



WALVIS BAY
CORRIDOR
GROUP



A GUIDE TO THE WALVIS BAY CORRIDORS

Facilitating free flow of trade to
and from the SADC region



WALVIS BAY
CORRIDOR
GROUP



**Connecting Southern
Africa to the rest of the world**

WELCOME NOTE



We are excited to bring to you the fourth edition of the “Guide to the Walvis Bay Corridors”.

The Guide serves as an important strategic promotional tool that provides general information on the Walvis Bay Corridors. This includes the members of the Walvis Bay Corridor Group (WBCG), the unique Public Private Partnership arrangement, the various projects that the WBCG embarks upon and the benefits of using the Walvis Bay Corridors.

With this Guidebook, we aim to share vital information about the Walvis Bay Corridor Group, our corridors and the main projects we manage to improve the services provided on our corri-

dors. Information about the Port of Walvis Bay and the Botswana and Zambian Dry Ports are featured in this publication. As Namibia continues to develop itself into a gateway for the region, we further promote interconnectivity between the countries in the SADC Region. With contact details and company profiles, the “Guide to the Walvis Bay Corridors” is an asserted effort towards promoting the Walvis Bay Corridors as economic stimulants for the country and agents in infrastructure development.

More than 19,000 copies have been distributed to various countries around the world since the launch of our first edition in 2009. The “Guide to the Walvis Bay Corridors” is distributed to the national, regional and international market including the various Namibian Embassies and High Commissions abroad and at various awareness creating platforms. Supplementary distribution is done through the WBCG branches in Lusaka, Zambia, Gauteng, South Africa, Lubumbashi, DRC and Sao Paulo, Brazil to create further awareness in each of those markets.

We believe that this Guide will add immense value to your business by providing you with relevant informa-

tion on using the Walvis Bay Corridors. I would further like to express my sincere gratitude to the publishers, advertisers and stakeholders who have made the production and distribution of the third “Guide to the Walvis Bay Corridors” possible.

Johny M. Smith

Chief Executive Officer
Walvis Bay Corridor Group

CONTENTS



02

WELCOME NOTE

04

01. WALVIS BAY CORRIDOR GROUP

Members of the Walvis Bay Corridor Group
Strategic Partnerships
Benefits of using the Walvis Bay Corridor Group
Projects:
- Logistics Hub Project
- Spatial Development Initiatives
- WBCG Wellness Service
- Corridor management roles
Achievements of the Walvis Bay Corridor Group



30

02. NAMIBIAN PORTS AUTHORITY

The Port of Walvis Bay
The Port of Lüderitz

34

03. TRANS KALAHARI CORRIDOR

Distance table
Transit table
Border post operating hours
Customs and road authorities



38

04. WALVIS BAY-NDOLA-LUBUMBASHI DEVELOPMENT CORRIDOR

Distance table
Border post operating hours
Customs and road authorities

42

05. TRANS-CUNENE CORRIDOR

Distance table
Border post operating hours
Customs and road authorities



44

06. TRANS-ORANJE CORRIDOR

Distance table
Border post operating hours
Customs and road authorities

46

07. GENERAL INFORMATION

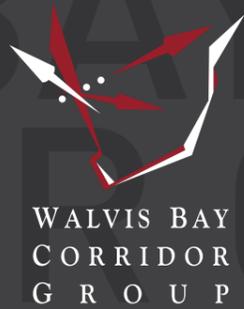
Port and railway Information
Shipping lines and routes

48

COMPANY ADDRESSES

01

WALVIS BAY CORRIDOR GROUP



The Walvis Bay Corridor Group (WBCG) was established in 2000 to engage in business development activities - thereby increasing cargo for ports and corridors linked to it, and to engage in the facilitation of corridor and infrastructure development.

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, Walvis Bay-Ndola-Lubumbashi Corridor, Trans-Cunene and Trans-Oranje Corridors providing landlocked SADC countries access to the global market.

Cargo offloaded at the Port of Walvis Bay is handled with state-of-the-art machinery and in record turnaround time. The Port is congestion-free, and its facilities are of a world-class standard, which ensures that cargo is handled reliably and safely. Cargo then makes its way from the Port along one of the Corridors across Namibia and into neighbouring SADC countries.

The **Trans Kalahari Corridor** links the Port of Walvis Bay to Gaborone and Gauteng in South Africa. From there, this Corridor links with the Maputo Corridor on the east coast of southern Africa. The **Walvis Bay-Ndola-Lubumbashi Development Corridor** accesses the landlocked countries of the Democratic Republic of Congo, Zambia, Zimbabwe and Malawi. The **Trans-Cunene Corridor** extends through northern Namibia into southern Angola, and serving the country up to Luanda. The **Trans-Oranje Corridor** links the Port of Lüderitz through the south of Namibia with the Northern Cape Province of South Africa.

The Walvis Bay Corridor Group's main organisational strength is its unique public-private partnership (PPP) set-up of transport and logistics stakeholders

from both the public and private sector. The partnership allows for the pooling of resources, expertise and authorities from both the regulators and the operators, who together form an integrated transport and logistics service for potential customers.

Due to the Group's constitution as a PPP, it is able to lean on the public sector for advice and action on issues such as customs, transport regulation and infrastructure development, while the private sector can focus on business development such as marketing and making practical operational proposals and logistics solutions. Both arms provide input into developing human resources, the institutions themselves, and the associated infrastructure. The WBCG has also extended its footprint by developing transport forums, based on the PPP principle across the borders of Namibia with neighbouring countries. The first transport forum that was set up was the Trans Kalahari Corridor Management Committee through

a Memorandum of Understanding between Botswana, Namibia and South Africa in 2003. The WBCG has also led the process to develop a transport forum along the Walvis Bay-Ndola-Lubumbashi Corridor between Namibia and Zambia in 2005 which has evolved into the Walvis Bay-Ndola-Lubumbashi Corridor Development Committee between the Democratic Republic of the Congo, Namibia and Zambia, in 2010.

The Walvis Bay Corridor Group has a branch office that facilitates business development in Lusaka, Zambia, and in Johannesburg, South Africa, Lubumbashi, DRC, and Sao Paulo, Brazil.

The WBCG has developed a new Strategic Plan for 2016 – 2021, which focuses on efforts to increase cargo volumes for the port of Walvis Bay and the Walvis Bay Corridors, as well as on enhancing the competitiveness of the Corridors.

In support of this, the Group established a **portfolio for projects & funding** to iden-

tify, formulate and manage Corridor projects, in order to ensure and mobilise international support and funding.

The WBCG Wellness Service Programme is proactively involved in mainstreaming the HIV/AIDS response by assisting transport companies in Namibia to design and implement workplace HIV/AIDS wellness interventions. The programme also focuses on developing and communicating a clear workplace policy, peer education, access to voluntary counselling and testing for the Namibian transport sector by facilitating the effective development and implementation of HIV/AIDS workplace/wellness programmes. It has become apparent that to address the health needs of hard to reach populations such as long-distance truck drivers, the project has had to implement a mixed model approach with a principle of combining static wellness centres, mobile wellness clinics/facilities with on-site HIV/AIDS and wellness workplace interventions. This ap-

proach will scale up health service provision and create demand for health services, while also improving health-seeking behaviours amongst transport workers.

To further support the acceleration of corridor development, the Ministry of Industrialisation, Trade and SME Development in Namibia with the support of the Department of Trade in South Africa has mandated the WBCG to identify ways of attracting investment along the Walvis Bay Corridors through the Spatial Development Initiative (SDI) programme. The SDI programme aims to increase the scale of economic activity and improve the diversity of economic activity along these corridors, thereby enhancing the economic growth of the region. The initial focus in terms of economic activities will be on the mining, tourism, manufacturing, agricul-

ture, fisheries and logistics sectors.

With the rapid growth in cargo volumes along the Walvis Bay Corridors through the Port of Walvis Bay and the benefits that the trade routes have to offer, Namibia has been identified to become the Logistics Hub for Southern Africa. The Port of Walvis Bay, with its deep-water depth and stable weather conditions, is strategically located to accelerate the growth of the SADC region by providing a good option of gateway for Southern Africa, hence costs and time savings are achieved along the Walvis Bay Corridors by offering the shortest possible regional route on the west coast.

This has been supported by the National Development Plan 5 (NDP5) that has made provision for the development of a Logistics Hub, hence the NDP5 has prioritised the creation of a Logistics Hub. Already, the Port of Walvis Bay is gearing itself to accommodate the increased capacity through the port expansion.



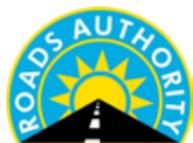


MEMBERS OF THE WALVIS BAY CORRIDOR GROUP



Namibian Ports Authority (Namport): Namport, operating as the National Port Authority in Namibia, manages and promotes the Ports of Walvis Bay and Lüderitz as the preferred links for sea-borne trade with Namibia and SADC countries. The key roles of Namport is to manage the port facilities to cater for current trade needs and to develop the ports for future demands. In Addition, the efficient, reli-

able and cost-effective supply of port services contributes to the competitiveness of the SADC region's trade. Namibian Ports Authority facilitate economic growth in Namibia by enabling regional development and cross-border trade. www.namport.com.na



Roads Authority: Roads Authority focuses on managing the national road network and on improving the stand-

ard of Namibian roads with a view to a safe and efficient road sector. Namibia's road network has been ranked among the safest, most efficient and sustainable, and is the envy of many countries. The growth of the road infrastructure and the expansion of the road network have contributed immensely to the economic development of Namibia and the SADC sub-region as a whole. www.ra.org.na



Road Fund Administration: The Road Fund Administration (RFA) was established through an Act of Parliament; the Road Fund Administration Act, (Act 18 of 1999), (Government Gazette Number 2217 of 1999), to manage the Namibian Road User Charging System (RUCS) and the Road Fund. The RFA's main objective is to manage the RUCS in such a manner as to secure and allocate sufficient funding for the

payment of expenditure as contemplated in Section 17(1) of the RFA Act, with the view to achieve a safe and economically efficient road network in Namibia. www.rfanam.com.na



TransNamib Holdings Ltd: TransNamib is the national transport logistics provider in Namibia and specialises in bulk freight and containerised cargo, utilising a combination of rail and road transport. The company introduced transformation initiatives to improve operational efficiency and effectiveness to provide rail and transport solutions that meet customer demands and expectations. In doing so, TransNamib creates substantial costs savings for consumers and end-users, with direct result on the costs of everyday goods displayed on supermarket shelves. Overall, TransNamib's efforts illuminate why rail transportation is safe, defies congestion and copes with mobility. Rail is environmentally friendly, an undeniable relief to the road with macro-economic advantages for society and it enhances sustainable integration for transport.



Namibia Logistics Association (NLA): NLA represents the Namibian logistics industry, namely small and large companies operating in road transport, freight forwarding, courier services, and customs clearing. Founded in 2009, NLA is an independent non-profit organisation serving as the industry's collective voice, bringing to the fore the interests of its members, thus serving as a platform to voice shared concerns. NLA offers its members a wide array of services, which includes public sector advocacy, group benefits, training & capacity building, facilitation of business linkages, market intelligence and marketing platforms. www.nla.org.na



Container Liners Operators Forum (CLOF): CLOF represents all Container Shipping Lines only calling and servicing the Walvis Bay port directly. CLOF has established itself into a regulatory body allowing clients to know how many containers they have at the port, where they are standing and what their status are. Their main aim is to enhance productivity, efficiency, to keep costs low and to create volumes for Namibia.



Namibia Transporters Association (NATA): A collective of Namibian-based small and medium logistics service providers comprising of various transporters and freight forwarders. NATA is a business association of road transporters whose broad objective is to provide a common voice to articulate business constraints facing its members, while also contributing towards the realisation of a safe, reliable, efficient, professional and environmentally friendly road freight industry in Namibia.



Walvis Bay Port Users' Association (WBP UA): The WBP UA represents all entities associated with cargo, freight and shipping activities in the Port of Walvis Bay. WBP UA ensures that problems of a common nature are resolved through one body as opposed to individual companies directly approaching the ministry involved. A benefit of this association is the accumulated wealth of knowledge and experience to facilitate trade on the corridors. There will always be a need for a platform where companies can gather and discuss problems of common interest, find solutions and to share this knowledge.



