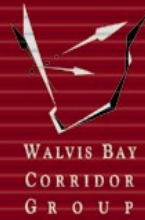


e-corridor

electronic newsletter of the Walvis Bay Corridor Group



November/December 2007



More than 30% of the road transporters have already moved from the traditional route via Southern Namibia to utilize the Trans Kalahari Corridor for intra trade between South Africa and Namibia, including Botswana. In terms of the strategic plan 2005-2010 of

the Walvis Bay Corridor Group, the main focus is to increase cargo volumes along the corridors via the Port of Walvis Bay. The past year the WBCG focused their efforts on hosting information events within the SADC region as well as attending exhibitions target-

ing potential Walvis Bay Corridor users. The aim is to make the Walvis Bay Corridor the preferred trade route for regional transport. Steady growth along these corridors has shown that these promotional efforts have been successful.



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THE TRANS-CAPRIVI CORRIDOR CONTINUES TO GROW

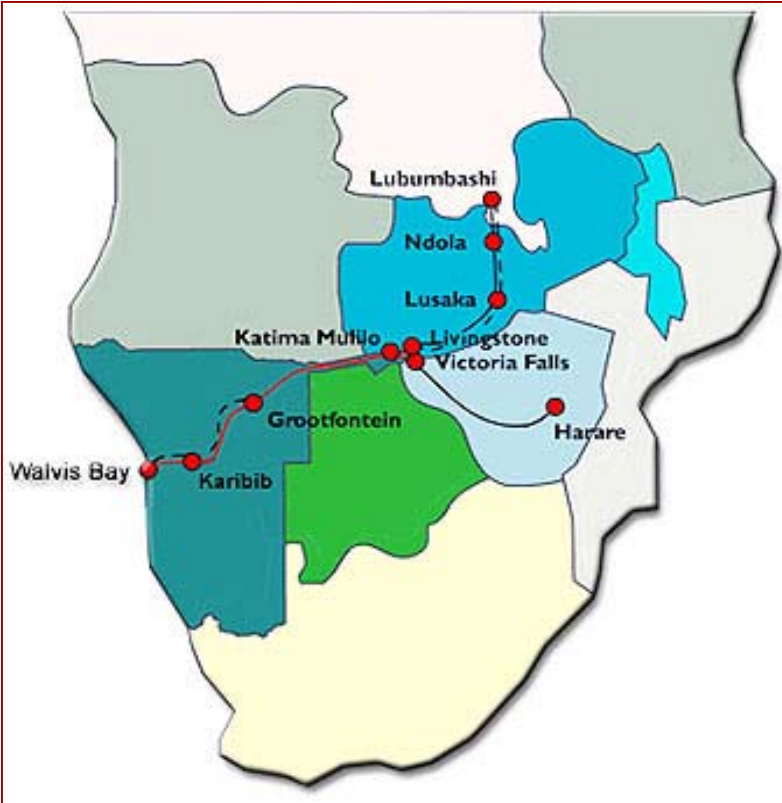
Vichaya Nguluwe
Business Development
Representative
WBCG, Zambia

In recent years Zambia's macroeconomic indicators have shown marked improvement. Inflation has dropped from 30.1% in 2001 to 15.9% in 2005 and is estimated at 10.5% for the present year. Annual GDP growth rates have been sustained at-above-the 5% mark with 2006 recording a rate of 5.9%. The US\$/ZMK exchange rate is expected to keep below US\$1/ZMK4000 mark with an average rate of US\$1/ZMK3883 estimated for 2007. Further, by end 2007, bank lending rates are expected to drop to 17% from

23% last year. These successes have been attributed to tighter fiscal policy, higher world copper prices (Zambia's leading export), increased foreign investment and Zambia's debt write off under the heavily indebted poor countries (HIPC) initiative.

Amidst concerns raised by the civic bodies that this success is not filtering to the individual Zambian citizens one cannot help but notice increasing economic activity and import volumes in the country – most significantly around mining towns of the Copperbelt and North Western Provinces.

