

eCorridor

electronic newsletter of the Walvis Bay Corridor Group



WALVIS BAY
CORRIDOR
G R O U P

The leading trade route in Southern Africa

January/February 2008



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and more...

*Cover picture:
Truck driving on the
Trans Caprivi Corridor*

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FROM THE EDITOR

Welcome to the first edition for the year 2008. Since the year 2001, the establishment of a Trans Kalahari Corridor Management Committee (TKCMC) came as a result of a trilateral agreement which was signed between Namibia, Botswana and South Africa. The TKCMC was established to enhance the operational side of the Trans Kalahari Corridor and are just one of the value added services which the Walvis Bay Corridor Group has to offer. Since this establishment, the Trans Kalahari Corridor has increased by 58,4% over the past few years. In March 2007, a Program Coordinator was put in place to drive the developmental process of the TKC. The success of this establishment was duplicated onto the Trans Caprivi Corridor, whereby in 2002, the Trans Caprivi Corridor Management Committee (also known as Trans Caprivi Ndola-Lubumbashi Corridor Committee) was established and comprises of representatives from Namibia and Zambia. This has led to the Trans Caprivi Corridor increasing its trade tonnages by more than 150%. In January 2008, a Program Coordinator, hosted by the Walvis Bay Corridor Group, was assigned for the Trans Caprivi Corridor to also drive the developmental process of the Trans Caprivi Corridor.

The establishment of the above-mentioned committees have added tremendous amount of value to the operational side of the Trans Kalahari Corridor (TKC) and the Trans Caprivi Corridor (TCC) respectively, via the Port of Walvis Bay.

In this edition we will focus on the operational issues with respect to the work in progress along the Walvis Bay Corridors.

I trust that you will enjoy this edition. Should you have any comments or suggestions please feel free to contact me.

Agnetha

CHAIRMAN'S REPORT 2007

This past year has been another successful year for the Walvis Bay Corridor Group in strengthening its role in transport and logistics and as a facilitating body within the region. The WBCG has become a stronger brand in Namibia and the rest of the SADC region in promoting the Port of Walvis Bay as an alternative trade route for Southern Africa. From the members perspective the WBCG has developed a stronger focus to magnify on the needs and requirements of the member companies and seek to achieve an integrated promotional strategy within the target markets.

The past year has been the second year of implementing the Walvis Bay Corridor Strategic Plan for 2006-2010. This year has been challenging with respect to strengthening stakeholder relationships and building new relationships with clients, members, and key organizations, governments on a national, regional and international level. The WBCG has been represented on different platforms and forums either to promote the Port of Walvis Bay as an alternative trade route for importers and exporters or to promote the development of medium and long term infrastructure for Walvis Bay Corridor Group members and stakeholders.

With that introduction let me summarize the growth of 2006/7 compared to the previous year as follows:

Corridor volumes have grown with more than 43.1% on tonnage compared to the previous year. Cargo volumes has increased from 121,826 to 174, 299 tonnes on a year to year basis.

- Volumes on the TKC increased by 58.4%
- Volumes on the TCC increased by more than 156.9
- Volumes on the TCuC in-



Sebby Kankondi
Chairman WBCG

creased by 31.3%.

Organizational Development

As an organization, the WBCG has grown as a well recognizable service provider for the Namibian economy and working towards regional economic development. The WBCG has apart from only the core service of Business Development and Marketing managed to fulfill its role as a support service on HIV/AIDS matters to member companies. WBCG staff has grown to nine persons towards the demand and fulfillment from members to provide a stronger and integrated service. A new project on safety and security has also been launched to ensure preventative measures on safety and security in anticipation of growth along the corridors in the long term.

During this financial year the life-span of the CATS programme also became to an end at the WBCG since it was established as a section 21 company on its own to ensure sustainability in the long term by incorporating other sectors beyond the transport sector into this training programme.

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Business Development and Marketing

The WBCG has through continues media releases, placements, and information sharing received positive reporting via the media as well as through our public stakeholders and partners, acknowledging the positive growth of business and increased awareness of the effectiveness of the Walvis Bay Corridors. Due to the development and the efficiency of the Walvis Bay Corridors the Walvis Bay Corridors are more and more being referred to as model trade/transport Corridor on the African continent. This has also resulted into a stronger brand awareness and creation for the WBCG during the past year.

