

# A hub for SADC

**By MBAHUPU H. TJIVIKUA**

CHIEF EXECUTIVE OFFICER, WALVIS BAY CORRIDOR GROUP



**MBAHUPU H. TJIVIKUA** has over 15 years experience in the corridor management, transportation and logistics industry. He served in various senior and executive management roles as well as a part time lecturer in Business Management, Strategic Leadership and Quality Management Systems. He holds an MSc (Operations Management & Leadership) from Worcester Polytechnic Institute, Massachusetts, USA, a B.Ed (Hons), Rhodes University, an HED (Sec), University of Namibia, a Certificate in Project Management, University of Stellenbosch, and a Certificate in Financial Management, Namibia University of Science and Technology.

The Walvis Bay Corridors are positioned to give Namibia a competitive edge as a logistics hub for all regional and international trade between the Southern African Development Community (SADC), Europe, the America's and the rest of the world. Through its world-class commercial ports at Walvis Bay and Lüderitz, international shipping connections and the added advantage of being a gateway to the west coast of Africa, Namibia plays an increasingly important role in trade, linking the global economic centres to over 330 million consumers in southern Africa.

The Walvis Bay Corridor Group (WBCG) was established in 2000 to engage in business development activities aimed at increasing cargo for the Namibian ports and Walvis Bay Corridor, as well as to facilitate corridor and infrastructure development. Based on the track record on corridor development, the WBCG was mandated by the Government of the Republic of Namibia (through the National Planning Commission) as the implementing agency of realising Namibia's vision of becoming a logistics hub for SADC.

The Walvis Bay Corridors are an integrated system of well maintained tarred roads and rail networks – accommodating all modes of transport – from the Port of Walvis Bay via the Trans Kalahari Corridor, Walvis Bay-Ndola-Lubumbashi Development Corridor (previously known as the Trans-Caprivi), Trans-Cunene Corridor, as well as from the Port of Lüderitz via the Trans-Oranje Corridor providing landlocked SADC countries access to transatlantic markets.

The Trans-Kalahari Corridor links the Port of Walvis Bay to Botswana and South Africa. From there, this Corridor links with the Maputo Corridor on the east coast of southern Africa. The Walvis Bay-Ndola-Lubumbashi Development Corridor links the Port of Walvis Bay to the landlinked countries of the Democratic Republic of Congo, Zambia and Zimbabwe. The Trans-Cunene Corridor links the Port of Walvis Bay through northern Namibia to southern Angola, and the Trans-Oranje Corridor links the Port of Lüderitz with the Northern Cape Province of South Africa.

The WBCG's main organisational strength is its unique public-private partnership (PPP) set-up of transport and logistics stakeholders from both the public and private sector. The partnership allows for the pooling of resources, expertise and authorities from both the regulators and the operators, who together form an integrated transport and logistics service for potential customers. Since inception, the WBCG has established a good support system through its model, which enables it to work with both the public and private sector.

Through its regional and global footprint, the WBCG is well positioned to engage cargo owners, shipping lines, and supply chain decision-makers, to divert cargo from competing routes to the Walvis Bay Corridors. The WBCG headquartered in Windhoek, Namibia, currently has offices in Johannesburg, South Africa; Lusaka, Zambia; Lubumbashi, DRC and São Paulo, Brazil.

One of the factors that distinguishes the WBCG from other Corridor Management Institutions, is its Wellness Service, which provides comprehensive health and wellness-related services to long distance truck drivers and communities along the Walvis Bay Corridors.

I believe the disruption in the regional supply chain due to the security incidences, loadshedding and congestion at some ports, has created an opportunity for the Walvis Bay Corridors to increase transit cargo via the ports of Walvis Bay and Lüderitz as well as our corridors.

Our corridors are the safest, secure and most efficient trade routes for exports and imports in the SADC region. **F**



Photo: Charles Moore