

# NAMIBIA AS A LOGISTICS HUB

12<sup>th</sup> Intermodal  
Africa, Durban

23 October 2014

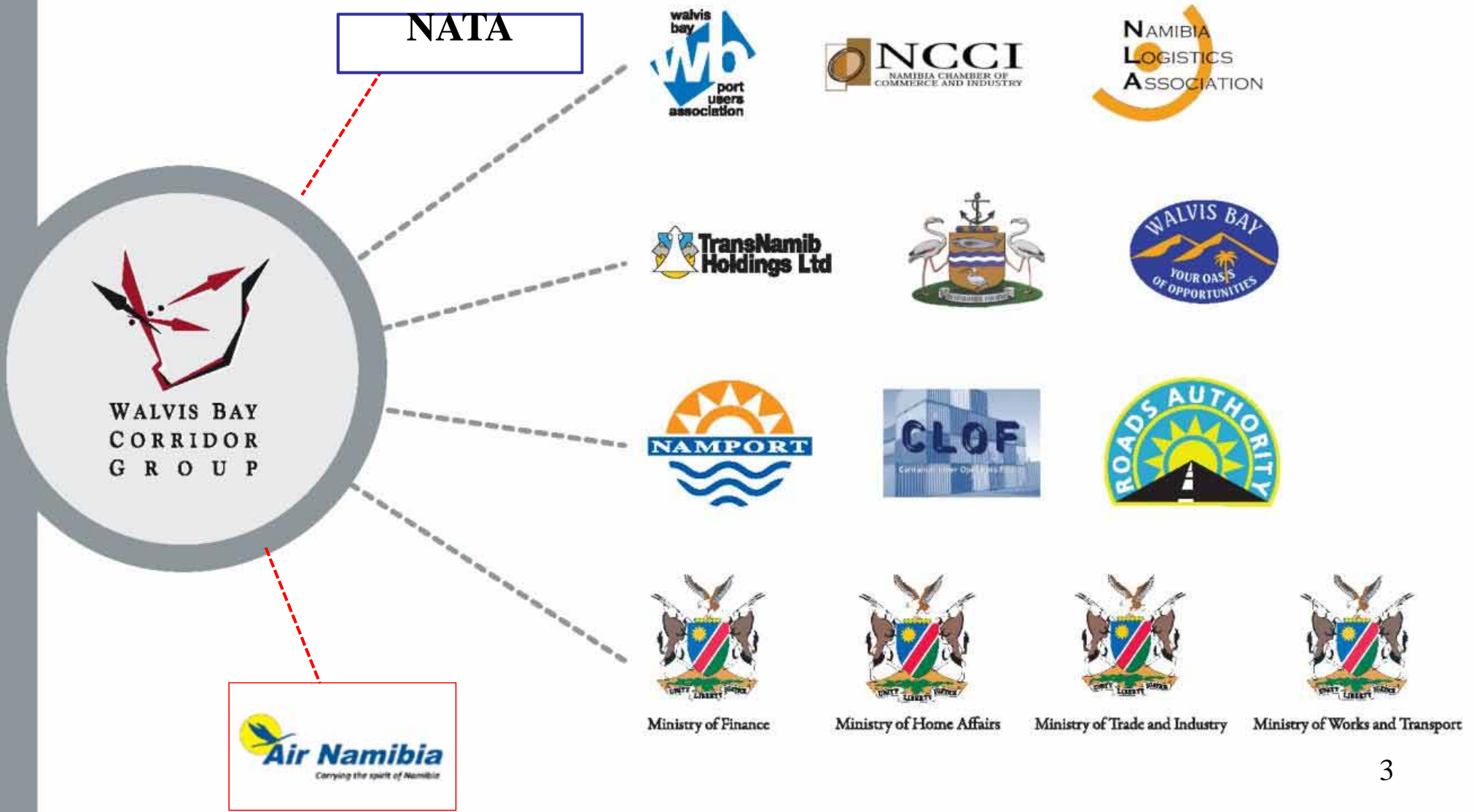




# INFRASTRUCTURE DEVELOPMENT



# WHO'S THE WALVIS-BAY CORRIDOR GROUP





# CORRIDORS TO ACCELERATE GROWTH

- Government invested in major transport infrastructure to link Namibia with rest of neighbouring countries:
  - Port development,
  - Rail development, (Links with Angola, **Botswana, Zambia**)
  - Road development (Links with Angola, Botswana, Zambia)
  - Air linkage development
- Optimize unique location of Namibia and to establish new trade routes to link Namibia with rest of the SADC region
- Increased/important role of transport & logistics as GDP %

