes, Hon. Speaker. Indeed, there is a timeline of 31 July, 2026. Yes, this is for the Road Accident Fund. The Ministry should expedite the finalisation of the Road Accident Fund Bill by 30 September, 2026. That is recommendation number four.

**THE HON. SPEAKER:** Recommendation number three. What is your timeline there?

**HON. KARIKOGA:** I think there is a typo error there.

**THE HON. SPEAKER:** What is the error?

**HON. KARIKOGA:** The date was not put there, Hon. Speaker but as a Committee, we put it on 30 September.

**THE HON. SPEAKER:** Before the budget?

**HON. KARIKOGA** Yes.

**THE HON. SPEAKER:** Well, you are looking for the budget. You see, for the Ministry to achieve what we are recommending there, it should have been clearly stated that in the October budget, the necessary resources be included. All right.

**HON. KARIKOGA:** We have taken note of that, Hon. Speaker, thank you.

**THE HON. SPEAKER:** Thank you very much.

Question again proposed.

Before the seconder takes the floor, I must congratulate the Committee for covering the Third and Fourth Quarter in your report – [HON. MEMBERS: *Hear, hear.*] –

***HON. JONGA:** Thank you Hon. Speaker, good afternoon. I am in support of the report by the Chairperson of our Portfolio

Committee on Transport and Infrastructural Development for the good job that is being done in the country, to ensure the ease of movement for the people. Two days ago, we had a big event - Airport launched a flight to the United Kingdom. It was a very big event that we are grateful for.

The President has a vision of leaving no place and no one behind. As a country, we are a friend to all and an enemy to none. I want to dwell on the issue of roads, which is topical and always spoken by the President so that industrialisation moves forward. We have good roads. The Harare – Beitbridge Road was bad but the Ministry is being funded for the road construction that is being done. We discussed it as a Committee and resolved that the roads should be completed. However, they were saying that the disbursements from Finance were taking too long, thus the project is taking too long to complete.

We also have the Bulawayo-Victoria Falls Road, which the President always talks about. It is a cause for concern and he wants to see it completed. It facilitates the movement of tourists and other visitors to this country, which is endowed with natural beauty.

However, for the country to be truly beautiful, its road network must be in superb condition.

What I meant by this is that this Ministry can do a good job of maintaining and constructing roads, but we are having challenges as a country. People use haulage trucks recommended to carry 32 tonnes, but overload them up to 35 to 40 tonnes. That damages the roads, which we ought to repair or construct.

The construction or rehabilitation will not be visible, we will not see where we are going or where we are coming from. What I want to emphasise is that the Minister of Transport and Infrastructural Development, together with the Minister of Finance, Economic Development and Investment Promotion, should make sure that the National Railways of Zimbabwe is resuscitated so that we save and prolong the life of our roads. After constructing or rehabilitating our roads, you find that after 10 years, our roads would be damaged again. So, the money that would have been meant to maintain or rehabilitate roads would already have been spent addressing damages caused to them. Therefore, we encourage the Minister of Finance, Economic Development and Investment Promotion to award tenders to companies, allocating a certain number of kilometres to each, and pay them accordingly.

If one is into business, if their money is delayed, they charge an extra cost as interest, which then eats into the nation's budget. The Minister of Transport says that some of the companies that are awarded these tenders complain that the payments are being delayed. We are encouraging the Minister of Finance, Economic Development and Investment Promotion that when they do their budget, they should try by all means to pay up those whom they would have engaged to do the work, to pay on time so that we manage to do what we are able to do on time and avoid overburdening ourselves.

Going back to the budget that we did last year, it started as 9.5. This year we were told it was 5.4. It seems as if the Minister of Transport and Infrastructural Development will be weighed because there are many roads that need to be rehabilitated. For example, where I come from, in Mashonaland Central, the Ndoda Road, whenever I go to my rural home, I am constantly asked when the road would be completed. We have one Kanyemba Road, from Harare to Kanyemba. There has not been any progress in its rehabilitation. Those are the roads that we implore the Minister of Transport, if given more money, should be able to construct as well as include other roads. Through the good work that is being done by our Government, this achievement of road construction and rehabilitation will make Honourable Members in this House proud.

Without wasting time, I would like to thank you Hon. Speaker for the time that you have granted me. I thank you.

**THE HON. SPEAKER:** Before I call for the next Hon. Member to speak, I have been listening to the translation from the vernacular to English. This is for the Clerk-at-the-Table, Mr. Prince Daniel. We should polish up our selection of those who do the translation. I do not know how the *Hansard* will read when you have expressions like 'works that are being done, money from the finance, the road must be beautiful, the money that would have been gathered'. Now, we are an ISO certified Parliament. We cannot afford to bring down the standards. I hope the Clerk-at-the-Table, Mr. Prince Daniel, will look into that together with the Clerk of Parliament so that we do not bring down our standards.

**HON. MUTOKONYI:** Thank you Mr. Speaker Sir. Firstly, I would also like to applaud what the Ministry has done in terms of infrastructure development. Much has been done and much is being done. However, the challenge that we are seeing from the report is more to do with the funding, which is the biggest problem. I think that what the Ministry should also do, particularly on funding mechanisms, is work flat out in coming up with different funding models, the PPP's, the build, operate, transfer, design, build, maintain, various models that will then ensure that it does not strain the national fiscus.

Otherwise, if the Ministry is to do all the roads, I think the whole budget of the nation would go towards the Ministry. So, it is imperative that the Ministry must really ensure that they come up with various funding mechanisms and funding models, which ensure infrastructure development insofar as the infrastructure is concerned.

Madam Speaker, particularly if we look at the pressure that we see on our national roads, it also then tells that less is being done in terms of the multi-modal and integrated logistics transport systems, where we have to see the rail and other modes of transport being fully operational. This will then put less pressure on the national roads and thereby ensure that they last longer. So far, what we are witnessing is that there is too much pressure on the roads and thus it also requires more funding to be channeled towards these major roads.

Again, Madam Speaker, we are seeing that in various provinces, particularly in Mashonaland East, which is a corridor to Beira from Mutoko, we are seeing a lot of trucks plying the route which passes through the Murehwa-Marondera Road and this will also then affect the status of these key main road.

The Ministry should actually come up with quick mechanisms, particularly with these haulage trucks, in terms of ensuring that the revenues are actually collected from these trucks, because if we leave it as it is right now, the roads can be maintained, but they will not last.

The report also highlighted the issue of the qualified opinion from the Auditor General, where the material misstatements, this has to also be corrected. We have heard that the report highlighted the issue again of staffing. Obviously, it has to be fully complemented so that the Ministry functions well and then some of these issues should then have been corrected through proper staffing and manpower.

Generally, we have seen quite a lot of development from the infrastructure side of things. However, in terms of the urban public transport systems, the Ministry as well should come up with various mechanisms, particularly in Harare and Bulawayo, the major urban cities, to reduce the traffic which we are witnessing, which is being witnessed. Some models again should actually be applied to ensure there is a bit of efficiency in these urban cities.

Some other countries, you will see that, Madam Speaker, the railway system, if it is fully functional and operational, will also then make more travellers use the cheaper model of transport and thereby lessen the traffic congestion in the cities. So much should be done; much has to be done in the multi-modal transportation systems with the Ministry, thereby ensuring the urban transport systems are properly handled and managed.

Madam Speaker, we want to thank the Ministry through the Government for ensuring that we are on track to ensure we get the best out of what we have and as such, we will keep on moving. As our President, Head of State and Government, Commander-in-Chief of the Zimbabwe Defence Forces, His Excellency Dr. E. D Mnangagwa, always alludes that we will build our country brick upon brick, stone upon stone. Thank you Madam Speaker.

***HON. MUNEMO:** Thank you Madam Speaker. I am here to support the report that has been tabled by the Committee on Transport and Infrastructure Development pertaining to the funds that are being disbursed to the Ministry of Transport and Infrastructure Development, which are not enough. Looking into the issue of buying and selling, we see that the Ministry that usually assists with those issues is the Ministry of Transport and Infrastructure Development. The allocation that is being disbursed to the Ministry of Transport and Infrastructure Development is insufficient. Even if they requested for a huge budget the funds are not disbursed so that the Ministry of Transport and Infrastructural Development is able to work according to their planning.

I am looking at many things that are affecting the Ministry's performance, for example, lack of money. Looking at how the work is being done within the Ministry of Transport, I noticee that we have Beitbridge Road. We are seeing that the road is not being completed. *Pane Shona inoti panoswera murume panofanira kuonekwa.* So, if we focus on one thing and forget other projects, it will not be good for us. Let us give this important Ministry money as per its request so that we see where they are failing because road rehabilitation started a long time ago but there are some sections or parts that have not been completed. Some road rehabilitation projects started and were completed well. So, what is it that is delaying the completion of this road? We are asking that the Ministry that disburses funds to other ministries should give importance to the Ministry of Transport. There are several roads, including where I come from, there is Ndodahondo Road and Harare-Mukumbura Road, which has been long overdue. There are contractors who have been there for some time but up to date, they are not reporting for duty because they have not been paid or given money to use. All roads are in a bad state.

I recall yesterday during Question Time that most questions were directed to the Minister of Transport, meaning that there are many complaints or grievances from the people that the Ministry of Finance has to look into. I recall that these complaints were to the Ministry of Transport. They must be allocated a budget as per their plan so that they can freely do their job. Even if complaints have been forwarded by the Committee, there are some vacant posts that should be filled because if those employees are not there, the work of the Ministry will not come out well. So, I see it fit that the Ministry of Finance, which allocates funds to these ministries should concentrate on vital ministries, especially the Ministry of Transport because it is mainly used by people. If the machinery is not well on these roads, it means that there is no development of the country.

Allow me to talk about the budget. We mention or highlight that we want these ministries to be allocated a certain amount but the Ministry of Transport is not allocated that money. It is given little and their work does not come out well. So, looking at that Ministry, it is the same Ministry that has people who do the work on roads; ZINARA, all councils and all local governments, they are the ones who do the road rehabilitation. So, they also need money from the Ministry of Transport. The Ministry of Transport is very important because all those complaints or grievances are because they are not getting an adequate budget. That is where the whole issue is emanating from. They must be given an adequate budget so that the road rehabilitation is done to get to the hospital, farms or other businesses and other growth points. I believe that our country would develop.

**HON. MAPOSA:** Thank you so much Hon. Speaker for giving me this time to support this report from the Ministry of Transport and Infrastructural Development of the 2026 Third Quarter Financial Budget Report. Let me start by saying this report holds up two mirrors at once. One of the ministries that got a job right and another ministry that must now finish what it started. Let us first give credit where credit belongs, that is, to the Speaker of this House. He is always saying the road infrastructure and transport programme absorbs about 91.7% of its budget. We are truly witnessing the rehabilitation of the Beitbridge-Bulawayo and Victoria Falls Road Corridor, the Mabvuku Interchange, the dualisation of our urban and intercity routes. The Ministry has performed and this House must say so plainly. That is why I rise to second this report.

