



Port Infrastructure, Sustainability and Tourism

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Commercial Services

Where is Namibia?



Namibia: Land of Opportunities



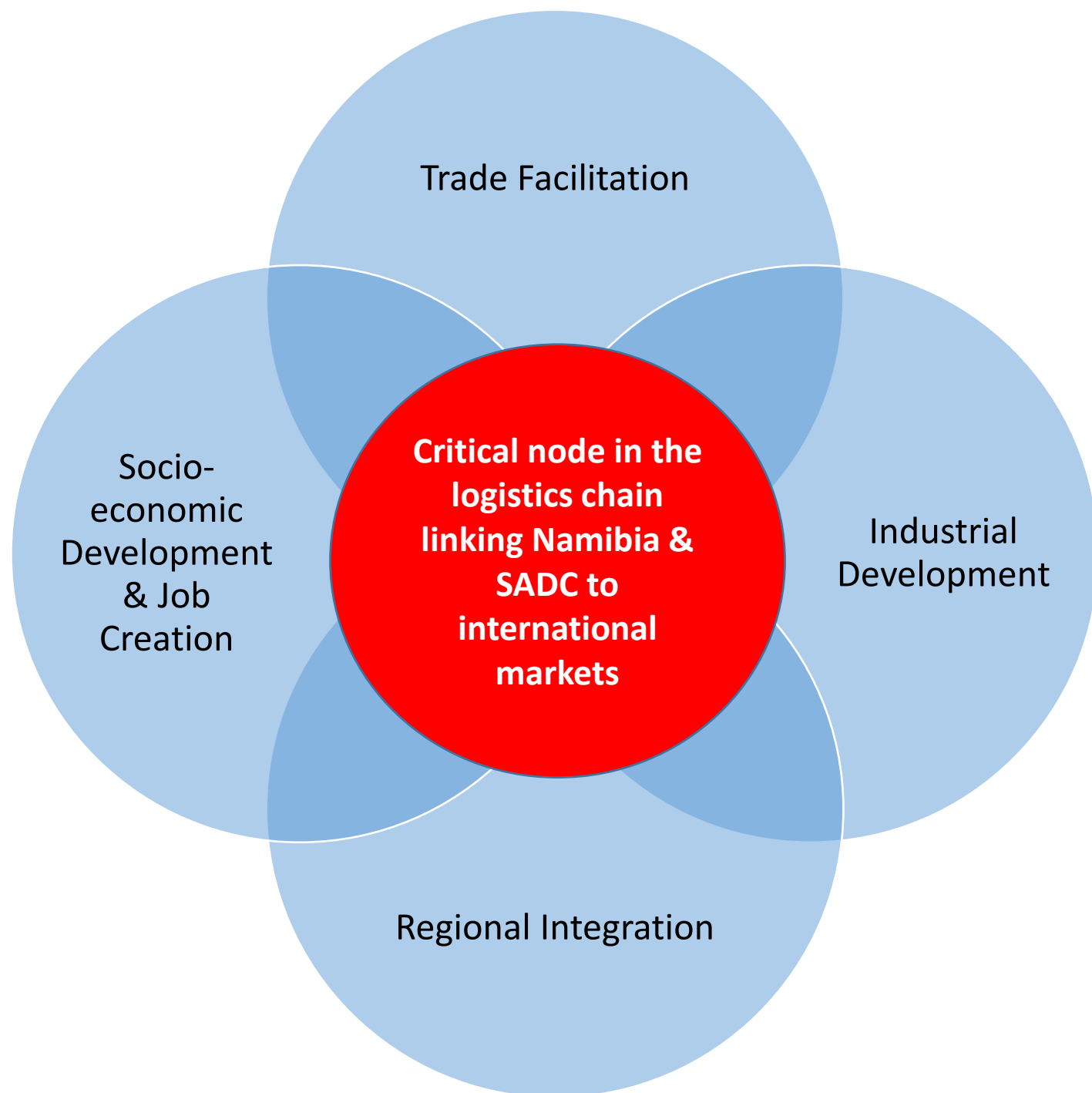
OUR MANDATE

- **Source of our Mandate**

- Body Corporate established by **Namibian Ports Authority Act, 1994**

- **Our Reason for Existence**

- Development, management and operation of all Namibian ports
- Provision of port facilities and services at the least possible cost (moving people and goods smoothly and sustainably)
- Management of lighthouses and other navigational aids in Namibia's territorial waters



OUR STRATEGIC INTENT (2021-2026)

Our Vision

To be the best performing seaports in Africa.

Our Mission

To provide excellent port services to all seaborne trade, creating sustainable value for all our stakeholders.

Our Values

Committed, Connected, Caring, Collaborative and Creative

Our Strategic Aspirations

- Local Economic Anchor
- Regional Gateway Port / Logistics Hub
- Regional Transshipment Hub
- Ship Repair Hub

Our Strategic Pillars

- **Build** Institutional Capacity
- **Drive** Operational Efficiencies
- **Enhance** Customer and Stakeholder Value
- **Optimize** Sustainable Growth



OUR PORTS



Port of Walvis Bay

- Comprises 1,500 hectares of land in South Port, North Port and Fishing Harbour sections;
- Current land capacity deemed sufficient to cater for demand over the next 30-50 years
- Longer term (>50 years) land reclamation projects planned for both the South and North Ports

Port of Lüderitz

- Comprises 25 hectares of land at Robert Harbour.
- Current port land nearly fully occupied
- Short to medium term (5 years) - additional capacity to be created through optimization of the existing land.
- long term (> 5 years) - new port planned at Angra Point (Lüderitz) with 886 hectares of additional land.

