



WALVIS BAY
CORRIDOR
G R O U P



ANNUAL REVIEW

01 APRIL 2020 -
31 MARCH 2021

21st
ANNIVERSARY
2000 - 2021

21 years of facilitating the
growth of the Logistics industry

ANNUAL REVIEW

21 years of facilitating
the growth of the
Logistics industry

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21 years of facilitating the growth of the Logistics industry



WALVIS BAY
CORRIDOR
G R O U P



INTRODUCTION

This year marks WBCG's transition into maturity, as a reputable corridor management institution, celebrating 21 years since the establishment of the company.

A true success story, the WBCG has become one of the key facilitating bodies in the Namibian economy, driving the agenda of the transport and logistics sector, as well as expanding the role of the sector to the Namibian economy and its people.

Since inception, the role of the WBCG has been to grow the cargo volumes on the Walvis Bay Corridors by promoting imports and exports through the Ports of Walvis Bay and Lüderitz for the Southern African region.

The past two decades, have been a journey of continuous improvement, growth and development for WBCG. The volumes through the ports of Walvis Bay and Lüderitz have grown from zero to over a million tonnes per annum during the past 21 years.

The institution has matured into a successful business by focusing on our stakeholders and their needs. Through various partnerships, engagements and activities, WBCG remains committed to deliver quality service to our members and the Namibian nation at large, as we continuously adapt to the changing business environment. The Walvis Bay Corridors are widely recognised to offer compelling value propositions, and demonstrated significant. To this end, we now cover the consumer market across the SADC region with our corridor network, and we will continue to do so for years to come.

Reducing transit time, removing bottlenecks and improving corridor efficiency through the PPP remains the cornerstone of the Corridor Group's strategy in order to reduce the cost of doing business in the SADC region. WBCG has established good working relationships over the years. Therefore, we would like to take this opportunity to thank all our stakeholders who made this possible, both from the public and private sector in Namibia as well as the SADC region.

As we enter into a new decade, we are optimistic about the future, as we continue to facilitate as well as promote transport and trade along our safe, secure, efficient and reliable corridors.

Yours in Trade Facilitation, Transportation and Logistics.

MBAHAPU HIPPY TJVIKUA
Chief Executive Officer of the
Walvis Bay Corridor Group

21st
ANNIVERSARY
2000 - 2021

Welcome to the WALVIS BAY CORRIDORS

Your secure connection to the world

1

Trans-Cunene
Corridor (TCuC)
Namibia, Angola

2

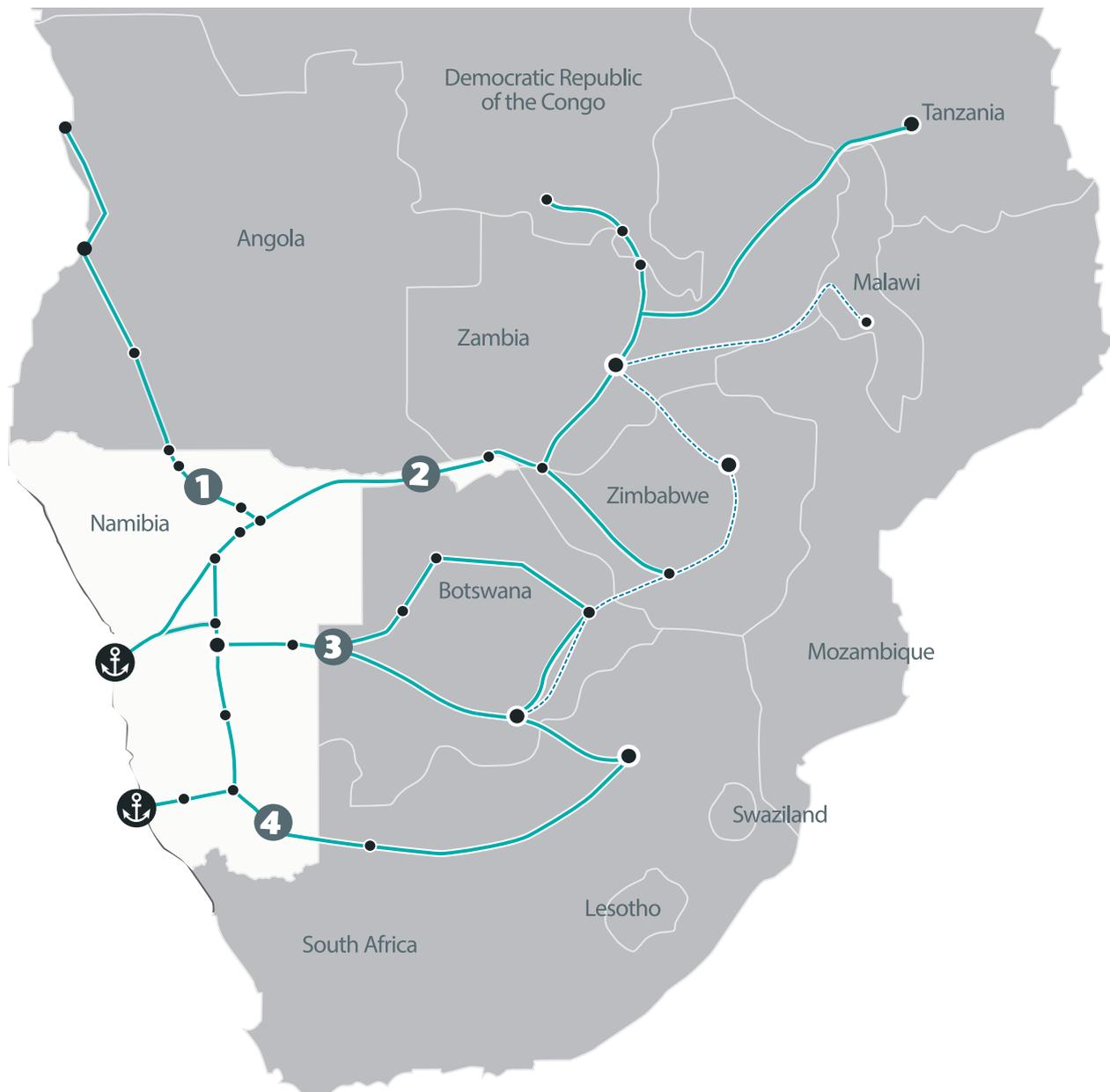
Walvis Bay-Ndola-
Lubumbashi
Development Corridor
(WBNLDC) Namibia,
DRC, Zambia,
Zimbabwe, Malawi

3

Trans Kalahari
Corridor (TKC)
Namibia,
Botswana, SA,
Zimbabwe

4

Trans-Oranje
Corridor (TOC)
Namibia,
South Africa



ABOUT US

The Walvis Bay Corridor Group (WBCG) is a public-private partnership established in 2000 to promote the utilisation of the Walvis Bay Corridors to the Port of Walvis Bay in the Republic of Namibia.

The corridors, serving the port, is a network of transport routes from the neighbouring SADC countries of South Africa, Botswana, Angola, Zimbabwe, Zambia, Democratic Republic of Congo and Malawi.

The corridors include:

- the Port of Walvis Bay,
- the Trans Kalahari, connecting Botswana and South Africa
- the Walvis Bay-Ndola-Lubumbashi
- Development Corridor (previously known as the Trans-Caprivi
- Corridor) connecting Zambia,
- Zimbabwe, Malawi and the
- Democratic Republic of Congo
- the Trans-Cunene connecting Angola
- the Trans-Oranje Corridor, connecting South Africa

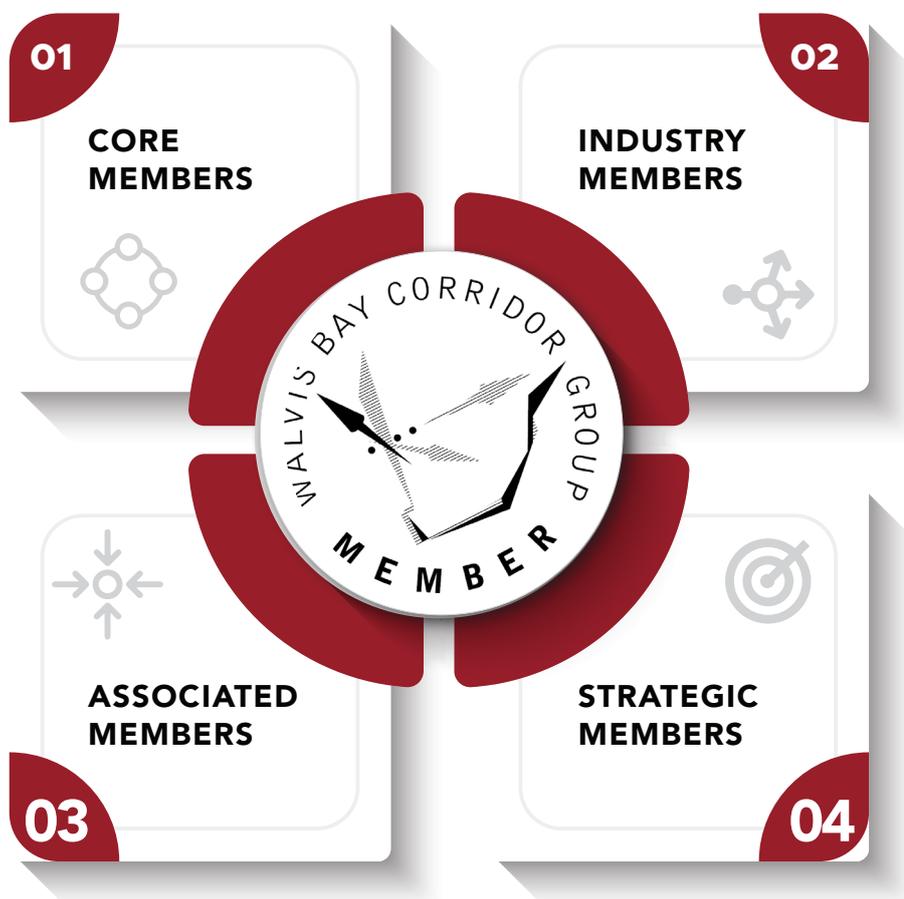
KEYS FACTS

- ✓ We are a Public Private Partnership (PPP)
- ✓ We facilitate corridor development
- ✓ We promote the Walvis Bay Corridors

The Walvis Bay Corridors are positioned to give the country a competitive edge as a transport hub for all regional and international trade between the Southern African Development Community (SADC), Europe, the America's and the rest of the world.

Through our world-class commercial port at Walvis Bay, international shipping connection and the added advantage of being a gateway to the west coast of Africa, Namibia plays an increasingly important role in trade, linking the global economic centres with close to 300 million consumers in southern Africa.

OUR MEMBERSHIP



CORE WBCG MEMBERS

The Walvis Bay Corridor Group (WBCG) is a Public Private Partnership, established as a section 21 Company, an Association not for Gain. The WBCG comprises of members from both the public and private sector, as listed below.

In Namibia, individual membership by the private sector is arranged under the umbrella of private sector organisations, namely the Namibia Logistics Association (NLA) and the Walvis Bay Port Users Association (WBPUA). These associations pay a round membership fee, as members of the WBCG. Private companies, who are interested in becoming a member of the WBCG, are encouraged to join one of these associations.

MEMBERS OF THE WALVIS BAY GROUP

Public sector members - SOEs



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 the 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, reliable 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



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 illuminates 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.

www.transnamib.com.na



Roads Authority

Roads Authority focuses on managing the national road network and on improving the standard 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

Public sector members - SOEs



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

Public sector members – Government



Ministry of Works and Transport

Ministry of Works and Transport, Department of Transport

The Ministry of Works and Transport is to develop sectorial 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 neighboring countries and further development of port infrastructure, amongst others.

www.mwt.gov.na



Republic of Namibia

MIT
Ministry of
Industrialisation
& Trade

Ministry of Trade and Industrialisation

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. It offers a wide variety of services and investor incentives, and works closely with key ministries as well as service and regulatory bodies. 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 overseas investment promotion representatives in strategic locations in countries such as Germany, India, South Africa, France and USA.

www.mti.gov.na

Public sector members – Government



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



Ministry of Home Affairs and
Immigrations

Ministry of Home Affairs and Immigrations, Department of Immigrations

This department focuses on the activities and schedules of the 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 the business.

www.mha.gov.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 anufacturers, 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

Private sector members - Associations



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



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.

www.rfanam.com.na



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 well 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 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.

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.

CORPORATE PHILOSOPHY

The Walvis Bay Corridor Group envisions being the leading trade route for southern Africa.

The Walvis Bay Corridor Group envisions being the leading trade route for southern Africa. We are committed to facilitate and promote transport and trade along our secure and reliable corridors and to provide “innovative” service offerings to our customers.

We strive to consistently exceed our customers’ expectations and to add value through our unique Public – Private – Partnership (PPP). We also apply principles of good corporate governance.

We value commitment, cooperation, professional service delivery and integrity.



VISION

Strive to make Namibia as Africa's preferred trade route.



MISSION

We shall provide a high quality service through our unique PPP set-up and innovative approach.

CORE VALUES

Our number priority is to understand the needs of our members and serve them well.



PEOPLE FIRST

Respect, connect and care



INTEGRITY

Actions that inspire trust and confidence



EXCELLENCE

Offering only the best, a high performance culture



PARTNERSHIPS

Achieving more together



ACCOUNTABILITY

Consistently delivering our commitments



INNOVATION

Always improving

STRATEGIC DIRECTION

CORE STRATEGY

Functional Areas of Business:



KEY INDICATORS



STRATEGIC ROLE



**BUSINESS
DEVELOPMENT**



**CROSS BORDER
FACILITATION**



**ADVANCE
NAMIBIA'S
LOGISTICS HUB**



**INFRASTRUCTURE
DEVELOPMENT**



MANAGEMENT REPORT

CHAIRMAN'S REPORT 2020/2021

MR ANDREW KANIME

Chairman of the Board of Directors



I am very pleased and humbled to be associated with this great organisation, having taken over the Chairmanship of the Walvis Bay Corridor Group (WBCG) as from 01 November 2020.

I am equally delighted to share the Annual Report of the WBCG for the 2020/2021 financial year.

The WBCG is the result of great foresight and collaboration between the public and private sector and plays a cardinal role in economic and social development in Southern Africa, facilitating connectivity of regional industries and trade with the ports of Walvis Bay and Lüderitz, and to international markets. With the heightened need to accelerate the operationalization of the African Continental Free Trade Area Agreement (AfCFTA) to facilitate intra-Africa trade and boost Africa's trading position, the WBCG is playing a critical role in positioning Namibia and its ports to truly become a trade gateway for the Southern African Development Community (SADC) region, leveraging

on our corridors that seamlessly connect the international markets to the key sectors of our regional economies.

The performance of WBCG for the year ended the 31st of March 2021 was invariably impacted by the unprecedented COVID 19 pandemic and its devastating effect on the transport and logistics sector. The COVID-19 protocols which were instituted worldwide to curb the spread of the virus and the attendant restrictions on human travel disrupted the global supply chains and has seriously impacted lots of businesses and processes. The trade corridors served by the WBCG saw the flow of goods delayed as transporters had to go through the various protocols and this had a bearing on the overall movement and turnaround times of cargo through the corridors and the ports.

