

Enhancing African Trade Through Hinterland Connectivity (*Corridor Development*)

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PRESENTATION OVERVIEW

1. African Trade Challenges
2. Corridor Development
3. Namibia History & Development
4. Example of PPP in Corridor Development –
Walvis Bay Corridor Group
5. Benefit of Corridor Development
6. Conclusion

AFRICAN TRADE CHALLENGES

- Stuck with infrastructure that follows historical trading routes
- Inefficient / expensive transportation restrict inter-regional trade
- Reliant on neighboring countries
- High cost of trading with international market
- Intra-African trade low **13-15%** of total trade
- Initiatives to address challenges - AfCFTA
- Transport Corridors are key to unlock Africa's Potential

CHALLENGES LANDLOCKED COUNTRIES

- 1/3 landlocked

- Long distances to int'l markets

- Cumbersome border crossing

- Depended on maritime countries for trade

- Higher cost of transport

- Lower volumes of trade

- Higher average cost of trade



Source: CIA The World Factbook, 2008

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WALVIS BAY
CORRIDOR
GROUP

CORRIDOR DEVELOPMENT

- Efficient corridors extends beyond better provision of Transport infrastructure.
- Non-tariff barriers restricts regional economic integration
- Optimization requires coordination of multiple stakeholders to be successful.
- Merging the Public and Private sectors is crucial.
- Corridor Management Institutions play this role.





CONSIDERATIONS IN CORRIDOR DEVELOPMENT

- Role of Public sector
- Role of private sector
- Common objectives
- Vision
- Level of flexibility
- Realization of objectives
- Implementation (*Intention must become action*)

ROLE OF CORRIDOR MANAGEMENT INSTITUTIONS

- **Improve efficiency and effectiveness of economic corridors.**
- **Facilitate dialogue between corridor stakeholders to harmonize procedures and documentation.**
- **A facilitation body between the public and the private sector.**
- **Focus on trade facilitation, infrastructure development, business development and economic development.**



BENEFIT OF CORRIDOR DEVELOPMENT

“Customer perspective”

- **Creating Alternative Trade Routes**
- **Access to new markets**
- **Safe, Secure & Reliable route**
- **Reduced supply chain costs**
- **Faster transit times**
- **Ease of doing business**
- **Continues Improvement**
- **Enhance competitiveness**

