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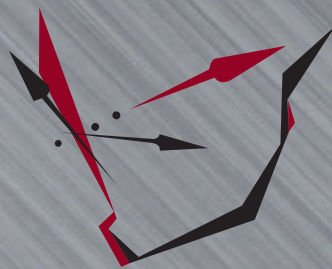
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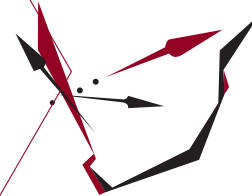
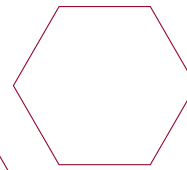
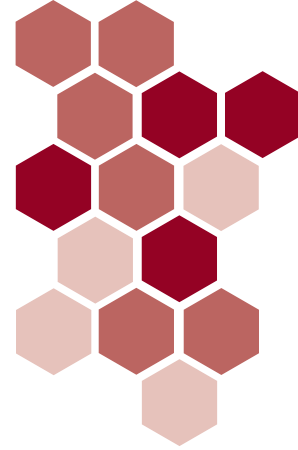
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Welcome Note



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We are excited to bring to you the third free edition of the "Guide to the Walvis Bay Corridors". The Guide serves as an important strategic promotional tool that provides general information on the Walvis Bay corridors, the members of the Walvis Bay Corridor Group (WBCG), the unique Public Private Partnership arrangement, the various projects that the WBCG embarks upon, including the benefits of using the Walvis Bay Corridors.

More than 7000 copies have been distributed since the launch of our second edition in 2011, to various countries around the world. The "Guide to the Walvis Bay Corridors" is distributed to the national, regional and international markets. Stakeholders include various Namibian Embassies and High Commissions abroad, as well as various awareness creating platforms. Supplementary distribution is done through the WBCG branches in Lusaka, Zambia; Gauteng, South Africa; Lubumbashi, DRC and Sao Paulo, Brazil; to create further awareness in each of those markets.

We believe that this Guide will add immense value to your business by providing you with relevant information on using the Walvis Bay Corridors. I would further like to express my sincere gratitude to the publishers, advertisers and stakeholders who have made the production and distribution of the third "Guide to the Walvis Bay Corridors" possible.

Johnny M. Smith
Chief Executive Officer
Walvis Bay Corridor Group





Navigating for tomorrow

Everything we have done since our inception was with the future in mind.
For the past 20 years we have gone above and beyond even our own expectations. We are the gateway to Southern Africa and we are making inroads to position our Ports as the logistics hub of Africa. We celebrate our 20th Anniversary with our course set for the future.

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Walvis Bay Corridor Group

The Walvis Bay Corridor Group (WBCG) was established in 2000 to engage in business development activities - thereby increasing cargo for ports and corridors linked to it, and to engage in the facilitation of corridor and infrastructure development.





The Walvis Bay Corridors are an integrated system of well-maintained tarred roads and rail networks - accommodating all modes of transport - from the Port of Walvis Bay via the Trans Kalahari, Trans-Caprivi, Trans-Cunene and Trans-Oranje Corridors providing landlocked SADC countries access to the global market.

Cargo offloaded at the Port of Walvis Bay is handled with state-of-the-art machinery and record turnaround time. The Port is congestion-free and its facilities are of world-class standard, which ensures that cargo is handled reliably and safely. Cargo then makes its way from the Port along one of the Corridors across Namibia and into neighbouring SADC countries.

The Trans Kalahari Corridor links the Port of Walvis Bay to Gaborone and Gauteng in South Africa, as well as Zimbabwe. From there, this Corridor links with the Maputo Corridor on the east coast of southern Africa. The Walvis Bay-Ndola-Lubumbashi Development Corridor accesses the landlocked countries of the Democratic Republic of Congo, Zambia, Zimbabwe and Malawi. The Trans-Cunene Corridor extends through northern Namibia into southern Angola, and also serving the country up to Luanda. The Trans-Oranje Corridor links the Port of Lüderitz through the South of Namibia with the Northern Cape Province of South Africa.

The Walvis Bay Corridor Group's main organisational strength is its unique public-private partnership (PPP) set-up of transport and logistics stakeholders from both the public and private sector. The partnership allows for the pooling of resources, expertise and authorities from both the regulators and the operators, who together form an integrated transport and logistics service for potential customers.

Due to the Group's constitution as a PPP, it is able to lean on the public sector for advice and action on issues such as customs, transport regulation and infrastructure development, while the private sector can focus on business development such as marketing and making practical operational proposals and logistics solutions. Both arms provide input into developing human resources, the institutions themselves, and the associated infrastructure. The WBCG has also extended its footprint by developing transport forums, based on the PPP principle across the borders of Namibia with the neighbouring countries. The first transport forum that was set up was the TransKalahari Corridor Management Committee through a Memorandum of Understanding between Botswana, Namibia and South Africa in 2003. The WBCG has also lead the process to develop a transport forum along the TransCaprivi Corridor between Namibia and Zambia in 2005 which has evolved into the Walvis Bay-Ndola-Lubumbashi Corridor Development Committee between the Democratic Republic of the Congo, Namibia and Zambia, in 2010.

The Walvis Bay Corridor Group has branch offices that facilitates business development in Lusaka, Zambia, and in Johannesburg, South Africa, Lubumbashi, DRC, and Sao Paulo, Brazil.

The WBCG has developed a new Strategic Plan for 2011 – 2016, which focuses on efforts to increase cargo volumes for the Port of Walvis Bay and the Walvis Bay Corridors, as well as on enhancing the competitiveness of the Corridors.

In support of this, the Group established a portfolio for projects & funding to identify, formulate and manage Corridor projects, in order to ensure and mobilise international support and funding.

The WBCG Wellness Service Programme is proactively involved in mainstreaming the HIV/AIDS response by assisting transport companies in Namibia to design and implement workplace HIV/AIDS – Wellness interventions. The programme also focuses on developing and communication a clear workplace policy, peer education, access to voluntary counselling and testing for the Namibian transport sector by facilitating the effective development and implementation of HIV/AIDS workplace/wellness programmes. It has become apparent that in order to address the advent health needs of hard to reach populations such as long distance truck drivers, the project implements a mixed model approach with a principle of combining static wellness centres, mobile wellness clinics/facilities with on-site HIV/AIDS and wellness workplace interventions. This approach will scale up health service provision and create demand for health services, while also improving health seeking behaviours amongst transport workers.

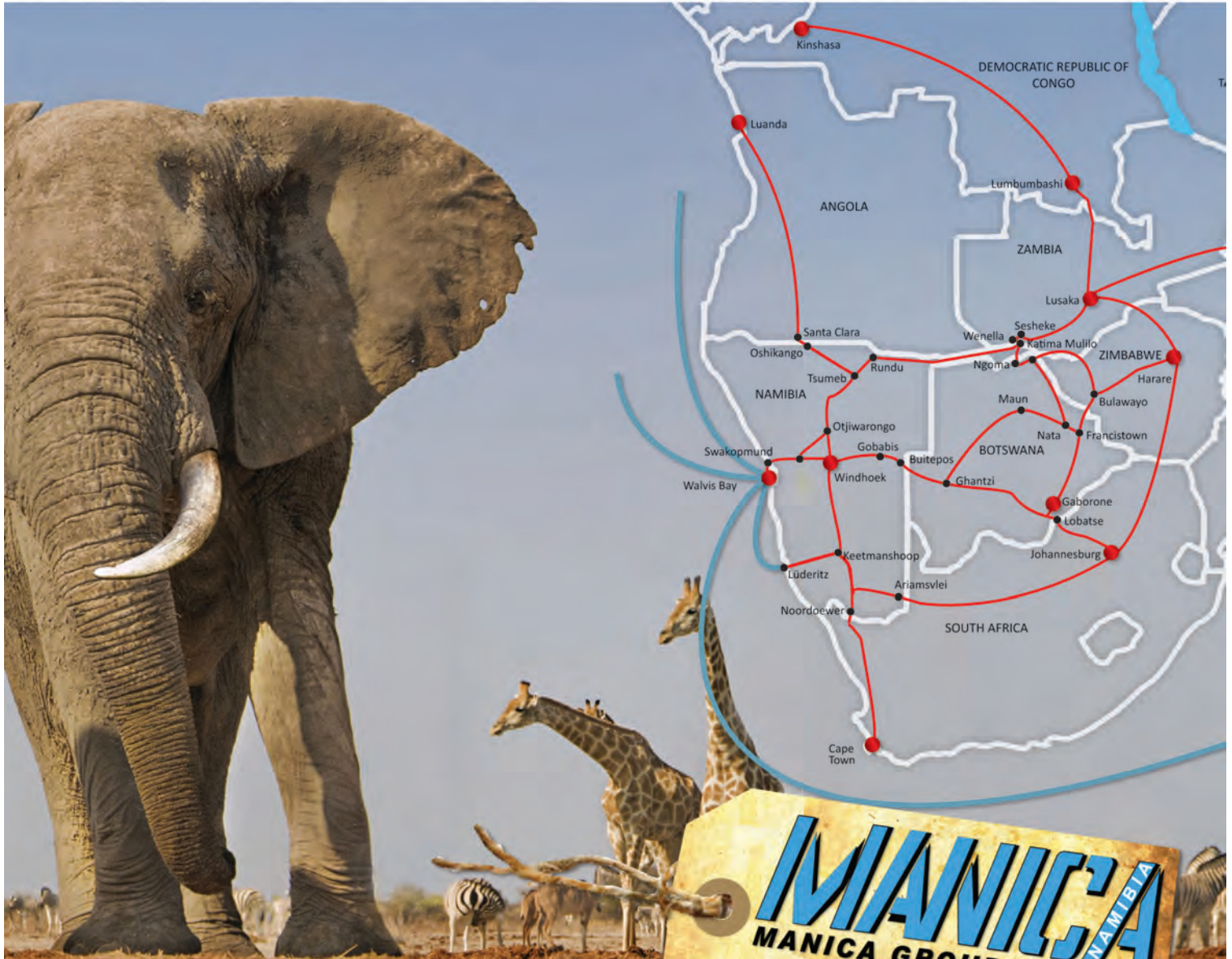
In an effort to further support the acceleration of corridor development, the Ministry of Trade and Industry in Namibia with the support of the Department of Trade in South Africa has mandated the WBCG to identify ways of attracting investment along the Walvis Bay corridors through the Spatial Development Initiative (SDI) programme. The SDI programme aims to increase the scale of economic activity and improve the diversity of economic activity along these corridors, thereby enhancing the economic growth of the region. The initial focus in terms of economic activities will be on the mining, tourism, manufacturing, agriculture, fisheries and logistics sectors.

