

e-corridor

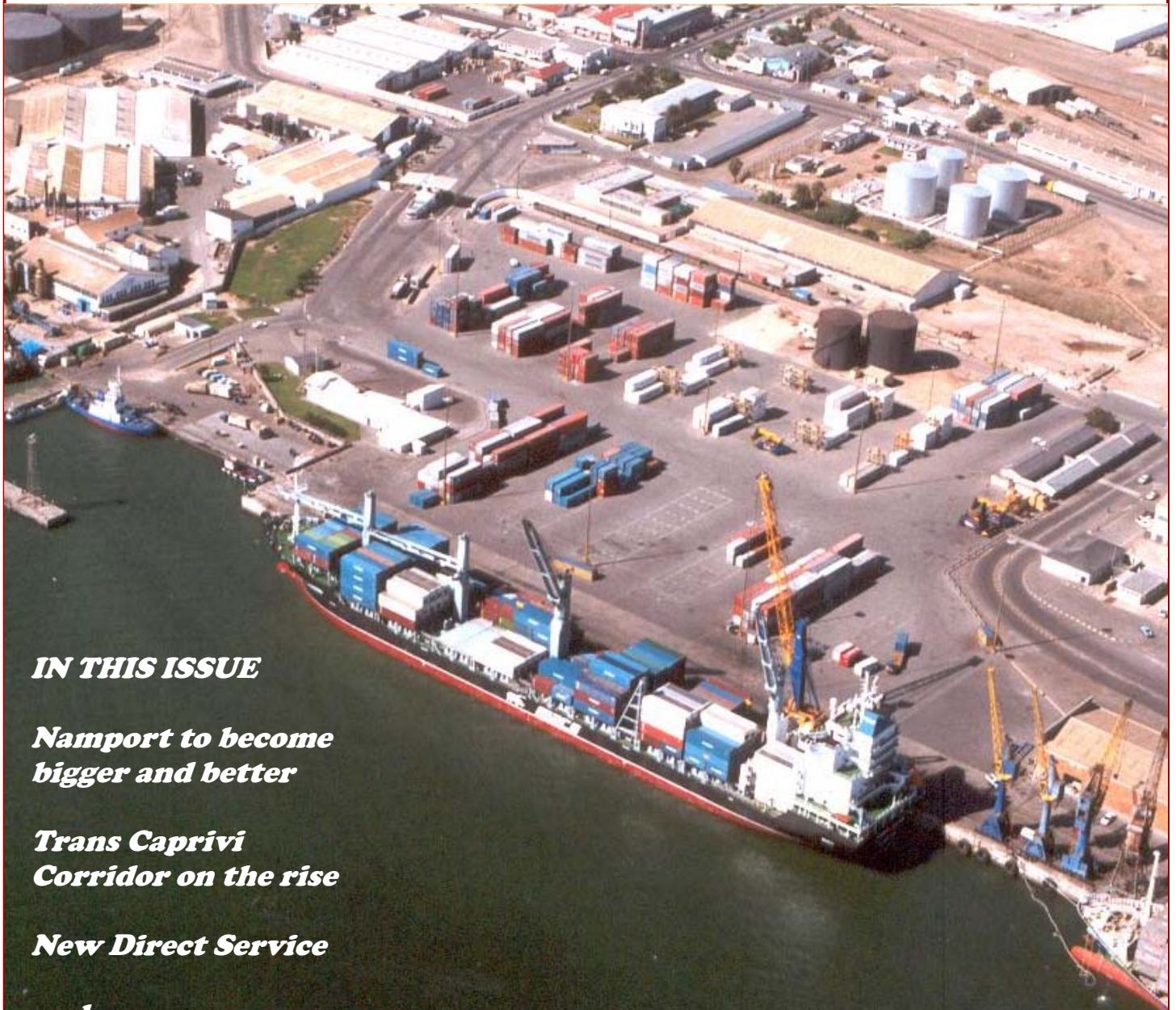
electronic newsletter of the Walvis Bay Corridor Group



WALVIS BAY
CORRIDOR
GROUP

The leading trade route in Southern Africa

March/April 2008



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and more...

