

WALVIS BAY
CORRIDOR
GROUP

ANNUAL REPORT

01 APRIL 2022
- 31 MARCH 2023

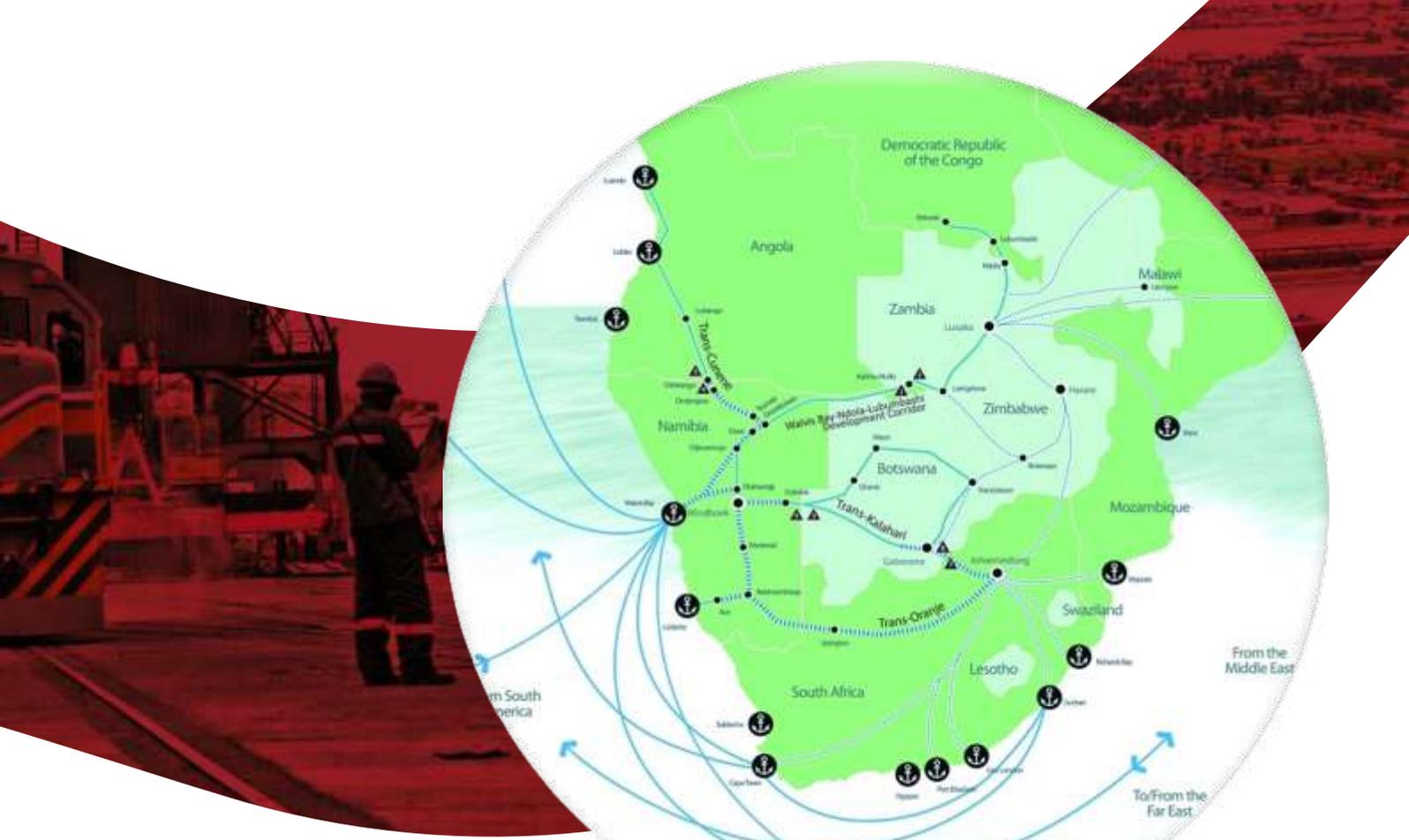




FACILITATING THE FREE FLOW OF TRADE TO AND FROM THE SADC REGION

Enabling Seamless SADC Trade

At WBCG, we champion the free flow of trade within the SADC region. Our strategic corridors act as vital conduits, simplifying processes and reducing transit times. By harmonizing trade procedures, we facilitate effortless trade movements, fostering economic growth and fostering vibrant regional connectivity. Through our efforts, we empower businesses and communities, driving prosperity across SADC nations.



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TABLE OF CONTENTS



01

INTRODUCTION

- » About us
- » Key Facts

02

MEMBERSHIP

- » Corporate Philosophy
- » Strategic Direction

03

EXECUTIVE REPORTS

- » Chairman's Report
- » CEO's Report

04

ORGANISATIONAL STRUCTURE

- » Structure
- » Board of Directors
- » Management

05

MARKETING & STAKEHOLDER MANAGEMENT

06

INTERNATIONAL & REGIONAL BUSINESS DEVELOPMENT

- » Brazil
- » DRC
- » South Africa
- » Zambia

07

CROSS-BORDER FACILITATION

- » Walvis Bay-Ndola Lubumbashi Development Corridor Secretariat

08

SPECIAL PROJECTS

- » Logistics Hub
- » Wellness Services

09

SUPPORT SERVICES

- » Finance & Administration
- » Projects & Funding

10

HIGHLIGHTS

WELCOME TO THE WALVIS BAY CORRIDORS

01

Trans-Cunene
Corridor (TCuC)
Namibia, Angola

02

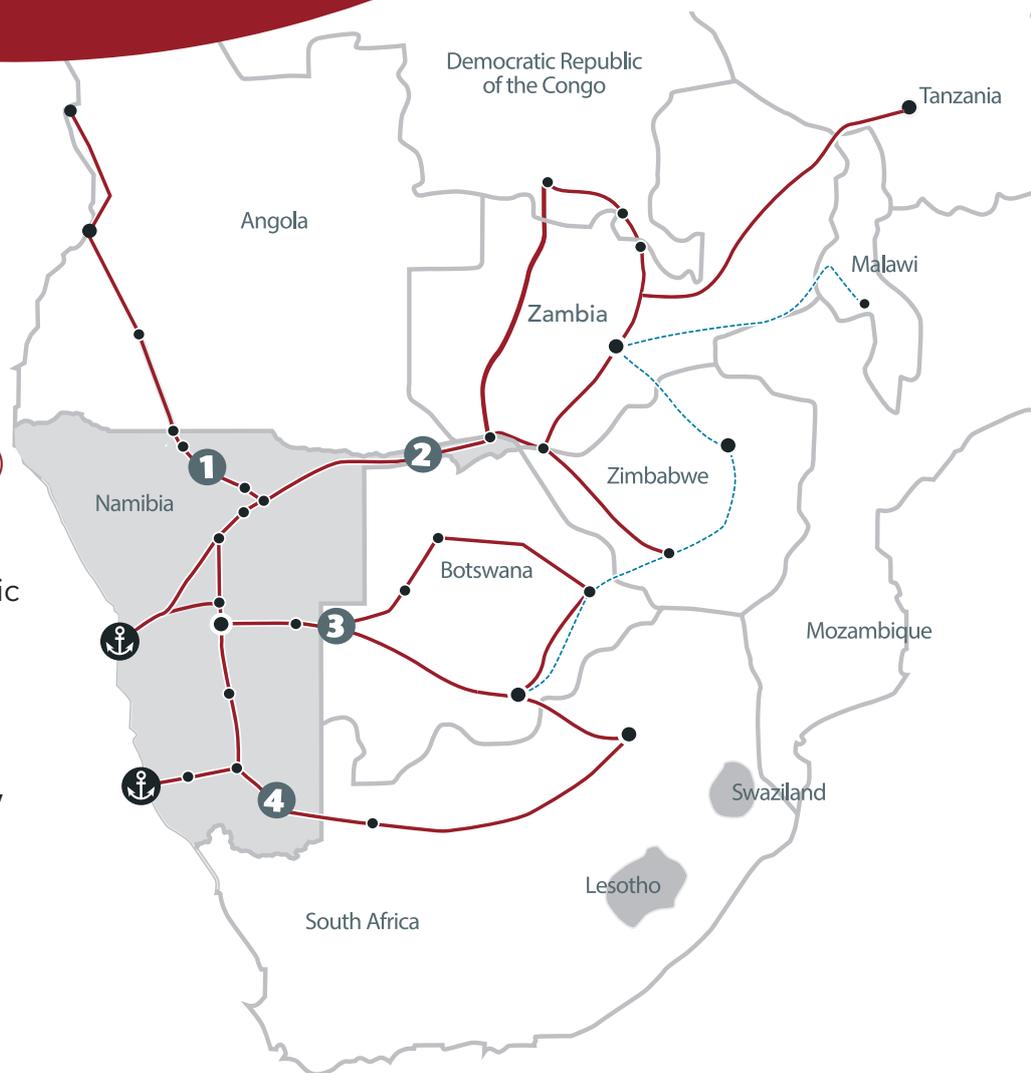
Walvis Bay-Ndola-
Lubumbashi
Development
Corridor (WBNLDC)
Namibia, Zambia,
Zimbabwe, Malawi
Democratic Republic
of Congo

03

Trans-Kalahari
Corridor (TKC)
Namibia, Botswana,
South Africa,
Zimbabwe

04

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 Ports of Walvis Bay and Lüderitz in the Republic of Namibia.

The corridors, serving the ports, 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 Port of Lüderitz
- the Trans-Kalahari Corridor, connecting Botswana & 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 Corridor 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 350 million consumers in southern Africa.

OUR MEMBERSHIP



CORE MEMBERS



INDUSTRY MEMBERS



ASSOCIATED MEMBERS



STRATEGIC MEMBERS

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 (WBP UA).

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 WBCG

PUBLIC SECTOR

Public sector entities include Ministry of Works and Transport; Ministry of Finance; Ministry of Industrialisation and Trade; Ministry of Home Affairs, Immigration, Safety and Security; Namibian Ports Authority; Roads Authority; Roads Fund Administration, TransNamib Holdings and the Municipality of Walvis Bay.



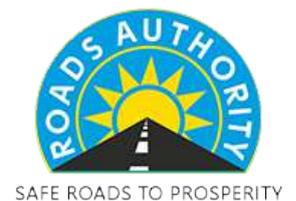
Ministry of Works and Transport



Ministry of Industrialisation and Trade



Ministry of Home Affairs, Immigration, Safety and Security



PRIVATE SECTOR

Private sector is represented by the following associations: Walvis Bay Port Users Association; Container Liners Operators Forum; Namibia Logistics Association; Namibia Chamber of Commerce and Industry and the Namibia Transporters Association.



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.



OUR VISION

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



OUR MISSION

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



CORE VALUES



Our number one 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



ACCOUNTABILITY
Consistently delivering our commitments



PARTNERSHIPS
Achieving more together



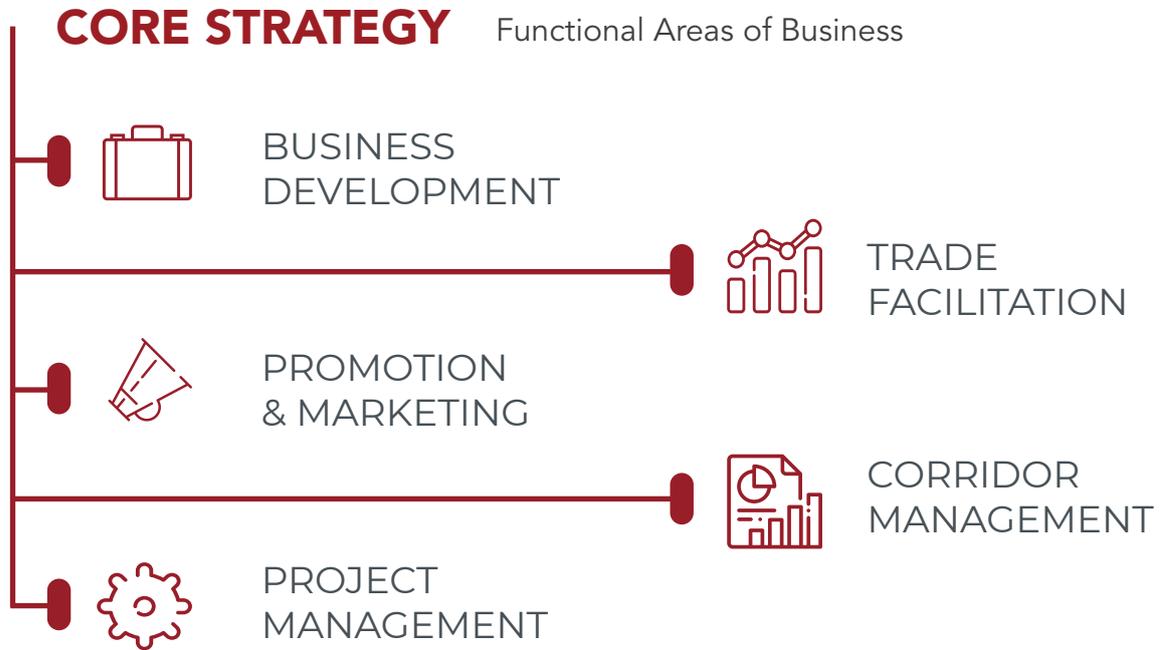
EXCELLENCE
Offering only the best, a high performance culture



INNOVATION
Always improving



STRATEGIC DIRECTION



● KEY INDICATORS



INCREASE CARGO VOLUMES



FACILITATE THE IMPLIMENTATION OF THE LOGISTICS HUB



STAKEHOLDER VALUE PROPOSITION



ENHANCE CORRIDOR EFFICIENCY



DEVELOP SUSTAINABLE HEALTH & WELLNESS PPP MODELS



ENHANCE GOVERNANCE & FINANCIAL SUSTAINABILITY

CHAIRPERSON'S REPORT

Andrew Kanime

Chairperson of the
Board of Directors



We are proudly driving the trade facilitation and business development agenda on our corridors with tenacity, determination and perseverance.