Port of Walvis Bay

- NATURAL 30Km
BREAKWATER – PELICAN
PENINSULA



PORT OF WALVIS BAY – THREE SECTIONS



PORT OF WALVIS BAY SOUTH PORT



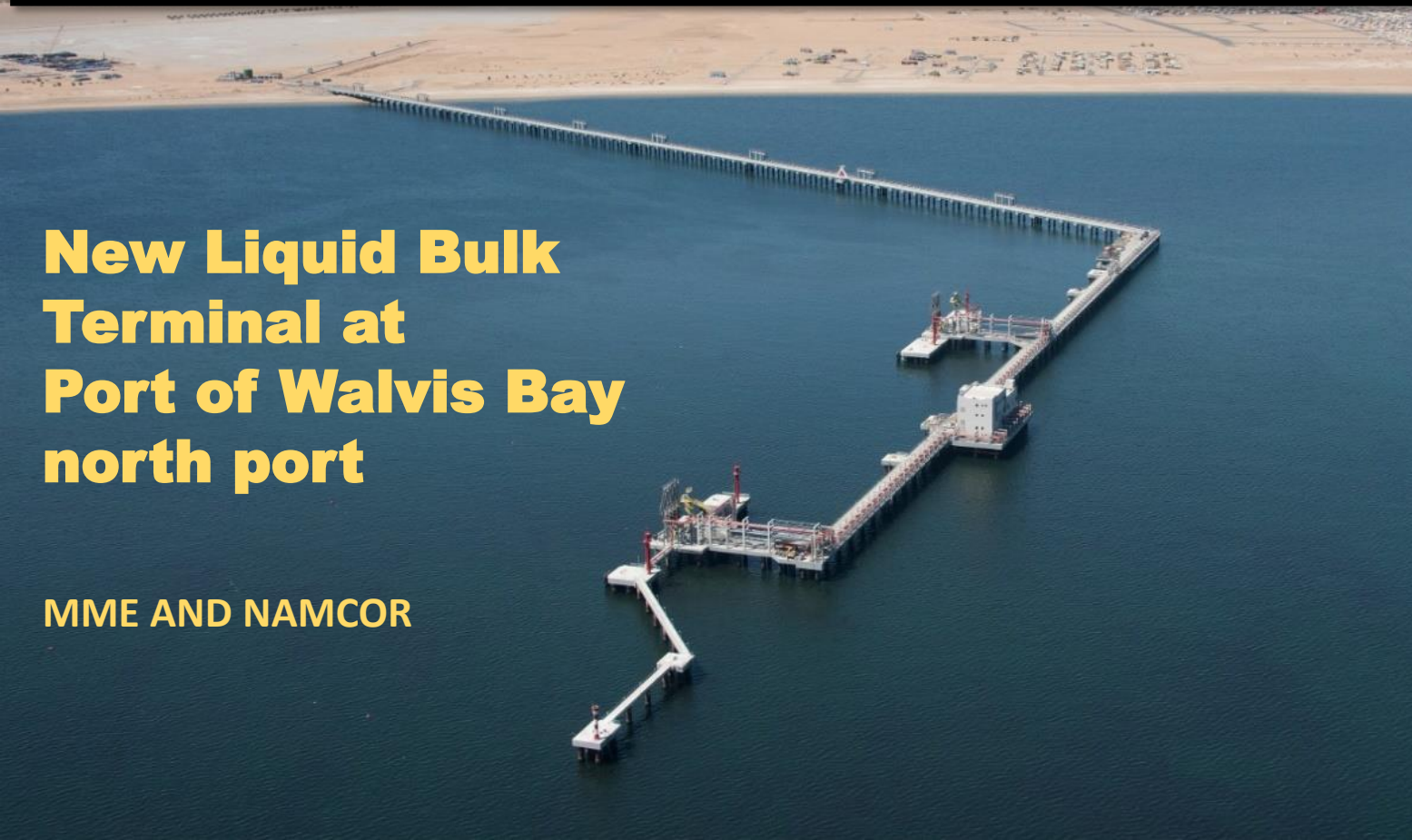
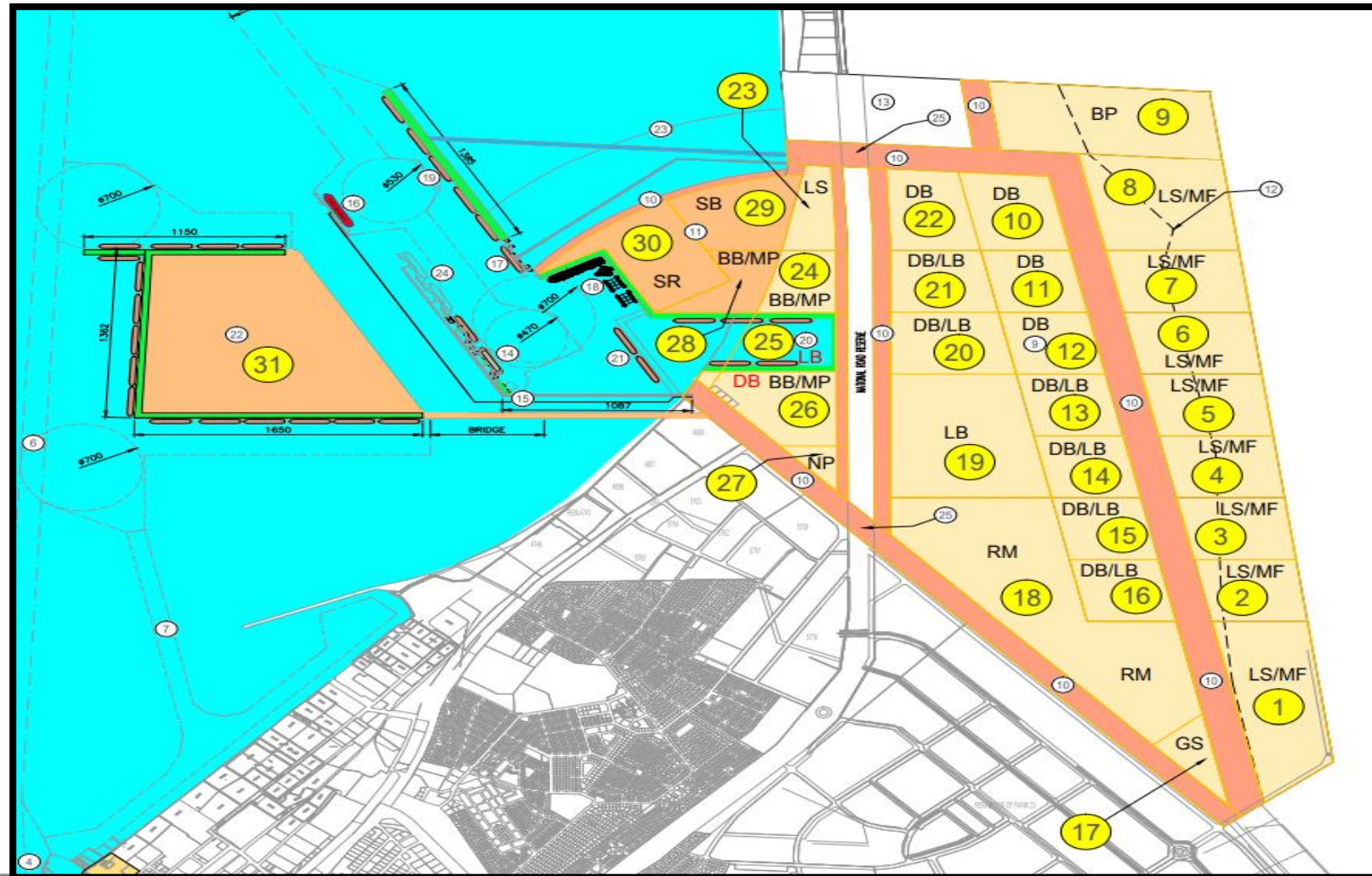
Port of Walvis Bay (includes New Container Terminal area)