NAMIBIA HISTORY & DEVELOPMENT



Infrastructure Development



We are



Ministry of Works and Transport



Ministry of Industrialization, Trade and SME Development



Ministry of Finance



Ministry of Home Affairs and Immigration

A Public Private Partnership initiative



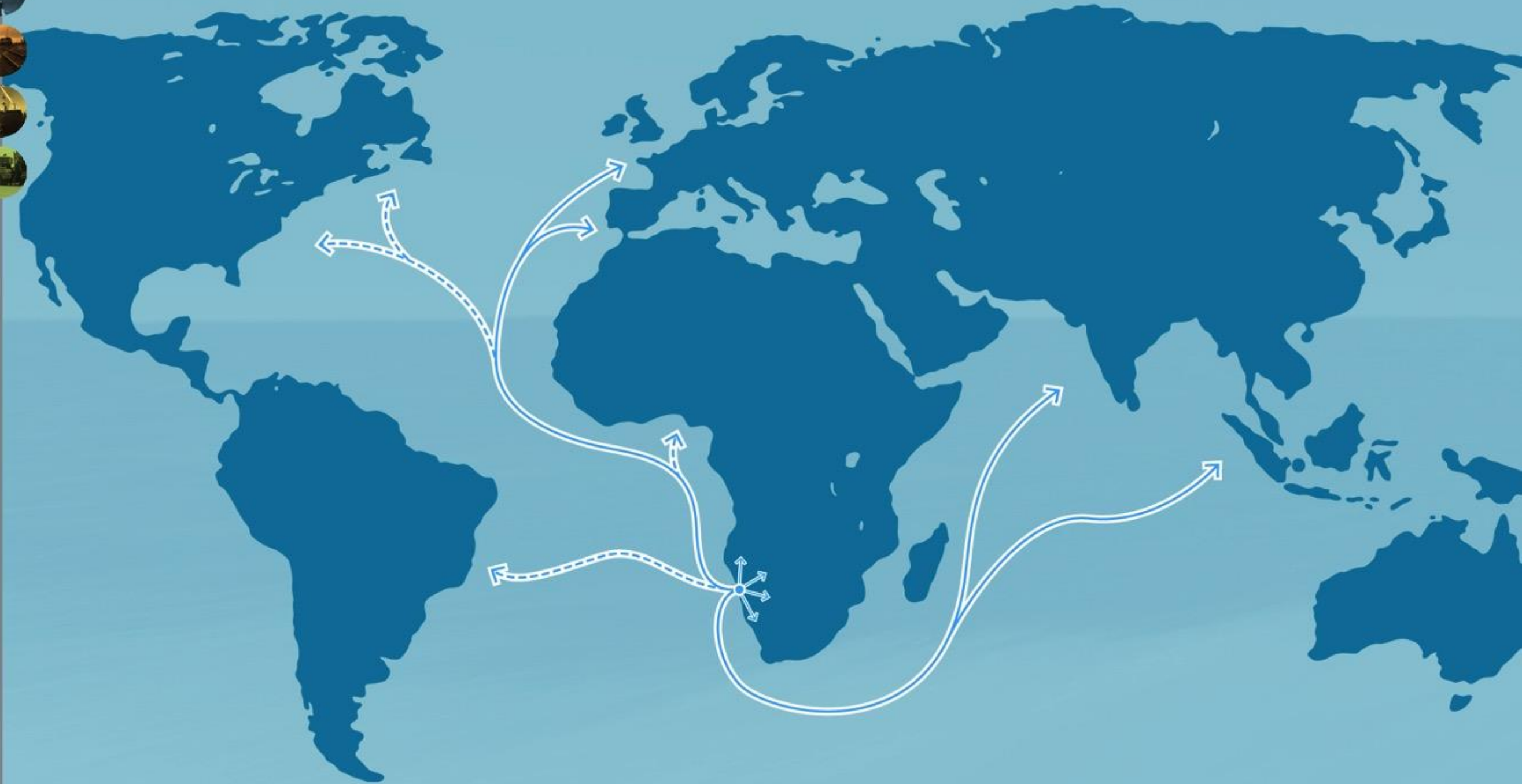
WBCG SERVICE PROFILE

- Business Development
- Trade / Cross border facilitation
- Infrastructure development
- Create network between stakeholders
- Serve as facilitation center
- Wellness service
- Spatial Development Initiatives
- **Namibia Logistics Hub**

Footprint



WBCG Business Development Offices



STRATEGIC LOCATION & INTERNATIONAL SHIPPING LINKS

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





Walvis Bay Corridors

- **TRANS KALAHARI**

Botswana, SA, Zimbabwe

- **WALVIS BAY-NDOLA-**

**LUBUMBASHI (AKA TRANS
CAPRIVI)**

Zambia, Zimbabwe, Malawi,

DRC

- **TRANS CUNENE**

Angola

- **TRANS ORANJE**

Northern Cape Province





REGIONAL & CONTINENTAL PROGRAMS

Namibia (WBCG)

Section 21 Company

Botswana/Namibia/South Africa

TransKalahari Corridor Management Committee

DRC/Namibia/Zambia

Walvis Bay-Ndola-Lubumbashi Development Corridor

Angola/Namibia

TransCunene Corridor

Continental Africa

African Corridor Management Alliance (ACMA)



WALVIS BAY-NDOLA-LUBUMBASHI DEVELOPMENT CORRIDOR

- **Tripartite agreement Namibia, Zambia and DRC**
- **WBCG Interim Secretariat**
- **Facilitate cross border trade and transit-transport cooperation**
- **Stimulate economic & social development**
- **Creating network between stakeholders**
- **Address bottlenecks along corridor = NTB's**
- **Establishing thematic working groups**
- **Ensure continued dialogue P/P**



WBNLDC INTERVENTIONS

➤ Customs:

- Implementation of Asycuda World
- Border closing times
- Unauthorized clearing agents at borders

➤ Transit fees & Visa's

- Differs amongst members
- Recommendations to have unified fees
- Exempt members from non-related transit fees

➤ Infrastructure:

- Namibia & Zambia signed road transport agreement
- Draft agreement with DRC
- Harmonization of Axle load

WELLNESS SERVICE

- Facilitates and supports fight against HIV/Aids
- Provision of general wellness interventions

