

 An accessible well maintained fit-for purpose road network

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

NEWS IN DEPTH

CHIKANKATA ROAD PROJECT



Current state of the Chikankata Road.

By Fridah Nkonde-Mubanga

The social impact of bad road conditions extends beyond mere inconvenience; it affects community cohesion, safety, economic stability, and public health. Dealing with these issues is crucial for fostering a healthier, happier, and more connected society.

Proactive maintenance and improved oversight are necessary to prevent the deterioration of road infrastructure and its associated social impacts.

It is without doubt that poor road conditions are a severe concern for motorists that can lead to hazards on the road, compromising vehicle safety and performance.

Drivers face risks on the road every day, but when roadways are not properly maintained, those risks multiply, leading to increased accidents and vehicle wear and tear.

For community members, access to proper healthcare becomes difficult when the roads are in a bad state. Difficulties in reaching healthcare facilities can delay treatment and worsen health outcomes for residents. This is particularly problematic in emergencies where timely medical intervention is crucial.

The state of roads plays an essential role in shaping the development and safety of communities. Poor road quality also heightens the risk of accidents and slows economic growth.

It is a fact that quality roads facilitate trade, travel, and tourism, directly impacting the local economy. Communities with reliable road infrastructure attract more businesses and residents, thus fueling growth.

The Government of the Republic of Zambia on September 16, 2025 broke ground for the upgrading to bituminous standard of approximately 32 kilometres of the Chikankata Road in Southern Province. The Chikankata Road has been in a deplorable state since independence.

Speaking during the groundbreaking ceremony, Infrastructure, Housing and Urban Development Minister Hon. Eng. Charles Lubasi Milupi said the Chikankata Road project was a testament to the New Dawn Government's unwavering commitment to infrastructure development as a catalyst for inclusive growth.

"This momentous event is the fruit of the successful signing of the contract on 14th August 2025 in Lusaka with China Civil Engineering Construction Corporation (CCECC) Zambia Limited, in joint venture with KAAZ Concrete Solution Limited. The contract, at a sum of K369, 382. 01 will upgrade this road to bituminous standard over a period of 18 months. We expect and demand that the contractor will adhere strictly to the agreed timelines and deliver works of the highest quality, as per specifications," Hon. Eng. Milupi said.

"Under the able leadership of President Hakainde Hichilema, the New Dawn Government fully recognizes that quality road infrastructure

attracts investment, spurs trade and enables local enterprises and cooperatives to flourish. It is for this reason that we have moved decisively to upgrade the Chikankata Road which for far too long has been in a deplorable state. This area, known for maize and irish potato farming, will benefit immensely from improved access to markets, reduced post-harvest losses, and lower transportation costs."

He said the road connects Chikankata District to the T1 highway, a major transport corridor.

Hon. Eng. Milupi said upgrading the Chikankata road would enhance mobility for residents, businesses, and service providers. "On the social front, Chikankata Mission Hospital is one of the key health facilities in the Province. A better road will mean faster and safer access to medical services. Students and teachers will also enjoy safer and more reliable transport, especially as new schools continue to be developed in the area.

"The New Dawn Government believes in the equitable distribution of development. You may recall that President Hakainde Hichilema promised the people of Southern Province that when elected in office, his administration would upgrade the Chikankata Road to bituminous standard.



Hon. Eng. Charles Lubasi Milupi during the groundbreaking ceremony for the construction of the Chikankata Road.

"Today, with this groundbreaking ceremony, that promise is being fulfilled. This is yet another testimony to the President's track record of delivering on his commitments," Hon. Eng. Milupi said.

Road Development Agency (RDA) Board of Directors Chairman, Eng. Eugene Haazele said the Chikankata Road which traverses the heart of Southern Province, was a lifeline for the District and communities it served.

"It connects farmers to markets, patients to hospitals, students to schools, and families to different social amenities that will improve their wellbeing. The decision to upgrade this road reflects our commitment to inclusive development and our recognition of infrastructure as a key driver of economic growth and social transformation.

"As RDA, we are proud to be part of this transformation journey. We continue to roll out our mandate of planning, managing, and implementing road infrastructure projects that meet the needs of the Zambian people," Eng. Haazele said in a speech read on his behalf by the RDA Board Member, Eng. Clive Khan.