*Cover picture:
The Port of Walvis Bay*

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FROM THE EDITOR

Since Namibia's Independence in 1990, Namibia was in quest of establishing links in the Southern Africa sub region with the aim of developing Namibia into a regional transport turntable for the Southern Africa Development Community (SADC). The need for landlocked countries to gain access through an alternative trade route to and from sea was recognised. For example, trade barriers such as cross border procedures, lack of information technology, weak legal and institutional arrangements, amongst others. It is with this in mind that the potential was recognised where our landlocked neighbouring countries could benefit from access to the Port of Walvis Bay which offers importers and exporters reduced time and cost savings, high reliability, and cargo security. In the first decade of Namibia's independence, one of the main focus areas was the infrastructural developments of the Port of Walvis Bay and the respective Walvis Bay Corridors.

Following the completion of the infrastructural developments, there was a need to improve cross border facilitation and trade which would result in the increased utilisation of the Walvis Bay Corridors via the Port of Walvis Bay. It was with this in mind, that the Walvis Bay Corridor Group was established in 2000. The purpose of this establishment was to improve the operational side of the corridor with the aim to increase the utilisation of the Port of Walvis Bay and to make the Walvis Bay Corridor the preferred trade route for regional transport. This is achieved by attracting trans Atlantic trade to and from SADC countries and by engaging in activities such as the Safe Trade and Transport Corridors Project and capacity building in the transport sector to increase the competitiveness of the corridor as a route.

This edition focuses on infrastructural developments to take place; as well as the increase in business confidence that have grown in the utilisation of the Walvis Bay Corridors through continuous promotional efforts from the Walvis Bay Corridor Group.

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

Agnetha

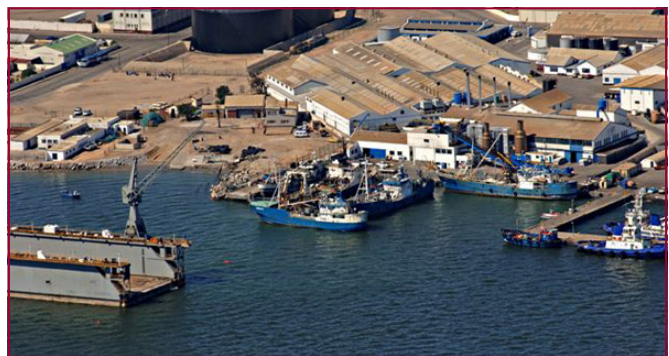


THE PORT OF WALVIS BAY TO BECOME BIGGER AND BETTER

The Port of Walvis Bay has announced their plans to expand the port and to develop a new container terminal. The plans for expansion resulted from the need to increase the capacity of the port, improve the efficiency of container and cargo handling and to develop the Port infrastructure to world-class stan-

also be extended to a throughput capacity of 500 000 containers per annum. With the expansion of the port, the port will be capable of handling vessels with a draft of up to - 16,5 metres.

Further developments also include the increase in capacity of the Floating Dock to han-



dards, as a result of the increase in business confidence in the utilisation of the Port.

dle 8 000 Tonnes and the capacity of the Synchronlift to 2 000 Tonnes. The first phase is expected to commence during the first quarter of 2009.

The development includes the erection of a Fluospar Storage Shed

which will be able to handle a capacity of 20 000 Tonnes; new Ship-to-Shore cranes capable of unloading containers from large container vessels;

Rubber Tyre Gantries with the ability to stack containers 5 high which will speed up unloading and sorting of containers and improve efficiency. The container terminal will



For the past 10 years volumes for containers at the Port of Walvis Bay has increased more than 900% due to trans-shipment and transit traffic. The Port of Walvis Bay has become a real alternative port for SADC countries and the role of the Port of Walvis Bay is becoming increasingly more important in SADC.