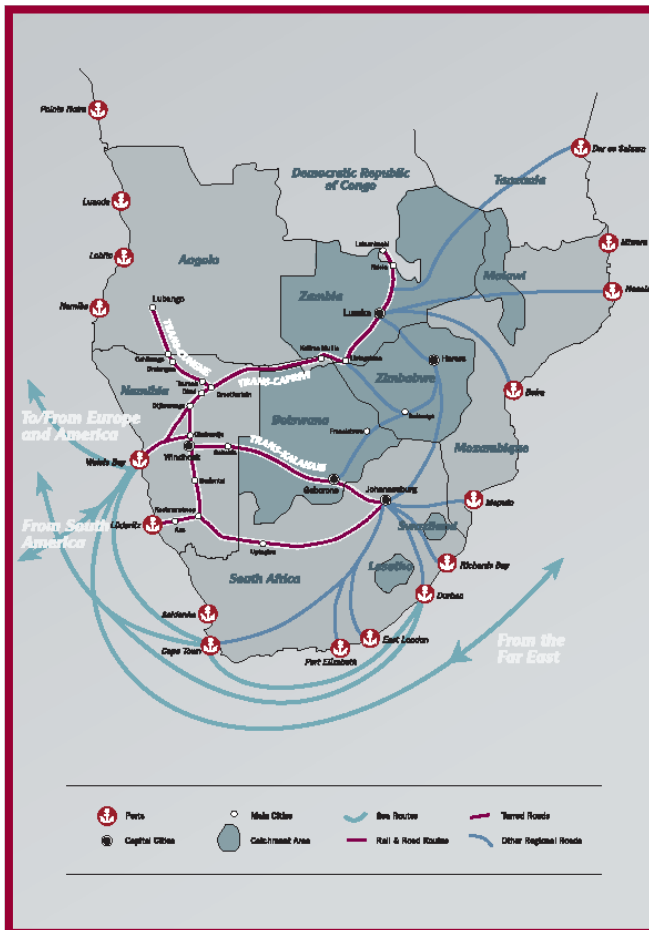
Various promotional campaigns were embarked upon within the targeted corridor markets such as Botswana and Zambia to create awareness as well as building and strengthening relationships with existing and potential clients. Following the UNCTAD TCC meeting which was held in Chingola, Zambia the WBCG hosted an awareness event which comprised raising awareness amongst importers and exporters within the Copperbelt region of Zambia as well as Southern DRC.

Trans Caprivi Corridor (TCC) Development

The strong drive towards business development as the core service of the WBCG has shown significant growth in volumes along the three major corridor routes which the WBCG is currently promoting. The

message remains that Walvis Bay is being promoted as an alternative trade route for importers and exporters in Zambia. More and more importers and exporters are realizing the time benefit of Walvis Bay compared to Durban and Dar es Salaam as the alternative trade routes for the Zambian market.

During the New Year the focus would be on a stronger marketing and branding campaign in the me-



dia, radio and printed media. Also, the strengthening of the TCC Cluster through the appointment of a Program Coordinator will add significant value to build and strengthen the government relationship.

The TransCaprivi Corridor continues to grow through sheer business development efforts launched by the Lusaka office in Zambia.

Trans Kalahari Corridor (TKC) development

The TransKalahari Corridor facing with the largest potential market for corridor volume growth has also been growing during the last year. Although the volume growth are not significant yet on this route, various efforts were put into place to promote the Port of Walvis Bay as an alternative route for Gauteng and Botswana importers and exporters. With the establishment of a full time secretariat and full time Program Coordinator for the TransKalahari Management Corridor Committee it has added significant value to integrate stakeholders in Botswana, Namibia and South Africa. Various efforts have been put into place to focus on cross border matters which is currently creating barriers for TransKalahari Corridor development. The WBCG also serve as the host of the Trans Kalahari Management Committee.

TransCunene Corridor (TCuC)

Although the WBCG do not promote this route aggressively, the TCuC continues to grow at significant levels. The major contribution to this growth has been the handling of more trade for the redevelopment and construction of Angola. In anticipation of the connection of Angola between its ports and inland the outlook and the growth of this corridor seems to be bleak within the medium term and therefore the WBCG must put measures in place to safeguard the existing marketing share. The most important is

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BOTSWANA AND SOUTH AFRICA EXTEND BORDER HOURS ON THE TRANS KALAHARI CORRIDOR



In pursuant to the Memorandum of Understanding (MOU) on the development and management of the Trans Kalahari Corridor, signed between the Government's of Botswana, South Africa and Namibia, a meeting which was held at Maun in Botswana by key Government officials of Botswana and South Africa endorsed and directed the implementation of the extension of border operating hours at Pioneer Gate and Skilpadshek border posts.

