



SSATP

Walvis Bay Corridor Development

A Public Private Partnership Approach

A Case Study



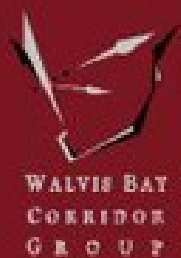
**WALVIS BAY
CORRIDOR
GROUP**

Bamako, 12 - 17 November 2005



Content

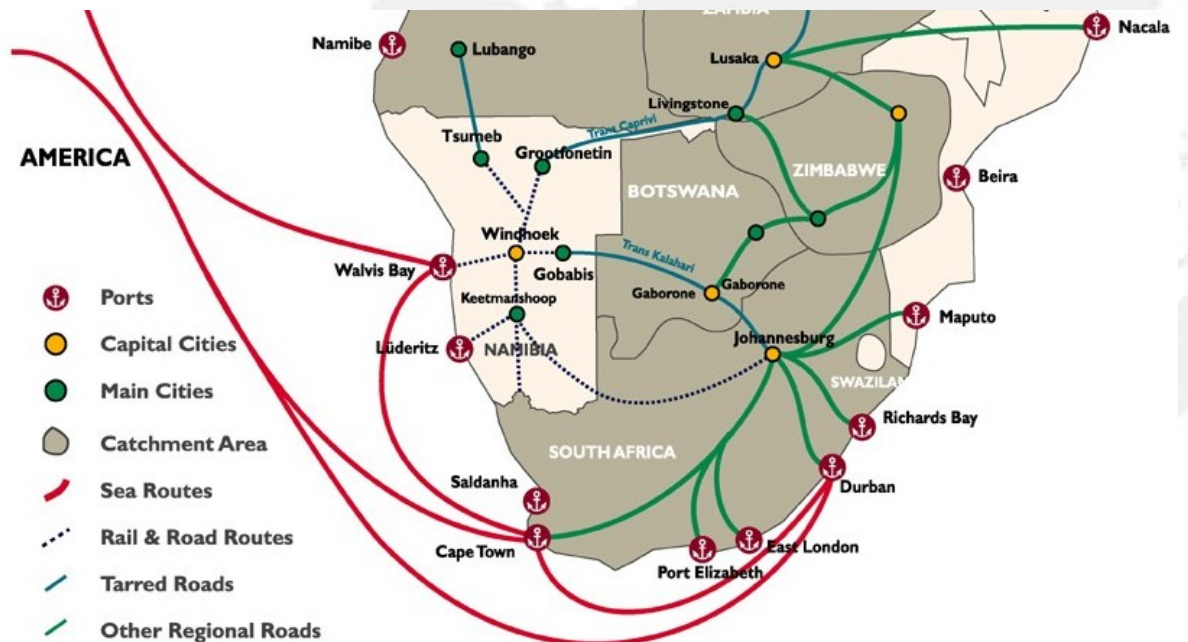
1. WB Corridor and Developments
(Trans Kalahari)
2. Walvis Bay Corridor Group
3. Achievements & Key strategies
4. WBCG & SSATP





Walvis Bay Corridor

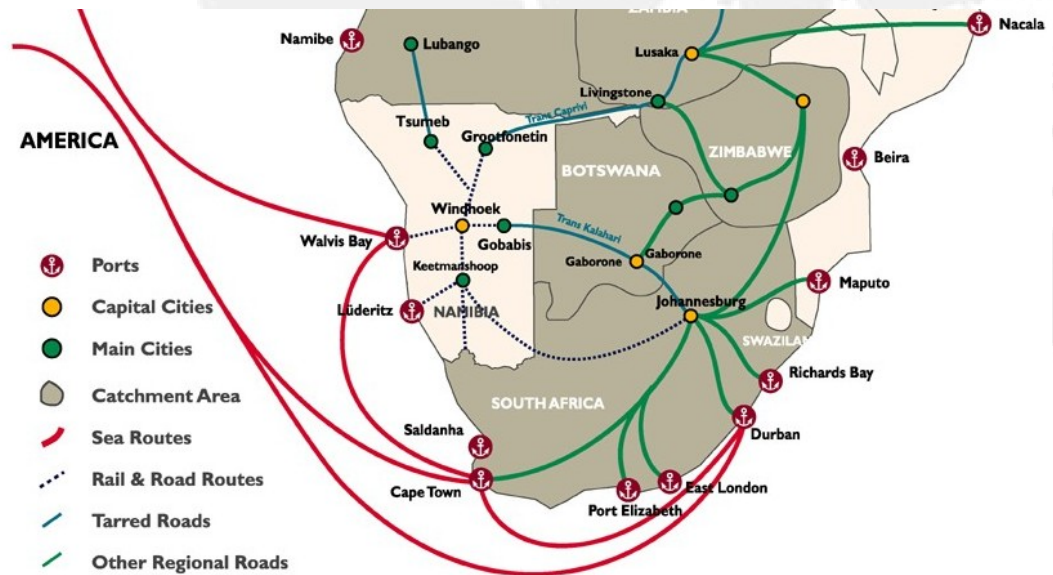
- WBC links Port of WB with landlocked countries in SADC and v/v
- WBC = western Gateway to SADC





Trans Kalahari Corridor

- Links Port WB with Gaborone and Gauteng
- Road link over 1,800 km, supported by 640 km rail line
- Dev. initiatives: (1) trilateral cooperation program and (2) multi modal transport concept