TRANS CAPRIVI CORRIDOR ON THE RISE

Vichaya Nguluwe Chungu
Business Development Manager
WBCG, Zambia

Walvis Bay Corridor Group, Zambia

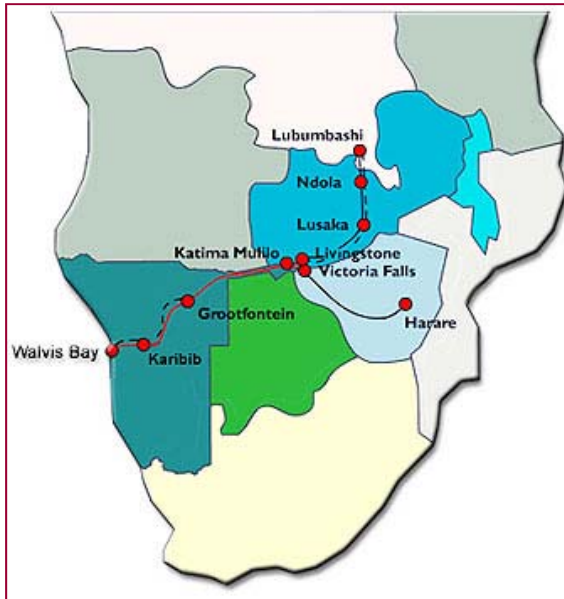
2007 was a year characterised by significant developments and volume growth at the Walvis Bay Corridor Group and the Trans Caprivi Corridor in particular. Established in Zambia in September 2005, Walvis Bay Corridor Group is charged with developing and facilitating trade along three trade corridors namely: the Trans Caprivi Corridor (from Walvis Bay to Zambia/DRC/Zimbabwe), Trans Cunene Corridor (Walvis Bay to Luanda) and Trans Kalahari (Walvis Bay to Botswana/South Africa).

Port and Corridor Infrastructure Developments

WBCG member companies/organisations remain committed to upgrading and expanding capacity and service provision in the port. In accordance with its vision to provide the ultimate port experience, in 2008 Namibian Ports Authority is going ahead with earlier announced plans to invest over N\$1,3 billion in its master development plan that involves erection of additional container terminals, purchasing more handling equipment and increasing the berthing capacity of the port.

Already, in addition to berths 1 and 2 in Walvis Bay, there are now 2 floating docks on lease to Nam-

port while more permanent structures are to be constructed. Further, in November 2007, Namport purchased nine haulers, five trailers and nine forklifts. Also in 2007, five new sheds were erected around the port area, each 96 metre long, 20 metres wide and 10 metre high and mo-



bile to allow the sheds be moved between areas that best suit individual customers.

Trans Namib Holdings, the wholly owned parastatal providing rail and road transport of bulk and containerized cargo, purchased some rolling stock in the form of 152 open top wagons as well as 30 fuel tank wagons, 4 sulphuric acid tankers and 2 side shifters to improve service delivery.

Feasibility studies on the upgrade of the Okavango River/Divundu Bridge have been completed, funding sourced and works are to commence by end 2008. The proposed works include increasing the carrying capacity of the bridge from its present 60 tons and also widen it from a single to double lane bridge. The upgrade of the Divundu Bridge will improve Walvis Bay as a viable shipping alternative to importers and exporters wishing to move heavy duty cargo. In 2007, the port handled its largest and heaviest single load yet: a cool box weighing 140 tons forwarded by DHL International on behalf of Konkola Copper Mines in Chingola. Indeed, copper production is expected to hit the 1 metric tonne mark by 2009/2010 and the TCC provides a logical solution to efficiently and effectively moving copper to destination and also to ease congestion on Zambia's more traditional shipping routes.

Port and Corridor Services

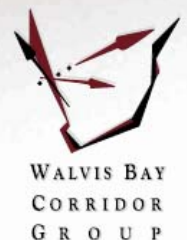
On the transport side, WBCG has witnessed an impressive number of transporters operating on the TCC. The increased fleet of TCC trucks include flat beds, closed box trucks and refrigerated trucks both from Namibia and Zambia.