With the rapid growth in cargo volumes along the Walvis Bay corridors through the port of Walvis Bay and the benefits that the trade routes have to offer, Namibia has been identified to become the logistics hub for Southern Africa. The Port of Walvis Bay, with its deep water depth and stable weather conditions, is strategically located to accelerate the growth of the SADC region as a whole by providing a good option of gateway for Southern Africa, hence costs and time savings are achieved along the Walvis Bay corridors by offering the shortest possible regional route on the west coast.

This has been supported by the National Development Plan 4 (NDP4) that has made provision for the development of a logistics hub, hence the NDP4 has prioritised the creation of a Logistics Hub. Already, the Port of Walvis Bay is gearing itself to accommodate the increased capacity through the port expansion.



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Members of the Walvis Bay Corridor Group



Namibian Ports Authority (Namport)

Namport manages and promotes the Ports of Walvis Bay and Lüderitz as the preferred links for sea-borne trade with Namibia and the SADC countries.



Container Liners Operators Forum (CLOF)

CLOF represents the shipping lines operating at the Port of Walvis Bay and Lüderitz.



Namibia Logistics Association (NLA)

The NLA represents the Namibian logistics industry, namely small and large companies operating in road transport, freight forwarding, courier services, and customs clearing.



Walvis Bay Port Users' Association (WBP UA)

The WBP UA represents all entities associated with cargo, freight and shipping activities in the Port of Walvis Bay.



TransNamib Holdings Ltd

TransNamib is the national rail service provider in Namibia and specialises in the transportation of bulk and containerised freight, utilising a combination of rail and road transport to deliver its services.



Namibia Chamber of Commerce and Industry (NCCI)

The NCCI serves as the country's business chamber and, therefore, serves a convenient central point of enquiry for any potential Corridor user who wishes to gain insight into Namibia's business community.



Walvis Bay Municipality

The Municipality represents the social and economic interests of the town of Walvis Bay, which is a tax haven for manufacturers, importers and exporters as it harbours both the Port of Walvis Bay and an Export Processing Zone.





Roads Authority

Roads Authority focuses on managing the national road network and on improving the standard of Namibian roads with a view to a safe and efficient road sector.



Ministry of Home Affairs

Ministry of Home Affairs and Immigrations, Department of Immigrations

This department focuses on the activities and schedules of the immigration entry/exit points.



Ministry of Works & Transport

Ministry of Works and Transport, Department of Transport

The Ministry of Works and Transport is to develop sectoral policy and regulation, and to ensure infrastructure development and maintenance on transport, state asset management.



Ministry of Finance

Ministry of Finance, Department of Customs and Excise

This Department deals with all Namibian customs and excise issues. Namibia is a member of the Southern African Customs Union (SACU), as are Botswana, Lesotho, South Africa and Swaziland.



Ministry of Trade & Industry

Ministry of Trade and Industry, Namibia Investment Centre

This Centre is Namibia's official investment promotion agency and first point of contact for investors. Its role is to attract, encourage and facilitate investment in Namibia. It offers a wide variety of services and investor incentives, and works closely with key ministries as well as service and regulatory bodies.

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.

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Strategic Partnerships



The Walvis Bay Corridor Group has established national, regional and international links with institutions such as GIZ, the Southern African Global Competitiveness Hub, the Federation of East and Southern African Road Transport Associations (FESARTA), the Sub-Saharan Africa Transport Programme (SSATP), the United Nations Conference on Trade and Development (UNCTAD), the United Nations Economic Commission for Africa (UNECA) and regional bodies such as the Trans Kalahari Corridor Management Committee and the Walvis Bay-Ndola-Lubumbashi Management Committees established to optimise the utilisation of the Corridors. These committees are working

groups comprised of representatives from the public and private sector of each country through which these corridors traverse.

The WBCG has also established other international partnerships such as with the Southern African Netherlands Chamber of Commerce, the Singapore International Investment Centre and the Embassy of Finland in Namibia to develop a strategic international network to promote the Walvis Bay as the preferred trade route for Southern Africa. The WBCG is continuously looking at potential partnerships that can strengthen its mandate to develop the Walvis Bay Corridors as the leading trade route in southern Africa.



Benefits of using the Walvis Bay Corridors

The core benefits to our customers for using the Walvis Bay Corridors are:

- time savings;
- cost savings;
- high safety and security standards, and
- the reliability of the Walvis Bay Corridor systems.

These core benefits are enabled through:

- minimal sea-borne transit times from the Port of Walvis Bay;
- no port delays due to congestion or weather conditions;
- fast and efficient inland transit operations, resulting in considerable time savings of at least a week due to shorter transit times;
- competitive pricing structures;
- high safety and security standards ensured through container satellite tracking systems and port security surveillance cameras;
- a record of zero pilferage at Namport, and
- improved capacity at the ports, and road and rail maintenance - resulting in modern and first-class transport infrastructure, in turn ensuring reliability and predictability of cargo deliveries.

Another key advantage to using the Walvis Bay Corridors is the Port of Walvis Bay's strategic geographical location on the west coast of southern Africa. The Port of Walvis Bay is a fully equipped hub port supported by a network of well-maintained tarred roads and a railway system that extends across Namibia and into neighbouring countries. These networks facilitate trade not only between the SADC region and Europe, but also increasingly with the Americas and the Far East.

The national benefits of developing and maintaining the Walvis Bay Corridors include:

- optimal public investment in the transport infrastructure;
- increased business opportunities for the transport and service industry, and
- the knock-on effect that increased business has on the trade, manufacturing and finance sectors and overall economic development in the SADC region.

Regionally, the Walvis Bay Corridors stimulate the economy by increasing the global competitiveness of both Namibia and its neighbouring countries. Importing becomes more affordable, while exports have efficient and affordable access to foreign markets. Increased use of the infrastructure also contributes to the efficiency of the transport system, optimises the use of the existing transport network, and reduces costs.

The advantages of the Walvis Bay Corridor Group are that it:

- serves as a single service point for clients;
- offers a service and facilitation centre for potential partners and customers;
- offers multimodal services;
- coordinates regional support to ensure the seamless flow of trade across borders by establishing regional committees and bodies, and
- facilitates the provision of a well-maintained road and rail infrastructure.

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WBCG Wellness Service



Through the WBCG's broad membership it offers a platform that facilitates and supports the fight against HIV/AIDS and the provision of general wellness interventions along its corridors. By doing so it reaches a wide, traditionally and generally perceived high HIV and AIDS mobile group within the transport sector of Namibia.

Through this initiative, the WBCG is strategically positioned and offers an ideal structure to address HIV/AIDS in a comprehensive, yet cost-effective manner by combining both public and private resources and efforts. Through the implementation of HIV/AIDS Workplace and Corridor based interventions in Namibia, the Walvis Bay Corridor Group contributes vigorously to the goals and outcomes of the National Strategic Framework on HIV/AIDS Response in Namibia (2010/11-2015/16) and it demonstrates "a multi-sectoral approach" led by

the HIV and AIDS/Wellness – Strategy for the Public Works & Transport Sector 2013 -2015/6 in action.

Through the support from both the public and private stakeholders including the development partners, the WBCG advocates and facilitate sustainable HIV/AIDS and workplace wellness initiatives. These smart partnerships also aims to provide technical assistance and strengthen the capacity of the WBCG in order to enable it to effectively facilitate the response of HIV/AIDS and other general wellness conditions within the workplace and along the Namibian major transport corridor routes. The ultimate goal of this project is therefore to improve and leverage public-private partnerships and as a result, creates sustainable wellness interventions in the Namibian private sector.



What we do

The Walvis Bay Corridor Group has been proactively involved in mainstreaming the HIV response and by supporting the transport sector in Namibia to design and implement evidence based HIV/AIDS and general wellness interventions. In order to address the advent health needs of hard to reach populations such as long distance truck drivers and many other mobile communities (transport sector), the project has implemented “a mixed model approach” with a principle of combining static Wellness Centres and Mobile Wellness Clinics with on-site HIV/AIDS and wellness workplace interventions.