As of Friday, 14th of December 2007, the two borders have formally implemented the 2 hour extension from 22h00 to 24h00 midnight. The extension brings harmonisation of border hours between Trans Kalahari/Mamuno and Pioneer Gate/Skilpadshek on the Trans Kalahari Corridor allowing transporters and travellers to access entry/exit through the corridor with an additional two hours.

The signed MOU resulted in the establishment of the Trans Kala-

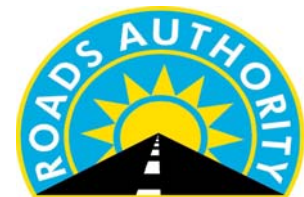
hari Corridor Management Committee (TKCMC). The TKCMC is supported by a permanent Secretariat hosted by the Walvis Bay Corridor Group, whose mandate is to focus primarily on the joint development and management of the Trans Kalahari Corridor. As a result of the MOU and the TKCMC, the Customs authorities agreed to the extension of border operating hours at the Trans Kalahari/Mamuno border post, between Namibia and Botswana, which became effective as from 1 October 2000, from 06h00 to 24h00. At that time, the differences in border operating hours between Namibia/Botswana (06h00 - 22h00) and Botswana/South Africa (06h00 - 24h00) restricted the Trans Kalahari Corridor efficiency. Transporters departing Gauteng during the afternoon were not able to arrive at the border before it closed at 22h00. This led to truck drivers staying overnight and generating unnecessary costs due to standing costs. The recent implementation of the

extension of border operating hours between Botswana and South Africa, has brought the border posts in alignment with each other in respect of operational hours along the Trans Kalahari Corridor.

The extension of border operating hours at Pioneer Gate/Skilpadshek enhances the already successfully implemented trade facilitation measures such as simplified customs procedures, standardised Single Administrative Document (SAD500), common bond, with the already extended border operating hours at Trans Kalahari/Mamuno border posts which commenced in 2000.

The Walvis Bay Corridor Group is visibly focused on the development of the Trans Kalahari Corridor as the fastest trade route between Europe and Botswana as well as Gauteng markets, via the Port of Walvis Bay.

NAMIBIA ROADS AUTHORITY TO INVEST IN THE UPGRADING OF ROAD INFRASTRUCTURE ALONG THE TRANS KALAHARI CORRIDOR



Roads Authority, one of the members of the Walvis Bay Corridor Group, is investing a total amount of N\$310 357 756.50 in upgrading the road infrastructure along the Trans Kalahari Corridor. The rehabilitation of the road will commence in February 2008 and the entire project is expected to be completed by April 2011. The first phase of the rehabilitation entails the widening of the first 45km of the road and a further 32km from Okahandja towards Karibib which amounts to a total of 77km.

In anticipation of the increase in traffic flow along the TKC there

was a need for road infrastructural development, to accommodate the long term development and growth prospects along the utilisation of the TKC.

The Trans Kalahari Corridor comprises a tarred road linking the Port of Walvis Bay with Botswana and Gauteng. Since the completion of the Trans Kalahari Highway in 1998, which forms the Trans Kalahari Corridor, the TKC has achieved various milestones. Through the Walvis Bay Corridor Group a trilateral Trans-Kalahari Corridor Management Committee was established to address opera-

tional issues along the corridor to ensure the smooth flow of goods. The extension of border hours between Namibia and Botswana and Botswana and South Africa and the introduction of a Single Administrative Document (SAD 500) was also achieved, amongst others.

Through the promotional efforts of the Walvis Bay Corridor Group, the business confidence in the Walvis Bay Corridors has resulted in the increase in commercial traffic along the Corridor routes.

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to establish a forum between Angola and Namibia which could attend on common matters to improve trade between the two countries.

WBCG HIV/AIDS Helpdesk

The WBCG HIV/AIDS Helpdesk was re-incorporated as part of the WBCG office as from 1 November 2006 as a social responsibility to its members. The past year we therefore focused on how to redirect the strategy of the helpdesk to completely focus on the transport industry. Funding continues coming from SIDA and GTZ for financial support in order for the WBCG HIV/AIDS Help Desk to implement strategic workplan.

Project Development & Funding

The establishment of the Project Development and Funding portfolio as part of the WBCG has proved to be a valuable asset since it adds value to members as well as integrate support

from potential donors and other stakeholders. Some of the major stakeholders covered through the promotion of this portfolio and long term development of the Walvis Bay Corridors include the presentations of projects to IFC, DBSA, KfW, SSATP, Africa Business Forum - World Bank and the IDC in South Africa.