The report also draws our attention to the inland waters infrastructure programmes. The uptake remains low. I do not rise to diminish the Ministry's effort. I rise because Lake Kariba in the

Zambezi and Lake Mutirikwi represent an opportunity for this Ministry to grow, particularly with the regional partners such as Zambia, the African Development Bank and SADC already investing through the Lake Kariba Blue Economy Strategy. I am confident that with the more balance allocated, the Committee has recommended the Ministry can bring the same energy it shows on our roads to our waterways.

On the audit observation, I take comfort in the fact that the Ministry has not been silent or defensive. The report shows that the Ministry actively engages Treasury to reconcile items, following up on outstanding direct payments and tightening its own reporting timeline under the Public Finance Management Act. This action by the Ministry, of taking accountability seriously and this House should encourage that engagement continues until every item is fully resolved.

On human resources, the Ministry is clearly working under real constraints and I commend it for the innovative steps of engaging contract workers to keep critical operations running while reporting challenges are addressed.

I support the Committee commenting that the vacancy is supposed to be filled promptly and I have little confidence that the Ministry will achieve this with the urgency it deserves.

On the Harare-Beitbridge Road, I acknowledge that progress has been slower than targeted at 43 of the planned 88 km. I also acknowledge as the report notes, that this was driven by competing funding that is beyond the Ministry's sole control and that the Ministry has taken sensible steps to keep contract engagement to clear outstanding payment certificates, which brings to the challenge of finishing these roads. Given the importance of this corridor to our regional trade, to support the Committee's call for renewal of focus here. I trust the Ministry will rise to do it. The Ministry has shown that it can deliver, as clearly demonstrate, according to its plans. I have confidence it will bring the same commitment to the areas flagged by the Committee. I second this report, and I urge every Member of this House to adopt it and extend to the Ministry the same support this Committee has shown, so that we will be able to rehabilitate roads in our country. I so submit.

**HON. MUREYANI:** Thank you Madam Speaker Ma'am and good afternoon. I rise to add my voice to the Committee's report and commend the Ministry for its unwavering focus on road infrastructure. The allocation of 86% towards the acquisition of non-financial assets is not an accident. It is a strategic decision aligned with Vision 2030 and NDS2. Roads are economic arteries of this nation. Looking at the progress, 91.7% of the budget under-programme 2 flagship projects, such as the Harare-Chirundu Highway, the dualisation of intercity routes and the completion of 43km on the Harare-Beitbridge Road, despite the tight budget constraints, demonstrates commitment by the Ministry. Yes, there are budget variances mentioned by the Auditor General but as noted in the report, these were largely driven by Treasury's direct payments and timing differences in cashbook reconciliations. The Ministry is taking active steps to clear open items. Therefore, the Ministry must be supported with timely Treasury disbursements so that they can finish what they started.

Madam Speaker Ma'am, on the other hand, we cannot ignore an important issue highlighted in this report of the 2.6% absorption rate for inland waters when Lake Kariba holds immense potential under the Lake Kariba Blue Economy Strategy. We are ignoring cheap, sustainable transport alternatives for rural communities. Inland waters should be given a fair budget allocation. I so submit.

**HON. NYAKUEDZWA:** Good afternoon Madam Speaker. I rise today to engage the House on the critical matter of our Ministry of Transport and Infrastructural Development's budget performance for the year 2025, as detailed comprehensively in the Portfolio Committee's report. This document, spanning 12 pages, encapsulates both our commendable achievements and the pressing challenges confronting our transport sector, which remains the backbone of our economic growth and regional integration.

The report begins by reaffirming our constitutional mandate under Section 299 of the Constitution, monitoring and overseeing all State revenues and expenditures. It underscores our focus on achieving a sustainable, integrated transport network aligned with Vision 2030 and NDS2, emphasising core areas such as infrastructure development, safety, policy development and institutional growth. It is noteworthy that in 2025, despite budget revisions from $9.15

billion to $5.4 billion, the Ministry prioritises road infrastructure, allocating a substantial 86% of the budget to Programme 2, Road Infrastructure and Transportation.

This strategic focus aligns with our national development goals, addressing the urgent need to rehabilitate our poor road network and foster regional trade, as exemplified by projects like the Beitbridge, Bulawayo and Victoria Falls Corridor. The emphasis on road infrastructure is justified. Roads are vital arteries for economic activity. The report highlights that this focus has resulted in a 91.7% expenditure absorption rate on roads, with significant projects advancing, including upgrades along the North-South Corridor and urban dualisation projects.

These interventions are critical to regional trade and our endeavours to reduce transport costs and improve safety. However, the report also sheds light on the persistent underfunding of inland waterways, receiving a mere 3% of the budget, despite their strategic importance in regional connectivity, ecotourism and climate resilience. This underinvestment diminishes the sector's potential, particularly near water bodies like Kariba, which our international partners recognise as pivotal for a blue economy strategy. While the increase in infrastructure development is commendable, the report exposes challenges in expenditure management. For instance, the inland water infrastructure expenditure stood at only 2.6%, reflecting underperformance and a need for more focused oversight.

The unspent funds posed a missed opportunity in realising the economic and environmental benefits of inland water support. The Auditor-General's opinion reviews a constant issue with financial reconciliation variants of ZiG 788 million ZiG and USD110 million in direct payments, often stemming from delays in Treasury disbursements and control weaknesses. It indicates a need for more robust financial management systems and proactive engagement with Treasury to ensure timely disbursements, enabling us to fulfil our commitments and sustain project momentum.

The report indicates that the Ministry operates with a workforce of 1,752 but with a vacancy rate of 30%, especially concentrated in operational and support roles. Such capacity hinders effective project implementation, maintenance and day-to-day service delivery. High staff turnover, unattractive conditions of service and limited funding are cited as primary reasons. We must prioritise talent retention and capacity building to reinforce this vital sector.

Madam Speaker, progress on legislative measures such as the Road Accident Fund Bill and the National Transport Policy has been delayed due to procedural bottlenecks and budgetary constraints. Madam Speaker, the House must recognise that timely enactment of these laws and policies is fundamental to establishing a coherent, supportive legal framework for sustainable transport. The delay in finalising these policies could undermine our regional and international commitment, especially in safety, regulation and infrastructure standards.

Madam Speaker, we should advocate for resource allocation that expedites these legislative processes, ensuring they are prioritised in the upcoming fiscal planning. Critical projects like the Harare-Beit Bridge Road have faced delays partly due to competing funding priorities affecting regional integration and trade, while the Ministry's response to focussing on outstanding payments and contractor engagement is prudent. Persistent delays threaten to undermine regional trade facilitation which is essential for economic growth.

Madam Speaker, the ongoing dualisation of roads and development of tollgates demonstrate commitment but require sustained funding and oversight to meet targets, some of which as per the report, are behind schedule, such as the Leymah tollgate which is at 70% completion.

Enhancing budget disbursements: Madam Speaker, the Ministry must work closely with the Ministry of Finance to ensure timely releases of funds and crucial project continuity and avoid interest penalties resulting from contract-led payments.

Balancing sectoral investment: Madam Speaker, while roads are a priority, we must elevate inland water and rail infrastructure, fostering a multimodal transport framework consistent with our strategic goals.

Capacity building: Madam Speaker, addressing the high wagon rate and staff turnover is paramount. Implementing attractive retention strategies and training programmes is a boost to operational efficiency.

Policy and legislative urgency: Madam Speaker, we must expedite the finalisation of the National Transport Policy and the

Road Accident Fund Bill to create a robust legal environment conducive to safety, efficiency and innovation.

Project management and oversight: Madam Speaker, we must strengthen monitoring mechanisms for ongoing projects to meet deadlines, especially for regional corridors critical to trade.

In conclusion, Madam Speaker, while the Ministry has demonstrated resilience and strategic focus amid fiscal constraints, the challenges highlighted – financial, personal, legislative and infrastructure require our unwavering support and strategic intervention. Our commitment must be to foster an enabling environment that transforms these strategic plans into tangible milestones. Madam Speaker, let us therefore rally behind these reforms and ensure that our transport sector not only progresses, but thrives as Zimbabwe's engine of sustainable development. I so submit.

**HON. MAPIKI**: I would like to thank the Portfolio Committee on Transport and its visits. I may not want to say much, Madam Speaker, but I would like to urge the Minister of Finance to devote much more attention and take road construction seriously because most of these roads or some of these roads, are the ones that link us and give us an economic life, especially the Bulawayo to Victoria Falls Road. I want to believe that it is the backbone of our economy, as we use it for our commerce and it brings in a lot of money. It is my considered view that the Ministry of Transport should also provide adequate funding.

I also come from Shamva and we have a road that leads from Gowora to Shamva. Most of the time people are now riding motorbikes although we now have a tarred road. I urge the Ministry of Transport to look into this issue more seriously without repeating what others have already said.

Madam Speaker, the report that was produced by the Office of the Auditor General did not clearly or adequately show that the Ministry of Transport is given or allocated funds to buy fuel for grading our roads. The fuel is disbursed to local authorities and RIDA as well as the Ministry itself. When one looks at most of these local authorities, the majority of them do not have graders although they are allocated fuel. They say they have acquitted for the fuel, which means they would have graded the roads but none of the roads will have been graded. Most of the fuel that is being allocated to the majority of the local authorities is now being used as payment for workers. You can observe that the workers for local authorities and those that are in the Ministry of Transport have now created a relationship where they work hand in glove to mislead. The roads that have been supposedly graded of which people are complaining of do not exist. There is no tangible evidence. If you go to RIDA, formerly DDF, you would observe that they are allocated fuel by the Ministry of Roads but they will have indicated that they have already graded the roads. Their paperwork shows that diesel has been used for grading the roads. The diesel is now converted to payment of the staff members. So, we urge the Committee to, next time when it does carry out such a visit, carry out further investigations so that the Ministry can then account for the fuel that it is allocating to local authorities.

In the past, we used to have graders that were being used in each province. The Ministry of Roads used to have graders in each province and in every district, there was a grader allocated. Money would be allocated but at the moment, there are no such graders.

