

Namibian Ports Authority



Namibian Ports Promoting Trade Growth in SADC

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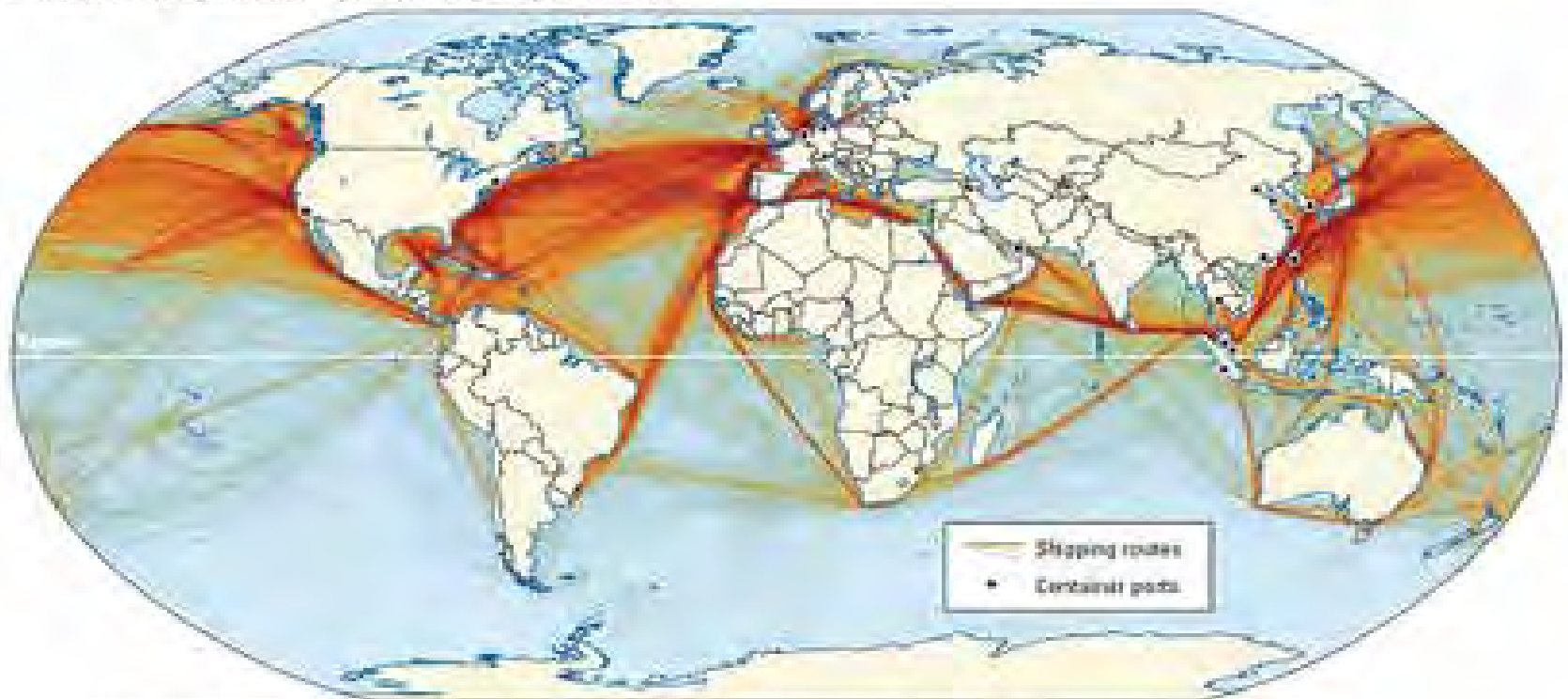
Namport at a Glance



- } State owned entity that Manages and the ports of Walvis Bay and Luderitz
- } Established in 1994 by an Act of Parliament
- } Linked to the SADC Region via various transport corridors
- } ISO 9001, 14001 and OSHSAS 18001 certification
- } Ports ISPS compliant
- } Predominantly serves as a Hub Port

THE MARKET ENVIRONMENT

Map 4.1 Busy seafaring in the North, little landfall in the South
Intensity of shipping routes during one year beginning October 2004



Source: Data from the World Meteorological Organization (WMO) 'voluntary observing ships' (VOS) scheme, processed by Halpern and others 2006.
Note: Container ports shown are the 20 largest by TEU of total containers handled in 2005 (Rakheeff and Zacharia 2006).

The Market Environment



- **Economic changes.** Seaborne trade has increased substantially, in part because of the massive redistribution of manufacturing to low cost locations (China).
- **Technical changes.** The growth in ship size to better achieve economies of scale has been a prevalent technical change.
- **Organizational changes.** The maritime and port industry are increasingly controlled by large shipping companies and terminal operators that have engaged in strategic alliances as well as mergers and acquisitions.

