

**4TH INTERMODAL AFRICA 2006 NAMIBIA  
EXHIBITION  
AND CONFERENCE**

**SESSION 4:**

**INTERMODAL TRANSPORT AND  
INTRA AFRICA TRADE CORRIDORS  
NAMIBIA TRADE CORRIDOR**

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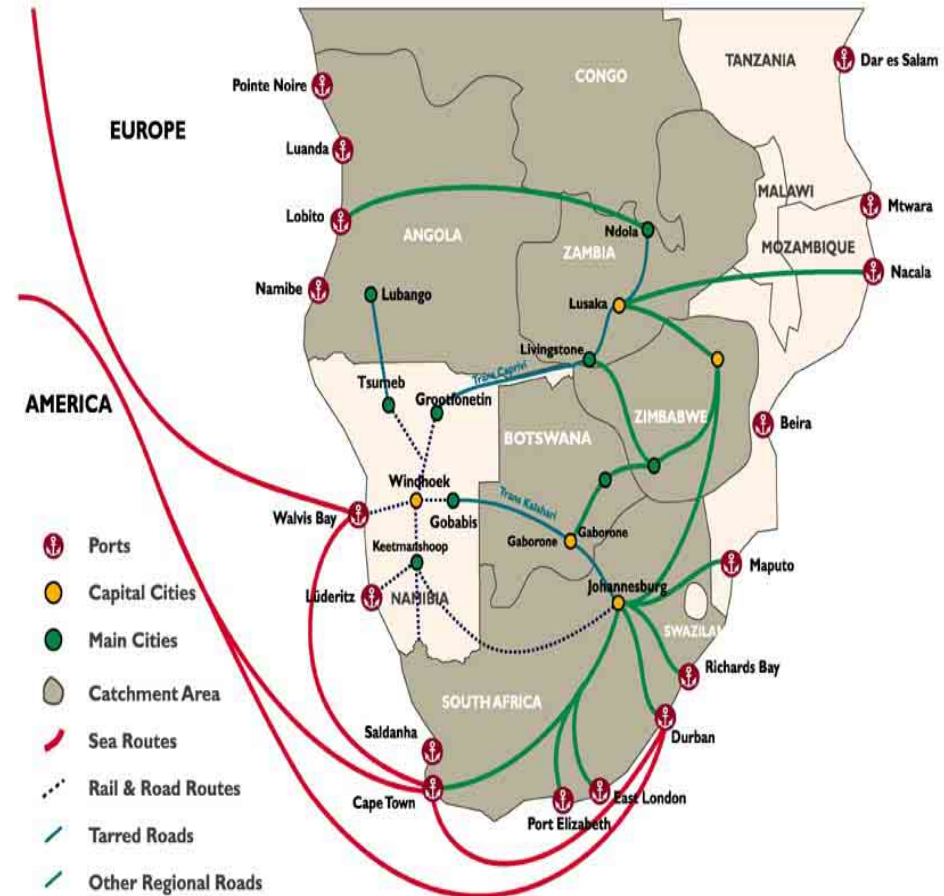
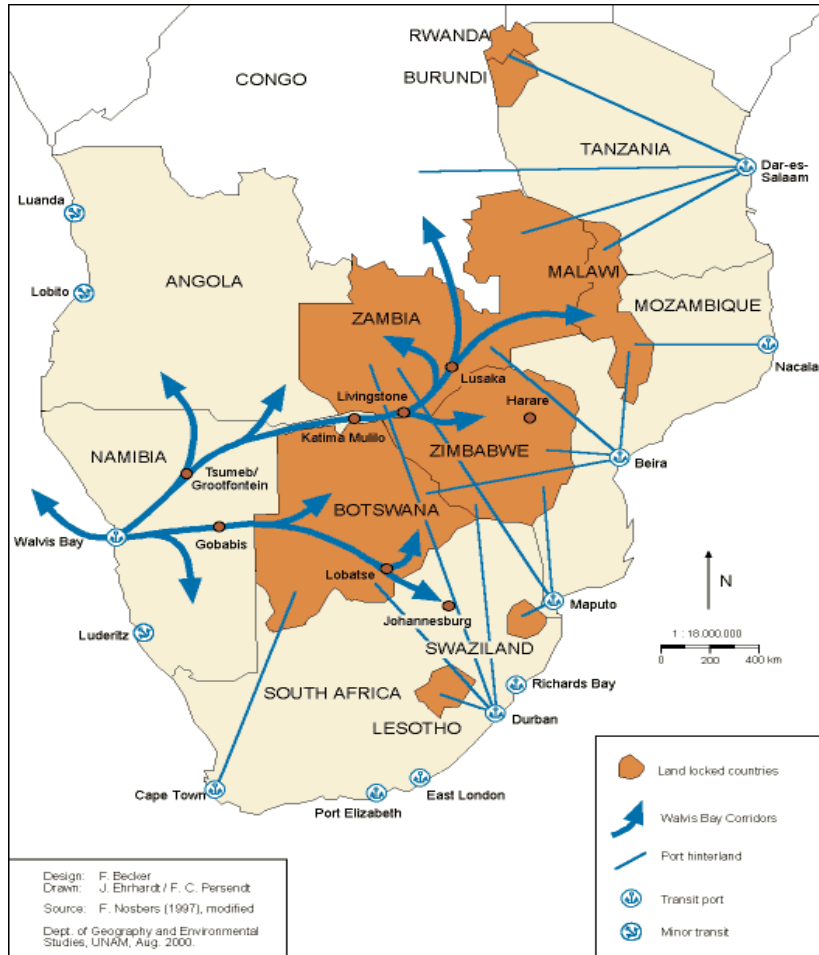