- 13 commercial berths including New Container Terminal & Tanker Jetty
- Syncrolift ship repair facility
- Passenger vessel berth
- Informal Waterfront
- Bulk terminal (private)
- Cold storage (private)
- Floating dock ship repair facility (Namdock)
- Dry Port Facilities (Zambia, Zimbabwe, Botswana and DRC)

PORT OF WALVIS BAY NORTH PORT

MASTER PLANNING COMPLETED

- Phase 1 : New Liquid Bulk Terminal (MME project)-
 - Can accommodate 2 x 90,000 DWT tankers at same time
- Dredged to -16.0M CD;
- Commissioned in Nov 2020
- Many future phases planned, 50 to 100 year planning horizon



New Liquid Bulk Terminal at Port of Walvis Bay north port

MME AND NAMCOR

PORT OF LÜDERITZ

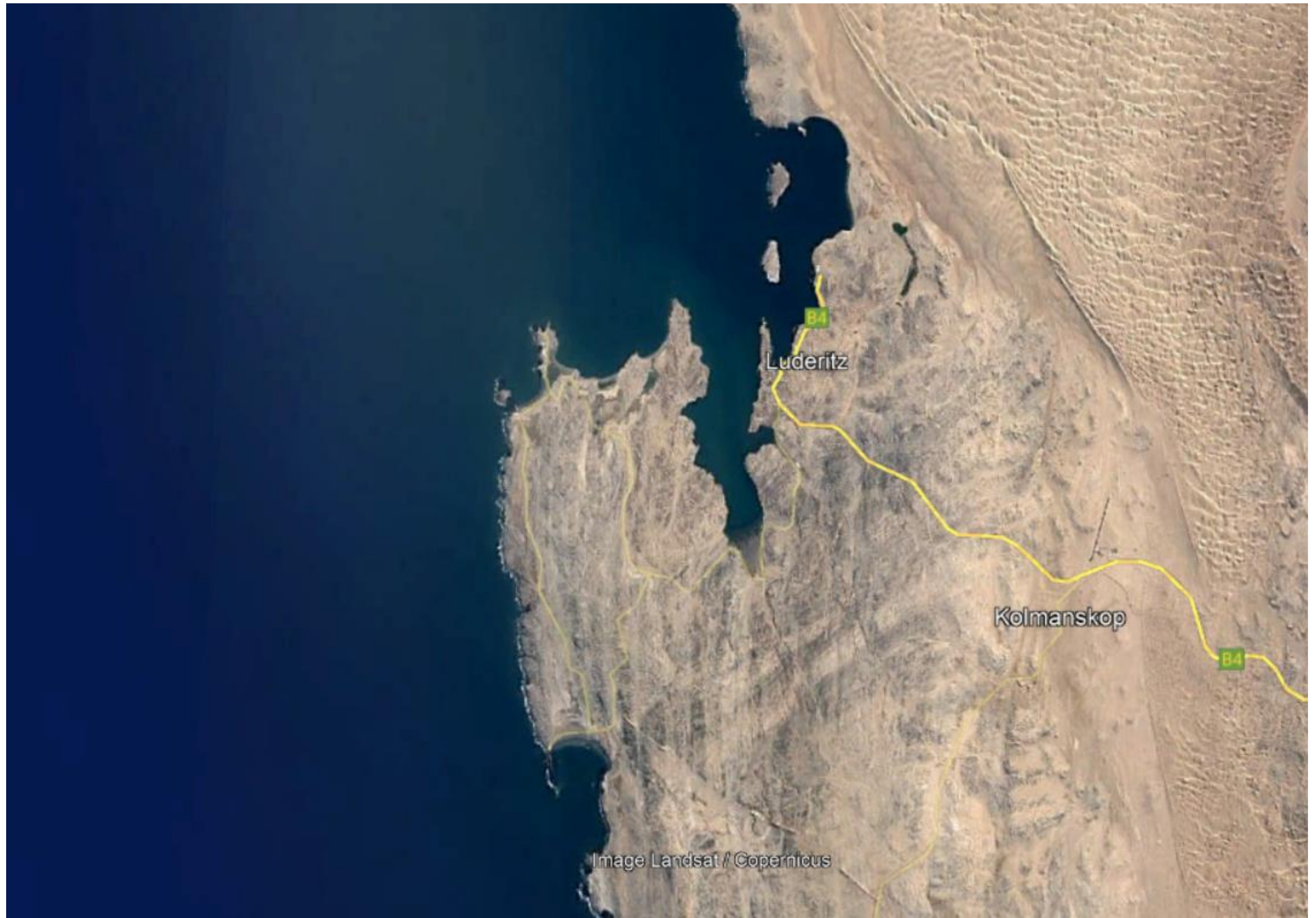


Image Landsat / Copernicus

PORT OF LÜDERITZ – ROBERT HARBOUR



1. All land plots are currently leased out.
2. Berths are all over-utilized.
3. Total Cargo Handling Capacity: 3 mtpa
4. Current throughput: 1.1 mtpa
5. Maximum depth alongside is 8.75m. Expansion of the current port is not feasible due to the bedrock.