TKC : Regional Cooperation program

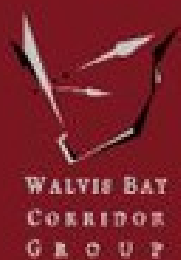
Purpose: to improve conditions
For cross border (transport & trade)



1 Legal Framework

“Memorandum of Understanding (MoU) between the Government of Botswana, Namibia and South Africa on the Development and Management of the TK Corridor”

Gov. commitment re: addressed: Border Management, Customs, Roads and Road Transport Policy, Institutional, Commercial Opportunities



TKC : Regional Cooperation program



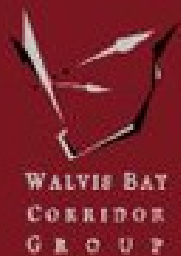
2 Institutional Framework (PPP)

- TK CMC: trilateral (inclusive) management forum
- Technical Secretariat – WBCG
- Ensure implementation of MoU



3 Improvement of Regulatory Framework

- So far: focus on Customs integration;
- Core: Single Administrative Document (SAD); also Common Customs bond, ext. border hours
- TK Customs project for regional roll out





TKC: Multi modal business concept

To increase capacities and efficiencies, to service the Gauteng market, state of the art transport system

FS proposed the creation of a multi modal transport system
“Trans Kalahari Express”:

- Utilises and enhances existing infrastructure
- Integration of port, rail and road operations in a one stop shop for customers with IT-enhanced operations
- Marketing and management by private sector LMC (PPP)



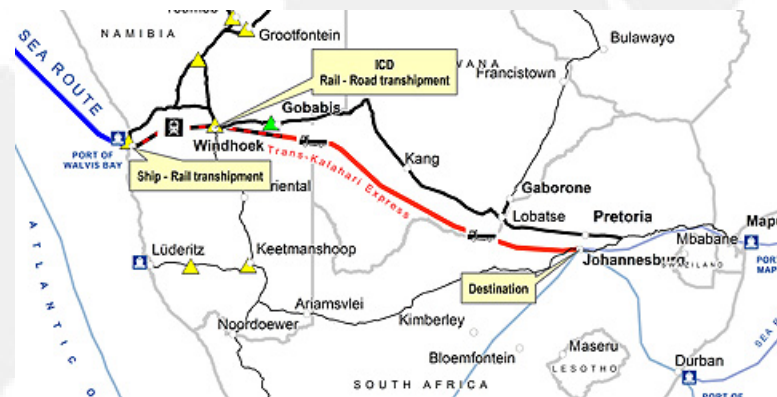


TKC: Multi modal business concept cont.

From “concept to realization” in 2004-2006

SADC Secretariat proposed TKE for NEPAD “accreditation”

TKE = business perspective for TKC and model for the region
(enhancement of intermodal infrastructure and operations in
the region)



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WB Corridor Group



Mission:

“To optimise the utilisation of the WB Port & Corridor ... for the benefit of Corridor stakeholders, Namibia and the SADC region, through

- 1 – Facilitating enabling frameworks for cross border transport and trade
- 2 – Business development and attracting int. trade
- 3 - Capacity building for the transport and Corridor sector





WB Corridor Group



Walvis Bay Port Users Association



Namibian association of freight forward



Namibian road carriers association



Namibian Ports Authority



Transnamib



Namibian chamber of Commerce & Industry



Municipality of Walvis Bay



Ministry of Trade & Industry
Investment Center



Ministry of Finance
Ministry of Works, Transport
& Communication

Public Private partnership arrangement

- institutional asset of WBCG
- integrating authority of public and expertise of private sector



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Achievements

Regional cooperation program established and formalized

Institutional framework: to ensure implementation of the TKC MoU

Improvements: focus on Customs integration

Business results:

- TKC commercial utilization increased from 20 – 65 %
- Development along the route
- Port of Walvis Bay prepares for a 2nd expansion plan

Model development for the region





Key strategies

- 1 – Facilitation of border management and Customs integration
- 2 – Enhancement of intermodal (and rail) operations
- 3 – Institutional capacities

1 Cross border facilitation (e.g. Trans Caprivi)

- Align border facilities with road infrastructure (FS done)
- Pursue one stop border post concept (studies done)
- Optimize transit regulations (SAD) and procedures (border hours)





Key strategies

2 Enhance intermodal Corridor infrastructure and operations

- Optimize utilization of existing infrastructure
- Rail head development, intermodal facilities, dry ports
- TK Express (FS don), TCC (pre feasibility in early 2006)

3 Rail Connectivity (long term)

- Establish the “missing links” for TKC and TCC (re feasibility study underway)
- Create only rail Corridor between west coast and SADC





Key Strategies cont.

4 – Strengthening of institutional capacities



Formula: Strategies international, coordination regional, implementation local

WBCG initiative

- “WBCG Desk for Strategic International Initiatives”
- in add. to core business, service desk for strategic Corridor development approaches

Tasks

- identify, formulate and manage regional Corridor development project (WBC/other Corridors)
- Resource/know how centre for regional Corridor development: information, data, statistics, other functions

WBCG, through its experience and breadth of ppp stakeholders, and in partnership with other regional players, has expertise to offer to the region and int. community





SSATP support

Request to SSATP support

1 Inclusion of WB Corridor in SSATP RIT strategy

2 TA for the enhancement of intermodal operations

- Implementation of the business/operational model of Trans Kalahari Express
- Enhancement of intermodal concept for the TCC

3 Institutional support for the WBCG Desk on Strategic Initiatives

- Budget support for initial 1 – 2 years, until becoming self supporting



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