

SEPTEMBER/OCTOBER 2007

THE TRANS-CAPRIVI CORRIDOR CARRIES ITS LARGEST CONSIGNMENT YET IN EXPRESS TIME TO ZAMBIA

Cold Box Shipment arrives in Zambia up to the Copperbelt via the Port of Walvis Bay in 4 weeks



Photo courtesy of DHL Namibia

Since the completion of the Katima Mulilo bridge, in May 2004, promotional efforts on the Trans Caprivi Corridor, has increased trade tonnages on the Trans Caprivi Corridor with more than 140% last year, 2006.

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WBCG DELEGATION VISITS LUBUMBASHI, DRC

The WBCG in partnership with the Embassy of the DRC in Windhoek organised a WBCG delegation visit to Lubumbashi during the third week of September 2007. This visit was an information event to inform importers and exporters within the Katanga Province of the Democratic Republic of the Congo on the Port of Walvis Bay and the Walvis Bay-Ndola-Lubumbashi Corridor as an alternative route for imports and exports from and to this region.

The WBCG has initiated a year ago a strong and aggressive marketing campaign to create awareness and inform potential and new customers on the Port of Walvis Bay as a reliable and cost effective alternative for the Southern African

region. Since then we have seen a lot of growth, especially on the Trans Caprivi Corridor route which links the Port of Walvis Bay via the Zambezi Bridge into Zambia and eventually linking up with the DRC into Lubumbashi. What is of great interest is that there is a lot of development in the Lubumbashi area with respect to mining developments and reconstruction in general.

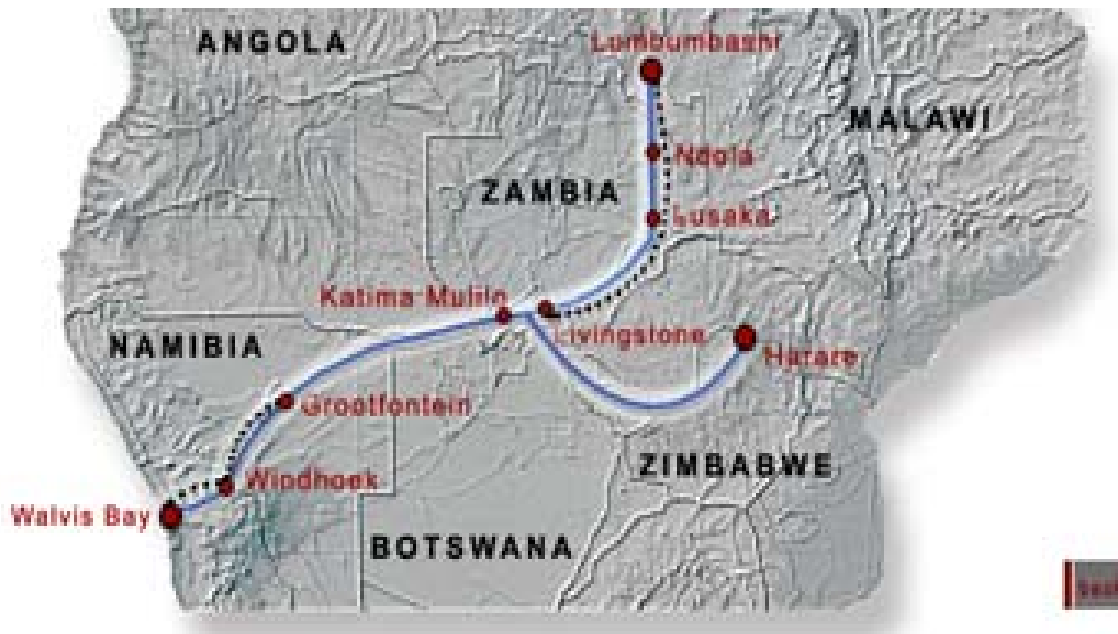
The Port of Walvis Bay and the Walvis Bay-Ndola-Lubumbashi Corridor offers immense opportunities for importers and exporters since it provides a reliable and shorter transit route between the inland and the overseas market.

