

CORRIDOR

electronic newsletter of the Walvis Bay Corridor Group



WALVIS BAY
CORRIDOR
GROUP

The leading trade route in Southern Africa

Fourth Edition 2009



IN THIS ISSUE

CHAIRMAN'S REPORT 2008/09

**ANOTHER MILESTONE FOR THE PORT OF
WALVIS BAY**

**TRUCKERS TO DRIVE MESSAGE SAFE ALL THE
WAY**

AND MORE....

Cover Photo:

*Truckers receive the Truckers Health
Information Toolkit*

FROM THE EDITOR

Welcome to the final issue for the year 2009. The past year has seen the Walvis Bay Corridor Group (WBCG) achieve and experience a number of exciting milestones. We have seen the WBCG hosting various information sessions with the aim of creating awareness of the Walvis Bay Corridor opportunity within the SADC region and abroad; member companies proving that high efficiency can be achieved through the Walvis Bay port along the Walvis Bay Corridors; the acquisition of additional equipment for the Port of Walvis Bay to improve productivity and efficiency; new direct services to the Port of Walvis Bay; and the most complex consignments that can be carried along the Walvis Bay Corridors, to mention but a few.

In this edition the Chairman's report is presented for the year 2008/09; record productivity levels achieved at the Port of Walvis Bay; DRC, Namibia and Zambia agree on a transport forum on the Walvis Bay-Ndola-Lubumbashi Corridor; Trans Kalahari Corridor to introduce a corridor performance management system; road safety risks assessed; and the launch of the trucks information toolkit.

We thank our members and other stakeholders for adding value to our newsletter by submitting news and please feel free to forward any comments or suggestions you may have.

From all of us at the Walvis Bay Corridor Group, we sincerely wish you all a blessed Christmas and a prosperous new year.



INDEX

Chairman 's Report 2008/09	3
Another Milestone for the Port of Walvis Bay	4
The Trans Kalahari Corridor is on the Move	7
DRC, Namibia and Zambia agree on a Transport forum on the Walvis Bay-Ndola-Lubumbashi Corridor	9
TKC to Introduce a Corridor Performance Monitoring System	11
Truckers to Drive Message Safe all the Way	13
Road Safety Risks Assessed	14
Walvis Bay Corridor Fact Sheet	15

WBCG Head Office

Tel: +264 61 251669

Fax: +264 61 251683

Email: marketing@wbcg.com.na

WBCG Zambia

Tel/Fax: +260-21-241329

Email: wbcg@coppernet.zm

WBCG South Africa

Tel: +27 11 4188326

Fax: +27 11 8227196/0866929537

Email: wbcg@officejunction.co.za

www.wbcg.com.na

CHAIRMAN'S REPORT 2008/2009

3



Photo: Bisey Uirab, Chairman of the Walvis Bay Corridor Group

Despite the global economic downturn the Walvis Bay corridors remained to grow during the period under review, reaching new levels of enthusiasm. I can proudly report that significant progress has been made in implementing our current Strategic plan which is focusing on developing the Walvis Bay Corridors as the preferred trade route in Southern Africa. Developing business opportunities for the group remains the outmost core service of the Walvis Bay Corridor Group, but significant improvement has taken place on improving cross border facilitation as well as focusing on projects & funding for long term development and sustainability. Whilst key growth initiatives will continue to receive priority, a number of new initiatives have been identified for the year ahead to respond to the current economic environment.

The ongoing implementation of the Marketing Strategy has transformed the WBCG in significant ways. The benefits of greater integration between the various members and stakeholders have been felt in every area of the business, particularly in commercial offerings and operations. One of the most significant

achievements during the year under review includes the launching of the second branch office for the Walvis Bay Corridor Group in Gauteng, South Africa. This strategic development remains of high importance for our business development campaign as many key logistics decisions for Southern Africa are still made within the Gauteng region of South Africa. Although the economic downturn has affected this market severely and not much growth has been recorded during the first year of operation, the WBCG has rather focused on the establishment of good working relationships with key strategic supply chain operators, shipping lines, manufacturers and other important logistics service providers in South Africa and Botswana.

Corridor cargo volumes have grown with more than 94% on tonnage between 2007/8 and 2008/9, showing an increase from 282,031 to 548,082 tonnes on a year to year basis.