In Mashonaland Central, there should be a grader in the province and in each district such as Mbire and Shamva, there should be a grader that is resident, to maintain the roads that belong to the Ministry of Roads but they are non-existent. At the moment, fuel is being allocated and being acquitted for having been put to such use. We urge the Portfolio Committee to be thorough so that such discrepancies are brought to light. When we went for a budget meeting in Bulawayo, Madam Speaker Ma'am, they said that they had large trucks and that these are destroying the roads. When we went to Bulawayo, we had agreed that 2% should be charged or should be levied for those that are into mining and using these roads. The Community Ownership Trust is no longer useful and we agreed that 2% should be levied for those that are into mining who are using our roads.

Apart from the unit tax, the 2% levy must be given to the Ministry of Transport and Infrastructural Development , just like the Sugar Tax that is levied for the Ministry of Health and Child Care, which is earmarked for cancer issues. Today nothing has come to fruition and we urge the Committee to thoroughly look into such issues when it does such visits to find out what we have agreed upon has been put in place.

The Ministry of Transport and Infrastructural Development should look at the issue of weighbridges being introduced on the roads. The Harare-Chirundu Road should have a weighbridge, it is not very expensive to install one. These should be urgently put in place so that the little funds allocated to them will be allocated to the road. We do not want a situation where the lifetime of the roads is lengthened because the roads are being maintained and adequate loads are being ferried along those particular roads.

So, I decided to comment on this because, at times, we delay to apply toothpaste to our teeth and as a result, we lose our teeth to tooth decay, so, we want resources to be put in place. The Government must not keep quiet about the issue of levying the 2%. Yesterday there was commotion as to whether Government has shares in miners. Companies that come to invest here should be transparent so that the owner of the country knows what is being declared. As long as we are not knowledgeable about their operations, we are not able to come up with informed decisions. They did their budget very well but as a country, we must also be looking at such things.

We have bad roads in Zimbabwe, a lot of people who are coming here to do mining are paying for their licenses to the council. They are paying very little in the form of Unity Tax and we end up seeing them raising chickens. It then becomes part of their social corporate responsibility by giving the community chickens. Hon. Karikoga, who came up with this view, should also look into other details. We look at getting the major share from what should be acquired from such ventures. That is what I had come up with Madam Speaker and I believe this is setting us back. It would appear as if the funds that are being allocated to the ministry are not being put to good use. It is because of the plethora of challenges that the ministry faces, hence the amount may not seem to be adequate. I thank you.

**HON. MUROMBEDZI:** Thank you very much Madam Speaker, for giving me the opportunity to add my voice to this report. I would like to thank the Committee as well as the Chairperson for bringing the report to this House. Madam Speaker, while the Committee acknowledges commendable progress in certain areas, I would like to submit that the ministry's performance reflects deep structural weaknesses that undermine our national development goals and betray the principles of accountability enshrined in Section 299 of the Constitution.

Madam Speaker Ma'am, infrastructure is the backbone of economic development and nowhere is this more evident than in the transport sector. Roads, in particular, are the arteries through which commerce flows, linking producers to markets, farmers to consumers, and industries to regional and international trade corridors. A well-maintained road network, Madam Speaker, reduces transport costs, enhances competitiveness and stimulates investment across all sectors of the economy beyond commerce, Madam Speaker, infrastructure is also a catalyst for tourism. Visitors are far more likely to explore our scenic landscapes, cultural heritage sites, as well as wildlife reserves when safe, reliable roads provide easy access. Tourism itself thrives on connectivity, and every kilometer of rehabilitated road is not just an investment in mobility but in jobs, foreign currency earnings, and the global visibility of Zimbabwe as a destination of choice.

Madam Speaker Ma'am, I want to jump onto the imbalance in the budget allocation. The ministry allocated 86% of its budget to roads, leaving rail, aviation and inland water with a combined share of less than 15%. This skewed prioritisation entrenches a monomodal transport system, Madam Speaker, ignoring the potential of rail to reduce congestion and costs, aviation to boost regional integration, and inland waters to unlock ecotourism and trade.

As the Committee itself noted in the report that was presented by the Hon. Chairperson, inland waters infrastructure received the lowest allocation, despite its potential to boost connectivity, tourism and economic activity near major bodies like Kariba and Tugwi-Mukosi. This is not just a missed opportunity, Madam Speaker, it is a policy failure that undermines our call for integrated infrastructure. I can give an example of a case of inland water in Kariba. Madam Speaker, while roads are vital, we must not ignore the transformative role of these inland waters. We have the DDF boats in Kariba that link Kariba urban and Kariba rural. These are a lifeline for communities, which are otherwise cut off from reliable transport. These boats connect families to markets, schools, as well as health facilities. They also serve as a gateway for tourism on Lake Kariba, which is one of Africa's premier destinations. Madam Speaker, yet despite this clear importance, this inland water infrastructure received only 3% of the Ministry's budget and recorded a 2.6% absorption rate.

This underinvestment leaves communities dependent on fragile, underfunded services, undermining both local livelihoods and national tourism potential. If properly funded, Madam Speaker, the Kariba-Mola link could be expanded into a vibrant transport corridor supporting ecotourism, fisheries and cross-border trade with Zambia. Madam Speaker, the Ministry spent 7.5 billion ZiG of its 9.1 billion allocation, an overall absorption rate of 82%. While roads achieved a commendable 91.7% absorption, inland waters, like we saw, languished at 2.6%, Madam Speaker. This disparity demonstrates not only poor planning, but also a lack of seriousness in diversifying transport modes. Madam Speaker, how can we claim to be building a resilient economy when entire sectors of transport are left idle? I want to jump onto the human resource crisis.

Madam Speaker, the Ministry operates with a 30% vacancy rate, with 529 posts unfilled; 88% of these vacancies are in operational and support roles, which are the very backbone of implementation. High staff turnover, unattractive conditions of service, and reliance on contract workers have crippled capacity.

Madam Speaker, this is a governance issue, without a stable workforce, even the most ambitious infrastructure plans will collapse under their own weight. I would like to jump onto the failure to deliver on key projects. Madam Speaker, the Ministry failed to meet targets on several flagship initiatives. For example, the Harare-Beitbridge Road which was spoken of earlier by the Hon. Member who spoke before me. I will not dwell much on the Harare-Beitbridge Road but I just want to jump on to the Harare-Chirundu Road. This is one of Zimbabwe's most strategic transport corridors, forming part of the North-South corridor that links our country to Zambia and further into East and Central Africa. It carries heavy volumes of regional transit trade, making it important for reducing transport costs, boosting competitiveness and strengthening our role in regional integration.

Beyond trade, this road is also the gateway to the Zambezi Valley, Mana Pools, a UNESCO World Heritage Site. We are now talking of tourism also, meaning its rehabilitation directly supports tourism growth and foreign currency earnings. Yet, despite its importance, progress on upgrading the Harare-Chirundu Road has been slow, undermined by competing funding priorities and delays. Every kilometer that is left incomplete or that is left unfixed is not just a missed target but it is a missed opportunity for economic growth, safer travel and positioning Zimbabwe as a hub for both commerce and tourism.

I now want to jump on to some roads, for example, the Karoi-Binga as well as the Mhondoro-Skyline Road. These are not just local routes. They are vital roads for economic activities, social services, as well as tourism. The Mhondoro-Skyline Road which has been left for a long time without being fixed, connects farming communities to markets in Harare, ensuring agricultural produce reaches consumers efficiently. The Karoi-Binga Road is a strategic link to Lake Kariba again, as well as the Binga District, unlocking huge potential for tourism, fisheries, as well as cross-border trade with Zambia. Yet, both roads remain in poor condition, undermining livelihoods as well as discouraging investment. These projects, as well as many other projects across the country, cannot continue to languish in budgetary limbo. Therefore, we must urge Treasury to urgently release funds that are allocated so that construction as well as rehabilitation can proceed without further delay.

I now move to the recommendations. I support the Committee's recommendations, which largely include expediting the Road Accident Fund Bill as well as National Transport Policy, as well as addressing the delays on the Harare-Beitbridge and the Harare-Chirundu Road.

In conclusion, this report reveals a Ministry that is over-reliant on roads, that is underperforming in diversification, that is crippled by staffing shortages, as well as plagued by financial irregularities. While progress on certain road projects is commendable, the broader picture is one of imbalance and missed opportunities. Zimbabwe deserves a transport system that is integrated, one that is accountable and future-oriented, not one that perpetuates inefficiency and undermines our National Development Strategy. Therefore, I would like to urge this House to put pressure on Treasury for them to disburse money in a timely manner and we demand accountability and insist on a transport policy that serves all sectors equally. Only then can we truly deliver on Agenda 2063. I so submit.

**HON. BUTAU:** Thank you Madam Speaker. I am a member of the Transport Committee. The report covers a wide range of areas but I am going to focus on areas that I believe, in my view, are critical to the improvement of the management of our transport sector. There is no doubt in my mind that the focus that has seen the revamping of Harare-Kanyemba Road, Harare-Kamutsenzere Road and Harare-Beitbridge Road, is a direct product of the policies of our Government, led by His Excellency the President, Dr. E. D. Mnangagwa and his Executive team.

The Committee report raises several key issues but I am going to focus on the modes of transport, the budget structure and oversight augmentation. Historically, rail has had the effect of complementing road traffic volumes. The current state of disrepair of Beitbridge-Victoria Falls is a product of under-investment in rail. While the Mutapa Fund is doing a sterling job of fundraising and supporting the recapitalisation of the National Railways of Zimbabwe, more can be done through mobilisation of private capital to support rail expansion.

Rail should be the backbone of our transport infrastructure, not just for freight but also for commuter transport.

One of the reasons why there is a glaring shortage of funding for road infrastructure is because most of our commercial cargo is being moved by road, thereby overloading the already strained road infrastructure. It is instructive to note that while we may choose to complain, whine and cry about the budget appropriation, the decline from nine billion to five billion, this House must take full responsibility for the underfunding of the transport sector. We are just passengers. When Treasury is doing their envelope appropriations, we should be part of that process. We need to ensure that the House takes full responsibility for the underfunding of our transport infrastructure.

In some cases, it does appear we look at the *Blue Book*, a nice, well-structured book and some of us may not even understand how that book affects various departments of Government.

Budget oversight: It is also imperative that the Committees are funded well. The Committees are able to follow projects that are key to National Development without hindrance. I therefore, appeal to this House to ensure that as we approach the pre-budget season, we spend some time reading budgetary appropriations of the previous year so that when we go to Pre-Budget Workshop, we are not going there for tourism but to clearly understand what needs to be done. On that note, I submit.

**THE TEMPORARY SPEAKER (HON. J. TSHUMA):** Thank you very much Hon. Butau. Your last part of the statement that you just raised is a very important for all Hon. Members to take note of. We are going towards pre-budget season and for us to be able to interrogate and proffer sound advice as solutions to the Ministry of Finance, we ought to be knowledgeable about what has happened in the previous year so that we are in a good position to plan for the year ahead. So, Hon. Butau, well done.

