

Role of Walvis Bay Corridors in promoting Southern Africa as a trade hub

Intermodal Conference – Lusaka

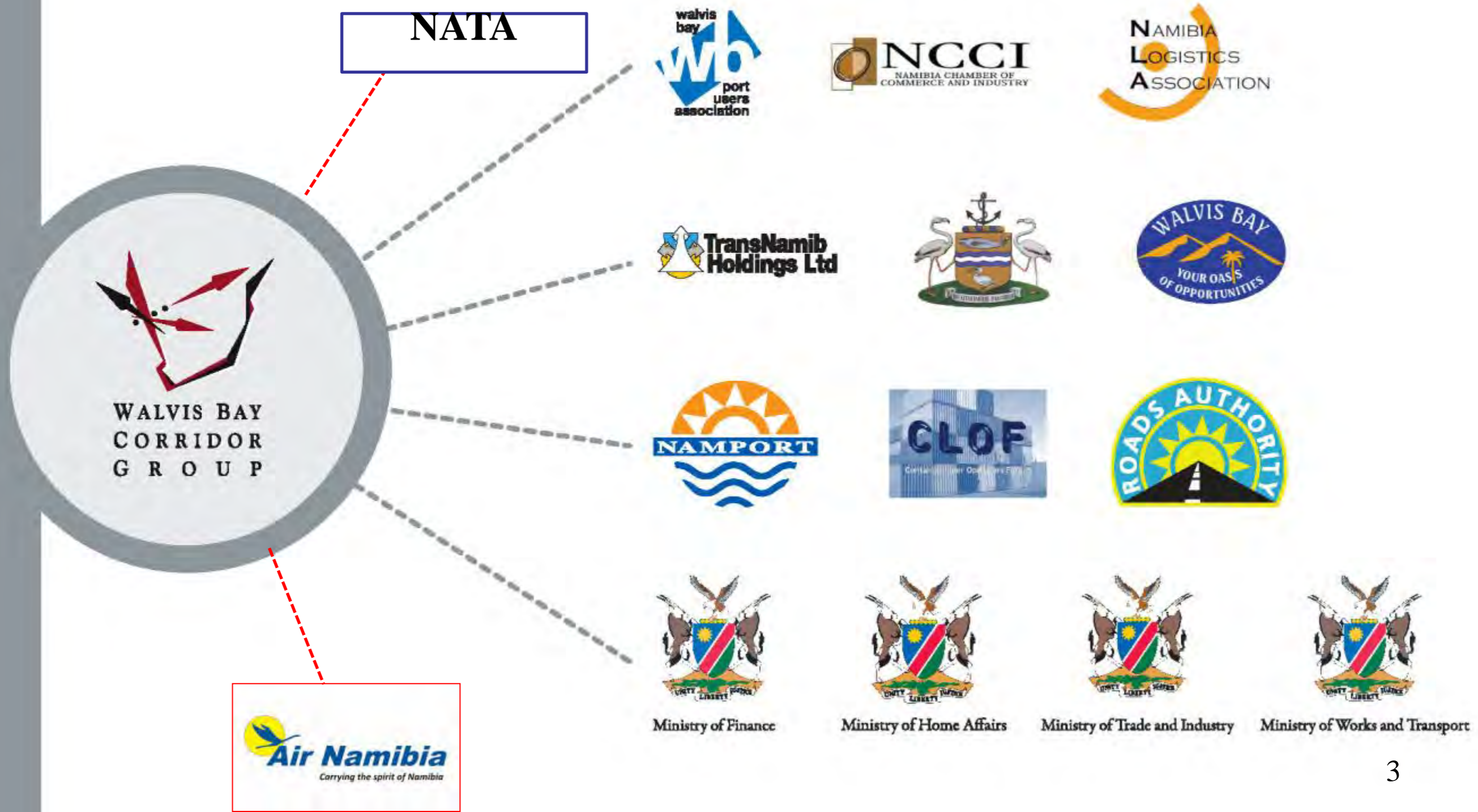
30 October 2015



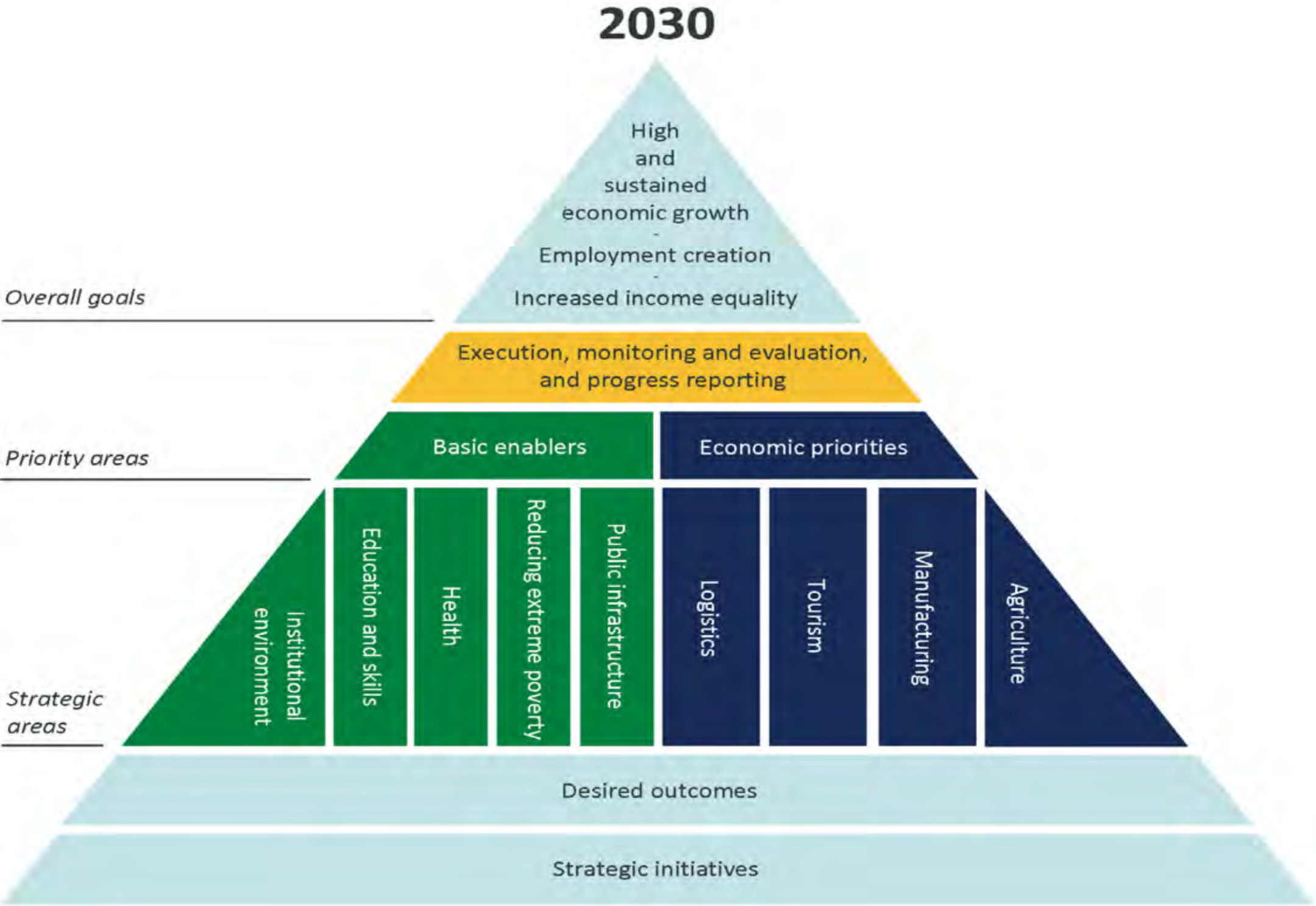
INFRASTRUCTURE DEVELOPMENT



WHO'S THE WALVIS-BAY CORRIDOR GROUP



“NAMIBIA STRATEGIC PLAN”





