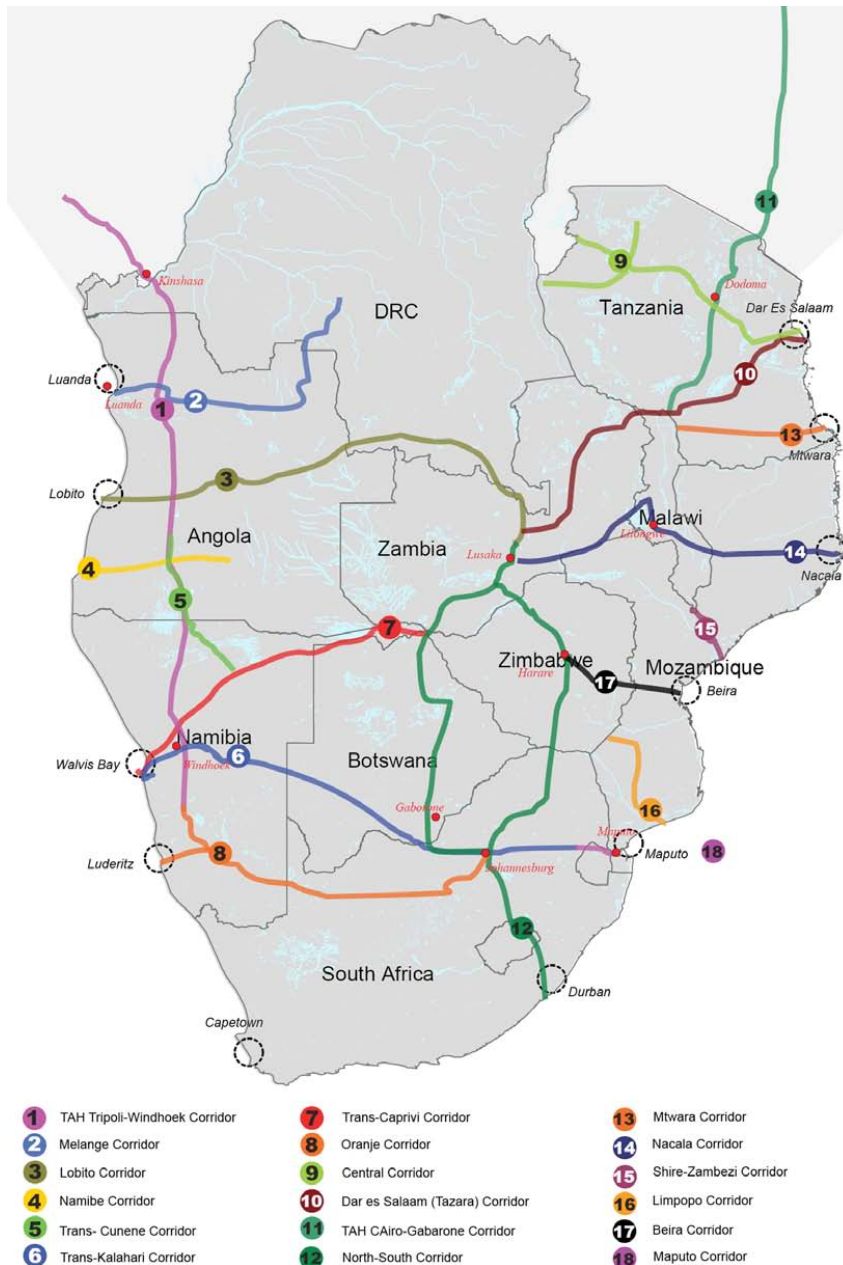




Namibia Integrated Transport Master Plan – Intra-regional links



Port and maritime sector

For some years, Namibia has been developing into an increasingly important transit country for goods from or going to countries in Southern and Central Africa without a harbour or easy access to the sea. The economic growth of the SADC countries such as Angola, Botswana, the Democratic Republic of the Congo and Zambia has resulted in an increase in the handling of transit goods via Namibia and its two deep sea ports of Walvis Bay and Lüderitz. Walvis Bay is by far the most important port in Namibia and provides a cost-effective alternative to the ports of South Africa, which are operating at maximum capacity. The strategic goal is to consolidate the Port of Walvis Bay as a regional gateway, while the prospects for Lüderitz port mainly lie in serving the economy of Southern Namibia and focusing on the development of dry bulk traffic.