However, and importantly, the pandemic has accentuated the fact that the transport and logistics industry serve as the lifeline to any economy given the need to ensure the unhindered flow of cargo especially essential goods.

Appreciatively, our political leaders and health authorities heeded our calls for the continued operations of the ports and corridors and this was critical in the continued supply of essential goods especially various forms of foodstuffs and medical supplies albeit with some bottlenecks. What is thus required of us in this industry is to continue to be collaborative and resilient whilst ensuring that we mitigate the potential escalating risks associated with this pandemic.

Despite the challenges posed by the scourge of COVID-19, the year under review saw a sterling performance of cross-border / corridor volumes of 1,492,882 metric tonnes, representing growth of forty per cent (40%) from the 1,063,488 metric tonnes recorded in the previous year. This was largely attributed to increased export of manganese on the Trans Oranje Corridor from the Northern Cape to the port of Lüderitz and the continued flow of other mineral ores and mining chemicals along the Walvis Bay Ndola Lubumbashi corridor.

The full potential of our corridors still needs to be realized as we continue advocating for interconnectivity of our various modes of transport, leveraging on our competitive advantage of efficiency, security and shorter transit times. In this regard, and noting that our previous strategy came to an end on 31 March 2021, we have developed a new Strategic Plan to be implemented for the period 2021-2026 in order to unlock the true potential of our corridors through six (6) strategic initiatives viz:

- increased cargo volumes;
- enhance corridor efficiency;
- facilitate the implementation of the Logistics Hub;

- develop sustainable health and wellness Public Private Partnership models
- enhanced stakeholder value proposition; and
- enhance governance and financial sustainability.

Therefore, our strategic focus is to ensure that these initiatives are supported by infrastructural developments, and we are relentless in engaging key stakeholders and advocating for the removal of bottlenecks, non-tariff barriers (NTBs) and cumbersome /inefficient border procedures that hamper trade facilitation and seamless movement of goods, services and people along our corridors.

Our corridors remain a critical catalyst for regional integration and economic development in SADC and our new strategic plan seeks to ensure that we do everything possible to realize and actualize the full potential of our corridors. Given the very good infrastructure of our ports, roads, aviation and the ongoing rehabilitation of the railways, Namibia is very well positioned to serve as the hub for regional economic integration. The allocation of dry ports to our neighboring countries of Botswana, Zambia and Zimbabwe within the port of Walvis Bay reaffirms our commitment to the realization of the enhanced intra continental trade within Africa as espoused by the AfCFTA.

In conclusion, and on behalf of the Board, I take this opportunity to express our profound appreciation and homage to all our stakeholders, our service providers along the corridors, the CEO, Management and staff for believing in our vision to **"Strive to make Namibia as Africa's preferred trade route"**.

CEO'S REPORT 2020/2021

**MR. MBAHUPU
HIPPI TJIVIKUA**

**Chairman of the
Board of Directors**



I am pleased and humbled to have been bestowed the Chairmanship of the Walvis Bay Corridor Group (WBCG) from my predecessor Mr. Kavin Harry.

I am equally delighted to share the Annual Review of WBCG for the year 2020/21. WBCG is a noble initiative and plays a cardinal role in economic and social development in Southern Africa, as it is not only connecting areas industry and trade with the ports of Walvis Bay and Lüderitz, but also opening up new avenues for connectivity to international markets. With the rapid economic development occurring in our region of the Southern African Development Community (SADC), our corridors are providing solutions and gateways to key sectors of our economies.

It goes without saying that we cannot review the performance of WBCG without us having to reflect on the impact of Covid 19 pandemic on the transport and logistics sector. There were serious disruptions of global supply chains due to Covid 19 and the new protocols instituted to curb the spread of the virus has seriously impacted

lots of businesses and processes. What is required of us in this industry is to be resilient and ensure that we mitigate the potential escalating risks associated with this pandemic.

For the year under review, we have recorded a sterling performance of corridor volumes of 1,492,882 metric tons which is a 40% growth from 1,063,488 metric tons recorded in the previous year. This is attributed to increased export of manganese on the Trans Oranje Corridor from the Northern Cape to the port of Lüderitz.

What a year it was! Everyone got tested and stretched to the limits by the outbreak of Covid-19. The outbreak of pandemic last year has brought about a new non-tariff barrier for trade facilitation not only in our region but globally.

At the onset of the lockdowns in our region, supply chains were disrupted with some closing permanently and new opportunities presenting themselves.

We at WBCG, together with the SADC Secretariat and the Member States fought tirelessly to keep our corridors open as key arteries for the various markets operational despite the stringent accompanying measures and protocols.

Our intensive stakeholder engagements mainly with our members, transporters, truck drivers, border agencies, markets and key populations along the corridors are yielding positive results as it helps to translate their needs into WBCG's goals and creates a basis for effective strategy implementation.

We value the shared understanding which is essential for WBCG to building a cohesive vision for the future.

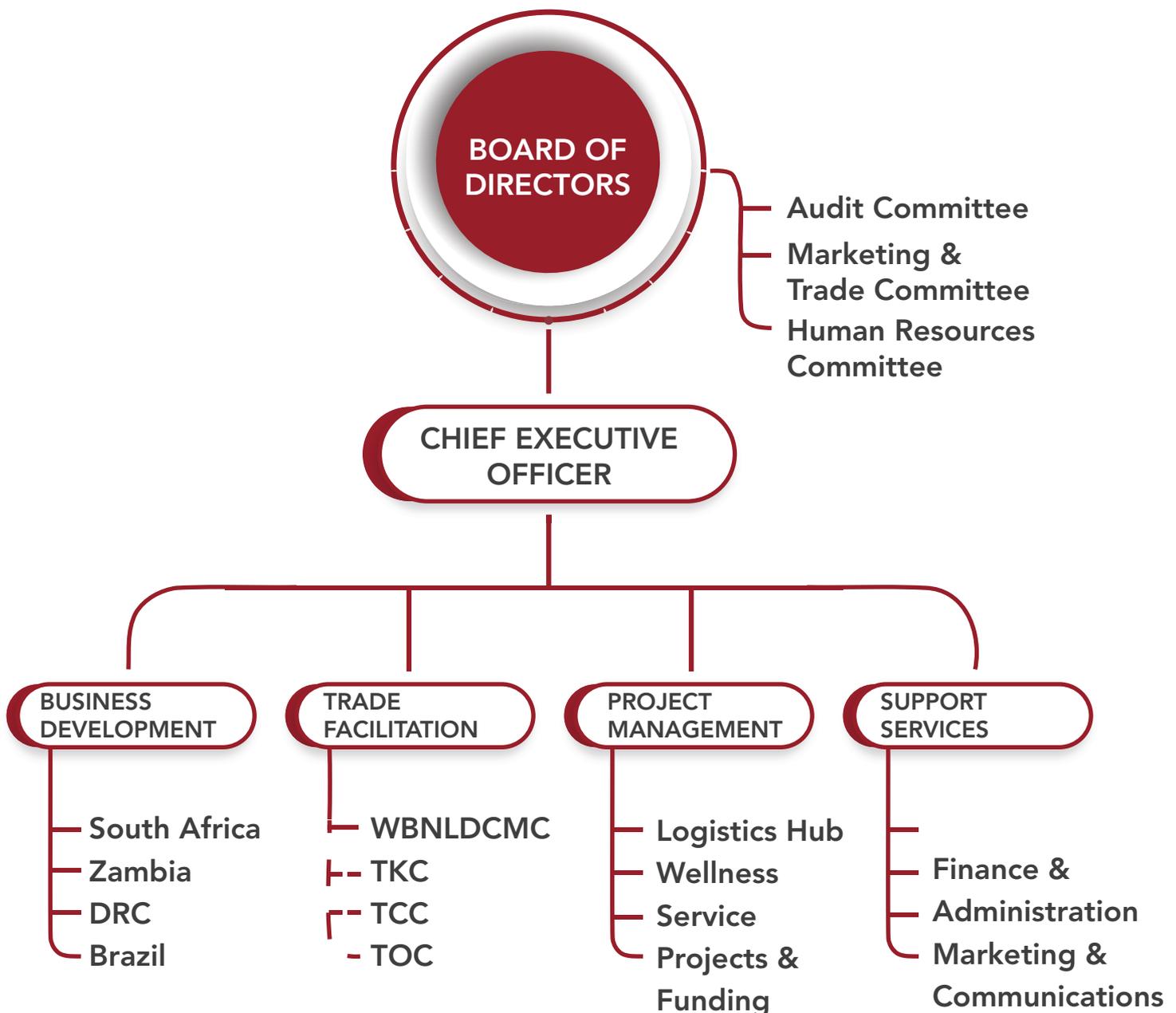
At the end of the year, we formulated a new Strategic Plan that will give WBCG new impetus. Chief among them is the urge to transform into a high performance culture that will give momentum to achieve its strategic objectives.

In conclusion, I would like to thank our directors, donors and stakeholders for their engagements and valuable support they have rendered to WBCG for the past year.



WBCG

ORGANISATIONAL STRUCTURE



WBCG BOARD OF DIRECTORS

(as at 31 March 2021)

The Walvis Bay Corridor Group Board is composed of the CEO, Director, Chairperson or nominated candidate of our member companies from both the public and private sectors. In addition, the CEOs of Namport and Transnamib, our founding organisations, serve as the Chairperson and Vice Chairperson of the WBCG board.

The Permanent Secretary of our line ministry, Ministry of Works and Transport, also serves on our board. In total, we therefore have 15 board members.

ANDREW KANIME

Chairman



JOHNY SMITH

TRANSNAMIB
(Vice Chairman)



JONAS SHEELONGO

Ministry of Works
& Transport



ILLONA NKANDI

Ministry of Trade and
Industrialisation



NEHEMIA NGHISHEKWA

Ministry of Home Affairs



SUSAN BEUKES

Ministry of Finance



ELIAS MWENYO

Namport



CONRAD LUTOMBI

Roads Authority



ALI IPINGE

Road Fund Authority



AGOSTINHO VICTOR

Municipality of Walvis Bay



WILLIE PROSSER

Walvis Bay Port Users Authority



MARTIN LOUW

Container Liners Operating Forum



CHARITY MWIYA

Namibian Chamber of Commerce & Industry



HAROLD SCHMIDT

Namibian Logistics Association



JOHN DIAS

Namibian Transporters Association



WBCG MANAGEMENT

as at 31 March 2021

MBAHUPU HIPPY TJIVIKUA

Chief Executive Officer



KLAUDIA MWALA

Manager: Finance
& Administration



EDWARD SHIVUTE

Project Manager:
Wellness Service



GILBERT BOOIS

Project Manager:
Logistics Hub



CINDY-LU HASHEELA

Manager: Marketing
& Communications



ERIC SHIMUMBWE

Manager: Cross Border
Trade Facilitation



RICARDO LATKANI

Business Development
Manager - Brazil



IRVAAN MAHARAJ

Business Development
Manager - South Africa



JEN MBAYO CHUNGU

Business Development
Manager - DRC



JAMES KAPOSA

Business Development
Manager - Zambia





BENEFITS OF THE WALVIS BAY CORRIDORS



TIME SAVINGS
DUE TO EFFICIENCIES



HIGH SAFETY
AND SECURITY



RELIABLE
ROUTES



SOUND FINANCIAL
ENVIRONMENT

MARKETING AND COMMUNICATIONS ANNUAL REVIEW

for the period 1 April 2020 to 31 March 2021

CINDY-LU HASHEELA Marketing & Communications Manager



The WBCG's Marketing and Communications team consists of professionals that serve the WBCG's projects and business development team, members, project partners and media. In the areas of interactive media, communications, stakeholder relations, event management, brand marketing and management.

The department ensures the awareness and visibility of the WBCG and Namibia's logistics industry in the country as well as in the region and internationally; using traditional media, social media, industry events, online and messaging platforms.

The department further follows WBCG's engagement strategy, which focuses on two-way communication and face-to-face engagements. In the reporting period, the department relied heavily on the virtual platforms in order to ensure we maintained visibility during the various lockdowns experienced due to Covid-19 precautions.

The department's ability to be innovative and agile has allowed us to adjust our

marketing and communications strategies, complementing the marketing, business development and project management departments of the WBCG.

STAKEHOLDER ENGAGEMENT

As a core function of the WBCG's business strategy, engagement with our stakeholders, has guided our communication and marketing activities. We continue to maintain existing relationships, build new connections and align ourselves better, to benefit the company's goals.

The restrictions sited on events due to covid-19 preventative measures, effected our ability to host information sessions and Logistics Hub Forums. International and regional conferences and expos were cancelled or postponed. A few hosted online sessions, which we participated in. and that team participated in numerous virtual conferences, which provides a versatile and conducive platform for the WBCG to engage with multinational operators and potential investors.

Participation at these events enable the WBCG to effectively market and promote Namibia as a Logistics Hub to diverse audiences within the transport, logistics, trade, mining, energy, manufacturing, agriculture and health sectors.

During the period, events moved to virtual platforms. There were a number of speaking engagements to create awareness of the service offering of the Walvis Bay Corridors on regional virtual conferences. We were able to host a few face-to-face engagements which included an information session in the DRC in December 2020.

Events have become hybrid events allowing for in-person attendance as well as connection via the virtual meeting platform zoom. We hosted a Logistics Hub forum, WBCG's AGM and Board meetings in this format.

The 12th Annual Transport and Logistics Workshop, co-hosted with the Namibia German Centre of Logistics was held virtually using the Zoom platform and was streamed live on WBCG and NUST platforms. Panel discussions were broadcast live from a studio.

The new format was a great success, allowing us to share information to a much larger audience. This platform focuses on bridging the gap between academia and industry in the logistics sector by presenting practical case studies to improve engagement between participants and enhance the learning process in the logistics sector. WBCG's five year strategic plan

In February 2021, the Board of Directors, Management and relevant industry partners gathered for a three-day workshop, to constitute the WBCG's five-year strategic plan (2021-2026). The new strategy has been implemented with a corporate scorecard to guide the team on carrying out the recorded strategic initiatives.

BRANDING WBCG

Although the WBCG has a strong brand presence within the industry, improved awareness of our role is required. We continued to strengthen our message to educate the general public in Namibia and in the region to address this gap.

The Marketing and Communications department creates a broad assortment of creative marketing materials to promote the WBCG's brand, support different institutional goals and reach varied audiences. Such materials include brand image and call-to-action advertisements, brand identification and signage, marketing collateral pieces (e.g., banners, posters, flyers and postcards), photography, as well as digital and video pieces.

The WBCG's Wellness Service has a well recognised brand and have become a respected service provider in the industry. Support to the project entails developing content and artwork for articles, advertorials, posters, pamphlets, promotional items, corporate wear and the branding of the projects assets.

The department maintains a good relationship with the media in Namibia as well as regionally and internationally. We have taken those media relationships a step further and developed strong partnerships with important outlets.