Namibia Chamber of Commerce and Industry (NCCI): The NCCI serves as the country's business chamber and, therefore, serves as a convenient central point of enquiry for any potential Corridor user who wishes to gain insight into Namibia's business community. The NCCI is promoting prosperity for all Namibians by ensuring balanced private sector growth, enterprise development and global competitiveness. The target beneficiaries are chamber members, small and large businesses, export promotion companies, potential exporters, SMEs and small business people. www.ncci.org.na



Walvis Bay Municipality: The Municipality of Walvis Bay represents the social and economic interests of the town of Walvis Bay, which is a tax haven for manufacturers, importers and exporters as it harbours both the Port of Walvis Bay and an Export Processing Zone. The Municipality is committed to providing quality and continuous basic services to all the residents and businesses of Walvis Bay. With its strategic location, Walvis Bay is also a growth hub with great potential for expansion and investments. www.walvisbaycc.org.na



Ministry of Industrialisation, Trade and SME Development

Ministry of Industrialisation, Trade and SME Development, Namibia Investment Centre: This Centre is Namibia's official investment promotion agency and first point of contact for investors. Its role is to attract, encourage and facilitate investment in Namibia. The NIC was established in 1990 and is operating within the framework of the Ministry of Trade and Industry. It offers a wide variety of services and special investor incentives, and works closely with key ministries as well as service and regulatory bodies. The NIC has investment promotion representatives in strategic locations in countries such as Germany, India, South Africa, France and the USA. www.mti.gov.na



Ministry of Works and Transport

Ministry of Works and Transport, Department of Transport: The Ministry of Works and Transport's mandate is to develop sectoral policy and regulation, and to ensure infrastructure development and maintenance

on transport and state asset management. The Department of Transport is responsible for transport in the different modes, namely road, rail, air and sea. Its mission is to ensure the provision of safe and efficient transport services and infrastructure in the country in balance with demand in the different modes. The Transport department responsibilities are to avoid deterioration, upgrading road links to neighbouring countries and further development of port infrastructure, amongst others. www.mwt.gov.na



Ministry of Home Affairs and Immigrations

Ministry of Home Affairs and Immigrations, Department of Immigrations: This department focuses on the activities and schedules of immigration entry and exit points. This includes the facilitation of the movement of people in and out of the country, to process the documentation and issue visas, passports and permits, and to drive service delivery and support businesses. www.mha.gov.na



Ministry of Finance

Ministry of Finance, Department of Customs and Excise: The Department deals with all Namibian customs and excise matters and mainly encompasses the control of international movement of goods, people and conveyances. This requires the implementation of policies, regulations and procedures. Namibia is a member of the Southern African Customs Union (SACU), as are Botswana, Lesotho, South Africa and Swaziland. www.mof.gov.na

ASSOCIATED MEMBERS:

The Walvis Bay Corridor Group also welcomes other transport and logistics companies from the region and abroad to join its efforts through associated membership with the Group. Associated membership allows these transport companies to benefit from Group member rates applicable to the Walvis Bay Corridors, as well as from marketing and logistics enquiry services provided by the Group.



STRATEGIC PARTNERSHIPS

The Walvis Bay Corridor Group has established national, regional and international links with institutions such as the GIZ, the Southern African Global Competitiveness Hub, the Federation of East and Southern African Road Transport Associations (FE-SARTA), the Sub-Saharan Africa Transport Programme (SSATP), the African Union (AU), the United Nations Conference on Trade and Development (UNCTAD), the United Nations Economic Commission for Africa (UNECA), the Transport Forum South Africa, the African Development Bank (AfDB) and regional bodies such as the

Trans Kalahari Corridor Management Committee and the Walvis Bay-Ndola-Lubumbashi Management Committees, established to optimise the utilisation of the Corridors. These committees are working groups comprised of representatives from the public and private sector of each country through which these corridors traverse.

The WBCG has also established other international partnerships to develop a strategic international network to promote the Walvis Bay Corridors as the preferred trade route for Southern Africa. The WBCG is continuously looking at

potential partnerships that can strengthen its mandate

to develop the Walvis Bay Corridors.



BENEFITS OF USING THE WALVIS BAY CORRIDOR GROUP

The core benefits to our customers for using the Walvis Bay Corridors are:

- time savings;
- cost savings;
- high safety and security standards, and
- the reliability of the Walvis Bay Corridor Group systems.

These core benefits are enabled through:

- minimal sea-borne transit times from the Port of Walvis Bay;
- no port delays due to congestion or weather conditions;
- fast and efficient inland transit operations, resulting in considerable time savings of at least a week due to shorter transit times;
- competitive pricing structures;
- high safety and security standards ensured through container satellite tracking systems and port security surveillance cameras;
- a record of zero pilferage at Namport, and
- improved capacity at the ports, and road and rail maintenance – resulting in modern and first-class transport infrastructure, in turn ensuring reliabil-

ity and predictability of cargo deliveries.

Another key advantage to using the Walvis Bay Corridors is the Port of Walvis Bay's strategic geographical location on the west coast of southern Africa. The Port of Walvis Bay is a fully equipped hub port supported by a network of well-maintained tarred roads and a railway system that extends across Namibia and into neighbouring countries. These networks facilitate trade not only between the SADC region and Europe, but also increasingly with the Americas and the Far East.

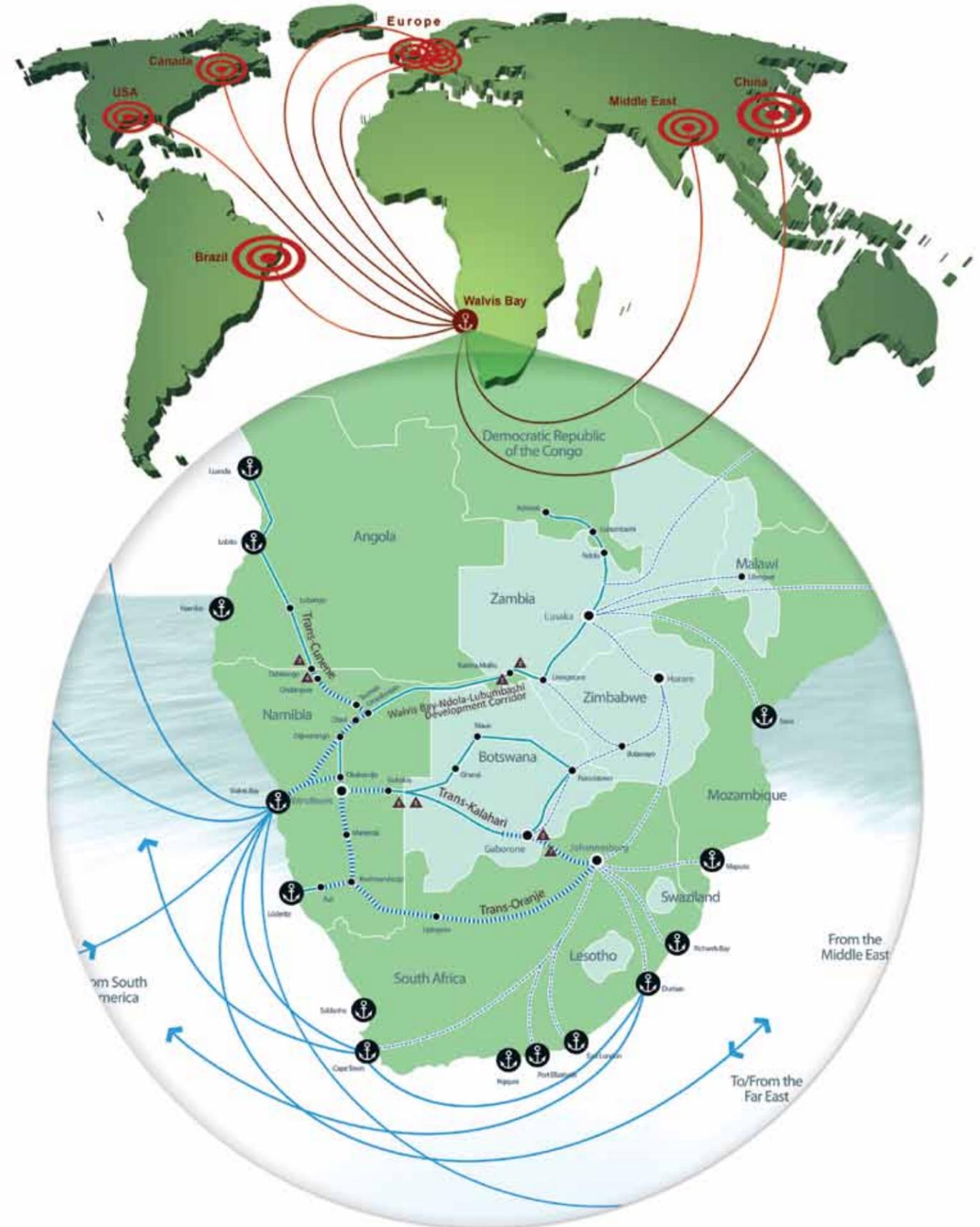
The national benefits of developing and maintaining the Walvis Bay Corridors include:

- optimal public investment in the transport infrastructure;
- increased business opportunities for the transport and service industry, and
- the knock-on effect that increased business has on the trade, manufacturing and finance sectors and overall economic development in the SADC region.

Regionally, the Walvis Bay Corridors stimulate the economy by increasing the global competitiveness of both Namibia and its neighbouring countries. Importing becomes more affordable, while exports have efficient and affordable access to foreign markets. Increased use of the infrastructure also contributes to the efficiency of the transport system, optimises the use of the existing transport network, and reduces costs.

The advantages of the Walvis Bay Corridor Group are that it:

- serves as a single service point for clients;
- offers a service and facilitation centre for potential partners and customers;
- offers multimodal services;
- coordinates regional support to ensure the seamless flow of trade across borders by establishing regional committees and bodies, and
- facilitates the provision of a well-maintained road and rail infrastructure.



PROJECTS



LOGISTICS HUB PROJECT

Background

The Logistics Hub Project is unquestionably the most ambitious initiative since Namibia became an independent state in 1990. If implemented effectively, this economic repositioning will have a favourable impact on companies and individuals at all levels and in the process, providing a major long-term platform for growth in virtually all areas of our economy.

By utilizing economic growth in the whole southern African region, the Logistics Hub Project will expand Namibia's economy beyond its restricted domestic limits. It will also allow Namibia to leave the dual economy structure behind, which is heavily dependent on a narrow range of industries, and embark on the diversification of economic activities on the back of a strong logistics, supply chain and services network: "The Dubai

effect". Provided that intentions become actions, Namibia can greatly contribute towards regional integration and prosperity and thus increase its role and significance within the Southern African Development Community.

The Republic of Namibia's Vision 2030 strategy recognises the importance of a well-developed infrastructure for the country's industrialization. The most recent

National Development Plan IV (NDP IV) with its overarching goals of (1) High and sustained economic growth; (2) Employment creation and (3) Increased income equality, has identified four key economic priority areas, namely:

- Logistics;
- Manufacturing;
- Agriculture;
- Tourism;

With regards to logistics the desired outcome is for Namibia to have laid the

foundation for establishing itself as a regional leader in logistics and distribution. Logistics has the ability to create sustainable employment opportunities, which are in great demand in Namibia. The logistics industry has capital-intensive components such as port expansion programmes, as well as labour-intensive components. Thus, the greater the handling volumes, the higher the number of expected employment opportunities.

Objectives

One of the great opportunities for Namibia to position itself as a regional logistics centre, is the fact that economic development in a number of SADC countries is expected to take off rapidly. With reference to NDP 5, one of the main economic priorities is to transform the Port of Walvis Bay, along with the country's rail and road connections to neighbouring countries, into a Regional Logistics Hub. The volume in cargo handling and rail-transported cargo should double and the Port of Walvis Bay needs to become the preferred port on the West coast of Africa and logistics corridor for Southern and central African logistics operations.