Aviation sector

Safe and reliable air transport is essential, since the sector plays a prominent role to the tourism industry, which directly and indirectly contributes an estimated 14% to GDP. However, although the aviation sector offers fast passenger and cargo transport services it faces numerous challenges. Most secondary airports lack the proper safety equipment and the infrastructure, like runways, needs to be rehabilitated for safety reasons. Also the laws and regulations are outdated (1962), and need to be brought up to date. Another important item is the preparation and implementation of a recovery plan for Air Namibia and its unsustainable financial situation.

For further information, contact:

EU-Africa Infrastructure Trust Fund
 % European Investment Bank
 98-100, boulevard Konrad Adenauer
 L-2950 Luxembourg
 (+352) 4379-82970
www.eu-africa-infrastructure-tf.net





European Union Africa
Infrastructure Trust Fund



The EU-Africa Infrastructure Trust Fund

supports the setup and design of the Namibia Integrated Transport Master Plan

Transport as a catalyst for economic development and regional integration

Clouds of dust and flying pebbles as traffic goes by. Namibia's deteriorating road network, covering some 44.000 km of which only 6.600 km are paved, is used every day extensively by trucks and cars to move passengers and freights, accounting for around 90% of all transport services in the country. In order to reach its economic and social development goals over the coming 20 years, Namibia needs an improved transport network, to accommodate the substantial rise in transport demand that is expected to materialise by 2030. In the light of this, the government of Namibia decided to commission an Integrated Transport Master Plan to address the main challenges, not only for its road network, but also for its other modes of transport: rail, sea and air navigation. The Master Plan was funded in 2010 by the EIB, through a technical assistance grant of EUR 560.000 provided by the European Africa Infrastructure Trust fund. Finalised in 2013, it comprises both a short- (3-5 years) and a long-term (5-20 years) development plan for the whole transport sector.

All four transport sectors are facing similar problems: a shortage of qualified technical staff, rapidly deteriorating infrastructure and insufficient revenues to cover the needs for rehabilitation and maintenance. In the past, planning documents had always been developed in a fragmented manner, suffering from the lack of an integrated framework and holding back the prioritisation of investments. The



Master Plan has used the existing plans as an input to create a consistent strategy, with the objective to facilitate trade and regional integration between Namibia and its (landlocked) neighbouring countries in the South African Development Community (SADC).

Road sector

The most urgent tasks to be addressed in the road sector are the rehabilitation of the existing paved roads and the recruitment of qualified and experience technical staff for the Ministry of Works and Transport and for the Road Administration. In addition, the Road Administration needs to examine alternative ways to increase the resources dedicated to road rehabilitation: for example, by introducing Mass Distance Charges to better reflect the heavy impact of trucks on the road deterioration

Rail sector

During the past decade, the Namibian Railway network TransNamib has witnessed a continued loss in market share for passenger and especially freight services. Due to a combination of physical constraints - on some sections of track safe operating speeds are limited to 15 km/hr and the majority of locomotives and rolling stock is 40 years or older - rail transport is quickly becoming uncompetitive with road transport services. This is a missed opportunity. Given the importance of the mining sector exports and its potential contribution to increasing GDP, rail transport could form the backbone of Namibia's long-distance freight transport system. Therefore, top priority should be given to the rehabilitation and upgrading of the existing rail infrastructure. In addition, considering the poor operational and management performance of TransNamib, alternatives like private participation in the rail sector need to be considered.