This is so, because it is inherent in our business model and our strategic initiatives. For the review period, transit cargo through our corridors have reached a milestone of a maximum of 2,464,123 tonnes, for the first time. These are the volume throughput through the port of Lüderitz and Walvis Bay to and from the markets of Angola, Botswana, DRC, Malawi, South Africa, Zambia and Zimbabwe.

What is extraordinary is that we started to facilitate the conveyance of new commodities such as sugar from Brazil, nickel from Zambia, amongst others.

For the past three years, global trade was heavily hit and impacted by the outbreak of the debilitating Covid 19 pandemic resulting in disruptions of supply chains, delays in the conveying of goods and escalated freight and transport costs. However, we emerged resilient and more responsive to a pandemic of that magnitude.

No doubt, the lessons learned from the pandemic and adaptation capabilities key for resilience, longevity and endurance position us on a new pedestal of progressive business continuity.

In March 2023, I had the privilege to tour, assess and familiarize myself with the Walvis Bay Ndola Lubumbashi Development Corridor (WBNLDC) in Zambia and the DRC. During the tour, I met some key existing and potential clients. My experience was met by a mixed bowl of emotions. On the one hand there is significant infrastructure deficit especially with the roads that needs rehabilitation, upgrading and improvement especially the stretch from Sesheke to Kazungula, as well as the lack of railway interconnectivity.

All this is compounded by long queues of trucks stretching kilometers in the Copperbelt waiting to enter or exit the DRC due to several bottlenecks at Kasumbalesa border. On the other hand, there is huge potential for significant business development attributed to increase in various commodities from growth economic sectors including mining, agriculture, forestry, construction and manufacturing.

“

No doubt, the lessons learned from the pandemic and adaptation capabilities key for resilience, longevity and endurance position us on a new pedestal of progressive business continuity.

”

On another front, it is exciting times as Namibia stands to benefit from the new Green Hydrogen project, Oil and Gas discoveries. The new mega projects are critical milestones for regional industrialization as well as continental aspirations of the AfCFTA. Namibia is increasingly attracting explorers and investors with the potential to become a critical game changer in Africa.

In summary, the overall performance of WBCG over the past year shows that we are on a positive and vibrant trajectory in implementing and realizing our strategic initiatives. In this breadth, allow me to thank our stakeholders, donors, transporters, commodity traders, freight forwarders, clearing agents, the CEO and the WBCG team for collectively making this Public Private Partnership work, not only in Namibia but beyond.

Thank you for using the ports of Lüderitz and Walvis Bay.

ANDREW KANIME
Chairperson



CEO'S REPORT

Mbahupu H. Tjivikua

Chief Executive Officer



Our stellar performance for the business year 2022/23 is the embodiment and results of our continuous business development, trade facilitation, sensitization and stakeholder engagements in the markets and catchment area of our corridors.

As the Chairperson has alluded to, a milestone was reached where transit cargo volumes surpassed the 2,4million metric tons mark. This is cemented by our good ports and road infrastructure, high safety and security standards on our corridors especially on the Namibian side. This warrants celebration as we remain true to our mission as we *"Strive to make Namibia as Africa's preferred trade route."*

As we have entrenched a high performance culture within our company as one of our key strategic initiatives, our team is focused on providing excellent, quality and professional customer service, orientation towards the clients with efficiency and flexibility.

As such we create life-long relationships with our clients and stakeholders to ensure that they get value for money. Our flagship Wellness Service for the truck drivers and the communities along the corridors create necessary bedrock, support, care and a healthy workforce for our industry.

We continue to experience a myriad of obstacles, impediments and challenges in facilitating trade such as the injunctions on transit poultry from avian flu affected countries; the ban of second hand transit vehicles not to be driven on Namibian roads and the requirement for car carriers; in-transit customs bond requirements; excessive road toll fees, tollgate fees (Zambia and DRC); truck driver harassments; and poor road conditions and infrastructure along some sections of our corridors. Despite this, we remain committed towards improving trade, transport and logistics facilitation for the target markets.

Looking at the horizon, we need to remain vigilant and on our toes to ensure that we are competitive and relevant in the midst of growing competition from other ports and corridors such as the creation of the Lobito Corridor Transit Transport Facilitation Agency (LCTTFA).

Yet, we remain the Best Corridor Management Institution (CMI) in Africa. Therefore we need to embrace more ties and relationships in southern Africa as well as internationally. In order to transform from a mere transport corridor into economic development corridors and support the industrialization of the Namibian economy, we need to promote Special Economic Zones (SEZs) and incorporate support for new and emerging industries such as Green Hydrogen, Oil and Gas.

Some of the highlights for the year under review were our participation in the Namibian House at the World Economic Forum; stakeholder engagements with the Africa Continental Free Trade Area (AfCFTA) Secretariat and Afreximbank; Transport Evolution Mozambique; Namibia Aviation & Connectivity Forum; Africa Mining Indaba; Botswana and Namibia introducing the usage of National Identity Cards for cross border travel; WBNLDC Tripartite meeting of senior officials and the Council of Ministers which endorsed the establishment of a permanent secretariat amongst others. Most notable was the visit of His Excellency Hakainde Hichilema, President of the Republic of Zambia and Honourable Frank Tayali, Minister of Transport and Logistics of the Republic of Zambia. We appreciate their commitment in supporting corridor development as part of a strategy for economic development.

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In conclusion, our success lies in effective partnerships and continuous stakeholder engagements, business to business meetings and information sessions. As we continue to grow our corridors, let me express my gratitude to the various stakeholders from our staff, the public and private sector, cooperating partners and civil society at large.

MBAHUPU H. TJIVIKUA

Chief Executive Officer



KEY MILESTONE

CORRIDOR VOLUME GROWTH

We are pleased to announce the corridor volumes and a sterling performance for the FY 2022/23.

Corridor volumes in and out of the hinterland have grown with 50% year on year, from 1,639,510 tonnes the previous year to 2,464,123 tonnes. These are the volume throughput through the port of Lüderitz and Walvis Bay to and from the markets of Angola,

Botswana, DRC, Malawi, South Africa, Zambia and Zimbabwe.

Prior to Namibia's independence there was absolutely no corridor volumes. We started to record the first cross border cargo in 2004.

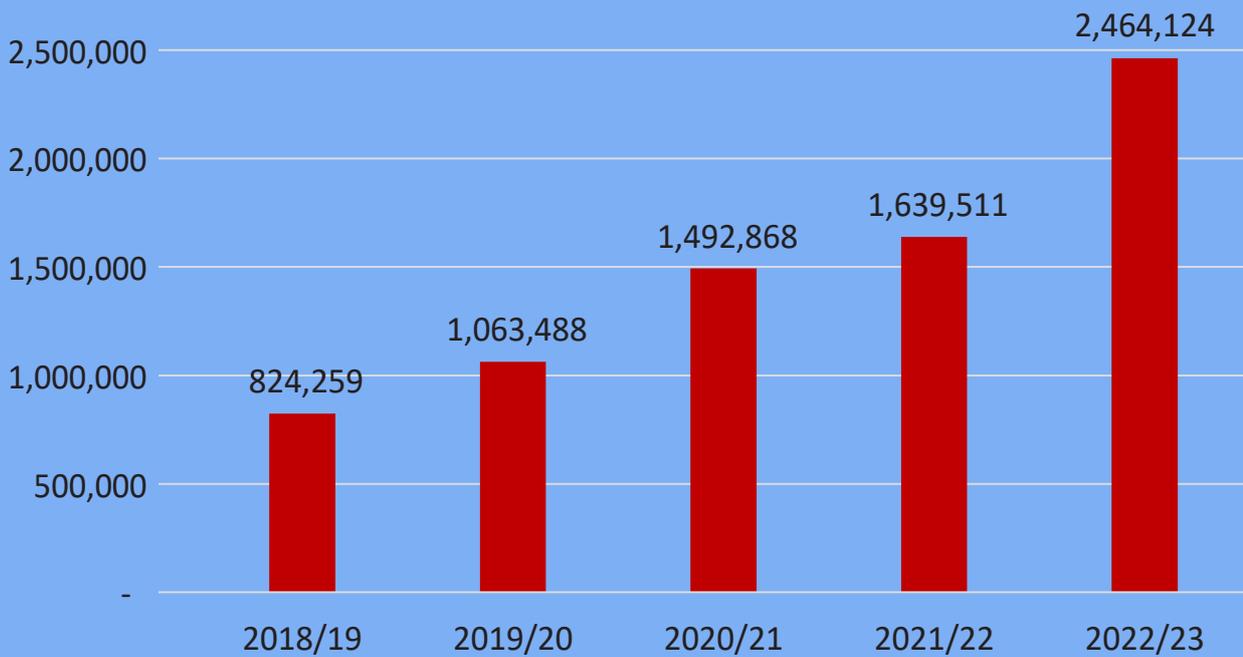
The DRC and Zambian markets have grown exponentially with 33% and 40%, respectively from 243,029 tonnes to 324,151 tonnes and 363,621 tonnes to 510,323 tonnes for both markets.



The best performance was shown by the Botswana market with the growth of 285%. This was mainly due to new commodities introduced such as the sugar import from Brazil, coal and copper concentrate exports.

The South African market grew with 42%, from 771,852 tonnes to 1,093,569 tonnes. This market is mainly driven by manganese export from the Hotazel area near Upington in the Northern Cape through the port of Lüderitz.

HISTORICAL VOLUMES (TONNES)



WBCG ORGANISATIONAL STRUCTURE

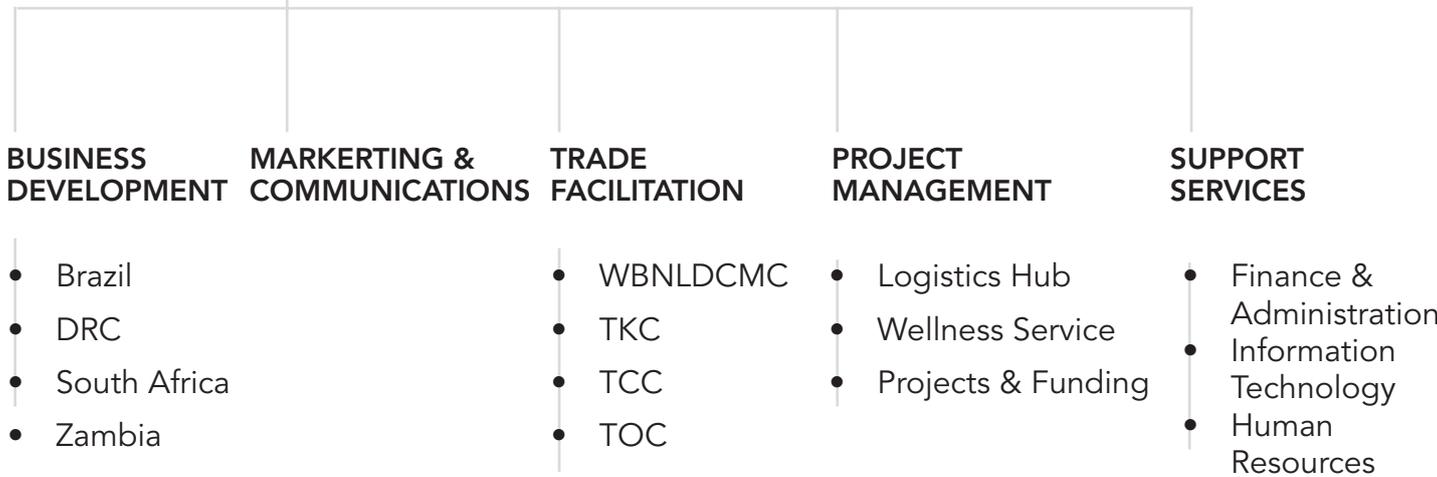


BOARD OF DIRECTORS

- Audit Committee
- Marketing & Trade Committee
- Human Resources Committee



CHIEF EXECUTIVE OFFICER



WBCG BOARD OF DIRECTORS

(as at 31 March 2023)

The Walvis Bay Corridor Group Board is composed of the CEO, Chairperson and candidates from our member companies, from both the public and private sectors.

In addition, the CEO of Namport, our founding organisation, serves as the Chairperson of the WBCG board. The Deputy Executive Director of our line ministry, Ministry of Works and Transport, also serves on our board as the Vice-Chairperson. In total we have 15 board members.