Services offered:

- HIV Counselling and Testing (HCT)
- CD4 Count Measurements/Tests
- STI screening and Treatment
- Risk Reduction Counselling
- Social Behaviour Change and Communication Tools
- Basic Primary Health Care
- Hypertension/Blood Pressure Testing
- Glucose (Sugar/Diabetes) Testing
- TB Screening
- Condom distribution
- Referrals to appropriate care and support services

Our Roadside Wellness Centres

The WBCG has established a network of roadside wellness centres

across the country in collaboration with industry partners and the Ministry of Health and Social Services to provide HIV/AIDS and other primary health care related services to mobile populations such as long distance truck drivers, sex workers and general border communities within close proximity of cross border areas. The project also enjoys much support from the Namibia Transport and Allied Workers Union (NATAU).

The wellness centers are established in a form of a container and attends to the health needs of the mobile populations and are conveniently located and occasionally open during hours when the mobile populations are resting for the night and therefore have time to seek health services. They help public and private stakeholders to reach critical mobile populations at the heart of major health and safety issues. An electronic health passport system links all of the centres so that treatment information can ‘travel’ with our clients.

Our Mobile Wellness Clinics

The WBCG Wellness project operates mobile wellness clinics with the main focus on the well-being of the trucking industry by providing on-site biometric wellness screening services. This initiative also spreads beyond the trucking industry into allied industries, with the aim to raise more awareness about HIV prevention as well as to promote healthy lifestyles amongst mobile populations and general transport workers through the dissemination of behavior change and communication information.

Workplace Wellness Programmes

The Walvis Bay Corridor Group facilitates and promotes the development and design of appropriate employees wellness and HIV/AIDS prevention, care and support programmes in the workplace.

Services offered through workplace programmes:

Facilitating the design of appropriate HIV/AIDS prevention care and support programmes in the workplace;

- Training of Peer Educators;
- Distributing information and educational materials;
- Facilitating access to HIV Counselling and Testing (HCT)
- Supervising, monitoring and evaluating the HIV/AIDS and Wellness Workplace Programmes;
- Assisting the transport industry in developing their own HIV/AIDS and wellness workplace policies;
- Conducting HIV/AIDS awareness campaigns with member companies;
- Facilitate impact assessment studies within the transport sector.
- Promote cost benefit analysis studies.

Benefits of being a WBCG Wellness Service Member

- Free advice and support for workplace wellness implementation programmes
- Free annual Peer Education Trainings for employees
- Free senior management trainings on workplace wellness initiatives
- Preferential free treatment for all your employees at all our Roadside Wellness Centres
- Free quarterly copy of the WBCG newsletter
- Discount rates on all biometric wellness screening services
- Free condoms and promotional materials
- Achieving higher employee productivity.
- Reducing workers' compensation and disability-related costs.
- Improving employee morale and loyalty.
- Enhanced recruitment and retention of healthy employees
- Reduced healthcare costs
- Decreased rates of illness and injuries
- Reduced employee absenteeism
- Improved employee relations and morale

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The WBCG Wellness project operates mobile wellness clinics that focus on the wellbeing of the Namibian trucking industry, by providing on-site biometric wellness screening services.

This initiative also spreads beyond the trucking industry into allied industries. We aim to raise awareness about HIV prevention and promote healthy lifestyles among mobile populations and general transport workers.

For bookings of the WBCG mobile wellness clinics, contact the WBCG mobile wellness Service for request forms.

Walvis Bay Corridor Group Wellness Service 31 General Murtala Muhammed Avenue, Eros P. O. Box 25220, Windhoek, Namibia T. +264 61 251 669 F. +264 61 251 683 E. wellness@wbcg.com.na W. www.wbcg.com.na

Achievements to date:



Trans Kalahari Corridor Secretariat

The Trans Kalahari Corridor Secretariat (TKCS) oversees the day to day administration and operations of the agreement under the Trans Kalahari Corridor Management Committee (TKCMC) leadership, who serves as the transmission for the regulation and oversight of the development and Implementation of seamless cross border trade/transport/passenger facilitation measures that enhance growth of corridor business, along the Trans Kalahari Corridor (TKC). The TKCS was established on the 1st of March 2007 and is currently hosted by the WBCG. The TKCS is jointly funded by Botswana, Namibia and South Africa, and is responsible for implementing an agreed action plan to realise the TKCMC Memorandum of Understanding (MOU). The MOU spells out the three government's commitment to effectively address and improve crucial issues for cross-border transport and trade.

Walvis Bay-Ndola-Lubumbashi Development Corridor

The WBCG serves as the interim secretariat of the Walvis Bay-Ndola-Lubumbashi Development Corridor (WBNLDC). The Memorandum of

Understanding (MOU) signed in March 2010 between the Ministers responsible for transport of the DRC, Namibia and Zambia, establishing the WBNLMC, is aimed at facilitating trade along the corridor, movement of persons and goods, regional and international transport; stimulate economic and social development in the territories of the contracting parties, transform the corridor into a development corridor, offer safe, fast and competitive transport and transit services that secure regional trade. The WBNLDC Secretariat is hosted by the WBCG at its Lusaka, Zambia office.

Other Corridor Management Institutions

The WBCG has undertaken a fact finding mission to identify some of the issues concerning the transport of goods between Angola and Namibia with the aim of establishing a forum between these two countries.

Logistics Hub Project



Background

The Republic of Namibia's Vision 2030 strategy recognised the importance of a well-developed infrastructure for the country's industrialization. The most recent National Development Plan IV (NDP IV) with its overarching goals of (1) High and sustained economic growth; (2) Employment creation and (3) Increased income equality, has identified four key economic priority areas, namely:

- Logistics;
- Manufacturing;
- Agriculture;
- Tourism.

With regards to logistics the desired outcome is for Namibia to have laid the foundation for establishing itself as a regional leader in logistics and distribution and that by 2017 the volumes of cargo handled should be doubled. Logistics has the ability to create sustainable employment opportunities, which are in great demand in Namibia. The logistics industry has capital-intensive components such as port expansion programmes, as well as labour-intensive components. Thus the greater the handling volumes, the higher the number of expected employment opportunities.

Objectives

One of the great opportunities for Namibia to position itself as a regional logistics centre, is the fact that economic development in a number of SADC countries is expected to take off rapidly.

With reference to NDP 4, one of the main economic priorities is to transform the Port of Walvis Bay, along with the country's rail and road connections to neighbouring countries, into a Regional Logistics Hub. The volume in cargo handling and rail-transported cargo should double and the Port of Walvis Bay needs to become the preferred port on the West coast of Africa and logistics corridor for Southern and central African logistics operations.

The Namibian Logistics Hub Concept entails an intervention process that strives to unleash the latent growth and development potential of specific geographic location of Namibia through the identification, packaging/formulation and marketing of the Logistics Hub for the SADC region and beyond. The overall objective is to put in place sustainable institutional arrangements and mechanisms that would ensure the transformation of the Port of Walvis Bay and the Walvis Bay Corridors into Economic Corridors for the socio-economic growth and development of the country. To achieve this objective, the Lo-



gistics HUB Project has been established and is managed under the umbrella of the Walvis Bay Corridor Group (WBCG). This institutional arrangement seems to be most appropriate option for:

- The utilisation and enhancement of the existing institutional capacities, expertise and resources; and
- The optimisation of the institutional, systemic and operational synergies for the benefit of an Integrated and Sustainable Logistics HUB for Namibia.

Motivation

The WBCG is one of the few success stories of (PPP) entities that are functioning effectively in Namibia & SADC. The WBCG's unique compilation of Private and Public stakeholders provides it with a distinct advantage which are successfully illustrated in various Corridor management programmes and through its role as marketing and developing agency for Namibia's Transport Sector. As the Logistics HUB is also based on similar principles of public-private sector cooperation, the proven institutional efficiency will be to the very benefit of the Logistics HUB development process.

The role of the Ministry of Works & Transport and the WBCG as well as the Public Private Partnership arrangement, will ensure that the future Logistics HUB development process will take place under the auspices of and with the direct involvement of the National Planning Commission. The WBCG together with the support of the Ministry of Trade and Industry, will also find suitable arrangements as to how best to promote and implement the Logistics Hub Plan, once completed.

The WBCG has since its establishment developed branch offices in Zambia, South Africa, Democratic Republic of Congo as well as Brazil. This footprint can strengthen our role as marketing and developing agency to grow the development of the Logistics Hub. The WBCG has also established a very good relationship and network with all main Embassies of Namibia outside the country as well as the commercial representatives, which are based at these Embassies and who will form an important part in us eventually promoting the Logistics HUB to the International World.





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Spatial Development Initiatives (SDI)



Based on the bilateral agreement on economic cooperation signed between the Namibian Ministry of Trade and Industry (MTI) and the South African Department of Trade and Industry (DTI) in 2006 and the drive from the Walvis Bay Corridor Group (WBCG) to transform the existing transport corridors into economic development corridors, the WBCG submitted a proposal to the Ministry of Trade and Industry (MTI) for the integration of the SDI unit into the WBCG structures.

The WBCG also submitted a proposal to the Regional Spatial Development Initiatives Programme (RSDIP) hosted by the Development Bank of Southern Africa (DBSA) to fund the activities of the the Namibia SDI Program, within the context of the Angola - Namibia - South Africa (ANSA) SDI framework.