CORRIDORS TO ACCELERATE GROWTH

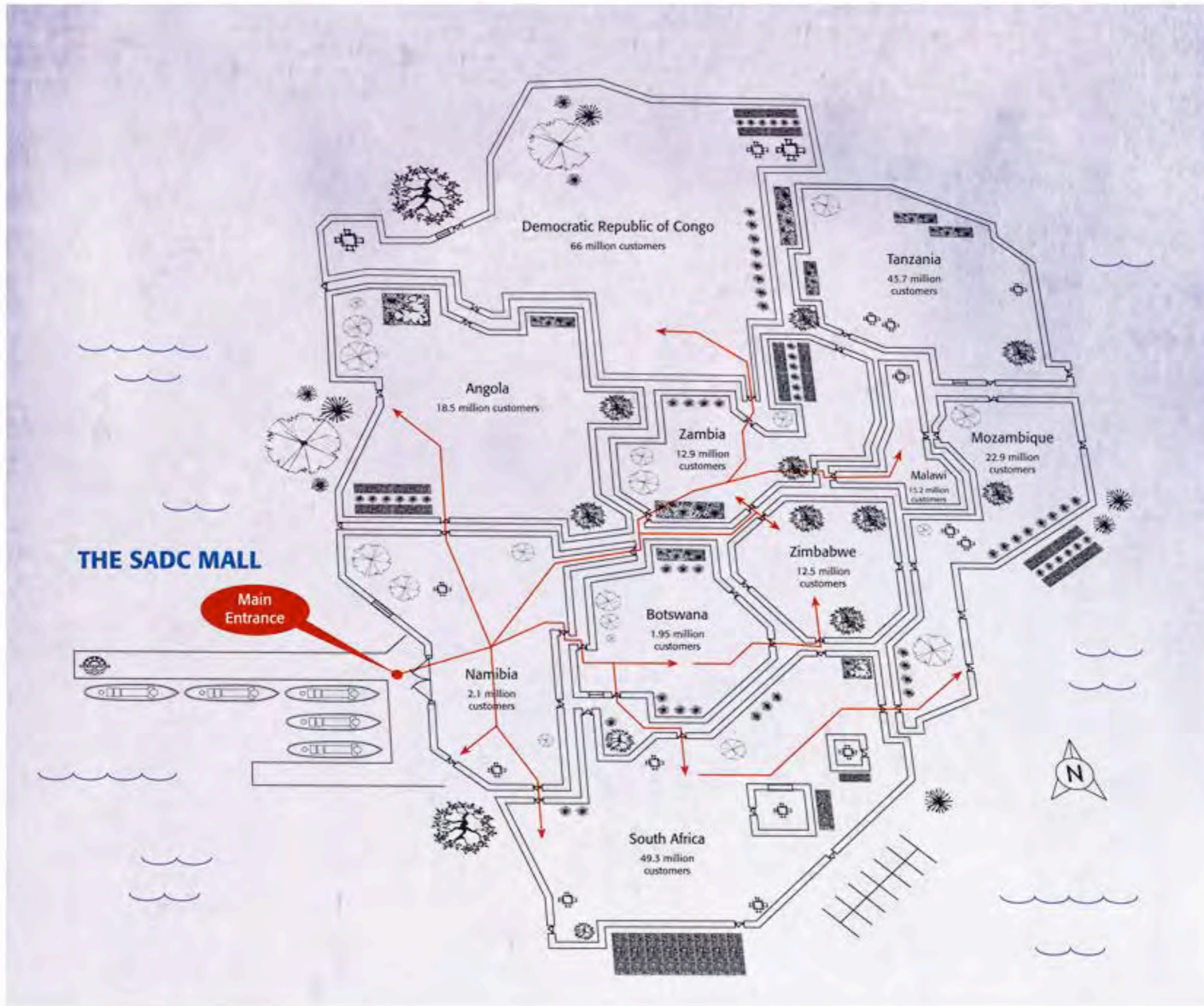
- Government invested in major transport infrastructure to link Namibia with rest of neighbouring countries:
 - Port development,
 - Rail development, (Links with Angola, **Botswana, Zambia**)