**HON. RUNGWAVE:** Thank you Mr. Speaker Sir. I rise to wholeheartedly support the adoption of the Report of the Portfolio Committee on Transport and Infrastructural Development, on the Ministry 2025, Third and Fourth Quarter Budget performance. Allow me to commend the Chairperson and Members of Parliament for producing a comprehensive report that not only evaluates financial performance but also measures whether public resources are translating into tangible socio-economic development for the people of Zimbabwe.

Mr. Speaker Sir, Section 299 of our Constitution places a constitutional obligation upon Parliament to ensure that public funds are used efficiently, effectively and for the intended purposes.

Budget oversight is therefore not merely an accounting exercise. It is about determining whether every dollar appropriated by this House delivers value for money and improves the lives of ordinary Zimbabweans. It is also a report that Parliament fulfills its oversight mandate and strengthens transparency, accountability and good governance in Public Finance Management.

One of the Committee’s major observations is that governance continues to recognise Transport Infrastructure as a strategic driver of economic development. This is evidenced by the allocation of approximately 86% of the Ministry's revised budget towards road infrastructure and transportation. Such allocation is justified because roads remain the backbone of Zimbabwe’s economy. Every productive sector, including agriculture, mining and manufacturing, tourism and commerce depend on an efficient transport network to move people, goods and services.

Quality road infrastructure reduces transport costs, shortens travel time, lowers vehicle-operating costs and improves road safety. It also enhances Zimbabwe's comprehensive competitiveness within the Southern African region by facilitating trade through strategic corridors linking South Africa, Zambia, Botswana, Mozambique and the Democratic Republic of Congo.

Every dollar invested in transport infrastructure generates multiplier effects throughout the economy by stimulating business effectiveness, creating employment opportunities and increasing productivity. The Committee further noted with satisfaction that the road infrastructure and transport programmes achieved an expenditure absorption rate of approximately 92% by the end of the financial year. This demonstrates that adequate resources are made available. The Ministry possesses the technical capacity to implement projects successfully.

Notably, progress was recorded on major projects, including the rehabilitation of the Beitbridge–Bulawayo– Victoria Falls highway.

Improvements along the Harare –Chirundu Road and are ongoing on the Harare- Nyamapanda corridor. These are not ordinary roads. They are strategic regional corridors forming part of the northern section of the North-South transport corridor, which supports regional trade and under SADC and the African continent free trade area (AFC FTA).

However, while applauding these achievements, Parliament must equally identify areas requiring urgent policy attention. Development cannot be sustained through road transport alone; a modern economy depends on an integrated multimodal transport system where roads, railways, aviation and inland waterways complement one another.

The Committee therefore, currently expressed the concern that inland water infrastructure received only 3% of the Ministry's total allocation, making it the least funded programme. This is unfortunate because inland water transport prevents enormous untapped economic opportunity, particularly around Lake Kariba, Lake Mutirikwi and other navigable water bodies.

Mr. Speaker Sir, international experience demonstrates that water transport is among the cheapest and most environmentally sustainable modes of transportation. It reduces congestion on roads. Lowers maintenance costs and supports tourism, fisheries, agriculture and regional commerce. The Committee also noted that Zimbabwe and Zambia, together with regional and international partners, have already developed a Lake Kariba Blue Economic Strategy, recognising the immense potential and inland waterways without adequate financial investments.

However, these opportunities will remain unrealised. Equally important, the need to revitalise rail transport, heavy cargo such as minerals, fuel, agriculture, produce and construction materials should easily be moved by rail rather than by road. This does not only prolongs the lifespan of our highways but also reduces road maintenance costs, traffic congestion and road accidents. As Parliament considers future national budget, greater investment should therefore be directed towards building a truly integrated transport network.

Mr. Speaker Sir, another issue requiring immediate intervention in the Ministry is human resources capacity. As the Committee observed, the Ministry continues to operate with a vacant rate of approximately 30%, with most vacant positions occurring at an operational level. These include engineers, technicians, inspectors and other frontline personnel responsible for implementing infrastructure projects.

Infrastructure development is highly technical work. Roads cannot be supervised without engineers. Bridges cannot be inspected without technical specialists. Airports and inland ports require skilled professionals. Continued staff turnover coupled with unattractive conditions of service undermines institutional memory and affects projects in implementation. Although engaging contract staff provides temporary relief, sustainable service delivery requires permanent recruitment, skills, retention and continuous professional development.

I also wish to highlight delays in police and legislative reforms, as the Committee noted that the road accident fund has not yet been finalised despite extensive consultations already undertaken. Zimbabwe records thousands of road traffic accidents mainly involving public services vehicles and, yes, commercial traffic.

Victims and their families often experience financial hardships arising from medical expenses, disabilities or loss of income. The Road Accident Fund is therefore not merely another piece of legislation, it is an important social protection mechanism that will assist accident victims while strengthening accountability within the transport sector. Similarly, the delay in finalising the National Transport Policy creates uncertainty in long-term planning and investment.

A comprehensive transport policy provides strategic direction for infrastructure investment, private sector participation, technological innovation, environmental sustainability and regional integration. Its competition should therefore remain a national priority. Mr. Speaker Sir, permit me to also comment on the implementation of Zimbabwe Transport Information System (ZIMTIS).

The Committee noted delays in integrating ZIMTIS with ZIMRA and Public Finance Management System due to technical challenges and staff turnover, yet once operational, this digital platform with insignificant improvement, efficient by automating revenue collection, reducing reliance on mutual receipt book and minimising opportunities for revenue leakages represents an important step towards modernisation of public service delivery and strengthening financial accountability.

Another area deserving attention in project financing, the Committee established that through the process that has been made on the Harare-Beitbridge Road, only 45 kilometres of the targeted 88 kilometres have been completed due to funding constraints. Contractors require predictable cash flow to maintain requirements, retain skilled personnel and procure construction materials. Delayed Treasury disbursement inevitably slows project implementation and increases overall project costs through inflation and construction interest charges.

For this reason, the Committee correctly recommends that the Ministry of Finance ensures timely and consistently release of appropriated funds. Budget credibility depends not only on appropriating resources but also on ensuring that those resources are released according to the approved implementation schedule. Mr.

Speaker, the Committee also scrutinised issues raised by the Auditor General.

This includes unreconciled expenditures, outstanding contractor payments, unreconciled Treasury transactions and delayed settlement of contractor obligations. While the Ministry has explained that several of these matters arose from Treasury processing system and initiated corrective measures, these findings nevertheless reinforce the importance of strong financial controls timely.

In addition, the reconciliation and effective coordinating between the Ministry and the Treasury, Parliament has a responsibility to ensure that...

**THE TEMPORARY SPEAKER (HON. J. TSHUMA):** Order Hon. Rungwave! You have one minute left.

**HON. RUNGWAVE:** Alright. Mr. Speaker Sir, transport infrastructure is not an end in itself. It is an enabler of national development; efficient roads connect farmers to markets, railways support industrial airports and facilitates tourism and investment. Inland waterways create new economic opportunities and modern digital systems improve capacity collectively. These investments support Zimbabwe's Vision 2030 of becoming an upper-middle-income economy.

I, therefore, fully support the findings and recommendations of the Portfolio Committee and urge this august House to adopt the report so that the identified reforms may be implemented for the benefit of all Zimbabweans. I so submit.

**THE TEMPORARY SPEAKER:** Hon. Rungwave, I would like you to see me after this.

**HON. ENG. MHANGWA:** Thank you Mr. Speaker. The majority of my submissions have been said by the Hon. Members who have spoken before me. I fully concur with the recommendations from the Committee. In addition, I just want to look at two points. The first one is the vacancy rate and the gender imbalance in the ministry as per the report.

Mr. Speaker Sir, a vacancy rate of about 30% is worrying but the solution to the problems does not just start with the ministry itself. Coming up with personnel with the requisite skills and experience is something that is beyond the ministry's capacity because it has a lot to do with remuneration and competition that is there to get road engineers, the competition that is there to get civil engineers and the competition that is there to get the technicians that do the road works.

Mr. Speaker Sir, the very people that are supposed to work at the ministry receiving civil servant salaries are the very same people that are sought after by the contractors that do the same roads. They are the very same people that are required by counterparts within the region and within the entire world. There is need for us to look critically at how we can retain these skills. Beyond merely retaining these skills, engineering is a profession that not many ladies would love to do. It is important that, as we think about how to always have engineers available for our roads, we think beyond merely giving a girl child a doll and a boy child a grader for a toy.

The children that we raise must be raised with the mentality that a girl child can still be an engineer. We must tell the girl children that they can still be dirty and bring money home. It is important that beyond the current solutions that we think about, in the schools, the career guidance that we do and everything be aligned to ensure that we have the development that we want, the chiefs and the Indians to do the work.

Mr. Speaker Sir, I want to transition to my second point, which is my final point. The second point, I have sung this song like a broken, record. The ministry can do the work and when resources have been availed, they have shown that they have a very high utilisation rate, but at allocation of funds, at disbursement of funds, we are lacking. Case in point, we have had projects that have run for six to eight years, major road development projects. We have projects that have been there in the budget, the Blue Book, but when it comes to disbursement, it has not happened.

My favourite project is the Harare-Chirundu Road. In the 2023 to 2025 budget, it was there. In the budget period that we are talking about, the third and the fourth quarter of 2025, this road had an equivalent amount of 75 kilometres for the year 2025. This money did not go to that project. In the budget year, that is 2026, money that was given to this project is equivalent to three kilometres. The project deserves attention.

This is the road that links us to Zambia and Kariba. I use this road daily as I go to Chinhoyi, but going to Chinhoyi is the easier part of that road. If you are privileged to traverse all the way to Chirundu, Mr. Speaker Sir, you will agree with me that this road is long overdue. There is need for an agent PPP's arrangement to cater for such a road because we have not met the necessary provision.

What is worrying, is the fact that contractors signed contracts two to three years back to perform works on this road. Contractors established the site and left to concentrate on SADC roads. Contractors never had an opportunity to do the works that they were supposed to be doing. I am well aware that in contract management, there are standing times, there are disbursements that go with keeping a site afloat even if work is not being done.

When we talk about reports for this financial year, we may be talking about fruitless expenditure because work has not been done and yet contractors are doing that. We may even be unfortunate that these contractors may sue us for payments for this time that they are not working, for standing time.

As we continue, yes, I know there are a lot of projects that have been happening. Projects like Trabablas have happened and now in Mabvuku there is another one that is coming. The investor may choose his path but it is upon the Government of the day to direct where there is more need. The same concrete that is needed to build an interchange is the same concrete, if not less, that we need for bridges to get to Chirundu. The same Bitumen that is needed, the same Bitumen going to Chirundu. Chirundu has a plus, but Mr. Speaker Sir, it has toll gates on the way.