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The Trans Caprivi Corridor forms the strategic trade link connecting the northern SADC region to Europe, Asia and the Americas via the highly efficient Port of Walvis Bay.

Visit our office in Lusaka and discover the business potential of this logistical chain of supply.



Walvis Bay Corridor Group - Zambia Office: Tel/Fax (+260 1) 257 438 - Cell (+260 97) 773737 - E-mail wbcg@coppernet.zm - Website www.wbcg.com.na

The leading trade route in southern Africa

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both from Namibia and Zambia. Stronger relations are also being forged between freight forwarders in Namibia and Zambia as more agency contracts are signed between companies. This provides the necessary ease of doing business for the Zambian importer/exporter who need not correspond with service providers beyond the Zambian borders but with a locally based agent.

Through the port of Walvis Bay importers and exporters can ship goods between Europe, North America, South America and the Far East with direct weekly services offered by Maersk Shipping and MACS Lines. GAL Shipping also calls the

Port and Corridor Growth

WBCG has witnessed a rise in cargo volumes along the TCC of 45% between 2005 and 2006 and 157% between 2006 and 2007. In the year ending August 2007, 27 500 tons was moved.

We are pleased to note that the TCC contribution to total corridor traffic is on the rise from 9% in 2005 to 16% in 2007. The Trans Cunene Corridor from, Angola continues to be the busiest route;



this is fuelled by the mass activity taking place to rebuild the economic and social infrastructure in Angola following an end to the civil war in the country and Walvis Bay is playing a pivotal role as a trans-shipment port. Walvis Bay Corridor Group is pleased to note that, in January alone, the TCC cargo volumes were 25% of total corridor

congestion free and pilferage free transit to and from Zambia. The vibrant economy fuelled by increasing copper exports from both old and new copper mines; recently discov-

ered deposits of nickel, diamonds; the likelihood of oil deposits; rising agricultural commodity exports are all exciting prospects for the Walvis Bay Corridor Group in terms of the export potential created and opportunities to import the necessary raw materials, plant and machinery from overseas.

Total volumes to Zambia are projected to rise by over 50% to over 50 000mts in the 2008. This will be possible only through continued co-operation, support and confidence as rendered so far by the transport stakeholders from the private sector and indeed Governments of Zambia and Namibia.

port of Walvis Bay from the U.S.A.

traffic.

The Walvis Bay Corridor Group remains committed to facilitating trade along its corridors and to this end a Project Co-ordinator has since been appointed in Zambia to co-ordinate the Zambian and Namibian clusters of private and public sector organisations. Introducing the one-stop-border-post at Katima Mulilo border post, constitutes one of the duties of our Project Co-ordinator. It is envisaged that the one-stop-border-post will facilitate faster clearance of persons, vehicles and goods through the relevant border authorities as only a single stop will be required to exit one country and enter the other. This is beneficial to border authorities as well as the private and commercial travelers.

Imports of containerized cargo rose in the past year compared to previous periods. Cargo loads vary from foodstuffs to hardware material, electricals, construction material, heavy duty machinery. Also imported are bulk and breakbulk cargo such as trucks, trailers, luxury vehicles, raw materials, copper, frozen fish.

The developments detailed above all imply more efficient and effective service provision to Zambia's importers and exporters using Walvis Bay. In addition, a faster,





TRANS KALAHARI CORRIDOR SPEAKING OUT

The Walvis Bay Corridor Group hosted an information session which was held at the Windhoek Country Club in Windhoek, recently. The purpose of this event was to update potential and existing Trans Kalahari Corridor (TKC) users to the developments of the corridor as well as to reflect the achievements and reflect the challenges facing the Trans Kalahari Corridor.