Consequently the MTI and RSDIP are jointly financing the activities of the Namibia SDI Program.

Background Information

Namibia is well placed, both geographically and in terms of keen investor interest in its world-class mineral deposits to use the opportunity of high levels of demand for these commodities together with its abundant agricultural resources and superb transport and energy infrastructure networks to drive national development. In addition to its considerable mineral resources Namibia has just made additional discoveries of offshore oil and gas resources and therefore possesses large-scale power production potential and a large and young labor force. Its tourism potential is outstanding. This economic potential can be realized only with the development and communications network, and power and water supply is harnessed and further eco-

nomically benefit from the development of its natural resources it must effectively integrate spatial land use and development planning with strategic infrastructure provision and collaborative economic development processes.

The Namibian Government, through the Ministry of Trade and Industry, has determined that it will pursue this integration through identified economic development corridors, defined as Spatial Development Initiatives or SDIs and has mandated the Walvis Bay Corridor Group (WBCG) to accelerate development along what have traditionally been transport corridors. The overarching Program goal is development of the spatial economies of the identified SDI nodes and corridors to achieve economic growth in a manner, which is institutionally and environmentally sustainable and socially beneficial. It is to maximise social and economic benefits to local corridor based firms and households and thereby also the national economy.

Rationale for undertaking Assignment

The Government of the Republic of South Africa, through its Ministry of Trade and Industry and the Government of the Republic of Namibia through its Ministry of Trade and Industry signed a Memorandum of Understanding (MoU) on Economic Cooperation on the 21st of November 2006.

Article 2 of the above mentioned MoU states the following:

- a. The DTI, using experiences gained in the implementation of Spatial Development Initiatives, (hereinafter referred to as "SDIs") shall co-operate with relevant public and private insti-

tutions within the Republic of South Africa in assisting the MTI with scoping and designing programmes for designated development projects in Namibia.

- b. The scope of co-operation between the MTI and the DTI with respect to the SDIs within Namibia, shall include identifying technically competent organisations which are capable of drawing up development oriented industrial projects and sensitising organisations in the RSA that have the financial and technical capacity to implement those projects in partnership with their Namibian counterparts.

Subsequently, the Ministry of Trade and Industry of the Republic of Namibia mandated the Walvis Bay Corridor Group, through a Memorandum of Understanding signed on the 27th of September 2011, to initiate and carry out specific activities to advance the SDIs in Namibia and to ensure that the country derives tangible benefits from the Initiative.

Programme Objectives

The overarching objective of the Programme is to develop and internalise into the Government planning tools and practice based on coherent spatial economic analysis. It is also to undertake or facilitate implementation of related transport and infrastructure planning, while facilitating intervention in support of diversified economic growth. There are three (3) specific objectives:


1. Developing capacity building and knowledge sharing for spatial economic and infrastructure planning;
2. Providing timely economic analysis and recommendations to feed policy making and facilitate implementation of policy recommendations; and,
3. Facilitate SDI interventions.

Scope of the Programme

The programme elements set out below are the combination of activities which together aim to yield the long-term goals set out for the programme. Each will consist of a set of systematically implemented projects, initiatives and tasks that must be regularly monitored to ensure the programme remains coherent and well implemented towards the realisation of the goal. The five (5) main programme elements are:

1. Institutional development and capacity building coordination (ID);
2. Mapping systems and GIS research (GIS);
3. Spatial economic planning (SEP);
4. SDI project facilitation (PF); and,
5. Assessment of infrastructure regulatory and institutional overarching issues (RI).







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2004 - 2014



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Achievements of the Walvis Bay Corridor Group



1998:

- Official opening of the Trans Kalahari Highway, which forms the Trans Kalahari Corridor.

1999:

- Official opening of the Trans-Caprivi Highway, which forms the Trans-Caprivi Corridor.

2000:

- Establishment of the Walvis Bay Corridor Group. Completion of port development programme and deepening of the Port of Walvis Bay to 12.8 metres.
- Commencement of direct shipping service to Port of Walvis Bay through Maritime Carrier Shipping (MACS) and Maersk from and to Europe, substituting previous transshipment via Cape Town.

2001:

- Commencement of the Northern Railway Extension Project along the Trans-Cunene Corridor, i.e. from Tsumeb to Oshikango, which is Namibia's border post with Angola.
- Establishment of the trilateral Trans Kalahari Corridor Management Committee.

- Extension of border operating hours between Namibia and Botswana in accordance with the Trans Kalahari Corridor Memorandum of Understanding.

2002:

- Launch of SADC pilot project for the transportation of goods in transit on the Trans Kalahari Corridor using new SADC customs procedures.
- Commencement of the trilateral Trans Kalahari Corridor development programme.
- Inspection of the Port of Walvis Bay and Trans Kalahari Corridor by the Automotive Industry Development Centre of Gauteng, South Africa.

2003:

- Southern Africa Transport Investment (SATI) opens up a new container depot at the Port of Walvis Bay.
- Opening of Inland Container Depot in Windhoek by TransNamib Holdings Ltd.
- Signing of the Trans Kalahari Corridor Memorandum of Understanding by the Transport Ministers of Botswana, Namibia and South Africa at the Port of Walvis Bay.
- Establishment of the WBCG HIV/AIDS Help Desk.

- Walvis Bay Corridor Group signs cooperation agreement with the German Government Development Cooperation Agency (InWent), to implement training programme entitled "Building Competencies for Improving Transport/Corridor Business"; training programme commences.

2004:

- Opening of the Katima Mulilo Bridge over the Zambezi River, connecting Namibia and Zambia on the Trans-Caprivi Corridor.
- Introduction of harmonised customs procedures along the Trans Kalahari Corridor using the Single Administration Document (SAD 500).
- Maersk introduces a new direct service from South America to the Port of Walvis Bay.
- Namport doubles container throughput between 2001 and 2004.
- Trans Kalahari Corridor utilisation increases from 20% in 2001 to 60% in 2004.
- Walvis Bay Corridor Group selected as a model Corridor arrangement on the African continent by the United Nations Conference on Trade and Development (UNCTAD).

2005:

- UNCTAD convenes first bilateral cluster meetings between Namibia and Zambia.
- Enhancement of Trans Kalahari Corridor customs integration (common bond guarantee system).
- Opening of the Bakwena Platinum Highway.
- Two simultaneous shipments of automotive components are sent along the Trans Kalahari Corridor route (Gauteng-Port of Walvis Bay- Europe) and the Durban Corridor (Gauteng-Port of Durban-Europe) as part of a pilot study to assess the relative benefits of each Corridor to the automotive industry; this study by the Automotive Industry Development Centre (AIDC), in conjunction with UTi and the National Association of Automotive Components and Allied Manufacturers (NAACAM), all in South Africa, confirms that the Trans- Kalahari Corridor route is shorter and faster.
- New customs procedures implemented at the Katima Mulilo (Namibia) and Sesheke (Zambia) border posts.
- Trans-Caprivi Corridor carries its largest consignment to date (3,000 tonnes of rice).



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2006:

- Namibia and Zambia border posts are automated using the Auto-mated System of Customs Documentation (ASYCUDA++) system.
- Walvis Bay Corridor Group opens first branch office in Lusaka, Zambia.
- After a trial period on the Trans Kalahari Corridor, the South African Revenue Services officially rolls out the SAD 500 to other corridors in southern Africa.
- The northern railway line reaches Ondangwa, where a container depot is constructed at the Nehale Station.
- Construction of the northern railway line continues from Ondangwa for another 60 km to the Namibian border with Angola, at the Oshikango/Santa Clara border post.
- The World Food Programme sends 8,050 tonnes of food to Zambia via the Trans-Caprivi Corridor.
- Maersk provides a direct service from the Far East to the Port of Walvis Bay.
- Construction of the 40km Aus-Lüderitz railway line commences, providing a rail link to the Port of Lüderitz, for the Trans-Oranje Corridor.
- First export consignment of beans from Tanzania via Trans-Caprivi Corridor through the Port of Walvis Bay.
- Trans-Caprivi Corridor carries consignment of vehicles from the Port of Walvis Bay to Malawi.
- Namport installs closed-circuit television (CCTV) at the Port of Walvis Bay.

2007:

- WBCG HIV/AIDS Help Desk launches HIV/AIDS Workplace Policy.
- The HIV/AIDS Help Desk runs a Leadership Seminar on Employee Wellness Programmes within companies as a way of addressing the impact of HIV/AIDS on the workforce, using the Namport campaign as a successful example in practice.
- Establishment of an office for the Trans Kalahari Corridor Secretariat within the Walvis Bay Corridor Group office; the Secretariat is funded by Namibia, Botswana and South Africa; a Programme Coordinator is recruited to run the Secretariat.
- Walvis Bay Corridor Group embarks on a study to analyse the transport industry's value chain and to identify opportunities for small- and medium-scale enterprises within the transport industry in Namibia, in cooperation with the German Development Service (DED).
- Walvis Bay Corridor Group instigates funding support through the Roads Authority and through the Road Funds Administration, receives funding from the Development Bank of Namibia to upgrade the Okavango River Bridge (also known as the Divundu Bridge).
- Walvis Bay Corridor Group launches the Road Safety and Security

programme along the Walvis Bay Corridors.

