“Sustainable freight transport in support of the 2030 Agenda for Sustainable Development”

Enhancing African Trade Through Hinterland Connectivity (Corridor Development)

by

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PRESENTATION OVERVIEW

1. African Trade Challenges
2. Corridor Development (Considerations and challenges)
3. Example of PPP in Corridor Development – Walvis Bay Corridor Group
4. Conclusion
Efficient corridors extends beyond provision of Transport infrastructure

Economic corridors are integrated networks of infrastructure between countries – to stimulate economic development

Provide important connections between economic nodes

Package of different measures including visa and transport agreements and standardization

Optimization requires coordination of multiple stakeholders to be successful

CMI’s plays role of coordination of cross-boundary efforts.
CONSIDERATIONS IN CORRIDOR DEVELOPMENT

- Consensus amongst all stakeholders – Role of Public and Private Sector
- Level of Flexibility
- Border transit time
- Joint Infrastructure Development
- Rail vs. Road
- Creating alternative trade routes
- Increased logistics capacity & Cost reduction
- Implementation (Intentions must become action)

An example of an effective PPP institutional set-up to drive corridor development

THE WALVIS BAY CORRIDOR GROUP

- A Public Private Partnership initiative
- Section 21 Company
- Corridor Management Institution (CMI)
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)
WBCG Business Development Offices

- USA?
- Europe??
- Far East??
- Sao Paulo, Brazil
  opened in 2012
- Lubumbashi, DRC
  opened in 2012
- Lusaka, Zambia
  opened in 2005
- Windhoek, Namibia
  opened in 2000
- Johannesburg, RSA
  opened in 2008

WBCG PARTNERSHIPS

- African Development Bank
- World Bank
- UNECA
- Afri-Exim Bank
- SADC Secretariat
- NEPAD
- Institutions focusing on Capacity Building
- Corridor Management Institutions
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
NAMIBIA HISTORY & DEVELOPMENT

• Strategic location
• Gateway to West coast of Africa

STRATEGIC LOCATION & INTERNATIONAL SHIPPING LINKS

• International Shipping connections
• Main economic centres in the world
Walvis Bay Corridors

- **TRANS KALAHARI**
  Botswana, S.A., Zimbabwe
- **WALVIS BAY-NDOLA-LUBUMBASHI (AKA TRANS CAPRIVI)**
  Zambia, Zimbabwe, Malawi, DRC
- **TRANS CUNENE**
  Angola
- **TRANS ORANJE**
  Northern Cape Province

**TIME TO THE MARKET**

- **Walvis Bay serves:**
  - Angola (3-5 days)
  - Botswana (2 days)
  - DRC (5-6 days)
  - Malawi (5-6 days)
  - South Africa (2 days)
  - Zambia (3-4 days)
  - Zimbabwe (3-4 days)

- **Walvis Bay has direct sailings from:**
  - Europe
  - The Far East
  - North America
  - The Middle East

*Terms and conditions apply*
LOGISTICS AS NATIONAL PRIORITY

2030

High and sustained economic growth
Employment creation
Increased income equality
Execution, monitoring and evaluation, and progress reporting

Overall goals

Priority areas

Basic enablers

Health

Education and skills

Industry, infrastructure

Public administration

Logistics

Tourism

Manufacturing

Agriculture

Desired outcomes

Strategic initiatives

ADDITIONAL ENTRY TO “SADC MALL”
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
WELLNESS SERVICE

➢ Facilitates and supports fight against HIV/AIDS
➢ Provision of general wellness interventions

Workplace Wellness  Wellness Centres  Mobile Clinics
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 advocacy and facilitation role – proper coordination is required to avoid duplication and thus hamper implementation.

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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