It is a very viable project that boggles the mind that why are we not having progress on such projects. As we progress as a committee, it is important that we support initiatives, not only that we have roads being allocated funds but other modes of transport as well. It is welcome that Air Zimbabwe is back on the skies but there is need for more support that we get it to perform even in regional routes like the one in South Africa where private airlines are performing so much and yet our own is not performing.

Mr. Speaker Sir, I submit and fully agree with the committee that a lot needs to be done for us to have a viable road and transport infrastructure. I so submit. Thank you.

**HON. KAMBUZUMA:** I move that the debate do now adjourn.

**HON. NYANDORO:** I second.

Motion put and agreed to.

Debate to resume: Tuesday, 28th July, 2026.

**MOTION**

BUSINESS OF THE HOUSE

**HON. KAMBUZUMA:** I move that Orders of the Day, Numbers 20 to 29 on today's *Order Paper* be stood over until Order of the Day Number 30 has been disposed of.

**HON. NYANDORO:** I second.

Motion put and agreed to.

**MOTION**

REPORT OF THE PORTFOLIO COMMITTEE ON LOCAL GOVERNMENT, PUBLIC WORKS AND NATIONAL HOUSING ON A PETITION FROM THE YOUTH PLANNERS NETWORK ON REGULATING THE PROFESSION OF REGIONAL AND URBAN PLANNING THROUGH THE ENCATMENT OF A PROFESSIONAL PLANNERS ACT

**HON. DR. NJANJI:** I move the motion standing in my name that this House considers and adopts the Report of the Portfolio Committee on Local Government, Public Works and National Housing on a Petition from the Youth Planners Network on

Regulating the Profession of Regional and Urban Planning through the Enactment of a Professional Planners Act.

**HON. NYAKUEDZWA:** I second.

**HON. DR. NJANJI:**

**1.0 INTRODUCTION**

In terms of Section 149 of the Constitution of Zimbabwe, read together with Standing Order 191, every citizen and permanent resident has the right to petition Parliament on any matter within its authority, including the enactment, amendment or repeal of legislation. To this end, the Committee received a petition from the Young Planners Network of Zimbabwe represented by Mr. Brilliant Mavhima. The petitioner besought Parliament to enact a Planners Act to regulate the profession of regional and urban planning currently under siege from rapid urbanisation and weak development control. In terms of its mandate, the Committee resolved to conduct an enquiry into the concerns raised by the petitioners and produced this comprehensive report.

**2.0 PETITIONER'S PRAYER**

The petitioners request that Parliament enact a dedicated Planners Act to establish a statutory Town and Regional Planners Council. They propose using the 2017 draft Urban Planners Bill (prepared by ZIRUP) as a starting point. Align the new Act with the existing Regional Town and Country Planning Act and the Urban Councils and Rural District Councils Acts.

## 3.0 METHODOLOGY

The Committee received oral evidence from the following stakeholders;

1. The Ministry of Local Government and Public Works' Spatial Planning Department,
2. The Institute of Regional and Urban Planners (ZIRUP),
3. The Young Planners Network,
4. The Urban Councils Association of Zimbabwe (UCAZ), and
5. The Association of Rural District Councils of Zimbabwe (ARDCZ).

The Committee's analysis therefore reflects both the petitioners' arguments and the perspectives of government and professional bodies responsible for land use planning.

## 4.0 COMMITTEE FINDINGS

### 4.1 Absence of a statutory body regulating regional and urban planning

The absence of a statutory regulating and governing body for urban planners in Zimbabwe was the prime factor in the mushrooming of unregulated and substandard urban settlements. While the Regional, Town and Country Planning Act provides for land-use planning at regional, district and local levels, including the preparation of development plans and enforcement of planning controls, it fails to regulate the planning profession. Unlike other built-environment professions such as engineering, architecture, and surveying which are under statutory councils, the planning profession still remains largely unregulated.

Due to the absence of a statutory body provided by an Act of Parliament, individuals without formal qualifications to practice as planners continue proliferating the profession of regional and urban planning. The continued absence of a regulating body to licence professional planners, enforce disciplinary mechanisms and professional standards, abases any prospect of having sound regional and urban planning in Zimbabwe anchored on professionalism and accountability.

### 4.2 Incapacitation of planning authorities

The Association of Rural District Councils (ARDCZ) and the Urban Councils Association of Zimbabwe (UCAZ) expounded that local authorities and the Ministry of Local Government and Public Works' Planning Departments were severely constrained by limited financial and human resources. This incapacitation was curtailing planning authorities from carrying out regular monitoring of development control across towns, cities and rural districts. UCAZ further underscored that policy inconsistencies, including the granting of provisional approvals before setting up essential services post year 2000, aided the exponential increase of uncoordinated planning and irregular settlements across the country. Despite planning authorities being empowered through the Regional Town Council Planning Act [Chapter 29:12] to supervise, monitor and superintend land-use planning at regional, district and local levels, the financial and human resource incapacitation continues to severely undermine this important function of planning development across Zimbabwe.

### 4.3 Land Baronism

The Committee found that in theory the Regional, Town and Country Planning Act grants local authorities powers to issue enforcement notices and prosecute unauthorised development; however, its enforcement was weak. Land baronism has exponentially increased around towns and cities and within the jurisdiction of local authorities. The non-regulation of the planning profession was attributed to the rise of informal housing developments in areas such as Harare South, Hopley, Epworth and parts of Chitungwiza. These areas have grown rapidly without formal layouts, basic infrastructure (roads, drainage, sewerage) or public amenities, all attributed to the lack of the Planners Act.

Similarly, many newly established residential areas lack basic services such as schools, health facilities, recreational spaces and proper spatial organisation. The ripple effect of uncontrolled planning results in wetland encroachment, riverbank settlements, dysfunctional settlements and informal sprawl. In the same vein, it was brought to the Committee's attention by the Ministry of Local Government and Public Works that some of the challenges of unregulated and dysfunctional settlements had arisen from post 2000 housing policies which permitted parallel development, whereby land occupation occurred prior to the provision of basic services, resulting in inadequate infrastructure such as roads and sewer and water reticulation systems. The Urban Council Association of Zimbabwe and the Association of Rural District Councils Association of Zimbabwe amplified that corruption was the root cause of land baronism and informal growth in unserviced areas.

### 4.4 Status of the Urban Planners Bill

The Committee was informed by the Ministry of Local Government and Public Works, through its Spatial Planning Department, that a draft Urban Planners Bill had been prepared but had not yet been tabled before the Cabinet Committee on Legislation, as priority had been given to broader urban land policy reforms. The petitioners echoed that the Planners Bill had been contemplated since 2004 and to date, it had struggled to be finalised despite its importance as a cog to planning deficiencies. At the time of reporting, the Ministry had committed to submitting the Planners' Bill to Parliament within the second quarter of 2026, subject to completion of internal processes. Emphasis by the Ministry was made to the effect that informal settlements were partly a legacy issue from the land reform and unplanned peri-urban expansion.

To rectify the legacy issues of unplanned peri-urban settlement, the Ministry was undertaking regularisation and sanitisation programmes guided by the Urban State-land Management Policy of 2025, the Call to Action Blueprint and the Zimbabwe Human Settlements Policy. Whilst the efforts are commendable, the legislative agenda ought to be prioritised, that is promulgating the long overdue Planners Bill and amending the Regional Town and Country Planning Act to reflect current parameters in land use planning and development.

## 5.0 COMMITTEE OBSERVATIONS

1. The Committee observed that the absence of a statutory framework regulating the planning profession had created a significant governance gap, undermining professionalism, accountability and the overall effectiveness of spatial planning in Zimbabwe. Without regulation and oversight of a governing body, the profession of urban planning will always remain susceptible to abuse

by unqualified and unscrupulous individuals bent at distorting sound planning and good land governance.

2. While the Regional, Town and Country Planning Act (RTCPA) provides a sound legal basis for land-use planning, its impact has been weakened by poor enforcement and limited institutional capacity at local authority level. Planning authorities (Ministry of Local Government and Public Works and Local Authorities) have persistent human and equipment challenges to monitor and superintend over development control. These capacity issues are further compounded by lack of amendments to the outdated RTCPA.

3.0 Fundamentally observed was the fact that illegal settlements and planning failures were driven by multiple factors. The evidence indicates that land baronism, land planning policy inconsistencies and weak enforcement of existing laws were complementary factors to the rampant disregard of planning laws. The practice of permitting settlement before the provision of basic services permeated the very fabric of land planning order and birthed informal and dysfunctional settlements. Thus, while a Planners Act could strengthen accountability in urban planning, it would however, fall in solving underlying land governance and urban planning issues indicated above.

4. The Committee observed that the Ministry of Local Government and Public Works was already in the process of drafting the Planners Bill. However, the Committee noted with concern that the Bill had remained in the drafting stage since 2004 despite its importance in setting standards in the profession of planning.

## 6.0 COMMITTEE RECOMMENDATIONS

1. The Ministry of Local Government and Public Works should expedite the finalisation and submission of the Planners Bill to Parliament within the second quarter of 2026.

2. The Ministry of Local Government and Public Works should finalise the amendments to the Regional, Town and Country Planning Act [Chapter 29:12], the Urban Councils Act and the Rural District Councils Act and submit them to Parliament by 30 October 2026.

3. The Ministry should, in the interim, issue a Statutory Instrument to guide planning authorities on minimum standards,

qualifications and conduct required for professional planners by 30 September 2026.

4. Planning authorities (Ministry of Local Government and Public Works and local authorities) should henceforth intensify action against illegal land allocations and land barons, particularly in urban, peri-urban and communal areas.

5. The Ministry of Local Government and Public Works, and local authorities must strengthen and review their capacities to implement the Urban State Land Management policy biannually.

6. The Ministry of Finance, Economic Development and Investment Promotion should ensure adequate and timely disbursements to the Ministry of Local Government and Public Works' programmes on Local Authorities and spatial planning on a quarterly basis.

## 7.0 CONCLUSION

The Committee's inquiry has revealed critical gaps in Zimbabwe's spatial planning framework, particularly the absence of a statutory mechanism to regulate the planning profession which has contributed to weak accountability and unsustainable development.

While the enactment of a Planners' Act is essential, the Committee notes that challenges such as informal settlements, land baronism, weak enforcement and fragmented laws require a coordinated response. The Committee, therefore, underscores the urgency of expediting the Planners' Bill, strengthening enforcement and harmonising land governance laws. Ultimately, a robust and well-regulated planning system is key to achieving orderly development and the aspirations of Vision 2030 of an upper middle-income economy. I thank you.