Meanwhile, Salvation Army Territorial Commander, Col. Alfred Banda described the Chikankata Road groundbreaking ceremony as unbelievable.



Col. Banda during the groundbreaking ceremony.

"For us, this is not merely an engineering project, it is also a testament to answered prayers and a vital step forward in our collective mission to serve God by serving humanity. Allow me to say that the Salvation Army extends its sincere appreciation to His Excellency, the President of the Republic of Zambia, Mr. Hakainde Hichilema, the Minister of Infrastructure, Housing and Urban Development Hon. Charles Milupi, MP and the entire UPND leadership for the Government's commitment to this critical infrastructure believing that God will provide the much-needed resources to help Government to complete this project," Col. Banda said.

And Her Royal Highness, Chieftainess Mwenda of the Bansanje Clan of Chikankata described the Chikankata Road groundbreaking ceremony as a historic milestone in the development of Mwenda Chiefdom.

"This groundbreaking ceremony represents far more than the turning of the soil – it symbolizes the dawn of a new era for the people of Mwenda Chiefdom and others. Many moons ago, you came here and you assured the expectant people of Mwenda Chiefdom and others that the Chikankata-Kasamu Road would be worked on and we are happy and grateful that you have kept your word.

"Your ministry's commitment to rural infrastructure development has brought life into what was once merely a distant and impossible dream. This road has been more than a necessity to us- it has been a fervent prayer spanning generations. For over 61 years, since independence, our communities have endured the hardships imposed by inadequate road infrastructure," she said.

CCECC's Managing Director, Jacques Liao said a dedicated technical team had been assembled to oversee the quality of work and ensure adherence

to safety and environmental guidelines in collaboration with the RDA.

He assured the people of Chikankata that the project would be completed within 15 months, ahead of the initial 18-month schedule, given the road's strategic importance.

"We have mobilized a highly skilled technical team, and we will be deploying state-of-the-art equipment to ensure timely and quality delivery of this road rehabilitation project. Our construction approach will adhere to all engineering, safety, and environmental standards, in close collaboration with the Road Development Agency (RDA) and other stakeholders. We are fully committed to delivering this project within schedule, and to the highest standards of engineering excellence," said Mr. Liao.



China Civil Engineering Construction Corporation (CCECC) Managing Director Jacques Liao.



Her Royal Highness Chieftainess Mwenda of Bansanje Clan of Chikankata.

VIEWS FROM THE COMMUNITY

Good roads play an important role in poverty alleviation in rural areas, enable transportation of community members, material and goods, and lead to diversification of agricultural activities.

Unquestionably, good roads boost rural as well as overall economic growth of the country. Thus, roads, whether in urban or rural areas form the backbone of the country's growth.

The Chikankata Road, which has been in a deplorable state since independence will be constructed at a cost of K369,386,682.01 over a period of 15 months by China Civil Engineering Construction Corporation in joint venture with Kaaz Concrete Solutions Limited.

Katuba Banda, 34, a teacher at Chikankata Day Secondary School had this to say:



"The upgrading to bituminous standard the Chikankata Road here in Southern Province will make life and work better. This road will definitely make traveling easy for us who depend on other districts for most of the things.

As teachers, we usually go to Mazabuka or Kafue to buy things. Acquisition of teaching materials will also become easy for us. We have stationery suppliers like Bookworld and others, it will be easy to access them. They might even think of putting up some shops here.

For the leaners, this is great news because we have pupils who come here and rent rooms because their homes are very far from here.

This road will make things very easy for them. I feel the road will make the people of Chikankata happier."

Moya Kalyalya Hangoma, 60, a Chikankata Mission Hospital employee had this to say:



"I have worked for Chikankata Mission Hospital for more than 10 years now. All I can say is that we are grateful to the Government for breaking ground for the upgrading to bituminous standard of approximately 32km of the Chikankata Road in here in Southern Province.

The benefits this road will bring are many. For example, here at Chikankata hospital, we have a Guest House. People stopped coming here because of the bad road.

Our business was very slow. We are optimistic that once the road is done, business will improve.