Workplace Wellness



Wellness Centres



Mobile Clinics



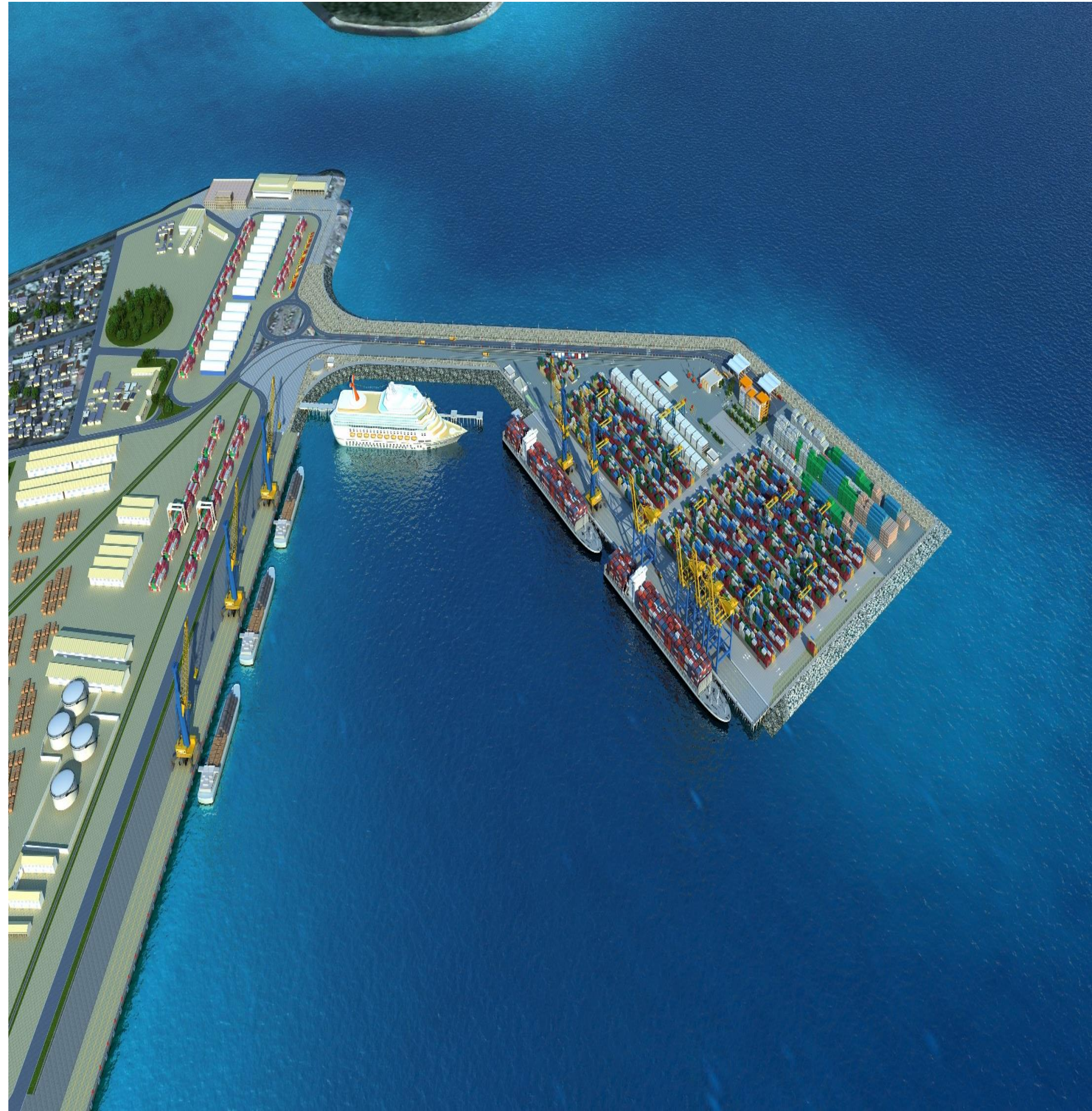
DONOR SUPPORT

Development Partner	Duration	Project Value U\$
Global Fund Grant	2018 - 2020	1,231,220.00
SFH /USAID	2017 - 2019	650,851.00
GlZ Transport	2017 - 2018	112,297.00
SADC Global Fund	2012 - 2018	695,818.00
Employee Wellness Services	Ongoing	109,097.00
Total		2,799,283.00

NEW CONTAINER TERMINAL

Project Description

- Commenced 2014
- 40 HA new Port Land
- Add 600 m of quay length;
- 750,000 TEU p.a. capacity;
- Ship-to-Shore Cranes
- Includes Cruise Terminal
- Completion = 2019





STATUS AS AT SEPTEMBER 2014





CONCLUSION

To successfully develop the Hinterland connections on the African Continent, many stakeholders from the Private and Public sectors will have to work together.

There are many associations and bodies playing a coordinating, advocacy and facilitation role.

There are many areas and opportunities where PPP's will aid the development of Africa's intercontinental connection and improve African Trade.

PLAN PROPERLY – EXECUTE TOGETHER



**THANK YOU FOR YOUR
KIND ATTENTION**

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