**HON. NYAKUEDZWA:** Good afternoon Hon. Speaker Sir, I rise to support the commendable recommendations articulated in the Third Report of the Portfolio Committee on Local Government, Public Works and National Housing concerning the urgent need for the enactment of a Comprehensive Professional Planners Act.

This initiative is fundamentally aligned with our constitutional mandate under Section 149 of the Constitution of Zimbabwe. The Constitution affirms every citizen's right to petition Parliament on matters of national importance, including the regulation of professions vital to sustainable national development. The report underscores a critical governance gap that is persistent in Zimbabwe's spatial planning and land management sectors.

It highlights that, unlike other built environment professions such as engineering, architecture and surveying, each is under statutory regulation in the urban and regional planning profession remains largely unregulated. Consequently, this lacuna has facilitated the proliferation of unqualified practitioners, uncoordinated urban sprawl and a deterioration of planning standards.

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The evidence demonstrates that unregulated planning conduct undermines not only the effectiveness of development control but also compromises urban resilience, environmental sustainability and social cohesion. Mr. Speaker, Zimbabwe's challenges in urbanisation are not unique. Other countries have faced similar issues. For example, Ghana and Kenya have established statutory bodies through their respective Town and Regional Planning Act, thereby professionalising the sector and enhancing accountability. South Africa's Planning and Land Use Management Act of 2011, supported by a Statutory Council, exemplifies best practice in impending regulation and ethics into the planning profession, which has contributed to improved land governance and more sustainable urban development. Mr. Speaker, it is therefore imperative that Zimbabwe follows a similar trajectory.

The Committee's recommendation to expedite the enactment of the Planners' Bill, initially contemplated in 2004, is a strategic response rooted in the desire to curb illegal settlements, land baronism and unplanned peri-urban expansion. Mr. Speaker, the evidence further indicates that quick enforcement of existing land laws combined with resource constraints and policy inconsistencies exacerbate these issues. Strengthening governance through a statutory regulatory body will foster professionalism, enforce discipline and enhance compliance with urban planning standards. Mr. Speaker, the Government has rightly prioritised urban land reform and development to support Vision 2030 and our National Development Strategy. To that end, I wish to emphasise that a well-regulated planning profession is a cornerstone of those strategies.

Professional planners will be instrumental in implementing integrated urban policies, promoting affordable housing and fostering resilient cities, especially as we address the influx of rural population seeking opportunities in urban centres. Mr. Speaker Sir, I however, acknowledge the challenges of limited capacity in local authorities' resource constraints and the proliferation of informal settlements. We must draw lessons from regional peers. For instance, Rwanda's pro-active land tenure reforms and Ethiopia's urban master plans demonstrate that deliberate investment in institutional capacity and legal frameworks can substantially improve planning outcomes. Additionally, leveraging technologies such as geographic information systems can enhance monitoring and enforcement at reduced costs. Furthermore, the legislative process must be complemented by operational measures. The Government should issue a Statutory Instrument to define minimum standards. Mr. Speaker Sir, the Government should issue a statutory instrument to define minimum standards, qualifications and ethical conduct for registered planners. This will create immediate oversight while the planners' view is advanced through Parliament.

In conclusion, the enactment of a dedicated Planners' Act and the establishment of a statutory town and regional planners' council are strategic imperatives for Zimbabwe's sustainable urban future. This aligns with our constitutional imperatives, supports our economic growth ambitions and upholds international best practices. Mr. Speaker Sir, the evidence demonstrates that our collective efforts towards regulation and capacity building will restore professionalism, stimulate responsible land use planning and ultimately, enable Zimbabwe to realise its Vision 2030 aspirations of an upper-middle-income economy. Mr. Speaker Sir, I so submit.

**HON. KAMBUZUMA:** Mr. Speaker Sir, I move that the debate do now adjourn.

**HON. C MOYO**: I second.

Motion put and agreed to.

Debate to resume: Tuesday, 27$^{th}$ July, 2026.

**MOTION**

BUSINESS OF THE HOUSE

**HON. KAMBUZUMA:** Mr. Speaker Sir, I move that Orders of the Day, Numbers 31 and 32 be stood over until Order of the Day Number 33 has been disposed of.

**HON. C. MOYO**: I second.

Motion put and agreed to.

**MOTION**

REPORT OF THE PORTFOLIO COMMITTEE ON SPORTS, RECREATION, ARTS AND CULTURE ON THE STATE OF SPORTING FACILITIES ACROSS THE COUNTRY

**HON. JERE:** Mr. Speaker, I move the motion standing in my name that this House takes note of the Report of the Portfolio Committee on Sports, Recreation, Arts and Culture on the state of Sporting Facilities Across the Country.

**HON. TOBAIWA**: I second.

**HON. JERE:** Thank you Mr. Speaker, I rise to give a report on the Portfolio Committee on Sports, Recreation and Culture on the state of sporting facilities across the country.

**Introduction**

Zimbabwe's sports and recreational facilities are crucial for fostering talent, national unity, and socio-economic progress. However, decades of underinvestment and natural deterioration have left critical infrastructure outdated, unsafe, and unfit for purpose. In 2020, the major stadia, namely the National Sports Stadium, Rufaro and Barbourfields, failed to meet the Confederation of African Football (CAF) safety and quality standards, leading to the suspension of Zimbabwe's hosting rights for international football matches. This setback displaced local teams and diminished national pride, economic opportunities and youth engagement in sport. The Committee resolved to conduct an enquiry into the state of sporting facilities with a view to coming up with recommendations for improving sporting facilities in the country.

**Objectives**

- To assess the current state and adequacy of existing sporting facilities;
- To evaluate the implementation of government policies and programmes related to sports infrastructure;
- To identify challenges faced in utilising and maintaining sporting facilities; and
- To engage with key stakeholders with a view to finding lasting solutions to improve facility management and funding.

**Methodology**

The Committee received oral evidence from the Ministry of Sport, Recreation, Arts and Culture and the Sport and Recreation Commission (SRC) on the state of sporting facilities in the country. It conducted fact-finding visits for on-site evaluations of stadiums, pools and recreational centres. It also conducted stakeholder consultations with Zimbabwe Cricket (ZC), Zimbabwe Rugby Union (ZRU), Hockey Association of Zimbabwe (HAZ), Zimbabwe Aquatic Union (ZAU), FC Platinum Holdings, and local authorities.

## COMMITTEE FINDINGS

### Assessment of the Current State and Adequacy of Facilities

### Football Infrastructure and International Compliance

| Facility | Location | Primary Use | Construction Era | Current Management | Capacity |
|---|---|---|---|---|---|
| **National Sports Stadium** | Harare | Football, Athletics | Post Independence era | Ministry of Sport | 60000 |
| **Rufaro Stadium** | Harare | Football | Colonial era | Harare City Council | 45000 |
| **Barbourfields Stadium** | Bulawayo | Football | Colonial era | Bulawayo City Council | 40000 |

*Table 1.0: Top 3 football facilities in the country.*

The Committee's field visits to football facilities revealed that all the stadiums in the country required upgrades to meet the standards set by the Confederation of African Football (CAF) and

FIFA and currently none of them could host international matches. Infrastructure deficiency has severely impacted Zimbabwe's national team, the Warriors, who have been unable to host home matches for AFCON and World Cup qualifiers. Zimbabwe Football Association (ZIFA) informed the Committee that the financial strain was immense, with costs per international window averaging between US$500000.00 and $750000.00. These expenses stem from travel, accommodation, venue rentals and lost ticket sales and local revenue. For domestic football clubs, the financial burden has been equally overwhelming. Some clubs, such as Dynamos FC, were forced to withdraw from continental competitions in the 2024-25 season due to the prohibitive costs.

**National Sports Stadium Renovations**

The renovation project at the National Sports Stadium was launched in 2024 in partnership with private sector entities including Sakunda Holdings, with the goal of restoring the venue to CAF and FIFA standards. When the Committee visited the venue in March 2026, renovations were ongoing, with 100% of bucket seats, which were secured through a donation by Sakunda Holdings, having been installed, all lighting and CCTV installations completed, electronic turnstiles were being installed with three model gates completed and water system upgrades at 75 percent completion. The Ministry had assured the Committee that by the end of April 2026, some works at the stadium, including pitch installation and water reticulation, would be sorted out and potentially allow the stadium to host the Zimbabwe Warriors' next international home match. The Committee had bemoaned the symbolic erosion of national pride caused by the closure of the stadium, recalling the stadium's legacy as the cradle of Zimbabwean sporting heritage.

*Fig 1.0: National Sports Stadium as of 30 April 2026*

When the Committee visited the stadium on 30th April to assess the estimated target period for pitch installation at the stadium, there had been remarkable progress with 80 percent of the works having been completed. Key progress updates included turnstiles from Gates 1 to 6 installed and tested, with a dedicated gate for persons with disabilities; demolished toilets were being reconstructed, with tiling and seating nearly complete and partitions being installed; changing rooms were fully rebuilt to CAF standards with all materials delivered; and a new pitch with a functional irrigation system was now in place as shown above. The Committee showed great appreciation of the significant progress that was made through public-private partnerships (PPPs) and funding commitment by the Treasury. In addition to the above, through PPPs being pursued by local authorities, some football venues such as Sakubva, Mandava and Rufaro Stadiums, have had renovation works, with bucket seats, water systems and electrical installations being partly modernised.

**Cricket Facilities and Development Initiatives**

The Ministry informed the Committee that cricket infrastructure used by Zimbabwe Cricket included primary venues such as Harare

Sports Club and Queens Sports Club in Bulawayo and were fully operational for international matches.

| Facility | Location | Primary Use | Construction Era | Current Management | Capacity |
|---|---|---|---|---|---|
| **Harare Sports Club** | Harare | Cricket | Colonial era | Zimbabwe Cricket | 10000 |
| **Queens Sports Club** | Bulawayo | Cricket | Colonial era | Zimbabwe Cricket | 9000 |
| **Fale Mosi-oa-Tunya Stadium** | Victoria Falls | Cricket | Under construction | Zimbabwe Cricket | 10000 |

*Table 2: Primary Cricket venues, and ongoing construction of the new stadium in Victoria Falls*

The Committee heard that these venues still lacked some features such as digital scoreboards, larger seating capacities and improved player amenities. Zimbabwe Cricket stated that ongoing projects were focused on modernizing facilities with the installation of floodlights and development of indoor training centres. The Committee was briefed that a multipurpose sports complex was under construction in Victoria Falls, and a new pitch was being developed in Mutare. These developments were supported by ICC grants for the hosting of the 2026 Under 19 Cricket World Cup and the 2027 ICC Men's Cricket World Cup tournament. Zimbabwe Cricket stated that ICC grants played a pivotal role in funding upgrades at Harare Sports Club (HSC), including the installation of floodlights for night matches, increasing seating capacity and modernizing VIP areas.