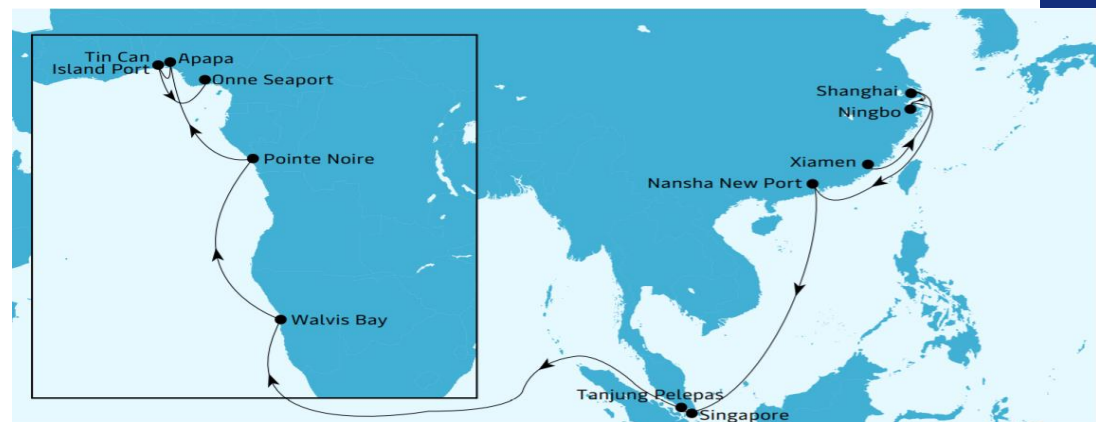
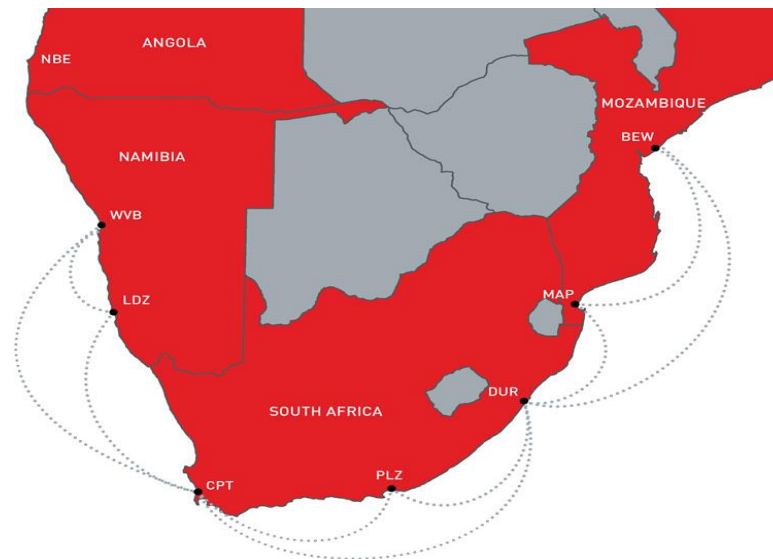
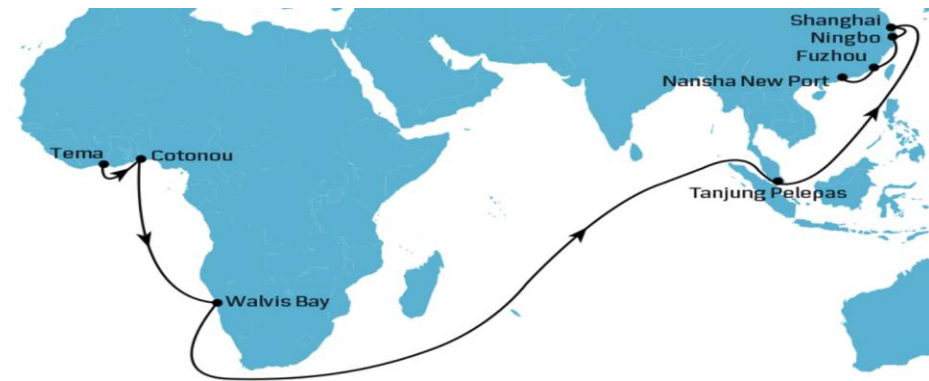
PORT OF LÜDERITZ – ANGRA POINT