Volumes on the TKC increased by 3.7% from 5,857 to 6,074 tonnes

Volumes on the TCC increased by more than 66.6% from 48,627 to 80,998 tonnes.

Volumes on the TCuC increased by 102.6% from 227,548 to 461,011 tonnes.

During the period under review there has been a large increase in member's value through the corridor development and corridor revenue for the port, rail and road transporters. The road transporters have by far received the highest increase in revenue for new business along corridor as their income doubled from N\$ 80 million to N\$ 160 million during the last year. The revenue for the port has increased

continued on page 4.....

....continued from page 3

from 10.4 million to 23.3 million for the year while other port users such as freight forwarders increased their revenue from N\$ 4.5 million to N\$ 10.2 million. The revenue contribution for TransNamib grew from N\$ 8.8 million to 17.7 million from 2007/8 to 2008/9 which is an increase of almost 100%.

One of the cornerstone developments for cargo growth at the port and corridors is the increase of the number of international shipping connections to the Port of Walvis Bay which remains an integral part in reducing the logistics costs for our Walvis Bay Corridors. Our continuous marketing campaign in the region and internationally to convince shipping lines to call to the Port of Walvis Bay has paid off during the year under review. The increase in the number of shipping connections to Walvis Bay has alleviated the status of the Port of Walvis Bay and also ensured a more competitive tariff structure for the importers and exporters. These linkages have opened up the international corridors and in the long term will reduce the cost of doing business in the region. The Walvis Bay corridors are now linked to international via direct shipping routes from North America, South America, The Far East, Europe as well as the Middle East.

The development of strategic partnerships with stakeholders adding value to a vision remains important and we will continue doing that and pursue this interest to attract more capacity to the Walvis Bay Corridors. Stakeholder relationship building remains the most integral part of the growing into the future, therefore during the period under review we had several missions, sessions, workshops, conferences to create awareness, share best practices, lobby on important matters, to improve the competitive position of the Walvis Bay Corridors.

The WBCG has been working together with the Ger-

man Development Service (DED) to establish the Namibia Logistics Association, which is the amalgamation of NAFF & NAMROAD. The Namibia Logistics Association is the new member of the WBCG, serving the interest of the road transporters and freight forwarders in Namibia. Through this new development it will provide more capacity from the private sector to improve services along the corridors.

Serving as a key and strategic organisation in the Namibian economy, the WBCG has successfully built up to importance of the transport sector towards economic development not only to Namibia, but also to our SADC countries and its people. The WBCG has focused on promoting Namibia as a gateway for SADC and sharing best practices at various regional and international platforms to enhance corridor development on reduce the cost of doing business on the African continent.

Another milestone achieved has been the evolution of the TransCaprivi Corridor Cluster into the Walvis Bay-Ndola-Lubumbashi Corridor Committee. For the past 4 years significant progress has been made with the development of the TransCaprivi cluster as a private public partnership between Namibia and Zambia to serve as a trade bridge to address non-tariff barriers amongst the TransCaprivi route. During the period under review the Democratic Republic of Congo (DRC), Namibia and Zambia met twice to cement the relationship to ensure the partnership on the Walvis Bay-Ndola-Lubumbashi Corridor Committee which serves as a forum to address the route from Walvis Bay up to the Katanga Province in the DRC. There has been a significant increase in the market share for cargoes to Lubumbashi, DRC and Zambia along the Walvis Bay-Ndola-Lubumbashi Corridor. The positive development has

....continued on page 5

....continued from page 4

5
been a result of a strategic and persistent marketing approach to develop our interest in this market amongst various importers and exporters. An increase in the number of shipping calls at the Port of Walvis Bay, increase in road transport capacity and more logistics service providers on this route has also contributed to growth in this market. The TransCunene Corridor remains the strongest and busiest corridor as the Angolan economy continues to grow. Growth in the Angolan economy coupled with limited port and inland infrastructure still remains an opportunity for the Port of Walvis Bay to increase its volumes in the Angolan market.

Echoing the WBCG's vision of becoming the leading trade route in Southern Africa, and being committed to continuous improvement and constructively influencing its future, it is important that we focus on our strategic private and public partnership which remains our main asset in corridor development. Although we still face a host of challenges, ranging from the border crossings at Oshikango and Kasumbelsa respectively, building up of more capacity we have to continue finding effective solutions to grow our market in the SADC market.