- The Trans-Caprivi Corridor carries its largest consignment unit, 49m x 4,5m wide container in 4 weeks to Zambia via the Port of Walvis Bay.
- WBCG held its first awareness meeting in Lumbumbashi DRC to promote Walvis Bay-Ndola-Lumbumbashi Corridor.
- Extension of border operating hours between Botswana and South Africa which is now in alignment with Namibia and Botswana, in accordance with the Trans Kalahari corridor Memorandum of Understanding.
- Walvis Bay provides 19 days service between Europe and Botswana.
- Trans Caprivi Corridor carries a shipment weighing 40 tons through the Port of Walvis Bay to the Copperbelt in 4 weeks.

2008:

- Botswana and South Africa extend border operating hours on the Trans Kalahari Corridor.
- Namibia Roads Authority invests in the upgrading of road infrastructure along the Trans Kalahari Corridor (TKC).
- The Port of Walvis Bay announces their plans to expand the port and to develop a new container terminal.
- New direct service between Canada, USA and Walvis Bay.
- Trans Kalahari Corridor brings about harmonisation in axle load limits.
- Feasibility study launched for the One Stop Border Post on the Trans Kalahari Corridor.
- The Trans Caprivi Corridor carries the heaviest consignment consisting of 8 abnormal loads plus 15 x 40' containers through the Port of Walvis Bay to Ndola, Zambia.
- The Trans Caprivi Corridor carries the most complex consignment yet consisting of 3600 tonnes of ammonium nitrate through the Port of Walvis Bay from Russia to Zambia.
- Walvis Bay Corridor Group launches office in Gauteng.
- Axle load limits harmonised between Namibia and Zambia.
- Launched the first ever publication of the WBCG, namely, A Guide to the Walvis Bay Corridors.
- The Walvis Bay road side wellness centre is officially opened.

2009:

- Walvis Bay Corridors reaching highest volumes yet carrying more than 55000 tonnes.
- 3 days transit time achieved to Zambia from the Port of Walvis Bay along the Trans Caprivi Corridor.
- New direct import service from the Middle East to Walvis Bay.
- Mitsui Osk Lines (MOL) calls at the Port of Walvis Bay as a direct service.
- New feeder service calls at the Port of Walvis Bay.
- The Port of Walvis Bay hits a record high with its productivity levels with 40 moves per hour.



- WBCG HIV/AIDS Help Desk launched the Truckers Health Information Toolkit.
- Safety Risk assessments carried out on the Walvis Bay Corridors.

2010:

- The WBCG receives financial and technical assistance from the Embassy of Finland to conduct an economic benefit study along the Walvis Bay Corridors and to embark on a fact finding mission to Finland.
- The first ever WBCG Annual Review 2008/2009 is published
- The WBCG celebrates its 10 Year Anniversary.
- Conclusion of the official signing ceremony of the MOU between DRC, Namibia and Zambia on the Walvis Bay-Ndola-Lubumbashi Corridor Management Committee (WBNLMC).
- The Port of Walvis Bay signs agreement to purchase rubber tired gantries.
- Largest consignment of 196 trucks were handled at the port of Walvis Bay, at one time, destined for Angola, Botswana, Zambia and Zimbabwe.
- A new feeder line service calls at the Port of Walvis Bay.
- TransNamib announces the refurbishment of its locomotives.
- NMT Agencies increases its service from Europe to Walvis Bay.

2011:

- WBCG & North Star Alliance opens second Roadside Wellness Centre at Roads Authority Weighbridge in Katima Mulilo.
- Vehicle volumes through the Port of Walvis Bay rise to record level.

- WBCG receives financial assistance from the Embassy of Finland for the funding of Enhancing the Trade and Transport Facilitation Capacity of Namibian Logistics Services Providers and a Follow up Mission to Finland.
- The Port of Walvis Bay hits a record high with its productivity levels with 43 moves per hour.
- The Port of Walvis Bay deepens its container terminal to -14,4m.
- The WBCG won third place for its "Innovative partnership in Service Delivery" at the CPSI All Africa Public Service Innovation Awards.
- TransNamib invest in the rehabilitation of the railway along the TransKalahari Corridor.
- The Port of Walvis Bay launches the container terminal management system – NAVIS SPARC N4.
- The launch of the first ever Customs Systems Interface and Connectivity in Southern Africa for the Trans Kalahari Corridor.
- NMT Agencies increases its Ro-Ro services from Europe to Walvis Bay.
- The completion of the One-Stop-Border-Post at Kasumbalesa along the Walvis Bay-Ndola-Lubumbashi Development Corridor.

2012:

- The Port of Walvis Bay sets a record in moving 300 000 containers in one year.
- The construction of the Divundu Bridge completed which included the widening and strengthening of the bridge.
- The WBCG launches its branch office in Lubumbashi, DRC and in Sao Paulo, Brazil.

2013:

- Record volumes increase by more than 54% during the past financial year.
- Vehicle imports via Walvis Bay generates more than N\$150 million for Namibia.
- Namport invests in additional mobile harbour cranes.
- The Society for Family Health joins hands with the WBCG Wellness Service with financial assistance to the value of N\$1.3 million.
- Vehicle imports for Zimbabwe via Walvis Bay generates more than P35 million for Botswana's Economy.
- The Government of Namibia prioritises the creation of a Logistics Hub in Namibia, as contained in the National Development Plan IV.
- GIZ grants the WBCG Wellness Service over N\$90 000 which provides for technical assistance.
- The WBCG Wellness Service conducts the first ever Moonlight Testing of its kind in Namibia.
- The WBCG Wellness Service and Corridor Empowerment Project renews agreement to continue to provide on-site wellness screening services.

- The WBCG wins a silver at the Logistics Achiever Awards.
- The Road Development Agency of Zambia announces the construction of the Sesheke-Mulobezi-Kaomi-Copperbelt road reducing the distance from 1200km to 800km between Sesheke and the Copperbelt in Zambia.
- The Port of Walvis Bay and the African Development Bank (AfDB) officially sign a loan agreement of N\$3 Billion to develop the Walvis Bay port expansion project.

2014:

- The WBCG sets new monthly record ever, averaging over 95 000 tonnes in February.
- The Embassy of Finland continues financial assistance to the WBCG to enhance SME transport operators transport and logistics skills.
- The Port of Walvis Bay celebrates 20 years.
- The Port of Walvis Bay commences with the expansion of the port.
- CMA-CGM announces new direct service from Houston, Texas to Walvis Bay.



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Namibian Ports Authority

The Namibian Ports Authority (Namport), is a state-owned corporation which manages and controls both the Port of Walvis Bay and the Port of Lüderitz.





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The Namibian Ports Authority Act 1994 (No. 2 of 1994) provided for the establishment of a national port authority. The Port Authority was set up in 1994, following the integration of Walvis Bay into an independent Namibia.

Namport's key roles are to:

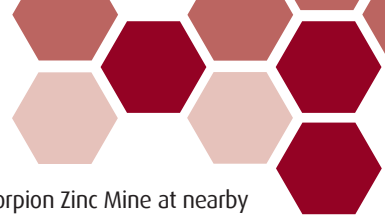
- manage the port facilities to cater for current trade needs
- develop the ports for future demand
- contribute to the competitiveness of the SADC region's trade through the efficient, reliable and cost-effective supply of port services
- facilitate economic growth in Namibia by enabling regional development and crossborder trade
- promote the Ports of Walvis Bay and Lüderitz as preferred routes for sea-borne trade between SADC, Europe and the Americas
- assist with developing cross-border trade, as the founding architects of the Walvis Bay Corridor Group
- minimise the impact of port operations on the natural environment by applying International Organisation for Standardisation ISO 14001, and
- uplift and support the communities in which we operate.

The Port of Walvis Bay

The Port of Walvis Bay is a natural gateway for international trade to and from the SADC region to Europe, the Americas and the Far East. Namport's strategic goal is to consolidate the Port of Walvis Bay as a regional gateway and on increasing its role of becoming a hub port for transit and transshipment cargo, serving as a reliable and efficient interface for imports and exports within SADC, and to and from the west coast of Africa, and the other sub Saharan African countries. Through the Walvis Bay Corridors, the infrastructure and location of the port make it suitable to serve SADC import- and export- bound sea-borne cargo. As such, the Port provides a cost-effective alternative to those in South Africa, which operate at maximum capacity, and whose turnaround times on cargo handling are dependent on weather conditions.

The Port of Walvis Bay is one of Africa's most efficient and best equipped, with the capacity to handle more than 8 million tonnes of cargo. The Port is linked to Namibia's air, rail, and road network, making it ideally placed to service landlocked countries in southern Africa, especially through the arteries of the Walvis Bay Corridors.

The harbour consists of two sections: the commercial harbour, which is managed by Namport, and the fishing harbour, which is owned by the fishing industry. The commercial harbour offers a range of terminal facilities that can handle bulk, containerised, frozen and dry cargo.



Key benefits of using the Port of Walvis Bay:

- the Port of Walvis Bay is strategically located halfway down the Namibian coast with direct access to principle shipping routes.
- the Port is the regional hub for central and southern Africa
- the Port is secure, congestion free, efficient and of world class standard
- turnaround times for offloading vessels vary from 12 for 15 hours for container vessels; 24 to 48 hours for bulk vessels, depending on tonnage and shipment; and between 18 and 20 hours for break-bulk vessels
- the Port boasts developed-world infrastructure and equipment, enabling the safe and reliable handling of cargo
- maximum security measures and procedures are in place, including Close Circuit TV cameras
- the Port is International Ship and Port Facility Security code compliant
- there are no delays because of weather conditions as the Port experiences temperate weather throughout the year
- the Port offers a thriving Synchrolift ship repair facility
- to these facilities Namport has added three floating dry docks that can lift vessels up to 150 meters in length with a 25 m beam and displacing 8500 metric tonnes, and
- Namport continuously develops and improve its equipment and services.