As you may also be aware, our community is a farming area, a lot of people are farmers. Transportation of farm produce has always been a challenge, especially during the rainy season when the roads become impassable. We are also happy that we will soon have a proper road because transport costs will also do down."

Martha Muchindu, a Grade 10 pupil at Chikankata Day Secondary School has this to say:

“ Roads are a vital part of our daily lives because we use them every single day. We drive our cars, take public transportation, and even walk on roads to get to work, school, or any other place that is nearby. People who live in rural areas without roads are pretty much isolated from the rest of the world. We need roads to get around, communicate, work and live our lives.”

THE UPGRADE OF THE KATUNDA-LUKULU-WATOPA-MUMBEZHI ROAD WILL FACILITATE MINING ACTIVITIES IN WESTERN PROVINCE



Hon. Eng. Charles L. Milupi during the groundbreaking ceremony of the Katunda-Lukulu-Watopa-Mumbezhi Road.

A good road network facilitates mining by providing essential routes for transporting raw materials, moving equipment, and enabling employee access to remote sites. It also reduces operational costs, improves safety, and helps connect the mine to markets for selling finished products.

Infrastructure, Housing and Urban Development Minister, Hon. Eng. Charles Lubasi Milupi during the groundbreaking ceremony for the Katunda-Lukulu-Watopa-Mumbezhi Road in Kaoma,

Western Province recently said the area has potential for mining.

“Western Province is endowed with great potential in agriculture, fisheries and livestock sectors. Additionally, the Province has potential for mining. Various mineral deposits including alluvial diamonds, limestone, gemstones such as red garnet and tourmaline as well as crude oil have been reported to be present in the province,” Hon. Eng. Milupi said.

"However, poor main, districts and feeder roads have long hindered mining exploration and farmers from accessing markets, leading to post-harvest losses and reduced income."

Hon. Eng. Milupi said improved road infrastructure, such as the Katunda-Lukulu-Watopa-Mumbezhi Road when upgraded to bituminous standard will enable farmers to transport farm produces efficiently, access inputs on time, and engage in commercial agriculture.

He said the road network in Western Province was supposed to play a pivotal role in driving economic development, enhancing rural livelihoods, and facilitating trade and access to essential services.

"Despite its vast potential, the Province has historically faced challenges due to poor road infrastructure, especially that Western Province is mainly rural. However, recent Government and private sector initiatives through Public Private Partnership (PPP) Projects such as the Mutanda-Kasempa-Kaoma Road Project will begin to transform the Province's connectivity landscape," he said.

"This project is a testament to the Government's unwavering commitment to infrastructure development as a catalyst for inclusive growth and aligned with the national vision to create a Zambia that is connected, competitive, and resilient. The Government is in discussions with a potential Concessionaire to undertake rehabilitation works of the Livingstone-Kazungula-Sesheke Road

and Border Infrastructure at Katima Mulilo using the PPP model of financing. Even the Luampa-Mulobezi-Simungoma Road is available for upgrading to bituminous standard through PPP arrangements."

Hon. Eng. Milupi encouraged the private sector, especially local people who live along the Katunda-Lukulu-Watopa-Mumbezhi Road to take advantage of business opportunities that would come as a result of the upgrading.

He added that the Government planned to rehabilitate a number of crossing points in Western Province, using components of the bridge that was erected to facilitate smooth flow of traffic during the rehabilitation period of the Kafue Hook Bridge, once the bridge was decommissioned.

"The Luanginga and Silanda Bridges construction works have been completed including rehabilitation of the Mongu-Limulunga Road and construction of the Mongu Dual Road. The other completed projects involved upgrading to bituminous standards of the Muoyo Road and rehabilitation of the Namushakende-Nalikwanda Road through the Improved Rural Connectivity Project," said Hon. Eng. Milupi.

Approximately 80 kilometres of the Katunda-Lukulu-Watopa-Mumbezhi Road lot 1, will be upgraded to bituminous standard at a cost of K1,430,339,436.84.

ROAD PROJECTS UPDATE

CHIPATA-CHADIZA ROAD WORKS



Chipata-Chadiza Road works.

The Chipata-Chadiza Road construction works in Eastern Province are advancing well.