The WBCG delegation comprises a combination of logistics service providers such as freight forwarding, logistics operators,

transport operators, shipping line, Namibia Chamber of Commerce and Namport. The WBCG will utilise this opportunity also to assess the market and look for possible partners in developing trade between Namibia and the DRC.

The WBCG has also an office in Lusaka since 2005 and has during the past year held information sessions in the Zambia Copperbelt and in Gaborone, Botswana.

By using the port of Walvis Bay for importing and exporting in the Southern African Development Community (SADC), importers and exporters could easily get goods two weeks earlier compared to on the East coast of Southern Africa.



.....continued from page 1

*Heather Smith
DHL Namibia*

DHL Global Forwarding has achieved a milestone in Namibia through their efforts in securing a shipment from England to reach Konkola Copper Mines PLC in Chingola, Zambia, using the Port of Walvis Bay and the TransCaprivi Corridor. This "Super-Max Abnormal Load", is a 49m long and 4,5m wide container, weighing 140 tons. It is a first for Namibia in cross border transportation through the Caprivi highway due to its size and capacity. The cargo is a Cold Box, an essential component that will enable the smelting of copper at the mine. It was manufactured in the UK, traveling via Ellesmere Port and the Port of Antwerp to the Port of Walvis Bay, aboard the vessel "Golden Isle. At a speed of 30 km/h this cold box was moved through a distance of 1300 km in Namibia and the remaining distance in Zambia up to the Copperbelt was achieved in 4 weeks.

"The planning in arranging this consignment's transportation to Zambia through the Port of Walvis Bay and then by road along the TransCaprivi Highway has involved many logistics specialists within the DHL world wide network and our Industrial project department" says Kora Seifert, DHL



Cargo being offloaded from Golden Isle

Global Forwarding Manager in Namibia. "All partners have been consulted in the best way for the consignment to be moved from its origin to its final destination, DHL Global Forwarding have customized the best tailor-made solution to enable this through project management that is based on experience and continuous support from suppliers and customers and tapping into worldwide expertise within the DHL Global Forwarding infrastructure" comments Rob Coventry from DHL Industrial Project South Africa.

The DHL global network and all the partners who make a project like this in Namibia a reality, share in this groundbreaking achievement. Every-

body involved in this has made the extra effort to ensure that this consignment reaches its destination on time, with minimum incidence and to the satisfaction of our customer.

The groundwork for the delivery of this consignment has been laid for the past 12 months, with DHL continuously gaining the confidence of their customer in their persistent lobbying to use the Walvis Bay Corridor and the Trans Caprivi Highway as the route of choice for the Zambian consignment. Traditionally, other more established African ports would have been used. "It makes business sense to use the infrastructure we have

Continued on page 6.....



Arrival of cargo

TRANS KALAHARI CORRIDOR (TKC) STAKEHOLDERS DEVELOPS "HANDS ON APPROACH" AT THE BORDER



A meeting of key border agencies such as Customs, Roads department, weighbridge operators, Police, Environment and TKC Secretariat in collaboration with the Office of the High Commissioner of Botswana to Namibia was held at the border village of Charles Hill on 28 August 2007. The meeting discussed key issues affecting cross border movement of trade, passengers and transport among them weighbridge discrepancies at Mamuno and Pioneer Gate border posts; One Stop Border Post; widening of the border gate at Mamuno border to facilitate abnormal loads and the collection of revenue on overload penalties and admission

of guilt charges. Since March this year a full time Program Coordinator is in place for the TransKalahari Corridor to drive the process on the development of this corridor. This came as a result of a MoU that was signed between Botswana, Namibia and South Africa in 2003 and focused on the establishment of a TransKalahari Corridor Management Committee (TKCMC). The TKCMC drive the developmental process of the TransKalahari Corridor which links the Port of Walvis Bay with Botswana and the Gauteng Region in South Africa.