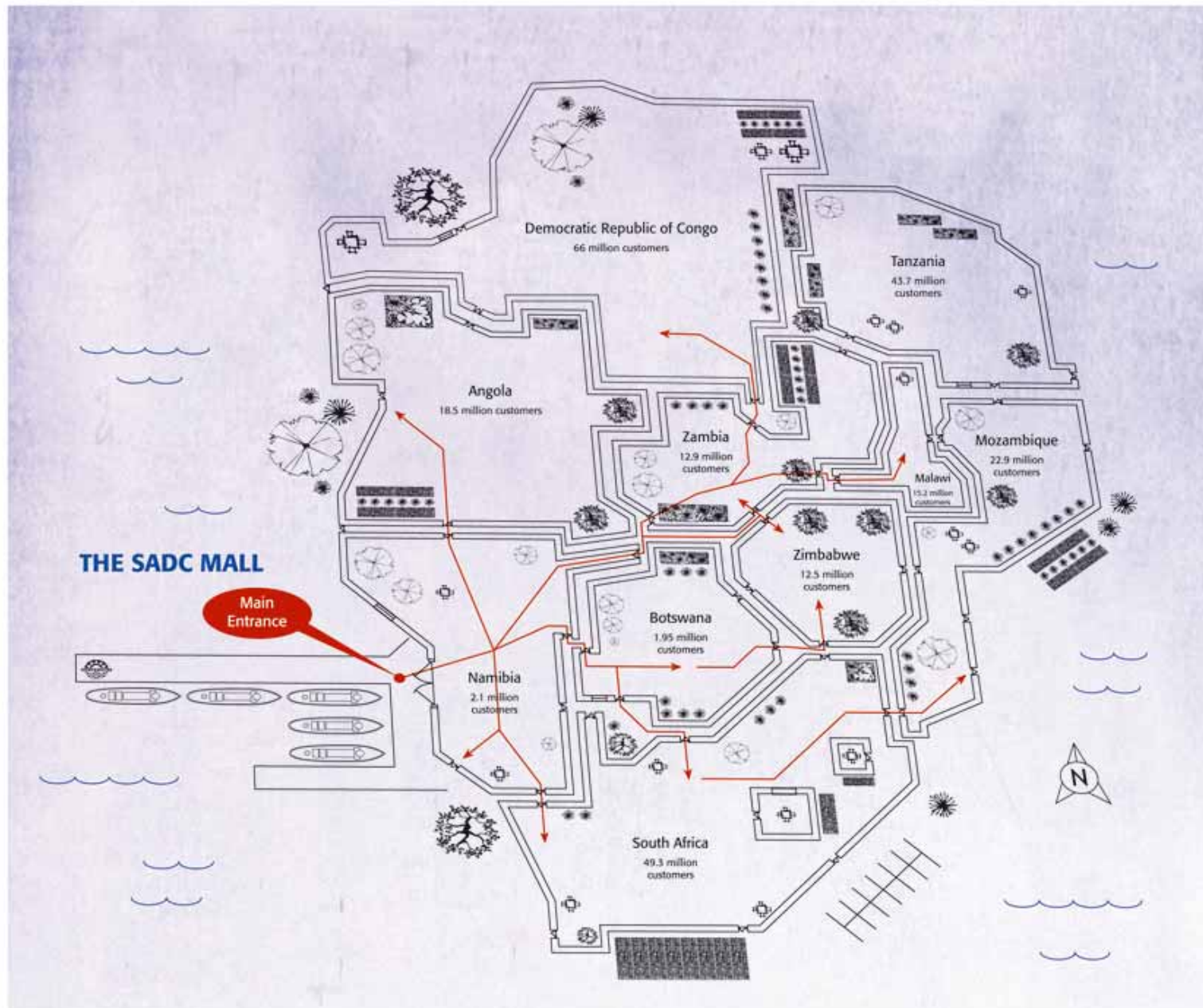


# NAMIBIA STRATEGIC PLAN

- Infrastructure development since 1990 basis for Corridor development
  - Regional integration
  - Economic development
  - Bridging the Infrastructure gap in SADC
- WBCG established in 2000 (Private Public Partnership)
- Government cooperating with private sector to optimize infrastructure development:
  - Broader transport coordination with all stakeholders
  - Support Business Development
  - Support Cross border facilitation
  - Spatial Development Initiatives