The Namibian Logistics Hub Concept entails an intervention process that strives to unleash the latent growth and development potential of specific geographic location of Namibia through the identification, packaging/

formulation and marketing of the Logistics Hub for the SADC region and beyond. The overall objective is to put in place sustainable institutional arrangements and mechanisms that would ensure the transformation of the Port of Walvis Bay and the Walvis Bay Corridors into the socio-economic growth and development of the country. To achieve this objective the WBCG has been mandated by Government as the implementing agency for the Logistics Hub Project. This institutional arrangement seems to be the most appropriate option for:

- The utilisation and enhancement of the existing institutional capacities, expertise and resources; and
- The optimisation of the institutional, systemic and operational synergies for the benefit of an Integrated and Sustainable Logistics HUB for Namibia.

Motivation

The WBCG is one of the few success stories of (PPP) entities that are functioning effectively in Namibia and SADC. The WBCG's unique compilation of Private and Public stakeholders provides it with a distinct advantage which is successfully illustrated in various Corridor Management Programmes and through its role as marketing and developing agency for Namibia's Transport Sector. As the Logistics Hub is also based on similar prin-

ciples of public-private sector cooperation, the proven institutional efficiency will be to the very benefit of the Logistics Hub development process.

The role of the Ministry of Works and Transport and the WBCG as well as the Public Private Partnership arrangement, will ensure that the future Logistics Hub development process will take place under the auspices of, and with the direct involvement of, the National Planning Commission. The WBCG together with the support of

the Ministry of Industrialisation, Trade and SME Development, will also find suitable arrangements as to how best to promote and implement the Logistics Hub Plan, once completed.

The WBCG has since its establishment developed branch offices in Zambia, South Africa, Democratic Republic of Congo as well as Brazil. This footprint can strengthen our role as marketing and developing agency to grow the development of the Logistics Hub. The WBCG has also established a very good relationship and network with all main Embassies of Namibia outside the country as well as the commercial representatives, which are based at these Embassies and who will form an important part in us eventually promoting the Logistics Hub to the International World.

“

One of the great opportunities for Namibia to position itself as a regional logistics centre, is the fact that economic development in a number of SADC countries is expected to take off rapidly.

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SPATIAL DEVELOPMENT INITIATIVES (SDIs)

Based on the bilateral agreement on economic cooperation signed between the Namibian Ministry of Industrialisation, Trade and SME Development (MITSMED) and the South African Department of Trade and Industry (DTI) in 2006 and the drive from the Walvis Bay Corridor Group (WBCG) to transform the existing transport corridors into economic development corridors, the WBCG submitted a proposal to the MITSMED for the integration of the SDI unit into the WBCG structures.

The WBCG also submitted a proposal to the Regional

Spatial Development Initiatives Programme (RSDIP) hosted by the Development Bank of Southern Africa (DBSA) to fund the activities of the Namibia SDI Programme, within the context of the Angola – Namibia – South Africa (ANSA) SDI framework.

Consequently, the MITSMED and RSDIP are jointly financing the activities of the Namibia SDI Programme.

Background Information

Namibia is well placed, both geographically and in terms of keen investor interest

in its world-class mineral deposits to use the opportunity of high levels of demand for these commodities together with its abundant agricultural resources and superb transport and energy infrastructure networks to drive national development. In addition to its considerable mineral resources, Namibia has just made additional discoveries of offshore oil and gas resources and therefore possesses large-scale power production potential, and a large and young labour force.

Its tourism potential is outstanding. This economic po-

tential can be realized only with the development of the communications network, if power and water supplies are harnessed and further economic benefit from the development of its natural resources are developed. It must also effectively integrate spatial land use and development planning with strategic infrastructure provision and collaborative economic development processes.

The Namibian government, through the MITSMED, has determined that it will pursue this integration through identified economic development corridors, defined

as Spatial Development Initiatives or SDIs and has mandated the Walvis Bay Corridor Group (WBCG) to accelerate development along what have traditionally been transport corridors. The overarching programme goal is development of the spatial economies of the identified SDI nodes and corridors to achieve economic growth in a manner, which is institutionally and environmentally sustainable and socially beneficial. It is to maximize social and economic benefits to local corridor-based firms and households and thereby also the national economy.

Rationale for Undertaking Assignment

The Government of the Republic of South Africa, through its Ministry of Trade and Industry and the Government of the Republic of Namibia through its MITSMED signed a Memorandum of Understanding (MoU) on Economic Cooperation on the 21st of November 2006.

Article 2 of the above mentioned MoU states the following:

a. The DTI, using experiences gained in the implementation of Spatial Development Initiatives, (hereinafter referred to as “SDIs”) shall co-operate with relevant public and private institutions within the Republic of South Africa in assisting the MITSMED with scoping and designing programmes for designated development projects in Namibia.

b. The scope of co-operation between the MITSMED and the DTI with respect to the SDIs within Namibia, shall include identifying technically competent organizations which are capable of drawing up development oriented industrial projects and sensitizing organizations in the RSA that have the financial and technical capacity to implement those projects in partnership with their Namibian counterparts.

Subsequently, the MITSMED of the Republic of Namibia mandated the Walvis Bay Corridor Group, through a Memorandum of Understanding signed on the 27th of September 2011, to initiate and carry out specific activities to advance the SDIs in Namibia and to ensure that the country derives tangible benefits from the Initiative.

Programme Objectives

The overarching objective of the programme is to develop and internalize into the Government planning tools and practice based on coherent spatial economic analysis. It is also to undertake or facilitate implementation of related transport and infrastructure planning, while facilitating intervention in support of diversified economic growth. There are three (3) specific objectives:

1. Developing capacity building and knowledge sharing for spatial economic and infrastructure planning;
2. Providing timely economic analysis and

recommendations to feed policy making and facilitate implementation of policy recommendations; and,

3. Facilitate SDI interventions.
4. Conceptualise and develop viable agricultural and manufacturing value chains.

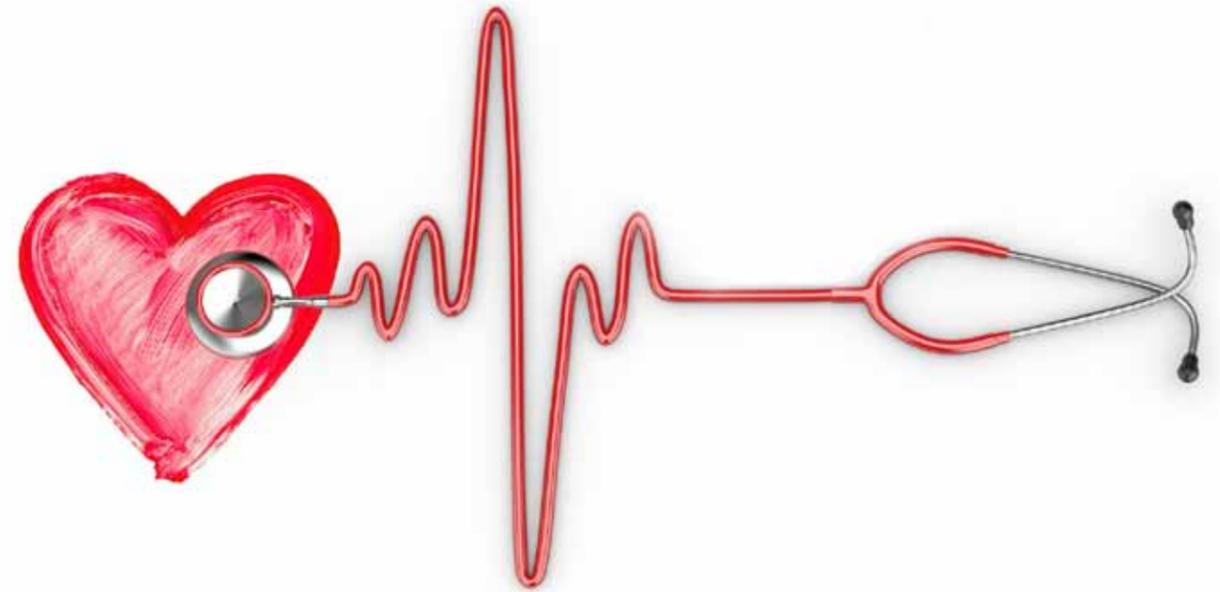
Scope of the Programme

The programme elements set out below are the combination of activities which together aim to yield the long-term goals set out for the programme. Each will consist of a set of systematically implemented projects, initiatives and tasks that must be regularly monitored to ensure the programme remains coherent and well implemented towards the realization of the goal. The five (5) main programme elements are:

1. Institutional development and capacity building coordination (ID);
2. Mapping systems and GIS research (GIS);
3. Spatial economic planning (SEP);
4. SDI project facilitation (PF); and,
5. Assessment of infrastructure regulatory and institutional overarching issues (RI).



Need assistance with Biometric Wellness Screening services at your workplace?



WBCG WELLNESS SERVICE

Through the WBCG's broad membership it offers a platform that facilitates and supports the fight against HIV/AIDS and the provision of general wellness interventions along its corridors. By doing so it reaches a wide, traditionally and generally perceived high HIV and AIDS mobile group within the transport sector of Namibia.

Through this initiative, the WBCG is strategically positioned and offers an ideal structure to address HIV/AIDS in a comprehensive, yet cost-effective manner by

combining both public and private resources and efforts. Through the implementation of HIV/AIDS Workplace and Corridor based interventions in Namibia, the Walvis Bay Corridor Group contributes vigorously to the goals and outcomes of the National Strategic Framework on HIV/AIDS Response in Namibia and it demonstrates "a multi-sectoral approach" led by the HIV and AIDS/Wellness – Strategy for the Public Works & Transport Sector in action. Through the support from both the public and private stakeholders including

the development partners, the WBCG advocates and facilitate sustainable HIV/AIDS and workplace wellness initiatives. These smart partnerships also aim to provide technical assistance and strengthen the capacity of the WBCG to enable it to effectively facilitate the response of HIV/AIDS and other general wellness conditions within the workplace and along the Namibian major transport corridor routes. The ultimate goal of this project is therefore to improve and leverage public-private partnerships and as

a result, creates sustainable wellness interventions in the Namibian private sector.

WHAT WE DO

The Walvis Bay Corridor Group has been proactively involved in mainstreaming the HIV response and by supporting the transport sector in Namibia to design and implement evidence based HIV/AIDS and general wellness interventions. In order to address the advent health needs of hard to reach populations such as long-distance truck driv-



The WBCG Wellness project operates mobile wellness clinics that focus on the wellbeing of the Namibian trucking industry, by providing on-site biometric wellness screening services.

This initiative also spreads beyond the trucking industry into allied industries. We aim to raise awareness about HIV prevention and promote healthy lifestyles among mobile populations and general transport workers.

For bookings of the WBCG mobile wellness clinics, contact the WBCG mobile wellness Service for request forms.

Walvis Bay Corridor Group Wellness Service 31 General Murtala Muhammed Avenue, Eros P. O. Box 25220, Windhoek, Namibia T. +264 61 251 669 F. +264 61 251 683 E. wellness@wbcg.com.na W. www.wbcg.com.na

ers and many other mobile communities (transport sector), the project has implemented “a mixed model approach” with a principle of combining static Wellness Centres and Mobile Wellness Clinics with on-site HIV/AIDS and wellness workplace interventions.

OUR ROADSIDE WELLNESS CENTRES

The WBCG has established a network of roadside wellness centres across the country in collaboration with industry partners and the Ministry of Health and Social Services to provide HIV/AIDS and other primary health care related services to mobile populations such as long-distance truck drivers, sex workers and general border communities within close proximity to cross border areas. The project also enjoys much support from the Namibia Transport and Allied Workers Union (NATAU).

The wellness centres are containers that have been converted to medical clinics, which cater to the health needs of the mobile populations and are conveniently located and occasionally open during hours when the mobile populations are resting for the night and therefore have time to seek health services. They help public and private stakeholders to reach critical mobile populations at the heart of major health and safety issues. An electronic health passport system links all the centres so that treat-

ment information can “travel” with our clients.

Services offered at Roadside Wellness Centres:

- HIV Counselling and Testing (HCT)
- HIV Treatment and Care services (ARV)
- CD4 Count Measurements/Tests
- STI screening and Treatment
- Risk Reduction Counselling
- Social Behaviour Change and Communication Tools
- Basic Primary Health Care
- Hypertension / Blood Pressure Testing
- Glucose (Sugar/Diabetes) Rapid Testing
- Cholesterol Rapid Testing
- Haemoglobin Rapid Testing
- TB Screening
- Condom distribution
- Referrals to appropriate care and support services

OUR MOBILE WELLNESS CLINICS:

The WBCG Wellness project operates mobile wellness clinics with the main focus on the well-being of the trucking industry by providing on-site biometric wellness screening services. This initiative also spreads beyond the trucking industry into aligned industries, with the aim to raise more awareness about HIV prevention as well as to promote healthy lifestyles amongst mobile populations and general transport workers through the dissemination of behaviour change and communication information..