**Andrew
Kanime**

Chairperson



Johny Smith

(TRANSNAMIB)
Vice-Chairperson



**Jonas
Sheelongo**

Ministry of Works
& Transport



Illona Nkandi

Ministry of Industrialisation
& Trade



**Nehemia
Nghishekwa**

Ministry of
Home Affairs,
Immigration,
Safety & Security



Susan Beukes

Namibia Revenue
Agency



Elias Mwenyo

Namport



Conrad Lutombi

Roads Authority



Ali Ipinge

Road Fund
Administration



**Agostinho
Victor**

Municipality of
Walvis Bay



**Willie
Prosser**

Walvis Port Users
Authority



**Amando
Legner**

Container Liners
Operating Forum



Charity Mwiya

Namibia Chamber of
Commerce &
Industry



**Harold
Schmidt**

Namibia Logistics
Association



**John
Dias**

Nambian
Transporters
Association

WBCG MANAGEMENT

(as at
31 March 2023)



**Mbahupu H.
Tjivikua**

Chief Executive Officer



Klaudia Mwaala

Manager: Finance
& Administration



Edward Shivute

Project Manager:
Wellness Service



Gilbert Boois

Project Manager:
Logistics Hub



Maria Paulus

Manager:
Marketing &
Communications



Eric Shimumbwe

Manager: Cross Border
Trade Facilitation



Ricardo Latkani

Business
Development
Manager - Brazil



Irvaan Maharaj

Business
Development
Manager
- South Africa



Jen M. Chungu

Business
Development
Manager - DRC



James Kaposa

Business
Development
Manager - Zambia



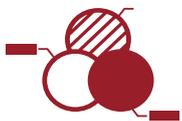
BENEFITS OF THE WALVIS BAY CORRIDORS



Time savings due to efficiencies



High Safety & Security



Reliable Routes



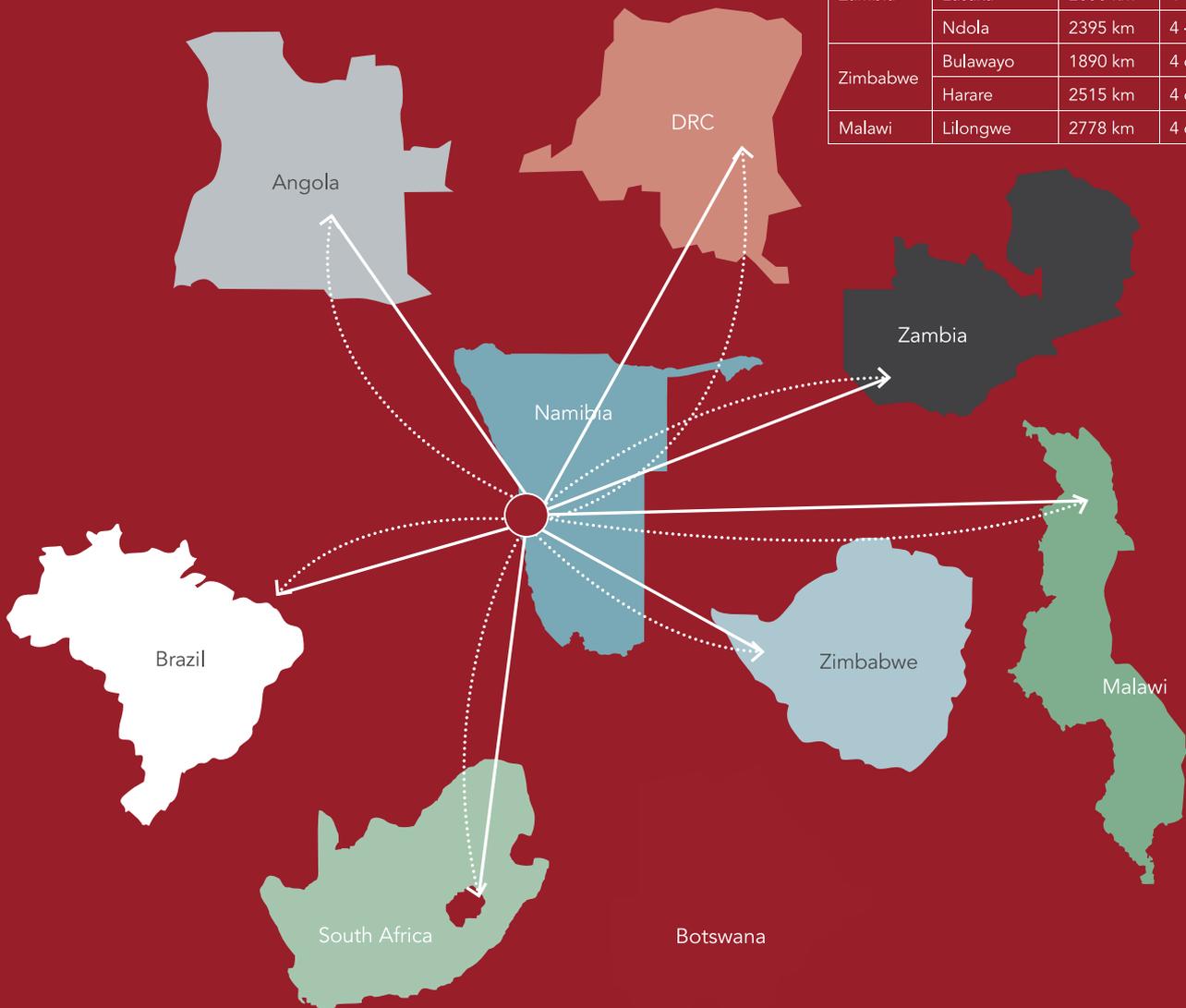
Sound financial Environment

TRANS-CUNENE CORRIDOR

Distance Timetable			
Country	Location	Distance from Walvis Bay	Transit time
Angola	Lubango	1551 km	4 days
Namibia	Tsumeb	575 km	1 day
	Windhoek	384 km	1 day
	Oshikango	892 km	2 days

WALVIS BAY - NDOLA - LUMUMBASHI DEVELOPMENT CORRIDOR

Distance Timetable			
Country	Location	Distance from Walvis Bay	Transit time
DRC	Lubumbashi	2690 km	4 - 5 days
Namibia	Grootfontein	598 km	1 day
	Katima Mulilo	1354 km	2 days
	Windhoek	384 km	1 day
Zambia	Livingstone	1565 km	3 days
	Lusaka	2050 km	4 - 5 days
	Ndola	2395 km	4 - 5 days
Zimbabwe	Bulawayo	1890 km	4 days
	Harare	2515 km	4 days
Malawi	Lilongwe	2778 km	4 days



TRANS-ORANJE CORRIDOR

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

TRANS KALAHARI CORRIDOR

Distance Timetable			
Country	Location	Distance from Walvis Bay	Transit time
Botswana	Francistown	1781 km	3 days
	Gaborone	1366 km	2 days
Namibia	Gobabis	605 km	2 days
	Windhoek	384 km	1 day
South Africa	Johannesburg	1900 km	2 days
Zimbabwe	Harare	2515 km	4 days

MARKETING & COMMUNICATIONS

Maria Paulus



In line with our Strategic Plan 2021/26, we continued to raise awareness through various initiatives aimed at promoting and marketing the Walvis Bay Corridors, Namibia's logistics & transport industry, as well as Namibia as the preferred Logistics Hub for Southern Africa.

During the period under review, we upgraded and implemented new marketing and communications strategies.

For us, everything starts with stakeholders, thus, we have made concerted efforts to consistently engage and regularly update our internal and external stakeholders.

We have established direct, long-term relationships with various stakeholders across the Southern Africa Development Community (SADC) region and the international market.

These relationships enable us to better understand the needs of our customers, and equally enable us to stay focused on providing the services that best meet these needs.

We facilitated and hosted a number of national, regional and international conferences and networking events to raise awareness of the Walvis Bay Corridors service offerings. These events included, Information Sessions in Brazil, DRC and Zambia, as well as national Logistics Hub Forums and Working Group. These sessions serve as an opportunity to provide updated information about the Namibian ports, corridor developments and the Logistics Hub initiative to existing and potential clients. Simultaneously, they serve as a platform for industry service providers to connect and network with potential clients in other markets, and ultimately create business opportunities. In addition, the WBCG organised and facilitated meetings for high-level delegations, including the Zambian Minister of Transport and Logistics, with local authorities, the business community, the industry, as well as other WBCG partners who contribute substantially to corridor development.

Building relationships with our stakeholders, keeping them up to date on changes, sharing information, and forming collaborations to explore new prospects are essential components of marketing and business development along our corridors. Strategic partnerships are essential to our business model as they allow us to access new markets and reach a wider audience.

We continued forming strategic partnerships to strengthen our function as a trade and transport facilitator. Extending our network connections has enabled us to carefully choose the events and collaborations that deliver the greatest value to our stakeholders, while also allowing them to meet new clients. These partnerships bear fruit in the form of new audiences hearing our message and new possibilities for our members.

We successfully collaborated with various stakeholders during the year under review, including Namport for the SWAiTEX, TransNamib for Rail Safety Week, Namibia Airports Company's Aviation & Connectivity Forum 2022, and Namibia German Centre of Logistics (NGCL) for the 14th Annual Transport and Logistics Workshop.

A noteworthy event, the WBCG, in collaboration with Women in Logistics and Transport (WiLAT), successfully hosted Namibia's first Women in Transport and Logistics breakfast meeting in November 2022, aimed at promoting the industry to female members and to encourage and support their career development.

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Strategic partnerships are essential to our business model as they allow us to access new markets and reach a wider audience. ”

”

Additionally, we collaborated with Namport, Roads Fund Administration and the Motor Vehicle Accident Fund, for the sponsorship of road safety items for the Namibian Police in Kavango East, Kavango West and the Zambezi Regions. Furthermore, we attended a number of local, regional and international industry events, promoting Namibia as the preferred trade route and Logistics Hub for Southern Africa.

WBCG has a strong brand and is recognized as the best Corridor Management Institution (CMI) in Africa. During the period under review, we have successfully developed corporate branding, signage and other promotional materials. We made certain that the WBCG, Wellness Service, and Logistics Hub branding was constantly visible and prominent at all major and crucial events.

The WBCG continued to focus on delivering high-quality information tailored to our stakeholders' needs, as well as broadening our communications by expanding our reach with media organisations in key markets. Several advertorials were featured in national, regional, and international transport and trade publications, such as the Freight News Magazine (by ftw), Zambia's Mining Focus, Mining & Energy, and the Namibia Trade Directory. These publications are strategic and have a wide reach locally, regionally and internationally.

We translated our business development booklet into the French in order to better serve our stakeholders in the Democratic Republic of the Congo (DRC) and the broader Francophone audience. This will increase engagements with key stakeholders and strengthen our brand in the DRC market. We distributed several media releases, highlighting achievements and activities, and continued to consistently distribute the eCorridor, our bi-monthly electronic newsletter to all stakeholders. The eCorridor provides critical information to our stakeholders on current news, events, and activities in the industry at large.

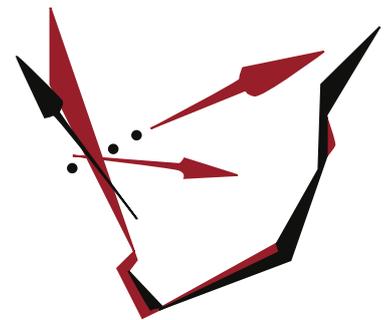
The WBCG has a strong social media presence that has grown significantly in recent years. We are exploring new ways to increase our online visibility and constantly creating engaging content in order spark conversation. We continued to conduct weekly campaigns and regularly update our social media platforms with pertinent news, forthcoming events, and advertisements, amongst others.

Over the past year, we have steadily expanded our network in order to reach more stakeholders and improve our regional and international influence, and we will continue to work diligently to create and sustain a strong brand in the best possible ways. Through our improved marketing and communication initiatives, stakeholder engagements, and strategic partnerships, we will continue to market and promote Namibia as the preferred trade route and Logistics Hub for Southern Africa.





INTERNATIONAL & REGIONAL BUSINESS DEVELOPMENT



WALVIS BAY
CORRIDOR
GROUP

INTERNATIONAL & REGIONAL MARKETS BUSINESS DEVELOPMENT

BRAZIL



Ricardo
Latkani

Brazil is the largest economy in South America, and continues to have a successful trading history with Africa.

The country's exports include, semi-finished iron, petroleum products, sugar, frozen meats, maize, coffee, cotton, tobacco, orange juice, footwear, aircraft, helicopters, agricultural equipment, vehicles, and vehicle components. Brazil provides huge opportunities as a trade partner with SADC, and there is potential to use Namibia, its shortest route to Southern Africa, as a logistical hub for a range of goods.

During this period, which was marked by great challenges but also by great positive results in trade relations between Brazil and Namibia, the Brazil office led several joint activities with decision makers who were among the biggest influencers in the expansion of volumes on this trade route.

We continued our effort to influence a direct call between Brazil and Namibia, and concerted our efforts on engaging exporters and shipping lines on the benefits of utilising the Namibian ports and the Walvis Bay Corridors, as well as the advantages of establishing Walvis Bay as their primary hub on the west coast of Africa.

In addition, the Brazil office continued to collaborate with government trade agencies, such as the Brazilian Trade and Investment Promotion Agency and Associação Brasileira da Indústria de Dispositivos Médicos, which sponsored WBCG to participate at major international platforms to promote Namibia as the gateway to Southern Africa. In addition, the State of Paraná has been a great supporter of WBCG in a number of events where we had the opportunity to interact with businesses in the food industry, including rice, poultry, sugar, cooking oil, coffee, pork, pasta, wheat flour for baking, and printing paper, under the leadership of the Paraná Port Authority, State Secretariat of Agriculture, and Secretariat of Industry and Commerce.

In collaboration with Namport, we influenced the return of chicken exporters through the port of Walvis Bay. When the Namibian Ministry of Agriculture, Water, and Land Reform prohibited the import of chicken in December 2022, Brazilian exporters were forced to move their trade to Mozambique and Angola. However, we were able to resolve the matter and sensitize the exporters, who commenced with their exports via the Port of Walvis Bay in January 2023.

Several businesses have conducted studies in a number of industries in Namibia and have identified some interesting projects, however there was a demand for WBCG to make efforts to connect them with businesses from Namibia, South Africa, Zambia, Botswana, Zimbabwe, and DRC, who are interested in taking part in industrialisation investments and local production in their respective countries.

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Several businesses have conducted studies in a number of industries in Namibia and have identified some interesting projects.
 ”

Among the industries of interest are the manufacturing of concrete water pipes, regional precast concrete production for civil construction, cooking oil refinery bottling, rice processing, packaging, and general cleaning product production. There are opportunities for Brazil and Namibia to capitalize on the benefits of the preferential trade agreement between the Southern African Customs Union (SACU) and the Southern Common Market (Mercosur).



INTERNATIONAL & REGIONAL MARKETS BUSINESS DEVELOPMENT

DRC



Jen Mbayo
Chungu

The DRC's main industry is mining and it is emerging to become the world's second largest copper producer.

Refined copper is the primary mining commodity, and accounts for more than 80% of the country's export volume. In addition, the country is endowed with an abundance of natural resources, including minerals such as cobalt, diamonds, timber and lithium. The DRC's main trading partners are Belgium, France, China, South Africa and the United States.

During the period under review, the focus of the DRC office was on engaging the largest commodities traders and mining companies in the market through one-on-one business meetings, which drew increased interest on the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC). The WBCG has facilitated successful business visits for our customers from the DRC to Namibia and vice versa. We have also discussed imports of machinery, equipment, spares and other products for the mining industry with most vehicle and machine dealers in Lubumbashi and Kolwezi.