This portfolio has also facilitated the final approval of loan financing of the Okavango River Bridge by Development Bank of Namibia towards the Road Fund Administration. This infrastructure projects are integral in the handling of abnormal cargo for mines and new developments in the Copperbelt and DRC mining areas. A study was also launched on the establishment of One Stop Border Posts between Angola and Namibia and Namibia and Zambia. This study was funded by JICA and facilitated by SADC and following this the Namibian Government is currently handling it on high political level to look at the implementation of OSBP's along the borders of Namibia.

The WBCG in cooperation and support of the DED has initiated a project in this reporting year to support SME development and create capacity for the transport sector in the following areas, Single Driver Owners, the establishment of a Freight Exchange Platform and establishment of a National Logistics Association.

Conclusion and challenges

Some of the challenges still remaining on hand for the future include the establishment of Strategic Partnerships with logistics companies and other strategic stakeholders. We need to ensure that we create more capacity in all aspects within the logistics chain such as borders, ports, rail and roads to ensure that we would be able to sustain the growth in corridor transit cargo. The establishment of the office in Gauteng could add significant value to all the Walvis Bay Corridors since invaluable decisions on logistics services within Southern Africa is made in Gauteng, South Africa.

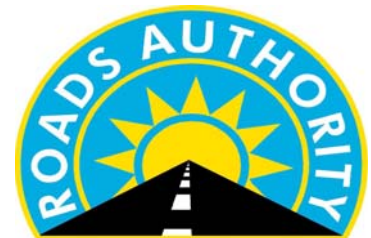
ROADS AUTHORITY ENSURES SMOOTHER FLOW OF IMPORTED VEHICLES

The market for imported vehicles via the Port of Walvis Bay and Walvis Bay Corridors has increased significantly during the past few years. This development has also spearheaded the growth of other commodities along the Walvis Bay Corridors. Through various promotional efforts, the Walvis Bay Corridor Group has contributed in developing the market beyond Namibia's borders. The market of imported vehicles is a price sensitive market since it is destined for the lower end of the market in Angola, Zambia and DRC and therefore not all the importers can afford to transport these vehicles on car carriers. It is against this background, that an amendment was made in the Road Traffic and Transport Regula-

tions: Road Traffic and Transport Act, 1999, to strengthen the competitive position of the Walvis Bay Corridors via the Port of Walvis Bay. Therefore, Regulation 66 of the Regulations was amended by the insertion of the following subparagraph after subparagraph (iv) of paragraph (b) of subregulation (1), as follows:

".....(b) obtain a special permit in respect of the motor vehicle in order to operate it on a public road as if it is registered and licensed for purpose of -

- i. testing the motor vehicle by a manufacturer or builder;
- ii. proceeding to or returning from a place where repairs are to be



- or have been effected to the motor vehicle;
- iii. reaching an examiner of vehicles or weighing device;
- iv. repossessing the motor vehicle as contemplated in regulation 52(2); or
- v. **reaching the port of exit, in respect of foreign vehicles in transit....."**

TRANS CAPRIVI CORRIDOR (TCC) STAKEHOLDERS HOST THEIR FIRST JOINT TECHNICAL MEETING

The first joint technical stakeholders meeting on the Trans Caprivi Ndola-Lumbumbashi Corridor was held on the 7th of December 2007 at the Zambezi River Lodge in Katima Mulilo. The delegates comprised of representatives from Namibia and Zambia

from Roads Authority, Immigration, Customs, Nampol, NABTA, Ministry

of Justice and RTSA. The meeting discussed key issues affecting transporters along the corridor. Among them being the parking space for apprehended vehicles at weighbridges; delays in charging offenders at Katima Mulilo Police Station; legal matters on cross border road transportation and overloading; weighbridge custom clearing certificate; customs and immigration matters; road safety matters and harmonisation on the axle load limits in Namibia and Zambia.

Since January 2008, a full time Program Coordinator was recruited for the Trans Caprivi Ndola - Lumbumbashi Corridor to drive the process on the development of the corridor. This came as a result of the establishment of a Trans Caprivi Cluster.

The Trans Caprivi Cluster has been established to optimise the operational side of the Trans Caprivi Corridor which links the Port of Walvis

Bay with Zambia and DRC.