Services offered through mobile wellness clinics:

- HIV Counselling and Testing (HCT)
- HIV Treatment and Care services (ARV)
- CD4 Count Measurements/Tests
- STI screening and Treatment
- Risk Reduction Counselling
- Social Behaviour Change and Communication Tools
- Basic Primary Health Care
- Hypertension / Blood Pressure Testing
- Glucose (Sugar/Diabetes) Rapid Testing
- Cholesterol Rapid Testing
- Haemoglobin Rapid Testing
- Body Mass Index (BMI)
- TB Screening
- Prostate (PSA) Antigen Rapid Test
- Condom distribution
- Pulse Rate
- Knowledge, Attitude, Practice and Behaviour Studies
- Referrals to care and support services

WORKPLACE WELLNESS PROGRAMMES

The Walvis Bay Corridor Group facilitates and promotes the development and design of appropriate employee’s wellness and HIV/AIDS prevention, care and support programmes in the workplace.

Services offered through workplace programmes:

- Facilitating the design of appropriate HIV/AIDS prevention care and support programmes in the workplace;
- Training of Peer Educators, Wellness Ambassa-

- dors/Champions;
- Supervising, monitoring and evaluating the HIV/AIDS and Wellness Workplace Programmes;
- Maintaining health, safety and general housekeeping;
- Promote and implement employee wellness activities through screening for communicable diseases;
- Provide biometric employee wellness screening services onsite;
- Conduct high-level capacity building trainings for management cadres in companies;
- Promote cost benefit analysis studies;
- Facilitate the development of employee wellness policies; and
- Develop and distribute information and educational materials on general health and wellness.

Benefits of being a WBCG Wellness Service Member

- Small scale employee wellness screening services
- Free advice and support for employee workplace wellness implementation programmes
- Capacity building training on employee wellness for all employees, including senior management
- Preferential free treatment for all employees at all our Roadside Wellness Centres
- Quarterly copy of the WBCG newsletter
- Discount rates on all biometric employee wellness screening services
- Free condoms and general employee wellness promotional materials

“
The Walvis Bay Corridor Group facilitates and promotes the development and design of appropriate employees wellness and HIV/AIDS prevention, care and support programmes in the workplace.
”

- Achieving higher employee productivity
- Improving employee morale and loyalty through targeted wellness interventions and facilitation to:
- Enhance recruitment and retention of healthy employees
- Reduce healthcare costs
- Decrease rates of illness and injuries
- Reduce employee absenteeism





CORRIDOR MANAGEMENT ROLES

Trans Kalahari Corridor Secretariat

The TKC oversees the day to day administration and operations of the agreement under the Trans Kalahari Corridor Management Committee (TKCMC) leadership, who serves as the transmission for the regulation and oversight of the development and implementation of seamless cross border trade/transport/passenger facilitation measures that enhance growth of corridor business, along the TKC. The TKCS was established on the 1st of March 2007 and was hosted by the WBCG until end 2016. It is responsible for implementing an agreed

action plan to realise the TKCMC Memorandum of Understanding (MoU).

Walvis Bay-Ndola-Lubumbashi Development Corridor

The WBCG serves as the interim secretariat of the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLMC). The Memorandum of Understanding (MoU) signed in March 2010 between the Ministers responsible for transport of the DRC, Namibia and Zambia, establishing the WBNLMC, is aimed at facilitating trade along the corridor, movement of persons and goods, regional and inter-

national transport; stimulate economic and social development in the territories of the contracting parties, transform the corridor into a development corridor, offer safe, fast and competitive transport and transit services that secure regional trade.

African Corridor Management Alliance (ACMA)

The African Corridor Management Alliance (ACMA) was established by African Corridor Management Institutions (CMIs) supported by the United Nations Economic Commission for Africa in 2015. The African Corridor Management Alliance aims to provide the Corridor States with lessons, practical tools for the design, capacity development and successful implementation mechanisms for economic corridors.

The ACMA secretariat, hosted by the WBCG, assists in unbundling, prioritizing and sequencing of corridor-oriented initiatives into the pipeline of bankable sub-projects, facilitating private sector engagement and addressing issues of enabling environment in collaboration with CMIs in addition to aiding of resource mobilization in collaboration with financing institutions.

The African Corridor Management Alliance aims to be a prime driver of a self-sustaining Africa.

Remove the bottlenecks

Take the fast lane from Walvis Bay to Gauteng

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ACHIEVEMENTS OF THE WALVIS BAY CORRIDOR GROUP

1998:

Official opening of the Trans Kalahari Highway, which forms the Trans Kalahari Corridor.

1999:

Official opening of the Trans-Caprivi Highway, which forms the Trans-Caprivi Corridor now known as the Walvis Bay-Ndola-Lubumbashi Development Corridor.

2000:

- Establishment of the Walvis Bay Corridor Group.
- Completion of port development programme and deepening of the Port of Walvis Bay to 12.8 metres.

- Commencement of direct shipping service to the Port of Walvis Bay through Maritime Carrier Shipping (MACS) and Maersk from and to Europe, substituting previous transshipment via Cape Town.

2001:

- Commencement of the Northern Railway Extension Project along the Trans-Cunene Corridor, i.e. from Tsumeb to Oshikango, which is Namibia's

- border post with Angola.
- Establishment of the tri-lateral Trans Kalahari Corridor Management Committee.
- Extension of border operating hours between Namibia and Botswana in accordance with the Trans Kalahari Corridor Memorandum of Understanding.

2003:

- Signing of the Trans Kalahari Corridor Memorandum of Understanding by the Transport Ministers of Botswana, Namibia and South Africa at the Port of

- Walvis Bay.
- Establishment of the WBCG HIV/AIDS Help Desk.

2004:

- Opening of the Katima Mulilo Bridge over the Zambezi River, connecting Namibia and Zambia on the Walvis Bay-Ndola-Lubumbashi Development Corridor
- Introduction of harmonised customs procedures along the Trans Kalahari Corridor using the Single Administration Document (SAD 500).

Slip across the border. Thanks to the co-operation between SADC counties, 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.



WALVIS BAY
CORRIDOR
GROUP

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Trans - Kalahari - Corridor

2 days - Walvis Bay - Gabarone / Gauteng

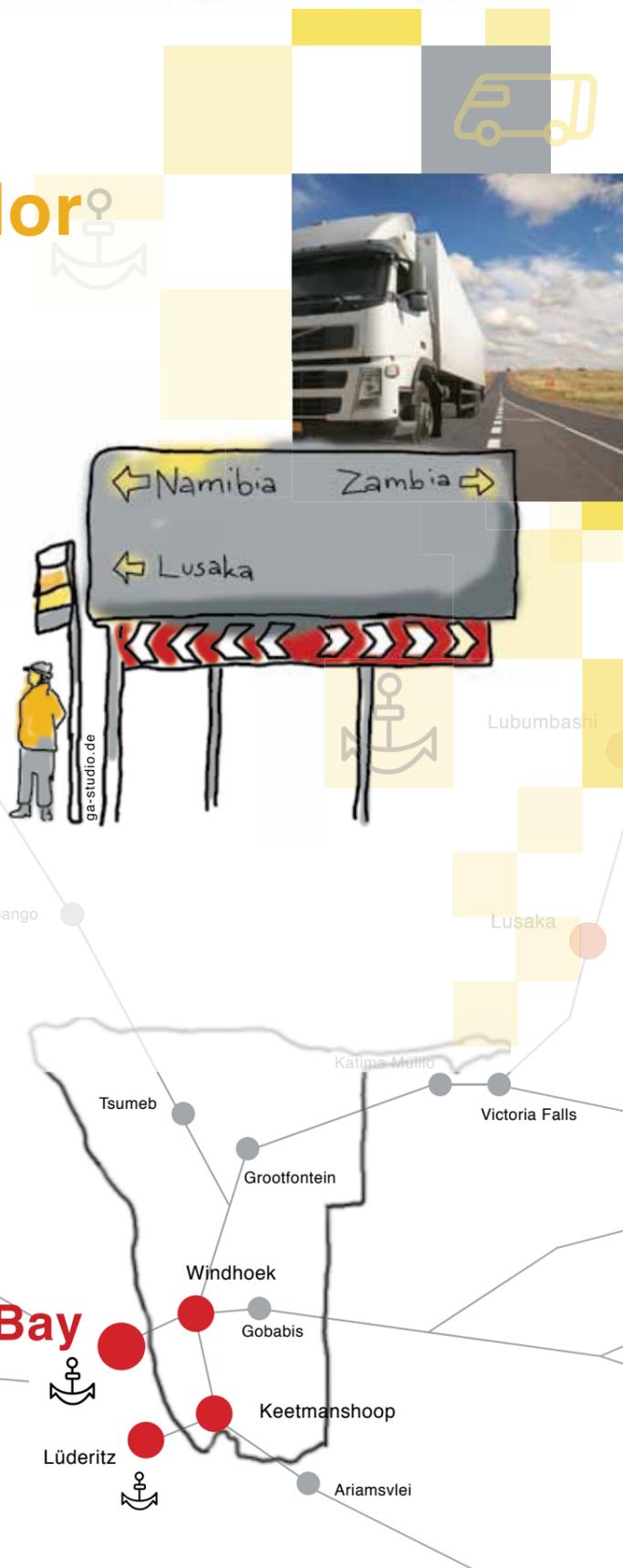
Trans - Caprivi - Corridor

4 days - Walvis Bay - Lusaka

5 days - Walvis Bay - Ndola / Kitwe

Reliability and Predictability

- Import, Export and in transit clearing (bonded cargo)
- Cross-border clearance (regional surface transports)
- Modern and first class transport infrastructure in place
- Spare capacities on port, road, and rail side
- Ensures reliability and predictability of cargo deliveries
- Convenience
- High cargo security with low insurance risk



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Walvis Bay
Anita Dreyer
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- Maersk introduces a new direct service from South America to the Port of Walvis Bay.
- Trans Kalahari Corridor utilisation increases from 20% in 2001 to 60% in 2004.
- Walvis Bay Corridor Group selected as a model Corridor arrangement on the African continent by the United Nations Conference on Trade and Development (UNCTAD).
- Maersk provides a direct service from the Far East to the Port of Walvis Bay.
- First export consignment of beans from Tanzania via Walvis Bay-Ndola-Lubumbashi Development Corridor through the Port of Walvis Bay.
- Walvis Bay-Ndola-Lubumbashi Development Corridor carries consignment of vehicles from the Port of Walvis Bay to Malawi.

2005:

- UNCTAD convenes first bilateral cluster meetings between Namibia and Zambia.
- Enhancement of Trans Kalahari Corridor customs integration (common bond guarantee system).
- Walvis Bay-Ndola-Lubumbashi Development Corridor carries its largest consignment to date (3,000 tonnes of rice).

2006:

- Namibia and Zambia border posts are automated using the Automated System of Customs.
- Walvis Bay Corridor Group opens first branch office in Lusaka, Zambia.
- After a trial period on the Trans Kalahari Corridor, the South African Revenue Services officially rolls out the SAD 500 to other corridors in southern Africa.
- The World Food Programme sends 8,050 tonnes of food to Zambia

2007:

- WBCG HIV/AIDS Help Desk launches HIV/AIDS Workplace Policy.
- The HIV/AIDS Help Desk runs a Leadership Seminar on Employee Wellness Programmes within companies as a way of addressing the impact of HIV/AIDS on the workforce, using the Namport campaign as a successful example in practice.
- Establishment of an office for the Trans Kalahari Corridor Secretariat within the Walvis Bay Corridor Group office; the Secretariat is funded by Namibia, Botswana and South Africa; a Programme Coordinator is recruited to run the Secretariat.
- Walvis Bay Corridor Group embarks on a study to analyse the transport industry's value chain and to identify opportunities for small-and medium-scale enterprises within the transport industry in



Namibia's President, His Excellency Dr. Hage Geingob and the Minister of Works and Transport, Hon. Alpheus NARUSEB celebrates WBCG's 15th year anniversary with WBCG Board Chairman, Mr. Bisey UIRAB and WBCG CEO, Mr. Johnny Smith.