# WELCOME TO YOUR SADC MALL





# TIME TO THE MARKET



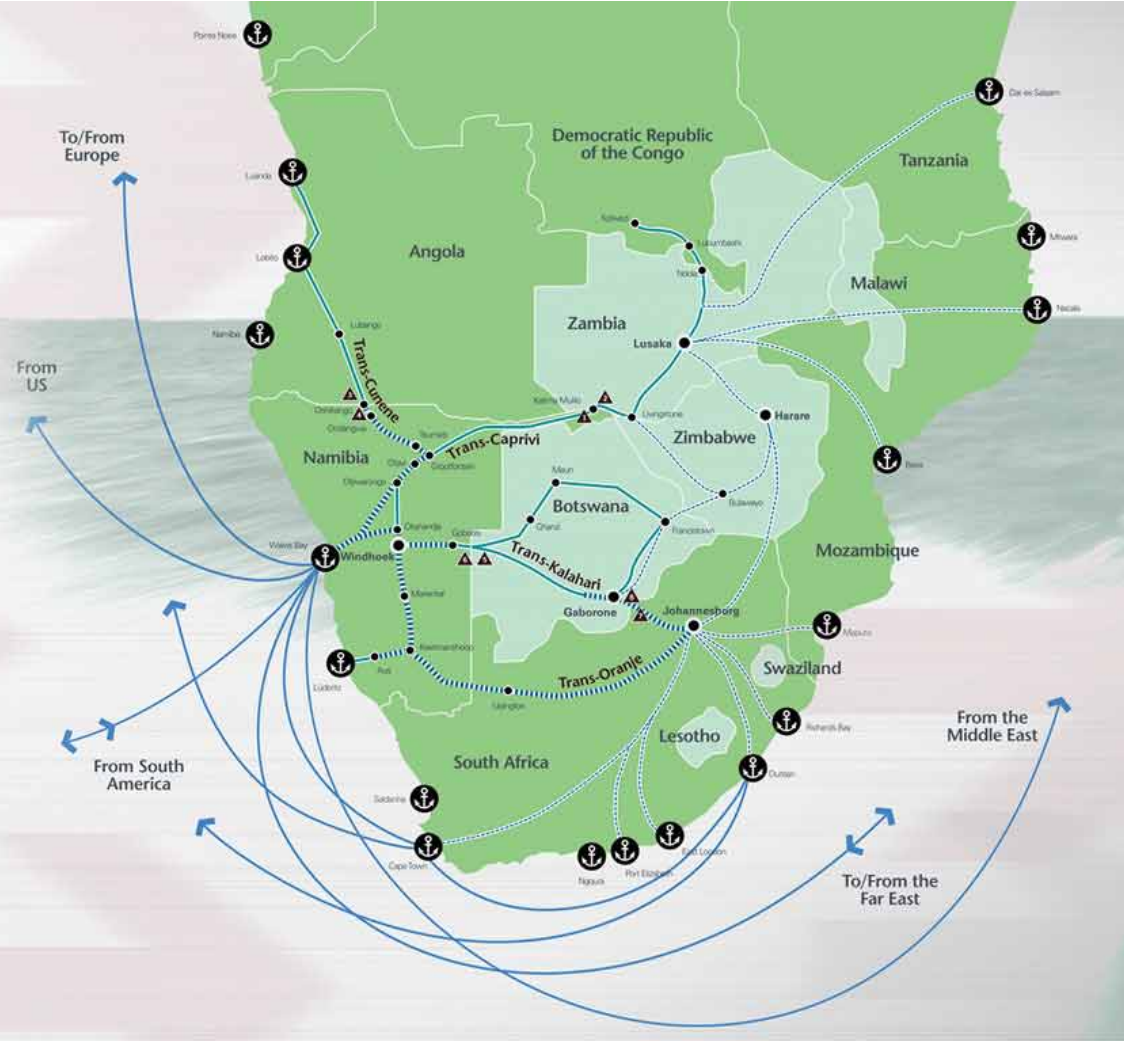
### Walvis Bay serves:

- Angola (3-5 days)
- Botswana (2 days)
- DRC (5-6 days)
- Malawi (5-6 days)
- South Africa (2 days)
- Zambia (3-4 days)
- Zimbabwe (3-4 days)

### Walvis Bay has direct sailings from:

- Europe
- The Far East
- North America
- The Middle East

\*Terms and conditions apply





# WHERE DID WE START?

- All trade via South Africa
- No connections to neighbours
- Limited knowledge about Namibia
- Limited knowledge & trade with SADC
- No direct shipping connections
- Zero Corridor /Transit traffic