The purpose of the meeting was to deliberate on finding solutions to concerns affecting trade along the corridor. Various concerns were identified and some of the outcomes and solutions of this meeting included, the expansion of the parking area at Katima Mulilo

weighbridge to accommodate all detained overloaded vehicles, bail can be granted by police officers at the police station and prosecutors are always reachable to attend to bail cases, Namibia to adopt the approach of Zambia on the implementation of fees to recover the damage caused to the road by overloaded vehicles, the Custom's Act in Zambia and Namibia to be amended in order to include weighing print out report as part of customs clearance documents at border posts. Furthermore, the Ministries in Zambia and Namibia should make the necessary arrangements to avoid delays and ensure that services are provided immediately when the border post opens and the clearing of goods at Ngoma border post are expedited. During the meeting it was agreed among others that Zambia and Namibia should harmo-

nise fully on the axle load limits. The representatives from Zambia and Namibia also visited the Katima Mulilo weighbridge and the Wenela border post to gain an understanding of the various concerns.

Since the completion of the Katima Mulilo Bridge, in May 2004, promotional efforts on the Trans Caprivi Corridor, has increase trade tonnages with more than 150%, last year.



WALVIS BAY CORRIDOR GROUP WELCOMES NEW MEMBERS

As members of the Walvis Bay Corridor Group (WBCG), Namibia Roads Authority and the Department of Immigrations enhance the optimization on the operational side of the Walvis Bay Corridors, via the Port of Walvis Bay.

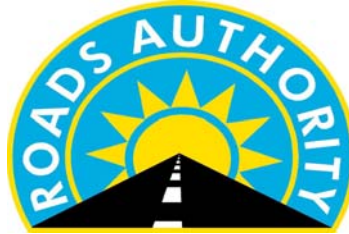
Roads Authority focuses on managing the national road network and on improving the standard of Namibian roads with a view to a safe and efficient road sector.

Mission:

To manage the national road network and support our stakeholders in road-sector-related matters in accordance with our distinctive legislation and agreed-upon standards and principles. This is done with a view to achieving a safe and efficient road sector, thereby promoting economic growth.

Business Area:

The provision of safe and efficient roads is an essential part of Namibia's socioeconomic develop-



ment strategy. The entrenched benefits of roads can only be realized if they are well maintained and comply with the needs of all roads users. Since the establishment of the Roads Authority in April 2000, the organization has continued to play a vital role in the socioeconomic development of Namibia, and in particular the advancement of previously neglected areas of our country.

By virtue of its creation the RA has a mission to create capacity in

Namibia with respect to the statutory demands of the Roads Authority Act on creating, administering and maintaining Namibia's roads network and services. In addition, the RA places a high premium on sound and transparent corporate governance, with the corporate governance structure comprising the Board of Directors, The Audit Committee, the Office of the Chief Executive Officer and the Section Internal Audit.

Through its procurement policy the RA continues to promote broad-based development of small and medium enterprises and the training of our people. The RA has signed a recognition agreement with the NAPWU, which is the recognized representative union of the majority of staff.

Ministry of Home Affairs: Department of Immigrations focuses on the activities and schedules of the immigration entry/exit points

Vision:

The leading Namibian Institution in efficiency, effectiveness and accountability in service delivery.



Mission:

Our mission is to manage the national population register, facilitate lawful entry and exit, stay of foreign nationals in Namibia and aid the justice system guided by the principles of efficiency, effectiveness and accountability.



Slip across the border. Thanks to the co-operation between SADC countries, you can now ship your cargo between the SADC region and Europe and the Americas up to 7 days faster. Why get caught up in a web of red tape with your time-sensitive cargo - all you need is one document to tranship your cargo through the Ports of Walvis Bay and Lüderitz straight to its destination. To find out how, just give us a call.

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THE WALVIS BAY CORRIDOR GROUP WELCOMES NEW RECRUITS TO THE TEAM



Oscar Muyatwa joined the Walvis Bay Corridor Group on the 1st of February 2008, as Manager: Projects and Funding. He spent a good part of his thirteen year working experience in Public Policy and Development Management in the public sector domain. Over the years he took up employment with the Ministries of Foreign Affairs, Education, Works, Transport and Communication, and had been on sec-

ondment with the National Planning Commission (Millenium Challenge Account Office) on a two year stint until his present assignment. Oscar was born and bred in the tropical Caprivi Region. He holds a Bachelor's Degree in Public Administration (UNAM), a Post Graduate Higher Education Diploma (UNAM) and a Honours Degree in Public Administration (Stellenbosch). Oscar is happily married to his uni-

versity sweetheart for eleven years with a son and daughter. His responsibilities at WBCG include Project Management, mobilization of project funding, and relationship building with co-operating partners (state and non-state actors). His motto: Purposefulness, Conscientiousness and Balance.