The event was officially opened by the Co-Chairperson of Namibia, Mr Willie Kauaria. In his opening remarks he underscored “the un-



From left to right: Mr Bevan Simataa (TKCMC Secretariat), Ambassador Elia Akwaake (Acting Permanent Secretary of Ministry of Works, Transport and Communication), Mr Willie Kauaria (Co-Chairperson of the TKCMC), His Excellency Norman S. Moleboge (High Commissioner of Botswana), Mr Johny Smith (BDE of the Walvis Bay Corridor Group)

wavering political will and commitment on the part of our three governments, as the fibre that keeps together the Trans Kalahari Corridor initiative.”

At the same occasion the High Commissioner of Botswana to Namibia, His Excellency Norman S. Moleboge highlighted the benefits of utilizing the TKC. Benefits that accrue to Botswana as a landlocked country include among others access through the corridor via the Port of Walvis Bay; the utilisation of the dry port for Botswana at the Port of Walvis Bay; short transit time; time-saving to and from the Americas and Europe. He also highlighted particular projects that the Government of Botswana is undertaking to enhance the utilisation of the corridor such as the Environmental Impact Assessment for the fencing of the Trans Kalahari Corridor; the standardization of weighing equipment; the harmonization of axle load limits, to mention but a few. The stakeholders, who included business people such as road hauliers, freight forwarders; shipping line representatives, importers and exporters and government agencies, were presented with the competitive advantages on the utilisation of the TKC

and on the latest achievements of the Trans Kalahari Corridor. Among them being the harmonization of border operating hours along the sets of border posts on the TKC as well as the introduction of the Single Administration Document (SAD 500), which ensures commercial traffic clearance of between 20 to 30 minutes at the border points on the corridor.

The Trans Kalahari Corridor Management Committee (TKCMC) came as a result of a Memorandum of Understanding which was signed between the Governments of Botswana, Namibia and South Africa in 2003. In terms of the MOU, the TKCMC has been established with the aim of enhancing transport operations and trade facilitation along the TKC which addresses issues that has an impact on trade facilitation among the three countries via the Port of Walvis Bay.

The Trans Kalahari Corridor links the Port of Walvis Bay to Gaborone in Botswana and Gauteng in South Africa, which allows 2 – 3 days of transit time to the final destination.



TRADE OCEAN SHIPPING NAMIBIA LAUNCHES IN WALVIS BAY

Trade Ocean Shipping Services announced the opening of their new branch in Walvis Bay at a launch event held recently in Walvis Bay. Mr Johny Smith, the Business Development Executive, from the Walvis Bay Corridor Group was invited as a guest speaker to deliver a presentation on the Walvis Bay Corridor opportunity.

Following the opening of the new branch, Trade Ocean Namibia offi-

cially commenced business on the 1st of March 2008. They offer services which include the “handling of non-liner vessels in various bulk trades, as well as a specialized unit focusing on off-shore support and research vessels, and another handling the special requirements of the international fishing fleets.” They also offer clearing and forwarding services which includes three main divisions: “One transit division handling the specialized requirements of ships entering our ports to land and

ship goods, as well as receiving sea and airfreight of spares required for repairs, dry-docking etc. A second focusing on the specialized and sensitive perishable goods sector, and a third handling general cargo. The clearing and forwarding service includes the entire logistics chain, from source through trucking, warehousing, clearing and forwarding to shipment and delivery for all import and export cargoes.”



NEW DIRECT SERVICE BETWEEN CANADA, USA AND WALVIS BAY

Commonwealth Independent States Navigation Inc. have announced the launch of a new liner service between Canada, United States and Southern Africa, which is operated as CSAL (Canada States Africa Line). This includes the new direct service from Canada and USA to Walvis Bay.

“In the past we had about 6 – 12 vessels on an annual basis depending on the volumes destined for Walvis Bay. Over the last 4 months the service called on a more regular basis with up to 2 vessels calls per month”, says Mr Warren Ockhuys, the Line Manager from Manica. He

further noted that the service is currently based on an inducement call basis. The majority of consignments are primarily destined for Zambia/DRC and Angola. This clearly indicates the business confidence that has grown in terms of utilizing the Walvis Bay Corridors via the Port of Walvis Bay to countries within Southern Africa. The service from CSAL provides a multipurpose service which includes break bulk, containers, bulk, heavy lifts, project cargo and ro-ro. This service provides an ideal opportunity for the shipment of equipment from Canada and the US directly to Walvis Bay.