 - Road development (Links with Angola, Botswana, Zambia)
 - Air linkage development
- Optimize unique location 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



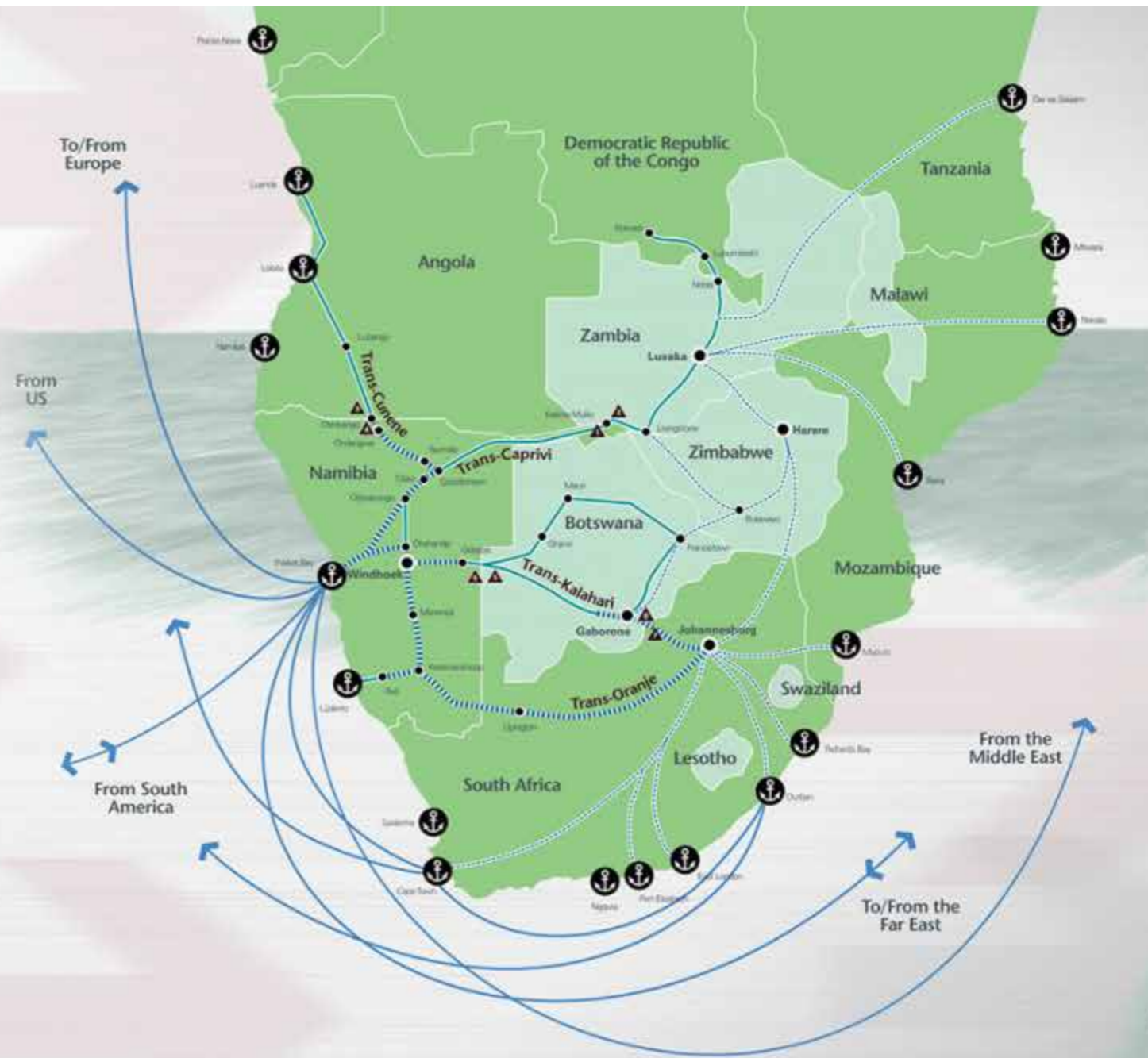
Walvis Bay serves:

- 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



WALVIS BAY
CORRIDOR
GROUP



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

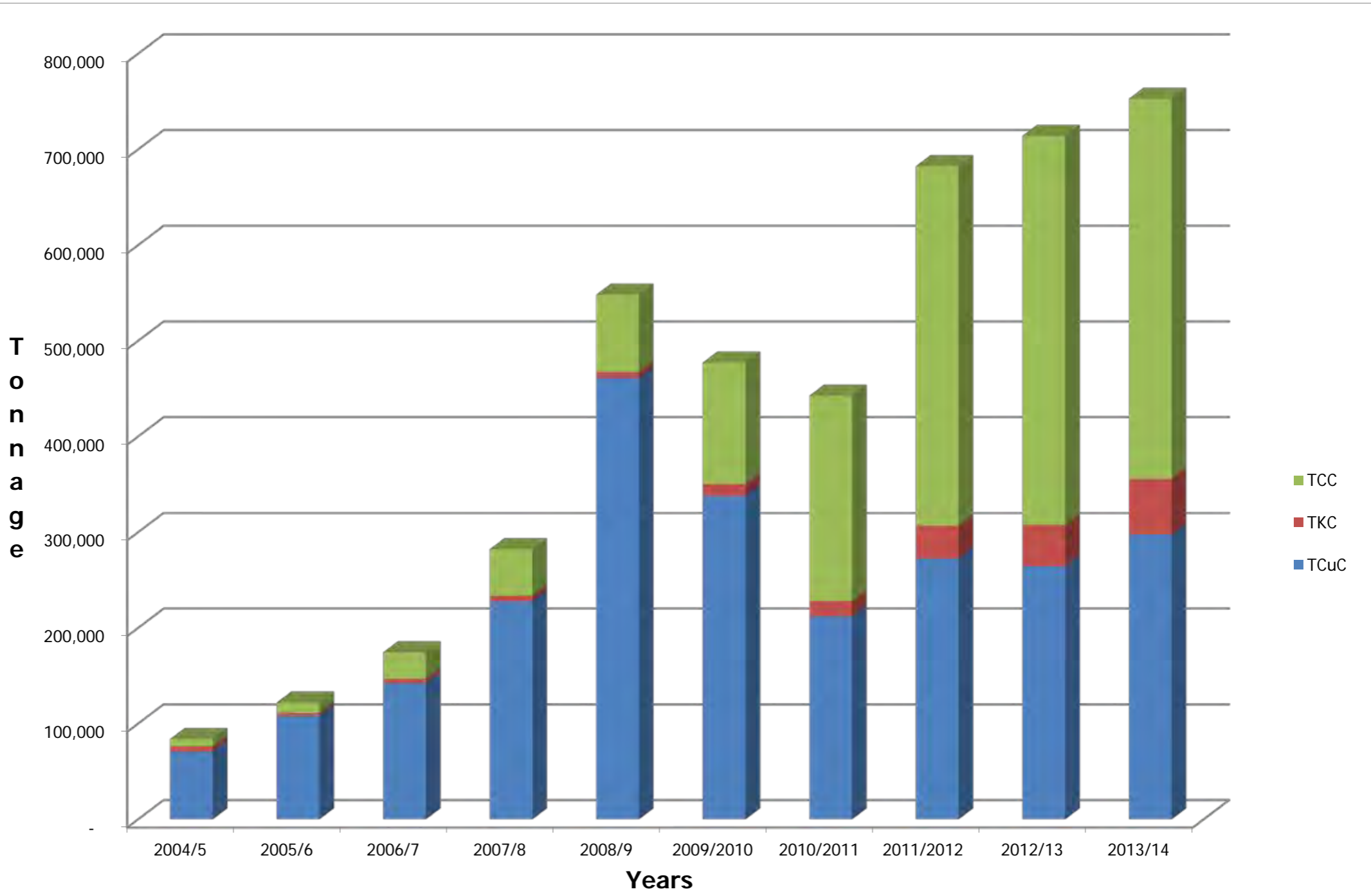


CONNECTING SADC TO THE WORLD

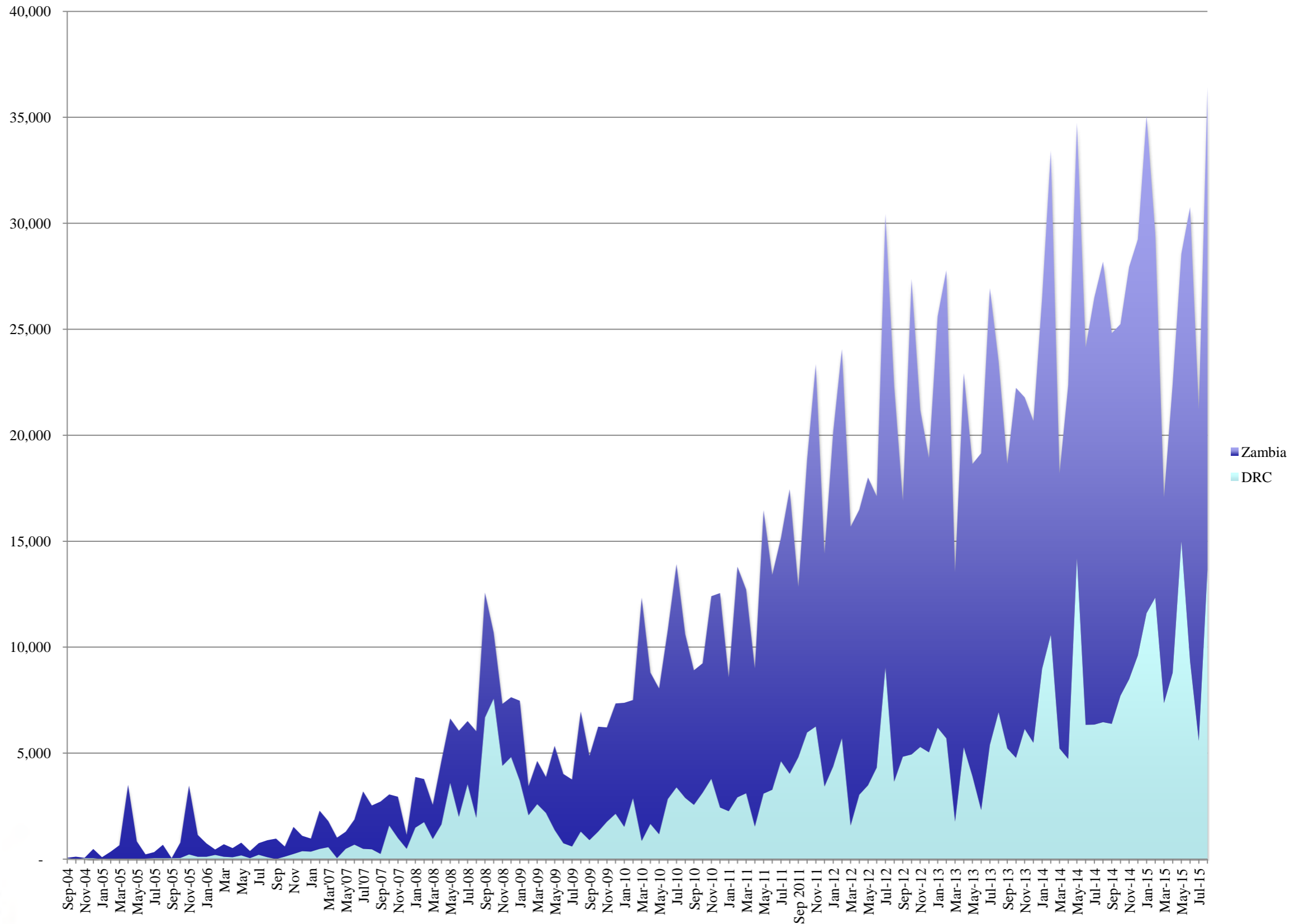
- Strategic location
- Gateway to West coast of Africa
- International Shipping connections
- Main economic centres in the world



CORRIDOR GROWTH



CORRIDOR GROWTH



COMMODITIES

- **Copper**
- **Second hand vehicles**
- **Agricultural products**
- **Equipment**
- **Paper products**
- **Consumables**
- **Frozen fish, chicken, meat**
- **Furniture**
- **Timber**



NAMIBIA BORDER GROWTH

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





ALTERNATIVE TRADE ROUTE

•Alternative trade route for:

- Angola
- Botswana
- DRC
- Malawi
- South Africa (Gauteng)
- Zimbabwe
- Zambia

•Linking SADC via Walvis Bay to World

•Creating awareness of Walvis Bay?