During the year under review we focused on developing our contacts to media organisations in all the relevant markets in order to expand our channels of communication. Various advertorials were placed in national, regional and international transport and trade publications, which include the Freight and Trading Weekly (FTW), the Namibia Trade Directory and various local and international publications.

In order to keep Namibia's logistics news in the print media we submitted regular media releases and articles specifically requested by journalists. Stories sourced from our newsletter were published in local newsprint and by online news agencies.

As recognition of our brand continues to grow and interest in the route increases, we push forward towards our vision of a world-class logistics hub for southern Africa.

COMMUNICATIONS

Our digital publications and online presence supports our marketing and stakeholder engagement efforts. Our monthly online newsletter, the eCorridor, provides updates on key developments and accomplishments and allows us to feature the various activities of ourselves, our members and partners. We continually upgrade the look and content of the publication to improve our reach to the targeted audiences. The WBCG website is continuously

updated with the news articles and relevant information. The WBCG's social media presence continues to attract new following. The Facebook and LinkedIn pages attract new interest daily and has grown significantly during the period. With regular updates and engagements we are able to talk to a younger audience about the logistics in Namibia on Facebook, as well as reach the global business community with our LinkedIn presence.

We additionally link our pages to relevant industry stakeholders and share their news. These platforms carry news items, upcoming events, advertisements, vacancies and photo and video uploads. The YouTube channel acts as an archive for WBCG and relevant industry videos. During the period, we added Twitter to our repertoire of social media platforms. These platforms are clearly having an impact, and have helped lift our brand amongst new audiences.

WAY FORWARD

We remain passionate advocates of brand-building and stakeholder engagement. Our commitment to our members is to advocate for and promote the transport and logistics industry in Namibia.

We work with our members, public and private sector companies, associations, intergovernmental organisations, event management companies and the media to engage audiences and strengthen our message. We are living in an exciting time of change, in which technological and human systems are coming together. Covid-19 has accelerated the implementation of virtual platforms in our business engagements.



We shall effectively promote the corridors as the preferred trade routes to all our customers.

We aim to foster change, build the brand, educate and inform their business performance. This has been – and remains – our key conviction: when people come together, magic happens.

The department aims is to reflect this transformation in our work and creativity. In this spirit, we adapt our services to meet the request for more engaging and strategic solutions, incorporating the latest marketing and digital tools to our offering.

Being a part of fast growing industry and respected corridor management institution, we will continue to look for and implement new methods to increase the awareness of the Walvis Bay Corridors and support Africa's vision of an integrated, unified continent. Whatever the future holds, we commit to progress and be a trusted, strategic advisor to our team at the WBCG.

INTERNATIONAL & REGIONAL BUSINESS DEVELOPMENT

The core function of the Walvis Bay Corridor Group is business development, marketing, promoting trade facilitation and infrastructure development along the corridors in order to provide landlocked SADC countries access to transatlantic markets. The WBCG has four regional offices, which were opened in Zambia, South Africa, Brazil and the Democratic Republic of Congo between 2005 and 2012.

LUSAKA, ZAMBIA

The Walvis Bay Corridor Group's office in Zambia was established in 2005, to focus primarily on marketing and promoting the utilisation of the Trans Caprivi Corridor, through the Port of Walvis Bay, in Zambia, DRC and Zimbabwe. Further, to facilitate trade along the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) through strategic partnerships with the public and private sectors under the umbrella of the joint WBNLDC Cluster comprising members of the Republics of Namibia, Zambia and recently DRC.

GAUTENG, SOUTH AFRICA

The WBCG's office in Gauteng, South Africa was officially opened, on 16 September 2009, by the Honourable Jeffrey Thamsanqa Radebe, Minister of Transport, South Africa with the aim of increasing business presence within the Botswana and South African market along the Trans Kalahari

Corridor. Since the WBCG has entered the South African market, the WBCG has established a comprehensive database of all the Strategic and Logistics providers within the Gauteng area. The WBCG has also established good working relationships with key strategic supply chain operators, shipping lines, manufacturers, government officials and government agencies. Relationship building, networking and awareness creation is a major focus for the WBCG office in Gauteng to maintain a close working relationship with clients.

SAO PAULO, BRAZIL

With a focus on relationships and partnerships in the Brazilian market and in Latin America at large, the office in Sao Paulo, Brazil was opened in 2012. Our business development office continuously pushes to increase volumes by focusing on a multitude of commodity exports from the Brazilian market, produced by sectors like the food industry, mining and oil, which will support Namibia's Logistics Hub development and thereby Namibia's national development plans.

LUBUMBASHI, DRC

The Walvis Bay Corridor Group's office in DRC was established in 2012, to focus primarily on marketing and promoting the utilization of the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) to extend further to other provinces in DRC.

ZAMBIA

JAMES KAPOSA

Business Development Manager: Zambia



The WBCG's Zambian office continues to undertake business development activities aimed at promoting, and facilitating imports and exports trade in Zambia via the Walvis Bay Ndola Lubumbashi development corridor. Over the last one year, the office has continued with various stakeholder engagements aimed at increasing, and broadening business scope with other stakeholders both existing and new potential customers.

The economic activities for Zambia for 2020 until now remained stable amid COVID-19 effects but were to later affect trade negatively as the situation persisted. We observed government and the private sector scaling down or suspend some of the key newly proposed capital projects that should have been implemented under direct foreign investments due to the lock down of import sources for equipment and other accessories. These projects may come into full operations in 2022 subject to the situation improving.

Opportunities in the increased copper exports continues to exist as well as from the new emerging manganese exports from central and Luapula provinces of Zambia. Imports for capital goods for mining, construction, energy and agriculture remains in high demand as project suspended last year are marked

to be completed this now.

Additionally, Non-traditional goods like cotton, tobacco, sugar, soya beans and honey are also growing export opportunities beyond 2021. Zambian's major imports include bulk cargo like fertilizer, Sulphur, Bitumen, ammonium nitrate, medicines and oils of which only 15% are shipped via Walvis Bay. These remain high potential cargo volumes to be captured and then shipped via the port of Walvis Bay.

Our prospects for providing an efficient logistics solution were hampered by the intermittent border closures and shifting precautions issued for Covid-19 restrictions. In an effort to raise awareness of the corridor, we have continued marketing and business development strategies to entice the Zambian industry to use the Walvis Bay route.

Limited transport service capacity is another serious challenge on our corridor. In many instances, new companies wishing to import or export cargo via Walvis Bay find it difficult to acquire transport services. They find that the majority of transporters operating on the route are fully committed and have no immediate room to accommodate new business.

The inadequate border facilities and services at the Katima Mulilo border post creates a bottleneck, as the congestion from increased traffic delays the cargo adding to the cost of transporting cargo via this corridor.

There is a need to increase awareness of the port of Walvis Bay and the Walvis Bay-Ndola-Lubumbashi Development Corridor. An aggressive marketing campaign is needed to educate the public and build the brand in the country.

The WBCG's Business Development office in Zambia focused on engaging in key activities that provide the potential to add volumes to our corridor, while other activities were aimed at building the brand and increasing awareness of the corridor. We have aligned ourselves with various business forums, creating partnerships between private and public companies that serve to engage them on the use of the Walvis Bay corridor as an alternative route for both exports and imports.

Additional strategic partnerships we have developed during the period, is with intergovernmental development agencies aimed at showcasing the investment opportunities in the country. Discussions and linkages with Zambian and Namibian service providers like transport companies and forwarders are an on going endeavour.

Continuous engagements of with new transport companies to bring additional capacity to our corridor remains critical.

Creating linkages between new cargo owners and new transporters is a vital undertaking, if we are to realise our goal of volume growth on the corridor.

Searching and linking operators with interest and the capacity to set-up facilities to handle and manage bulk cargo like fertiliser, sulphur, maize, tobacco and agro-chemicals at the port of Walvis Bay remains crucial. All efforts must be marshalled to achieve this goal of increasing capacity, thereby decreasing the cost of operating on the route.

Expansion of border facilities and services at Katima Mulilo border needs urgent attention. With the steady increase in trade volumes on the route, serious attention must be given to upgrade the border post to alleviate the bottleneck it is currently creating on the corridor. The WBCG will continue to engage the relevant border authorities on the matter.

We have seen key transport companies open up services on the Walvis Bay-Ndola-Lubumbashi Development corridor and have a number of newcomers planning to open their services on our corridor in the near future. The WBCG's Zambian office commits itself to continued engagements aimed at strengthening the linkages between the Namibian and Zambian stakeholders to ensure that we provide an efficient, secure and cost effective route for our customers.

BRAZIL

RICARDO LATKANI

Business Development Manager: Brazil



COVID-19 - the outbreak that greatly impacted Brazilian exports in 2020, as well as the economy that in the past year made the GDP fall to -4,1%. Brazil managed the situation very well, as the country has already grown to the same pre-pandemic level and continues in this pace of recovery forecasting +5% GDP grow in the end of 2021 where it already had more than 15% of the population vaccinated. Brazil's accelerated vaccination roll out will ensure that all of the industries and continue operations.

Despite the fall in purchasing power confirmed in Southern Africa, where durable goods had a decrease in export orders, there is a resumption of Brazilian product being imported through the Port of Walvis Bay to Zambia. As there is great concern about keeping the food chain of the DRC, Zambia, Namibia, Botswana, Malawi, and South Africa supplied, we anticipate that we will have a growing demand for imports if the financial capacity to purchase of these countries maintain sustainable.

The Brazilian market provides immense opportunities as a trading partner with SADC. The challenge remains in finding a way to reduce high sea freight costs between Brazil and Namibia. The push to establish a direct call resumes. Continued efforts to build the connection between SADC and Brazilian importers and exporters is key. The WBCG's Business Development offices are collaborating to improve these links in order to boost

the south-to-south connections.

The Brazil office has had considerable engagement with potential clients in the Brazilian market. The Brazil to Walvis Bay international trade corridor offers significant opportunities for traders between the Latin American and southern African markets. The potential exists for Brazil to utilise Namibia as a hub for a myriad of products. The food sector, where Brazil is an export leader, is especially appealing as this sector relies on time-efficient logistics solutions.

The importance of the direct call to Namibia's Logistics Hub service offering cannot be understated. Direct calls for both bulk and container vessels, between Brazil and Walvis Bay is essential. As we continue to engage the shipping lines, exporters and importers, we are confident that this service will be realised. The potential for cooperation with Brazilian companies to explore business and trade between South American and southern African countries remains. The Namibia Logistics Hub Project, developments at the Port of Walvis Bay and general opportunities in Namibia as a potential distribution hub into sub-Saharan Africa has caught the attention of Brazilian business. The WBCG endeavours to remain steadfast in its search for opportunities between Brazil and Namibia into the region, in order to ensure the accelerated development of our logistics sector.

SOUTH AFRICA

IRVAAN MAHARAJ

Business Development

Manager: South Africa



As a leading economy, many global corporates operate their continental and regional head quarters from South Africa. Due to this fact, the WBCG's Business Development Office in this market plays a crucial role in forging strategic relationships with these multinationals.

South Africa's Revenue Service (SARS) released the latest trade statistics numbers and looking at South Africa's top 5 trading partners for both imports and exports as well as covering the value of our exports and imports. The top 5 export partners were China (10.1%), Germany (8.6%), United States (7.3%), United Kingdom (5.5%) and India (5.1%). The total value of goods exported is R 116,902,027,397. The top 5 import partners were China (19.2%), Germany (7.8%), United States (6.5%), India (5.5%) and Nigeria (5.0%). The total value of goods imported is R 110,804,693,420.

Gauteng is by far the biggest contributor to South Africa's GDP, with it contributing more than double than what KwaZulu-Natal, the second biggest contributor to South Africa's GDP contributes. The Western Cape is the third biggest contributor to South Africa's GDP. The Durban harbor is the busiest part in South Africa and KwaZulu-Natal has the the Richards Bay Coal Terminal, a dedicated port for South Africa's massive coal exports.

The important criteria of the market is that with current challenges experienced at the South African ports, specifically Durban, are influencing the industry to look at alternative ports for imports/exports into the region. Some entities in Botswana, Zambia and Zimbabwe consider Namibia to be the fastest trade gateway to global markets. The major benefit of Walvis Bay having no congestion or delays is very attractive for the copper mines. Logistics traders who are working closely with these copper mines indicate that the time savings in the supply chain will make more economic sense for exports via the port of Walvis Bay. Some challenges discussed for the export of the copper concentrates are the critical shortage of containers which are driving up the shipping costs to the Far East however the logistics traders together with shipping lines are looking for solutions regarding this situation.

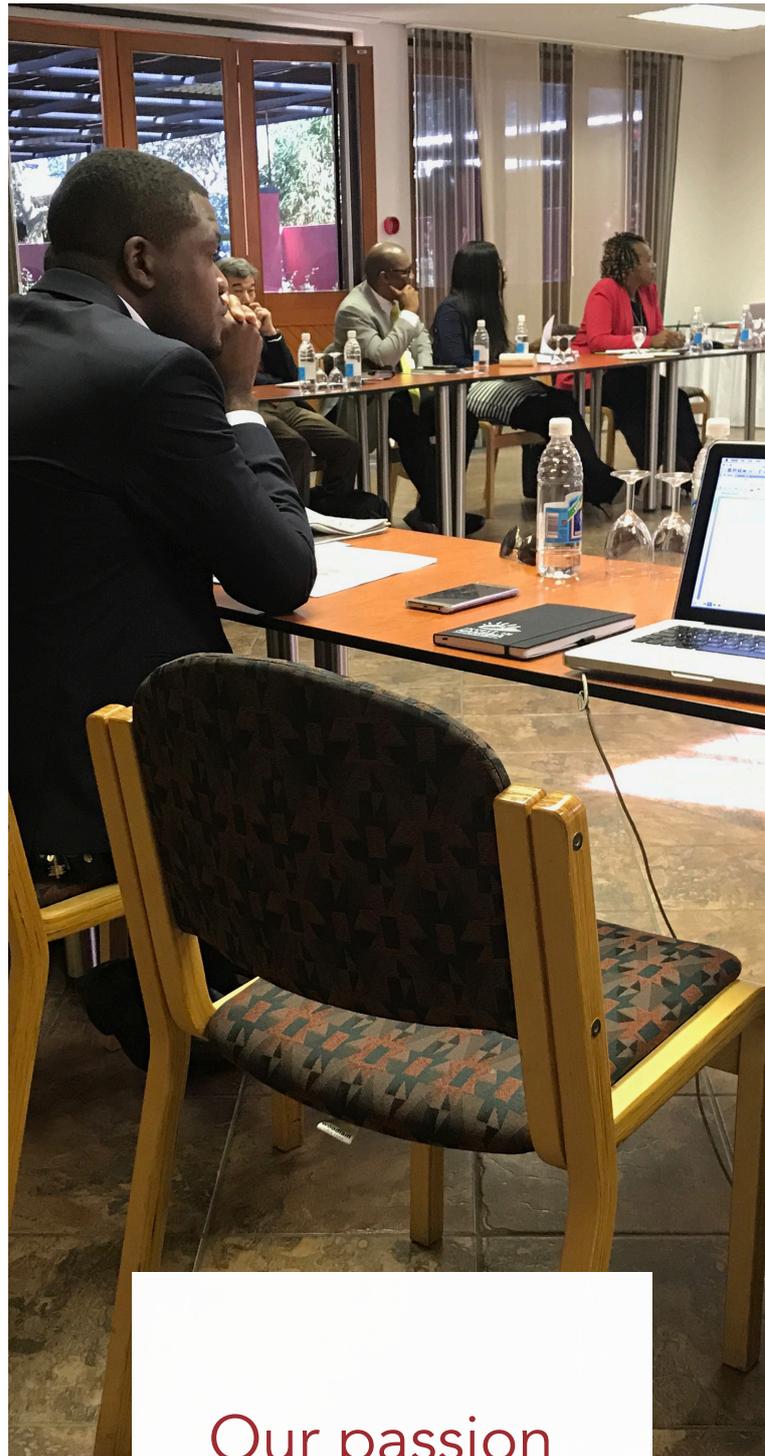
The industry engagements with the Manganese mines are starting to realise the benefits and the full potential of the Trans Oranje Corridor (TOC) for the export of Manganese via the port of Lüderitz. This will certainly be an important option in the near future. With the advanced project of a Transshipment Hub been developed at the Port of Lüderitz where the stakeholders are still in discussion regarding this Logistics hub are in advanced stages to have ready to commence in December 2021. The hub will undoubtedly increase the performance of the market, impact efficiency and volumes on the corridor.