NDP 4 GOALS

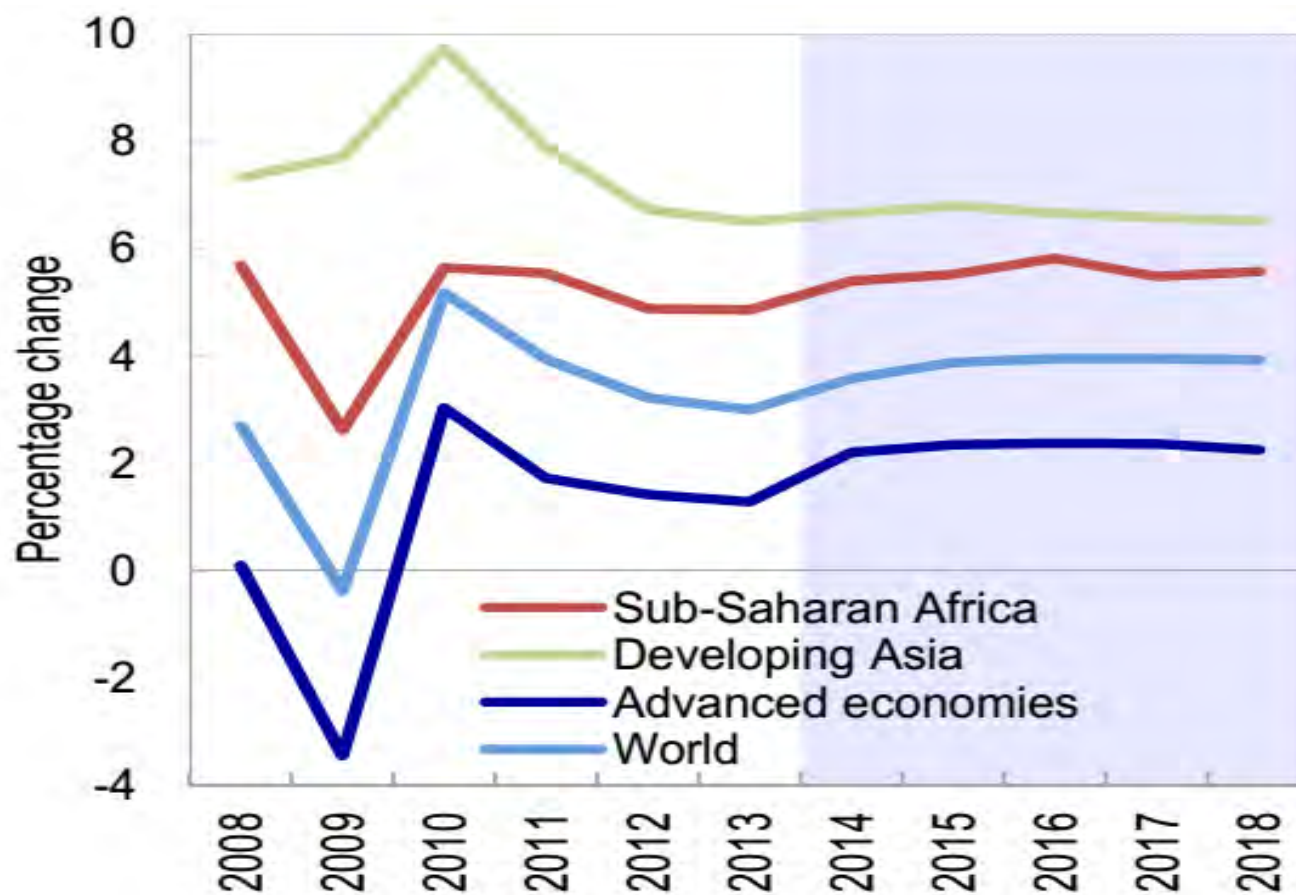


NAMPORT STRATEGY TO ACHIEVE NDP4 DESIRED OUTCOMES



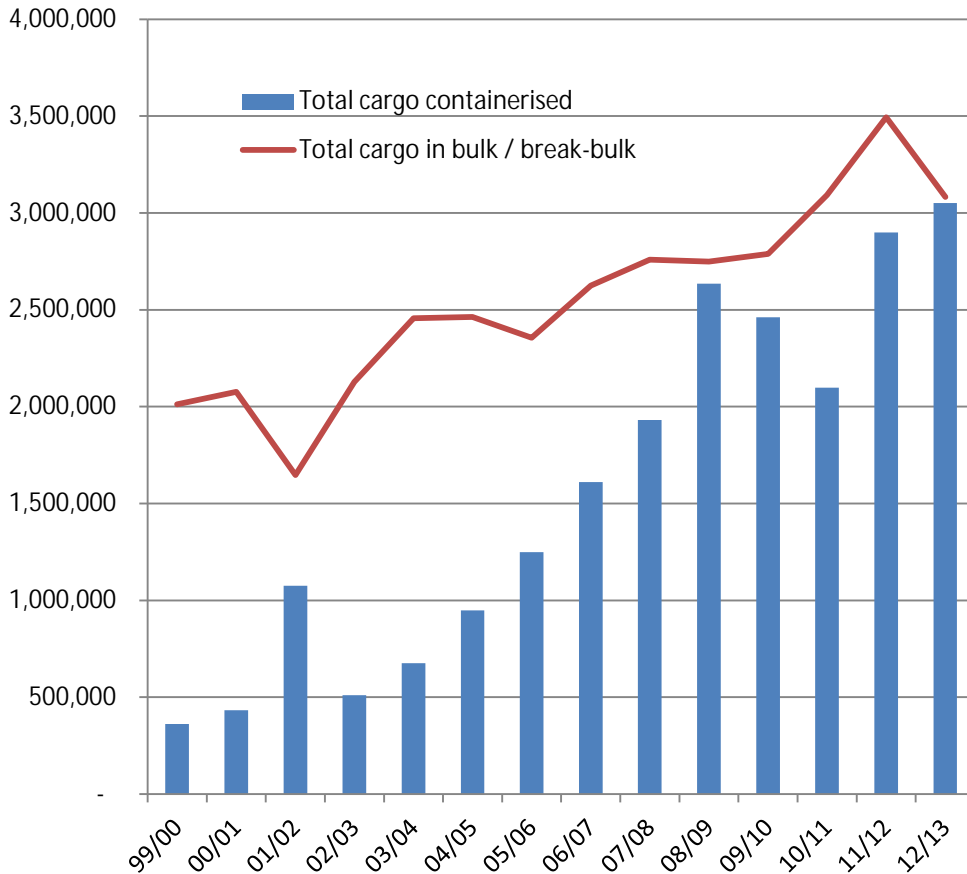
- 1 Increase Throughput Capacity
- 2 Diversify and Grow Customer Base
- 3 Improve Port Efficiency
- 4 Ensure Good Corporate Governance
- 5 Pursue Key Transformation Initiatives

Sub-Saharan Africa Projected Real GDP Growth



Source: IMF, World Economic Outlook database.