Existing port

New port at Angra point

REGIONAL & GLOBAL CONNECTIVITY



**SHIPPING ROUTES
CONNECTING OUR
PORTS TO THE
REGIONAL &
GLOBAL
ECONOMIC HUBS**

TOP GLOBAL AND REGIONAL SHIPPING LINES THAT CALL AT THE PORT OF WALVIS BAY

- MSC



- Maersk



- CMA-CGM



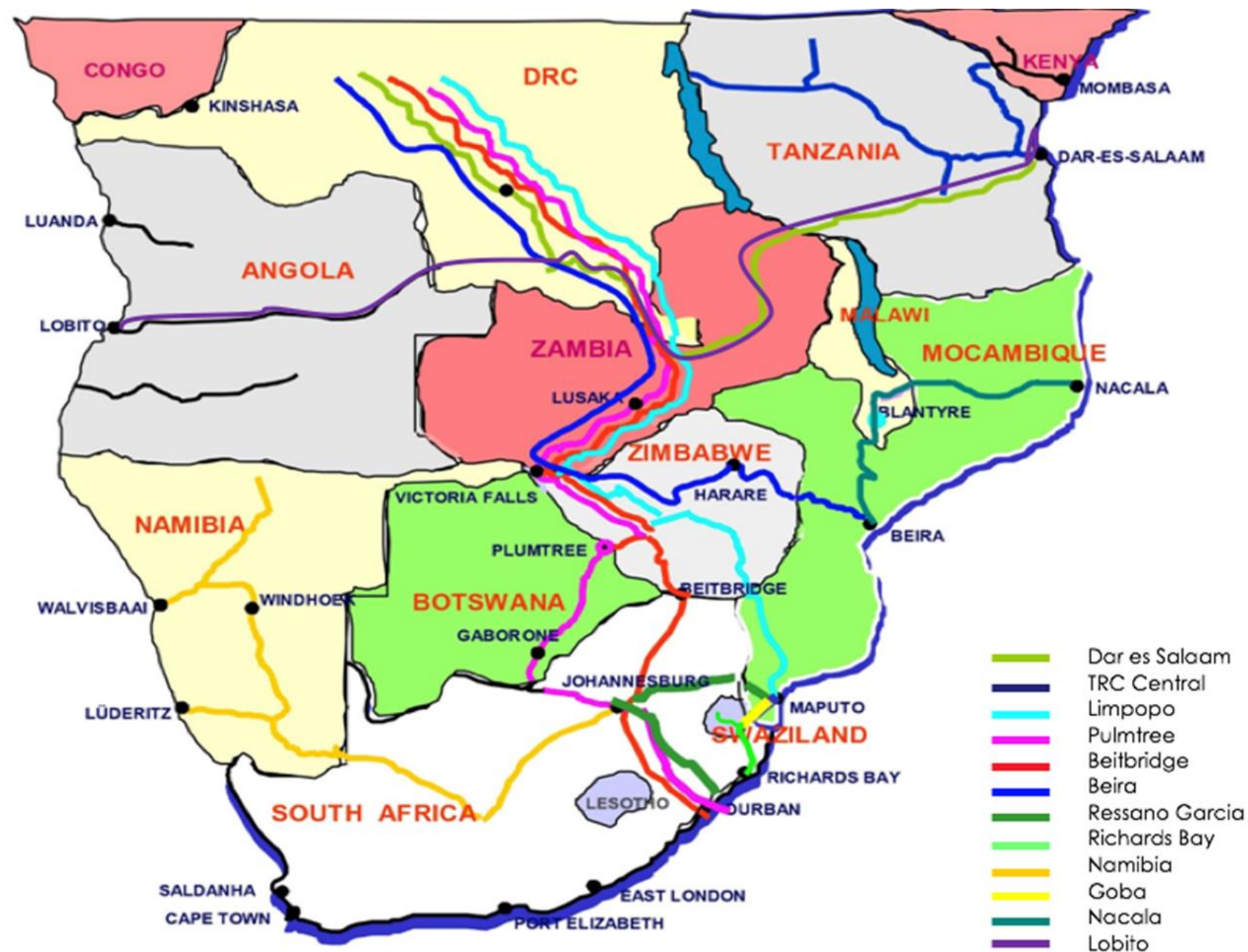
- COSCO



- MACS



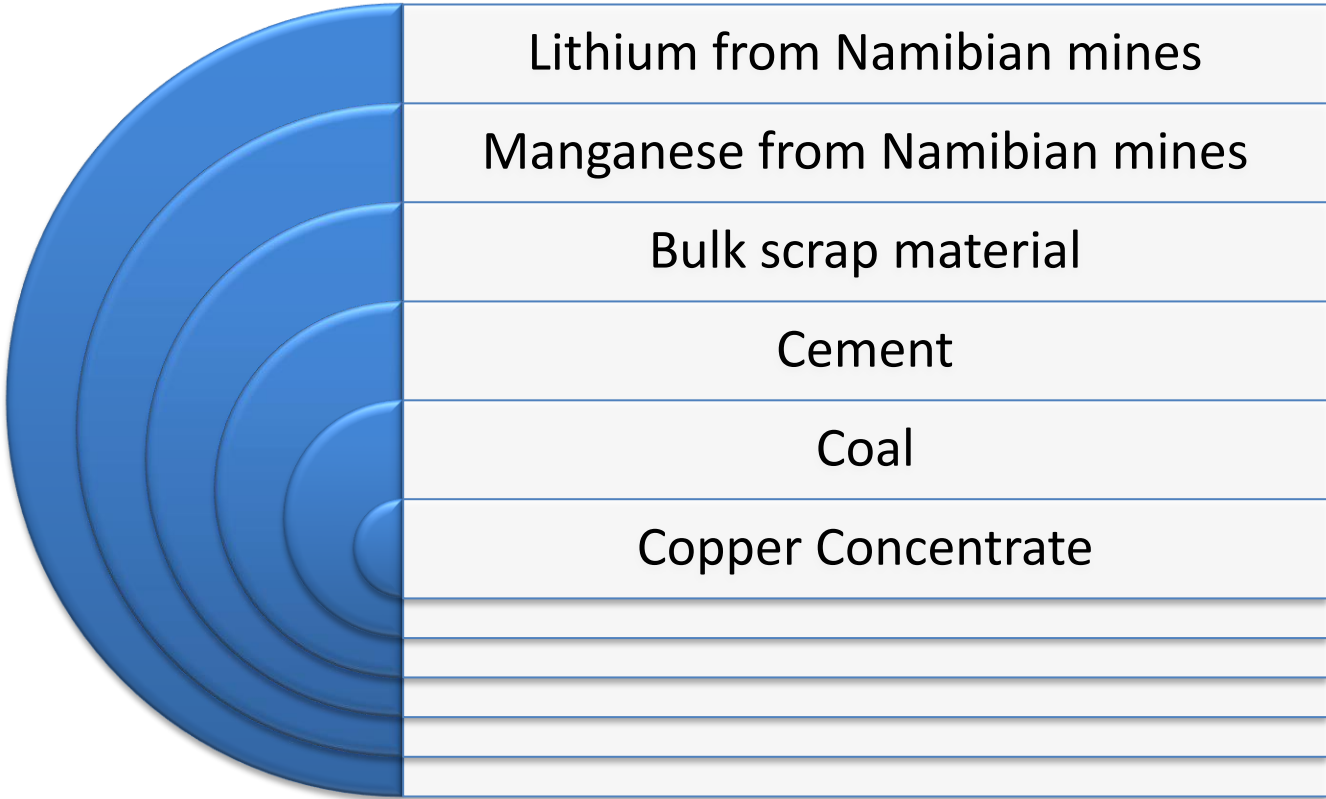
COMPETITIVE LANDSCAPE AND LANDSIDE CONNECTIVITY



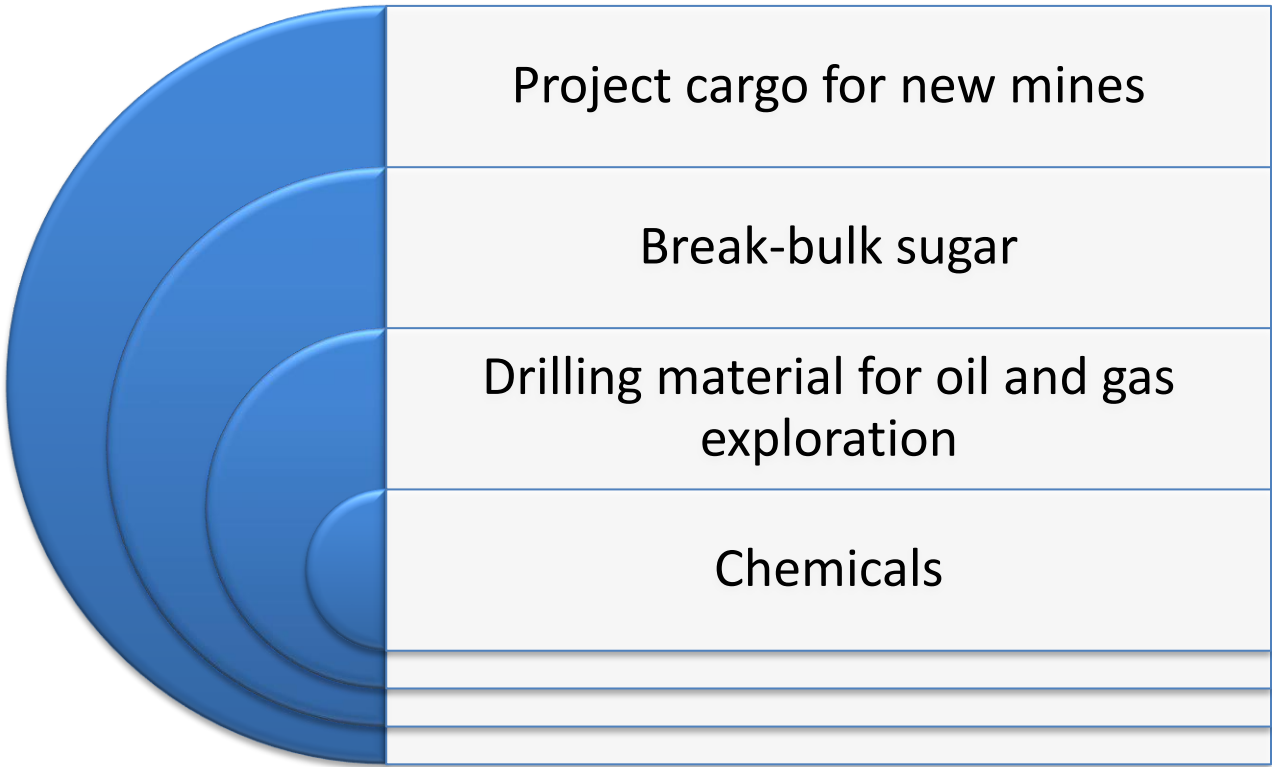
The absence of a rail connection poses a material risk in the ability of the Authority to effectively compete on the pricing of logistics of strategic commodities such as copper, fertilizers, chemicals, project cargo to and from Zambia/DRC, Botswana and Zimbabwe