The Port of Lüderitz

Namport has invested in major developments of the harbour to handle larger vessels and more traffic. Anglo American's investment in the town has additionally expanded the business environ-

ment through the development of the Skorpion Zinc Mine at nearby Rosh Pinah. Traditionally, Lüderitz has been a fishing port serving the needs of the Namibian fishing industry at a national level. More recently, the Port started catering for the needs of the offshore diamond industry. Lüderitz has the potential to serve as an important gateway and logistics base for various mineral operations as well as the petroleum industry. This Port has also become increasingly important for the agricultural sector, with the potential of grapes being exported from Aussenkehr in southern Namibia and the Northern Cape Province in South Africa. Namport is looking into the future to develop the Port of Luderitz as a gateway for southern Namibia and Northern Cape Province of South Africa.

This export and import potential in SADC is supported by the Trans Oranje Corridor, which, by way of a rail network, links the Port of Luderitz with the rest of Namibia as well as with the Northern Cape Province in South Africa.

Key benefits of using the Port of Lüderitz:

- the Port's strategic location makes it an important base for the fishing, mining, the offshore diamond mining industries.
- the Port is also an essential shore base for oil and gas drilling operations off the southern coast.
- excellent logistical services and links to other towns in Namibia and South Africa are offered.
- the Port develops its infrastructure to suit the clients' needs.
- a 500 m quay provides cargo handling and container facilities for imports and exporters, while a mobile harbour crane can handle containers and break-bulk cargo of up to 64 tonnes.
- two additional 25 tonne Grove mobile cranes deals with smaller volumes of break-bulk cargo at the 500 m quay.



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Trans Kalahari Corridor

The Trans Kalahari Corridor was jointly built by the Namibian and Botswana Governments in the 1990s with an initial investment of approximately N\$850 million, and was officially opened in 1998.



This Corridor comprises a tarred road linking the Port of Walvis Bay with Botswana and the industrial powerhouse of South Africa, Gauteng. The Corridor stretches over 1,900 km along Walvis Bay-Windhoek-Gaborone-Johannesburg/Pretoria. It is supported by a railway line from the Port of Walvis Bay to Gobabis (via Windhoek), where transshipment facilities are available, and continues from Lobatse in Botswana.

The Trans Kalahari Corridor is complemented by the Maputo Corridor on the east coast of Africa, thus forming a transport corridor over the entire breadth of southern Africa.

The Trans Kalahari Corridor Management Committee, a joint regional committee with rotatory chairmanship, was initiated and established by Namibia's Ministry of Works, Transport and Communication in conjunction with the Botswana and South African Governments as well as private sector transport representatives.

The Committee's purpose is to simplify cross-border transactions and customs operations along the Corridor. Among the Committee's achievements is the introduction of the Single Administration Document (SAD 500), which ensures commercial traffic clearance of between 20 to 30 minutes at the border points on the Corridor. This procedure is being rolled out to other corridors in the region.

Through their joint efforts, the Committee members – Botswana, Namibia, and South Africa – signed a Memorandum of Understanding and established a Trans Kalahari Corridor Secretariat office hosted by the Walvis Bay Corridor Group.

Distance Table

Country	Location	Distance from Walvis Bay	Transit time
Botswana	Francistown	1,781 km	3 days
	Gaborone	1,366 km	2 days
Namibia	Gobabis	605 km	2 days
	Windhoek	384 km	1 day
South Africa	Johannesburg	1,900 km	2 days
Zimbabwe	Harare	2,515km	4 days

Transit Table

Trans Kalahari Corridor transit times	Travel time (days)	Customs clearance (days)	Total transit time (days)
Walvis Bay to Gaborone (Botswana)			
Day 1: Walvis Bay to Mamuno (1,000 km)	2	30 min	2
Day 2: Mamuno to Gaborone (767 km)			
Walvis Bay to Gauteng (South Africa)			
Day 1: Walvis Bay to Mamuno (1,000 km)	2	30 min	2
Day 2: Mamuno to Johannesburg (1900 km)			
Port of Walvis Bay stacking days (free storage days)	n/a	n/a	3

Border Post Operating Hours

Country	Border post	Operating hours
Botswana	Mamuno	07:00–24:00*
	Pioneers' Gate	07:00–24:00*
Namibia	Buitepos	07:00–24:00*
South Africa	Skilpadshek	07:00–24:00*
Zimbabwe	Beitbridge	07:00–24:00*

** Please note that Namibia operates on daylight savings time during the winter months (April to September); summer months = GMT +2, winter months = GMT +1.*

For further details on the customs or transport documents required at each border post along the Trans Kalahari Corridor, please contact the relevant office in the country concerned (see next page).

Customs & Roads Authorities

Namibia

Western Region

Walvis Bay

Tel.: +264 64 2086400

Fax: +264 64 2086036

e-mail: walvisbay@mof.gov.na

Central Region

Windhoek

Tel.: +264 61 2092422 / 2092421

Fax: +264 61 220013

e-mail: windhoekregional@mof.gov.na

Hosea Kutako International Airport

Tel.: +264 62 560322 / 560459

Fax: +264 62 560418

e-mail: hoseakutako@mof.gov.na

Eastern Region

Trans Kalahari Border

Tel.: +264 62 560401

Fax: +264 62 540025

e-mail: transkalahari@mof.gov.na

Ministry of Works, Transport (MWT)

Department of Transport: Director of Transport

Tel.: +264 61 2088624

Fax: +264 61 2088441

Roads Authority (RA)

Weighbridges Division

Windhoek

Tel.: +264 61 2847009

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Walvis Bay

Tel.: +264 64 209667

Fax: +264 64 209610

Brakwater

Tel.: +264 61 213995

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Gobabis

Tel.: +264 62 564676 / 563043

Fax: +264 62 562006

Permits Division

Tel.: +264 61 2847000

Botswana

Botswana Unified Revenue Service

Customs Commissioner

Tel.: +267 3922129 / 3639503

Ministry of Transport & Communications

Department of Road Transport and Safety

Transport Promotion and Control Division

Principal Transport Officer

Tel.: +267 3905422 / 3688648

Vehicle Registration and Licensing Division

Principal Transport Officer 1

Tel.: +267 3905422 / 3688648

Road Safety Division

Principal Traffic Officer 1

Tel.: +267 3905422 / 3688648

Weighbridges are situated in the following towns: Dibete, Francistown, Kazungula, Manuno, Ngoma, Pioneer, Ramathlabama, Ramokgwebane, Sehitwa, Serule, Martin's Drift, and Tlokweng.

URL: www.transport.gov.bw or www.roads.gov.bw

South Africa

Information on weighbridges in South Africa can be obtained from the National Department of Transport.

South African Revenue Service

Deputy Chief Operations Officer: Regional Coordination

Tel.: +27 12 4224447

Fax: +27 12 4529669

Ministry of Transport

National Department of Transport: Infrastructure Planning

Tel.: +27 12 3093120 or 3093480

Fax: +27 12 3093471





Information on weighbridges in South Africa can be obtained from the Ministry of Transport.

Zimbabwe

Ministry of Transport & Infrastructural Development

Customs & Roads Authorities

Head office

+263 (04)758 8915 / 790 813 / 790 814

Beitbridge Border Post

+263 (0286) 22529 / 22259

The Department of Transportation Management

Tel: +263 (04) 7009919

Department of Roads

+263 (04) 7006939





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E. bdm@wbcg.co.za

Lusaka, Zambia
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E. bdm@wbcgzm.com

Lubumbashi, DRC
T. +322 386 5109
E. bdm@wbcg.cd

Sao Paulo, Brazil
T. +55 11 5044 7701
E. ricardo@wbcg.com.br



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www.wbcg.com.na

Walvis Bay-Ndola-Lubumbashi Development Corridor

(also known as Trans-Caprivi Corridor)

The Walvis Bay-Ndola-Lubumbashi Development Corridor (WBN-LDC) links the Port of Walvis Bay with Zambia, the southern Democratic Republic of Congo (DRC), Malawi and Zimbabwe.



This corridor also connects via Zambia into Malawi and Tanzania. The Corridor runs via the former Caprivi Strip in north-eastern Namibia and enters Zambia via the Katima Mulilo bridge, which was completed in 2004. This development added to the existing Trans-Caprivi Highway, which was officially opened in 1999, resulting in the completion of the Trans-Caprivi Corridor. The Corridor stretches over 2,500 km, and is supported by a railway line between Walvis Bay and Grootfontein, where transshipment facilities are available. The railway line resumes in Livingstone, Zambia.

The Trans-Caprivi Highway was officially opened in 1999. In May 2004, the bridge over the Zambezi River at Katima Mulilo (Namibia) and Sesheke (Zambia) was completed, which further developed what has now become the Trans-Caprivi Corridor.