Namibia, in cooperation with the German Development Service (DED).

- Walvis Bay Corridor Group instigates funding support through the Roads Authority and through the Road Funds Administration, receives funding from the Development Bank of Namibia to upgrade the Okavango River Bridge (also known as the Divundu Bridge).
- Walvis Bay Corridor Group launches the Road Safety and Security programme along the Walvis Bay Corridors.
- The Walvis Bay-Ndola-Lubumbashi Development Corridor carries its largest consignment unit, 49m x 4,5m wide container in 4 weeks to Zambia via the Port of Walvis Bay.
- WBCG held its first awareness meeting in Lubumbashi DRC to promote the Walvis Bay-Ndola-Lubumbashi Corridor.
- Walvis Bay provides 19 days service between Europe and Botswana.
- Walvis Bay-Ndola-Lubum-

bashi Development Corridor carries a shipment weighing 40 tonnes through the Port of Walvis Bay to the Copperbelt in 4 weeks.

2008:

- Botswana and South Africa extend border operating hours on the Trans Kalahari Corridor.
- The Port of Walvis Bay announces their plans to expand the port and to develop a new container terminal.
- New direct service between Canada, USA and Walvis Bay.
- Trans Kalahari Corridor brings about harmonisation in axle load limits.
- Feasibility study launched for the One Stop Border Post on the Trans Kalahari Corridor.
- The Walvis Bay-Ndola-Lubumbashi Development Corridor carries the heaviest consignment consisting of 8 abnormal loads plus 15 x 40' containers through the Port

of Walvis Bay to Ndola, Zambia.

- The Walvis Bay-Ndola-Lubumbashi Development Corridor carries the most complex consignment yet consisting of 3,600 tonnes of ammonium nitrate through the Port of Walvis Bay from Russia to Zambia.
- Walvis Bay Corridor Group launches office in Gauteng.
- Launched the first ever publication of the WBCG, namely, A Guide to the Walvis Bay Corridors.
- The Walvis Bay's first roadside wellness centre is officially opened.

2009:

- Walvis Bay Corridors reaching highest volumes yet carrying more than 55,000 tonnes.
- 3 days transit time achieved to Zambia from the Port of Walvis Bay along the Walvis Bay-Ndola-Lubumbashi Development Corridor.
- New direct import service from the Middle East to Walvis Bay.

2010:

- The WBCG receives financial and technical assistance from the Embassy of Finland to conduct an economic benefit study along the Walvis Bay Corridors and to embark on a fact-finding mission to Finland.
- Conclusion of the official signing ceremony of the MoU between the DRC, Na-

mibia and Zambia on the Walvis Bay-Ndola-Lubumbashi Development Corridor Management Committee (WBNLDCMC).

- Largest consignment of 196 trucks were handled at the port of Walvis Bay, at one time, destined for Angola, Botswana, Zambia and Zimbabwe.

2011:

- WBCG & North Star Alliance opens second Roadside Wellness Centre at Roads Authority Weighbridge in Katima Mulilo.
- The WBCG won third place for its "Innovative partnership in Service Delivery" at the CPSI All Africa Public Service Innovation Awards.



WBCG CEO is congratulated by WBCG Board Chairman and the Permanent Secretary of Works and Transport on winning the Africa Transport Leader of the Year award in 2016.

2012:

- The construction of the Divundu Bridge completed which included the widening and strengthening of the bridge.
- The WBCG launches its branch office in Lubumbashi, DRC and in Sao Paulo, Brazil.

2013:

- Record volumes increase by more than 54% during the past financial year.
- Vehicle imports via Walvis Bay generates more than N\$150 million for Namibia.
- The Society for Family Health joins hands with the WBCG Wellness Service with financial assistance to the value of N\$1.3 million.
- Vehicle imports for Zimbabwe via Walvis Bay generates more than P35 million for Botswana's Economy.
- The Government of Namibia prioritises the creation of a Logistics Hub in Namibia, as contained in the National Development Plan IV.

reducing the distance from 1,200 km to 800 km between Sesheke and the Copperbelt in Zambia.

- The Port of Walvis Bay and the African Development Bank (AfDB) officially sign a loan agreement of N\$3 billion to develop the Walvis Bay port expansion project.

2014:

- The WBCG sets new monthly record ever, averaging over 95,000 tonnes in February.
- The Embassy of Finland continues financial assistance to the WBCG to enhance SME transport operators transport and logistics skills.
- The WBCG Wellness Service reaches more than 7,497 mobile and key populations with its HIV testing service.

2015:

- The Logistics Hub Masterplan Study is completed and the draft report, titled 'The Project on Master Plan for Development of an International Logistics Hub for SADC Countries in the Republic of Namibia' is presented to Stakeholders. The Plan provides a detailed future image of the envisaged logistics and distribution hub in Namibia.
- WBCG celebrates 15 years in Logistics.

- The WBCG Wellness Service conducts the first ever Moonlight Testing of its kind in Namibia.
- The WBCG wins a silver at the Logistics Achiever Awards.
- The Road Development Agency of Zambia announces the construction of the Sesheke-Mulobezi-Kaomi-Copperbelt road

2016:

- WBNLDC member states signed tripartite agreement.
- WBCG is now part of the Federation of Clearing and Forwarding Association of Southern Africa steering committee.
- WBCG Wellness represented Civil Society Organizations of Namibia at PEPFAR Country Operational Plan Review in South Africa.
- WBCG CEO, Mr Johny Smith, was named Africa Transport Leader of the Year.
- Wellness testing in Omuwati reached record-breaking numbers.
- A successful Information Session was held in Zambia.
- WBCG played a role in eliminating restrictions on Heavy Motor Vehicles.
- Upgrades to Zambia's Western Corridor Commenced.
- AIDEX Africa was impressed with the WBCG Wellness model after WBCG was the only Namibian company selected to represent at the event.



WBCG introduces Brazil businessmen to Namibian Logistics stakeholders in Walvis Bay.

- Namibia hosted the Western Corridors Clusters meeting.
- Truck consignment of 109 units passed through the Port of Walvis Bay by December.
- WBCG Wellness and the Ministry of Health and Social Services sign Memorandum of Understanding (MoU).
- WBCG Wellness awarded the Namibia HIV/AIDS Hero Awards for company most active in the HIV fight in the Private Sector.
- Brazilian company to invest in Namibia allowing for an increase in the volumes of cargo on the international corridor between Brazil and Walvis Bay.



The Namibian Logistics Industry gather at the Annual Transport and Logistics Workshop.

2017:

- WBCG selected to host the African Corridor Management Alliance, established to stimulate Economic Development.
- WBCG Wellness Clinics now offer free Anti-Retroviral Treatment.
- Afreximbank; WBCG's latest strategic partner.
- WBCG Wellness service presents a research abstract on mobile populations at the first Namibia National HIV/AIDS conference in Swakopmund.
- WBCG receives new roadside clinics.
- WBCG Chairman and CEO selected to serve as National Planning Commissioners.
- WBCG invested in capacity building for logistics industry.
- Namibia elated by One-Stop Border Post Bill pass.
- Walvis Bay corridors handles more copper from DRC.
- WBCG Wellness Service awarded as the Best Private Sector organization implementing HIV/AIDS and Wellness Programmes in Namibia.

- WBCG Logistics Manager appointed to Roads Authority Board
- Walvis Bay Port receives 1 000 tonnes of Ammonium Nitrate for Husab Mine
- Pan African Parliament seeks WBCG perspective
- The WBCG Wellness Project successfully implemented the "User Pay Fee Model". The project is currently 70% self-sustainable.
- Awarded as the Best Private Sector organization implementing HIV/AIDS and Wellness Programmes in Namibia.
- Walvis Bay Corridors see an increase in cargo volumes with Zambia increasing by 15% and Malawi increasing by 50%.



NAMPORT MEGA PROJECT

Port of Walvis Bay, new Container Terminal

NEW CONTAINER TERMINAL

To support the growth and performance of Namibia's economy, Namport has to continually upgrade and expand. This is why the new container on reclaimed land project was implemented in the Port of Walvis Bay. This project will expand not only the Container handling capacity in the Port of Walvis Bay, but also that of non-containerized cargo such as dry-bulk and break-bulk. The project will cater for containerized cargo handling capacity well into the next decade. The Port of Walvis Bay is ideally located to accelerate the growth of Namibia and the SADC region as a whole by providing a gateway to the region, thus serving as a Logistics Hub.

- The new Container Terminal project is valued at N\$ 4 Billion.
- A N\$ 3 Billion loan from the African Development Bank was received in November 2013.
- The ground-breaking ceremony for the project took place on 19 May 2014 and was officiated by His Excellency the former Head of State, President Pohamba.
- The main contractor is China Harbour Engineering Company Ltd.
- The reclamation process involves dredging and reclaiming 40 hectares of new land from the bay.
- The project will increase the current TEU capacity from 350,000 TEU's to 750,000 TEU's per annum.
- It will have 600m of new quay wall length with a water depth of 16m below chart datum.
- The overall project progress to date stands at 64%, as at July 2017.



02 NAMIBIAN PORTS AUTHORITY



The Namibian Ports Authority (Namp-ort), is a state-owned corporation which manages and controls both the Port of Walvis Bay and the Port of Lüderitz.

The Namibian Ports Authority Act 1994 (No. 2 of 1994) provided for the establishment of a national port authority. The Port Authority was set up in 1994, following the integration of Walvis Bay into an independent Namibia.

Namport's key roles are to:

- develop the ports for future demand;
- contribute to the competitiveness of the SADC region's trade through the efficient, reliable and cost-effective supply of port services;
- facilitate economic growth in Namibia by enabling regional development and cross border trade;
- promote the Ports of Walvis Bay and Lüderitz as preferred routes for sea-borne trade between SADC, Europe and the Americas;

- assist with developing cross-border trade, as the founding architects of the Walvis Bay Corridor Group
- minimise the impact of port operations on the natural environment by applying International Organisation for Standardisation ISO 14001, and
- uplift and support the communities in which we operate.

The Port of Walvis Bay

The Port of Walvis Bay is a natural gateway for international trade to and from the SADC region to Europe, the Americas and the Far East. Namport's strategic goal is to consolidate the Port of Walvis Bay as a regional gateway and on increasing its role of becoming a hub port for transit and transshipment cargo, serving as a reliable and efficient interface for imports and exports within SADC, and to and from

the west coast of Africa, and the other Sub-Saharan African countries.

Through the Walvis Bay Corridors, the infrastructure and location of the port makes it suitable to serve SADC import- and export-bound sea-borne cargo. As such, the port provides a cost-effective alternative to those in South Africa, which operate at maximum capacity, and whose turnaround times on cargo handling are dependent on weather conditions. The Port of Walvis Bay is one of Africa's most efficient and best equipped, with the capacity to handle more than 8 million tonnes of cargo. The port is linked to Namibia's air, rail, and road network, making it ideally placed to service landlocked countries in southern Africa, especially through the arteries of the Walvis Bay Corridors.

The harbour consists of two sections: the commercial harbour, which is managed by Namport, and the fishing harbour, which is owned by the fishing industry. The commercial harbour offers a range of terminal facilities that can

handle bulk, containerised, frozen and dry cargo.

Namport continues to invest in port infrastructure to ensure Namibia is geared for future growth opportunities and Namport attains its vision of being the best performing world-class hub seaport in Africa. Currently under construction at the Port of Walvis Bay, the New Container Terminal Project is one such megaproject that will increase the container capacity from 400,000 TEUs to 750,000 TEUs per annum. The terminal is scheduled for completion in 2019.

The first phase of the northern development located 5 km north of the current Port of Walvis Bay is also currently underway. This development will form a critical part of the Namibian Logistics Hub, which will position Walvis Bay as a major gateway to landlocked countries in SADC.