The development of long term transport related infrastructure and capacity along the various Walvis Bay Corridors remain an important and critical focus for the WBCG to ensure that we can sustain our growth in the medium to long term. The WBCG, currently through its list of twenty projects continuously focus on promoting these projects to the relevant development agencies to get it to the level of feasibility. Other projects beyond the level of feasibility are being promoted at relevant regional and international arena to ensure development and implementation. I am proud to state that WBCG has been given the

responsibility by the Ministry of Works & Transport to facilitate the development of an Integrated Transport Masterplan for Namibia for the next 30 years. The WBCG has also started with its Safe Trade and Transport Corridor Project which will look at the interventions required on matters of safety, security and HIV/AIDS along the TransCaprivi and TransKalahari Corridors.

As we successfully focus on the development of the Walvis Bay corridors, linking ourselves from Namibia to the SADC region we should not forget the importance of the bridge that we need to build to develop our international corridors. I believe that the time is right now to continue focusing on the international market, developing our relationships with shipping lines and other international logistics service providers to strengthen our competitive position at the Port of Walvis Bay and along the Walvis Bay Corridors. Strategic partnerships, international business opportunities and awareness creation in the international market will be a priority during the next year.

In many ways, the WBCG has moved with a very short period of times, and it continues to do so. Development and transformation of the WBCG is proceeding apace and a healthy balance exists between the responsibility of the public sector and operations of the private sector not only in Namibia, but also within corridor countries.

My appointment as Chairperson of the WBCG during the year under review places me in the fortunate position of being able to make a further contribution to our country's development. This role enables me to make a contribution not only to Namibia's economy, but also SADC's economic transformation as a member of a conglomerate which is committed to

....continued on page 6

....continued from page 5

making a difference. Several people who have played key roles in the development of the WBCG retired from the company during the year. I wish to express on behalf of the board our sincerest appreciation for their huge contribution. The most prominent among them is Sebby Kankondi who served as chairman of the board from 2004 to 2009 and Jerome Mouton who served on the board from 2000-2009. I

am grateful to my other colleagues at the board, our members, and employees of the WBCG for their support, hard work and dedication this year as well as the continuous perseverance to make a success of this initiative. With the new business and prospects in place we continue to focus on our business strategy and look forward to a year of further good progress in 2010.

ANOTHER MILESTONE FOR THE PORT OF WALVIS BAY

Continuous improvement forms part of the business strategy of the Namibian Ports Authority, therefore the focus remains on improving efficiency continuously at all levels.

1270 TEU 's was offloaded from the Maersk Izmir 0910, by using all 4 mobile harbour cranes simultaneously, as well as making use of twinlift operations. An astonishing **44.94** moves per hour was reached, compared to the amazing 40 moves per hour done on the Maersk Jena and the Maersk Pembroke earlier in the week.

This accomplishment is a first ever in the history of the Namibian Ports Authority. This was made possible through excellent coordination between MAERSK 's operations and Namport 's operations department. Careful advanced planning was done which ensured better vessel stowage layout planning and therefore allowing a more efficient and effective deployment of manpower and equipment at the port. Skillful maneuvering of four mobiles cranes at the same time was used on each vessel, which is another first for the Namibian Ports Authority.

Namport ensures, through port efficiencies, that total transport cost for goods is reduced for imports and exports along the Walvis Bay Corridors. In order to attract more shipping lines to the Port of Walvis Bay it is important that the port focus on continuously improving efficiencies to attract more shipping lines to the Port of Walvis Bay.

As the trade volumes for the region is growing via Namibia, special attention is given to port efficiency and turnaround time of vessels at the Port of Walvis Bay.



Photo: Containers being offloaded at the Port of Walvis Bay

....continued on page 7

....continued from page 6

7

Increasing international trade flows, sea ports and the efficiency with which they process cargo have become an ever more important topic. Well-performing ports such as Namport can substantially help increase trade volumes and may have a positive impact on trade for developing countries such as Angola, Botswana, DRC and Zambia.

A myriad of factors contribute to port efficiency. Some of the more obvious factors include cargo facilities, connections to rail and trucking lines, harbour depth, time to clear customs, and labour relations. It is for this reason that the WBCG, a public private partnership works together with various stakeholders to en-

sure efficiency at all levels along the Walvis Bay corridors.