Various issues were identified during the past few years as barriers to the development of the TKC and now the Program Coordinator has the full task to fa-

cilitate this process between the three TKC countries. Priority areas which require immediate attention and actions have been identified and the meeting at the border was then set up to ensure a "hands on approach" to the elimination of these barriers in the shortest possible time. It is therefore for this reason that the authorities of Botswana and Namibia has met at the border between Botswana and Namibia to discuss the issues on hand and get a better understanding of it on ground level as well as to agree and do the forward planning.

Some of the outcome and solutions of this meeting included the construction of a computerized weighbridge at Pioneer Gate, a 24 hour solution to the collection of penalty fees at the border, the widening of the Mamuno border post entrance to handle abnormal cargo loads and the long term establishment of a One Stop Border Post.

We have also seen that already more than 30% of the road transporters have already moved from the traditional route via Southern Namibia now to utilize the Trans Kalahari Corridor for intra trade between South Africa and Namibia, including Botswana.



Trans Kalahari Border Post

WALVIS BAY CORRIDOR GROUP (WBCG) LAUNCHES THE ROAD SAFETY AND SECURITY PROGRAMME ALONG WALVIS BAY CORRIDORS

In anticipation of the long term growth of the Walvis Bay Corridors the WBCG has gained support from the Swedish International Development Agency (SIDA) to embark on a four year programme to facilitate on improving safety and security along the Walvis Bay Corridors.

Regional integration is quite a topical issue and transport systems contribute substantially to its success and/or failure. Regional integration has become a subject of growing importance for the Southern African region and the world at large. It brings both opportunities and challenges. Transport corridors link countries and economic centres and facilitate the movement of goods, services and people across countries. Thus improved transport infrastructure and the harmonization

of policies and procedures become critical. More than 70% of goods moved within the region is transported by road and therefore it remains critical that with the anticipated growth that measure are being implemented which provide a strong foundation on safety and security along the Walvis Bay Corridors.

The Walvis Bay Corridor Group (WBCG) is a private/public partnership established to promote the utilisation of the Walvis Bay corridors, which is a network of transport corridors, comprising of the Port of Walvis Bay, the Trans-Kalahari corridor, the Trans-Caprivi corridor, the Trans-Cunene corridor. The port and the corridors are strategically located to give the country a competitive positioning as a transport hub for all regional and international

trade between SADC, Europe, the Americas and the rest of the world. The Walvis Bay corridors are an integrated system of well-maintained tarred roads and rail networks - accommodating all modes of transport, from the Port of Walvis Bay via the Trans-Kalahari, Trans-Caprivi, Trans-Cunene corridors, providing landlocked SADC countries access to transatlantic markets.

This intermodal transport system brings with it a number of benefits and challenges. The benefits include amongst others: easy and quicker access to other countries; access to more and different goods and services; employment creation with subsequent poverty reduction and easy movement of people between countries. The challenges countries face as a result include safety and security of the people and the goods and services transported along these corridors.

Drivers often transport heavy, precious and hazardous goods in unfamiliar territories; the flow of people along these routes increase and drivers often are away from home for very long periods of time. This in itself increases the risk of safety and security for all, e.g. HIV/AIDS; theft, assaults and other crime.



From left to right: PS of Works, Transport & Communication Mr Ndjaba, Mrs Rosy Jacobs, Her Excellency, Charge de Affairs Lena Blomstrand of Sweden to Namibia, Mr Johny Smith BDE of WBCG, Malin Ahrne of SIDA

Continued on page 7....