Namport Volume Growth



Containers
contribute 41%
of Total
Revenue

TEU growth forecast

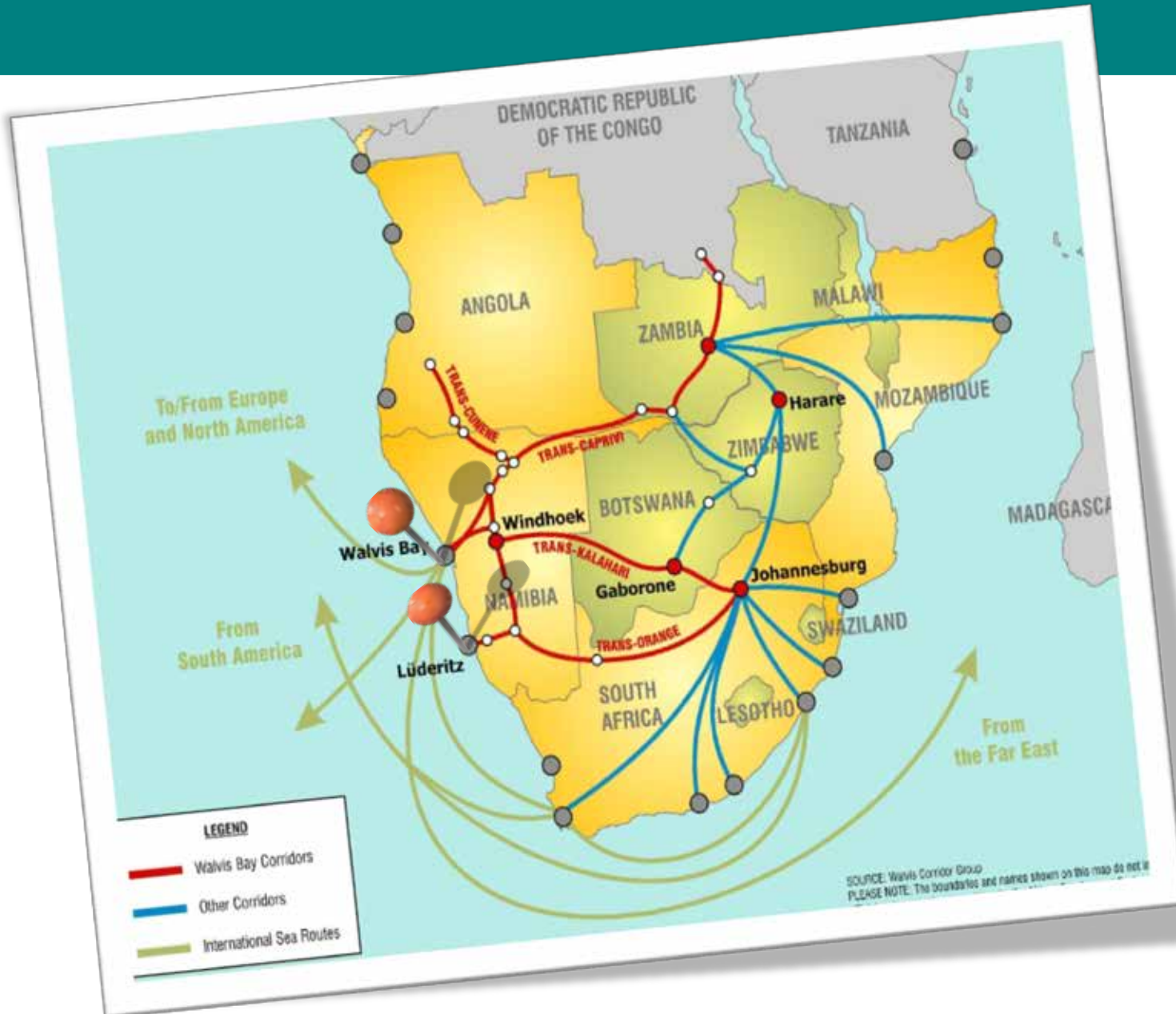
2025

1 Million
TEUs

2045

3 Million
TEUs

Our Ports & Hinterland Links



Our successes



- **Maximised existing capacity at Walvis Bay Port**
 - Increased TEU capacity from 250,000 to 355,000 TEUs
 - Increased draft at Berths 1 to 3 from -12.8 m to -14 m
 - Enabled Berths 1 to 3 to handle 4500 TEU container vessels – berth 2 x 250 m vessels at same time
 - Relocated a shed on the quay to provide additional stacking space
- **Increasing future container handling capacity at Walvis Bay**
 - Commenced building a New Container Terminal with capacity of 750,000 TEUs p.a. with 16m draft and 600 m quay length

Our Successes !



Increased Ship Repair / Dry Docking Capacity

- Current Syncrolift (dry-dock) has lifting capacity of 2000 t
- In 2006, established floating dock with 8000 t lifting capacity in a PPP
- In 2008, second floating dock commissioned
- In 2013, third floating dock – lifting capacity of 15,000 t – commissioned
- In 2014 awarded tender to establish a third ship repair facility in Walvis Bay



Namport Major Projects





Port of Walvis Bay



Medium-Term Projects

NEW CONTAINER TERMINAL (2017)

- 40 HA of new land; Add 600 m of quay length; Add 750,000 TEU p.a. capacity; NAD 3.9 billion cost
- Will have Namport's first ship-to-shore (STS) cranes = improved ship turnaround time
- Includes a Cruise Terminal
- Existing Container Terminal will become multi-purpose terminal with deep water berths



Status as at September 2014



Status as at December 2014



Status as at February 2015



Status as at August 2015

OF WALVIS BAY NEW CONTAINER TERMINAL ON RECLAIMED LAND PROJECT
CT PROGRESS AS AT 24 AUGUST 2015



Overall Project progress to date



38%

On Schedule to commission end of 2017

Long-Term Projects

PORT OF WALVIS BAY SADC GATEWAY

- 1330 HA of port land
- 10,000 m of quay walls & jetties
- 30 large berths
- Coal Terminal connected to Trans-Kalahari Railway

Phase 1 : Tanker Jetty (2016)

Government Project

Phase 2 : Multi-purpose dry bulk terminal - 30 Million tonnes p.a

Phase 3 : Coal Terminal

5 berths – 65 million tons per annum

30 Berths



Port of Walvis Bay Waterfront and Marina Development

- 5 HA
- Adjacent and connected to the local authority's waterfront development
- Feasibility Study
- Tender for Developer will be issued early 2015



A Porthole view of our future



THANK YOU