Overview,
Trans Kalahari Corridor Secretariat,
&
Benefits to the Region
Institutional Arrangement

- Botswana, Namibia and South Africa
- Memorandum of Understanding: 3rd of November 2003, Walvis Bay – Namibia
- Public Private Partnership (PPP) model
- Development and Management of the Trans Kalahari Corridor (TKC)
- Secretariat established in March 2007, in Windhoek
- Secretariat hosted by the WBCG in the interim period
Key Objectives & Programs

- Transit and Trade Facilitation
- Growth in Corridor Traffic and business
- Reduction in transit time and cost

Programs

- Transport Operations
- Customs and Transit Facilitation
- Business and Commercial Opportunities
Organizational Structure

- TKC Ministers
- Trans Kalahari Corridor Management Committee (TKCMC)
- Working Groups
- Secretariat

Geographical Expanse and Transit Time

- Approx. 1900 kilometres of road network: Pretoria through Botswana, Lobatse, Mamuno, through Namibia via Gobabis upto Walvis Bay Namibia.
- Transit time of 48 hours (2 Days)
Customs & Transit Facilitation

- Preferred Trader Scheme (Join Project with SACU)
- Systems Interphase & Connectivity (OSBP, One Stop Border Post)
- TKC Client Service Charter
- One Stop Border Post (OSBP)
- Corridor Performance Monitoring System (CPMS)
- RTMS, Road Traffic Management System
Transport Operations

- Feasibility Study for establishment of Truck Stops along the Walvis Bay Corridors.
- Trans Kalahari Rail Project.

Commercial Opportunities & Business Development

- Identification and promotion of logistics related business development along the Trans Kalahari Corridor (SDI Projects)
- Feasibility Study For Establishment of Trucks Stops along the Trans Kalahari Corridor, Trans Caprivi and Trans Kunene
Benefits of the TKC

• Alternative trade route

• MOU / PPP

• Time

• Cost

• Harmonized Processes

• Extended Border hours

• Safety & Security
### Distance and Transit Time Table

- **Walvis Bay - TKC Border**: 623km / 9hrs / 0.5 Day
- **Walvis Bay - Gaborone, Botswana**: 1410km / 19hrs / 1 Day
- **Walvis Bay - Johannesburg, South Africa**: 1661km / 22h30 / 2 Day
- **Walvis Bay - Plumtree, Zimbabwe**: 1668km / 22h30 / 2 Days
- **Walvis Bay - Bulawayo, Zimbabwe**: 1772km / 24hrs / 2 Days
- **Walvis Bay - Harare, Zimbabwe**: 2204km / 31hours / 2.5 Days
Achievements

- Adoption of streamlined legislations and harmonised Customs procedures and implementation of a Single Administrative Document (SAD 500)

- Adoption of common transit procedures

- Harmonisation of Border operating hours and Axle Load Limits at the Trans Kalahari Border Posts.

- Reduction of Border clearance (dwell time) maximum of 1 hour and a minimum of 30 minutes if all required documentation is in order.

- Fencing along TKC completed October 2013

- Increased commercial and passenger traffic from less than 5% in 2000 to nearly 50% (commercial) and over 60% (passenger) to date
Growth on Cargo Volumes
Namibian Perspective
NATIONAL PROJECTS
WITH OUR PARTNERS

“NAMIBIA AS A LOGISTIC HUB”
Namibia’s 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
Corridors Accelerating Growth

- Government invested in major transport infrastructure to link Namibia with rest of neighboring 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 %
Benefits of Corridor Development

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

The chart shows the tonnage of Corridor Growth from 2004/5 to 2013/14. The data is represented by vertical bars, with different shades indicating the contributions of TCC and TKC. The years are listed on the x-axis, while the tonnage is measured on the y-axis. The tonnage ranges from 0 to 800,000, with clear increases over the years.
Namibian Border Growth

• Border growth – 107% in last 5 years
  • 2007 = 2.2 m tons
  • 2012 = 4.6 m tons

• No. of truckloads pd.
  • 2007 - 182
  • 2012 – 377
  • 2020 – 586

• Port volumes pa – 1,785 % in 12 years
  ➢ 2000 – 20,000 TEU’s
  ➢ 2012 – 377,000 TEU’s
  ➢ 2020 – 1,000,000 TEU’s
The 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 neighboring markets
- 2025 – Logistics & Distribution Hub for Southern Africa
Namibia as a logistic hub

- Transport & Logistics economic priority – NDP 4
- Optimize Namibia’s location
- Develop a framework for the process
- Logistics Master Plan
- Market the Logistics Hub
Benchmark as a logistic hub
Projects in Progress

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Plan Description</th>
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<tbody>
<tr>
<td>1990</td>
<td><strong>Transport Masterplan</strong>&lt;br&gt;Road linkages to neighbours&lt;br&gt;Create Road, rail, air and port institutions</td>
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<tr>
<td>2000</td>
<td><strong>Formalise (Unify) sector</strong>&lt;br&gt;Creating awareness&lt;br&gt;Extend rail to Angola border&lt;br&gt;Partnerships with neighbours</td>
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<tr>
<td>2012</td>
<td><strong>Alternative trade route for SADC</strong>&lt;br&gt;New Transport Masterplan&lt;br&gt;Logistics Masterplan&lt;br&gt;Attract investments&lt;br&gt;Distribution and warehousing</td>
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<tr>
<td>2025</td>
<td><strong>Logistics Hub</strong></td>
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Bulk & Break Bulk Port (PPP)
New Container Terminal

Namport Container Terminal 2
THANK YOU / DISCUSSION