Key benefits of using the Port of Walvis Bay:

- the Port of Walvis Bay is strategically located half-way down the Namibian coast with direct access to principle shipping routes;
- the Port is the regional hub for central and southern Africa;
- the Port is secure, congestion free, efficient and of world class standard;
- turnaround times for off-loading vessels vary from 12 for 15 hours for container vessels; 24 to 48 hours for bulk vessels, depending on tonnage and shipment; and between 18 and 20 hours for break-bulk vessels

- the Port boasts developed-world infrastructure and equipment, enabling the safe and reliable handling of cargo;
- maximum security measures and procedures are in place, including Close Circuit TV cameras;
- the Port is International Ship and Port Facility Security code compliant
- there are no delays because of weather conditions as the Port experiences temperate weather throughout the year;
- the Port offers a thriving Syncrolift ship repair facility;

- to these facilities Namp-ort has added a floating dry dock that can lift vessels up to 150 meters in length with a 25-m beam and displacing 8,500 metric tonnes; and
- Namport continuously develops and improve its equipment and services.



The Port of Lüderitz
 Namport has invested in major developments of the harbour to handle larger vessels and more traffic. Anglo American's investment in the town has additionally expanded the business environment through the development of the Skorpion Zinc Mine at nearby Rosh Pinah. Traditionally, Lüderitz has been a fishing port serving the needs of the Namibian fishing industry at a national level. More recently, the port started catering for the needs of the offshore diamond industry. Lüderitz has the potential to serve as an important gateway and logistics base for various

mineral operations as well as the petroleum industry. This port has also become increasingly important for the agricultural sector, with the potential of grapes being exported from Aussenkehr in southern Namibia and the Northern Cape Province in South Africa. Namport is looking into the future to develop the Port of Lüderitz as a gateway to southern Namibia and the Northern Cape Province of South Africa. This export and import potential in SADC is supported by the Trans-Oranje Corridor, which, by way of a rail network, links the Port of Lüderitz with the rest of Namibia

as well as with the Northern Cape Province in South Africa.

Key Benefits of using the Port of Lüderitz:

- the port's strategic location makes it an important base for the fishing, mining, the offshore diamond mining industries;
- the port is also an essential shore base for oil and gas drilling operations off the southern coast;
- excellent logistical services and links to other towns in Namibia and South Africa are offered;
- the port develops its infrastructure to suit the clients' needs;
- a 500 m quay provides

cargo handling and container facilities for imports and exporters, while a mobile harbour crane can handle containers and break-bulk cargo of up to 64 tonnes;

- two additional 25 tonne Grove mobile cranes deal with smaller volumes of break-bulk cargo at the 500-m quay.

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Walvis Bay (pop. 90,000*)

Geography and location

Walvis Bay is geographically and internationally well situated. Located on the southwest coast of Africa (central coast of Namibia) along the Atlantic Ocean, the city is about 700 nautical miles from Cape Town, South Africa and 900 nautical miles from Luanda, Angola. The harbour city is well protected by the Pelican Peninsular with a desert climate and has great potential for expansion and growth. The expansive Walvis Bay Municipal area covers 1,124km² which includes some 60km of coastline. It is situated on the edge of the dynamic Namib Desert, which is the world's oldest desert.

Walvis Bay

Namibia's industrial Hub - countless investment opportunities await

Climate

Walvis Bay enjoys a near-perfect climate thanks to the cold Benguella Current, which creates temperate conditions all year round and an obvious attractive choice for entrepreneurs, residents and tourists alike. Relative humidity is approximately 80% and rainfall is less than 20mm per annum. The city is surrounded by expansive and dynamic desert sands and regarded as friendly and appealing to the visitor.

Tourism

In order to diversify the economic base, the local authority and tourism establishments have joined forces to promote the city's tourist attractions. The success of this drive is illustrated in the fact that occupation figures at accommodation establishments range between 70% and 80% throughout the year. Tourism is active in the areas of:

- Dune 4x4 tours
- Catamaran sunset cruises
- Exclusive Dolphin & Seal tours
- Dune 7 challenge
- Balloon rides
- Angling trips
- Dune sand boarding
- Sandwich Harbour tours
- Desert/Skeleton Coast charter flights

- Historic Kuiseb Delta tours
- Dune quadbiking
- Topnaar/Narra tours

Fishing industry

Traditionally, the economy of Walvis Bay has been based on the fishing industry, which is still the biggest employer of up to 13,000 people. Employment is dependent on the quotas allocated annually. The main species harvested are hake, horse mackerel and pilchard, whilst other species such as rock lobster, anchovy, tuna and sole also contribute to this sector.

Commercial port and fishing harbour

The Walvis Bay world class deep-sea port ensures that Regional and SADC countries gain access to world markets, and acts as a hub port to the West Coast of Africa. It offers extensive services with a range of terminal facilities for containers, bulk and break bulk including frozen and dry cargo. Focus commodities are in the form of containers, bulk and break bulk goods and activities aligned to international ISPS, ISO 14001/9001 and OHSAS standards. The adjoining fishing harbour is the hub of the Namibian fishing industry where factories operate and can their catches. The construction

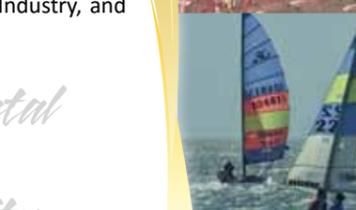
of a new container terminal for the existing commercial port is nearing completion, while the first phase of a new commercial port between the Kuisebmond and Afrodite Beach areas is under way.

Other important areas of the local economy include Transport & Logistics, various types of Mining (particularly salt and granite), Ship Repair Industry, and Aquaculture.

Environmental and Social Responsibility

Walvis Bay's remarkable progress has been the result of careful and responsible planning by the local authority and the business community, which includes the application of international best practices of protecting natural resources and upholding social responsibility.

*Population projections based on the most recent surveys commissioned by the Municipality of Walvis Bay.



Municipality of Walvis Bay

Tel: +264 64 201 3111 Fax: +264 64 205 590 Email: pr@walvisbaycc.org.na



03 TRANS KALAHARI CORRIDOR



The Trans Kalahari Corridor (TKC) was jointly built by the Namibian and Botswana Governments in the 1990s with an initial investment of approximately N\$850 million, and was officially opened in 1998.

The Trans Kalahari Corridor is a tripartite trans-boundary Corridor Management Institution that was established with a vision to pursue or contribute towards deeper regional integration programmes. The Corridor

stretches over 1,900 km along Walvis Bay-Windhoek-Gaborone-Johannesburg/Pretoria. It is supported by a railway line from the Port of Walvis Bay to Gobabis (via Windhoek), where transhipment facilities are available,

and continues from Lobatse in Botswana.

This Corridor is known for providing a short transport link across the entire breadth of the South African Sub-continent. Compared to the traditional routes via southern Namibia to South Africa's Gauteng, the TKC cuts the distance by 400 kilometres, making it a preferred route and providing cost effective logistical advantages to users. The TKC is a strategic route-of-choice

that provides linkages between the Americas and East European markets into the southern African hinterland. The Trans Kalahari Corridor is complemented by the Maputo Corridor on the east coast of Africa, thus forming a transport corridor over the entire breadth of southern Africa. The Trans Kalahari Corridor Management Committee, a joint regional committee with rotatory chairmanship, was initiated and established by Namibia's Ministry of Works, Transport

“
The Committee's purpose is to simplify cross-border transactions and customs operations along the corridor.
”

and Communication in conjunction with the Botswana and South African Governments as well as private sector transport representatives.

The Committee's purpose is to simplify cross-border transactions and customs operations along the Corridor. Among the Committee's achievements is 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. This procedure is being rolled out to other corridors in the region.

Through their joint efforts, the committee members – Botswana, Namibia, and South Africa – signed a Memorandum of Understanding and established a Trans Kalahari Corridor Secretariat office. The Governments of Botswana, Namibia and South

Distance table

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

Transit table

Trans-Kalahari Corridor transit times	Travel time (days)	Customs clearance (days)	Total transit time (days)
Walvis Bay–Gaborone (Botswana) Day 1: Walvis Bay to Mamuno (1,000 km) Day 2: Mamuno to Gaborone (767 km)	2	30 min	2
Walvis Bay–Gauteng (South Africa) Day 1: Walvis Bay to Mamuno (1,000 km) Day 2: Mamuno to Gaborone (767 km)	2	30 min	2
Port of Walvis Bay stacking days (free storage days)	n/a	n/a	n/a

Africa, are committed to individually and collectively attain sustainable growth and development, implement the integrated and seamless movement of goods and persons on the Trans Kalahari Corridor – with a view to reduce transport costs and transit times and increase competitiveness.

Border post operating hours

Country	Border Post	Operating hours
Botswana	Mamuno	07:00–24:00
	Pioneers' Gate	07:00–24:00
Namibia	Buitepos	07:00–24:00
South Africa	Skilpadshek	07:00–24:00

For further details on the customs or transport documents required at each border post along the Trans-Kalahari Corridor, please contact the relevant office in the country concerned (see below).

CUSTOMS AND ROADS AUTHORITIES

NAMIBIA

Western Region

Walvis Bay
Tel.: +264 64 2086400
Fax: +264 64 2086450
e-mail: walvisbay@mof.gov.na

Central Region

Windhoek
Tel.: +264 61 2092421 / 2092422
Fax: +264 61 220013
e-mail: windhoekregional@mof.gov.na

Hosea Kutako International Airport

Tel.: +264 62 540079 / 540369
Fax: +264 62 540025
e-mail: hoseakutako@mof.gov.na

Eastern Region

Trans-Kalahari Border
Tel.: +264 62 560401
Fax: +264 62 560418
e-mail: transkalahari@mof.gov.na

Ministry of Works, Transport and Communication (MWTC)

Department of Transport:
Director of Transport
Tel.: +264 61 2088624
Fax: +264 61 2088441
Email: tngaruka@mwtc.gov.na

Roads Authority (RA)

Weighbridges Division
Windhoek
Tel.: +264 61 2847009
Fax: +264 61 2847013

Walvis Bay
Tel.: +264 64 209667
Fax: +264 61 209610
Email: joell@ra.org.na

Brakwater
Tel.: +264 61 213995
Fax: +264 61 218253

Gobabis
Tel.: +264 62 564676/563043
Fax: +264 62 564675

Permits Division
Tel.: +264 61 2847000

BOTSWANA

Botswana Unified Revenue Service

Customs Commissioner
Tel.: +267 3639503
Email: cpapadi@burs.org.bw

Ministry of Transport & Communications

Department of Road Transport and Safety
Transport Promotion and Control Division
Principal Transport Officer
Tel.: +267 3905422 / 3688648
Email: lmonokwane@gov.bw

Vehicle Registration and Licensing Division

Principal Transport Officer
Tel.: +267 3905422 / 3688648

Road Safety Division

Principal Traffic Safety Officer
Tel.: +267 3905422

Weighbridges are situated in the following towns:

Dibete, Francistown, Kazangula, Manuno, Ngoma,

Pioneer, Ramathlabama, Ramokgwebane, Sehitwa, Serule Martin's Drift, and Tlokweng.

URL: www.transport.gov.bw or www.roads.gov.bw

SOUTH AFRICA

South African Revenue Service

Deputy Chief Operations Officer: Regional Coordination
Tel.: +27 12 4224447 / +27 12 4225069
Fax: +27 12 4529669

Ministry of Transport

National Department of Transport: Infrastructure Planning
Tel.: +27 12 3093120 / 3093480
Fax: +27 12 3093471

Information on weighbridges in South Africa can be obtained from the Ministry of Transport.