•Mindsets?



Footprint

Sao Paulo, Brazil •
opened in 2012

- **Lubumbashi, DRC** opened in 2012
- **Lusaka, Zambia** opened in 2005
- **Windhoek, Namibia** opened in 2000
- **Johannesburg, RSA** opened in 2008

WBCG Business Development Offices



FUTURE?

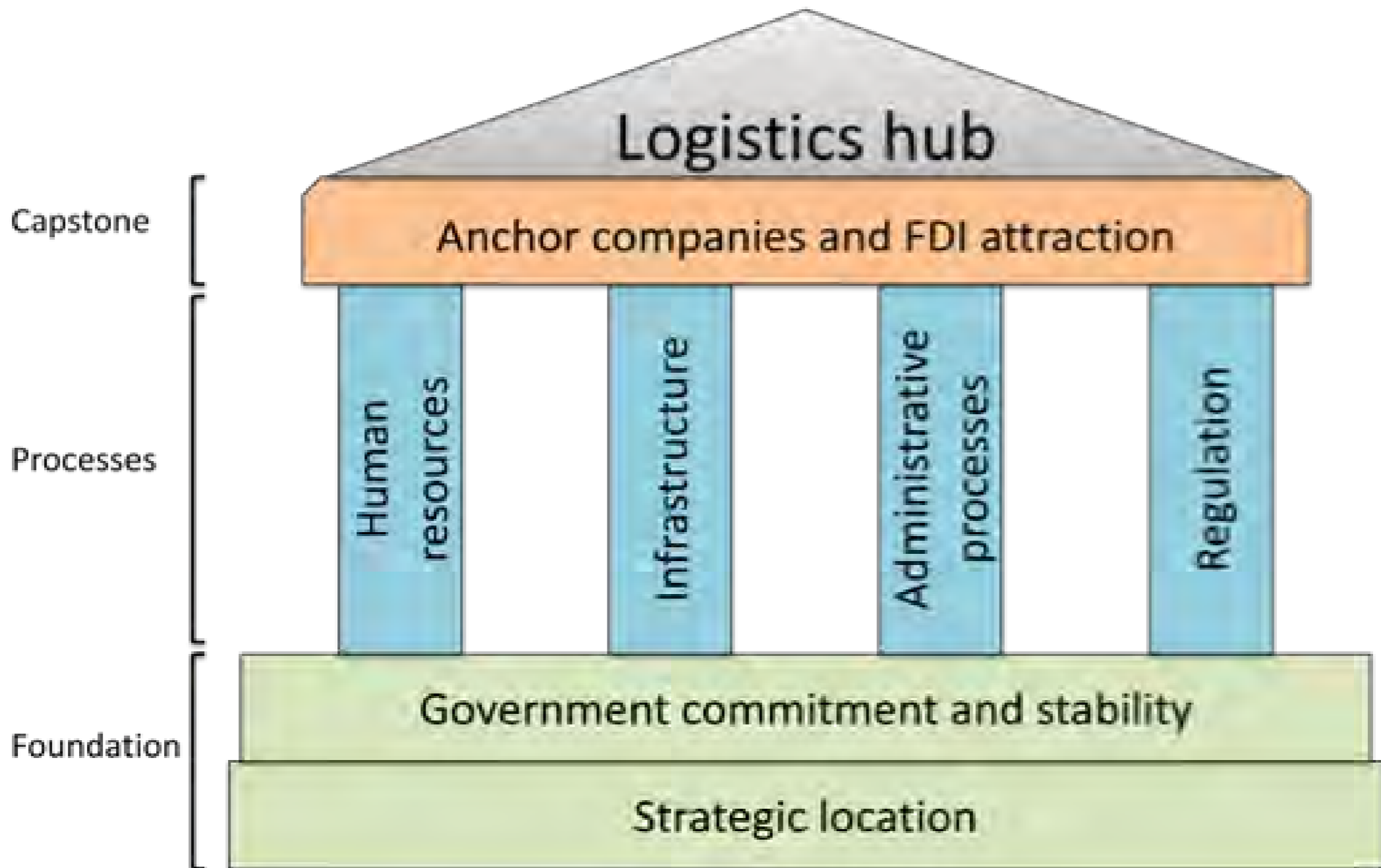
- 1994 – Fishing Port
- 2000 – Deepening of port to 12.8 m
- 2004 – First Hinterland cargo
- 2011 - Deepening of port to 14 m
- 2016 – Port Expansion
- 2020 – Railway links to all neighbouring markets
- 2025 – Logistics & Distribution Hub for Southern Africa**



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**
 - Ø Rail
 - Ø Port
 - Ø Air
 - Ø Road
 - Ø Borders
 - Ø Intermodal linkages

LOGISTICS MASTER PLAN

(Expected role & objective)

- Provide future image of Namibia as logistics hub
- Establish development framework & strategies
- Identify list of strategic projects
- Identify key policy measures
- Create set of action plan including allocation of resources

Ø **2015++**

- Feasibility studies
- Implementation (team “Logistics Namibia”)



International Logistics Hub

What: “A complete package of logistics functions.”