Below is a pictorial view of some of the cargo being transported on Zambia's roads.



WALVIS BAY PROVIDES 19 DAYS SERVICE BETWEEN EUROPE AND BOTSWANA

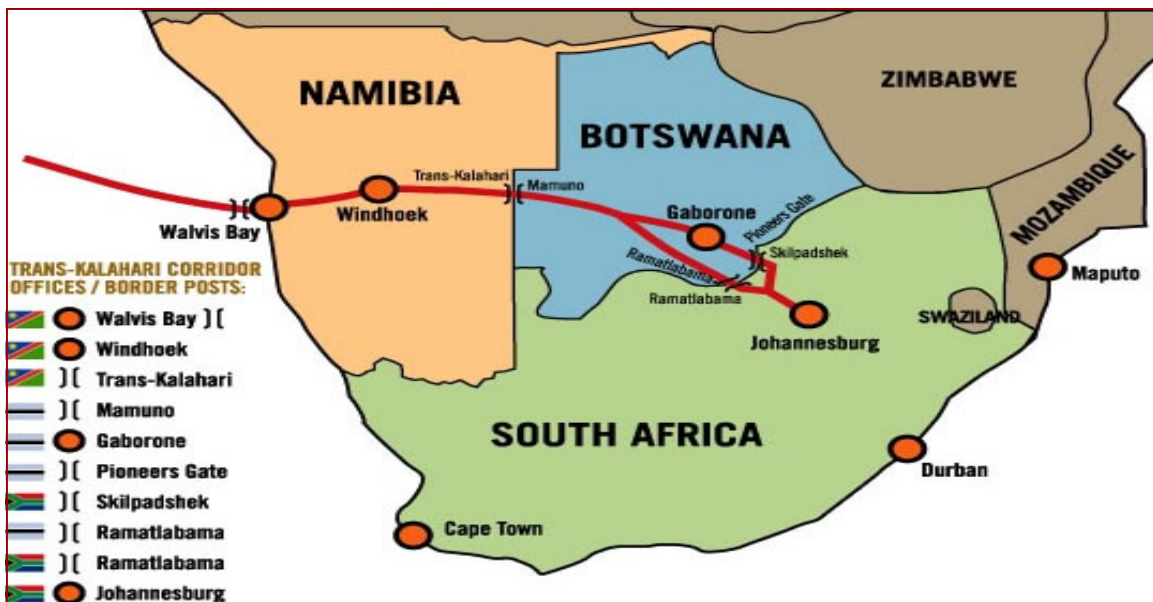
During a recent visit to Botswana, a major freight forwarder acknowledged the fast transit times between Walvis Bay and Europe. Mr Leif Bekker, Managing Director of Rohlig, Botswana was overwhelmed with shipping eight containers from the Port of Antwerp in Europe to Gaborone in Botswana. He noted that the Trans Kalahari Corridor “was chosen purely because the consignment was needed urgently by the client....It therefore made sense for us to Walvis Bay as this is the shortest route to Botswana and Gauteng from Europe at the moment”. “To our and best interest of the client we received the containers within nineteen (19) days through the Trans Kalahari Corridor which is definitely the fastest link between Europe and Botswana”, Mr Bekker indicated.

The consignment comprised of 8 containers each weighing 20’ OT, which consisted of bore hole casing and screens, originating from Peine in Germany, was shipped from Port of Antwerp to the Port of Walvis Bay. The consignment was destined for Gaborone and was pre-cleared by Woker Freight Services which then proceeded by road with Wesbank Transport, along the Trans Kalahari Corridor to Gaborone.

The Port of Walvis Bay is becoming a real alternative and choice for importers and exporters in the region. During the past 10 years the port has invested more than N\$600 million in the upgrading of infrastructure to facilitate the increase in demand for handling more imports and exports for the Southern African region. The Port of Walvis Bay provides a competitive advantage

through its location on the West Coast of Southern Africa to ensure fast transit times between Europe, the Americas and the Southern African markets.