Despite a plethora of opportunities, the lack of containers at the port of Walvis Bay has hampered increasing traffic on our corridor, and similarly, the lack of security and traffic congestion at the border station in Kasumbalesa, which discourages importers and exports from sending trucks to the DRC. Furthermore, the impact of port taxes on overall shipping costs to Walvis Bay in contrasted to other competitive ports, makes it difficult for us to attract non-time critical cargo.

Investments in the transport sector is critical to sustaining corridor volume growth. The availability of car-carriers for example, will attract thousands of cars annually as we have been confirmed by vehicle dealers in DRC who will be willing to move more cars through Namibia. We will continue to advocate for the development of new entrance points into the DRC, notably along the routes Kolwezi-Solwezi and Luau-Dilolo-Kowezi.

As new projects are emerging in the Haut-Katanga Province, ongoing attempts are being made to explore new business prospects in the mining sector. In 2023, the mining sector's output capacity is anticipated to increase to 2 million metric tons of copper. This necessitates better logistics solutions and an increase in import and export trade volumes. We also have the potential to attract thousands of vehicle imports, as Walvis Bay is known as the fastest trade route for vehicle and machinery imports. importation of food, particularly frozen food.

In addition, the population growth in the Haut-Katanga and Lualaba provinces creates an urgent need for importation of food, particularly frozen food.

Therefore, Namibia is well positioned to become the best logistics hub for the cold chain supply system. More containerised general commodities will pass through our corridors as a result of increasing awareness of the Walvis Bay port and other incentives.

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INTERNATIONAL & REGIONAL MARKETS BUSINESS DEVELOPMENT SOUTH AFRICA



Irvaan
Maharaj

The economy of South Africa has benefited from a number of factors, and remains one of the largest producers of commodities such as platinum, chromium, copper, uranium, manganese, and coal.

As such, many countries rely on South Africa for minerals export such as coal and platinum. It's main trading partners are China, United States, Germany, United Kingdom and India.

Exports climbed by 4.2% in the third quarter of 2022, owing mostly to increasing trade in mineral, metal, vegetable, and paper goods. The South African market remains crucial notably for manganese export, with transporters increasing their presence on the Trans-Oranje Corridor (TOC), during the year under review.

The South African office, which also supports the Botswana and Zimbabwean markets, continued to increase business development efforts by engaging key stakeholders and participating in industry activities.

We are increasing our visibility by engaging and formulating strategic partnerships with key shipping lines, commodity traders, mines as well as logistics and transport service providers. The engagements within the markets are becoming more positive and major interest has been observed for companies to set up shipping lines, manufacturing companies and commodity traders in Walvis Bay.

With ongoing engagements in the market we successfully facilitated the export of copper concentrates from Botswana via the port of Walvis Bay along the Trans Kalahari Corridor (TKC), and was instrumental in facilitating a logistics solution for continuous sugar trade from main ports in Brazil via the port of Walvis Bay.

This sugar is destined to the Botswana, South African, Zimbabwean and Zambian markets. Furthermore, the WBCG assisted a major sugar trader to set up operation in the Walvis Bay, and employed 40 Namibia citizens, benefiting the Namibian economy.

Manganese exporters along the TOC still prefer the efficiency of the corridor and the Port of Lüderitz. We can certainly expect an increase of manganese volumes on the corridor once the trans-shipment hub is developed. During the year under review, we have engaged commodity traders, non-hazardous fertilizer suppliers and mines in the Northern Cape and Bloemfontein markets, to present opportunities that exist when using the port of Lüderitz.

Bulk exports for commodities, such as, copper, coal, and imports of sugar, as well as fuel are major commodities that has increased the performance on the TKC copper mines based in the Toteng area, Botswana have complemented the road infrastructure to the Port of Walvis Bay and is shorter in distance of approximately 600km, as opposed to the distance to other ports. Transport rates are one of the major challenges, however with the increase in volumes, we should be able to experience competitive transport rates along the TKC frequently, and this is dependable on whether the cargo volumes are constant.

The Zimbabwe presents a very small market component and faces a number of significant challenges. The Port of Beira is closer to the Zimbabwean market, thereby presenting a challenge for us to convince them to divert cargo towards Walvis Bay. However, we continued to build strategic alliances and engage the Zimbabwe market through business-to-business (B2B) meetings and support from our local logistics partners such as BAK Logistics.

B2B meetings continue to be an important part of our strategy to increase cargo throughput via the ports of Walvis Bay and Lüderitz which are linked to the various corridors. In order to offer the most competitive solutions via our ports and corridors and maintain rising cargo throughput, we must be diligent in our business development activities and understand stakeholder expectations.

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We should be able to experience competitive transport rates along the TKC frequently, and this is dependable on whether the cargo volumes are constant.

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INTERNATIONAL & REGIONAL MARKETS BUSINESS DEVELOPMENT

ZAMBIA



James
Kaposa

Zambia's estimated annual total trade by volume for 2022 stood at 15.4 million, with copper accounting for 84.4% of total exports.

The primary export commodity was processed copper (cathodes, anodes, and blisters), whereas the main imports were fuels, construction and mining equipment, fertilisers, pharmaceutical products, and chemicals. Zambia's main export destination is Switzerland, while its main import source remains South Africa.

During the period under review, the Zambian office engaged in a number of initiatives to boost business development efforts in that market, and build relationships with potential clients in Lusaka, the Copperbelt, and beyond. The mainstay of our activities remained one-on-one meetings, speaking engagements, and strategic partnerships.

We hosted an Information sharing Session and participated at the Copperbelt Mining Expo, Zambia Agritech, Zambia Land-linked Conference, Malawi business development mission and Namport's WBNLDC Route Assessment trip to Zambia, among others.

The WBCG successfully diverted cargo from the Beira and Dar corridors, facilitated the client to take a tour of the port of Walvis Bay and met with key stakeholders in Walvis Bay after undertaking the tour of the corridor route. Mining as well as transport and logistics service providers with diverting their cargo to the port of Walvis Bay as well as assisting them with creating linkages with key stakeholders on our corridor in order to create a growth path for the client.

Furthermore, one of our clients was able to transport copper into Walvis Bay and return with sulphur as a consequence of our continuous efforts to establish an optimal balance in imports and exports. A steady flow of transit cargo will contribute towards a reduction in transport costs, making our route more cost effective.

There is an opportunity to attract more commodities, such as timber, tobacco, cotton, pulp & extra copper exports via the port of Walvis Bay, while on the import side of business it will be crucial to engage in activities that will attract more imports of spares, electronic products & chemicals for mining and Agriculture inputs via the port of Walvis Bay.

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A steady flow of transit cargo will contribute towards a reduction in transport costs, making our route more cost effective.

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In the past five-years, Zambia's mining landscape has changed due to the discovery of other minerals and plans are in place to promote and attract manganese via the port of Walvis Bay from new mines in central province and several mines in Luapula province. In addition, it will be vital for the Zambian office to promote the Wellness Services widely as an added incentive, in order to widen the accessibility of this crucial health and wellness service to Zambians in the industry.

Challenges that need to be addressed in order for the port of Walvis Bay to gain a competitive advantage, include, the lack of rail connectivity between Namibia and Zambia;

Bulk storage facilitates and warehouses to handle grain, fertilizer, tobacco, barley and wheat; Inadequate personnel at key agencies at the Katima Mulilo border post; and, tighter safe-guard measures like setting up fumigation or disinfection facilities in Walvis Bay can be solicited and installed to limit or eliminate any risks of contamination so that we continue capturing volumes of meat and poultry products.

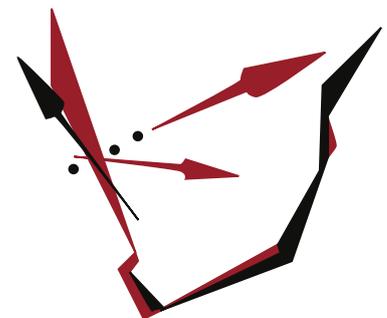
The aforementioned challenges have contributed to a larger extent the imbalance to attain the matching of south and north bound cargo at our port and in so far as the status quo remains the same, to be at par with other competing corridors will continue to allude us.

Part of the remedy lies in identifying private companies with interest and capacity to set up the facilities that should mitigate the inadequacies highlighted above on one hand while encouraging the government of the Republic of Namibia to amend some of the policies that are affecting growth of transit and importation of frozen products via the port of Walvis Bay.





CROSS-BORDER FACILITATION



WALVIS BAY
CORRIDOR
GROUP

WALVIS BAY-NDOLA- LUBUMBASHI DEVELOPMENT CORRIDOR (WBNLDC) SECRETARIAT



Eric
Shimumbwe

The Walvis Bay - Ndola - Lubumbashi Development Corridor (WBNLDC) interim secretariat seeks to facilitate the removal of physical and non-physical barriers to the movement of goods and people transiting through Namibia, Zambia and the DRC.

The committee's activities are premised on the need to improve operational efficiencies and reduce costs of doing business along the corridor. In addressing various bottlenecks along the corridor, the interim secretariat has built and strengthened regional partnerships with the public and private sector of the three member states.

During the period under review, the WBNLDC interim secretariat has scored many successes at the backdrop of a post pandemic period of recovery. Numerous stakeholder engagements and corridor programs under the trade and transport corridor approach have successfully been implemented. These include the tripartite corridor route assessments, benchmarking as well as cluster, bilateral and tripartite meetings.



A road transport corridor route assessment of the WBNLDC was conducted in Zambia and the DRC, in September 2022.

The main objectives of the trade facilitation mission were to:

- 1** Obtain valuable insights on the numerous challenges affecting trade, road transport, and logistics along the corridor especially at Kasumbalesa border post;
- 2** Promote appropriate stakeholder dialogue and stakeholder engagements aimed at identifying existing bottlenecks affecting cross-border trade in the DRC, Zambia and Namibia;
- 3** Observe road safety and environmental challenges along the corridor.

Amongst the recommendations, is the need for a weighbridge at Kasumbalesa on the Zambian side and separation of commercial traffic and non-motorized traffic for control and risk management. There is urgent need for visible road signage and markings on the bituminous roads between Kasumbalesa - Lubumbashi - Likasi, and Kolwezi.

While DRC and Zambia re-affirmed the 24 hours border operations at Kasumbalesa border post, there is need for customs authorities in DRC to implement pre-clearance to enhance trade efficiencies at the border. DRC needs to create enabling legal framework for implementation of a one-stop border post (OSBP) at Kasumbalesa.

Sensitization on the safety and security of truck drivers is equally imperative as the security situation for truck drivers is a critical challenge - a real threat to human

Visible road markings and signage is required on the new roads between Kasumbalesa, Lubumbashi, Likasi and Kolwezi.

There is need for a proper traffic switch at the common border, re-design switching of trucks by both DRC and Zambia at Nomans land as was recommended by the Joint Permanent Commission on defense and security. Lastly, there was need for regular cross border cooperation and bilateral engagements within the structures of the established technical working groups of both countries.

Among other trade facilitation challenges identified at Katima Mulilo border post, congestion and clearance delays featured prominently. From a broader perspective, some of the major causes of congestion and clearance delays at the border are: understaffing, lack of adequate computers and other related Information and Communication Technology (ICT) equipment, unstable power back-up generator, and poor sanitation.

Congestion at Katima Mulilo weighbridge is equally a logistical challenge that requires relevant authorities to upgrade the holding area around the weighbridge. A truck port or dry port near the border would go a long way in alleviating border congestion.

The Namibian Ministry of Agriculture, Water and Land Reform needs to seriously address the critical shortage of manpower at the border. Currently, transporters have endured logistical bottlenecks, as there are no permanent officers stationed at the border to conduct physical inspections as well as speedy issuance of transit permits for timber and other agriculture commodities such as organic honey destined for Walvis Bay port. Thus, we are making inroads in engaging relevant stakeholders and border agencies in order to address perennial bottlenecks at the border.

Overloading still remains a criminal offence in Namibia, and many Zambian truck drivers have been detained and convicted for such offences. A bill to de - criminalize overloading offences in Namibia has been pending since 2016. However, Ministry of Works and Transport (MWT), and Roads Authority (RA) of Namibia have been pushing for finalization of the vehicle mass bill to de - classify overloading as a criminal offence.

During the month of October 2022, some Namibian truck drivers staged protests at Katima Mulilo border post to air their grievances and disgruntlement against the exorbitant transit permit fees charged by Zambian Immigration authorities at Katima Mulilo border post at entry during the carriage of goods into and through Zambia. The WBCG engaged the Department of Immigration as well as the Zambian Ministry of Home Affairs and Internal Security to seek interventions.

Accordingly, the department of Immigration and Ministry of Home Affairs and Internal Security made an urgent submission to the Ministry of Finance and National Planning - to propose for a downward adjustment in the excessive transit permit fees which had become unbearable for Namibian truck drivers as well as other foreign truck drivers at Katima Mulilo border post.

Other issues of disgruntlement presented by protesting truck drivers were:

- The lack of parking space at Katima Mulilo border post;
- Congestion and clearance delays;
- Harassment from Zambia Police traffic officers and cumbersome roadblocks on Zambian roads along the corridor;

- Council levies charged in different Zambian municipalities and towns;
- Poor lighting and security at Katima Mulilo Nomans land - common border.

Concerted efforts and systematic follow-ups are being made to expeditiously address these perennial bottlenecks affecting cross border trade raised at different platforms across the industry.

The suspension of importation and in-transit movement of cloven - hooped animals and their products from South Africa into Namibia was effected through a veterinary public notice No. 10 of August 2022 due to a resurgence - of new Foot and Mouth Disease cases - in South Africa. The following commodities are not allowed for importation and in-transit movement; Fresh-frozen pork, uncooked processed pork, raw meat, bovine embryos and semen, raw meat including pork, uncooked processed meats; Grass, forages, lucerne and silage. The following commodities are allowed for importation and in-transit movement; Cooked processed products of cloven-hooped animals' origin, milk and milk-based products, hides processed up to wet - blue, fully processed trophies.

The Ministry of Green Economy and Environment of Zambia resumed the issuance of export permits for timber in the second week of April 2022. The suspension of timber exports had been in force since September 2021. However, the harvesting, processing and trading of the Mukula timber species (pterocarpus chrysophix) remain suspended until all procedures and the Ministry finalizes guidelines. This followed a successful audit on the operations of the Forestry department as well as the delivery of revised export permits to curb fraud. This is a progressive development that will impact positively on business volumes on our corridor.