NEW COMMODITIES

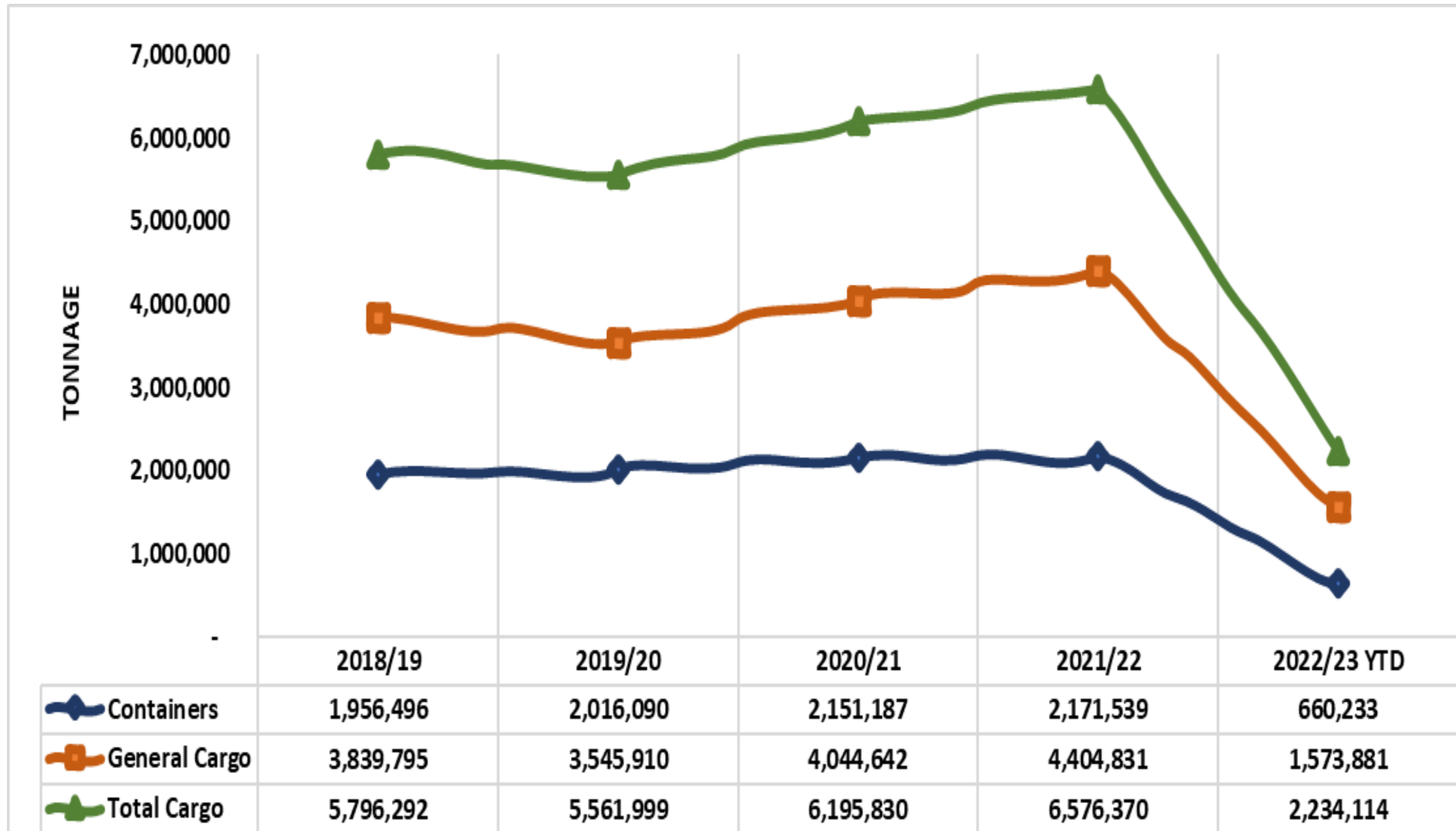
Exports