# Introduction

- A Namibian and Regional Perspective
- Agenda :
  - Trade Routes
  - Challenges of growing trade
  - Rail Sector in Southern Africa
  - Key Strategies
  - Corridor Developments



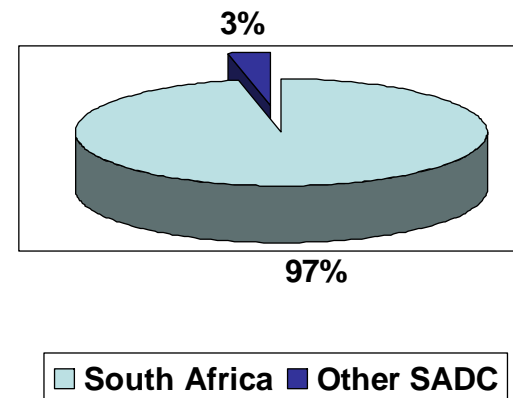
# TRADE ROUTES



# Challenges of Growing Trade out of Namibia

- Namibia provides Western Gateway for SADC countries through Port of Walvis Bay
- Interconnectivity by road and rail between Namibia and its neighbours other than RSA has been neglected which contributed to trade imbalances and high cost of logistics.
- Increased trade out of Namibia will support Government objectives of job creation and poverty reduction.
- SADC Protocol on trade strives to achieve greater economic integration with SADC.

Trade Flows



# Challenges of Growing Trade out of Namibia

- Trade routes to other SADC countries offer huge potential which need to be explored.
- Needs to move towards a corridor vision in order to meet customer needs, driven by global trends and modal economics
- Corridor Strategy needs to be made explicit in order to focus investment around it
- Multimodal transport corridors between domestic centres and international origins/destinations to be developed to connect and improve service levels for high volume customers



# The Rail Sector in Southern Africa

- Suffers from lack of investment , capacity constraints and poor business performance by most SADC operators
- Developed around need to exploit resources and not Intra-Africa trade
- Lack of integrated approach and vision to become a supply chain partner
- Concessioning in Malawi,Zambia,BBR(Zimbabwe),Mocambique
- Very little attention to Port and Road interface with rail
- Southern African Railway Association (SARA) was established in 1996 to promote seamless and efficient operations along all rail corridors in SADC.



# The Rail Sector in Southern Africa

- Growing Commodity markets emphasize the need for rail connectivity between sources and markets / Ports.
- Landlocked Countries in SADC must go East if they want to go West
- Cost effective Rail system increases competitiveness of exports on world markets.
- Road/Rail inland container terminals play vital role in the cross – border transport chain for optimizing costs and facilitating seamless intermodal solutions.
- Missing Rail links along Trans Kalahari and Trans Caprivi Corridors provide vital opportunity to link inland Africa to Western Seaports.





# Strategies

- Corridor Vision : Development of Trade Corridors (inland corridor systems) linked to ports capable of delivering high volumes of goods to dockside
- Tailored systems for improved service
- Development of Inland Terminals/Dry Ports
- Development of intermodal facilities and systems for more efficient transfer between modes
- Managing rail systems to improve operating efficiencies
- Alignment between all modes of transport for an integrated approach towards investments and market orientation



# Corridor Developments

- Northern Railway Extension of Namibian rail system in progress up to Angola Border.
- Implementation of Intermodal Trans Kalahari Express (TKE) has huge potential for increasing Corridor traffic, but requires substantial investments.
- Wincon Inland Container Depot established by TransNamib in Windhoek during 2003.
- Walvis Bay Corridor Group established in 1999 to promote intermodal transport solutions between Namibia and SADC countries via the Port of Walvis Bay.

# WINCON TERMINAL WINDHOEK





# CONCLUSION

- **Namibia is well positioned to be a major role player in the development of new trade routes in SADC and to grow its service sector as a transit Country**
- **The Corridor approach is well embedded and starts to deliver returns**
- **Capital investments and commitment by all stakeholders are required to achieve success.**