The project includes the construction to bituminous standard of 65 kilometres of the Chipata-Chadiza Road, 15 kilometres of Township Roads in Chipata City, and 8 kilometres of Township Roads in Chadiza District.

10 kilometres of cement-stabilized base and 12 kilometres of cement-stabilized subbase have so far been constructed. Surfacing of the 10 kilometres base to bituminous has since commenced.

Other ongoing works include, road formation, fills and cuts, and drainage structures which are at an advanced stage of completion.

The contract was awarded to Sable Transport Ltd at a total cost of K1.3 billion and works commenced on 1st January 2025. The project is expected to be completed in June 2026.

NDOLA-SAKANIA-MUFULIRA ROAD WORKS



Rehabilitation works on the Ndola-Sakania-Mufulira Road have advanced with toll gate works completed at km9 from Levy Mwanawasa Stadium roundabout on the Sakania-Mufulira Road section being substantially completed.

The Ndola-Sakania-Mufulira road was last worked on under the UNIP administration.

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

The Concession Agreement for the finance, design, build, operate, maintain, and transfer of 58 kilometres of the Ndola-Sakania-Mufulira Road and Border Infrastructure at Sakania on the Copperbelt Province was signed with Messrs. Jaswin Ports Limited and the Government through the RDA, the Ministry of Finance and National Planning, and the Ministry of Commerce, Trade and Industry.

The road section between the roundabout near the Levy Mwanawasa Stadium and Sakania Border covering 17.26km has been paved with Asphalt and only few works are remaining such as drainage works and access roads. This road is now opened to the public.

Currently, the Concessionaire is working on the 41km Sakania-Mufulira Road section where old culverts are being replaced with new ones, earthworks covering about 25km at different stages are ongoing.

The trial paving using the cap seal has commenced on a 500m stretch from Sakania Border side going towards Mufulira.

The Concessionaire plans to pave more than 15km by end of this year. The works duration is 2 years from 2024 to 2026.

VOICES FROM RDA INTERNS

MIRRIAM CHANSA



Mirriam Chansa recently graduated from the Copperbelt University with a Bachelor of Science degree in Purchasing and Supply Chain Management.

"I would like to express my appreciation for the opportunity to have worked with the RDA Procurement Team. Working with the team has been a pleasure, and I appreciate the support and guidance provided," Ms. Chansa said.

"I appreciate the professionalism and expertise demonstrated by the RDA procurement team. The department's commitment to transparency, accountability and efficiency has been impressive."

Ms. Chansa said as a procurement officer intern at RDA, she had gained hands-on experience in managing

procurement processes, coordinating with stakeholders and ensuring compliance with regulations and standards.

"I have been assisting with quite a number of things such as; uploading and evaluating tenders via the e-GP [Electronic Government Procurement] Platform and tender openings. This internship has equipped me with valuable skills in procurement management and stakeholder engagement. It has also helped me with understanding the importance of supplier and buyer relationships, coordinating with our end user departments, while deepening my understanding of the road development sector," she said.

Ms. Chansa said the RDA Procurement Department had helped her develop strong analytical and problem-solving skills.

"I am now able to effectively communicate with both internal and external partners. I am grateful for the opportunity to apply theoretical knowledge in a practical setting and contribute to the Agency's mission," Ms. Chansa said.

She said the RDA experience had not only enhanced her communication skills but also instilled in her a sense of professionalism and responsibility, preparing her for a successful career in procurement.

GILBERT CHIVUNDU

Gilbert Chivundu is a Social Work graduate with experience in community mobilization, Monitoring and Evaluation (M&E), and supporting vulnerable groups, including refugees.

Mr. Chivundu has strong interest in environmental and social safeguards within infrastructure development.

"I am an intern in the Environmental & Social Management Unit at the Road Development Agency, where I am supporting safeguard compliance through report preparation, field monitoring, community consultations, and grievance tracking," he said.

Mr. Chivundu described his internship at RDA as an eye opener.

"I have been exposed to how infrastructure projects are managed in practice, especially the environmental and social side that people don't usually see. Being at RDA has also been challenging but rewarding. As an intern, I might feel stretched when tasked with fieldwork (still hoping for this experience soon) and reporting, but it has given me real-world skills beyond my expectations," he said.