Growing international trade focus attention on trade facilitation and therefore sea ports is a central and necessary component in facilitating trade. Thus, port efficiency is a critical link in addressing trade facilitation practices, as the port is part of the transportation network, any congestion/disruptions is likely to ripple throughout the hinterland. An efficient port is important and will reduce the overall transport costs of goods, especially goods in transit to neighbouring countries.

THE TRANS KALAHARI CORRIDOR IS ON THE MOVE

The Trans Kalahari Corridor Secretariat in partnership with the Walvis Bay Corridor Group, hosted an information session which was held at the Safari Court Hotel in Windhoek. The purpose of this event was to update potential and existing Trans Kalahari Corridor (TKC) users as to the developments of the corridor and at the same time presenting the benefits of utilising the TKC as an alternative trade route through the Port of Walvis Bay.

The attendants, who included business people from the private sector as well as the public sector, were treated to presentations on the developments of the TKC and an update on the expansion of the Port of Walvis Bay.

The business event was addressed by the Minister of Works and Transport, Honourable Helmut Angula and noted that the Ministry of Works and Transport

invested a substantial amount of money since independence to link Namibia with its neighbours in order to provide the vital links to support increasing



From left to right: Gilbert Boois (WBCG); Bisey Uirab (Chairman of the WBCG); Her Excellency Eunice V.G. Komane (High Commissioner of South Africa to Namibia); His Honourable Helmut Angula (Minister of Works and Transport, Namibia); Bevan Simataa (Executive Director of the Trans Kalahari Secretariat)

....continued on page 8

....continued from page 7

opportunities of trade links between SADC and the rest of the world. His Honourable further expressed their highest appreciation by donors and partners for their assistance, which have made many of these projects a reality and urged all stakeholders to work together to create opportunities within the transport network and infrastructure that we have in place in this country and optimize this to the best of the region.

The acting High Commissioner of the Republic of Botswana to Namibia, Ms Tebogo Lily Motshome, presented the attendants with the benefits of utilising the Trans Kalahari Corridor.

In her address she mentioned the signing of the MOU between Botswana and Namibia for securing a piece of land measuring approximately thirty six thousand square meters adjacent to the Walvis Bay Sea Port for the development of a Dry Port Facility by Botswana and that the main objectives of developing the facility are to consolidate maritime goods in intermodal short and long distance transport flows, to improve cargo processing through co-ordinated operations, to reduce transport costs and journey time and to strengthen the role of the Walvis Bay Port in transport chains. She further added that a feasibility study is in the process of being carried out on the proposed TKC railway, which would for the first time provide a rail link connection between eastern Botswana and port facilities at the Atlantic west coast of Namibia, Walvis Bay.

The event was concluded by Bisey Uirab, the Chairman of the Walvis Bay Corridor Group, by stating, “ we will be pursuing the role of the TKC as a gate-

way to Botswana and the Gauteng Region of South Africa very aggressively and we value the ongoing support of all our stakeholders in this endeavour ” and expressing his gratitude and appreciation to all the stakeholders for their contribution to the success of the development of the TKC.

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.



His Honourable Helmut Angula (Minister of Works and Transport, Namibia)



Bisey Uirab, Chairman of the WBCG

DRC, NAMIBIA AND ZAMBIA AGREE ON A TRANSPORT FORUM ON THE WALVIS BAY-NDOLA-LUBUMBASHI CORRIDOR (WBNL)

9



The Democratic Republic of Congo (DRC), Namibia and Zambia recently held discussions on the Walvis Bay-Ndola-Lubumbashi Development Corridor in Kinshasa, Democratic Republic of the Congo on the development of a transport forum between the three countries. This meeting was a follow up on previous meetings held in Chingola, Zambia (September 2008) and Walvis Bay, Namibia (April 2009), all aimed at reaching consensus on the terms of reference and Memorandum of Understanding (MoU) between the three countries. The aim of the Walvis Bay-Ndola-Lubumbashi Development corridor is to promote economic development, through transport, trade, investment and tourism for the mutual benefit of not only the DRC, Namibia and Zambia, but also for the benefit of the SADC region at large. The WBNL Corridor forms an important part of reducing transport cost and makes regional exports more competitive on world markets and will also

in turn make imports to the region more affordable. This meeting and MoU therefore serve as a very important milestone in the development of our countries' economies as it will facilitate the growth of trade between our countries to the benefit of our people in the region.