The Committee also heard from Zimbabwe Cricket that efforts were underway to extend professional infrastructure into previously underserved regions. In this context, these projects were bolstered by grassroots initiatives like the "*Kumusha/Ekhaya*" programme, which focuses on empowering rural communities and discovering talent at the grassroot level.

**Rugby Union Facilities**

Rugby in Zimbabwe remains a vibrant sport but is steadily declining due to a range of persistent challenges. The Zimbabwe Rugby Union indicated that venues such as the Harare Sports Club (HSC) and Old Hararians in the capital city, along with the historic Hartsfield Rugby Grounds in Bulawayo, are used to host both domestic and international matches. The Committee heard that rugby enjoys significant participation across the country; however the sport's growth is stifled by insufficient funding and limited institutional support, particularly in rural areas and regions outside major urban hubs. Efforts to address these shortcomings had yielded mixed results. For instance, a proposal to repurpose the Magamba Hockey Stadium owned by the Ministry into a rugby field was abandoned, shifting the focus instead to modernising Old Hararians. Backed by Nedbank, plans for the venue included installing proper stands and bucket seating to elevate its standards. The Rugby Union underscored that improving facilities and infrastructure was crucial to attracting more players and fans, and revenue to the sport

The Committee heard that at Harare Sports Club, there was an issue with drainage systems. At Hartsfield Rugby Grounds, once a cornerstone of Zimbabwean rugby and owned by the City of Bulawayo, was battling severe issues that threaten its legacy, including chronic water shortages which hinder pitch irrigation. The declining revenue streams and crumbling infrastructure further worsen its struggles. The changing rooms were in a state of disrepair and broken seating tarnishes the experience for spectators, reflecting broader national challenges tied to inadequate investment in sports facilities.

**Hockey Infrastructure**

The Ministry indicated that hockey facilities included Magamba Stadium in Harare and Khumalo Stadium in Bulawayo and they all had artificial playing surfaces that had exceeded their typical lifespan.

The Zimbabwe Hockey Association reported that this affected the playing surface and the ability to host international matches. For instance, Khumalo Stadium's turf was replaced in 2010; it once met international standards but had long surpassed its 10-year lifespan and was now outdated, worn, and non-compliant with the International Hockey Federation (FIH) regulations, which resulted in the country being barred from hosting any FIH-sanctioned international matches or tournaments. Instances of vandalism, including damage to perimeter walls and electrical systems, were also reported. The Ministry briefed the Committee that a private investor had been identified for the renovations at Magamba Stadium, with agreements being finalized to bring the facility to the standard required by the International Hockey Federation (FIH).

#### 2.1.5 Aquatic Sport Facilities

*Fig 2: Chitungwiza Aquatic Complex*

Reports from local authorities indicated that a portion of municipal swimming pools were not operational for competitive aquatic sports. The Chitungwiza Aquatic Complex was built for the 1995 All Africa Youth Games and had futuristic features that were ahead of their time and today they are still not fully utilised. The Committee heard that the aquatic centre has been non-operational since 2015 due to issues of filtration systems and tiles. The Zimbabwe Aquatic Union (ZAU) reported that only three pools in Harare, Mutare and Bulawayo met the standard dimensions for competitions out of 22 in the country, and these often faced water shortages. The availability of heated pools for year-round training was however, limited only to private school-owned pools, leaving out public pool facilities.

**Athletics Facilities**

The Ministry stated that the availability of modern athletics tracks and certified areas for field events was an area that had been severely underdeveloped. The tartan track at White City Stadium in Bulawayo had been identified for renovations but it had been placed on the waiting list for several years. The SRC further asserted that the athletic track at the National Sports Stadium, which used to host local athletes for regional qualification timing, was no longer functional due to prolonged neglect. The Committee was also briefed that in rural provinces there was limited access to dedicated basic athletic tracks and athletes were utilising school grounds, which can influence a slow development pathway for athletes in those regions.

**Evaluation of Policy Implementation and Legal Coordination**

The Committee assessed Zimbabwe's framework for maintaining sporting facilities, which is underpinned by legislation, strategic plans, and recent government initiatives. It was noted that oversight on sporting facilities was shared between the Sports and Recreation Commission (SRC) and the Ministry of Sport, Recreation, Arts and Culture, while local authorities and the private sector handle implementation.

**The Sports and Recreation Commission Act (Chapter** 25:15) establishes the SRC as the statutory body responsible for infrastructure oversight. Statutory Instrument 194 of 2023 formally assigns administration of the Act to the Minister of Sport, clarifying the chain of authority. Furthermore, the SRC Strategic Plan (2021-2025) provides strategic direction, focusing on infrastructure development and public-private partnerships, in line with the National Development Strategy 1 and Vision 2030.

Additional measures include inter-ministerial coordination and a December 2024 Cabinet Resolution which approved private sector participation in developing and maintaining sports facilities, a move aimed at strengthening infrastructure ahead of broader national development goals. Facility standards are enforced through SRC registration requirements, while funding sources include government budgets, private sector partnerships and the proposed Sport and Culture Investment Fund (SCIF).

**Implementation Challenges and Oversight Gaps**

**Constitutional and Policy Framework**

Section 32 of the Constitution mandates the State to promote sport and ensure facility availability. The Ministry informed the Committee that budget constraints have limited sporting facilities development in some provinces, resulting in reliance on school grounds for community sport such that there were visible disparities in infrastructure distribution, with urban areas being better resourced and maintained than rural areas.

**Governance and Institutional Coordination**

The Committee heard from the Ministry that facility management involves multiple entities including the SRC, the Ministry of Sport, the Ministry of Local Government, and local authorities, leading to coordination challenges. The Ministry and local authorities admitted that there was no specific post of dedicated Sports Officers in most local authorities to ensure proper management of these facilities. While the government directed councils to allocate

7% of annual budgets through the Local Authorities Budget Circular Number 1 of 2024, to facility maintenance, many local authorities reported having inadequate revenue to meet this target due to other competing priorities in service delivery.

**Challenges in Utilisation and Maintenance of these facilities**

**Funding and Financial Management**

The Committee heard from most local authorities that while the December 2024 Local Authorities Budget Circular directed councils to allocate 7% of their 2025 budgets to sport facilities, most admitted to falling short, allocating less than 5%. Councils cited competing priorities, that is, water supply, refuse collection and sewerage, as constraining factors. The Zimbabwe Aquatic Union indicated that maintaining a single local swimming pool costs USD 15,000 annually for chemicals alone, a burden Chitungwiza Municipality cannot sustain. Compounding this, revenue collection rates remain critically low, falling below 30% in areas such as Zvishavane Rural District Council.

The Committee identified a structural flaw in the centralisation of revenue generated by sports facilities. Facilities such as Magamba and Khumalo Hockey Stadium are required to remit 70% of their revenue to the Treasury, leaving only 30% with the Sports and Recreation Commission. This allocation is insufficient to cover maintenance costs, resulting in deteriorating turf and non-functional boreholes. The funding model undermines facility upkeep and reduces the sector's capacity to attract and retain talent.

The Committee heard that Zimbabwe Cricket has retained autonomy over broadcasting rights and revenue generated through corporate sponsorships. Clear investment frameworks, stronger governance, and strategic use of international grants had enabled greater self-sufficiency. Tours by major teams such as India, significantly boost broadcasting revenue, sustaining cricket facilities and enhancing sports tourism. The Committee noted promising local initiatives. Mutare City Council introduced a dedicated sports levy of US$1 per household per month for sports infrastructure development. Zvishavane RDC in collaboration with Platinum Holdings, implemented a match gate revenue-sharing model. This arrangement allocates 15% of match-day revenue to the local authority’s treasury and 20% for CAF games, showcasing a proactive approach to sustainable facility financing.

## The Current Leasing Landscape for Sporting Facilities

The Committee assessed the existing models for leasing sporting facilities. Site visits to Queens Sports Club and Khumalo Hockey Stadium in Bulawayo revealed that leases were held by entities whose primary operations were commercial ventures, including the operation of bars. This had the effect of undermining the core purpose of the facilities, with sporting activities being relegated to a secondary function. The Committee observed that this shift in usage occurred against the backdrop of national efforts to combat drug and substance abuse, yet some community facilities had increasingly become associated with the consumption of harmful substances. The Committee expressed concern that such spaces, which ought to be preserved for community benefit and the promotion of sport, were being misdirected from their intended purposes. It was further noted that failure to address these challenges could have serious implications for the well-being of the youth and the integrity of the country's sports sector.

### Access and Inclusivity Considerations

The Committee's field visits revealed substantial shortcomings in ensuring that sporting facilities cater to all Zimbabweans. It was observed that gender-based disparities in access to prime facilities were starkly evident. Women's teams were frequently relegated to secondary training grounds or inferior pitches, while main stadia were reserved for men's premier league matches. In Bulawayo, it was noted that only two out of sixteen recreational centres offered women-only hours, while in Harare, rugby facilities were found to lack female-friendly changing rooms.

The Committee further noted significant disparities between urban and rural areas, with Harare and Bulawayo possessing relatively well-established sporting infrastructure. The Ministry advised that the country's economic performance over recent decades had constrained investment in sporting facilities. In rural areas, sporting and recreational facilities were largely situated on school grounds, resulting in the systematic exclusion of certain disciplines such as rugby, hockey, swimming, and basketball. While urban amenities had benefited from private sector partnerships and financing consistent with the National Development Strategy 1's objective to promote enterprise development, the Committee noted that such approaches risk excluding underserved areas. The severe deterioration of Negashe Stadium in Hwange was cited as illustrative of systemic imbalances, which stand in contradiction to the Vision 2030 pledge that no place and no one should be left behind – [HON. MEMBERS: *Inaudible interjections*.] –

**THE TEMPORARY SPEAKER (HON. J. TSUMA)**: Hon. Members, please, let us just allow him to finish off his report. We will work on that issue of the report that they write but for now, let him just finish off. Could you go to your summary as well, Hon. Jere.

**HON. JERE**: Thank you Mr. Speaker. I will be bound by your recommendation. Nonetheless, my fear is, if you look at the report, it is talking of different facilities in different areas. I do not want people from Hwange or Chiredzi to feel that they have been left out. It is important if you can allow me to just finish. I am just left with three pages because I have to do justice.

**THE TEMPORARY SPEAKER**: Just go ahead. It is okay. You do not have to explain anything. Go ahead and read your report.