The Walvis Bay Corridor Group is clearly focusing on developing the Trans Kalahari Corridor as the fastest trade route between Europe and Botswana as well as the Gauteng markets, focusing on time-sensitive cargo. A Trans Kalahari Corridor Management Committee was established between Botswana, Namibia and South Africa and since March this year a full time Program Manager was put in place to focus on reducing any bottlenecks and delays along this corridor route. This has added a substantial amount of value for the different stakeholders who are utilizing the Trans Kalahari Corridor route.



NAMPORT ACQUIRES ADDITIONAL EQUIPMENT AS THE PORT EXPANDS

Namport's mission to provide efficient and effective port and related services has led the Port to acquire additional equipment as the capacity of the Port expands. During November 2007, nine Kalmar haulers, five Afrit trailers and

nine 4 ton Toyota forklifts arrived at the Port. The haulers are used to haul in and around the container terminal, the trailers are used to transport the haulers and the forklifts are used for bulk and breakbulk.



THE WALVIS BAY CORRIDOR GROUP MARKS THEIR PRESENCE IN GABORONE, BOTSWANA

The Walvis Bay Corridor Group hosted an information session which was held at the Gaborone Sun Hotel in Botswana in October 2007. The purpose of this event was to inform potential and existing Trans Kalahari Corridor users as to the benefits of utilising this corridor as an alternative trade route for Botswana through the Port of Walvis Bay.

The business event was officially opened by the High Commissioner of Namibia to Botswana, His Excellency Hadino T. Hishongwa. In his opening he stated that "...the



Government of the Republic of Namibia appreciates the cooperation as well as excellent working relations that Namibia enjoys with the Governments

of Botswana and South Africa. This cooperation must eventually generate larger infrastructure projects in the future for the benefit of our countries in particular the SADC region". He further re-affirmed the Namibian Government's support to the Walvis Bay Corridor Group for it to become an even bigger role player in the region. The keynote address was delivered by the Deputy Permanent Secretary of Transport of Botswana, Ms Tutu Tsiang.



Ms Tutu Tsiang also serves as co-Chairman on the Trans Kalahari Corridor Management Committee. The 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 affect business communities in their trading efforts between the three countries via the Port of Walvis Bay. In her address she commented on the benefits of utilising the Trans Kalahari Corridor through the Port of Walvis Bay by emphasising that reducing transport costs, ensuring timeliness and predictability are important and therefore the Trans Kalahari has a competitive advantage in terms of time and cost savings, reliability, predictability and security, especially for time-sensitive, high value regional cargoes. In support of this, a project is underway by Botswana to develop a dry port at Walvis Bay with the aim of increasing traffic volumes on the TKC and to assist exporters

Continued on page 5....

SMALL ROAD INFRASTRUCTURE PROJECTS ALWAYS ON THE GO – BUT FINANCE HINDERS BIGGER PLANS

(Into Africa Buzz)

What are the prospects of big plans for road infrastructure in places of interest to road freighters like Angola and the DRC? In reply, Duncan Bonnett, says there are numerous smaller projects continually on the go, but there are some fundamental hurdles in both these regions which have hindered rapid progress.

“Firstly finance is always a problem, especially in the DRC. Angola has strong growth and good revenues,

but a lot of their oil was sold forward years ago and they are not fully reaping the benefits of the strong oil price now. There is a conservative estimate of \$50 billion to rehabilitate the war ravaged infrastructure, and unlike South Africa, they have a lot of rivers and most roads require numerous bridges which add significantly to the cost. Then the DRC is sparsely populated and massive in size, and they just don't have the money necessary for major road de-

velopment,” says Bonnett.

He does say however that Namibia has a strong interest in developing transport infrastructure into Angola, and in this respect they are in the process of rebuilding the railway link, with the Namibian side almost completed. “While a north-south link up to Luanda is the long term aim, initially it is intended to link into Angola's southern ports,” says Bonnett.