This meeting brought together permanent secretaries and other top government officials from the respective Ministries of Transport, other transport related government agencies and departments; and the private sector. A follow up meeting will be held in Livingstone, Zambia in February 2010 where the three Ministers of Transport will sign the Agreement.

The Terms of Reference and MOU are designed to address bottlenecks hindering trade along the Walvis Bay-Ndola-Lubumbashi corridor with a view to foster increased economic activity through the promotion of trade; facilitate trade, movement of persons and goods, regional and international transport; stimulate economic and social development in the territories of the contracting parties and the partnership between public and private sectors; transform the Corridor into a Development Corridor which, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, will stimulate investment, encourage sustainable development and poverty reduction; implement strategies for accelerating economic and social growth along the corridor while ensuring environmental sustainability; and to develop adequate, reliable, cost-effective, efficient and seamless transport, telecommunications and energy systems so that the corridor is a competitive

....continued on page 10

....continued from page 9

investment area.

The agreement further stipulates that the Walvis Bay-Ndola-Lubumbashi-Corridor Committee shall be the permanent secretariat whose function shall be to provide technical and analytical support to the Corridor Management Committee's organs; set performance indicators and monitors their implementation, including implementation of the Agreement, and make periodic reports; provide secretarial services to the meetings of the different organs of the Corridor Management Committee; and perform all such tasks as shall be assigned to it by the organs of the Corridor Management Committee.

The Walvis Bay Corridor Group has taken responsibility to identify and resolve non tariff barriers to trade encountered by transport operators and traders on the various Walvis Bay Corridors. Focusing on the Trans Caprivi Corridor (from Walvis Bay to Ndola), the WBCG in 2005 embarked on a 3 year trade facilitation programme sponsored by United Nations Conference for Trade and Development (UNCTAD). Through the same funding, the Namibian and Zambian Governments established the TCC Cluster which is composed of members from customs au-

thorities, immigration, shipping agencies, transport associations, and clearing forwarding agencies. Upon completion of the UNCTAD sponsored programme, the WBCG partnered with the Swedish International Development Agency (SIDA) and extended the Trans Caprivi Corridor to Lubumbashi (now known as the Walvis-Bay-Ndola-Lubumbashi Corridor) which links the Port of Walvis Bay through Lusaka and the Copperbelt in Zambia and enters the Democratic Republic of Congo via Kasumbalesa into the Katanga Region and also serves the Kasai and Maniema Provinces.

The WBNL corridor is currently already importing and exporting various commodities such as copper, vehicles, frozen meat, frozen chicken and other consumables. During the past year this corridor route has grown with more than 66% in cargo throughput and there still remain a lot of potential in terms of developing imports and exports along this route. The Port of Walvis Bay and the Walvis Bay-Ndola-Lubumbashi Corridor offers immense opportunities for importers and exporters since it provide a reliable and shorter transit route between the inland and the overseas market. This corridor route can save importers and exporters up to more than 10 days in transit time to and from international markets.



Keeping trade running smoothly.

With the ever increasing cost of fuel, utilizing the shortest and most effective trade routes will play a vital role in curbing your freight costs into and out of Zambia. And thanks to mutually beneficial trade agreements, you can now ship your cargo between Zambia and the rest of the world up to 10 days faster via the Port of Walvis Bay and the Walvis Bay Corridors. For the smooth and efficient running of your cargo, contact us today and find out more about our broad range of logistical support services and our well-sited multimodal system.

WBCG Zambia Office: Tel: (+260) 21 124 1329 - E-mail: wbkg@kopparnet.com - Web: www.wbkg.com.na

TKC TO INTRODUCE A CORRIDOR PERFORMANCE MONITORING SYSTEM (TKC CPMs)

11



The Memorandum of Understanding signed by the Governments of Botswana, Namibia and South Africa in November 2003 for the Development and Management of the Trans Kalahari Corridor (TKC MOU) sets out major milestones that must be collectively pursued to facilitate seamless movement of goods and people. The Trans Kalahari Corridor Management Committee (TKCMC), the Executive Body, whose primary role is to oversee, guide, coordinate and facilitate the implementation of the MOU of the TKC with the objective of achieving the development of integrated services of transport, goods persons along the corridor countries and the region in general has adopted the establishment of a Corridor Performance Monitoring System (CPMS). The Trans Kalahari Corridor Secretariat (TKCS) the operational arm of the TKCMC coordinates the execution of the key intervention areas of the MOU under the leadership and oversight of the TKCMC.