The opportunities in the Gauteng market are endless. Focus on developing the rail linkage from City Deep in Johannesburg to Windhoek, will further increase volumes to this market. The logistics market in Gauteng is genuinely interested in developing this strategy with key Namibian stakeholders. Commodities that are perfect to be railed include copper and sulphur.

Communication is extremely important to our stakeholders. Although we may face challenges such as the container shortages and border challenges along the corridors we have to constantly keep our customers and stakeholders updated via meetings and information sessions in order for them to know once these challenges are sorted and try to find quick solutions. The expectations of Namport customers, which are predominantly major shipping lines, is that the port authority continues to focus on productivity, reliability, efficiency, and cost effectiveness.

The majority of the customers based in South Africa make procurement decisions for their offices in the SADC countries. Some of these customers are starting to show a keen interest on how to facilitate their cargo via port of Walvis Bay, specifically for cargo for the Botswana, Zimbabwe, Zambia and DRC markets. Feedback received from the market indicates that it makes more economic sense to move cargo via Port of Walvis Bay as it is a feasible alternative trade route.

The on-going challenges at the South African ports, provides an opportunity to present the ports of Walvis Bay and Lüderitz to the market. The port's efficiency and the security of route have nudged cargo owners to consider and utilise the Namibian gateway into the region.



Our passion
for what we
do makes us
pioneers in
our sector.

DEMOCRATIC REPUBLIC OF CONGO

JEN MBAYO CHUNGU

Business Development Manager: DRC



DRC is one of the richest countries in Africa when it comes to natural resources, with more than 80% of the country's export being minerals such as copper and cobalt mainly from the grand Katanga provinces. This great potential calls for great volumes for imports and exports in the region. The mining industry of the DRC exported, in 2020, a total volume of 1,587,459.35MT of copper cathodes against 1,420,386MT in 2019, an annual increase in production of 11.7% despite the COVID-19 pandemic. These figures are still expected to grow in 2021 with commissioning of new mines.

Since March 2020, the COVID-19 pandemic has negatively affected various sectors globally and in particular DRC's economy that is depended on the mining activities. It is expected that DRC's economy will improve in 2022. In line with the WBCG mandate, the DRC's office has focused its activities on the mining sectors. It is crucial for the corridor to create a balance between the import and the exports through the port Walvis Bay in order to attract cargoes. Therefore it was important for us to get sulphur imports through our ports to balance with the copper cathodes export from the Grand Katanga provinces (Mainly Haut-Katanga and Lualaba). Thus, we have developed several contacts for the sourcing of sulfur through Walvis Bay. We are also engaging with new mining companies for their production of copper, cobalt, lithium and other minerals.

Other commodities with great potential for our corridors are the frozen foodstuff. Various engagements has taken place with importers in DRC to attract more volumes. WBCG has also strengthened its presence in the DRC market with the 2020 information sessions held in Lubumbashi coupled with some media appearance. It was a great success as it did attract companies to engage with our office. WBCG's DRC office reopened in the middle of the COVID-19 crisis in 2020. Since the start of the COVID-19 pandemic, global trade has been disrupted and created an imbalance of container availability in different continents. The container shortage has badly affected the trade volumes on our corridors.

Another challenge is the lack of a Namibian diplomatic representation in Haut-Katanga. Access to VISA for Namibia is a great challenge for the business community in Lubumbashi and Kolwezi. It reduces the interaction with Namibia while access to South African VISA is easier. Opening of a consulate in Lubumbashi will be very instrumental in strengthening the relationship between Namibia and the southern part of DRC. The office aims to unceasingly increase visibility in DRC market and continuous engage on a government level for the use of dry port, commissioning of the industrial park and opening of a consulate in Lubumbashi.

CROSS BORDER FACILITATION

WALVIS BAY-NDOLA LUBUMBASHI DEVELOPMENT CORRIDOR

ERIC SHIMUMBWE

**Consultant: Walvis
Bay - Ndola - Lubumbashi
Development Corridor**



THE WALVIS BAY-NDOLA- LUBUMBASHI DEVELOPMENT CORRIDOR INTERIM SECRETARIAT

The Walvis Bay - Ndola - Lubumbashi Development Corridor interim secretariat was established in Livingstone, Zambia on 5th March 2010 when the respective Ministers responsible for transport matters of the Republic of Namibia, the Republic of Zambia and the Democratic Republic of Congo signed the tripartite agreement. The Ministers from the member states were Helmut Angula, Geoffrey Lungwangwa and Laure Marie Kawanda, respectively.

The Presidential directives preceded the agreement in 1997, by the former heads of State and government of the three member states, respectively. This high level political initiative fast tracked the formation of the Walvis Bay - Ndola - Lubumbashi Development Corridor's interim secretariat under the tutelage of the Walvis Bay Corridor Group (WBCG). The secretariat seeks to facilitate the

removal of physical and non-physical barriers for the movement of goods and people transiting through Namibia, Zambia and the Democratic Republic of Congo.

Since its establishment, the WBCG has coordinated the activities of the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) in the Republic of Namibia, and has also hosted the interim secretariat at its Lusaka office in the Republic of Zambia. Through the terms of reference set out in the tripartite agreement, the corridor committee has been collaborating with both the public and private sectors in the member states in finding common ground in interventions aimed at the resolution of various cross border challenges and non-tariff barriers affecting the corridor. As in many other regional transport and development corridors, this partnership is rooted in the values of deeper regional and continental integration through trade, soft and hard infrastructure regulatory governance and global corridor best practices.

TRADE FACILITATION ACTIVITIES

The activities of the WBNLDC's Secretariat are premised on the need to improve operational efficiency and reduce costs of doing business along the corridor. This involves activities such as monitoring corridor performance, advocating for and coordinating infrastructure development, maintenance and promotion of business development along the corridor. The secretariat supports policy development, regulation and harmonisation of road user charges and transport related costs, streamlining and documentation of procedures, promoting the use of SMART corridors, capacity building in key institutions engaged in transport operations, provide information services to stakeholders and promote an integrated regional single window.

In facilitating the removal of soft and hard infrastructure barriers to trade along the corridor, the WBNLDC has created a robust stakeholder network in Namibia, Zambia and DRC. The network includes a cluster of captains of industry, cross border players and policy makers. Many of these stakeholders are also present on the group messaging platform which promotes information sharing, interaction and ensures that most trade facilitation challenges along the corridor are communicated at supersonic speed and addressed in an efficient and effective manner.

Tripartite meetings provide a platform and an opportunity for dialogue for stakeholders in Namibia, Zambia and DRC when they engage and discuss trade facilitation challenges and possible solutions along the corridor.

OVERVIEW OF THE SECTOR – CHALLENGES AND ACHIEVEMENTS

Ratification of the Walvis Bay - Ndola - Lubumbashi Development Corridor tripartite Agreement

In March 2021, the Republic of Namibia successfully ratified the Walvis Bay - Ndola - Lubumbashi Development Corridor tripartite agreement. The Democratic Republic of Congo ratified the agreement in 2015, while Zambia advised that it ratified the agreement in the year 2010 when it was signed by the three member states in Livingstone, Zambia. Thus moving forward, the three parties would prioritize works on institutional mobilization and capacitation of the permanent secretariat.

Since its establishment, the activities of the Walvis Bay - Ndola - Lubumbashi Development Corridor have been coordinated by the Walvis Bay Corridor Group which has been facilitating trade by collaborating with the public and private sectors in the member states as well as facilitating platforms for policy dialogue and resolution of various non-tariff barriers along the corridors.

The WBCG's public-private partnership and corridor approach are rooted in the values of efficient and effective trade, transport and logistics facilitation, advocacy for soft and hard infrastructure development, good governance and best corridor practices.

The impact of the coronavirus pandemic on the trade, transport and logistics industry along the WBNLDC

Amid the coronavirus pandemic, importers, exporters, transporters, truck drivers and logistics supply chains experienced tremendous trade, transport and logistical nightmares in the transportation of essential goods and services across the region. We conducted a fact-finding mission at Katima Mulilo border post in April 2020.

The mission generated some valuable insights regarding the cross border movement of essential goods and services during the difficult times of covid-19. The introduction of the essential services permits to transport essential goods in the Republic of Namibia compounded logistical difficulties for both Namibian and foreign transporters, manifesting into a technical non tariff barrier to trade.

Emerging trade facilitation challenges from new covid-19 regulations in the Republic of Zambia were further examined. The 14 days mandatory quarantine requirement for truck drivers entering Zambia presented further logistical nightmares for operators and therefore the truck driver - relay system had to be adopted with additional operating costs as it entailed hiring an additional truck driver when the former truck driver was in quarantine. Several quarantine facilities and isolation centers were made available in Sesheke, Livingstone and Lusaka. Livingstone included the LIBES Livingstone College, Livingstone Central Police grounds, Makeni dry port, Heroes stadium, University of Zambia campus, and Chibolya.

Apart from the contagion challenge among different truck drivers from different countries in the region, there were also other challenges related to delayed covid-19 test results, lost passports, power failures (load shedding), poor sanitation, general wellness and even overstaying in the quarantine centers.

There were numerous complaints from truck drivers in the region against numerous swab tests conducted on them for covid-19, particularly at Martinsdrift border, between the Republics of Botswana and South Africa. As a result, many truck drivers developed various health complications such as bleeding from the nose, sinuses, persistent headaches, tonsillitis and even death. Truck drivers also experienced stigmatization, harassment from the police during escorts and while in quarantine facilities, delayed release of covid-19 results that compounded transit times and turn around times further.

Following an outcry from stakeholders in the region regarding the different covid-19 protocols and preventative measures across the region, the SADC Council of Ministers approved the SADC standard revised guidelines for harmonization and facilitation of cross border road transport operations amid the coronavirus pandemic in April 2020, and as revised in June 2020.

These guidelines were to be adopted by all member states through their respective national transport and trade facilitation committees, task forces or command centers at national level to ease trade flows.

The Southern African Development Community (SADC) Council of Ministers meeting that was held virtually on 23rd June 2020 approved revised regional guidelines on harmonization and facilitation of cross border road transport operations across the region.

Some of the guidelines that were approved were: mutual recognition of covid-19 certificates issued by other member states; testing of truck drivers for covid-19 before departure or entry at first border; only drivers that test negative be allowed to undertake a cross border road transport trip; a negative covid-19 certificate shall be valid for 14 days from date of testing; member states may conduct random re-tests for quality assurance controls; the revised guidelines would also facilitate the implementation of the smart corridor trip monitoring system (CTMS) for management of cross border trips through recording, monitoring and surveillance of truck drivers' wellness, electronic cargo tracking, contact tracing, queue management, statistical analysis and reporting.

SADC Corridor Trip Monitoring System (CTMS) and Tripartite Transport Registers (TRIPS)

The Tripartite Transport and Transit Facilitation Programme (TTTFP) is implementing the harmonized minimum standards on cross border minimum transportation within the legal framework of the Multilateral Cross Border Road Transport (MCBRT) and Vehicle Load Management Agreement (VLMA) that require regulation of operators, vehicles

and drivers.

The Corridor Trip Monitoring System (CTMS) trip record and tracking data would interface and be supplemented by tracking data originating from existing customs cargo tracking systems such as the Regional Electronic Cargo Tracking System (RECTS) in East Africa and the COMESA Virtual Trade Facilitation System (VTFS).

CTMS would primarily harvest data from mobile phones or hand held mobile devices carried by truck drivers, tracking devices onboard the vehicle, weighbridges and roadside cameras data. In hosting the Corridor Trip Monitoring System and the trip registers, the SADC secretariat would render the system available to all corridor management institutions as a corridor performance - monitoring tool for smart corridors without the need for each corridor management institution to procure its own system for which is costly for measuring corridor performance. For example, the northern corridor in East Africa is using the Regional Electronic Cargo Tracking System to track transit cargo moving from the port of Mombasa in Kenya to Kampala - Uganda and Kigali - Rwanda.

Crickmay East Africa financed the system at a cost of \$4.4 million. The system is expected to reduce transit time, cargo theft and diversion of goods in transit, smuggling, monitor goods from end to end, increase revenue yields and reduce the cost of doing business along the corridors.

Corridor assessment along the Walvis Bay - Ndola - Lubumbashi Development Corridor - Zambia - Namibia - Democratic Republic of Congo, 9th November to 5th December 2020

A corridor assessment was conducted from Lusaka, Zambia via Katima Mulilo border to Walvis Bay, Namibia, and back to Lusaka, proceeding to Ndola, Kitwe, Luanshya, Mufulira, Solwezi (the new copperbelt), Chingola, Chililabombwe, all the way to Kasumbalesa, Lubumbashi, Likasi, and Kolwezi in the DRC. Below are some of the key findings and observations in the three member states, respectively:

REPUBLIC OF NAMIBIA

During the corridor assessment, it was clear that Katima Mulilo border post was experiencing congestion and clearance backlog of entries as a result of processing inefficiencies arising from network connectivity failures on the ASYCUDA system, as well as understaffing at customs.

It was also clear that the coronavirus pandemic had created covid induced non-tariff barriers to trade such as delayed covid-19 test results, varying covid-19 national health guidelines, curfews and lockdowns, the driver relay system, as well as quarantine and escort of truck drivers which contributed to stigmatization of truck drivers as vectors for the transmission of the coronavirus pandemic in the sub-region.

Furthermore, there is limited office space for all border agencies and operatives. The office space was designed to house customs, immigration and police, and Road Fund Administration. But overtime, traffic volumes had increased at the border, hence the need for the Namibian government to prioritize upgrading the border to enhance human capacity and operational efficiencies and move towards the single window and one stop border post environment. Other border operatives like agriculture, and forestry are visibly absent at the border. Due to this border infrastructure deficit, there is also limited parking space for trucks carrying various

import and export cargo at the border.