The Walvis Bay Corridors are increasingly becoming the preferred trade route for importers and exporters. During the past decade the Port of Walvis Bay has increasingly focused on the upgrading of infrastructure to meet the demands of increased capacity volumes to and from the markets within Southern Africa. The competitive advantage lies in the strategic location of the Port on the West Coast of Africa which ensures fast transit times between Europe, the Americas and the Far East.



CITY OF WALVIS BAY EXTEND FRIENDSHIP TIES

*By Nolito Marques
Municipality of Walvis Bay*

A high level delegation of the Chinese port city of Wenzhou visited Walvis Bay yesterday, as part of a familiarisation tour of the country. The delegation led by the vice mayor of Wenzhou, Chong Hongfeng, expressed their interest in establishing economic ties with Walvis Bay. A letter of intent to establish a friendship city relationship was subsequently signed at a special dinner ceremony.

In his address at the ceremony, the mayor of Walvis Bay, Derek Klazen described the fostering of a friendship city relationship as an honour. “This agreement of intent is of great significance as it further emphasises the relationship that exists on a national and bilateral level between our government and the people of China to enhance mutual understanding and friendship. We in Walvis Bay certainly believe that we will be more successful when we share our culture, resources and developmental goals with our friends. This can be realised through global partnerships for development as advocated for in the millennium development goals.”

The vice mayor of Wenzhou, Chong Hongfeng expressed similar senti-

ments noting that a friendship city relationship would be of mutual benefit to Walvis Bay and Wenzhou. “This friendship will enhance our economies and promote trade between the two cities. We will also mobilise our business community to visit Walvis Bay with the aim of establishing joint ventures and trade relations with your port city.”

The Chairperson of the Walvis Bay chapter of the National Chamber of Commerce, John Savva said that Walvis Bay would certainly reap the benefits of being associated with a city such as Wenzhou, in view of the fact that it has a population of more than seven million people compared to the 65,000 inhabitants of Walvis Bay. He gave a brief overview of the functions of the Chamber of Commerce, adding that the NCCI welcomes the promotion of business ties with Chinese businesses in Wenzhou.

The delegation were given a tour of the port facilities; while municipal officials and various stakeholders such as the EPZ, the Walvis Bay Corridor Group, the NCCI and NamPort delivered presentations on their operations and Walvis Bay as an eco-

nomie gateway to Africa. In their meeting with the various representatives members of the delegation expressed their interest in the available mineral resources, the crime rate, labour costs, fish species being caught commercially, the leather industry and the availability of water resources.

The people of Wenzhou are renowned for their business sense and the city's commercial culture is more dominant than anywhere else in China, making it the most active and developed private economy on mainland China. Located in the south-eastern Zhejiang province of China, Wenzhou is a prosperous foreign treaty port, known for its enterprising emigrants who left China to start restaurants, retail and wholesale businesses in Europe and America. Wenzhou exports food, tea, wine, jute, timber, paper and alunite (a non-metallic mineral used to make alum and fertilizer). Its main industries include food processing, paper-making, low-voltage electric appliances, light industries and building materials, with some engineering works producing mostly farm machinery.



BARLOWORLD LOGISTICS TWO ACQUISITIONS LOGISTICS BASED COMPANIES

Barloworld Logistics has recently announced two significant international acquisitions. Barloworld Logistics, supply chain management subsidiary of industrial multinational Barloworld, announced a major growth initiative by acquiring Dubai-based Swift Group and its affiliates in the Far East, India, UAE, Africa and Germany, as well as Hong Kong based logistics company Flynt International for US\$13 million.

The acquisitions will catapult Barloworld Logistics into the global logistics arena, especially with regard to multimodal transport solutions, with several niche services and logistics activities between South East Asia, the Indian sub-continent, Europe and Africa.