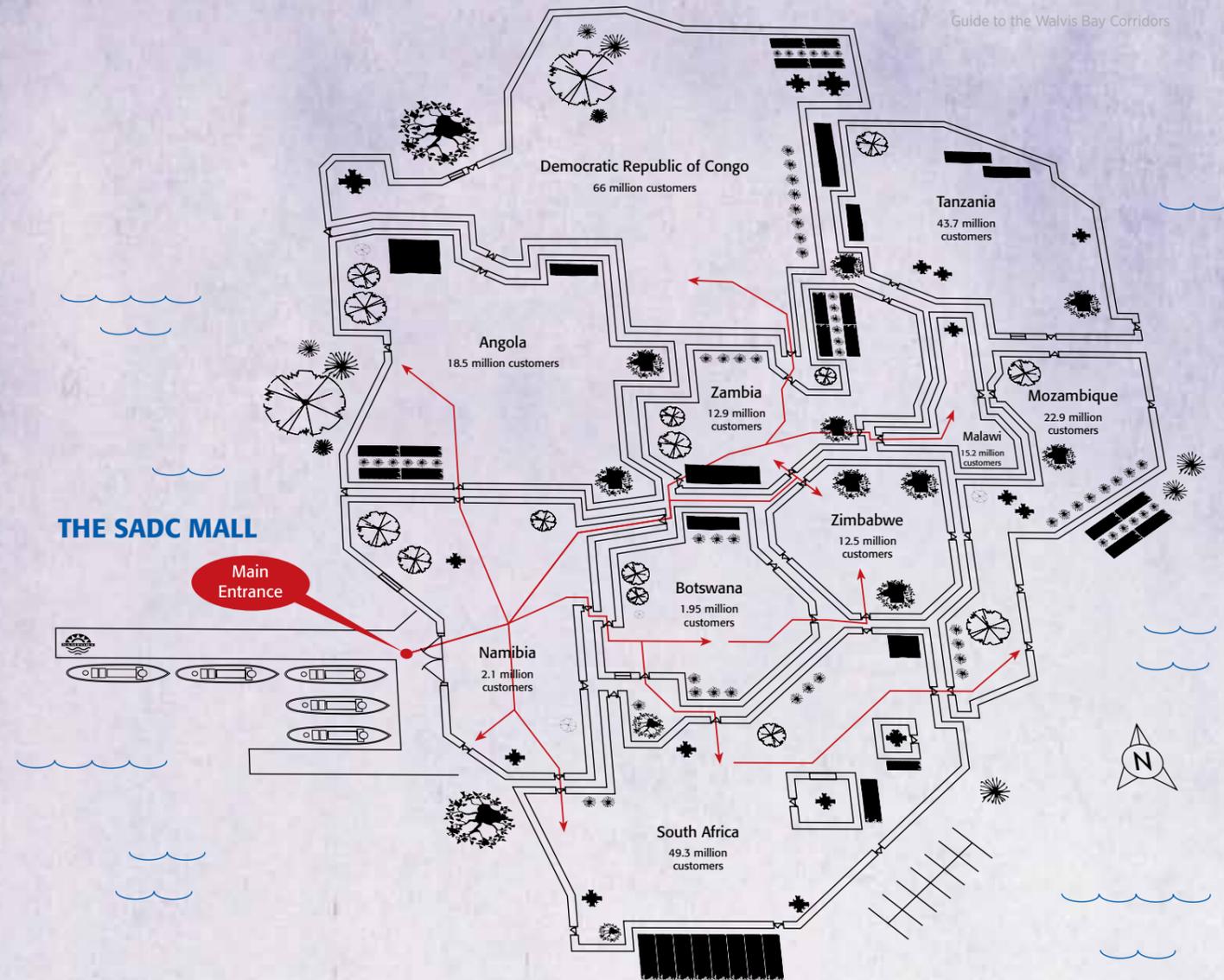
ZIMBABWE

Ministry of Transport & Infrastructural Development

Customs & Roads Authorities
Head Office
+263 (04) 7588915 / 790813 / 790814
Beitbridge Border Post
+263 (0)286 22529

The Development of Transportation Management
Tel: +263 (04) 7009919

Department of Roads
+263 (04) 7006939



Africa's biggest shopping mall.

Welcome to the Southern

African Development Community (SADC), one of the largest emerging markets in the world, with over 330 million consumers and a GDP in excess of US\$500 000 billion. Through strategic partnerships, we can give you the logistical solutions to gain access into this lucrative market via the Port of Walvis Bay, the obvious hub for trade between Southern Africa and the rest of the world.

Contact us today to discover how easy it is to gain trade access to Africa's most lucrative and rapidly expanding market - the SADC shopping mall.

WBCG Head Office
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E. bdm@wbcg.co.za

WBCG Zambia
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WBCG Brazil
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WALVIS BAY
CORRIDOR
GROUP

www.wbcg.com.na

04

WALVIS BAY-NDOLA-LUBUMBASHI DEVELOPMENT CORRIDOR



The Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) links the Port of Walvis Bay with Zambia, the southern Democratic Republic of Congo (DRC) and Zimbabwe.

The Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) links the Port of Walvis Bay with Zambia, the southern Democratic Republic of Congo (DRC) and Zimbabwe. This corridor also connects via Zambia into Malawi and

Tanzania. The Corridor runs via the former Caprivi Strip in north-eastern Namibia and enters Zambia via the Katima Mulilo bridge, which was completed in 2004. This development added to the existing WBNLDC, which was officially opened in 1999, re-

sulting in the completion of the WBNLDC Corridor. The corridor stretches over 2,500 km, and is supported by a railway line between Walvis Bay and Grootfontein, where transshipment facilities are available. The railway line resumes in Livingstone, Zambia.

The WBNLDC highway was officially opened in 1999. In May 2004, the bridge over the Zambezi River at Katima Mulilo (Namibia) and Sesheke (Zambia) was com-

pleted, which further developed what has now become the WBNLDC.

Through an initiative by the DRC, Namibian and Zambian Governments, the Walvis Bay-Ndola-Lubumbashi Development Committee was set up in partnership with the private sector. The WBNLDC Cluster Committee was initiated by the Namibian and Zambian Governments in 2005 and supported by UNCTAD's Capacity-building Programme on Transport

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The Corridor runs via the former Caprivi Strip in north-eastern Namibia and enters Zambia via the Katima Mulilo bridge.

”

and Trade Facilitation for Landlocked and Transit Developing Countries. An MoU was signed in March 2010 to focus on developing this corridor in terms of business development, trade facilitation and spatial development initiatives. This committee identifies and harmonises cross-border standards and addresses bottlenecks to trade between the corridor member countries.

UNCTAD's Capacity-building Programme, identified the WBNLDC as a model corridor in Africa, and supported the development of the Corridor's Cluster Committee. The latter comprises of public and private transport representatives, who meet twice a year to address corridor issues. The Committee aims to replicate the Trans Kalahari

Distance table

Country	Location	Distance from Walvis Bay	Transit time*
DRC	Lubumbashi	2,690 km	4-5 days
Namibia	Grootfontein	598 km	1 day
	Katima Mulilo	1,354 km	2 days
	Windhoek	384 km	1 day
Zambia	Livingstone	1,565 km	3 days
	Lusaka	2,050 km	4-5 days
	Ndola	2,395 km	4-5 days
Zimbabwe	Harare	1,890 km	4 days
	Bulawayo	2,515 km	4 days

* Transit times are approximate and depend on types of loads, clearance times and border post operating hours.

Border post operating hours

Country	Border Post	Average clearance days	Operating hours
Namibia	Port of Walvis Bay	3 days	08:00-17:00
Namibia/Zambia	Katima Mulilo/Sesheke	2 hours (Final clearance) 30 minutes (Report order)	06:00-18:00
Zambia	Livingstone	2 days (Final clearance)	08:00-17:00
	Lusaka	2 days (Final clearance)	08:00-17:00

Corridor cross-border facilitation programme for the Walvis Bay-Ndola-Lubumbashi Development Corridor.

For further details on the customs or transport documents required at each border post along the WBNLDC, please contact the relevant office in the country concerned.

CUSTOMS AND ROADS AUTHORITIES

NAMIBIA

Tel.: +264 66 253222

Fax: +264 66 253222

e-mail: ngoma@mof.gov.na

Western Region

Walvis Bay

Tel.: +264 64 2086400

Fax: +264 64 2086450

e-mail: walvisbay@mof.gov.na

Central Region

Windhoek

Tel.: +264 61 2092421 / 2092422

Fax: +264 61 220013

e-mail: windhoekregional@mof.gov.na

North-eastern Region

Katima Mulilo

Walvis Bay

Tel.: +264 64 209667

Fax: +264 61 209610

Email: joell@ra.org.na

Ministry of Works and Transport (MoWT)

Department of Transport:

Director of Transport

Tel.: +264 61 2088624

Fax: +264 61 2088441

Email: tngaruka@mwtc.gov.na

na

Roads Authority

Weighbridges Division

Windhoek

Tel.: +264 61 2847009

Fax: +264 61 2847013

Grootfontein

Tel.: +264 67 242107

Katima Mulilo

Tel.: +264 66 254702 / 254703

/ 252775

Department of Permits

Tel.: +264 61 2847000

ZAMBIA

Zambia Revenue Authority (ZRA)

Commissioner: Customs and Excise

Tel.: +260 211 229214 / 228414

Fax: +260 211 226139

Roads Development Agency

Axle Load Control Project

Projects Manager

Tel.: +260 211 253088

Fax: +260 211 253404

Weighbridges are situated in the following locations:

Livingstone, Kafue and Lusaka (a mobile ZRA unit operates on the 65-km stretch between Kafue and Lusaka, and conducts random inspections on trucks travelling this route).

Coastal Imports & Exports
WALVIS BAY

Customs Clearing Agents
Specialising in customs clearing for goods arriving in Namibia via air, road or sea. Customs clearing at all borders. Bond coverage available for goods in-transit to neighbouring countries or vessels.

CONTACT:
Tel: +264-64-204619 Email: cie@coastalimp.com
Fax: +264-64-205017 www.coastalimports.com.na

Africa Union Cargo is the Investor, Operator and Facilitator of the Zambia Dry Port within the Port of Walvis Bay.

There are several key goals in setting up the Zambia Dry Port, which Africa Union Cargo (AUC) is committed to supporting. This initiative represents an opportunity for Zambia to diversify from its traditional dependence on the ports of Dar-as-Salaam and Durban, and make use of a west coast port that is closer to the European and American customers and suppliers. It is intended that the facility will lead to increased flows of cargo through Walvis Bay Port, which will lead to the expansion of port activity and the stimulation of the local economy. It is also important to note that although the facility is referred to as the "Zambia Dry Port", it has the potential to deliver the benefits of route diversity to other central African Countries – Focusing on handling import and export cargo mainly for landlocked countries around the Trans-Caprivi Corridor (Zambia, DRC, Zimbabwe, Namibia, Botswana and Angola).

It is our mission to offer the highest standards of service at affordable rates, ensuring that all cargo and commodities reach their destinations quickly and safely.

AUC SERVICES OFFERED:

Our services include overall logistics services, electronic information systems, transport, clearing & forwarding inbound and outbound. Customs inspection, ships agency services and port charges.

In 2017 & 2018 we have taken on the role to heavily promote the Walvis Bay Corridor, the Port of Walvis Bay and the Zambia Dry Port as the best, safest, most affordable and most efficient route for all companies in the DRC and Zambia to consider for the transport of their cargo and commodities. We stand by this and we hope to see a rise in those countries cargo being transported via the Zambia Dry Port and the Port of Walvis Bay in the coming years.

Contact us for more information on how we can find the best logistics and transport solution for your cargo and commodities.

Africa Union Cargo
Zambia Dry Port 1

Sales & Marketing Manager
Traolach Moylan

T: +264 (0)64 272930
F: +264 (0)64 202 267
C: +264 (0)81 156 1955

E:marketing@
africaunioncargo.com

We are a not only a 'HUB' to Africa but a 'HUB' to the World.



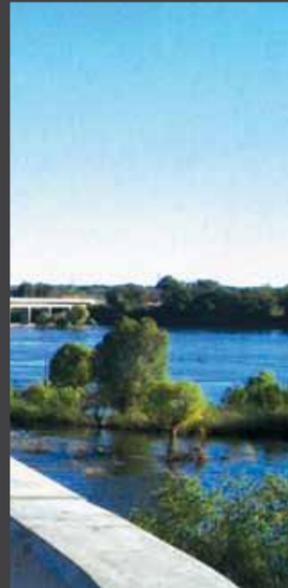
AFRICA UNION CARGO (AUC) (PTY) LTD OFFERS THE FOLLOWING COMPREHENSIVE SERVICES:

Our Services includes overall logistics services, electronic information systems, transport, clearing & forwarding inbound and outbound. Customs inspection, ships agency services and port charges. (See full list of services below):

- Containerised Cargo Facility
- Seventy Two (72) Reefer Storage and Plug-In Services
- Trans Loading, Stuffing, Cross Packing
- Wash Bay Facility
- Pre-Trip Inspection (PTI)
- Reefer Container Mechanical Maintenance (parts and services)
- GP Container Cleaning Services
- Cargo Handling and Storage Services
- Renting of Reach Stacker and Forklift *
- Provide Transport/Haulage of empty containers to preferred shipping agency depot
- Distribution Services
- Consolidation Cargo
- Vehicle Storage & Customs Clearance
- Bulk Cargo Services
- Clearing and Forwarding Services
- Bonded Warehousing
- Inbound & Outbound Services

* T's & C's Apply

05 TRANS-CUNENE CORRIDOR



The Trans-Cunene corridor links the Port of Walvis Bay with southern Angola up to Lubango, over a distance of 1,600 km.