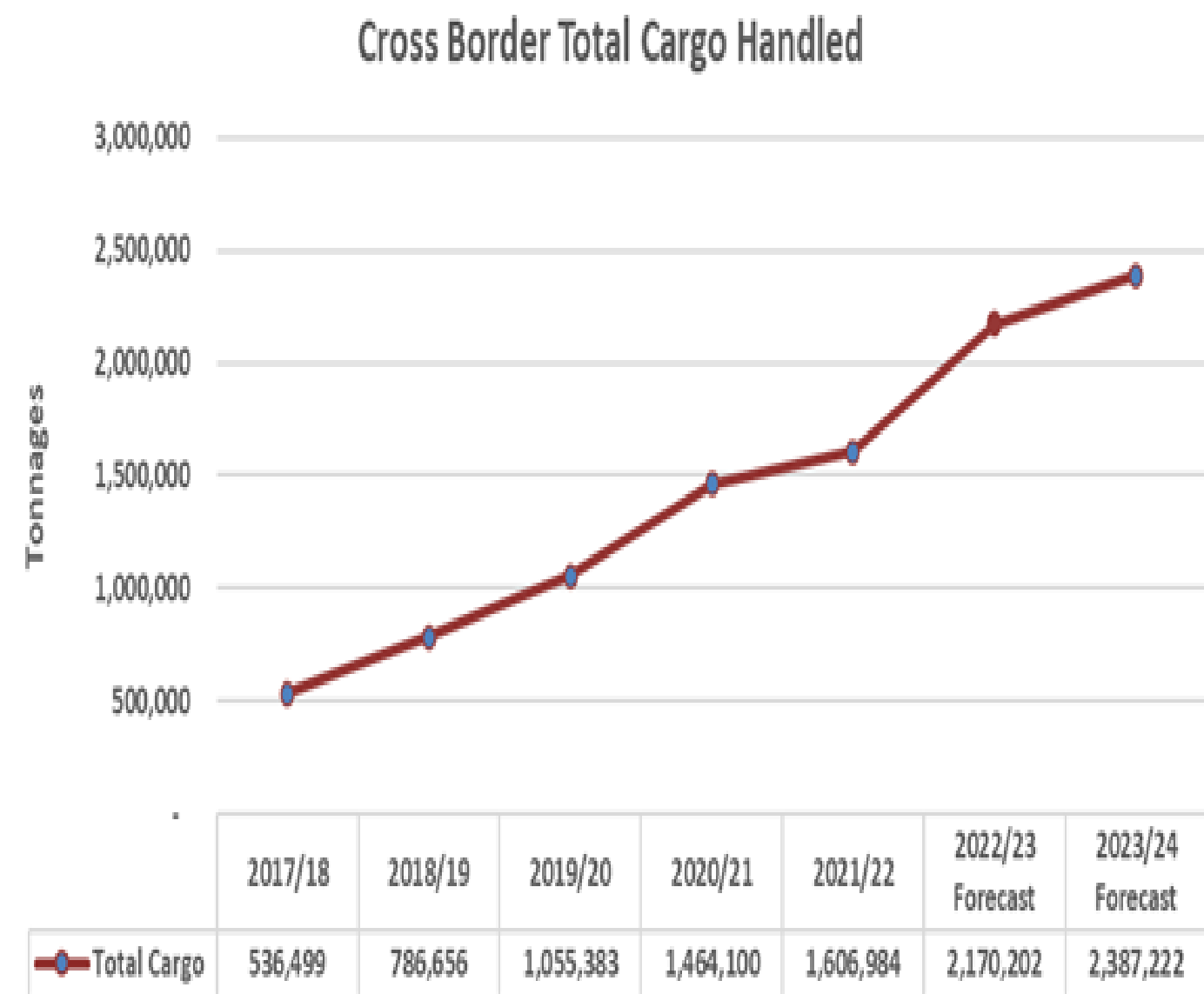
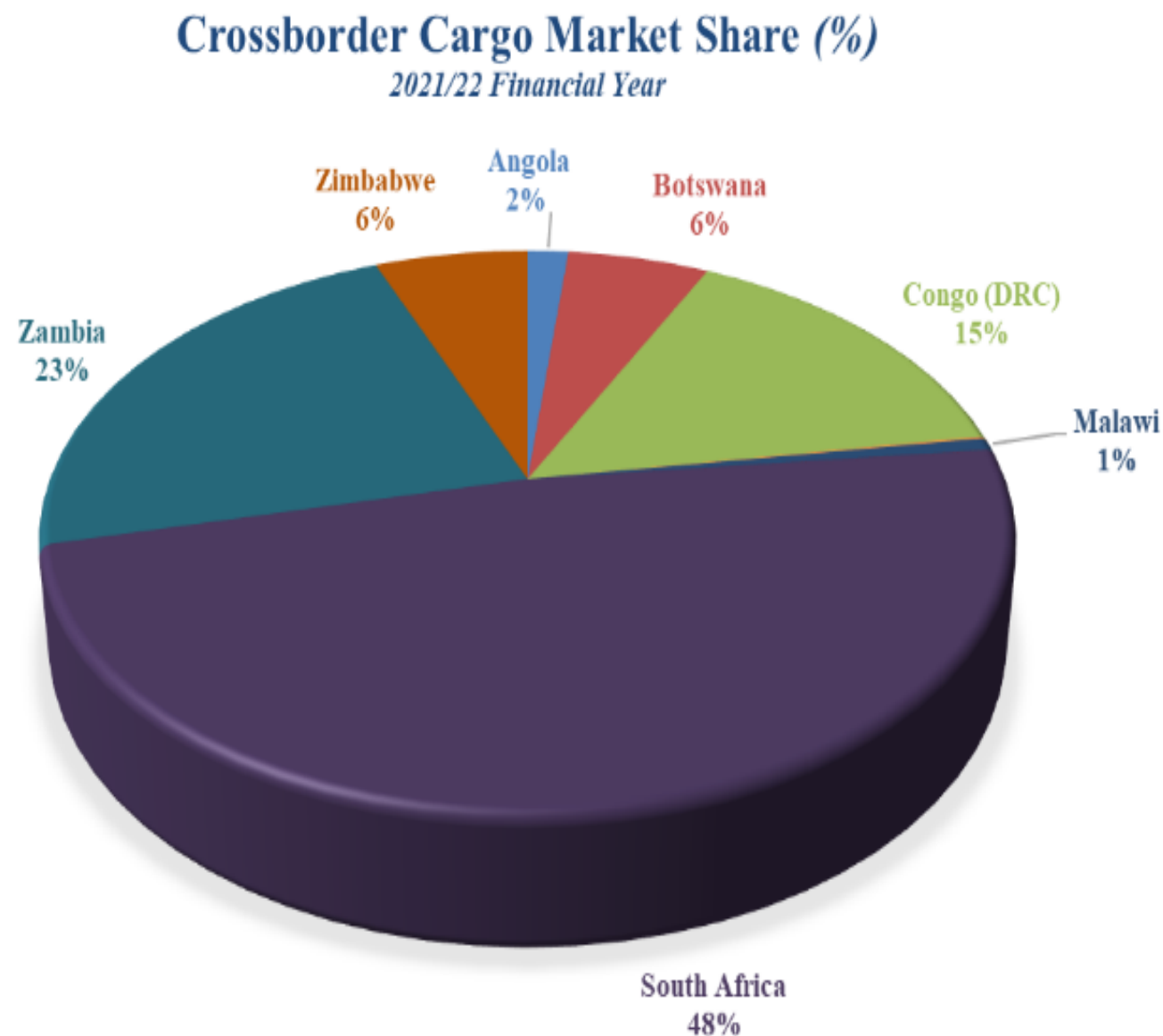
Imports