The land allocated by the Zambezi regional council near the border needs to be developed on a public private partnership model for actualization of a customs dry port facility.

It was also clear that the ASYCUDA - World system down times had created a backlog of assessments and release orders, whose spiral effects resulted in heavy congestion of trucks at the border. It was strongly recommended that continuous stakeholder engagements be maintained as traffic volumes were increasing at Katima Mulilo.

It was also strongly recommended that the Republic of Namibia prioritizes the upgrading of the border infrastructure, address low staffing levels, increase operating hours at the border in bilateral liaison with the Republic of Zambia, and in the long-run, expand the border infrastructure and migrate towards the single - window, and One - Stop border post control (OSBP) regime.

The road infrastructure from Katima Mulilo to Walvis Bay is excellent, and periodical maintenance visibly in place, with no cumbersome police checkpoints and roadblocks, but only one veterinary checkpoint for livestock movement and disease control after Kongola. Road toll fees cross border and mass distance charges are only paid once covering the duration of the trip until destination.

REPUBLIC OF ZAMBIA

The Zambia Revenue Authority Customs authorities had introduced pre-registration and pre-clearance as a trade facilitation tool to enhance processing efficiencies at the borders. All exports would be cleared at inland ports and only exit formalities would be conducted at the borders.

The road infrastructure is severely deteriorated especially along the M10 between Sesheke and Kazungula, between Chisamba and Ndola, and between Chililabombwe and Kasumbalesa. The road network between Chingola and Solwezi was generally in good condition with one tollgate, the Enock Kavindele toll plaza. Zambian and foreign commercial trucks carrying copper concentrates from the mines in Solwezi (Kansanshi, Kalumbila, Lumwana) were increasing on this route.

There are at least 21 police checkpoints from Katima Mulilo to Kasumbalesa border post; with 8 toll plazas (Kebby Musokotwane, Daniel Munkombwe, Shimabala, Katuba, Manyumbi, Kafulafuta, Michael chilufya Sata, Wilson Mofya Chakulya.

There is need for comprehensive road rehabilitation along the highlighted sections of the trunk roads in Zambia. There is also urgent need for the Zambian government to consider removing some of the 21 to 25 police checkpoints along the corridor. The police checkpoints contribute to deterioration of road infrastructure, traffic delays, inefficient turn around times and corruption along the corridor.

Zambia Trade Information Portal launched

As per the World Trade Organization Trade Facilitation Agreement, which Zambia ratified in 2015, the Ministry of Commerce Trade and Industry launched the first ever Zambia Trade Information Portal on 29th

May 2020. The ZTIP is a collection of all trade regulations that are enforced by various Zambian government departments and agencies that would assist traders and investors with all required information on imports, exports and transit regulations in Zambia. The national trade portal was developed with support from the United States government through its USAID - Southern African Trade and Investment Hub (USAID - SATIH) using software provided by the World Bank.

Statutory Instrument No.74 of 2020 - The Tolls amendment Regulations of 2020 (The Tolls Act No.11 of 2016)

The principal regulations were amended through the enactment of statutory instrument No.74 of 2020, which is an amendment to the general regulations of the Tolls Act of 2011. The main amendment in the regulation is that foreign truckers would now have to further pay inland toll tariffs at prevailing localized rates in addition to the toll fees paid on entry at the border posts (i.e. \$209) for heavy duty vehicles with 4 axles and above for single entry. With ten (10) tollgates along the corridor, transport related road user charges would be pushed up by almost \$150 for a return trip. The toll tariffs tabulated in the second schedule of the statutory instrument are for the Democratic Republic of Congo on a reciprocal or retaliatory basis by the Zambian government owing to the lack of progress on their reduction. This development further compounds the cost of doing business in Zambia on Namibian transporters, exacerbated by other covid related costs, and delays that impacted on prospects of a quicker post pandemic recovery. This inimical development has raised a lot of concerns and disgruntlement in the transport and logistics industry in Namibia. The newly introduced inland toll fees in Zambia was an encumbrance to trade, transport and logistics, it negated fair

play and presented unprecedented domino effects on the operating costs along the corridor. The inland toll fees do not promote the values and ideals of regional integration, harmonized and liberalized cross border road transport systems and fair play in the transport industry as manifested in the SADC protocol on meteorology and transport, the Zambia-Namibia bilateral agreement, the WBNLDC tripartite agreement, and the African Continental Free Trade Area (AfCFTA).

The relevant stakeholders (Ministry of Transport and Communications, National Road Fund Agency (NRFA), Road Development Agency (RDA), Road Transport and Safety Agency (RTSA) were engaged to consider revocation, suspension or repeal of the inimical statutory instrument.

The Ministry of Works and Transport in Namibia, the Namibian High Commission to Zambia, and the SADC secretariat were also informed about this inimical development, which would also be escalated to the SADC council of ministers. The Republic of Namibia also engaged their Zambian counterparts bilaterally on the inland toll fees. It is clear that there were neither multi-stakeholder consultations, and institutional coordination in coming up with this inimical regulation.

Import taxes (customs duty) for processed beef, pork, poultry and fish increased in Zambia Annual National Budget for the Fiscal year 1st January 2021 to 31st December 2021

In the recently presented Zambia national budget for fiscal year 2021, the import taxes for processed beef, pork, poultry and fish were increased from 25% to 40%. This measure is aimed at stimulating and promoting the growth of domestic livestock or local meat and fish or aquaculture industry. The increment on the taxes could, however, impact negatively on the prospects of importations of beef,

poultry, pork and tilapia fish into Zambia from Brazil and other countries.

DEMOCRATIC REPUBLIC OF CONGO

During the tour of Kasumbalesa border post on 28th November 2020, it was observed that smuggling was still a huge challenge at the border despite the measures DRC customs had put in place to curb the vice.

It was common practice for Namibian and Zambian transporters to discharge goods that were cleared for final consumption in Zambia, on the Zambian side of Kasumbalesa and avoid crossing into DRC due to high cross border charges, prohibitive import tax rates, as well as security concerns. Frozen horse mackerel, beef, poultry, and other alcoholic and non-alcoholic beverages were common products smuggled at the border.

However, this practice was abating smuggling through the "Bilanga" un-gazetted illegal crossing and the DRC treasury was losing revenue as a result. The practice also promoted un-fair competition for the genuine importers in DRC who paid import taxes through the border. There was need for political will from the DRC to seek ways of permanently closing this illegal route by reducing import tax rates to encourage compliance on the part of importers in DRC. The road infrastructure between Kasumbalesa and Lubumbashi was being upgraded and generally in good condition.

However, there is need for visible road signage and markings on the bituminous road - high way. There is also need for road safety sensitization among both motorists and pedestrians.

There is anarchy on the road from Lubumbashi and Likasi to Kolwezi due to lack of road safety regulatory enforcement. There is also need for carbon emissions regulation. The road infrastructure from the copperbelt to Mokambo border post, and from Solwezi to Kipushi border post need to be upgraded in order to de-congest Kasumbalesa border post.

Democratic Republic of Congo government adopted Gilbert Kankonde's report on trade facilitation and security challenges at the Kasumbalesa border post

The Deputy Prime Minister, Minister of Interior, Security and Customary Affairs, Gilbert Kankonde presented the file of the situation at Kasumbalesa border during the council of ministers meeting held on 27 August 2020, following the Zambia and DRC joint permanent commission on defense and security. It is hoped that the DRC government would address some of the historical trade facilitation challenges at the border related to:

- harmonization of operating times at the border;
- Implementation of COMESA trade facilitation instruments;
- Smuggling and trans-shipment of goods at the border via the notorious un-gazetted illegal route of Bilanga;
- The re-establishment order and state of authority to facilitate for the regular functioning of state services at the border, and;
- The establishment of a 24-hour working arrangement on the DRC side of the border in harmonization with the Zambian side of the border.

Africa Regional Integration Index (ARII)

The United Nations Economic Commission for Africa (UNECA), the African Development Bank (AfDB) and the African Union

Commission (AUC) launched the second Africa regional integration index (ARII 2019) in May 2020. This index, which builds upon the 2016 index, provides up-to-date data on the status and progress of regional integration in Africa.

The index is a useful tool for tracking progress on the regional integration front and helps countries to identify priorities to improve integration. The five key dimensions measured are trade, productive capacity, macroeconomic policy, infrastructure, and the free movement of people.

Among the eight (8) regional economic communities (RECs) recognized by the African Union, the East African Community (EAC) scored highest for overall integration with SADC coming last. SADC's scores are mostly pulled down by gaps in regional infrastructure (infrastructure deficit) and its strengths lie in the free movement of its people. SADC's country rankings appear to reflect the current state of social economic integration in the community, where the best-performing countries have flourishing economies and enjoy a relatively good standard of living.

The African Trade Observatory Dashboard - a new trade intelligence tool developed to provide market intelligence to the Pan-African business community, policy-makers, academia, and Think Tanks as trading under the African Continental Free Trade Area (AfCFTA) begins in 2021

The African trade observatory dashboard is a new trade intelligence tool that enables buyers and sellers to easily explore and compare trade opportunities across Africa was released by the African Union on 5th December 2020 ahead of the start of trading under the new African Continental Free Trade Area.

The African Union (AU), the European Union (EU), and the International Trade Center (ITC) rolled out the African trade observatory in early December 2020. The AfCFTA lowers trade barriers and promotes regional economic integration.

The African trade observatory is especially valuable for empowering economic operators, small-scale enterprises, women and the youth in making the most in business opportunities. Apart from the two publicly available modules (compare and explore), policy makers and Regional Economic Communities (RECs) would have access to a third module that would provide a range of real - time indicators on trade flows, utilization of AfCFTA tariff preferences, tax revenues, clearance times and trade simulations, thereby facilitating the evaluation of implementation and impact of the AfCFTA.

The Africa market place explorer tool is part of the International Trade Center ecomConnect programme - the first e-commerce community platform with a special focus on entrepreneurs from developing and least developed countries.

African Continental Free Trade Area (AfCFTA) Non - Tariff Barriers Reporting, Monitoring and Elimination Mechanism

The African Continental Free Trade Area non-tariff barriers online reporting, monitoring and elimination mechanism - is a facility that was developed to enhance trade through removal of non - tariff barriers across intra-African borders, and became operational from

1st January 2021. At www.tradebarriers.africa or <https://tradebarriers.africa> encountered obstacles when trading across intra-African borders can be reported e.g. excessive delays, adhoc fees, cumbersome documentation requirements, restrictive product standards and regulations etc.

For the system to work successfully, the onus is on the traders to own it. The United Nations Economic Commission for Africa (UNECA) through the African Trade Policy Center (ATPC) is assisting member states to develop national strategies for implementation of the AfCFTA; and its ratification through policy advocacy.

COMMITTED

The WBNLDC management committee and partners have worked tirelessly to resolve the challenges experienced by transporters using the corridor.

The unpredictable and inconsistent regulatory environment in the member states, need for infrastructure upgrades along the route and the unaligned fees and processes need to be addressed. The good will and stakeholder network established in the member states and sub regions of Africa provide continuity for corridor programs.

The secretariat commits to continued engagement and efforts to ensure the smooth movement of cargo on the Walvis Bay-Ndola-Lubumbashi Development Corridor.

PROJECTS & FUNDING

The Project Development and Funding Department of the Walvis Bay Corridor Group was established with a portfolio function to assist with the project preparation and to mobilize funding for priority projects of the WBCG and members.

These projects consist of infrastructural requirements for long-term and soft development, as well as trade facilitation, wellness services, and in turn support projects which ensure sufficient capacity for growth in the corridors. Despite adding significant value to both public and private stakeholders this activity has come to a hold, due to funding constraints. WBCG has since revived this portfolio and merged it with the Logistics Hub portfolio.

Support for the implementation of long-term infrastructure projects under the Logistics Hub Master Plan and capacity building for the transport and logistics sector in Namibia was reviewed during the year under review.

The WBCG was successful in obtaining funds the tune of N\$660,000 from the National Road Safety Council, as part of their national Covid-19 response to the Walvis Bay Corridors. The funding, with WBCG and Trans Kalahari Corridor Secretariat (TKCS) as beneficiaries, is earmarked for road safety advocacy and awareness activities at designated towns and borders along the Walvis Bay Corridors. A project vehicle was already procured to carry out the project activities. WBCG and TKCS are jointly carrying out the project activities in designated towns along the Walvis Bay Corridors.

WBCG in collaboration with National Planning Commission (NPC), Ministry of Works and Transport (MWT) and the Namibia Ports Authority (Namport) secured the second phase (Phase II) of technical cooperation between the Japan International Cooperation Agency (JICA) and Namibia. However, due to Covid-19 protocols the technical cooperation started with a virtual inception meeting in September 2020 and will be valid until December 2023.

The said technical cooperation will support, WBCG; Namport; as well as three Logistics Hub Working Groups on strategic marketing, logistics hub center (LHC) and integrated border management (IBM). JICA appointed International Development Center of Japan (IDCJ) as the technical expert team to carry out the technical cooperation.

WBCG secured funding to the tune of NAD 400,000 from the Ministry of Industrialization and Trade (MIT) to assist with the appraisal and packaging of investment profiles to be showcased and promoted during the Dubai World Expo 2020 starting October 2021 until April 2022.

WBCG also secured technical support to the tune of 120,000 Euros from GIZ and Federal State Program of Bremen to conduct baseline assessment of TransNamib capacity development and alignment of the railway to the Logistics Hub Master Plan, as well as an assessment of Namport labour and port environment. GIZ appointed Bremenports to conduct the work. Due to Covid-19 protocols a virtual kick-off meeting was held in September 2020 with all the relevant parties to discuss and agree on the scope of the project. The project will run until November 2021.

As part of the GIZ exit strategy from the transport and logistics industry, and in line with bilateral negotiations between Namibia and Germany during March 2021 it was agreed that WBCG could submit a funding proposal of activities under the Logistics Hub initiative and Wellness Service, that could be implemented before November 2021.

In the context of sustainable economic development and digital economy WBCG developed two concept notes on green logistics and the fourth industrial revolution. During the period under review the WBCG had engagements with the Namibia – German Centre for Logistics (NGCL) and the Environmental Investment Fund of Namibia (EIF).

Some notable progress was made regarding the departments second leg, which deals with funding. The department initiated networking and stakeholder relations with funding institutions and partners, including British High Commission, Finnish Embassy, AfDB, GIZ, USAID and JICA.

The department continues to explore more opportunities, which the WBCG can exploit in terms of securing other funding sources to fill gaps in the infrastructure development, trade facilitation, wellness services and capacity-building area.

LOGISTICS HUB INITIATIVE

GILBERT BOOIS

**Project Manager:
Logistics Hub**



Even though Namibia deployed concerted efforts to advance the ideals of transforming ourselves into a logistics hub for the region, it is worth noting that due to the global outbreak of the Covid-19 pandemic that the World economy in general and Namibia in particular has been disrupted significantly. Despite the aforesaid challenges, the Walvis Bay Corridor Group (WBCG) as implementing agency, continues to create platforms to have thematic dialogue with the industry, share information, albeit through virtual engagements, to maintain the momentum.