**HON. JERE**: You find a legislator from Hwange not getting interest in hearing what is happening in their own areas. It is shocking – [HON. MEMBERS: *Inaudible interjections*.] –

**THE TEMPORARY SPEAKER**: Order! Order!

**HON. JERE**: Thank you Mr. Speaker. I will continue as directed by yourself. Access for persons with disabilities was found to be severely lacking. The Committee observed numerous instances where persons with disabilities would be unable to access certain areas, including the VVIP sections at Rufaro and Barbourfields Stadia, as well as changing rooms at Harare Sports Club. It was assessed that only a few facilities visited by the Committee incorporated basic accessibility features such as ramps, accessible toilets, or designated seating areas.

The condition of community recreational centres and the availability of spaces for youth activities were recognised by the Committee, with some local authorities linking investments in such facilities to broader youth engagement strategies. The Committee flagged the dilapidated state of community recreational centres and the scarcity of dedicated, safe spaces for unstructured play and training, particularly in high-density suburbs and rural areas. The lack of accessible and positive outlets correlates strongly with the rising concern of drug and substance abuse among the youth, which was noted acutely in Hwange, Mutare and Bulawayo's townships. While initiatives such as Mutare's planned sports academies and Bulawayo's recreational centre programmes represent steps in the right direction, the Committee stressed that their reach and resource levels remain insufficient.

**Stakeholder Engagement for Lasting Solutions**

Local authorities advocated for grants and capacity-building initiatives to fund facility maintenance, improve communication, and enhance the quality and sustainability of public spaces. Sporting associations called for specialised training in facility management, citing the Chitungwiza Aquatic, which was built for the 1995 Africa Games, with features that remain underutilised as an example of infrastructure requiring proper maintenance to realise its full potential. Associations further proposed the creation of a national facility rehabilitation fund, with priority given to critical stadium repairs and the adoption of a one-stadium-per-province model to promote inclusivity.

Platinum Holdings underscored the importance of government incentives in attracting sponsorships for sports development, advocating for the expansion of the Public-Private Partnership Framework with clear guidelines balancing private-sector collaboration and community accessibility. Zimbabwe Cricket proposed corporate incentives, such as tax breaks for companies investing in sports infrastructure. However, efforts to advance its *Kumusha/Ekhaya* initiative aimed at introducing cricket to marginalised and rural areas faced setbacks following the withdrawal of corporate sponsorship attributed to unfavourable taxation policies on imported goods intended for community donations. Stakeholders advised that such measures, if addressed, could bridge the gap between grassroots and elite sport.

The Committee heard from various Sporting Associations and the Ministry that a range of businesses and organisations, including CBZ, CABS, FBC, Nedbank, Minerva Risk Advisors, Sakunda Holdings, Better Brands, Delta Corporation, Herentals Group of

Schools, MWOS Betting, and PHD Ministries among others, had significantly contributed to sports development through financial aid, resources and expertise. Some had supported the construction and maintenance of stadiums, positively impacting communities and athlete potential. Stakeholders therefore recommended that the Government should host stakeholder forums to facilitate dialogue among government agencies, private entities, and community representatives, with a view to establishing a unified vision for advancing sports development.

**Committee Observations**

Based on the evidence gathered, the Committee made the following observations: The Committee identified a misalignment between national policy and infrastructure, violating Section 32 of the Constitution, which mandates nationwide access to sports facilities. Urban-rural disparities in sports infrastructure deepen socio-economic inequalities, denying rural youths opportunities in sports like swimming, hockey, and tennis and wasting untapped talent. This creates a two-tier system where geography dictates success. Bridging this gap is both a constitutional obligation and an economic necessity.

Neglecting sports infrastructure undermines Vision 2030, squandering a generation’s potential and reinforcing and perpetuating poverty cycles. A strategic rehabilitation of facilities is vital to fulfill SDG 4 (Quality Education) and SDG 10 (Reduced Inequalities). Therefore, urgent parliamentary action to enforce constitutional compliance is not merely important but essential for national progress by not leaving anyone behind for inclusive development.

The Committee noted that the inability of major stadia such as Barbourfields, Rufaro, National Sports Stadium, and Mandava to meet CAF/FIFA standards due to issues like bucket seats, lighting, and media facilities had tangible consequences. It forces the national and local teams to play their "home" games outside the country, resulting in lost revenue, diminished national pride, and a significant setback for local football development and fan engagement. The cost of upgrades, while substantial, must be weighed against these recurring losses.

The funding model for public facilities, reliant on limited local allocations and central remittances, hampers sustainable maintenance. Revenue retention structures and competing service priorities make it challenging for local authorities to meet the recommended 7% budget allocation for sports. The Committee observed that without centralized data on facility conditions, planning becomes difficult and only 40% of local authorities had updated asset lists.

Isolated instances of successful private investment and PPPs, such as in cricket and with certain football clubs, demonstrate a potential pathway for facility development. However, the broader application of these models appears to be influenced by factors including policy coherence and the availability of incentives for private sector participation.

- Considerations for access by women, persons with disabilities (PWDs), and youths are not consistently integrated into the planning and management of all sporting facilities. This has been noted in the allocation of prime training times, the availability of accessible features, and the conditions of community recreational spaces.
- The governance and financial model employed by Zimbabwe Cricket, which includes autonomy over commercial rights, is observed to correlate with a relatively higher degree of facility

development and maintenance. This model offers a point of reference for considering management approaches in the sports sector.

- The Committee noted that there was poor coordination between the Ministry of Sport, Recreation, Arts and Culture and local authorities, who often resisted collaboration on sporting facilities. This was noted as a factor in the underutilisation and poor maintenance of community sports infrastructure, as local authorities are key custodians of these assets.
- The deterioration of community recreational centres and the lack of positive outlets for youth often leads to broader social concerns, such as drug and substance abuse in certain townships. This points to the wider social impact of non-functional sporting infrastructure.

**COMMITTEE RECOMMENDATIONS**

**To the Ministry of Sport, Recreation, Arts and Culture:**

- Develop a National Sports Infrastructure Master Plan: Formulate and cost a clear, 10-year strategic plan to rehabilitate, upgrade, and maintain sporting facilities nationwide, with specific, phased targets for each province by October 2026. This plan must prioritize CAF/FIFA compliance for key stadia and inclusivity for women and PWDs.

- Create a Sport and Culture Investment Fund (SCIF) by August 2026 to attract diaspora remittances and private investment towards existing and new facilities.
- Advocate fiercely for the revision of the current treasury remittance policy. Lobby for facilities to retain at least 70% of generated revenue for their own operational and maintenance costs, reversing the current unsustainable model by October 2026.
- Enforce Compliance and Standards: Mandate and audit minimum facility standards for all national sporting associations, including mandatory accessibility features (ramps, toilets) and basic amenities for women athletes by September 2026.
- Declare Sports Infrastructure a National Priority: Elevate the crisis in sports infrastructure to a matter of urgent national interest, aligning it with the goals of National Development

Strategy 2 (NDS2) and Vision 2030. To unlock coordinated cross-ministerial action and resource allocation by November 2026.

- Host a National Sports Stakeholder Indaba: Convene an annual forum involving all relevant ministries, private sector partners, sporting associations, and local authorities by October 2026, to align strategies, address challenges, and foster collaboration for sustainable sports development.
- Enforce the 7% Budgetary Allocation: Mandate and monitor compliance reporting by all local authorities by October 2026, regarding the directive to allocate 7% of their budgets to sport and recreation, providing support to help them balance this with other essential services.
- Promote PPP Frameworks: Proactively facilitate the approval of Public-Private Partnerships (PPPs) for sports infrastructure by October 2026, using the successful models of Platinum and Sakunda Holdings with local authorities as blueprints, while safeguarding community access.

- Mandate Accessibility Standards: Advocate for and ensure that all new and proposed sport facility constructions and renovations adhere to mandatory universal design standards, making them fully accessible to Persons with Disabilities (PWDs). No facility should be certified for use without these features by December 2026.

**To the Ministry of Finance, Economic Development, and Investment Promotion:**

- Incentivise Private Investment: Publicise clear tax incentives, such as tax breaks or write-offs, for corporations and businesspeople that invest in sports infrastructure, donate equipment, or sponsor leagues and facilities, particularly in rural areas by October 2026.
- Ratify the Sports Levy Model: Legislate to allow and encourage other local authorities to replicate Mutare's innovative US$1 per household sports levy, providing a legal framework for this sustainable revenue stream.
- Establish a Facility Rehabilitation Fund: Immediately operationalise a ring-fenced national fund, to include private

sector partnerships, for critical facility repairs, adopting the "one stadium per province" model as a starting point.

**To the Ministry of Local Government and Public Works:**

- Appoint Dedicated Sports Officers: Issue a directive by September 2026 requiring all local authorities to appoint dedicated Sports and Recreation Officers to oversee facility management, programming, and maintenance, ending the current vacuum of responsibility.
- Audit Facility Leases: Conduct an immediate audit of all leases for all public sports facilities more so Khumalo Stadium, to ensure they serve their primary sporting purpose and do not prioritise commercial ventures that conflict with community and national interests.

**To the Ministry of Women Affairs, Community, Small and Medium Enterprises Development:**

- Mainstream Gender and Inclusivity in Sport: Work with the Ministry of Sport, Recreation, Arts and Culture and local councils to develop and enforce policies ensuring equitable access to prime training and competition facilities for women's sports teams by November 2026.

- Integrate Sports into Social Programmes: Formalise the link between functional recreational facilities and the fight against drug abuse. Channel resources into community sports programmes in high-risk areas like Harare and Bulawayo's townships as a key pillar of youth social development.

**CONCLUSION**

Zimbabwe stands at a pivotal moment. Decades of underinvestment have eroded sporting infrastructure, but the Committee’s findings reveal a blueprint for renewal. The recognition of public private partnerships, devolution, establishing sporting facilities database, ring fencing 7% of local authorities budget for sports development as recommended by the Committee will see our sporting facilities being better maintained. In addition, the rehabilitation of the National Sports Stadium and ongoing preparations of Zimbabwe hosting the 2027 Cricket World Cup will be the starting point in the restoration of national pride and unity. As Hon. Benza asserted during the tour, *"...these facilities are not* *concrete and grass, they are the incubators of dreams!"* The Committee urges Parliament to endorse these recommendations without delay, transforming policy into action. The revival of Zimbabwe's sporting soul is not merely an economic imperative but a moral covenant with future champions. I thank you Mr. Speaker.

**HON. KAMBUZUMA**: I move that the debate do now adjourn.

**HON. C. MOYO**: I second.

Motion put and agreed to.

Debate to resume: Tuesday, 28th July, 2026.

*On the motion of* **HON. KAMBUZUMA**, *seconded by* **HON. C. MOYO**, *the House adjourned at Seventeen Minutes to Six o'clock p.m. until Tuesday, 28th July 2026.*