In late July to early August 2022, the Zambia Electricity Supply Company (ZESCO) commissioned power-charging systems to back the evolution of electric vehicles in Zambia. In East Africa, Kenya and Uganda had been piloting electric vehicles since the beginning of 2022. The transport sector's migration to full electric vehicles from conventional internal combustion-engine fossil fuel propelled vehicles offers considerably lower greenhouse gas emissions and thus a significant shift towards net zero carbon emissions.

Electric vehicles (EVs) are less harmful to the environment and cheaper to maintain compared to fossil fuel propelled vehicles. However, one of the key challenges in the evolution of electric vehicles - value chain in Africa is the lack of infrastructure to support e-mobility eco-systems e.g. charging systems, battery packs, recycling of infrastructure for EVs etc.

During the period under review several successes were recorded along the corridor, notably the Corridor Trip Monitoring System (CTMS) was installed along the Walvis Bay Corridors and border posts including at Katima Mulilo, Ngoma, Trans Kalahari-Mamuno, Kazungula, Port of Walvis Bay, Ariamsvlei, Noordoewer, Plumtree, Beitbridge, Martinsdrift and other major borders in the region. Namibia is also hosting the Tripartite Transport Registers Information Platform and Systems (TRIPS) under the Tripartite Transport and Transit Facilitation Programme.

Zambia and the DRC signed a bilateral agreement to implement 24-hour border operations at Kasumbalesa, Mokambo, Kipushi and Sakanya border posts albeit only on the passenger terminal.

The commercial cargo terminal is yet to operate on a 24-hour basis. Further, the two countries agreed to operationalize, within 12 months, the one stop border post framework at all borders adjoining the two states starting with Kasumbalesa.

Zambia would also reconsider regulations on night-time restrictions regarding movement of public service vehicles and transportation of commercial cargo (04:00 am - 22:00 pm). In the same period, the Namibia Revenue Agency (NamRA) established a national technical working group to conduct a Time Release Study at Walvis Bay port and all borders in Namibia.

The World Customs Organization (WCO) Time-Release Study is a strategic and internationally recognised tool to measure the actual time required for the release and or clearance of goods at borders and ports. NamRA also successfully implemented another trade facilitation tool, the Pre-clearance certificates of origin to enhance trade efficiencies. Similarly, Zambia implemented the trade information portal for traders under the Ministry of Commerce Trade and Industry, Smart Zambia Institute where key border agencies and government departments have been integrated. Senior officials as well as the Council of Ministers meetings of the WBNLDC were successfully held in Lubumbashi DRC and Livingstone Zambia. Tripartite corridor route assessments were also successfully conducted. In collaboration with MoWT Namibia, we also participated in the feasibility studies on the extension of the Trans-Zambezi railway line from Grootfontein - Rundu to Katima Mulilo.

During the period under review, the Secretariat in collaboration with the Ministry of Transport and Logistics successfully hosted the 13th tripartite meeting of senior officials and the council of ministers meeting of the Walvis Bay-Ndola-Lubumbashi Development Corridor in Livingstone Zambia in March 2023.

Some of the key resolutions adopted, amongst others, were;

- 1** the establishment of a permanent secretariat for the WBNLDC;
- 2** a levy on cargo originating from the port of Walvis Bay; Zambia to ratify the WBNLDC Tripartite Agreement by end of 2023;
- 3** Zambia and DRC to increase clearance of trucks from 600 to 800 in each direction at Kasumbalesa border as well to increase in operating hours to 24 hours;
- 4** All member states urged to harmonize transit fees and cross border charges as recommended by the regional economic communities and report in the next Council of Ministers meeting;
- 5** Namibia to consider opening of a diplomatic consulate in Lubumbashi DRC to ease trade;
- 6** DRC is urged to sign the lease agreement for the Dry Port at the Port of Walvis Bay;
- 7** All member States are urged to ensure that their truck drivers drive horse and/or with trailer registered in their home country;
- 8** Namibia to recognize the road tax and fitness certificate printed on bond paper by Zambia;
- 9** and, All member states are encouraged to consider insuring drivers undertaking cross border transportation.

During the period under review, the Mwami-Mchinji one stop border post between Zambia and Malawi was officially commissioned in December 2022 by the respective heads of state H.E. Hakainde Hichilema and H.E. Dr. Lazarus Chakwera. Partners from the integrated border management committee including Malawi Revenue Authority (MRA), Zambia Revenue Authority (ZRA) and other government border agencies of Malawi and Zambia implemented the intergovernmental project.

The Mwami/Mchinji one stop border post would enhance efficiencies by harmonizing border controls, regulations, procedures for standardized application and predictability while also reducing dwell times, transport logistics and tourism costs. Zambia now has four one stop border post facilities namely: Chirundu, Kazungula, Nakonde-Tunduma and Mwami-Mchinji. The OSBP project is a benchmark for the yet to be implemented Katima Mulilo and Kasumbalesa border posts.

Border congestion, excessive road transport and border crossing fees at Kasumbalesa border post, and insecurity for truck drivers delivering goods to and from DRC remain the biggest constraints. Invariably, trade volumes along the corridor continued to increase. There was also a notable increase in traffic volumes between Walvis Bay and Ngoma border post as a result of the increase in traffic using the new Kazungula Road-Rail Bridge and OSBP despite the costly toll fees. While trade volumes have continued to increase along the corridor, we have also continued to advocate and leverage on ICT innovations to enhance trade efficiencies.

Equally, the staff shortages at the border need to be addressed especially at the forestry department for seamless issuance of transit permits for timber transits destined for the port of Walvis Bay. Implementation of the National Single Window project, as well as the OSBP need to be prioritized at Katima Mulilo and Kasumbalesa border posts. Equally, the poor road infrastructure in Zambia needs to be prioritized to address the huge road infrastructure deficit along the corridor.

In order to address the road transport infrastructure deficit in Zambia, it is imperative that the Zambian government prioritizes massive and deliberate investment on rehabilitation of poor road transport infrastructure along key economic corridors by mobilizing strengthened public-private partnership support.

Coordinated regional infrastructure projects such as the Kazungula Bridge and one stop border post project need to be explored to promote regional connectivity and regional integration. Despite the new rehabilitated roads in Katanga and Lualaba provinces, there is need for correspondent road signage, road markings, speed limits and weighbridge regulations to control overloading which damages the roads.

In addition, the region is bleeding from the excessive transport and non-transport related charges in the DRC, which are inimical to the trade. Ironically, there are more charges being introduced on a regular basis and without warning by DRC authorities. There is critical need to eliminate such excessive charges to reduce the cost of doing business in the DRC, the highest in the region.

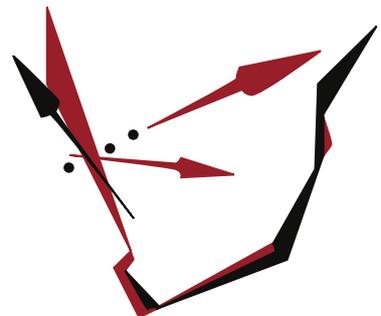
The tripartite regional economic communities, namely, the Common Market for Eastern and Southern Africa (COMESA), East African Community (EAC) and SADC, need to encourage DRC to adopt, domesticate and implement instruments, standards and systems in line with the SADC Protocol on Transport, Communication and Meteorology as well as the SADC Tripartite Transport & Transit Facilitation Programme (TTTFP) recommended vehicle load management standards.

In order to enhance operational gains and effective service delivery, we have to continue to forge stronger regional partnerships, promote cross - border coordination, customs cooperation and bilateral engagements between Namibia, Zambia and DRC. Implementation of the OSBP and 24 hours border operations at Kasumbalesa and Katima Mulilo border posts as well as safety and security measures for truck drivers in the DRC remain key priorities.

Of critical significance, establishment and capacitation of the WBNLDC permanent secretariat as a formal corridor management institution as well as the actualization of the user pay principal sustainability funding mechanism remains a key milestone for tripartite corridor states (DRC, Namibia and Zambia) as signed in the tripartite trade facilitation agreement in 2010. Actualization of this milestone would enable programmatic and predictable implementation of corridor activities, seamless corridor governance, systematic monitoring and evaluation of corridor programmes and ensure that the various bottlenecks and constraints impacting the corridor and cross - border trade are adequately addressed in the member states.



SPECIAL PROJECTS



WALVIS BAY
CORRIDOR
GROUP

SPECIAL PROJECTS

LOGISTICS HUB INITIATIVE



NAMIBIA
LOGISTICS HUB

Gilbert
Boois

Namibia has a clear vision of positioning itself as a regional logistics and distribution leader in Southern Africa.

Our National Development Plans have identified logistics as one of the economic priorities, an area in which Namibia has a clear competitive advantage. Against this backdrop, Namibia has embarked on a transformative path to present itself as the *“Logistics Hub for Southern Africa.”*



The Namibian Logistics Hub concept entails an intervention process that strives to put in place sustainable institutional arrangements and mechanisms that would ensure the transformation of the ports of Walvis Bay and Lüderitz as well as the Walvis Bay corridors into economic corridors for the socio-economic growth and development of the country.

To achieve this objective, the Logistics Hub Project was established under the umbrella of the National Planning Commission and the Ministry of Works and Transport with the WBCG as the implementing agency.

There has been notable progress in the other modes of transport, notably roads and railways. Namibia and Botswana also signed the Bilateral Agreement on the establishment of OSBP at Trans Kalahari and Mamuno Borders. Namibia and Botswana also introduced the use of national identity documents as travels documents by its citizens for travel between the two countries. Namibia and Botswana also took a decision to implement 24-hour operations at Trans Kalahari and Mamuno borders between Namibia and Botswana.

The Working Groups for strategic marketing, landside connectivity, integrated border management, capacity development, road and rail, met on a quarterly basis.

The meetings discussed, and provided updates on the following:

- key road and rail rehabilitation/maintenance projects;
- virtual green lane with a dedicated customs and excise resource;
- OSBP at Katima Mulilo and Trans Kalahari Border Post; maximization of the Automated Systems for Customs Data (ASYCUDA);
- research topics, and internship opportunities for graduates;
- branding and corridor assessments, as well as the harmonisation of Namport activities with the town planning of the Walvis Bay Municipality.

During the period under the review, the WBCG continued to work with Japan International Cooperation Agency (JICA) Expert Team who supported the Logistics Hub team during Working Group, Logistics Hub Forums and Steering Committee engagements. In addition to various stakeholder engagements, the WBCG co-hosted the 14th Annual Logistics and Transport Workshop with NGCL as well as collaborated with the Namibia Airports Company on the first Namibia Aviation and Connectivity Forum.

Due to the strategic importance of the Logistics Hub initiative, the WBCG continued to serve on national committees for the National Single Window Initiative, the Bush Control and Biomass Utilisation (BCBU) Project, the Namibia Training

One of the most critical challenges is funding of critical bottlenecks in key infrastructure, such as, rehabilitation of key railway sections along the transport corridors, expansion of the capacity of key road sections along the corridors to a two-plus-one design layout with paved road shoulders, expansion of border infrastructure at Katima Mulilo and Trans Kalahari borders including the establishment of OSBPs.

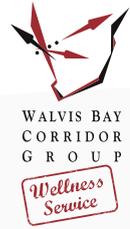
Contrary to developments in neighbouring countries, Namibia still lacks appropriate legislation on Special Economic Zones (SEZ) and applicable incentives to attract much needed foreign direct investment (FDI) inflows in key sectors of the economy that will stimulate further economic growth. Competition from neighbouring ports and corridors, notably Lobito in Angola, Beira in Mozambique and Dar es Salaam in Tanzania poses a major threat to the Walvis Bay Corridors. Other important amenities along the corridors are safe and secure truck stops along corridors as well adequate warehouses and cold storage facilities to attract more frozen cargo to satisfy growing demand from the hinterland.

Given the emergence of new industries such as green hydrogen, oil and gas, and new commodities moving along our corridors that were not considered during the master plan formulation and have caused delays in the implementation of key infrastructure projects, it is necessary to review the master plan in terms of its deliverables and timelines.



SPECIAL PROJECTS

WELLNESS SERVICE



Edward
Shivute

The main objective of the Wellness Service is to provide high impact and high-quality health and wellness services to various key and vulnerable communities located along the major transport corridor routes in Namibia and across the SADC Region.

In addition, the project aims to expand its footprint in Namibia and across the SADC region through the establishment of Roadside Wellness Clinics and engagements with strategic stakeholders such as the respective Ministries of Health, to ensure that this milestone is achieved in line with our strategic plan.

Furthermore, developing smart partnerships remains a key component on our agenda as we aim to become the best and most sustainable health and wellness project within the in the SADC region.

On the organisational level, wellness programs are considered to be adaptive to organizational needs and have a common goal of improving the wellbeing or wellness of its employees. From a business perspective, employee wellness program development is considered an investment opportunity and has been found to “support employee health, reduce costs, increase productivity, and enhance the attractiveness of their organizations. From a public health standpoint, employee wellness programs align with prevention initiatives for occupational health and safety that encourage health promotion and early intervention in the workplace.

During the year under review, a total number of 12,712 clients accessed health services at our 9 clinics in Namibia, Angola and Zambia. A total of 4,971 additional clients participated in additional outreach sessions such as moonlight testing events, border outreach campaigns and other hotspots. A total of 9,959 people were tested for HIV at our clinics, while 305 tested HIV positive representing an overall HIV case finding rate of 3.6%.

A total number of Sexually Transmitted Infections (STI) case diagnosed and treated for this period was 659. The WBCG continued to play a significant role in the health sector through various national COVID-19 response platforms, and 2369 people were vaccinated for COVID-19 at our Clinics.