Earlier in the year, the TKCMC through its technical committees of the Customs and Transit Facilitation and Transport Operations Working Groups launched a study for the development and establishment of CPMS for TKC. The Study was undertaken by the Hub and TKC Secretariat with support from Federa-

tion for East and Southern Africa Road Transport Associations (FESARTA) representing the private sector. Key objectives of the study are to:

- Design a corridor performance monitoring system that is cost effective, sustainable and provides stakeholders with good information on the performance of the corridor.
- CPMS that uses as much as possible existing information/data already collected by TKC stakeholders in their normal course of business, allowing for a little tweaking, as the basis of information for the CPMS for cost-effectiveness and sustainability.
- CPMS whose core source of data is the information already collected by Customs Administrations along the TKC through their cargo tracking systems, the Port Authority on cargo movement at the port and the Ministries of Transport on weighbridge dwell times. This information would be augmented by information from other stakeholders as and when necessary for improving the reliability of the information on indicators.
- CPMS that take into account lessons learnt from other corridors to ensure a simple

....continued on page 12

....continued from page 11

system that can be developed over time to capture additional indicators as and when this becomes necessary.

While there are many focus areas on which monitoring can be based the TKC CPMS chose the transit regime as an option for the start zooming on information relating to transit times, delays as well as volumes of cross border traffic. Once the system is operational it is envisaged that it will gradually be extended to other trade regimes, such as import, export, removal in bond, etc. The main sources of information for the CPMS are the Customs Administrations, Namport and Weighbridges (Ministries of Transport) . The information from the other stakeholders e.g. transporters and freight forwarders through their tracking systems will be used to check the reliability and validity of the information supplied by the main sources. All stakeholders are expected to submit information on a monthly basis to Secretariat for analysis and dissemination of the results of the analysis to key stakeholders on a quarterly basis.

Where the CPMS reveal inordinate delays, Time Release Studies or Choke monitoring will be undertaken as and when necessary at the borders, port or any other node in the transport chain. Periodic surveys on an annual or bi-annual basis will be undertaken to validate information supplied to the CPMS. The TKC CPMS is envisaged to start by July 2009.

CPMS is a tool which assists the Secretariat of the TKCMC to monitor the performance, quantify successes for marketing the corridor competitiveness as well as indicate operational challenges that may exist on the entire corridor for remedial action. The system

also provides a reliable mechanism to the TKCMC for reporting corridor efficiencies and challenges consistent with its MOU mandate to the Ministers. The MOU requires of the TKCMC to put in place monitoring systems that highlight:

- Performance indicators such as trade and traffic flows, container volumes, adequacy of facilities, processing times at border posts and average point-to-point transit times;
- The frequency with which performance monitoring shall take place; and
- The dissemination of performance monitoring results.

If successfully implemented the system is intended to offer hands on or just in time treatment of non-tariff barriers (NTB 's) and/or bottlenecks as and when they arise. The World Bank study indicates 75% of delays are border related while 25% is infrastructure, CPMS therefore should be viewed as barometer that strives to reduce border delays to acceptable levels. In the process the system is expected to usher much needed business efficiencies and competitiveness for products and services transacted through the corridor and indeed the region as a whole.

As a Public Private Partnership (PPP) the TKCMC appeals for the participation of all stakeholders to make this tool yet another success story of the TKC.

TRUCKERS TO DRIVE THE MESSAGE SAFE ALL THE WAY

13

The Walvis Bay Corridor Group (WBCG) HIV/AIDS Help Desk with the support of the German Development Agency (GTZ) recently launched the Truckers Health Information Toolkit. It has become a challenge to reach truck drivers with HIV/AIDS messages in their respective workplaces, thus, it has become increasingly necessary to develop strategies that can reach them while on the road. This has prompted the WBCG HIV/AIDS Help Desk in partnership with GTZ and SIDA to develop a Truckers Health Information Toolkit and to procure Condom dispensers that aims at providing a systematic condom distribution strategy in the workplace. The toolkit consists of the basic first aid items on one side of the bag coupled with

HIV/AIDS – Wellness related items such as brochures, male and female condoms, HIV/AIDS Policy Booklets, to mention but a few. These will be distributed amongst transport companies belonging to the Help Desk, with the long term objective of making such kits available for the entire transport sector.