....continued from page 4

and importers by reducing the total transport costs and turn-around time of their goods



The attendants, who included business people from the private sector, 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 extending of border hours with the Buitepos and Mamuno Borders 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 Walvis Bay Corridor Group also took a delegation to Gaborone in Botswana as part of the Global Expo Botswana initiative, which took

place from the 17th of October 2007 – 20 October 2007.

The aim of this visit was to attract potential clients, as part of the Walvis Bay Corridor Group's strategy to brand the Walvis Bay Corridors via the Port of Walvis Bay as the preferred trade route by all our customers.



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

THE TRANSPORT SECTOR ALSO COMMEMORATED WORLD AIDS DAY – 2007



The Walvis Bay Corridor Group HIV/AIDS Help Desk spearheaded the commemoration of World AIDS Day within the transport sector in style at the Independence beach in Walvis Bay on December 8, 2007. The Help Desk staged a truck convoy through the main street of Walvis Bay town leading to the beach where the official ceremony took place. The truck convoy consisted of both member and non – member companies of the WBCG HIV/AIDS Help Desk. The official ceremony started at around ten (10h00) and the key note speech on behalf of the Honourable Minister of Works, Transport and Communication was delivered by Mr. Phillip Amunyela, Undersecretary at the MoWTC. Other prominent guests included, His Worship the Mayor of Walvis Bay, Mr. Derrik Klaazen and Honourable Councillor Hafeni Ndemula. Peer educators from the Walvis Bay based member companies also used the opportunity to disseminate HIV/AIDS information packs and sweets to onlookers during the convoy. Sports fun events also formed part of the commem-

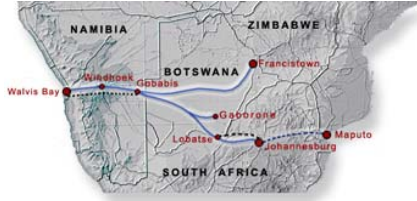
oration, while a musical concert featuring some of the finest artists in country in the likes of Stanley, Stella, Phura and Tjitjekura Tjerijama concluded the one day event with a bang. The event was commemorated under the theme **“Stop AIDS. Keep the Promise” – Leadership is being there to care.**



WALVIS BAY CORRIDOR FACT SHEET TRANS KALAHARI CORRIDOR

The Trans Kalahari Corridor forms part of the Walvis Bay Corridors.

The TKC is a well maintained tarred road (highway) stretching over a distance of 1,800km. It links the Port of Walvis Bay to Botswana's capital, Gaborone, and the heartland of South Africa's industrial capital, Gauteng. The Trans-Kalahari Corridor is perfectly positioned to service the two-way trade between South Africa, Botswana, Europe, the Americas and the Far East.



The Trans Kalahari Corridor links up with the Maputo Corridor providing a coast-to-coast transport and trade corridor along the entire breadth of southern Africa.

The infrastructure supporting the Trans Kalahari Corridor has been steadily developed and boasts the most efficient intermodal blueprint for the region, incorporating the ports, air, tarred road and rail networks, as well automated border post customs procedures.

Distance Table:

Location	Distance from Walvis Bay	Transit Time
Windhoek, Namibia	384km	1 day
Gobabis, Namibia	605km	2 days
Gaborone, Botswana	1,366km	2 days
Johannesburg, South Africa	1,900km	2 days
Francistown, Botswana	1,781km	3 days

Border Operating Hours:

Border Post	Operating Hours
Buitepos (Namibia)	*07:00 – 24:00
Mamuno (Botswana)	*07:00 – 24:00
Pioneers Gate (Botswana)	*07:00 – 24:00
Skilpadshek (RSA)	*07:00 – 24:00

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

Summer months GMT +2

Winter months GMT +1



Walvis Bay Corridor Group

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

The E-Corridor newsletter is also available in electronic format. If you would like to be added to the newsletter distribution list, kindly contact:

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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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