Due to the Covid-19 protocols and regulations Logistics Hub Forums to engage industry on specific thematic discussions were rather limited and it is envisaged going forward that such forums would be held virtually to ensure that spearhead efforts towards implementing the Logistics Hub Master Plan.

To this end the WBCG has been working remotely with Japan International Cooperation Agency (JICA) and Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), under the guidance of the Ministry of Works and Transport (MWT) and National Planning Commission (NPC).

While the German Development Cooperation took a decision to exit from the transport and logistics industry by November 2021, the WBCG has been in consultations with GIZ to consider funding activities under the Logistics Hub Master Plan implementation before this deadline.

The phase 2 technical cooperation between Namibia and JICA started in September 2020 via a virtual Joint Coordination Committee (JCC) that paved the way forward for future engagements that would be held remotely and virtually until we have reached some level of normalcy for face-to-face engagements.

During the period under review the WBCG, as Executing Agency of the Logistics Hub Master Plan made a second submission via the MWT, to the Cabinet Committee on Trade and Economic Development (CCTED) to secure Cabinet endorsement for the signing of Memorandum of Agreement (MoA) between MWT and WBCG. In line with Government commitment towards the Logistics Hub Master Plan implementation the MWT allocated and disbursed an amount of NAD 3,000,000 to the WBCG to market and promote the Logistics Hub initiative.

Thanks to financial assistance of GIZ, the second State of Logistics Report of Namibia 2020 was completed by the Namibian- German Centre for Logistics (NGCL) and launched by the Minister of Works and Transport in Walvis Bay March 2021. The second State of Logistics report had a specific focus on the impact of Covid-19 to the economy in general and the logistics industry in particular.

The technical support towards TransNamibia and Namport, by GIZ and Federal State of Bremen, under the Sustainable Mobility and Logistics in Namibia programme, started with a virtual kick-off meeting in September 2020. As part of this further support, GIZ contracted Bremenports to do an assessment of Namport in terms of training in labour and environmental protections in ports, as well as an assessment of TransNamib in terms of baseline analysis of current status of implementation of TransNamib's capacity development strategy and alignment to logistics hub master plan. A virtual high level strategic workshop is planned for June 2021.

In the context of green logistics, the five-year cooperation between Namport and the Port of Dunkerque, France is currently in full swing and the first virtual engagements between the two parties already took place during the period under review. The WBCG will be roped in later on the parts dealing with corridor and hinterland optimisation. The French Development Agency (AFD) supports this initiative.

Given the clear synergies between Logistics Hub Initiative and envisaged Biomass Industrial Parks in Otjiwarongo, under the Bush Control and Biomass Utilization (BCBU) Project, supported by GIZ there has been a significant milestone achievement in that a Memorandum of Agreement on Biomass partnerships with Namibia was signed between the Ministry of Environment and Energy of Hamburg (FHH BUE), the German Institute for Applied Material Flow Management (IfaS), Wärme Hamburg GmbH, and Hochschule für Angewandte Wissenschaften Hamburg, on setting up working groups with regards to utilization of Namibian encroacher bush in Hamburg. Following the ground breaking of the first BIP in Otjiwarongo, jointly developed by Boabab Growth Fund and Namibia Industrial Development Agency (NIDA) in collaboration with United Nations Industrial Development Organisation (UNIDO) the construction of the BIP facilities was done in October 2020.

This project would generate 400 tonnes of biochar per annum valued at N\$25 million at current prices for export to Finland. The plant will also produce 20,000 tonnes of animal feed from bush encroachment for local market consumption.



The manganese exports from the Northern Cape Province in South Africa via the port of Lüderitz has been increasing gradually and such adding significant cargo volumes to the Trans Oranje Corridor.

Considering the new normal due to the Covid-19 pandemic the logistics industry has evolved to embrace technology interventions in terms of smart corridors, green logistics and fourth industrial revolutions in order to sustain future volume growth.



Creating alternative trade routes



Reduction in supply chain cost



Reduce transit time



Continuous improvement



Increase in Intra & Inter Regional trade

WELLNESS SERVICE

EDWARD SHIVUTE Project Manager: Wellness Service



Through its broad membership and diverse range of stakeholders, the WBCG offers a platform that facilitates the implementation of sustainable health and wellness strategies and now emerging diseases such as Covid-19 and other communicable and non-communicable diseases affecting the transport sector and or its employees. In this way the WBCG reaches mobile populations within the transport sector and communities that are generally associated with a high risk for HIV infection and other health and wellness conditions.

PROJECT OBJECTIVES

The main objective of the WBCG Wellness Service is to provide high impact and high quality health and wellness services to various vulnerable communities located along the major transport corridor routes. In addition, the project aims to expand its market footprint in Namibia and across the SADC region. Furthermore, developing smart partnerships is a key component on our agenda as we aim to become the best and most sustainable health and wellness project within the private sector.

The model used by the WBCG is that of establishing roadside fixed wellness clinics that are in a form of 24 meter container and is set up at strategic

points along the transport corridors that are frequently used by the truck drivers and other vulnerable communities. These fixed facilities are located in Zambezi, Erongo, Ohangwena, Otjozondjupa, Omaheke and Khomas regions respectively with an additional (3) wellness clinics to be set up in // Karas Region, Omusati Region and Erongo Region respectively. In addition, the WBCG also have 4 mobile clinics that are deployed to various workplaces and most affected communities along the transport corridors, with the aim of bringing health and wellness services closer to the people.

These fixed and mobile clinics offer key health and wellness services along the major transport corridors in Namibia.

Recently, approval has been granted by the Ministry of Health and Social Services to expand services and include Covid-19 related services including Covid-19 testing services at our container fixed clinics.

The WBCG Wellness Project has over the years expanded its footprint by implementing community based health and wellness project, reaching out to the most vulnerable groups in our communities such as long distance truck drivers, adolescent girls and young women, key populations and other vulnerable populations with general health and wellness services with a particular focus on addressing the adverse impact of HIV/AIDS in Namibia and across the SADC region.

However, since April 2020, the traditional HIV/AIDS based interventions were overshadowed by the emergence of the deadly Covid-19 disease. The outbreak of Covid-19 has had an adverse impact on operations of the transport and logistics industry, specifically the employees and more specifically the long distance cross border truck drivers as well as communities along the transport corridors. While the Namibian government continue to navigate the fine line between being prepared and setting off panic, the fear amongst the citizens has consistently grown since the first case of Covid-19 was reported in Namibia on the 13 March 2021.

The core interventions of the project has been significantly affected by the effects of Covid-19 since the first case was confirmed in Namibia on 13 March 2020. The subsequent regulations and measures introduced by the Namibian Government meant that the project has to re-strategize it's strategic activities

by aligning operations with national, regional and global response on Covid-19 pandemic.

Furthermore, a lack of factual information has been regarded as a conduit that is fueling rapid increase in confirmed Covid-19 cases as many people are either not well informed about the adverse effects of Covid-19 or ignorance could be the order of the day. In the transport and logistics sector, Covid-19 related stigma against truck drivers started when case 21 was confirmed in June 2020 to a truck driver who escaped from a quarantine facility and caused the first cases of community transmission in Namibia and it has continued ever since owing to a lack of proper educational platforms and information about Covid-19.

PROJECT PERFORMANCE VS MARKET DEVELOPMENTS

Amidst the limited scope of operations experienced during this quarter, the WBCG through its Wellness Service initiative, however embraced the opportunities that resulted from this novel disease. New partnerships were created while others were strengthened, especially with the transport sector stakeholders. Various consultative meetings were conducted with the aim to either develop new regulations, provide operational feedback reports and to ensure that all stakeholders are consulted on all Covid-19 response related decisions.

Furthermore, our Covid-19 response plan has been applauded by many and engagements continue to ensure that the adverse effects of Covid-19 on the transport sector is mitigated significantly.

In addition to the continues support the WBCG is receiving from the various development partners, companies such as ENGEN Namibia, Alistair Group Namibia, UNAIDS, Imperial Logistics Namibia has positively responded to our call for both technical and material support to assist our response.

Particularly, it is of essence to single out the sponsorship from ENGEN of N\$ 100,000 that will ensure that all our mobile clinics are fueled for free for an initial period of 12 months at any ENGEN service station around the country.

PROJECT SUPPORT

With the national Covid-19 response gaining momentum, the need for additional resources to allow for an effective response strategy became imminent. From the WBCG's perspective, even though there was no initial investment under the current financial year budget for the WBCG Covid-19 response, the project rapidly activated its resource mobilisation campaign by engaging various stakeholders including the donor communities.

To date, the project generated a total net return of N\$ 5, 894,584.44. Many institutions such as GIZ, Lifestyle Unique Design, UNAIDS, Scania Namibia, BHL Transport, Namport and Global Fund, all provided support to the WBCG.

Launch of the Transport Sector Temporary Truck Port facility in Walvis Bay. A temporary truck port facility was officially launched in Walvis Bay on 05 May 2020. The facility hosted both local

and cross border truck drivers coming into Namibia and particularly Walvis Bay.

All cross border trucks were required to use the facility in the event where no other Covid-19 quarantine facilities are arranged or certified by the MoHSS for truck drivers. The facility provided Covid-19 screening and monitoring services through the Walvis Bay Corridor Group and MoHSS. As at the 30 March 2021 a total of over 23,000 both local and cross border drivers were quarantined and screened at the facility.

WBCG and MoHSS collaboration for COVID-19. Through the recognition of our significant work, the Ministry of Health and Social Services requested the WBCG Wellness Services to be part of the national response team. The WBCG availed its mobile clinics and health care workers for deployment at strategic places to conduct Covid-19 screening services starting with Khomas and Erongo regions.

Official launch of WBCG & ENGEN Sponsorship. Engen Namibia has joined the transport sector in the fight against Covid-19. The fuel giant sponsored fuel worth N\$100 000 to the Walvis Bay Corridor Group (WBCG). The sponsorship was used to fuel all the WBCG Wellness project mobile clinics to ensure seamless delivery of health and wellness services to the transport industry.

Discussions are ongoing to explore other areas of support from ENGEN Namibia including the establishment of truck ports along the corridor routes.

Alistair Group supports WBCG's Covid response efforts. Alistair Group donated 1 000 Covid-19 safety kits to the (WBCG). The kits benefited mainly the truck drivers and were vital in ensuring that Covid-19 safety measures are adhered to by truck drivers. The safety kits, contained a face mask, a pair of gloves and hand sanitizer and were distributed to all long distance truck drivers passing at the WBCG Roadside Wellness Clinics as well as those quarantined at the temporary truck port facility in Walvis Bay.

African Development Bank (AfDB) HIV Sensitisation Programme. The Ministry of Works and Transport project funded by the African Development Bank (AfDB) aimed at providing HIV/

AIDS services for the construction workers and communities along the Walvis Bay – Kranzberg railway line was approved in August 2020. The project aimed at sensitising the contractors and their employees on health and wellness issues for a period of 24 months (August 2020 – July 2022).

Global Fund 2021-2023 Grant - The WBCG was selected for a consecutive grant to implement Global Fund activities in Namibia for the 2021-2023 grant period. The new grant will be implemented in Kongola, Grootfontein, Arandis, Omaruru, Oshikango, Ohangwena, Omusati, Luderitz, Rosh Pinah and Oranjemund for a period of 3 years. The initial project value is N\$ 11,7 million.

OPPORTUNITIES



Strengthening current partnerships and develop new relations.



Expand project to other regions in Namibia and across the borders



Scale up on current package of services



Develop new systems to create seamless and effective service delivery models



Participate in value addition conferences for learning and application purposes

PROJECT FOCUS AREAS

Sustainability of the WBCG Wellness Project – Funding Opportunities.



Training & Development (Capacity Building)



Monitoring & Evaluation (Quality Assurance).



Marketing & Promotion of Wellness Services.



Maintain Only High Impact Wellness Activities 80/20 Pareto Principle.



Maintain and develop new Smart Partnerships.



During the period under review, the focus was on re-engage and strengthen partnerships with key stakeholders such as development partners, private and public sector stakeholders such as Engen Namibia, GIZ, UNAIDS and the Ministry of Health and Social Services for agreement renewals or to advocate for continuous technical and financial support for our wellness portfolio.

Contrary to the adverse effects of Covid-19 on the transport sector, the pandemic continues to present us with some significant and positive opportunities as well. Case in point, is the anticipated renewal of the GIZ grant, while funding from UNAIDS has also been secured.

The WBCG Roadside Wellness Centres are located along the major transport corridors in Namibia and at identified hotspots. The WBCG fixed container clinics are located in Oshikango, Walvis Bay, Katima Mulilo, Windhoek, Gobabis and Otjiwarongo.

Three more container clinics will be established in Keetmanshoop (this clinic will support the activities in Rosh Pinah and Oranjemund and will be complimented by a mobile wellness clinic van).

Another container clinic will be established in Otjiwarongo at a proposed truck port to support specific health and wellness services for mobile populations (this clinic will support activities from neighboring districts such as Grootfontein and will as well be complimented by a mobile wellness clinic van). In addition, the WBCG will also establish another container clinic in Erongo Region to support the current clinic (this clinic will also extend services to Omaruru, Usakos and Arandis).

The mobile wellness clinic vans will be expanded to navigate through various project sites and regions to provide community outreach and employee workplace wellness services, especially for clients who are unable to reach the fixed health facilities.



ADMINISTRATION & SUPPORT SERVICES

FINANCE & ADMINISTRATION

KLAUDIA MWALA

**Manager: Finance
& Administration**



The Finance and Administration Department remains an integral part of the organisation. To ensure the sustainability of the organisation, it is crucial for the department to exercise prudent financial controls and be transparent on how funds are spent.

We work closely with WBCG's various departments to mitigate the identified risks and continuously review the funding risk assessment action plans.

COVID-19 IMPACT

The world is with the Covid-19 pandemic which not only impact human health but the global economy. Both our operations and funding are

negatively affected by the unknown challenges of the outbreak. The pandemic has forced us to rethink our traditional business development marketing strategies in order to sustain our revenue and importantly ensure continuous trade on the Walvis Bay corridors through the ports of Walvis Bay and Lüderitz to and from southern Africa.

Impact of Covid-19, prevailing economic challenges in Namibia and the Region at large, coupled with the fact that the WBCG operates in a highly competitive market, required strict financial controls and constant evaluation of projects and departmental spending which in turn resulted in a positive and healthy cash-flow for the period under review.

DONOR FUNDED PROJECTS

The department has an important role in coordinating the funding of the various projects between relevant donors and internal support functions. On-going communication and follow-ups between these parties have ensured that the WBCG remains a strong partner to the relevant development institutions.

The WBCG's strict adherence to corporate governance, donor policies, donors reporting, transparency and accountability has allowed us to consistently ensure that we can utilise opportunities in the form of new and continuous project funding from relevant donors.

Our strength lies within the consistent improvement and delivery of our various projects such as the Wellness Service, Projects and Funding portfolios as well as the Logistics Hub projects, which are leading us to new opportunities in the national, regional and international markets.