When: 2015-2025

How: Develop all critical elements by 2020/21, N\$ 13.73 billion.

Elements	Project	By	N\$ million
Port	New Container Terminal	2017	3,900.0
Strategic Marketing	Coordinating Body	2016	42.6
Operation Base	Logistics Hub Centre	2020	677.1
Road + Town			<u>5,092.4</u>
● Trunk Road	Upgrade to 2+1 (or 4)	2020/21	2,827.7
● Town Plan	Town+Bypass+Truck Stops	2021	2,237.9
● Border Town (BT)	BT Development Pack Plan	2021	27.0
Rail	Upgrade 2 Lines	2021	4,000.0
Aviation	Air Cargo Market Research	2021	27.0

On-going





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**

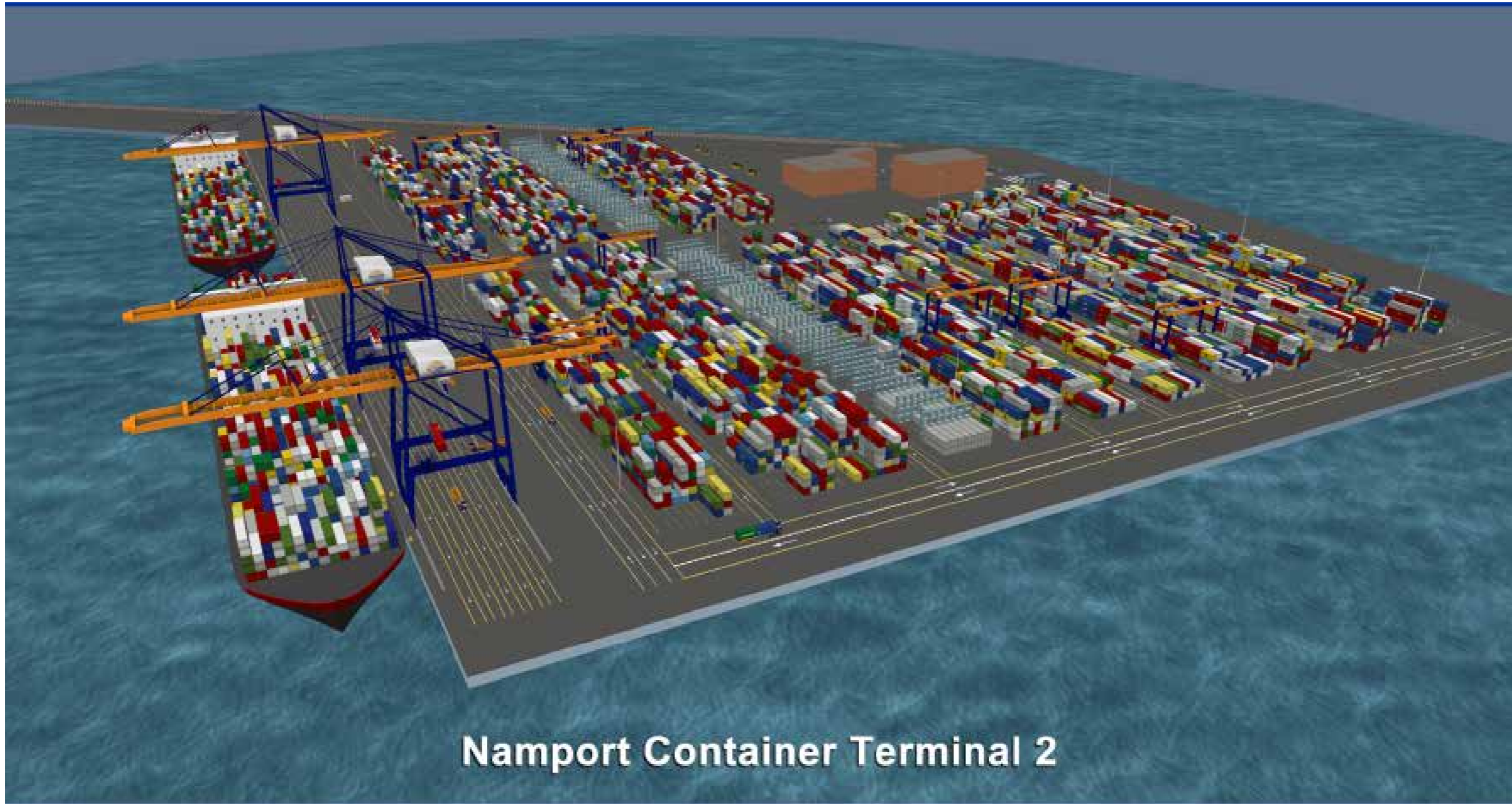
LONG TERM TRANSPORT PLAN

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



NEW CONTAINER TERMINAL

R 3bn



Namport Container Terminal 2

BULK & BREAKBULK PORT (PPP)