# BENEFIT OF CORRIDOR DEVELOPMENT

- Focus on doing more with less
- Benefit to the consumer
- Economy of scales
- Increasing scheduled shipping calls
- Alternative trade routes





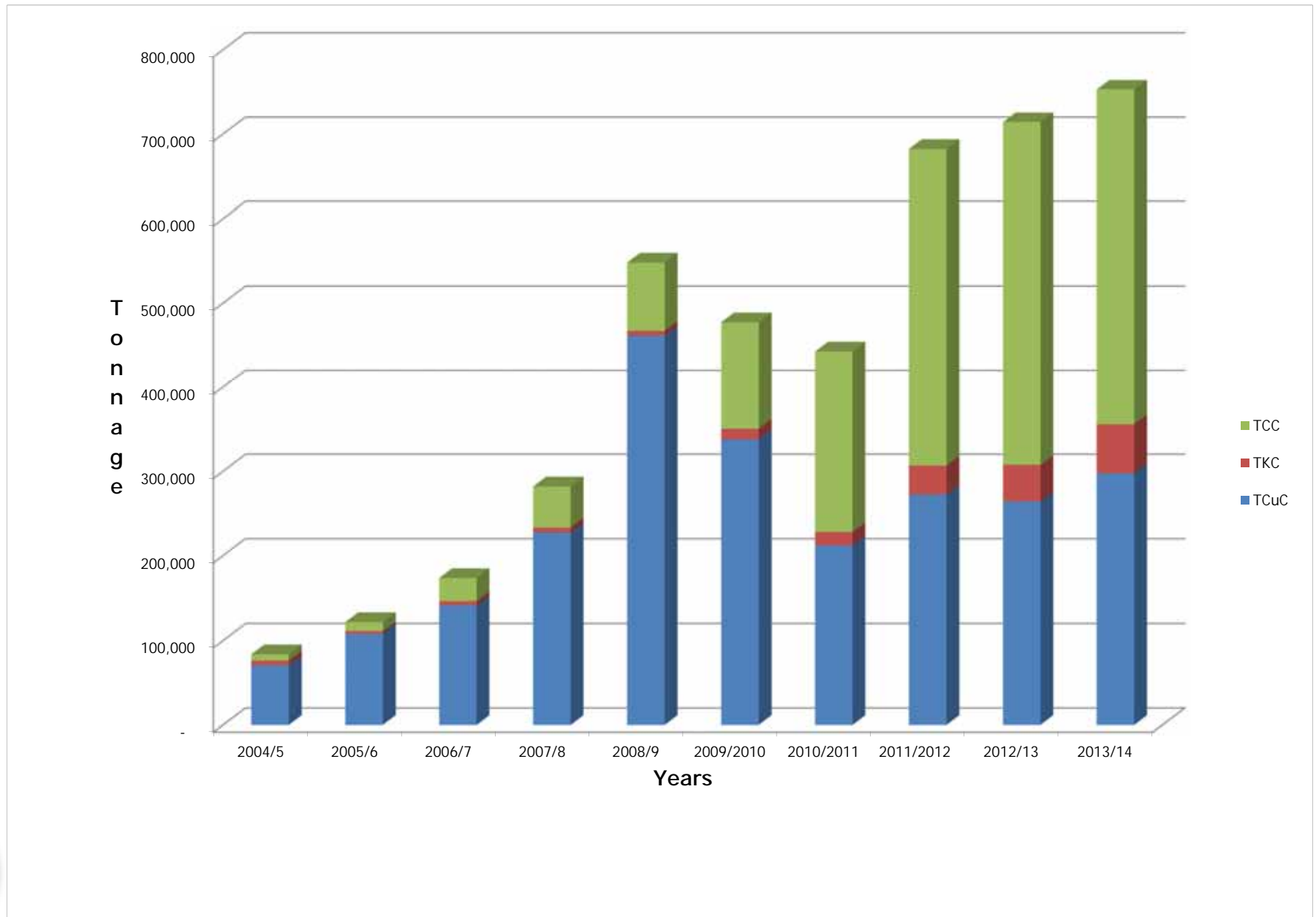
## CONNECTING SADC TO THE WORLD

- Strategic location
- Gateway to West coast of Africa
- International Shipping connections
- Main economic centres in the world