FUNDING AND SUSTAINABILITY

As a section 21 entity, depended on members contribution and donors funding our key strategy remains organisation funding and sustainability. Our business development division’s main focus is to ensure movement of cargo through the corridors to benefit our members, and thus enable members to contribute their membership.

As a non-profit section 21 company, funding is a constant drawback. Relying on our current means of procuring funding via members, government and donors is becoming increasingly difficult. As industry and Government increase their expectations of WBCG and rely on the team to do more to facilitate the growth of the industry, more revenue streams are needed. Insufficient funding limits the team’s ability to carry out their required activities.

Therefore, during the year, the entity restructured its Associated Membership programme, to allow Namibian companies to join the WBCG using this programme. The revision of the rules this membership portfolio to allow Namibian members to join, has the potential to provide the WBCG with a much-needed new revenue stream. It further will extend the membership base of the WBCG, strengthening its position as a representative of the Namibian private sector.

To retain current donors and attract new ones, we ensure we deliver excellent service as per the workplans and reach desired targets. With the support of

the Projects and Funding portfolio, the development of long-term funding remains a priority to provide for the gaps in WBCG activities.

HUMAN CAPITAL

over the years WBCG has maintained a highly skilled workforce to execute the business strategy. We have remained a robust company where staff turnover has been at 14 percentage. A strong emphasis has been placed on capacity building through training, developing leadership and management skills, exposure and consistent improvement are the main factors that keep human resources at the WBCG.

At 31 March 2021 WBCG has a staff complement of 63 employees; with a diverse workforce of 63 percentage female to 37 percentage male. During the year a total of 8 employees left the organisation due to resignations and contract ending, and while 22 employees were recruited.

As an entity that offers essential services the focus during the period was on employees’ wellness. Our employees faced challenges such as risk of contracting the deadly virus, changing working culture, financial impact, job security and general uncertainty. We quickly adopted new workforce operations to ensure physical safety and emotional health of our employees. As a result, our employees continued to show perseverance and dedication delivering exceptional service.

INFORMATION TECHNOLOGY

We continued to modernise and harmonise our information technology at the head office to ensure that we have a system that supports our growing needs in business and human resources.

The WBCG knows that the future will bring more changes in Information Technology. Therefore, we have to keep our systems and technology updated. This has created significant value in terms of improved communication between our head office and our regional and international offices, and also reduced communication costs and operational expenditure for the WBCG in general.

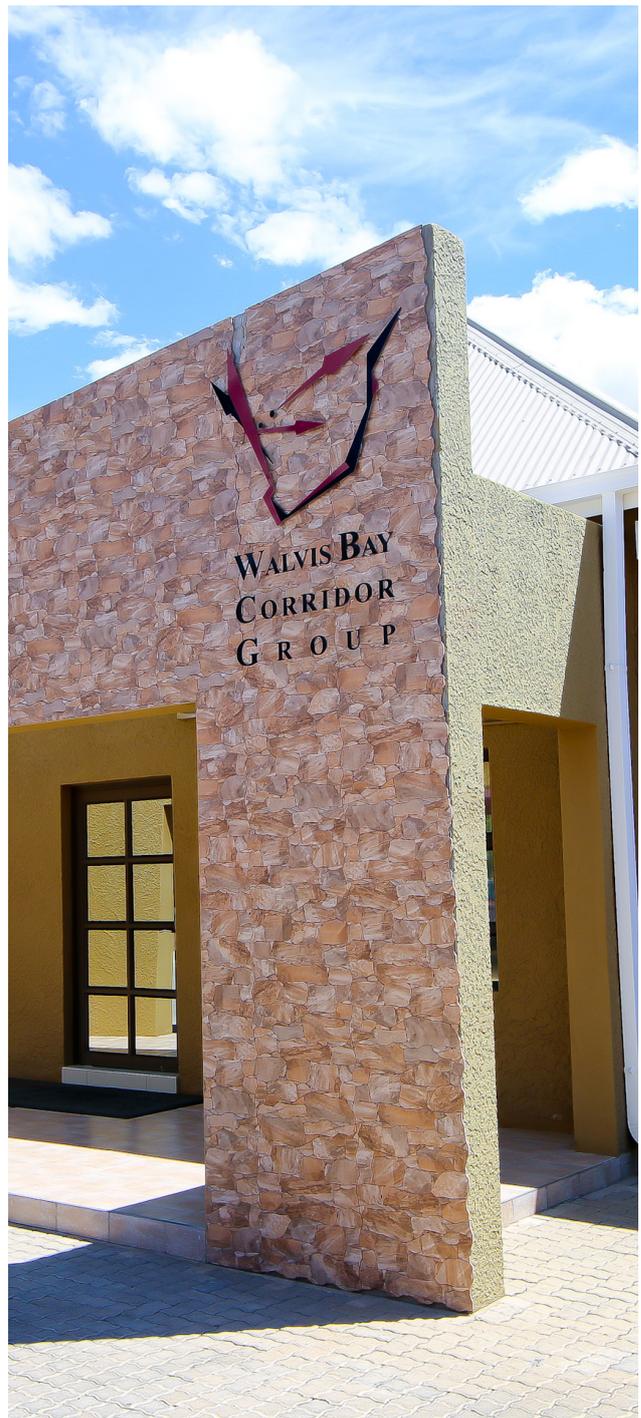
AUDIT

the annual statutory audit entails a consolidated audit of the core business and donor funded projects. During the year under review the company had eight donor funded projects.

The unqualified audit reports, continuation of our projects and operations are a clear testimony of our successes and the confidence which our donors, members and stakeholders have in the WBCG.

As per our article of association we are required to rotate the auditors after every third year. Grand Namibia who only served for one term, contract ended during financial year 2020. Through a tender process, Grand Namibia was re-appointed for a three-year term ending 2023.

As we continue to be in the midst of this deadly pandemic we remain positive. Crises always lead people to be innovative, adopt new technologies and cast away old practices. Adapting these into our business strategy we are optimistic that we will come out better and stronger.



ANNUAL REVIEW HIGHLIGHTS



HIGHLIGHTS APRIL 2020 – MARCH 2021

APRIL 2020

WBCG WELCOMES NEW BUSINESS DEVELOPMENT MANAGER FOR DRC

Mr. Jen Mbayo appointed as the Business Development Manager (BDM) for the WBCG's office in DRC. Mr. Mbayo brings with him a vast array of expertise and experience in business development. „I have a keen interest in developing the business relationship between Namibia and DRC,“ he explains.



APRIL 2020

NAMPORT DONATES TO WBCG WELLNESS SERVICE

The Namibian Port Authority (Namport) donated N\$50 000 to the Walvis Bay Corridor Group's (WBCG) Wellness Service to assist in the country-wide response amid the Covid-19 outbreak. The donation will be used to secure supplies for the WBCG wellness clinics across the country such as testing kits, gloves and masks.

APRIL 2020

NAMIBIA TO PILOT SADC HIGH-SPEED RAILWAY PROJECT

The Walvis Bay – Windhoek – Gaborone – Pretoria regional railway line was selected as one of the two regional high-speed railway projects to be implemented as part of the first 10-year Implementation Plan, of the African Union (AU) Agenda 2063 (2014-2023/2025).

This follows the validation of the “Detailed Scoping Study of the Continental High Speed Railway Network Project” by the AU – Specialized Technical Committee (STC) under their Transport Bureau, in Cairo during the Program for Infrastructure Development Agenda (PIDA) Week 2019.



APRIL 2020

COLLABORATION TO TACKLE VOCATIONAL TRAINING FOR LOGISTICS SECTOR

In the context of Namibia’s Logistics Hub Initiative and Capacity Development for the logistics industry, WBCG saw it fit to pursue corporation with the Namibia Training Authority based on clearly identified synergies.

The partnership between the NTA and WBCG was formalised on Wednesday, 18 March 2020, when the two entities signed a Memorandum of Understanding (MoU) which allows the partners to mutually benefit within the Technical and Vocational Education and Training (TVET) System.



MAY 2020

NAMPORT WELCOMES THE BIGGEST VESSEL EVER IN THE HISTORY OF NAMIBIA

The Namibian Ports Authority today received the largest vessel to ever dock in Namibian waters.

The 9000 TEUs Maersk Sheerness with the length of 335 meters called along the Port of Walvis Bay this month.



MAY 2020

UNIATLANTICO IMPRESSED WITH EFFICIENCIES AT THE PORT OF WALVIS BAY

TUNIATLANTICO's MV UNISTREAM called at the port of Walvis Bay in March, to offload 7 500 tonnes of manganese ore destined for CNNC's Rössing Uranium Mine. The vessel carried the cargo from Morocco and returned to Gabon with a shipment of Namibian salt.

This is the first of the many regular calls to be made to the port; importing manganese ore and exporting salt. "We are very happy with operations at the port of Walvis Bay. The discharge and reload of commodities are done very efficiently, which is a great pull factor for using the port", says Andreas Bergmann, UNIATLANTICO's Managing Director in Germany.



MAY 2020

WALVIS BAY CORRIDORS SEES INCREASE IN TRANSIT CARGO

The Walvis Bay-Ndola-Lubumbashi Development Corridor has seen an increase in cargo, as transporters move essential goods destined for our neighbouring countries along the route. The port of Walvis Bay and its corridors is seen as an efficient and secure trade route into southern Africa, hence the increase in new companies moving their cargo onto our route.



JUNE 2020

NAMERLOG FOODS SATISFIED WITH THE WALVIS BAY ROUTE

One of South Africa’s leading wholesalers and distributors of frozen foods, Merlog Foods, has utilised the Port of Walvis Bay for a large portion of its products being supplied into Africa. According to Irvaan Maharaj, Business Development Manager for the Walvis Bay Corridor Group’s South African market, Merlog’s containers through Walvis Bay have accounted for a significant number of reefers through the port. “While Merlog Foods has used the Port of Walvis Bay in the past, it became a more obvious choice to move bulk of their product destined for Africa through Walvis Bay as the port is more centrally located”, Maharaj says.



JUNE 2020

WBCG ASSISTS HEALTH MINISTRY’S COVID-19 RESPONSE

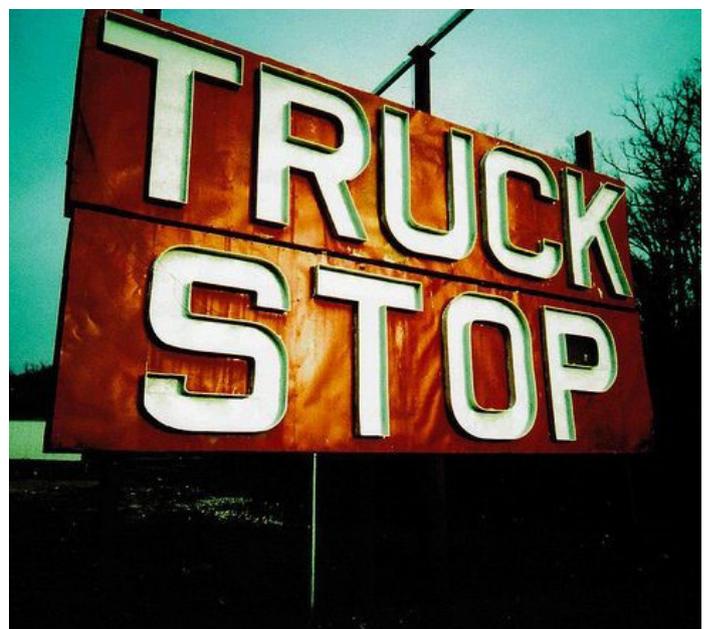
WBCG has reaffirmed support to government’s efforts to contain the coronavirus in the country. WBCG Wellness Service has availed a mobile clinic with staff to conduct screening services at the temporary truck port recently set up in Walvis Bay.



JUNE 2020

WBCG INVESTIGATES POTENTIAL TRUCK PORTS

The Coronavirus continues to highlight multi-sectoral concerns and for the logistics industry it has further impressed the urgency of truck port facilities along the transport corridors. The Walvis Bay Corridor Group has identified towns such as Katima Mulilo, Walvis Bay, Gobabis, Rundu, Otavi, Oshikango, Keetmanshoop, Ariamsvlei and Noordoewer, amongst others, where truck ports are essential and can contribute to the wellness and safety of both the trucking community and residents of the towns.



JUNE 2020

NEW MEASURES INSTITUTED AT KATIMA BORDER POST TO KEEP CARGO FLOWING SAFELY

Customs officials at the Katima Mulilo Border Post has ensured that, despite the unprecedented state of emergency regulations regarding border control across the southern African region to halt the spread of coronavirus, the essential flow of goods continue.

As cross border trade remains one of the country's major priorities, customs officials have had to reinvent their processes in order to facilitate the movement of cargo at the border.



JUNE 2020

TRUCK DRIVERS AND COVID: THE OUTCASTS IN SOCIETY

Despite being classified as an essential service provider under the transport, logistics and storage section in the guidelines and regulations, truck drivers have been on the receiving end of judgement by many in society. Agreeing to relay his experiences as a truck driver, Mr. Stanley Hamuchemba spoke to the Communications Department of the Walvis Bay Corridor Group.

"I have never been made to feel so insignificant in the 13 years of my career as a cross border truck driver. Subjected to derogatory language, we are also seen as the outcasts in society, the carriers of the Coronavirus", he says.

Hamuchemba, a 38-year-old Zambian national has been in A Van Der Walt Transport's service since 2012, says his days on the road are spent on the Walvis Bay-Ndola-Lubumbashi Development Corridor. He leaves Namibia with loads of frozen food stuff and returns with loads of copper and animal stock feed.



JUNE 2020

NAMIBIA'S ROADS STILL THE BEST ON THE CONTINENT

The Roads Authority (RA) is once again proud to announce its continued recognition for having the best road infrastructure on the African continent. This is according to the World Economic Forum's (WEF) Quality of Road Infrastructure Report for 2019.

This is the fourth consecutive year that Namibia maintains top position in the rankings of good quality road infrastructure in Africa, outperforming competitors such as South Africa, Rwanda and many others.