Our Health and Wellness Services;

HIV Testing
Services (HTS)

HIV Treatment
and Care Services

Pre-Exposure
Prophylaxis
(PrEP) Services

Hypertension/
Blood Pressure
Testing

Employee
Wellness
Screening
Services
(Cholesterol,
Glucose, Prostate
Cancer, BMI, etc)

Employee
Health and
Wellness
Baseline Studies

Covid19-
related services
(Covid19- testing
& Vaccination

Occupational
Health and
Safety Services

TB Screening
and Referrals

Condom
distribution

STI Screening,
Diagnosing and
Treatment

Basic Primary
Health Care

Community Based
Differentiated
Health Services

Knowledge,
Attitude, Practice
and Behaviour
Studies

Referrals to
Appropriate
Treatment, Care
and support
services.

Quick
Appointment
Reservations with
a Health Care
Worker here

Our health service package is tailored and responsive to the specific needs of our different client groups. This includes general health and wellness check-ups, treatment for a wide range of illnesses including sexually transmitted infections, Covid-19 and tuberculosis, counselling and testing for HIV, anti-retroviral treatment, free condoms, information and screening for topics such as tuberculosis, hypertension, cholesterol, diabetes, prostate cancer, cervical cancer and occupational health services.

To stay relevant, we constantly assess our services and invest in ways to improve our capacity and differentiated models to deliver them.

Truck drivers and other mobile workers often have difficulty accessing quality health care without losing valuable work time. Simple factors like limited operating hours and distance to health facilities are barriers for people who cannot take time off to seek medical treatment.

As a solution, we established Roadside Wellness Clinics concept to extend local health infrastructure and strengthen referral systems to meet the needs of some of the most hard-to-reach populations, including truck drivers, commercial sex workers, and members of communities situated along transport corridors.

During the year under review, a total of 2,673 truck drivers were reached for various health and wellness services.

Despite the despairing outlook and challenges operational challenges experienced on the project due to the outbreak of Covid-19 and other factors, the WBCG wellness project managed to expand its footprint in Namibia by strengthening its network of stakeholders. In addition, the project maintained its SADC portfolio through its Namacunde (Angola) and Sesheke (Zambia) SADC funded Clinics with potential further expansions into the DRC (Kasumbalesa) and Angola (Luvo) also on the cards. In Namibia, we continue to advocate for resources through the public and private sector as well as our development partners to sustain our current clinics in seven (7) regions.

In terms of project sustainability, we continued to grow our sustainability fund through the provision of biomedical wellness services to various public and private sector institutions.

“ To stay relevant, we constantly assess our services and invest in ways to improve our capacity and differentiated models to deliver them. ”

As an invaluable component of strengthening our sustainability plan, public-private partnerships (PPPs) enable the WBCG to collaborate with both the private sector companies such as transport companies and corporate companies as well as the public sector institutions such as the Ministry of Health and Social Services (MoHSS), Ministry of Works and Transport (MWT), Office of the Prime Minister, Government parastatals and many other strategic partners.

This further enables us to pool resources, combine the programmatic and technical skills of both to improve the health of the populations we dearly serve.

In addition, we embarked on a strong membership recruitment drive to ensure that all interested transport companies join our consortium in order for them to benefit from our popular employee wellness services.

A number of development partners, including Joint United Nations Programme on HIV and AIDS (UNAIDS), Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ), Global Fund, United States Agency for International Development (USAID), and the SADC HIV Fund, continue to fund our community-based health programmes through our prominent local prime recipient such as Intrahealth Namibia; therefore, maintaining these strategic partnerships remains our top priority. Through railway building initiatives and other related projects, MoWT, and the mainstream transport industry continue to support our sectoral programmes.

Despite these great partnerships, the project will continue to focus on identifying more opportunities of collaboration and funding opportunities with many other strategic partners.



The Wellness Services specific service delivery achievements:

- 1 Establishment of additional roadside wellness clinics to serve as extension facilities of the MoHSS;
- 2 Streamlining the delivery model from a largely demand and awareness creation approach to a more evidence-based bio-medical model;
- 3 Provision of antiretroviral therapy (ART) and PrEP services at all our Roadside Wellness Clinics resulting in better targeting of key and vulnerable populations for HIV testing services and same day initiations of (antiretroviral) ARVs and effective linkages to other services;
- 4 Use of data for advocacy which resulted in inclusion of pre-exposure prophylaxis (PrEP) for individuals at substantial risk of HIV acquisition in the national ART guidelines and MoHSS buy in to introduce new and evidence-based technologies such as HIV self-testing (HIVST) and recency testing at all our clinics;
- 5 Improved tracking of key and vulnerable populations along the HIV treatment cascade;
- 6 Effective tracking of lost to follow and lost to care clients to re-engage them into treatment;
- 7 Building a stronger relationship with various stakeholders;
- 8 Streamlining case management and effectively follow up on HIV+ clients;
- 9 Data management for programme decision making processes; and,
- 10 Scaling up Recency and Index Partner Testing.

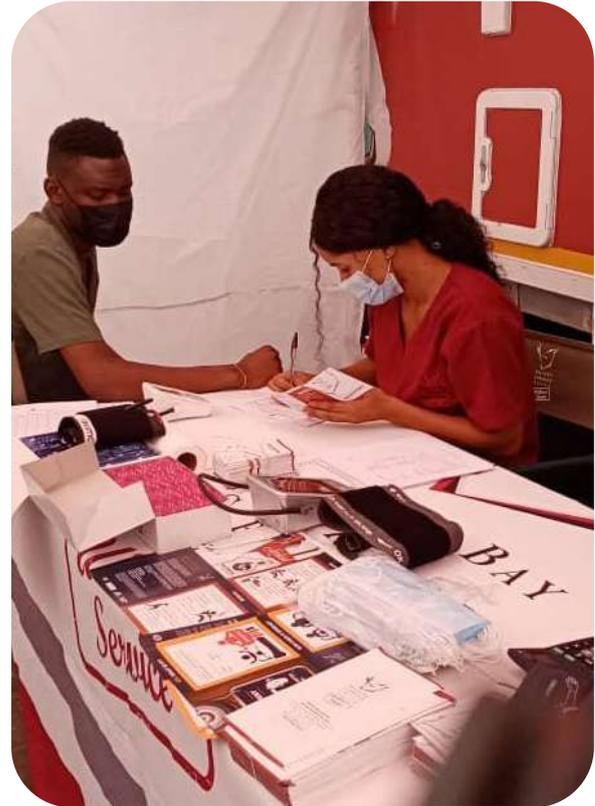
The WBCG participated in this global event, and our involvement and expectations included, among other things, supporting the Namibian delegation led by the MoHSS in presenting a consolidated country response on HIV, Covid-19, and Noncommunicable diseases (NCDs) with specific sectoral inputs; and networking and identifying Potential Smart Partnership Opportunities for collaboration.

During the period under review, the focus was on re-engaging and strengthening strategic partnerships with key stakeholders

such as development partners, private and public sector stakeholders for funding opportunities. The project also assessed its progress and performance on various projects and further engaged current and potential stakeholders for agreement renewals and by expanding and strengthening stakeholder relations.

Furthermore, the wellness project expanded its focus on exploring opportunities to integrate climate change projects into its existing core wellness services by exploring related funding possibilities.

We therefore, remain committed to supporting the transport and logistics industry to ensure the wellbeing of transport workers, while further strengthening our collaboration with the Ministry of Health and Social Services as the custodian of Public Health Programmes in Namibia. Meanwhile, our cross-border engagements through the establishment of the SADC funded clinics in Angola and Zambia will ensure that we continue to increase our footprint as we consider expanding our network of Roadside Wellness Clinics to more countries in the SADC Region.



SUPPORT SERVICES

FINANCE & ADMINISTRATION DEPARTMENT



Klaudia Mwaala

As a non-profit entity (section 21 entity), the WBCG is funded from members contributions and donors and therefore, prudent financial management is key.

During the period under review, the Finance department continued to implement strict financial controls, evaluate each department on a regular basis to ensure budget adherence and to implement saving measures where possible.

Marketing and Promotion as well as Business Development activities, have been planned to achieve maximal implementation in areas with the highest return possibility, such as minimising exhibitions and conferences, and focusing more on direct market contacts. Various cost-cutting methods have been implemented in relation to office expenditures, while departmental operations and programmes have been streamlined to ensure optimal utilisation of the resources available.

1 SUSTAINABILITY & FUNDING

The WBCG continues to drive the sustainability mandate to ensure that we remain sustainable over the long term. We put our focus on delivering on the current organisation strategic plan on financial sustainability initiatives, such as sourcing of alternative funding for the WBNLDC permanent secretariat; revising of the membership fee structure and User Pay Principle (UPP), as well as



We have achieved significant progress on the sustainability and finance projects during the last twelve months:

- » WBNLDC member states approved the implementation of UPP on the corridor, in order to sustain operations for a permanent Secretariat by January 2024;
- » We have successfully secured a twelve-month extension of our Intrahealth (USAID) and Global Fund wellness donor agreements, as well as the continuance of current SADC and Ministry of Works (African Development Bank) agreements; and,
- » Our business development team's efforts resulted in a 58% increase in import and export cargo volumes (excluding TOC cargo volumes), resulting in double UPP income.

Our members, government and the transport and logistics industry have an expectation on WBCG to increase its efforts to grow cargo volumes and realise Namibia's vision of becoming the Logistics Hub for Southern Africa.

However, insufficient funding restricts the capacity to carry out essential tasks, and thereby necessitating the creation of new revenue streams. Specifically, co-funding for core business and Logistics Hub project operations remains a challenge.

However, we will continuously increase our efforts to mobilise for funding from financial institutions and development partners. Moreover, we will continue with the negotiations for the revision of the UPP tariffs for cargo passing through the Port of Walvis Bay and introduce the UPP for cargo passing through the port of Lüderitz.

The WBCG's ability to be sustainable as a going concern will be determined by a review of membership fees, including Wellness Service membership, an increase in cargo revenue (UPP), renewals of current donor funded agreements, and other funding mechanisms put in place. Furthermore, we remain optimistic regarding UPP revenue growth through cargo volumes from potential commodities in the key markets, such as Zambia and DRC.



The WBCG has an obligation to manage donors' financial resources in accordance with each donor's specific financial regulations and requirements, as well as adhere to sound accounting principles in order to maintain donors' trust. We take donor financial management and activities compliance with budgets and work plan very seriously.

The lack of sufficient funding, to fully fund for projects activities, human resources and overheads remains a challenge, resulting in:

- » Donor-funded project activities are undoubtedly demanding, with minimal employees (programme staff as well as finance and administration employees) due to limited funding and this has resulted in employees working excessive additional hours; and,
- » Inability to pay market-related salaries and offer employees benefits.

We will endeavor to negotiate for sufficient funding with donors; recruit sufficient staff to carry out activities; ensure compliance with approved budget, donor policies and financial requirements.

Our strength lies in our strict adherence to donor policies, donor reporting, transparency, and accountability, as well as the consistent improvement and delivery of our various project financial deliverables, which leads to the continuation of current agreements and the creation of new opportunities in national, regional, and international markets.

2 INFORMATION TECHNOLOGY

Continuous investment in technology and keeping up with the latest developments is critical to the success of the WBCG.

Our business development activities include exhibitions and conferences, and with our wellness services we are required to keep confidential data; therefore, it is essential to automate our services in order to be efficient, facilitate virtual meetings, and eliminate face-to-face encounters. Furthermore, it is critical for us to invest in cutting-edge financial systems.

Despite the significant costs associated with technology investment, we are dedicated to investing in technology in order to gain access to new markets, maintain our competitive advantage, eliminate manual labour, as well as enhance efficiency and production.

3 HUMAN RESOURCES

The implementation of our mandate to our members, government and donors, depends on the efforts and dedication of skilled and hardworking employees. Therefore, WBCG highly values its employees and ensures they are taken care by developing their skills, improve and create opportunities to ensure a strong and capable workforce.

During the year under review, the WBCG focused on its core responsibilities of managing personnel and increasing workforce value.

In addition, the department continue to implement the current 5-year human resource strategic initiatives, namely,

- » enhanced service delivery; implementing employee value proposition;
- » identifying critical capacity gaps to ensure a talent pipeline fit for the future global WBCG; and,
- » closing the succession gaps. Given that we have operations not only in Namibia but also in South Africa, Zambia, DRC and Brazil, the WBCG is tasked with managing a diversified workforce and ensuring compliance with different labour laws and regulations.

As at 31 March 2023, WBCG has a staff compliment of 76 employees: 46 female and 30 males. Although female representation is currently at 60.5% of the total organisation workforce, of the 10 members of management only two are female (20%).

The outstanding performance by our employees continues to compel us to take care of our most valuable assets. Thus, we will continue to focus on staff retention, the current human resource strategic initiative of succession management, high performance culture and improved service delivery to all our stakeholders.