# CORRIDOR GROWTH



# NAMIBIA BORDER GROWTH

- Border growth – 107% in last 5 years
  - 2007 = 2.2 m tons
  - 2012 = 4.6 m tons
- No. of truckloads pd.
  - 2007 - 182
  - 2012 – 377
  - **2020 - 586**
- Port volumes pa – 1,785 % in 12 years
  - 2000 – 20,000 TEU's
  - 2012 – 377,000 TEU's
  - **2020 – 1,000,000 TEU's**





# FUTURE?

- 1994 – Fishing Port
- 2000 – Deepening of port to 12.8 m
- 2004 – First Hinterland cargo
- 2011 - Deepening of port to 14 m
- 2016 – Port Expansion
- 2020 – Railway links to all neighbouring markets
- 2025 – Logistics & Distribution Hub for Southern Africa**

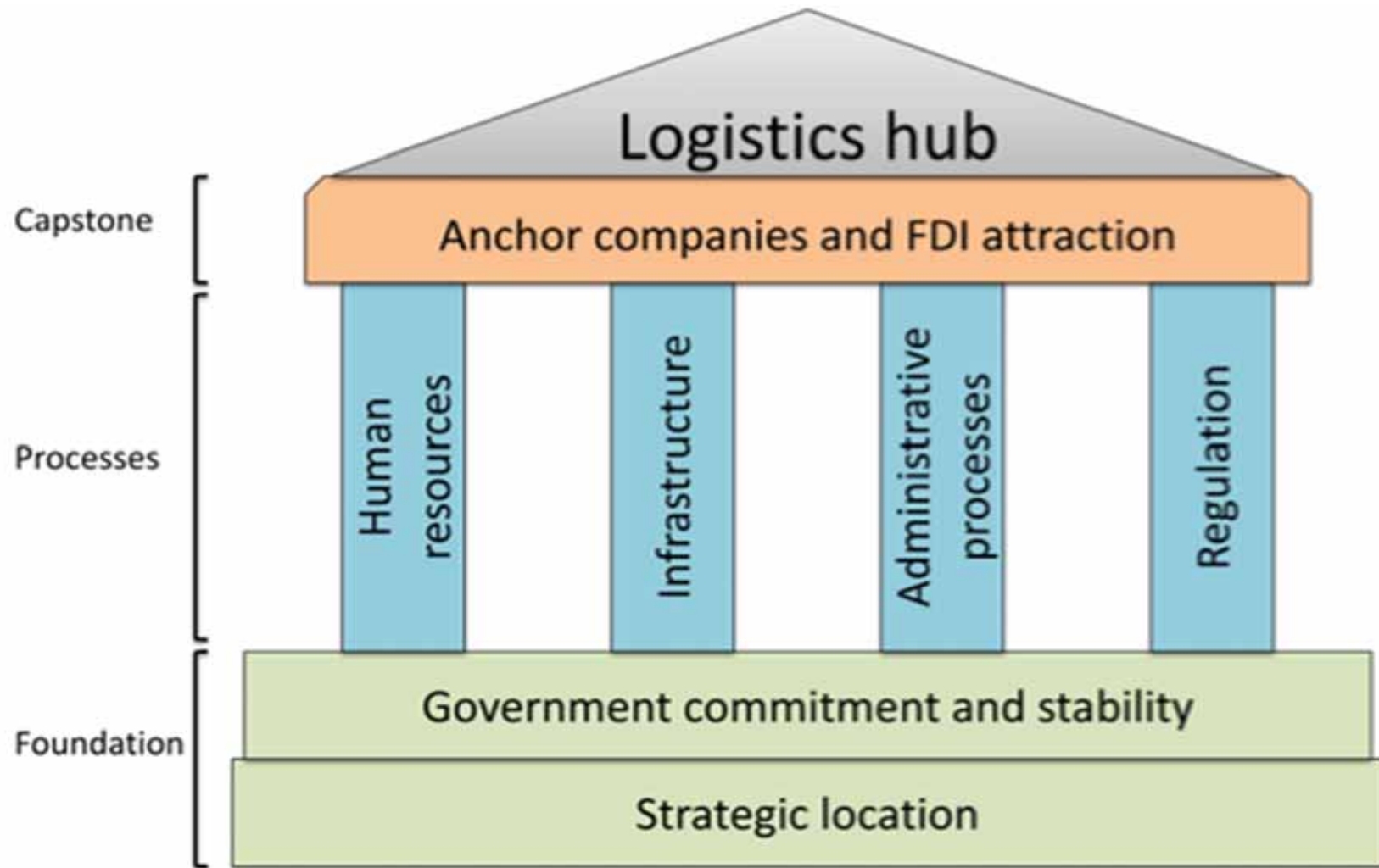


# NAMIBIA AS LOGISTICS HUB?

- Transport & Logistics economic priority – NDP 4
- Optimise Namibia's location
- Develop a framework for the process
- Logistics Master Plan
- Market the Logistics Hub