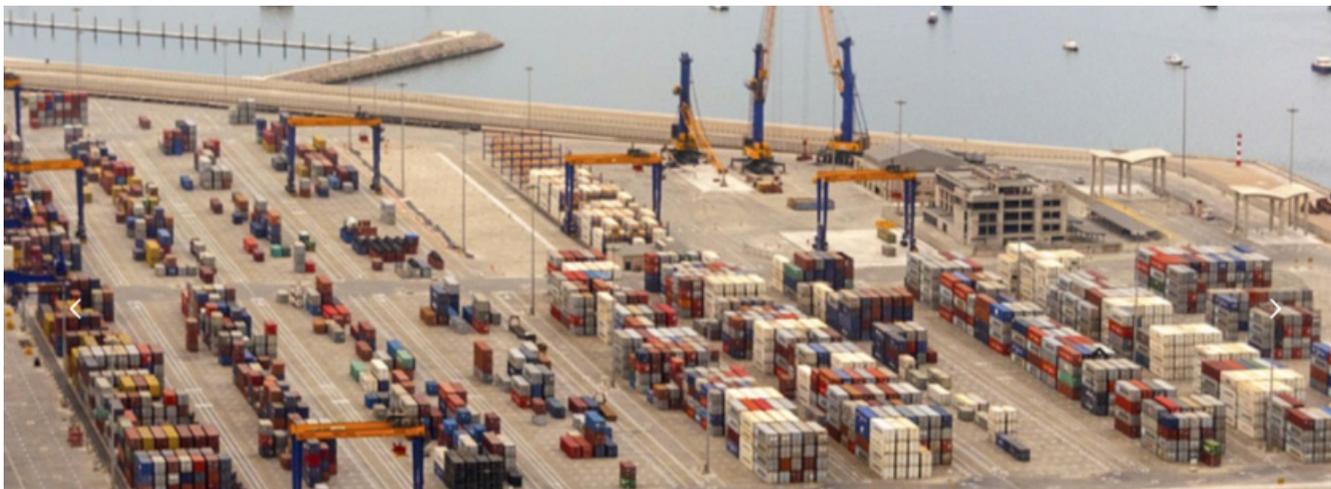


JUNE 2020

NAMPORT RECORDS A STAGGERING 30% INCREASE IN ITS CARGO HANDLING

The Namibian Ports Authority (Namport) has managed to handle one million tonnes of cargo carried along the corridors from 01 April 2019 until 31 March 2020. The Port of Walvis Bay and Lüderitz contributed equally to the success by recording 5,561,999 tonnes of cargo handled during this last financial year 2019/2020.

The largest portion of growth is reflected by the 100% increased activity along the Trans-Oranje Corridor as 204,301 tonnes of manganese ore was exported via the Port of Lüderitz. The benefit of the Trans-Oranje Corridor is to serve the mines in the Northern Cape, as it is a much shorter route versus using a South African based port.



JUNE 2020

ENGEN SPONSORS FUEL TO AID WBCG'S COVID SCREENING ACTIVITIES

Engen Namibia has joined the transport sector in the fight against Covid-19. The fuel giant has sponsored fuel worth N\$100 000 to the Walvis Bay Corridor Group (WBCG), who are working closely with the Ministry of Health and Social Services to respond to the pandemic in the country.

Over the past few months, the WBCG has actively supported government's response to the pandemic, through various initiatives. WBCG's Wellness Services Manager, Edward Shivute explains that the company joined the MoHSS' efforts, as the transport industry is extremely vulnerable to Covid-19 infections.



JULY & AUGUST 2020

NAMPORT'S NEW CONTAINER TERMINAL TURNS ONE

Last year, the Namibian Ports Authority (Namport) made history in southern Africa when it became the first port to successfully and safely reclaim land from the ocean.

On 02 August 2019, Namibia witnessed the inauguration of the New Container Terminal (NCT) by H.E. Dr Hage Geingob, President of the Republic of Namibia. On 24 August 2019, the New Container Terminal was commissioned and officially started with operations.



JULY & AUGUST 2020

WBCG’S SOUTH AFRICAN MARKET RECORDS STEADY GROWTH

A combination of persistence and service has seen the business development efforts of the Walvis Bay Corridor Group’s (WBCG) South African office grow steadily, with tangible outcomes as a result.

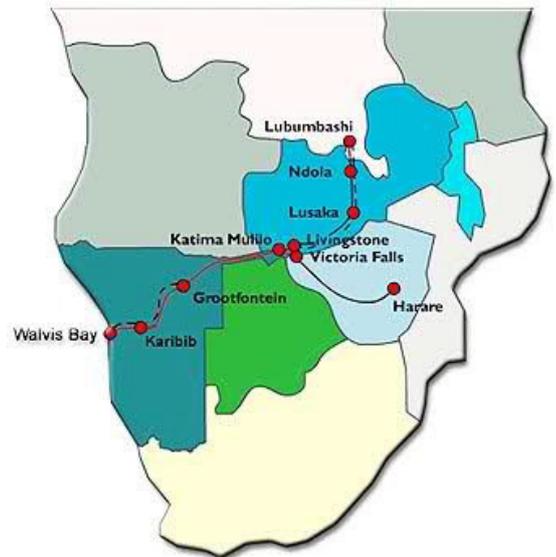
According to WBCG’s Business Development Manager in South Africa, Irvaan Maharaj, South Africa has a large number of global and procurement decision makers who influence a lot of the international players concerned with investment and trade opportunities.



SEPTEMBER 2020

WALVIS BAY CORRIDORS BEST IN THE REGION – AUC

The Corridor from Walvis Bay in Namibia through Zambia and into the DRC is the best-developed, safest, least congested and quickest route in the region for exports and imports into Zambia and the Democratic Republic of Congo (DRC), says Traolach Moylan, marketing and business development manager of Africa Union Cargo (AUC).



SEPTEMBER 2020

42 000 TONNES OF SULPHUR OFFLOADED AT THE PORT OF WALVIS BAY

The Namibian Ports Authority has yet again added to its historic pages as the Yi Long Shan Vessel docked at the Port of Walvis Bay earlier this month on her maiden visit from the Port of Demark.

While on its maiden call, the vessel offloaded a record breaking of forty two thousand (42,000) tonnes of Sulphur (destined for Swakop Uranium.)

Moylan, marketing and business development manager of Africa Union Cargo (AUC).



SEPTEMBER 2020

WBCG PRESENTS TO DIAGNOSTICS COMPANY IN BRAZIL

WBCG's office in Brazil recently presented the company's mandate to Wama Diagnóstica; a diagnostics test company that produces test kits for Diabetes, Tuberculosis, Hepatitis C, HIV/AIDS, Syphilis, and very successfully, COVID-19.

The company's CEO, Mr Felipe, noted that Wama Diagnóstica is interested in expanding commercially and industrially into Africa and has started identifying African countries that could offer these opportunities and security for their investments and technology transfer.

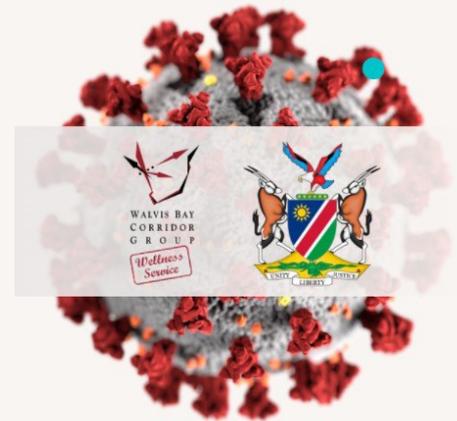


SEPTEMBER 2020

WBCG BECOMES FIRST NGO TO COLLABORATE WITH THE HEALTH MINISTRY ON COVID-19 TESTING

As of 14 August 2020, the Walvis Bay Corridor Group (WBCG) became the first non-profit making organisation to collaborate with the Ministry of Health and Social Services (MoHSS) on Covid-19 Testing.

According to Edward Shivute, the Wellness Service Project Manager, a WBCG Mobile Clinic is stationed at the Robert Mugabe Covid 19 Testing Clinic and some of the WBCG employees have been trained to perform the Covid-19 Testing.



SEPTEMBER 2020

WBCG INCORPORATES COVID-19 SCREENING IN ITS WELLNESS SERVICES OFFERED

In support of the national response of Covid-19, the WBCG collaborates with the Ministry of Health and Social Services by availing medical personnel and wellness clinics. WBCG has further integrated Covid-19 screening into our mainstream workplace wellness service package.



OCTOBER 2020

NATIONAL ROAD SAFETY COUNCIL SHOWS ITS SUPPORT TO THE TRANSPORT INDUSTRY

The National Road Safety Council (NRSC) has recently become a strategic partner to the Walvis Bay Corridor Group (WBCG). In a handover announced during NBC TV's Covid-19 update programme on Monday, 19 October 2020, the NRSC explained that it is supporting the transport industry with a sponsorship of N\$660 000.



OCTOBER 2020

SHIFTING COVID-19 EFFECTS TOWARDS ECONOMIC RECOVERY

The coronavirus pandemic brought with it devastating consequences on the micro and macro economies, significantly affecting international trade. Against this background, the Namibia German Centre for Logistics (NGCL) together with the Walvis Bay Corridor Group held a webinar on the 15 October 2020 under the theme "Shifting Covid-19 Effects towards Economic Recovery."



NOVEMBER 2020

REHABILITATION ON THE WALVIS BAY TO KRANZBERG RAILWAY LINE COMMENCES

With great enthusiasm, the upgrade of the railway line between Walvis Bay and Kranzberg at Arandis was officially launched on 30 November 2020. Namibia’s Minister of Works and Transport Honourable John Mutorwa, who delivered the keynote address at the ground breaking ceremony, said the project would cover a total length of 107,5km.

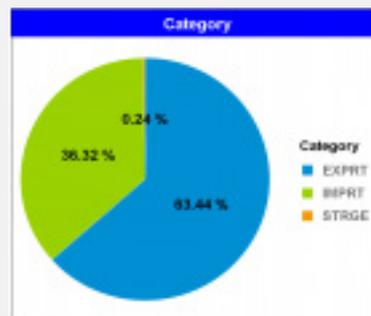
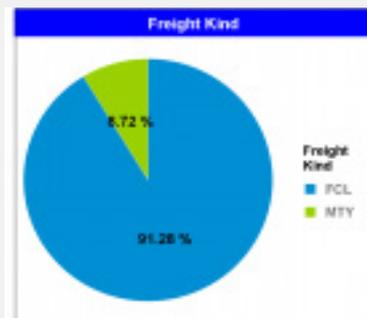
The upgrade is one of the key national development projects that the government is undertaking to develop Namibia into the preferred logistics hub for the SADC region. The project is funded by the Namibian government with 56 percent of its own funds and 44 percent coming as an African Development Bank loan.



NOVEMBER 2020

NAMPORT BREAKS A RECORD IN HANDLING 413 TRUCK VISITS IN ONE DAY

The Namibian Ports Authority continues to deliver on its promise of service above self to its valuable clients. In November, the Ports Authority recorded 413 truck visits in one day, which seamlessly went through its terminal gates as the trucks were either delivering or picking up cargo from the Port terminals.



NOVEMBER 2020

NAMDOCK: 'LEADING THE FLEET' IN SHIP REPAIR AND ENGINEERING EXPERTISE ON THE WEST COAST OF AFRICA

Strategically located on the west coast of Africa in Walvis Bay, Namibia, Namdock is a leader in the West African ship repair market and offshore oil and gas sector, having gained global recognition for its extensive dry dock capacities and exceptional client service – even in the face of a global pandemic.

Namdock, or EBH Namibia as it was formerly known, was founded in 2006 as a joint venture with the Namibian government, represented by the Namibian Ports Authority (NAMPORT).



JANUARY 2021

A NEW DECADE FOR WBCG

The year 2021 marks WBCG's transition into maturity, as a reputable corridor management institution, celebrating 21 years since the establishment of the company. WBCG has become one of the key facilitating bodies in the Namibian economy, driving the agenda of the transport and logistics sector.

The Walvis Bay Corridors are widely recognised to offer compelling value propositions, and demonstrated significant growth not only in terms of volume, but also reduced transit times, removal of bottlenecks and improved corridor logistics.



JANUARY 2021

WBCG WELLNESS DEMONSTRATES RESILIENCE

WBCG's Wellness Service as a provider of essential health and wellness services, continued providing these critical services to the transport and logistics industry as well as to other vulnerable communities.

The WBCG's Wellness Service became a significant support centre for our stakeholders in terms of sensitisation sessions about the various Covid-19 protocols and regulations as introduced by the Ministry of Health and Social Services (MoHSS).



JANUARY 2021

LOGISTICS HUB OVERVIEW

As Namibia advances towards becoming an important transit route for cargo into southern Africa, we continue to develop and transform ourselves into a logistics hub for the region. As part of the implementation structure of Logistics Hub Master Plan, four working groups were established.

These group focus on the development of the logistics hub center, strategic marketing, capacity development and integrated border management. WBCG continues to coordinate working group activities that in turn report to the steering committee and Cabinet Committee on Trade and Economic Development (CCTED) for political and policy endorsement. WBCG further established Logistics Hub forums to engage the industry on specific thematic areas.



JANUARY 2021

FIRST EVER BAGGING PLANT AT THE PORT OF WALVIS BAY

As the first of its kind in Namibia and a historic milestone for the port of Walvis Bay, Manica Group Namibia invested in an advanced mobile hopper and bagging system. The bagging plant allows for products to be shipped in bulk and bagged at the destination quayside.



JANUARY 2021

WBCG ENGAGES DRC STAKEHOLDERS

The WBNLDC has over the years grown significantly as an alternative trade route for the DRC. The corridor carries various commodities such as copper, sulphur, fuel, frozen products, machinery and equipment as well as consumables, destined for the global market via the Port of Walvis Bay. WBCG is committed to assisting and supporting the business community in DRC.



FEBRUARY 2021

WBCG WELLNESS SERVICE COMMITTED TO THE HEALTH AND WELLNESS WITHIN THE TRANSPORT AND LOGISTICS SECTOR

The WBCG continues to contribute significantly to the wellness of mobile populations in the transport and logistics industry, through the implementation of comprehensive health and wellness programmes along the Walvis Bay Corridors. With this said, the WBCG's Wellness Service is excited to announce that it will soon be expanding its roadside wellness clinics to the Omusati and // Karas Regions respectively in 2021.



FEBRUARY 2021

PANDEMIC CANNOT STOP NAMPORT

The Namibian Ports Authority (Namport) continues being relevant despite the Covid-19 pandemic, as it achieved another milestone when it handled 20 000 tonnes of sulphur for the Zambian market.



MARCH 2021

NAMIBIA RATIFIES THE WBNDLC TRIPARTITE AGREEMENT

The WBCG is excited by the recent ratification of the Tripartite Agreement, and eagerly waits for the Zambian government to commit in order to catalyse its full implementation. The WBCG pays tribute to Honourable Mutorwa and the Namibian leadership in general for their commitment, and well-coordinated efforts in fast-tracking the ratification process as well as the political will and support rendered in this regard.



MARCH 2021

GIZ DONATION FACILITATES WBCG'S SUPPORT TO TRUCKER WELLBEING

The official handover of the GIZ sponsorship took place at the launch of the State of Logistics Report held in Walvis Bay on 25th of March 2021.

The support from GIZ included, amongst others, a brand-new project vehicle, to facilitate stakeholder engagement; three container clinics, aimed at providing easy access to Covid-19 interventions for the transport and logistics industry; as well as Personal Protective Equipment (PPE) as part of the transport and logistics industry's efforts to combat Covid-19.



MARCH 2021

NAMIBIA LAUNCHES ITS SECOND STATE OF LOGISTICS REPORT

The second Namibia State of Logistics report was launched in Walvis Bay on the 25th of March 2021 by the Ministry of Works and Transport Deputy Minister Honourable Veiko Nekundi, who launched the report on behalf of his Minister, Honourable John Mutorwa.

The study was carried out by the Namibian-German Centre for Logistics (NGCL) based at the Namibia University of Science and Technology and supported by the Walvis Bay Corridor Group (WBCG), German Agency for International Cooperation (GIZ) and several key industry institutions.





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