SUPPORT SERVICES

PROJECTS & FUNDING

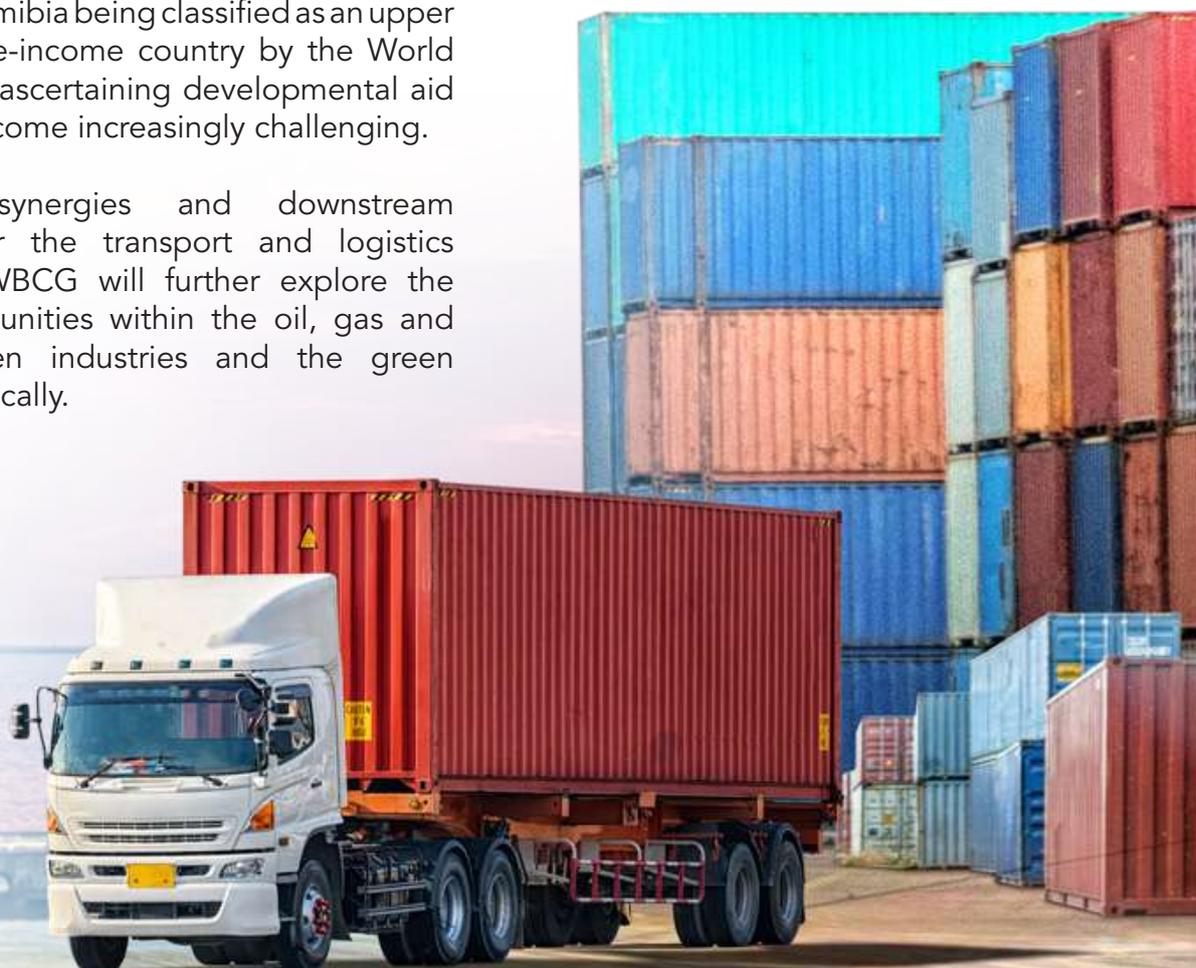


Gilbert
Boois

The Project and Funding department is responsible for sourcing and securing funding for special projects such as trade facilitation and wellness services, as well as exploring sustainable funding opportunities.

With Namibia being classified as an upper middle-income country by the World Bank, ascertaining developmental aid funding has become increasingly challenging.

Given the synergies and downstream advantages for the transport and logistics industry, the WBCG will further explore the funding opportunities within the oil, gas and green hydrogen industries and the green economy holistically.





ANNUAL REVIEW HIGHLIGHTS

01 APRIL 2022 - 31 MARCH 2023



NEWS HIGHLIGHTS

APRIL 2022 - MARCH 2023

APRIL 2022

WELLNESS SERVICE EXTEND FOOTPRINT TO ZAMBIA

The Walvis Bay Corridor Group (WBCG) Wellness Service is excited to announce that it has resumed the task of managing the SADC Secretariat funded Cross Border Wellness Clinic in Sesheke, Zambia – Western Province, as of 1 April 2022.



JUNE 2022

ZAMBIAN TRANSPORT MINISTER VISITS NAMIBIA

Zambia's Minister of Transport and Logistics', Honourable Frank Museba Tayali, visited Namibia from 20 to 24 June 2022. His visit aimed at strengthening bilateral relations and to explore additional opportunities for collaboration between Namibia and Zambia. His visit included an assessment of the operations of the Zambian Dry Port in the Port of Walvis Bay, as well as promoting the utilization of the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC). The Minister was accompanied by senior Zambian government officials.



JUNE 2022

JICA EXPERT TEAM SUPPORTS THE LOGISTICS HUB INITIATIVE

The expert team contracted by the Japan International Cooperation Agency (JICA) is currently in Namibia to provide technical expertise and support to the WBCG in the implementation of the Namibia Logistics Hub Master Plan.



NAMPORT STANDS TO BENEFIT AS THE ZAMBIAN GOVERNMENT LIFTS THE BAN ON TIMBER EXPORTS

Two years ago, the Zambian government banned the felling and transport of a tree known locally as mukula - *Pterocarpus chrysothrix*, a relative of rosewood - in a bid to curb its rapid loss fueled by growing demand in Asia. The wood is highly prized on the international market, making it one of the trees most heavily logged by illegal harvesters.

WBCG OFFERS WELLNESS SERVICES TO UNITRANS NAMIBIA

Unitrans Namibia, in collaboration with the WBCG and the Ministry of Health and Social Services, launched its Employee Wellness Programme on June 13, 2022, at its Head Office in Walvis Bay. The wellness campaign is aimed at sensitizing employees on various health conditions and encourage health-seeking behaviours.



JULY 2022



BRAZIL BUSINESS ENGAGEMENTS SUCCESSFULLY CONCLUDED

The WBCG embarked on a business development mission to Brazil, from 4 to 15 July 2022, as part of our ongoing efforts to promote Namibia as the preferred and shortest trade route into southern Africa. The mission's goal was to engage the Brazilian business community, ports, shipping lines, freight forwarders, and industries in order to explore opportunities Namibia can provide as a supply chain solution for the Brazilian market.



WBCG KATIMA MULILO CLINIC - BEST PERFORMING CLINIC

The WBCG is pleased to announce that the WBCG Katima Mulilo Wellness clinic was voted the best performing clinic site at a prize-giving ceremony held on 20 July 2022 at the Safari Court Hotel in Windhoek. IntraHealth Namibia, the consortium lead for the Key Populations - Strengthening Technical Assistance and Response for Sustainable HIV Prevention and Treatment (KP-STAR) project implementation team, hosted the award ceremony.

AUGUST 2022

AVIATION INDUSTRY OFFICIALLY LAUNCHES THE NAMIBIA AVIATION AND CONNECTIVITY FORUM 2022

On Thursday, 18 August 2022, at an event sponsored by Bank Windhoek, the Namibian aviation industry launched the Namibia Aviation and Connectivity Forum, an initiative led by Namibia Airports Company (NAC) and its industry partners. This ongoing collaborative project, which brings together all stakeholders with an interest in aviation, tourism, and related sectors, will culminate in a main event scheduled for 16 -18 November 2022.

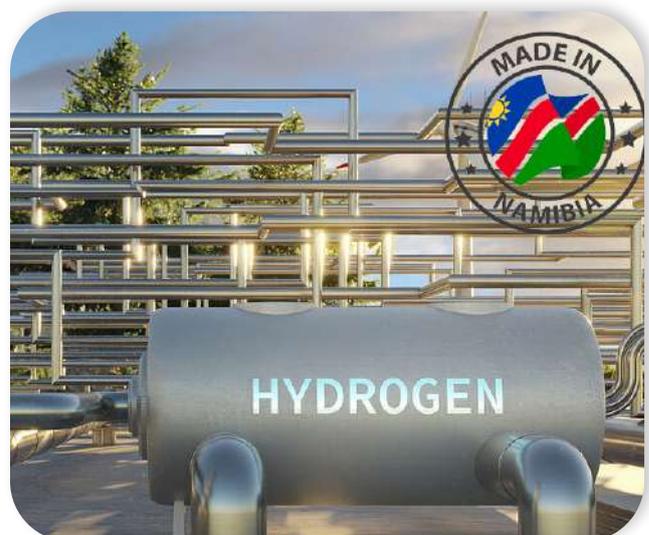


WBCG WELLNESS SERVICE PARTICIPATES IN 24TH INTERNATIONAL AIDS CONFERENCE IN CANADA

On 27 July - 2 August 2022, Mr. Edward Shivute, WBCG's Project Manager for the Wellness Services, was in Montreal, Canada, for the 24th International AIDS Conference.

THE GREEN HYDROGEN PROJECT – THE GREAT OPPORTUNITY FOR NAMIBIA

Namibia is one of the few countries in the world with favourable conditions for the production and export of green hydrogen. Because of its abundant renewable energy resources and rising demand for green hydrogen, Namibia has emerged with an ambition to become Africa's leading exporter of green hydrogen and green ammonia.



SEPTEMBER 2022



14TH ANNUAL LOGISTICS AND TRANSPORT WORKSHOP CONVENED IN SWAKOPMUND

On 29 September 2022, the Namibian-German Centre for Logistics (NGCL), in collaboration with the Walvis Bay Corridor Group (WBCG), successfully hosted the 14th Annual Logistics and Transport Workshop at the Swakopmund Plaza Hotel.

On 28 September 2022, the WBCG successfully hosted the Logistics Hub Forum at the Atlantic Hotel in Walvis Bay. The aim of the forum was to provide an update on the progress of the logistics hub project and address the issues at hand. The WBCG presented a detailed overview on the current status of the implementation strategies and plans outlined in Namibia's Logistics Hub Master Plan.

OCTOBER 2022

WBCG ENGAGES STAKEHOLDERS IN ZIMBABWE

The Walvis Bay Corridor Group (WBCG) embarked on a marketing drive from 17 to 21 October 2022, to engage various stakeholders and lobby Zimbabwean logistics businesses to make use the port of Walvis Bay. These engagements were fruitful, as they culminated in a proposed strategic alliance with Bak Logistics, one of Zimbabwe's biggest transport and logistics companies, with various partnerships that enable it to have an international reach.

NAMPORT SET TO BENEFIT FROM THE APPOINTED CONCESSIONAIRE

During October 2022, the successful bidder for the concessioning of the New Container Terminal was announced to staff members and to the country at large. The CEO of Namport, Mr Andrew Kanime accompanied by the Board Chairperson, Ms Nangula Hamunyela and the Namport EXCO team announced the Terminal Investment Limited as the approved preferred bidder.



WBCG CONCLUDES LOGISTICS HUB WORKING GROUP MEETINGS

On 19 October, the WBCG Logistics Hub team, in collaboration with the JICA Expert team, successfully concluded the Logistics Hub Working Group (WG) meetings for 2022 in Windhoek.

OCTOBER 2022

WBCG PARTNERS WITH TRANSNAMIB FOR RAIL SAFETY WEEK

TransNamib Holdings in collaboration with the Walvis Corridor Group (WBCG) conducted a Rail Safety and Well outreach campaign on the 11th of October 2022, for 1 Drivers at the Roads Authority Weigh bridge in Walvis Bay part of the Rail Safety Week Commemoration. The theme of the Campaign was *“Be vigilant around the tracks, trains fast but slow to stop”*

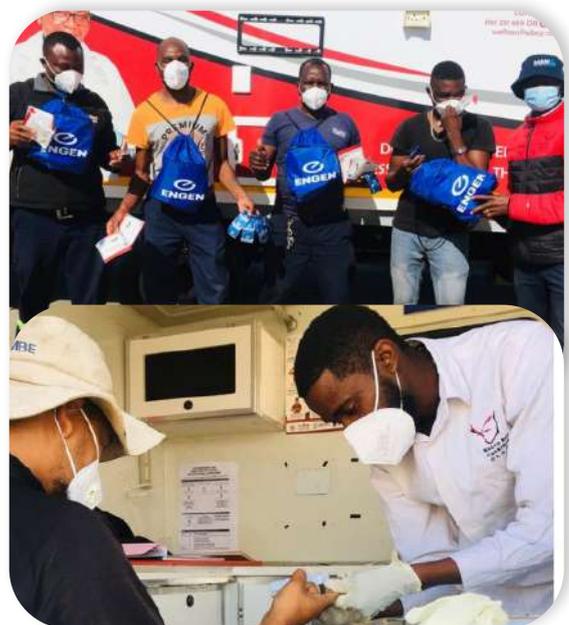


WBCG CUSTOMER TESTIMONIAL: ZAMBULK TANKERS

“Zambulk Tankers has been associated with the Walvis Bay Corridor Group for many years and has witnessed the growth of the Group from its infancy. The Group has since strengthened the industry with up-to-date information and quick responses to the various challenges transporters encounter including border facilitation, new laws, industry updates and the opportunity to interact and work with other members. This has facilitated the ‘strength in numbers’ voice for our industry.

WBCG OFFERS WELLNESS SERVICES TO NAMDEB

Namdeb Diamond Cooperation in collaboration with the WBCG Wellness Service officially launched its Annual Wellness Campaign on the 25th October 2022 in Oranjemund. The wellness campaign aims to raise awareness of various health conditions among employees and promote health-seeking behaviors. It will run from the 20th of October to 2nd December 2022, and will be conducted at multiple Namdeb sites simultaneously, including Oranjemund, Windhoek, and, optionally, Lüderitz.



OCTOBER 2022

WBCG PARTICIPATES AT UNAIDS WORKSHOP IN KENYA

From 17 - 21 October 2022, the UNAIDS, through the UN Joint Programme conducted a 5-day workshop which took place in Nairobi, Kenya. The overall objective of the workshop was to share the latest technical guidance and best practices in HIV programming, gender and human rights and community engagement in a way that allows countries to assess where they are in their national HIV response and how best to fill the gaps using the next GF country application.



NOVEMBER 2022

WBNLDC CORRIDOR ASSESSMENT

On the 9th of November 2022, the WBCG in collaboration with the member states of DRC, Namibia and Zambia kicked off the joint Walvis Bay-Ndola-Lubumbashi Development Corridor Route Assessment. The assessment stretched over 2,443.8-kilometers, starting from Kasumbalesa border post in Zambia and ended at the port of Walvis Bay in Namibia.

AVIATION INDUSTRY SUCCESSFULLY HOSTS THE NAMIBIA AVIATION AND CONNECTIVITY FORUM 2022

From 16–18 November 2022, the Namibian aviation industry successfully hosted the Namibia Aviation and Connectivity Forum, an initiative led by Namibia Airports Company (NAC) and its industry partners, at the Safari Court Hotel, Windhoek.