# BENCHMARK AS A LOGISTICS HUB





# CRITICAL SUCCESS FACTORS

- Bigger & Better
  - Rail
  - Port
  - Air
  - Road
  - Borders
  - Intermodal linkages





# PROJECTS IN PROGRESS

- Transport Master Plan - 2013
- Dry ports: Botswana, DRC, Zimbabwe & Zambia
- Completion of Railway links to neighbours
- Spatial Development Initiatives
- One Stop Border Posts
- Truck Stops
- Port Expansion





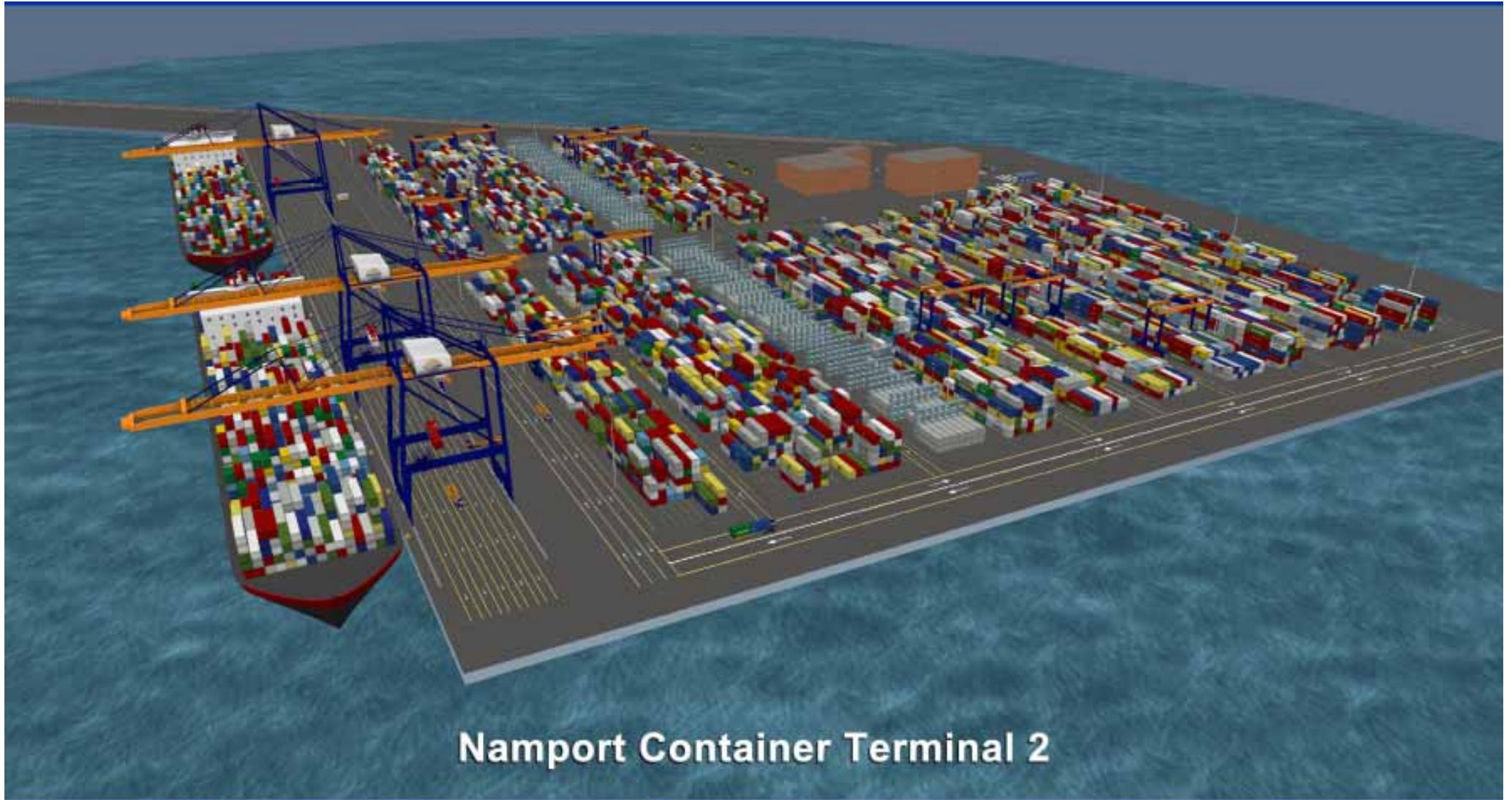
# LONG TERM TRANSPORT PLAN

<b>1990</b>	<b>Transport Masterplan</b>
	Road linkages to neighbours
	Create Road, rail, air and port institutions
<b>2000</b>	<b>Formalise (Unify) sector</b>
	Creating awareness
	Extend rail to Angola border
	Partnerships with neighbours
<b>2012</b>	<b>Alternative trade route for SADC</b>
	New Transport Masterplan
	Logistics Masterplan
	Attract investments
	Distribution and warehousing
<b>2025</b>	<b>Logistics Hub</b>



