CROSS BORDER INFRASTRUCTURE:

Role of Transport Corridors in Deepening Integration

SACU Conference

JULY 2011
WALVIS BAY CORRIDOR GROUP

Joint PPP of logistics providers
REGIONAL CHALLENGES IN TRANSPORT & LOGISTICS

- BORDER TRANSIT TIME
- INFRASTRUCTURE DEVELOPMENT
- RAIL VS ROAD
- INCREASE IN LOGISTICS CAPACITY
- REGIONAL GROWTH
- REDUCING COSTS
- CREATING ALTERNATIVE TRADE ROUTES
BUILDING CORRIDORS TO ACCELERATE INFRASTRUCTURE DEVELOPMENT

• 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)

• 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 % of Economy
Cooperation with neighbouring countries on corridors:

• TKCMC
• TCC
• TCuC

• Networking/Planning

• Harmonization of border hours, etc

• Forums

• Office in Zambia (Business Development)
PPP & Cooperation of Corridors

1. Infrastructure development since Independence basis for Corridor development
   - Regional integration
   - Economic development
   - Bridging the Infrastructure gap in SADC

2. WBCG established in 2000 (Private Public Partnership)

3. Government cooperating with private sector to optimize infrastructure development:
   - Broader transport coordination with all stakeholders
   - Support Business Development
   - Support Cross border facilitation
Infrastructure

• Masterplan by Ministry of Transport since Independence (1990)
  • Trans Kalahari Corridor – Rail/Road
  • TransCunene Corridor – Road/Rail - Ondangwa
  • TransCaprivi Corridor – Road/Rail - Katima Mulilo Bridge

• Incentives for investors
  • Structured approach – project development as part of WBCG

• Public Private Partnership
FORMING PPP’S IN NAMIBIA & NEIGHBOURING COUNTRIES

• Namibia
  Section 21 Company

• Botswana/Namibia/South Africa
  TransKalahari Corridor Management Committee

• DRC/Namibia/Zambia
  Walvis Bay-Ndola-Lubumbashi Development Corridor

• Angola/Namibia
  TransCunene Corridor
ESTABLISHING A PPP ALONG THE WALVIS BAY CORRIDORS

Namibia form PPP’s with neighbouring countries

- Getting consensus between PPPs different objectives in the transport sector
- Setting up a base and framework for the PPPs within the SADC region to ensure successful project completion
- Formalising PPP transport forums across the borders of Namibia within SADC
- Ensuring monitoring & implementation throughout all PPP activities to enhance outcome
GETTING CONSENSUS ON PPP’s DIFFERENT OBJECTIVES

• Role of Public sector
• Role of private sector
• Common objectives
• Vision
• Level of flexibility
• Realization of objectives
• Implementation
SETTING UP A BASE & FRAMEWORK FOR PPP

• Initial discussions
• Terms of Reference
• Agreement/MoU’s
• Leading agency
• Supporting agency- Financial
• Supporting agency- Commitment
FORMALISING PPP TRANSPORT FORUMS ACROSS THE BORDERS OF NAMIBIA & SADC

- TransKalahari Corridor
- TransCaprivi Corridor
- TransCunene Corridor
TRANSKALAHARI CORRIDOR

• Links Walvis Bay with Gaborone & Gauteng
• Transit time of 48 hours from Walvis Bay to Gauteng
• Sign MoU on TKCMC between Botswana, Namibia, SA
  • Government Ministries & agencies
  • Freight forwarders, Shipping lines, Transporters
• Opening of WBCG office in Gauteng
• Customs clearance – 30 minutes at Botswana/Namibia
TRANSCAPRIVI CORRIDOR
(WALVIS BAY-NDOLA-LUBUMBASHI CORRIDOR)

• Links Walvis Bay with Zambia, Zimbabwe, DRC & Malawi

• Completion of bridge between Namibia & Zambia-2004

• Opening of Zambia office – 2005

• Development of a PPP between Namibia & Zambia-2005

• Extended to DRC – 2010 (Walvis Bay–Ndola-Lubumbashi Corridor)

• Customs clearance at Katima Mulilo - 2 hours

• Transit time from Walvis Bay to Lusaka is 3 - 4 days
TRANSCUNENE CORRIDOR

- Alternative trade route to Southern Angola
- Rail line to Ondangwa (60 km before border)
- Distance of 800 km to border
- One day service to Oshikango
- Development of warehousing /distribution facilities in Oshikango
- Feasibility study for OSBP completed in 2008
- Development of a PPP between Angola & Namibia – In progress
ENSURING MONITORING & IMPLEMENTATION

• Setting up of Secretariat
• Develop action plan
• Developing clusters
• Agree on objectives
• Follow up
• Facilitate
• Coordinate
Outcomes

• Creating alternative trade routes
• Reduction in supply chain cost
• Reduce transit time
• Continuous improvement
• Increase in Intra & Inter Regional trade
GIVING THE GREEN LIGHT FOR TRADE.

INTO AND OUT OF SADC.

“THE ULTIMATE PORT EXPERIENCE”
CONCLUSION

• PPP Commitment

• Private & Public sector participation

• Follow up

• Strategic partnerships

• Vision

• Common objectives