USD 2 bn



WALVIS BAY NORTH PORT

KEY NOTES

- ① MARINAS / SMALL BOAT HARBORS
- ② LIQUID BULK TERMINAL, CONSISTING OF TANKER BERTHS AND TANK FARMS
- ③ PORT CONTROL TOWER
- ④ SMALL CRAFT HARBOUR (TUG BOATS)
- ⑤ AQUACULTURE / AGRICULTURE ACTIVITIES
- ⑥ EXISTING TRUNK NATIONAL ROAD FROM SWAMPFUND TO WALVIS BAY
- ⑦ RE-ROUTED TRUNK MAIN ROAD FROM SWAMPFUND TO WALVIS BAY
- ⑧ GREEN BELT AROUND PERIMETER OF PORT CONSISTING OF PALM TREES AND NOSE BARRIERS IF NEEDED
- ⑨ CONTAINER TERMINAL WITH POTENTIAL THROUGHPUT CAPACITY OF +2 MILLION TEU'S PER ANNUM
- ⑩ BREAK BULK AND MULTI-PURPOSE TERMINAL
- ⑪ RO-RO, FERRY AND PASSENGER LINER NORTH WITH LINK-SPAN
- ⑫ CAR / VEHICLE EXPORT TERMINAL
- ⑬ HIGH CAPACITY RAILWAY LINK TO BULK TERMINAL
- ⑭ UNDER-COVER BULK TERMINAL WITH AN ESTIMATED CAPACITY OF IN EXCESS OF 100 MILLION TONS OF DRY BULK PER ANNUM LINKED TO STOCKPILE BOUND DUNE 7 HEAVY INDUSTRIAL AREA
- ⑮ SHIP AND RO REPAIR YARD PLUS MAJOR OIL AND GAS SUPPLY WARE TERMINAL
- ⑯ BACKUP STORAGE AREAS AND POTENTIAL SADC COUNTRIES DRY PORTS
- ⑰ NAMIBIAN NAVAL HEADQUARTERS AND BASE
- ⑱ DEEP WATER PORT BASIN, EXCAVATED IN THE DRY, WITH TOTAL BERTH/QUAY WALL LENGTH OF 6500M
- ⑲ DEEP WATER ENTRANCE CHANNEL, DREDGED BY TRAWLER SUCTION HOPPER & BUCKET DREDGER COMBINATION
- ⑳ LARGE GRAVING DRY DOCKS
- ㉑ ON LAND DRY SHIP REPAIR BAYS SERVED BY FLOATING DOCK SHIP LIFT
- ㉒ EXISTING KUSEMBANE TOWNSHIP
- ㉓ PLANNED NEW LUXURY HOUSING / RESIDENTIAL DEVELOPMENT DUNE HILL
- ㉔ POSITION OF EXISTING TRUNK NATIONAL MAIN ROAD BETWEEN WALVIS BAY AND SWAMPFUND
- ㉕ DEDICATED BUFFERING BERTH

<p>NAMIBIAN PORTS AUTHORITY PORT ENGINEERS DESIGN OFFICE P. O. BOX 361 100 17, KUNENE KANDINDA RD, WALVIS BAY, NAMIBIA TEL: +264 (64) 208 2378 MOBILE: +264 (9) 9778 214</p>	<p>PROJECT NAME: PORT OF WALVIS BAY MASTER PLAN</p> <p>SADC GATEWAY</p>	<p>DRAWING NAME: PRELIMINARY GENERAL LAYOUT - 3D VISUALIZATION OF NEW WALVIS BAY NORTH PORT CONCEPT VIEW 1 OF 4</p>	<p>REVISION ① BY: OLIVIER GELDERDEN ② BY: OLIVIER GELDERDEN CHECKED: APPROVED: BOET UURON</p>	<p>FOR DECISION PURPOSES ONLY</p>	<p>RESTRICTED USE</p> <p>NO UN-AUTHORIZED USE OF THIS DRAWING IS ALLOWED. CONTACT THE PORT ENGINEER FOR FURTHER INFORMATION</p>	<p>PORT ENGINEER: </p> <p>DATE: JUNE 2013 SCALE: AS SHOWN</p> <p>DRAWING NO: WBH-602-A3100-3 R1</p>
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Thank you