Samuel Sandi joined the WBCG in January 2008, as the Programme Coordinator of the TCC Cluster of Namibia and Zambia. Samuel has fifteen years of experience within the public sector in Zambia. During his career he worked on a number of developmental programmes in the transport, communications and meterology sectors at local and regional level. He poses a postgraduate

degree in Economics from the University of Zambia and has attended a number of courses and programmes in transport planning and project management. He is married with three children. As a Programme Coordinator of the TCC Cluster, his responsibilities are to coordinate the cross border facilitation service and provide advice to the Namibian and Zambian stakeholders on how

to strengthen cross border facilitation matters. Other responsibilities are to coordinate TCC cluster meetings, missions of stakeholders in Namibia and Zambia, and identify partnerships with important stakeholders of the TCC opportunities.



Samuel Taapopi, joined the WBCG on the 4th of February 2008, as the HIV/AIDS Helpdesk Training Officer. Samuel has been involved in HIV/AIDS awareness campaigns for nine years.

He was born and raised in Ondangwa. He indicates that the highlight of his life is to share information and educate each other to prevent HIV/AIDS. His responsibilities include HIV/AIDS

Helpdesk training to transport companies. His motto: Ignorance is not a solution, working together is the best. Life is in our own hands.



Sophia van Wyk joined the WBCG on the 7th of February 2008, as the Accountant. Her experience includes auditing and accounting, in NGO/Donor funded organizations; Insurance and advertising. Sophia is currently studying through the University

of South Africa towards obtaining a Bachelor of Accounting Science Degree. She was fortunate to have attended the "International Micro-Finance Training Program" in Boulder, Colorado, USA. Her responsibilities include all accounting func-

tions and recording and reporting on financial transactions. Sophia says that the major challenges that she is facing is trying to manage full-time employment with distance education studies. Her motto: Faith, Hope and Love

WALVIS BAY CORRIDOR FACT SHEET TRANS CAPRIVI CORRIDOR

The Trans-Caprivi Corridor, operated by the Walvis Bay Corridor Group (WBCG), provides the shortest route between the Namibian west coast port of Walvis Bay and the vital transport hubs of Livingstone, Lusaka and Ndola in Zambia and Lubumbashi (in the southern DRC), as well as Zimbabwe. Providing access to the Port of Walvis Bay to these landlocked countries in the Sub-Saharan Development Community (SADC).



The Trans-Caprivi Corridor is perfectly positioned to service the two-way trade between the SADC region and Europe, North and South America and the emerging Far East markets. The infrastructure supporting the Trans-Caprivi Corridor has been steadily developed and boasts the most efficient intermodal blueprint for the region, incorporating the ports, air, tarred roads and rail networks, as well as automated border post customs procedures.

Distance Table:

Location	Distance from Walvis Bay	Transit Time
Windhoek, Namibia	384km	1 day
Grootfontein, Namibia	598km	1 day
Katima Mulilo, Namibia	1,354km	2 days
Livingstone, Zambia	1,565km	3 days
Lusaka, Zambia	2,050km	4-5 days
Ndola, Zambia	2,395km	4-5 days
Lubumbashi, DRC	2,690km	4-5 days
Harare, Zimbabwe	2,515km	4 days

Border times and Operating Hours:

Border Post	Average Clearance Days:	Operating Hours:
Port of Walvis Bay (Nam)	3 days	* 08:00 - 17:00
Katima Mulilo (Nam) / Sesheke (Zambia)	2 days (Final Clearance)	* 06:00 - 18:00
	30 minutes (Report Order)	
Livingstone (Zambia)	2 days (Final Clearance)	* 08:00 - 17:00
Lusaka (Zambia)	2 days (Final Clearance)	* 08:00 - 17:00

*Please note that Namibia operates on daylight savings time during the winter months.

Summer months GMT +2

Winter months GMT +1

The Walvis Bay Corridor Group was established to promote and develop business for the Walvis Bay Corridors and Ports. It act as a service and facilitation centre to coordinate international trade with SADC countries through the Port of Walvis Bay. The Corridors are an integrated approach that accommodates all modes of transport from the Port of Walvis Bay along well-maintained systems of rail networks and tarred roads.



Government
Departments:
Investment Centre,
Customs & Excise,
Transport,
Immigration

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