The Swift group is privately held and has grown an international network specialising in distinctive logistics solutions and services. Now in its 19th year of operations, Swift is a leader in global transportation and logistics, with well-established services between South-East Asia and Western Europe and a number of innovative freight logistics solutions specific to African markets.

Swift has approximately 700 employees in its 46 offices in 21 countries, spanning the Middle East, Far East, the Indian sub-continent, and Africa.

The acquisition will include the marketing operations of one of Swift's business partners in Germany, which has been responsible for the commercialisation of sea-air combined transport (a multimodal transport solution), operating from the Far East and the Indian sub-continent via the UAE to various destinations in Europe.

Although Swift has made recent inroads into China, Barloworld Logistics as part of its acquisition strategy is currently also finalising the acquisition of a Hong Kong-based logistics company to strengthen Swift's presence in the region and to expand

Swift's product and service offering.

Barloworld Logistics CEO Paul Stuiver, commenting on the rationale for the acquisitions, says, "The skills, networks and clients of Swift and its affiliates will enable Barloworld Logistics to provide niche, multimodal solutions in the global logistics arena. By expanding our freight management services through their networks, we will become a significant player in a supply chain network that stretches from Asian manufacturing to Western European and African consumers. In addition, the acquisition will consolidate our existing presence in Dubai, which is already an important global logistics and trans-shipment hub. Most of the existing multimodal market originating from South East Asia is transhipped through the UAE".

Stuiver sees significant growth potential. Swift has an extensive African network which offers Barloworld Logistics the opportunity to sell additional supply chain services into these markets. There will also be synergies with the acquisition some years ago of local freight forwarder ZATrans, now integrated into the Barloworld Logistics group. "Multimodal transport services into Europe and Africa offer great promise as an international delivery niche", comments Stuiver.

From a Barloworld group perspective, the transactions fit well with the solutions-based growth strategy being pursued in each of its core businesses. Comments CEO Clive Thomson, "The acquisitions set the platform for significant long term value enhancement for the Barloworld Group, and emphasise the extent to which our Logistics business is well-positioned to take advantage of the opportunities presented by ongoing rapid globalisation and trade movements. From a strong home base in Africa, we are very excited about

Barloworld Logistics spreading its wings on the global stage."

Flynt International is a privately held company and has been operating since 1980. Flynt currently employ more than 130 staff with the majority based in Hong Kong. Other regional offices are located in Beijing, Shanghai and Guangzhou.

Commenting on the acquisition, Warren Erfmann, Barloworld Logistics CEO for Middle East and Asia, says, "In airfreight, Flynt is one of the top privately held freight forwarders in Hong Kong, which is very impressive in such a large market. By combining Flynt and Swift activities in the region we will significantly enhance our ability to provide supply chain solutions to customers in the Middle East, Europe and Africa.

Paul Stuiver, Barloworld Logistics CEO, says, "The acquisition of Flynt forms another link in providing multimodal solutions in the global logistics arena."

Barloworld Logistics is the supply chain management subsidiary of industrial multinational Barloworld. Since its formation 6 years ago Barloworld Logistics has grown into a leading South African supply chain management company and a significant provider of logistics services between South East Asia, the Middle East, Europe and Africa. Barloworld Logistics also operates in Spain, the UK and the USA.

THE WALVIS BAY CORRIDOR GROUP WELCOMES NEW RECRUIT TO THE TEAM



Mbahupu Tjivikua, best known as Hippy joined the WBCG on 10 March '08 as the Project Manager for the Safe Trade & Transport Corridors Programme. He was born I Okondjatu but was raised in Windhoek. He is married to Phortune with two children. Hippy holds the following qualifications: MSc in Operations

Management & Leadership (Business Leadership) from Worcester Polytechnic Institute (WPI), Massachusetts, USA,; B.Ed (Hons) from Rhodes University, South Africa, and HED(Sec) from the University of Namibia. He has a kaleidoscope background that includes international relations, consultancy, busi-

ness development and education. He has broad multi-cultural experience and has received training in France and Japan. Prior to joining the WBCG, he worked at the Polytechnic of Namibia. His motto in life is "Strive to deliver the best in an exceptional way."



