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The journey described in Appointment in Zambia: A Trans-African Adventure, by Sara Dunn, is probably the most incredible one I've read. Incredible not so much for the actual route through Africa, which was tough but not completely extreme, but because it was undertaken by a young couple from Edinburgh in 1970 in just about the most inappropriate vehicle you can imagine, with possibly the ...

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The National Assembly is Zambia's unicameral legislative body. Between 1972 and 1990, Zambia was a one-party state with the United National Independence Party (UNIP) as the sole legal party.. The current

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National Assembly, formed following elections held on 11 August 2016, has a total of 166 members. 156 members are directly elected in single-member constituencies using the simple plurality ...

'We could always go overland now that we have wheels,' Ross had suggested out of the blue. I'd pulled out an atlas and we'd traced a route down through Africa via countries still marked with their colonial names. Only two strips of water interrupted the flow of land between Edinburgh and Chingola; the English Channel and the Straits of Gibraltar. Fourteen months had passed since Neil Armstrong walked on the moon so Africa couldn't be that difficult, could it? A month later we boarded the ferry for Calais...In 1970 newly-weds Ross and Sara set off, with extraordinary naivety and a lack of proper preparation, to drive from Edinburgh to Zambia in a standard saloon car. Appointment in Zambia is the story of their epic car journey. Sara was 21 (and could not drive) and Ross was 23 when they and their brand new Hillman Hunter (in 'Golden Sand', a colour chosen before they'd opted to drive through the Sahara...) started out. For eight weeks, in a trip of over 20 000 kms, they slept in the car, coped with illness and looked up the barrel of rifles from the wrong end. Apart from the car their only

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technology was a compass. Their journey encompassed the Sahara, where they had to dig themselves out of trouble with Tupperware containers. They also braved war-torn Biafra, navigated storm-wrecked roads through equatorial forests and traversed the main tributary of the Congo River (on a raft cobbled together with dug-out canoes by locals). They met lepers, pygmies, drunken officials, prostitutes and missionaries while their journey took them across 13 countries with widely different frontiers, customs, currencies and language before they reached Chingola - just in time for Ross to start his new job. Appointment in Zambia is a unique take on an epic journey - a young couple and their basic car travel across Africa, not because they want to challenge themselves and prove something, but because they decide it's the best way to get to a new job in Zambia.

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Volumes for 1971- include: Full text of the charter of the Organization of African unity.

Specialists in various aspects of African history and civilization contribute to an integrated portrait of internal and foreign influences on the course of Africa's development

James Negley Farson never failed to take his fishing rod wherever he went. As much an autobiography as it is a book on fishing, *Going Fishing* describes Farson's vast experiences river fishing while travelling the world. This wonderfully illustrated volume includes varied chapters on Pacific salmon, the Shetland Islands, Uxbridge, the Hebrides, Ireland, the Caucasus, Moscow, the Danube, erupting volcanoes in Chile, and both rural and urban life in England, France, and Norway. Considered one of the classics of fishing literature, it details a lifetime of grand adventures and fishing tales. Combining lively writing of the countryside with beautiful illustrations, *Going Fishing* will delight any lovers of fishing, traveling, or the great outdoors.

Sustainable infrastructure development is vital for Africa s prosperity. And now is the time to begin the transformation. This

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volume is the culmination of an unprecedented effort to document, analyze, and interpret the full extent of the challenge in developing Sub-Saharan Africa's infrastructure sectors. As a result, it represents the most comprehensive reference currently available on infrastructure in the region. The book covers the five main economic infrastructure sectors information and communication technology, irrigation, power, transport, and water and sanitation. 'Africa's Infrastructure: A Time for Transformation' reflects the collaboration of a wide array of African regional institutions and development partners under the auspices of the Infrastructure Consortium for Africa. It presents the findings of the Africa Infrastructure Country Diagnostic (AICD), a project launched following a commitment in 2005 by the international community (after the G8 summit at Gleneagles, Scotland) to scale up financial support for infrastructure development in Africa. The lack of reliable information in this area made it difficult to evaluate the success of past interventions, prioritize current allocations, and provide benchmarks for measuring future progress, hence the need for the AICD. Africa's infrastructure sectors lag well behind those of the rest of the world, and the gap is widening. Some of the main policy-relevant findings highlighted in the book include the following: infrastructure in the region is exceptionally expensive, with tariffs being many times higher than

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those found elsewhere. Inadequate and expensive infrastructure is retarding growth by 2 percentage points each year. Solving the problem will cost over US\$90 billion per year, which is more than twice what is being spent in Africa today. However, money alone is not the answer. Prudent policies, wise management, and sound maintenance can improve efficiency, thereby stretching the infrastructure dollar. There is the potential to recover an additional US\$17 billion a year from within the existing infrastructure resource envelope simply by improving efficiency. For example, improved revenue collection and utility management could generate US\$3.3 billion per year. Regional power trade could reduce annual costs by US\$2 billion. And deregulating the trucking industry could reduce freight costs by one-half. So, raising more funds without also tackling inefficiencies would be like pouring water into a leaking bucket. Finally, the power sector and fragile states represent particular challenges. Even if every efficiency in every infrastructure sector could be captured, a substantial funding gap of \$31 billion a year would remain. Nevertheless, the African people and economies cannot wait any longer. Now is the time to begin the transformation to sustainable development.

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