# NEW CONTAINER TERMINAL

R 3bn



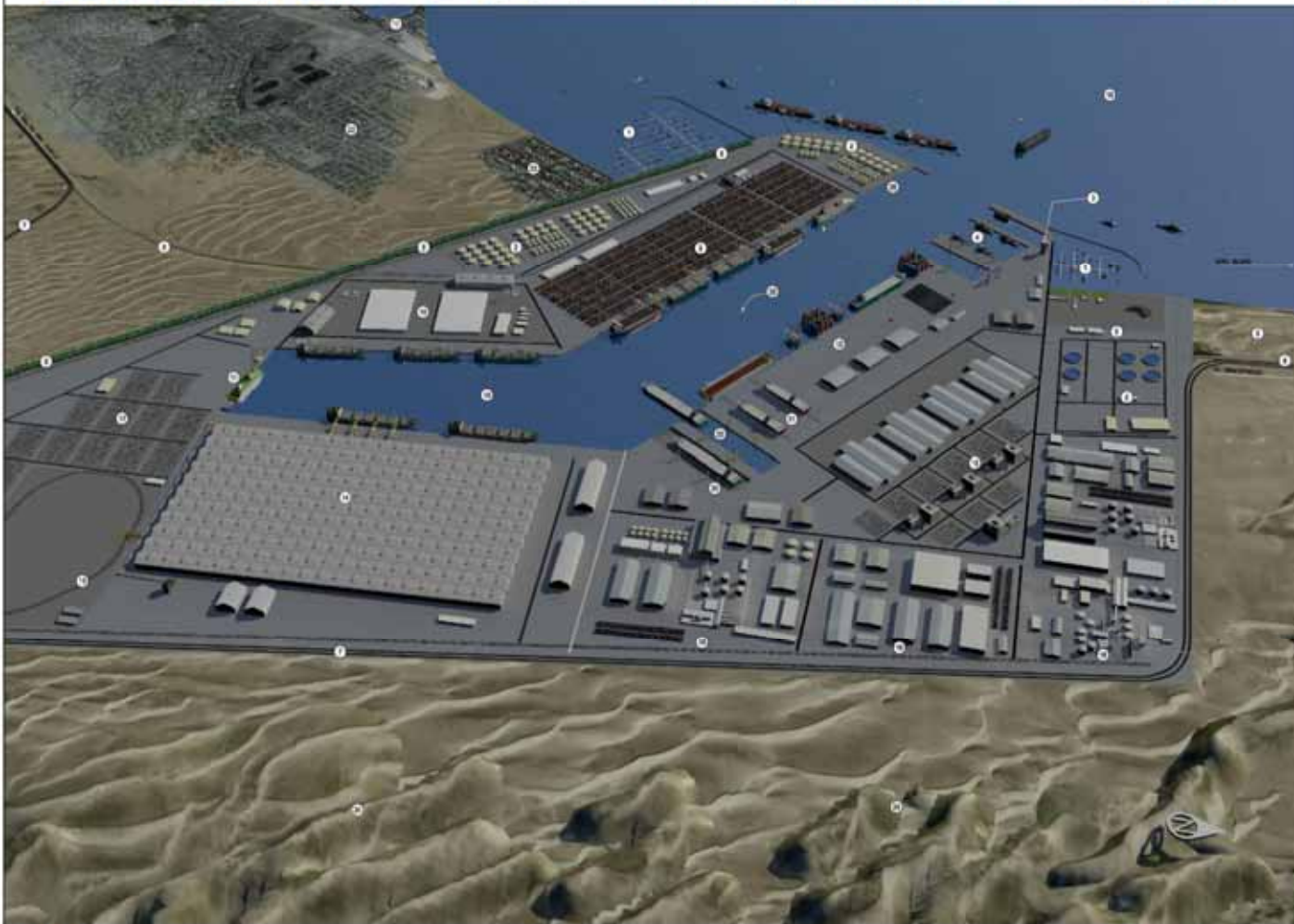
Namport Container Terminal 2




# BULK & BREAKBULK PORT (PPP)

## USD 2 bn

### WALVIS BAY NORTH PORT



- KEY NOTES:**
- 1 BARRIERS / SMALL BOAT HARBOUR
  - 2 LARGER SHIP TERMINAL, CONSISTING OF TOWER SERVICE AND TANK FUMES
  - 3 PORT CONTROL TOWER
  - 4 SMALL CRAFT HARBOUR (TUG BOATS)
  - 5 AQUACULTURE/AGRICULTURE ACTIVITIES
  - 6 EXISTING TRUNK NATIONAL ROAD BRIDGE
  - 7 TO-BE-BUILT TRUNK ROAD BRIDGE FROM SWAPOFOLDE TO WALVIS BAY
  - 8 GREEN BELT AROUND PERIMETER OF PORT (CONSISTING OF PALM TREES AND WOOD BARRIERS IF NEEDED)
  - 9 CONTAINER TERMINAL WITH POTENTIAL THROUGHPUT CAPACITY OF 4.2 MILLION TEUs PER ANNUM
  - 10 BREAK BULK AND MULTI-PURPOSE TERMINAL
  - 11 RO-RO, FERRY AND PASSENGER LINER BERTH WITH LINK-SPAN
  - 12 CAR/VEHICLE BERTH TERMINAL
  - 13 HIGH CAPACITY RAILWAY LINK TO BULK TERMINAL
  - 14 LARGER-COOLER BULK TERMINAL WITH AN ESTIMATED CAPACITY OF 16 TIERES OF 100 MILLION TONS OF 800 TONS PER YEAR (LIMITED TO STOCKPILES BEHIND BULK T HEAVY INDUSTRIAL AREA)
  - 15 SHIP AND RO-RO REPAIR (AND ALSO MAINTENANCE AND GAS SUPPLY) BARGE TERMINAL
  - 16 BACKUP STORAGE SPACES AND POTENTIAL BARGE COASTWISE DRY DOCKS