LEADERSHIP SEMINAR AND LAUNCH OF THE GUIDE TO THE GROUP WORKPLACE POLICY ON HIV/AIDS



Photo: Honourable Helmut Angula
(Minister of Works and Transport)

cially opened by the Minister of Works and Transport, Honourable Helmut Angula. In his opening remarks he reiterated that "...senior managers have a significant role to play in curbing the spread of this dreadful virus..." and "...are regarded as the gatekeepers and is with your involvement, that we will see good results in future." He also noted that HIV/AIDS Workplace or Wellness Programmes should be implemented as a social responsibility and the respective transport organisation's contribution to the national call towards the fight against HIV/AIDS.

The Walvis Bay Corridor Group (WBCG) established and HIV/AIDS Help Desk through the financial support of the Swedish donor agency SIDA and the membership contribution of the WBCG member companies that pledge to the HIV/AIDS Help Desk services. The policy guide was developed by the WBCG HIV/AIDS Help Desk in cooperation with the German Development Cooperation (GTZ and DED), funded by the German Federal Ministry for Economic Cooperation and Development. The German Development Cooperation has also been contributing to the Help Desk's activities over the past two years and will continue to support the implementation of the WBCG Help Desk Strategic Plan.

The Walvis Bay Corridor Group HIV/AIDS Help Desk hosted a Leadership Seminar and took this opportunity to also launch the Guide to the Group Workplace Policy, which was held at Furstenhof Hotel in Windhoek, recently. The purpose of this event was to bring all leaders of the respective transport organizations together to implore their support in the establishment of comprehensive HIV/AIDS workplace programmes within their respective transport companies. The aim of the Policy is to provide member companies with information on how to deal with the HIV/AIDS epidemic within the work environment in order to support and protect infected employees as well as to prevent the HIV/AIDS disease from spreading.

The Leadership seminar was offi-

The attendants, who included leaders from the transport sector, were treated to presentations on the impact of HIV/AIDS in the transport sector and to provide managers with an idea of what the benefits are when they take care of their employees as well as presentations on affordable medical aid schemes to the lower income workforce.

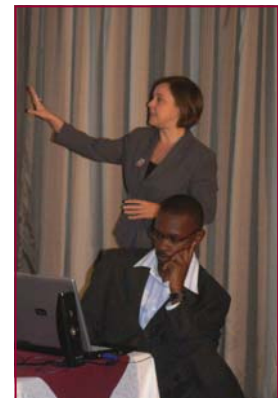


Photo: Ms. Kathrin Lauckner
(GTZ Programme Manager)
Integrated HIV/AIDS Control Project

WALVIS BAY CORRIDOR FACT SHEET TRANS CUNENE CORRIDOR

The Trans Cunene Corridor operated by the Walvis Bay Corridor Group (WBCG), links the Port of Walvis Bay to the southern region of Angola via Tsumeb and Ondangwa to the Oshikango (in Namibia) and the Santa Clara border post in Angola. The Trans Cunene Corridor is perfectly positioned to service the two-way trade between Angola, Namibia, South Africa, Europe, the Americas and the Far East.



Distance Table:

Location	Distance from Walvis Bay	Transit time
Windhoek, Namibia	384 km	1 day
Tsumeb, Namibia	575 km	1 day
Lubango, Angola	1,551 km	4 days

Border Posts and Operating Hours for Oshikango and Santa Clara:

Border Posts	Operating Hours
Oshikango (Namibia) / Santa Clara (Angola)	*08:00 - 18:00

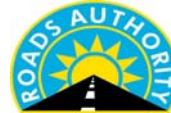
*Please note that Namibia operates on daylight savings time during the winter months.

Summer months GMT +2

Winter months GMT +1

Truckers are advised to arrive at the border post by 16h00 to ensure timely clearance.

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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