"I have also been learning a lot and my internship has helped me to be focused. I have picked up practical knowledge on environmental and social management systems, stakeholder engagement, and compliance, which adds depth to my experience."

Mr. Chivundu said working with professionals had given him the sense of being part of a bigger team contributing to national development.

"I must say that I am also motivated – seeing how my small role connects to the larger picture of road projects and community impact makes me feel like I am contributing to something important," said Mr. Chivundu.

SIBESO NYAMBE

Sibeso Nyambe holds an Advanced Certificate in Secretarial Studies and a Diploma in Human Resources. She is currently pursuing studies in Public Administration.

"Working as a Temporary Personal Assistant in the Finance Directorate has been a rewarding and eye-opening experience. The role has strengthened my front-office skills, especially in engaging with external stakeholders and managing challenges with professionalism and composure," Ms. Nyambe said.

"I am grateful for the opportunity, as it has helped me grow personally and professionally while continuing to build my career in a dynamic environment."

APPOINTMENTS, TRANSFERS AND SEPARATIONS

By Fridah Nkonde-Mubanga

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

The establishment of the Public Private Partnership Directorate at the Road Development Agency (RDA) has led to the creation of four new positions, namely Director – Public Private Partnership, Chief Engineer – Construction & Operations, Chief Engineer – Planning, and Principal Engineer – Construction & Operations.

Eng. Richard Mwape who was Chief Engineer – Construction, recently took up the position of Director – Public Private Partnership position, while Eng. Maketo Muyunda's new position is Chief Engineer – Construction & Operations.

The Chief Engineer – Planning position has been taken up by Eng. Joseph Goma, the former Chief Engineer – Design & Research. Eng. Leonard Bwalya was also recently appointed Principal Engineer – Construction & Operations under the Public Private Partnership Directorate.

Other appointments made by the Agency between August and September 2025 include Mrs. Fridah Nkonde-Mubanga as Senior Communications & Corporate Affairs Officer under the Corporate Services Directorate, Ms. Fannet Mudenda, former Personal Assistant under the Planning & Design Directorate as Human Capital Officer – Payroll & Staff welfare (Corporate Services Directorate), Mr. Situmbeko Mubila, a former Weighbridge Operator was also recently appointed as Human Capital & Administration Officer (Eastern Provincial Office) and Ms. Audrey Simpemba, a former Personal Assistant under the Procurement Unit has taken up the Human Capital & Administration Officer position on the Copperbelt.



Director - Public Private Partnership, Eng. Richard Mwape.



Senior Communications and Corporate Affairs Officer, Mrs. Fridah Nkonde-Mubanga.



Human Capital and Administration Officer (Eastern Province), Mr. Situmbeko Mubila.



Human Capital and Administration Officer (Copperbelt), Ms. Audrey Simpemba.



Human Capital Officer – Payroll & Staff Welfare, Ms. Fannet Mudenda.

And staff transfers are vital for organizations as they are a tactical tool for workforce optimization, employee development, and retention. Staff transfers do not only help fill skill gaps, but they also improve job satisfaction by providing new challenges, and can reduce recruitment costs. It is incontestable that transfers offer opportunities for new skills, career advancement, and can help with work-life balance.

RDA between August and September 2025 transferred 13 employees, an approach that has helped the Agency ensure that critical roles are filled. The transfers also helped the Agency move employees to where their skills are most needed.

Mr. Japhet Gondwe, the Procurement Officer who was based at the Head Office was recently moved to the Lusaka Provincial Office,

Mr. Frank Goma, the Weighbridge Supervisor based in Mpika was moved to Nakonde in the same capacity, Mr. Mwika Chinengu, the Weighbridge Operator in Kafue was moved to Nakonde, Ms. Monica Matale, the Weighbridge Operator at Kafue Weighbridge was transferred to Nakonde and Mr. Kabachi Phiri, the Weighbridge Operator at Katete Weighbridge was also moved to Nakonde.