Through an initiative by the DRC, Namibian and Zambian Governments, the Walvis Bay-Ndola-Lubumbashi Development Committee was set up in partnership with the private sector and a MoU was signed in March 2010 to focus on developing this corridor in terms of business development, trade facilitation and spatial development initiatives. Initially a transport forum, with the assistance of UNCTAD’s Capacity-building Programme, was set up in 2005, between Namibia and Zambia to develop the Trans-Caprivi Corridor as an alternative trade corridor for Zambia and DRC.

Distance Table

Country	Border post	Distance from Walvis Bay	Transit time*
DRC	Lubumbashi	2,690 km	4–5 days
Namibia	Grootfontein	598 km	1 day
	Katima Mulilo	1,354 km	2 days
	Windhoek	384 km	1 day
Zambia	Livingstone	1,565 km	3 days
	Lusaka	2,050 km	4–5 days
	Ndola	2,395 km	4–5 days
Zimbabwe	Bulawayo	1,890 km	4 days
	Harare	2,515 km	4 days

* Transit times are approximate and depend on types of loads, clearance times and border post operating hours.

Border Post Operating Hours

Country	Border post	Average clearance days	Operating hours
Namibia	Port of Walvis Bay	3 days	08:00–17:00*
Namibia / Zambia	Katima Mulilo/ Sesheke	2 hours (Final clearance)	06:00–18:00*
		30 minutes (Report order)	
Zambia	Livingstone	2 days (Final clearance)	08:00–17:00*
	Lusaka	2 days (Final clearance)	08:00–17:00*

* Please note that Namibia operates on daylight savings time during the winter months (April to September); summer months = GMT +2, winter months = GMT +1.

For further details on the customs or transport documents required at each border post along the Trans-Caprivi Corridor, please contact the relevant office in the country concerned.



Customs & Roads Authorities

Namibia

Western Region

Walvis Bay

Tel.: +264 64 2086400

Fax: +264 64 2086036

e-mail: walvisbay@mof.gov.na

Central Region

Windhoek

Tel.: +264 61 2092422 / 2092421

Fax: +264 61 220013

e-mail: windhoekregional@mof.gov.na

North-eastern Region

Katima Mulilo

Tel.: +264 66 253222

Fax: +264 66 253222

e-mail: ngoma@mof.gov.na

Ministry of Works and Transport (MWT)

Department of Transport: Director of Transport

Tel.: +264 61 2088624

Fax: +264 61 2088441

Roads Authority (RA)

Weighbridges Division

Windhoek

Tel.: +264 61 2847009

Fax: +264 61 2847013

Walvis Bay

Tel.: +264 64 209667

Fax: +264 64 209610

Grootfontein

Tel.: +264 67 242107

Katima Mulilo

Tel.: +264 66 252775 / 254702 / 254703

Department of Permits

Tel.: +264 61 2847000

Zambia

Zambia Revenue Authority (ZRA)

Commissioner: Customs and Excise

Tel.: +260 1 229214 / 228414 / 229407 / 235251

Fax: +260 1 226139

Roads Development Agency

Axle Load Control Project

Projects Manager

Tel.: +260 1 253088 / 253801

Fax: +260 1 253404

Weighbridges are situated in the following locations: Livingstone, Kafue and Lusaka (a mobile ZRA unit operates on the 65-km stretch between Kafue and Lusaka, and conducts random inspections on trucks travelling this route).



Concarga Walvis Bay West Coast Namibia Corridors



Concarga Walvis Bay Namibia opened its office in September 2014 where the facilities include a warehouse with 2500 sqm Bond store, 500 sqm Free Store, 100 sqm reinforced concrete yard and 500 sqm office block with full container handling and materials handling equipment. Truck dock levellers for loading/packing and unloading/unpacking of containers, gantry and cranes for handling of Project cargo and a Universal Unlimited Road Bond as a registered Bonded Carrier for cargo In-Bond onforwarding into Angola, Congo, Zambia, Zimbabwe, Botswana and into South Africa.

Unlocking the tremendous potential on the African continent

At Concarga, "collaboration" means the development of an active-and proactive-strategic business partnership, the creation of a coalition of people willing and able to work together to add abundant value to the supply chain. The collaborative nature of the partnership must begin with the first conversation. We start by focusing from the "customer back" – we find out what our customer wants and needs to accomplish and design the solution based on their business situation and needs. Our Mission is to help our customers achieve their goals.

We look at each customer's business from the broadest possible perspective. We know supply chain management is a complicated proposition, requiring the sharing of information, the application of a wide range of capabilities, offerings and service deliverables. The insight to identify and create unique strategies and solutions, the successful integration of business processes and the extraordinary "Synergy" of a vibrant, dynamic relationship built on trust and communication. The most important resources we bring to this complex process is our "tools" (including information technology and engineering know-how), our leadership and our first-hand experience with proactively leading and managing not only change but also the partnership process that deals successfully with this change.

To effectively manage these processes, Concarga utilizes an "Operations Consistency Team", and a "Customer Care Team". These professionals focus on the day-to-day operation of a customer's business as well as on the potential problems or opportunities a customer may face in the future. The solidarity of our joint effort built on open, honest communication and cooperation also enables us to deal with changes, transitions, problems and improvements with greater speed and efficiency. With our customer, we lower total system costs, transform our integrated business processes, facilitate business growth and change and provide better service and information to our customer and to our customer's customer. By building a strong collaborative relationship, we believe we can achieve things together that neither of us could alone.

The Secret to Succeed is to know more than the others...

Concarga has been operating for a "Quarter of a Century" 27 Years to be exact, of slow but consistent growth, preferring to remain focused on high value cargo and not perpetuate growth through high volumes of traffic associated with low value commodities. Whilst we are a Non Asset based business, we followed the lead of SAB in the late eighties and opted for the "Dedicated Owner Driver" and "Quality Sub-Contractor" route, sweating the asset.

Concarga's current road freight network offers a direct link from all Ports in South Africa to Angola, Botswana, Congo and Southern Democratic Republic of Congo, Kenya, Lesotho, Malawi, Mozambique, Namibia, Swaziland, Tanzania, Zambia and Zimbabwe. Concarga is able to facilitate inter regional transport between countries on the rest of the continent through its extensive Agents network. Concarga is not a Forwarding company and has remained a neutral supplier of "Surface Terrestrial Road Haulage Services" to the Clearing and Forwarding industry. Concarga has established a strategic partner network throughout the African continent and is able to offer an On carriage service from all main Sea ports to the central landlocked countries whilst referring turnkey business to our Clearing and Forwarding strategic partners.

There needs to be an improvement in basic infrastructure and services in Africa. The lack of infrastructure in Africa has resulted in transport costs being amongst the highest globally, in most cases it cost more to deliver a load from the port of arrival to its neighbouring land locked country then it does to ship the load from anywhere in the world to that port. A simplification of documentary processes, the eradication of complicated bureaucratic processes, the harmonization of standards and a reduction of border delays will go a long way in reducing transport costs. There needs to be an ongoing drive to foster total regional economic integration in Africa. An imbalance in Inter regional trade between the different countries due to the lack of manufacturing and production facilities also impacts negatively on transport costs. Concarga is the Southern African representative of a number of Global Project Forwarding consortiums' and Freight Forwarding networks.

"We help our clients save large amounts of money, improve efficiencies, and avoid costly errors in their logistics operations."



Contact details

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- Zimbabwe

Marine & Aviation

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- Benin
- Cameroon
- Cote D'Ivoire
- Ghana
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- Road Freight South Africa
- Abnormal Heavy Transport
- Event & Exhibition Logistics
- Project Freight Management

Trans-Cunene Corridor

The Trans-Cunene Corridor links the Port of Walvis Bay with southern Angola up to Lubango, over a distance of 1,600 km.



The Corridor road infrastructure is supported by the northern railway line, which presently extends from the Port of Walvis Bay to Ondangwa (the Nehale Station). The construction of the line from Ondangwa to Oshikango is scheduled to be completed by 2008.

The Angolan Government is currently in progress with road rehabilitations nationwide, which include the Santa Clara –Lubango leg, as well as the Lubango – Lobito leg which extends the Trans-Cunene Corridor up to Luanda.

The WBCG in association with the SADC secretariat and the US Trade HUB is in the process to develop a transport forum between Angola and Namibia to address cross border facilitation along this corridor and initial meetings has taken place in Namibia and Angola to develop this forum.

Distance Table

Country	Location	Distance from Walvis Bay	Transit time
Angola	Lubango	1,551 km	4 days
Namibia	Tsumeb	575 km	1 day
	Windhoek	384 km	1 day
	Oshikango	892 km	2 days

Border Post Operating Hours

Country	Border post	Operating hours
Namibia/Angola	Oshikango/ Santa Clara	08:00-18:00*

** Please note that Namibia operates on daylight savings time during the winter months (April to September); summer months = GMT +2, winter months = GMT +1.*

Truck drivers are advised to arrive at the border post before 16:00 to ensure timely clearance.

For further details on the customs or transport documents required at each border post along the Trans-Cunene Corridor, please contact the relevant office in the country concerned (see below).