  - 17 MARSHALLING YARDS HEADQUARTERS AND BARGE
  - 18 DEEP WATER PORT BARGE, LOCATED IN THE DEPT. WITH TOTAL BERTH-QUAY WALL LENGTH OF 800M
  - 19 DEPT BARGE COASTWISE CHANNEL, PROVIDED BY TRUCKER BERTH TOWER & BUCKET CRANE/CRAN CONSTRUCTION
  - 20 LARGE SHIPWAY DRY DOCKS
  - 21 ON-LAND DRY DOCK REPAIR BARGE SERVED BY FLOATING DOCK SHIP LIFT
  - 22 EXISTING FRESHWATER TOWER/PAF
  - 23 PLANNED NEW LUGAR/RECREATION/RESIDENTIAL DEVELOPMENT
  - 24 BULK BELT
  - 25 POSITION OF EXISTING TRUNK NATIONAL ROAD BRIDGE BETWEEN WALVIS BAY AND SWAPOFOLDE
  - 26 INDICATED BARRIERS BERTH


 Swaziland Ports Authority  
 PORT ENGINEERING DESIGN OFFICE  
 P. O. BOX 340  
 402 111 SWAPOFOLDE WINDHOLE RD.  
 WALVIS BAY, SWAZILAND  
 TEL: +264 244 208 2275  
 WWWW: WWW.SPA.SWAZILAND.GOV.SZ

**PROJECT NAME:**  
 PORT OF WALVIS BAY MASTER PLAN  
**SADC GATEWAY**

**DRAWING NAME:**  
 PRELIMINARY GENERAL LAYOUT - 3D  
 VISUALIZATION OF NEW WALVIS BAY NORTH  
 PORT CONCEPT VIEW 1 OF 4

DRAWN BY: ELOM GILLESPIE  
 CHECKED BY: ELOM GILLESPIE  
 APPROVED BY: [Signature]  
 DATE: 2014

**RESTRICTED USE**  
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DATE: 2014  
 08:00:00  
 WBB-502-A3100-3 R1







**Thank you**