HIV/AIDS HELP DESK CONTINUE TO FOCUS ON THE TRAINING OF PEER EDUCATORS IN THE WORKPLACE

The Walvis Bay Corridor Group (WBCG) HIV/AIDS Help Desk recently conducted an HIV/AIDS Peer Educators Training Workshop Course for seven (7) of its twelve (12) member companies that are based in Windhoek. The three day Peer Educators Training Workshop was attended by 25 active peer educators from various transport member companies of the WBCG in Windhoek from 16 - 18 October 2007. The companies that were represented at the workshop were Unitrans, TransNamib, Etosha Transport, Roads Authority, Jowells Transport and F.P. du Toit Transport.

The objectives of this course were to address and inform participants regarding the basic information on HIV/AIDS related topics; to create a forum for sharing strategies, experience and ini-

tiative by different member companies; to equip the peer educators with the basic HIV/AIDS counselling skills and Anti-retro viral management; to provide the skills to foster the effective implementation of HIV/AIDS workplace programmes; to develop peer educators to actively involve and impart education on HIV/AIDS amongst the peers (truck drivers) within their respective companies.

The workshop focused on the sharing of knowledge and experience between peers, allowing participants to set aside their fear and anxiety and model examples of excel-



lence (learning through doing). It also teaches participants on being honest and explicit with the models they are using and the values that underpin them. Peer educators had to take away something personal from the training - something that they have reached a better understanding about themselves in order to transfer the information to their colleagues in the workplace. The WBCG HIV/AIDS Help Desk is committed in ensuring that it's member companies receive the relevant support in terms of HIV/AIDS management within the workplace and encouraged other transport companies to link up with this chain of support from the (WBCG HIV/AIDS Help Desk) in order to mitigate the impact of HIV/AIDS within the Namibian transport sector.

....continued from page 3

our disposal and to show the world that Namibia is geared toward delivering superior service in terms of DHL's Global Forwarding solutions, whether by sea, road or air. This particular solution has been beneficial to all; the route is cost effective, it has

saved valuable time in transit and utilizes Namibia's infrastructure to its full potential," Coventry says.

DHL Global Forwarding specializes in moving bulk freight globally, tailormaking logistics solutions to their customers' specific needs and delivering to their door. DHL Global For-

warding has been established in Namibia since January 2005 when they joined DHL Express who has been in Namibia operating since 1986.

WALVIS BAY CORRIDOR GROUP (WBCG) LAUNCHES THE ROAD SAFETY AND SECURITY PROGRAMME ALONG WALVIS BAY CORRIDORS

....continued from page 5

assaults and other crime.

Road safety and security are public concerns, not only for Namibia, but all over world. An estimated 1.2 million people are killed worldwide in road accidents each year and as many as 50 million injured (2005 NRSC road collision report). The world health organization projects a 65% increase over the next 20 years unless there is a new commitment to prevention.

Road safety and security have a direct impact on business and the socio economic dimension of any country. Transport corridors play a substantial role in the socio-economic development of countries.

Traditionally, road crashes have been seen as an unfortunate consequence of a transport system and as a problem for the transport sector. However, the direct costs of the growing number of accidents mostly fall on the health sector, businesses and families, hence the need for all stakeholders to be involved and committed towards prevention and

compliance.

Motorists, in particular, long distance drivers are faced with the following challenges:

- Unfamiliar territories
- Increased traffic, heavy loads
- Longer distances
- High mobility of people
- Unsafe roads
- Limited or no security at stop-owners
- Long periods away from home (health implications)
- Poor journey management - leading to inadequate rest due to excessive driving hours (safety risk)
- Poorly maintained roads (potholes)

Being a private/public partnership institution, covering various countries, the WBCG brings together different partners to share knowledge, provide advice on good practice and facilitate the implementation of various preventative initiatives and measures.

In light of the above, together with our funding partners, we launched the Safe Trade and Transport corridors project. The ob-

jective of the project is to support regional integration, facilitate economic growth and poverty reduction through improved safety and security along the corridors. It is a joint initiative between WBCG and the SIDA.

The programme furthermore aims at supporting the relevant regional transport authorities in Namibia, Botswana and Zambia in developing sustainable, safe and secure corridors. Additionally, we aim at joining HIV/AIDS initiatives in the region in addressing and reducing the effects of the HIV/AIDS pandemic along these corridors and within countries.