Customs & Roads Authorities

Namibia

Western Region

Walvis Bay

Tel.: +264 64 2086400

Fax: +264 64 2086036

e-mail: walvisbay@mof.gov.na

Central Region

Windhoek

Tel.: +264 61 2092422 / 2092421

Fax: +264 61 220013

e-mail: windhoekregional@mof.gov.na

Northern Region

Oshakati

Tel.: +264 65 229705

Fax: +264 65 220546

Oshikango Border Post

Tel.: +264 65 264613 / 264623

URL: www.mof.gov.na

e-mail: informationcentre@mof.gov.na

Ministry of Works and Transport (MWT)

Department of Transport: Director of Transport

Tel.: +264 61 2088624

Fax: +264 61 2088441

Roads Authority

Weighbridges Division

Windhoek

Tel.: +264 61 2847009

Fax: +264 61 2847013

Walvis Bay

Tel.: +264 64 209667

Fax: +264 64 209610

Tsumeb

Tel.: +264 67 222592

Fax: +264 67 209610

Permits Division

Tel.: +264 61 2847000

Angola

Ministry of Transport

Tel.: +244 222 311581 / 311303

Fax: +244 222 311303 / 395933



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f: +264 64 209635

info@wbsalt.com

Trans-Oranje Corridor

The Trans-Oranje Corridor (previously known as the Southern Extension) is a tarred road linking the Ports of Walvis Bay and Lüderitz with the Northern Cape Province of South Africa.





The Corridor is complemented by a railway line from the Port of Lüderitz extending southwards to the Northern Cape Province via Upington. Construction on the 40-km railway line extension between Aus and Lüderitz is currently under way and is scheduled to be completed in 2012, thus providing a rail link from the Port of Lüderitz to southern Namibia as well as the Northern Cape market in South Africa.

Distance Table

Country	Location	Distance from the Port of Lüderitz	Transit times
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

Border Post Operating Hours

Country	Borderpost	Operating hours	Type of load
Namibia/	Ariamsvlei/	24 hours	Normal
South Africa	Upington	06:00-22:00	Normal
Namibia/	Noordoewer/	24 hours	Normal
South Africa	Vioolsdrif	06:00-22:00	Normal

** Please note that Namibia operates on daylight savings time during the winter months (April to September); summer months = GMT +2, winter months = GMT +1.*

For further details on the customs or transport documents required at each border post along the Trans-Oranje Corridor, please contact the relevant office in the country concerned (see following page).

Our message is clear

At Trade Ocean, we take ownership.

Trade Ocean is ideally positioned to be your shipping and freight partner in Southern Africa. Not only do we have regional offices in Cape Town, Durban and Johannesburg, but we have direct access to shipping routes via the port of Walvis Bay. And through the Walvis Bay corridors, we can provide unique cross border freight shipping solutions for cargoes moving into and between neighbouring countries in Southern and Central Africa.

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TRADE OCEAN
taking ownership

www.tradeocean.co.za

Cape Town (Head Office)
Telephone: +27 21 417 3050
Email: info@tradeocean.co.za

Durban
Telephone: +27 31 312 7398
Email: info@tradeocean.co.za

Johannesburg
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Email: info@tradeocean.co.za

Walvis Bay, Namibia
Telephone: +264 64 275 480
Email: info@tradeocean.co.za

Customs & Roads Authorities

Namibia

Southern Region

Keetmanshoop

Tel.: +264 63 222333 / 222749

Fax: +264 63 223043

e-mail: keetmanshoop@mof.gov.na

Noordoewer

Tel.: +264 63 297147 / 297148

Fax: +264 63 297138

e-mail: noordoewer@mof.gov.na

Ariamsvlei

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Ministry of Works and Transport (MWT)

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Tel.: +264 61 2847000

e-mail: informationcentre@mof.gov.na

URL: www.mof.gov.na

Roads Authority

Weighbridges Division

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Karasburg

Tel.: +264 63 270740 / 270741

South Africa

South African Revenue Service

Deputy Chief Operations Officer: Regional Coordination

Tel.: +27 12 4224447

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Ministry of Transport

National Department of Transport: Infrastructure Planning

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General information on the Corridors

The following information regarding customs documentation, port operating hours, railway stations, container depots, operating hours, and shipping lines and routes is general and relevant to each of the Corridors.



Customs documentation & paperwork

Apart from the regulations that govern plans, products and certain commodities (import-restricted goods), customs officials ensure fast clearance of shipments at the Corridor border posts.

Authorities are committed to facilitating Corridor traffic. Transit documents are processed on the Automated System of Customs Documentation (ASYCUDA World) via electronic data input, which accelerates the process. The ASYCUDA World system currently operates on the Trans-Caprivi, Trans-Cunene, Trans Kalahari and Trans-Oranje Corridors. As a result, border processing and clearance of documents at these Corridors is faster and simpler.

For further information on documentation requirements, please consult the relevant customs authorities along each Corridor.

Customs & transport information

Namibia has introduced ASYCUDA World at all its border posts. Thus, if a goods declaration/entry is complete and correct, Customs will release the consignment as follows:

- Within 5 working hours for declarations processed through the ASYCUDA World system
- Within 16 working hours for manually processed entries or entries selected for additional documentary checks, whether automated or manual
- Within 24 working hours for declarations selected for documentary checks, and for any goods stopped for physical examination
- Within 2 working hours for goods/entries processed through the Direct Trader Input (DTI) facility, and
- An official receipt will be issued immediately for any payment received.

For additional information on customs in Namibia, consult the Ministry of Finance website at www.mof.gov.na or e-mail them at informationcentre@mof.gov.na.

The Federation of East and Southern African Road Transport Associations (FESARTA) serves to link national transporters in the east and southern African region and speaks for road transporters at regional forums.

For information on customs and transportation in east and southern Africa, contact FESARTA:

Tel.: +27 11 4685277
Fax: +27 12 3491822
Cell: +27 83 3868202
e-mail: barney@fesarta.org

Port and railway information

Ports

Port of Walvis Bay and Port of Lüderitz

Operating hours

Marine Services

Mondays to Fridays

06:00-12:00*

13:00-17:00*

Saturdays

06:00-12:00*

Cargo Services

Mondays to Fridays

07:00-12:00*

13:00-17:00*

Saturdays

06:00-12:00*

Comments

- Port Control operates on a 24-hour basis.
- Container vessels are handled on a 24-hour basis.
- Any other vessels will be handled beyond the normal working hours if so requested.

Railway stations

Operating hours

Port of Walvis Bay Railway Head

Mondays to Fridays

07:30-13:00

14:00-17:00*

Saturdays

07:30-10:00*

Windhoek Container Depot

Mondays to Fridays

06:30-18:00*

Comments

By special arrangement with the Depot Supervisor, the Depot can open on Saturday

Windhoek Station

Mondays to Fridays

07:30-13:00*

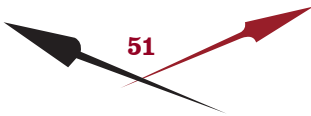
14:00-17:00*

* Please note that Namibia operates on daylight savings time during the winter months (April to September); summer months = GMT +2, winter months = GMT +1.

Shipping lines and routes

At present, the Port of Walvis Bay is serviced by Maritime Carrier Shipping (MACS), Maersk/Safmarine, Canada State Africa Lines (CSAL), CMA-CGM, GAL Service, Mitsui OSK Lines (MOL), MSC and Ocean Africa Container Lines.

These lines call at the Port of Walvis Bay as per the schedules on our website www.wbcg.com.na



Company Addresses

Namport

Tel: +264 64 208 2111
Email: marketing@namport.com.na
www.namport.com

Manica Group Namibia

Tel: +264 64 201 2911
Email: feedback@manica.com.na
www.manica.com.na

RMB Namibia

Tel: +264 61 416 150
Email: ibc@fnbnamibia.com.na
www.rmb.com.na

Paratus Telecom

Tel: +264 83 300 1000
Email: info@paratustelco.com
www.paratustelco.com

Walvis Bay Corridor Group

Tel: +264 61 251 669
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Macs

Tel: +264 64 201 2004
www.macship.com

Namibia Stevedoring Services

Tel: +264 64 209 318
Email: admin@namibiass.com
www.namibiass.com

Namibia Auto Import & Export

Tel: +264 64 220 777
Email: namauto@iway.na
www.namibiaauto.com

Development Bank of Namibia

Tel: +264 61 290 8000
www.dbn.com.na

Trans Kalahari Corridor Secretariat

Tel: +264 61 250 071
Email: marketing@tkcmc.com
www.tkcmc.com

ConCargo

Tel: +27 219 309 160
Email: management@concargo.com
www.concargo.com

Coastal Import & Export

Tel: +264 64 204 619
Email: cie@coastalimp.com

Walvis Bay Salt Holdings

Tel: +264 64 213 350
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Trade Ocean

Tel: +264 64 275 480
Email: infonam@tradeocean.co.za

Frits Kroon Transport

Tel: +27 12 8110171
www.fkt.co.za

Logistix International

Tel: +264 67 220 335
Email: info@logistixinternational.com
www.logistixinternational.com

Namibia Investment Centre

Tel: +264 61 283 7335
Email: nic@mti.gov.na
www.investnamibia.com.na





**We connect Southern Africa to the world,
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Logistix International is a committed logistical service provider throughout Southern Africa. Having distinguished ourselves as one of the leading logistical service providers in Southern Africa, we aim to offer exceptional and timeous service delivery at cost effective rates, conducted in a secure and professional manner. Our years of experience in the transport & logistics industry have enabled us to expand and diversify our services, and make us well acquainted with all of the Southern African markets. We operate throughout Namibia, Botswana, South Africa, Angola, Zambia Zimbabwe, Mozambique, Swaziland, Lesotho and the DRC. With several years of expertise, we can assure our clients of seamless service delivery across Southern Africa.



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