NOVEMBER 2022



WBCG HOSTS THE FIRST WOMEN IN LOGISTICS AND TRANSPORT (WILAT) BREAKFAST MEETING

On the 29th of November 2022, the Walvis Bay Corridor Group (WBCG) successfully hosted the first breakfast meeting for the Women in Logistics and Transport (WiLAT) Namibia at the Barn Restaurant in Windhoek.

DECEMBER 2022

LARGEST CONSIGNMENT OF 42,000 TONNES OF PETCOKE OFFLOADED AT THE PORT OF WALVIS BAY

Earlier this month, the Namibian Ports Authority received the Global Brave vessel that discharged the largest Petroleum Coke (Petcoke) consignment recorded at the Port of Walvis Bay, over a period of three days. The consignment of 42,000 tonnes of Petcoke was received from the United States of America, Houston Port. It will be transported in trucks via the road network to our neighbouring land-linked country, the Republic of Zambia. The product will be used in a limestone factory in the Republic of Zambia.

**Article contributed by Namport*



SMT VOLVO DELEGATION VISITS NAMIBIA

From 14 – 18 November 2022, a business delegation from the Services Machinery Trucks (SMT) visited Namibia to enhance business linkages and further explore opportunities for imports as well as supply chain solutions via the Port of Walvis Bay and the Walvis Bay Corridors.

DECEMBER 2022

WBCG LAUNCHES TRUCKERS' WELLNESS DAY 2022

On the 9th of December 2022, the Walvis Bay Corridor Group (WBCG) in collaboration with its Wellness Ambassador Dr. Helena Ndume, Ohlthaver and List Group (O&L), Namibian Ports Authority (Namport) and the Roads Authority (RA), Ministry of Health and Social Services (MoHSS), and the Ministry of Works and Transport (MWT), hosted a Truckers Wellness Day, which took place from 08:00 – 13:00 at the Okapuka Road Block, between Windhoek and Okahandja.



WORLD AIDS DAY COMMEMORATION 2022

On the 2nd of December 2022, the WBCG Wellness Service in collaboration with the Ministry of Health and Social Services (MoHSS), Khomas Regional Council and other stakeholders commenced the two day World AIDS Day Commemoration at the Khomas Inter-Constituency Sports Tournament at Eros Primary School Sports Field in Windhoek.



PUTTING OURSELVES TO THE TEST
Achieving Equity to End HIV

JANUARY 2023

COMMODITY PERFORMANCE: A REVIEW OF THE 3RD QUARTER OF 2022/23

Namibia's ports have experienced a significant increase in both container exports and imports of various commodities.

One of the most impressive commodities is charcoal, which has shown a 39% increase in volume due to high demand in European markets. Copper exports have also experienced a 16% increase due to the benefits of containerization such as improved security, reduced cargo damage and faster turnaround times.

FEBRUARY 2023



NAMIBIA, BOTSWANA SIGN HISTORIC BORDER CROSSING DEAL

Namibia and Botswana on Friday signed a historic agreement that will see the citizens of both countries using only their national identity documents to cross their borders. Namibian President H.E. Dr. Hage Geingob and his Botswana counterpart H.E. Mokgweetsi Masisi signed the Memorandum of Agreement (MoA) at the Trans-Kalahari/Mamuno common border in the east of Namibia.

*Article source:

<https://neweralive.na/posts/namibia-botswana-sign-historic-border-crossing-deal>

WBCG AND NAMPORT ENGAGE STAKEHOLDERS IN CAPE TOWN

During the Mining Indaba which took place from 06-10 February 2023 in Cape Town, WBCG and Namport Executives engaged various mining houses, commodity traders and shipping lines.

NAMIBIA AND ZAMBIA ADDRESS CORRIDOR CHALLENGES

On 1 February 2023, the WBCG, in collaboration with Ministry of Works & Transport (MWT) of Namibia and the Ministry of Transport & Logistics (MTL) of Zambia, hosted the Namibia - Zambia bilateral joint border management committee meetings at the Ngoma and Katima Mulilo border posts.

WBCG KICKS OFF WORKING GROUP MEETINGS FOR 2023

The WBCG Logistics Hub Department with the support of the JICA Expert Team, commenced with the first round of Working Group meetings for this year. So far, four working groups have met, namely Strategic Marketing, Landside Connectivity, Integrated Border Management and Capacity Development.



WALVIS BAY PORT-GATE ASSESSMENT BY THE LOGISTICS HUB DEPARTMENT

The Walvis Bay Corridor Group Logistics Hub Department with the support of Namport, JICA and the private sector are conducting a Corridor Assessment. The assessment aims to evaluate the bottlenecks faced by transporters as their trucks move cargo from the port to warehouses vice versa, through employing both qualitative and quantitative data.

BENCHMARKING EXERCISE ON SARS

On 2 February 2023, WBCG in partnership with NamRA and Namport commenced a benchmarking exercise on the issues of warehousing and customs bonds in South Africa.



FEBRUARY 2023 COURTESY VISIT TO PINDULO VDM

On 6 February 2023, an executive team from WBCG and Namport paid a courtesy visit to Pindulo Versatile Dynamic Multimodal (VDM) in Saldanha Bay, South Africa.



DRIVING THE WELLNESS MESSAGE SAFE ALL THE WAY!

During February 2023, the WBCG's Wellness Service provided a variety of biomedical wellness screening services to employees from Unik Construction Engineering in Usakos, as well as China Gezhouba Group Corporation and D&M Rail Construction in Swakopmund, all of whom are working on the Walvis Bay – Kranzberg railway line upgrade. The wellness outreach was made possible by the financial support from Ministry of Works and Transport with support of Ministry of Health & Social Services.



WBCG COMMITTED TO WELLBEING OF TRUCKERS

The WBCG Wellness Service through funding support from SADC, continue to provide health and wellness services, including HIV Testing and Covid-19 Vaccination services, at the Namibia/Angola (Oshikango/Namacunde) Border Posts as well as the Namibia/Zambia (Katima Mulilo) Border Posts.



FEBRUARY 2023

WBCG PROVIDES WELLNESS SERVICES TO ADOLESCENT GIRLS AND YOUNG WOMEN

From 12 - 28 February 2023, the WBCG Wellness Service conducted HIV Testing Services (HTS) outreach in the Ohangwena region, targeted at Adolescents Girls & Young Women (AGYW). The objective of this Global Funded Programme is to scale up HIV differentiated service delivery (DSD) to improve HIV testing and treatment outcomes, while ensuring health system efficiencies. For this HIV prevention program, the WBCG is collaborating with the Ministry of Health and Social Services (MHSS), Intra-Health Namibia, Ministry of Education, Arts, and Culture, as well as the Local traditional authorities.



MARCH 2023



WBNLDC TRIPARTITE TRANSPORT MINISTERS ADOPT RESOLUTIONS TO MAKE THE CORRIDOR MORE COMPETITIVE

From 7 – 9 March 2023, the 13th Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC) Tripartite Meeting took place in Livingstone, Zambia. The three-day meeting was attended by key government senior officials and technical experts as well as the private sector from three member states of the Democratic Republic of Congo (DRC), Republics of Namibia and Zambia.

MARCH 2023**WBCG AND NAMPORT CONDUCT WBNLDC ASSESSMENT**

During the month of March, a delegation comprising of WBCG and Namport Executives visited Zambia and the Democratic Republic of Congo (DRC) to undertake a corridor assessment tour of the Walvis Bay-Ndola-Lubumbashi Development Corridor, in order to appreciate opportunities and challenges associated with trading via the port of Walvis Bay and by extension also to engage with some key stakeholders as a way to receive feedback from the two respective markets.

**WBCG HOSTS FIRST LOGISTICS HUB FORUM FOR 2023**

On 13 March 2023, the WBCG in collaboration with the Japan International Cooperation Agency (JICA) Expert Team, successfully kicked off the first Logistics Hub Forum for the year in Walvis Bay.

WBCG & NAMPORT ENGAGE STAKEHOLDERS IN BOTSWANA

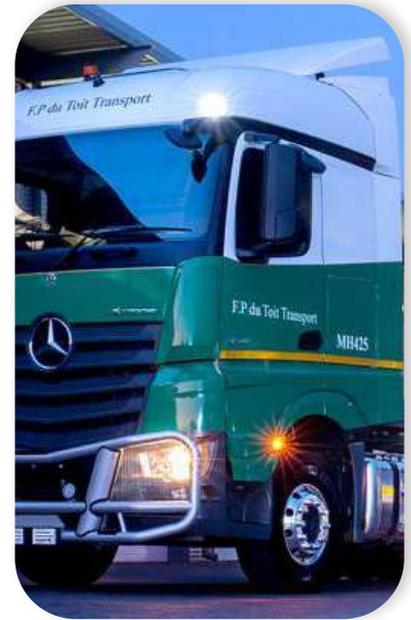
From 27 - 31 March 2023, the WBCG in partnership with Namport, Sea Rail Botswana and Botswana Chamber of Mines, successfully conducted stakeholder engagements in Botswana. The engagements, which included site visits to key mining houses, and were aimed at promoting the advantages as well as the opportunities offered by using the Walvis Bay Corridors, Port of Walvis Bay, and the Botswana Dry Port.



MARCH 2023

CROSSROADS AND FP DU TOIT JOIN WBCG WELLNESS SERVICE

The WBCG is pleased to announce that Crossroads and FP du TOIT are the latest transport companies to join and benefit from its wellness services as of March 2023. As part of its mandate, the WBCG through its employee wellness initiative, continues to collaborate with various transport companies to deliver comprehensive health and wellness services.



US AMBASSADOR VISITS WBCG'S WALVIS BAY ROADSIDE WELLNESS CLINIC

On 4 March 2023, the newly appointed United States Ambassador to Namibia, Amb. Randy Berry paid a visit the WBCG Roadside Wellness Service Clinic in Walvis Bay.

TESTIMONIAL FROM SMT - DRC

We are delighted to share the positive feedback below from one of our key stakeholders, Mr. Guillaume Kizito who is the Head of the Sales Parts - Imports and Exports at Services Machinery Trucks (SMT) VOLVO, DRC.



MARCH 2023



WBCG PARTICIPATES AT THE CILT AFRICA CONFERENCE 2023

Following the recent launch of the Chartered Institute of Logistics & Transport (CILT) Namibia branch, the WBCG participated at the CILT Africa Conference as from 24 to 28 April 2023 in Rwanda, Kigali, under the theme: Logistics & Infrastructure Development as an Engine for Sustainable Implementation of the African Continental Free Trade Area (AfCFTA).



INDUSTRY INTRODUCTIONS - MS. PRISCA MAYUMBELO

Ms. Prisca Mayumbelo, is the Chairperson of the recently launched Chartered Institute of Namibia (CILT) is an individual who is passionate about Transport and Logistics related matters with experience spanning over a decade in areas of Public Transport, Urban mobility, Fleet management, Business Development in transportation, Law Enforcement and Regulations.

GALLERY HIGHLIGHTS

APRIL 2022 - MARCH 2023

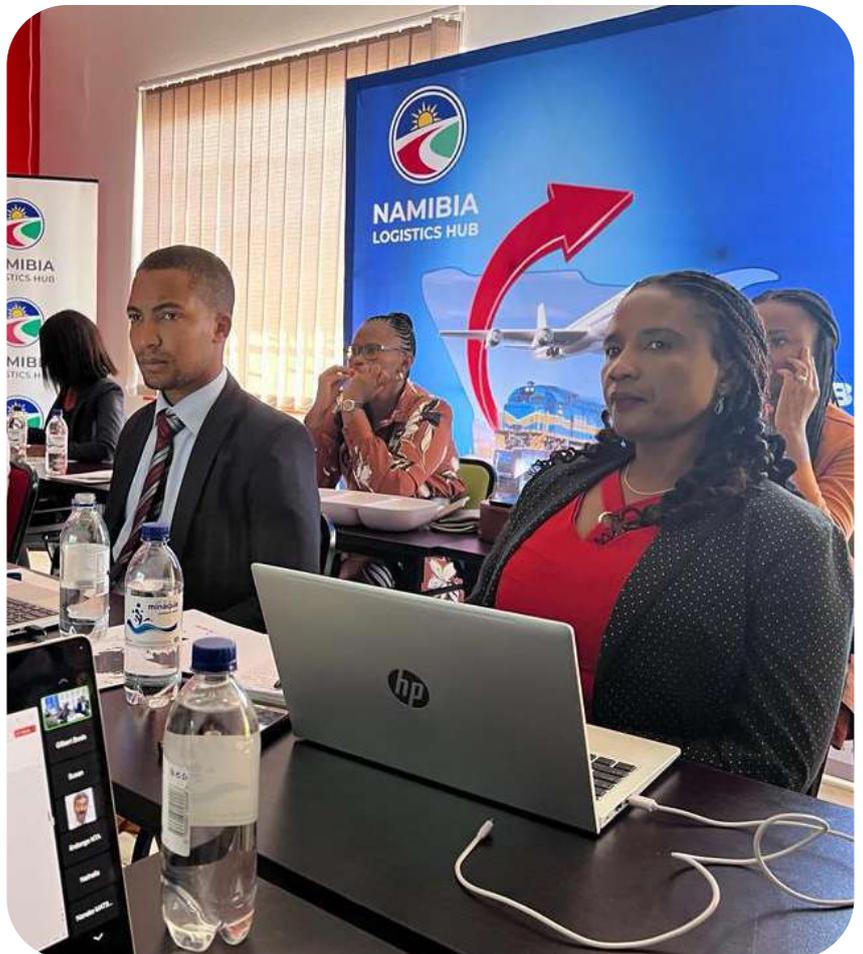
BUSINESS DEVELOPMENT







LOGISTICS HUB





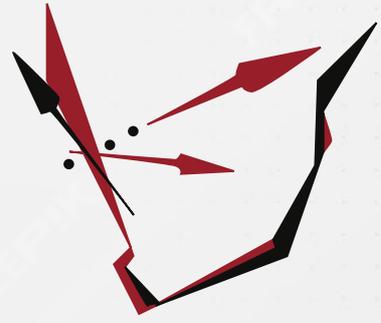


WELLNESS SERVICE









WALVIS BAY
CORRIDOR
GROUP

Connecting
Southern Africa
to the rest of
the World

HEAD OFFICE

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