In conclusion, any effort cannot be successful without the involvement and cooperation of other relevant stakeholders (government, private sector, civil society, etc). We are calling on everybody to support road safety and security because it is not just an issue for the truck driver and company, but all motorists. We all have a responsibility towards one another, as we are part of an integrated global village.

WBCG WELCOMES NEW RECRUITS TO THE TEAM



*Rosy Jacobs
Project Manager*

Rosy joined the WBCG on the 1st of September 2007, as the Project Manager for the newly launched programme, the Safe Trade and Transport Corridors. She was born in South Africa, and grew up in Tsumeb. She is married to Fritz Jacobs with three wonderful children, twins (a boy

and a girl) aged 10 and a son aged 13 years. Rosy completed her MA in Development Studies and a Post Graduate Diploma in Business Management. Her background includes working in various sectors of the economy namely, small business development, non-governmental

organizations (urban development), aviation (airport development), oil industry and own business. Rosy says that her major challenge will be to ensure safety and security along our corridors. Her motto in life is "Do to others what you expect them to do to you."



*Edward Shivute
Training Officer*

Edward joined the WBCG on the 13th of August 2007, as the Training Officer for the WBCG HIV/AIDS Help Desk, to coordinate overall project activities. He was born in Windhoek, but was raised by his grandmother in the North, as the second eldest in a family of four. Having worked for non-governmental

organizations that deal with HIV/AIDS management issues, he brings with him a wealth of experience in the HIV/AIDS sector. Edward completed his Diploma in HIV/AIDS Care and Counselling with UNISA and attended several short courses in the field of HIV/AIDS. He also completed a fully compre-

hensive Secretarial and Administrative Diploma through IMLT. Edward says that his major challenge will be "to provide quality services to all our member companies and the successfully reduce the prevalence rates of HIV/AIDS in Namibia." His motto



*Agnetha Mouton
Business Development
Officer*

Agnetha joined the WBCG on the 10th of September 2007, as the Business Development Officer. She was born in Cape Town, but grew up in the coastal town of Swakopmund. She is married to a wonderful man with two beautiful daughters aged 9 months and 5 years, respectively. She says that without them, life would be meaningless. Agnetha

completed her National Diploma in Marketing at the Polytechnic of Namibia. Her background includes a career in the FMCG environment as a Marketing Assistant. She then went onto to pursue her career at British American Tobacco as a Trade Marketing and Distribution Representative where she brings along with her a wealth of experience

in customer relations. She believes that every success is built on the ability to do better than good enough. Her favourite saying by David Rockefeller is that "success in business requires training and discipline and hard work. But if you're not frightened by these things, the opportunities are just as great today as they ever were."



Johny Smith handing over farewell gift to Stella Auala

WBCG BIDS FAREWELL TO STAFF MEMBER

It is with great sadness that the WBCG had to bid farewell to one of their most prominent employees, Stella Auala, following six years of

loyal service to the group. We wish her all the success in her future endeavours.



Stella Auala



IMPLEMENTATION OF ASYCUDA COMPUTERISED TRANSIT IN BOTSWANA

Following successful implementation of the computerised transit procedures at Mamuno, Ramatlama border, Martins Drift, Kazungula Road, Kazungula Ferry and Tlokweng Border, BURS (Customs and Excise Division) is now informing the trading community and the general public that Computerized Transit procedures will also be rolled out to Pioneer Gate and Ramokgwebana starting 1st November 2007.

Traders will be required to submit the SAD 500/501 and the SAD 502 as the transit declaration documentation.

All principals involved in transit movements will be required to register with BURS. (Customs and Excise Division). Registration of principals based outside Botswana will be arranged in consultation with the appropriate Customs authority.

'Direct Trader Input' (DTI) companies will be able to use the ASYCUDA system to submit transit declarations.

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.



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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