The event was attended by stakeholders of the transport industry and was addressed by the Minister of Works and Transport, His Honourable Helmut Angula and pointed out, “ It has also come to my attention that most private companies are stepping up their efforts by making sure that HIV/AIDS is



Johny M. Smith (Business Development Executive of the WBCG); His Honourable Helmut Angula (Minister of Works and Transport); Jakes Mbandi (Chairman of the WBCG HIV/AIDS Steering Committee) standing with the truck drivers during the handover of the toolkits

....continued on page 14

....continued from page 13

also regarded as a very important topic within the workplace. Behaviour Change and Communication materials including both male and female condoms are continuously being distributed in the workplace, but then you ask yourself, what information or tools are available for the most at risk populations once they leave the workplace? Risky sexual practices are more likely to take place outside the workplace than within the workplace. Therefore, it makes sense to me that stakeholders like the Walvis Bay Corridor Group is thinking ahead by developing materials not only for the appropriate target group but also that will reach them when they mostly need it – that is when they are on the road. ”

HIV/AIDS prevalence is considered to be high in the transport sector, especially among migrant workers

such as truck drivers. As a response to this threat to all business operations, WBCG launched its **HIV/AIDS Help Desk** in 2003 to address HIV/AIDS in a comprehensive and cost-effective way through combined efforts and shared resources with its member companies.

The Help Desk provides support to fight the socio-economic impact of HIV/AIDS on the transport sector, especially within its member companies. The HIV/AIDS Help Desk is tasked with the provision of information, advice and referrals as well as to facilitate the implementation of comprehensive workplace programmes in member companies, including prevention, care and support. Currently the Desk has a membership of fourteen (14) trucking companies.

ROAD SAFETY RISKS ASSESSED

The Walvis Bay Corridor Group (WBCG), through its Safe Trade and Transport Corridor Programme, have recently hired SweRoad to conduct a comprehensive road safety assessment of the Trans-Capri and Trans-Kalahari Corridors. SweRoad is a Swedish company and a world leader that specializes in the management for safe and sustainable roads. The assessments were done with the view of increasing the competitiveness of the Walvis Bay Corridors and thereby contributing to economic development and the mitigation of road safety issues and hazards along the corridors. Also, this study paves the way for greater regional cooperation in terms of road safety and trade as well as advice short- and long-term interventions, given the fact that cargo and traffic volumes along the corridors are poised for phenomenal growth.

Amongst the issues that were assessed were the road infrastructure, engineering, signages, road

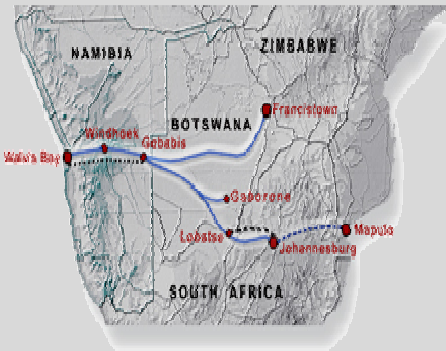
markings, policing/law enforcement, emergency services, etc. along the corridor. The assessment teams which comprised of WBCG, SweRoad, Road Transport and Safety Agency (RTSA) of Zambia, Road Safety Commissioner of Zambia, Namibian Police, MVA Fund, Botswana Police and Botswana Roads Department travelled both highways during this assessment to meet with the stakeholders, documenting road conditions, potential hazards and collected data from field observations and relevant road safety agencies. This exercise culminated into three workshops in Zambia, Botswana and Namibia to share the findings with the stakeholders.

In a joint partnership with Sida, the WBCG commenced with a four year programme, namely the Safe Trade and Transport Corridor Programme, which is aimed at improving road safety and transport security along the Trans Capri Corridor and the Trans Kalahari Corridors.

WALVIS BAY CORRIDOR FACT SHEET

TRANS KALAHARI CORRIDOR

15



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 as automated border post customs procedures. This corridor allows for 48 hours transit (of goods) from the Port of Walvis Bay to Gauteng, and vice-versa.

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

The Walvis Bay Corridor Group was established to promote and develop business for the Walvis Bay Corridors and Ports. It acts 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

If you would like to be added to the electronic newsletter distribution list, kindly contact:

Agnetha Mouton
Email: agnetha@wbcg.com.na

The leading trade route in southern Africa