Others who were recently moved include Ms. Fatima Kanene, the Weighbridge Operator in Livingstone was transferred to Nakonde, Mr. Abraham Mwale, the Weighbridge Operator in Chongwe has been moved to Nakonde in the same capacity, Ms. Yvonne Mulenga, the Weighbridge Operator in Chongwe was moved to Nakonde, Ms. Wanzya Sikalumbi, the Weighbridge Operator in Kapiri Mposhi has gone to Nakonde, Mr. Goodson Chitambo, the Weighbridge Operator in Kapiri Mposhi was moved to Nakonde,

and Mr. Sydney Kumwenda, the Weighbridge Operator Kazungula was also transferred to Mpika.

Meanwhile, Staff separation is a normal and inevitable part of the business cycle. An employee may be separated as consequence of resignation, removal, death, permanent incapacity, discharge or retirement. The employee may also be separated due to the expiration of an employment contract or as part of downsizing of the workforce. The agency recently separated with three (3) employees namely; Eng. Augustine Mwiinga, who was Principal Engineer – Urban & Rural Roads, Mr. Charles Chongo, who was a Technologist – Works, and Mr. Simon Kapesa, who was a Weighbridge Operator at Kafue Weighbridge.

RISK MANAGEMENT CORNER

UNDERSTANDING THIRD-PARTY RISK AT THE ROAD DEVELOPMENT AGENCY

The saying goes ..“A chain is only as strong as its weakest link”. This reminds me of a childhood game we played, Machain Wire Wire (a game with no clear English name). The goal was simple: hold hands tightly with strong teammates to prevent the chain from breaking. The strategy was always to link with stronger friends on either side, because one weak link could easily bring you out of the game.

The same applies to how we achieve our Strategic Objectives at RDA. We may have some of the best systems, qualified and dedicated staff, strong internal controls, yet one weak link, in the form of a third party (a contractor, consultant, supplier, or even the public), can jeopardize the entire effort.

In risk management, this is known as Third-Party Risk. A risk with both high likelihood and high impact, demanding our attention and effective mitigation.

What is Third-Party Risk?

Third-party risk is the potential harm that may arise when RDA relies on external parties to deliver goods, services, or expertise. These risks can manifest in different ways:

- **Operational Risks:** Contractors failing to deliver quality work on time, at the right price, and at the required standard, leading to delays, suspensions, or even termination of projects.
- **Financial Risks:** Overbilling of OBQ items, inflated claims by consultants, or suppliers defaulting after receiving advance payments.

Compliance Risks: Failure to meet contractual obligations, legal requirements (such as ZEMA site standards), or safety guidelines, exposing RDA to legal or reputational consequences.

- **Reputational Risks:** When third parties engage in fraud, corruption, or unethical behavior, the Agency’s image suffers, regardless of whether we were directly involved.

Why Does It Matter?

In the road sector, the stakes are high and the public eye is ever watchful. Third-party risks can undermine years of careful planning.

A project may be fully designed and funded, yet delayed simply because a contractor failed to mobilize. In such cases, the public does not blame the contractor, they blame RDA.

This makes third-party risk not only an operational issue but a strategic concern. Poorly managed relationships with contractors or consultants can derail entire infrastructure development plans, undermine government policy objectives, and erode public confidence in our ability to deliver.

Managing Third-Party Risk at RDA

Reducing exposure requires a proactive, systematic approach that balances accountability with partnership:

1. **Conduct Thorough Due Diligence:** Carefully vet contractors, suppliers, and consultants before engagement, confirming both financial stability and technical expertise.

RISK MANAGEMENT CORNER

2. Strengthen Contracts: Draft contracts that clearly define obligations, timelines, quality standards, and penalties for non-compliance and firmly enforce them.
3. Monitor Performance Closely: Use regular inspections, audits, and progress reports to ensure timely delivery of goods, services, and projects.
4. Promote Transparency: Leverage technology and clear reporting lines to minimize opportunities for corruption.
5. Build Strong Relationships: Foster accountability and shared commitment with partners, moving beyond transactional engagement.

Final Word

Managing third-party risk is not about mistrust; it is about being vigilant and prepared. Just as a strong fence keeps goats from wandering off, strong oversight of contractors, consultants, and suppliers protects RDA's mandate.

By understanding and managing these risks, we not only safeguard projects but also preserve the trust that Zambians have placed in RDA to deliver safe, reliable, and sustainable road infrastructure.



Children playing machain Machain.

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