In May 1997, the Republic of Namibia and the Republic of Angola formally agreed to create the Trans-Cunene corridor as a means of opening northern Namibia and southern Angola to economic development opportunities.

The Corridor road infrastructure is supported by the northern railway line, which presently extends from the Port of Walvis Bay to Oshikango. A further extension of the rail line across the Angolan border is planned, where Angola

will extend their rail line to connect to this line.

The Angolan Government is in progress with road rehabilitations nationwide, which include the Santa Clara – Lubango leg, as well as the Lubango – Lobito leg which extends the Trans-Cunene Corridor up to Luanda.

Distance table

Country	Location	Distance from Walvis Bay	Transit time
Angola	Lubango	1,551 km	4 days
Namibia	Tsumeb	575 km	1 day
	Windhoek	384 km	1 day
	Oshikango	892 km	2 days

Border post operating hours

Country	Border Post	Operating hours
Namibia/Angola	Oshikango/Santa Clara	08:00–17:00

Truck drivers are advised to arrive at the border post before 16:00 to ensure timely clearance.

For further details on the customs or transport documents required at each border post along the Trans-Cunene Corridor, please contact the relevant office in the country concerned (see below).

CUSTOMS AND ROADS AUTHORITIES

NAMIBIA

Western Region

Walvis Bay
Tel.: +264 64 2086400
Fax: +264 64 2086450
e-mail: walvisbay@mof.gov.na

Central Region

Windhoek
Tel.: +264 61 2092421 / 2092422
Fax: +264 61 220013
e-mail: windhoekregional@mof.gov.na

Northern Region

Oshakati
Tel.: +264 65 229705
Fax: +264 65 221190

Oshikango Border Post

Tel.: +264 65 264613 / 264623

URL: www.mof.gov.na

e-mail: informationcentre@mof.gov.na

Ministry of Works and Transport (MoWT)

Department of Transport:
Director of Transport

Tel.: +264 61 2088624

Fax: +264 61 2088441

Email: tngaruka@mwtc.gov.na

Roads Authority (RA)

Weighbridges Division
Windhoek

Tel.: +264 61 2847009

Fax: +264 61 2847013

Walvis Bay

Tel.: +264 64 209667

Fax: +264 61 209610

Email: joell@ra.org.na

Tsumeb

Tel.: +264 67 222592

Fax: +264 67 209610

Permits Division

Tel.: +264 61 2847000

ANGOLA

Ministry of Transport

Tel.: +244 222 311581 / 311303

Fax: +244 222 311582

“

The Corridor road infrastructure is supported by the northern railway line, which presently extends from the Port of Walvis Bay to Oshikango.

”

06 TRANS-ORANJE CORRIDOR



The Trans-Oranje Corridor (previously known as the Southern Extension) is a tarred road linking the Ports of Walvis Bay and Lüderitz with the Northern Cape Province of South Africa.

The corridor is complemented by a railway line from the Port of Lüderitz extending southwards to the Northern Cape Province via Upington. Construction on the 40-km railway line extension be-

tween Aus and Lüderitz was completed and reopened in 2017, thus providing a rail link from the Port of Lüderitz to southern Namibia as well as the Northern Cape market in South Africa.

Distance table

Country	Location	Distance from the Port of Lüderitz	Transit time
Namibia	Keetmanshoop	353 km	1 day
	Windhoek	862 km	1 day
South Africa	Johannesburg	1,678 km	2-3 days
	Upington	863 km	2 days

Border post operating hours

Country	Border Post	Operating hours	Type of load
Namibia	Ariamsvlei	24 hours	Normal
South Africa	Upington	06:00-22:00	Normal
Namibia	Noordoewer	24 hours	Normal
South Africa	Violsdrif	06:00-22:00	Normal

Truck drivers are advised to arrive at the border post before 16:00 to ensure timely clearance. For further details on the customs or transport documents required at each border post along the Trans-Cunene Corridor, please contact the relevant office in the country concerned (see below).

CUSTOMS AND ROADS AUTHORITIES

NAMIBIA

Southern Region

Keetmanshoop
Tel.: +264 63 222749
Fax: +264 63 223043
email: keetmanshoop@mof.gov.na

Noordoewer

Tel.: +264 63 297147 / 297148
Fax: +264 63 297138
email: noordoewer@mof.gov.na

Ariamsvlei

Tel.: +264 63 280023 / 280024
Fax: +264 63 280020
email: ariamsvlei@mof.gov.na

Ministry of Works and Transport (MoWT)

Department of Transport:
Director of Transport
Tel.: +264 61 2088624
Fax: +264 61 2088441
Email: tngaruka@mwtc.gov.na

Roads Authority

Weighbridges Division

Keetmanshoop
Tel.: +264 63 221550 / 221576
Fax: +264 63 221570

Karasburg

Tel.: +264 63 270740 / 270741
Fax: +264 63 270742

Permits Division

Tel.: +264 61 2847000
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e-mail: informationcentre@mof.gov.na

SOUTH AFRICA

South African Revenue Services
Deputy Chief Operations Officer: Regional Coordination
Tel.: +27 12 4224447 / 4225069
Fax: +27 12 4529669

Ministry of Transport National Department of Transport: Infrastructure Planning
Tel.: +27 12 3093120 / 3093480
Fax: +27 12 3093471

“
The Corridor is complemented by a railway line from the Port of Lüderitz extending southwards to the Northern Cape Province via Upington.
”

07 GENERAL INFORMATION ON THE CORRIDORS

The following information regarding customs documentation, port operating hours, railway stations, container depots, operating hours, and shipping lines and routes is general and relevant to each of the corridors.

Customs documentation and paperwork

Apart from the regulations that govern plans, products and certain commodities (import-restricted goods), customs officials ensure fast clearance of shipments at the Corridor border posts. Authorities are committed to facilitating corridor traffic. Transit documents are processed on the Automated System of Customs Documentation (ASYCUDA WORLD) via electronic data input, which accelerates the process. The ASYCUDA WORLD system currently operates on the Walvis Bay-Ndola-Lubumbashi Development Corridor, Trans-Cunene, Trans Kalahari and Trans-Oranje Corridors. As a result, border processing and clearance of documents at these corridors are faster and simpler.

For further information on documentation requirements, please consult the relevant customs authorities along each Corridor.

Customs and transport information

Namibia has introduced ASYCUDA WORLD at all its border posts. Thus, if a goods declaration/entry is complete and correct, Customs will release the consignment as follows:

- Within 5 working hours for declarations processed through the ASYCUDA WORLD system;
- Within 16 working hours for manually processed entries or entries selected for additional documentary checks, whether automated or manual;
- Within 24 working hours for declarations selected for documentary checks, and for any goods stopped for physical examination;
- Within 2 working hours for goods/entries processed through the Direct Trader Input (DTI) facility; and
- An official receipt will be issued immediately for any payment received.

For additional information on customs in Namibia, consult the Ministry of Finance website at www.mof.gov.na or e-mail them at informationcentre@mof.gov.na.

PORT AND RAILWAY INFORMATION

Ports

Port of Walvis Bay and Port of Lüderitz

Operating hours

Marine Services

Mondays to Fridays
06:00-12:00*
13:00-17:00*
Saturdays
06:00-12:00*

Cargo Services

Mondays to Fridays
07:00-12:00*
13:00-17:00*
Saturdays
06:00-12:00*

Comments:

- Port Control operates on a 24-hour basis.
- Container vessels are handled on a 24-hour basis.
- Any other vessels will be handled beyond the normal working hours if so requested.

RAILWAY STATIONS

Operating hours

Port of Walvis Bay Railway Head
Mondays to Fridays
07:30-13:00
14:00-17:00
Saturdays
07:30-10:00

Windhoek Container Depot

Mondays to Fridays
06:30-18:00

Comments:

By special arrangement with the Depot Supervisor, the Depot can open on Saturday

Windhoek Station

Mondays to Fridays
07:30-13:00*
14:00-17:00*

“ Namibia has introduced ASYCUDA WORLD at all its border posts. Thus, if a goods declaration/entry is complete and correct, Customs will release the consignment.

”

SHIPPING LINES AND ROUTES

At present, the Port of Walvis Bay is serviced by Maritime Carrier Shipping (MACS), Maersk/Safmarine, Canada State Africa Lines (CSAL), CMA-CGM, GAL Service, Maruba, Mitsui OSK Lines (MOL), MSC, NMT Shipping, UAL and Ocean Africa Container Lines.

These lines call at the Port of Walvis Bay as per the schedules on our website www.wbcg.com.na





COMPANY ADDRESSES

Africa Union Cargo (AUC) Zambia Dry Port Walvis Bay

Tel.: +264 64 272930
E-mail: marketing@africaunioncargo.com
www.africaunioncargo.com

Coastal Imports & Exports Walvis Bay

Tel.: +264 64 204619
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www.coastalimports.com.na

Container Liners Operators Forum (CLOF)

Tel.: +264 64 203 946/7
E-mail: dolphin@afol.com.na

Manica Group Namibia

Tel.: +264 64 2012911
E-mail: contact@manica.com.na
www.manica.com.na

Municipality of Walvis Bay

Tel.: +264 64 2013111
E-mail: pr@walvisbaycc.org.na
www.walvisbaycc.org.na

Namibia Investment Care

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www.mti.gov.na

Namibia Logistics Association (NLA)

Tel.: +264 61 411104
E-mail: ops@nla.org.na
www.nla.org.na

Namibia Chamber of Commerce (NCCI)

Tel.: +264 61 228809
E-mail: info@ncci.org.na
www.ncci.org.na

Namport

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www.namport.com

NMT Shipping

Tel.: +264 64 205300
E-mail: namibia@nmtshipping.com
www.nmtshipping.com

Road Fund Administration Namibia (RFA)

Tel.: +264 61 4333000
E-mail: info@rfanam.com.na
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Roads Authority Namibia (RA)

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www.ra.org.na

Sea Rail Botswana Botswana Dry Port

Tel.: +264 64 203434
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Trans Kalahari Corridor Secretariat (TKCS)

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SEA RAIL BOTSWANA (PTY) LTD BOTSWANA DRY PORT



DRY PORT SERVICES

The Botswana Dry Port in Walvis Bay, Namibia is open and handling both break-bulk and containerized cargo. The dry-port is built on 36,200 sqm of land adjacent to Namport in Walvis Bay, and offers the following services:

- Container Handling
- Vehicle Handling
- Break Bulk
- Warehousing
- Storage
- & Other valued added services

The Botswana Dry Port is the gateway to the West specially to markets in the Americas, Argentina, Brazil etc. for sourcing of goods, grains and material/equipment and machinery. Due to its proximity to the West, Namibia business community also stands to benefit from the following:

1. Reduced trucking costs
2. Handling fees that are very reasonable in the market
3. On-site offices for rental
4. Secure facility

Please try us when you have any consignment from the West.

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Sea-Rail Botswana is a subsidiary of Botswana Railways

TWO DECADES OF PORT EXCELLENCE

ROAD DISTANCE FROM PORT OF WALVIS BAY

LILONGWE 2780 KM
5-6 DAYS

LUMBUMBASHI 2388 KM
4-5 DAYS

HARARE 2287 KM
4 DAYS

LUSAKA 2087 KM
4-5 DAYS

JUHANNESBURG 1772 KM
2 DAYS

LIVINGSTONE 1565 KM
2 DAYS

DARBORNE 1498 KM
2 DAYS

UPINGTON 1204 KM
1 DAY



The Port of Walvis Bay is Namibia's largest commercial Port. It stands as a natural gateway for international trade and is strategically situated along the central coastal region of Namibia, offering direct access to principal shipping routes. The Port receives approximately 4,000 vessel calls per year, handling over 6 million tonnes of cargo. The container terminal accommodates ground slots for 3,875 containers with provision for 424 reefer container plug points, and a capacity to host 355,000 containers per annum.



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