TOTAL CARGO HANDLED – FIVE YEAR OVERVIEW

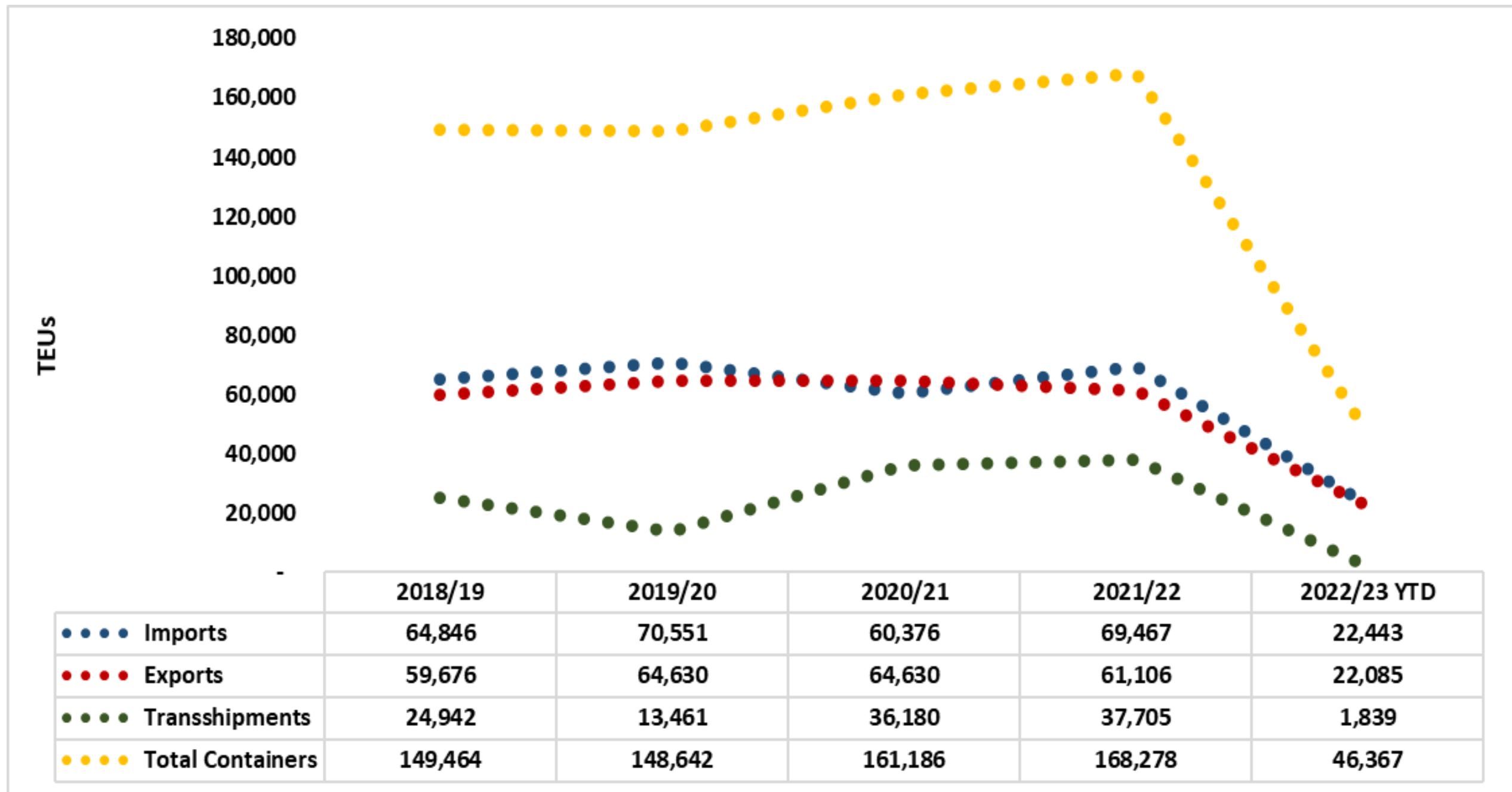


CROSS-BORDER MARKET OVERVIEW

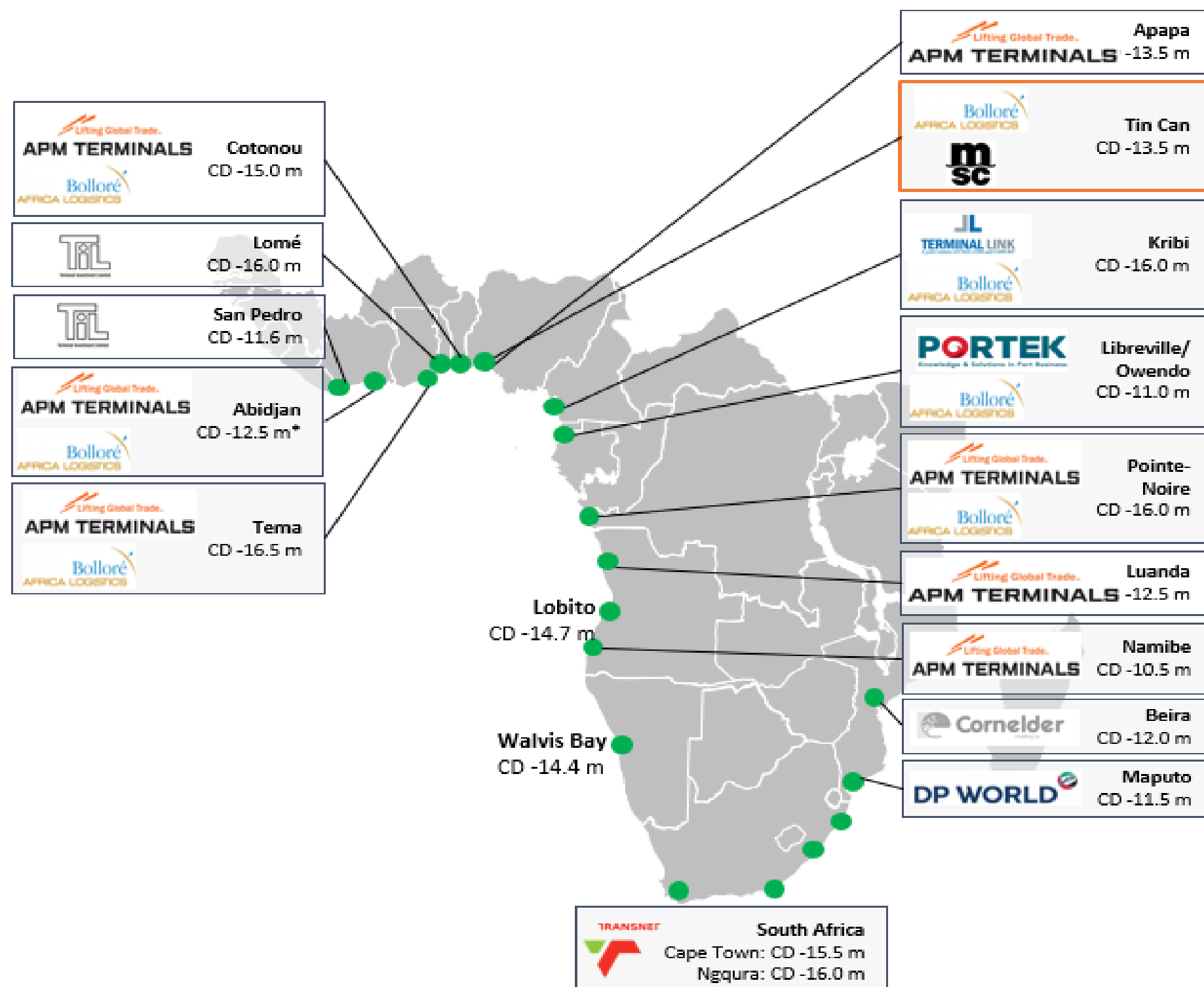


Exponential growth in cross border volumes over the past 3 Years

CONTAINERS HANDLED – FIVE YEAR OVERVIEW



GLOBAL TERMINAL OPERATORS (Competing Terminals)



New Container Terminal (NCT)



www.hamport.com



NAMPORT AND GREEN HYDROGEN

GREEN HYDROGEN ACTIVITIES TO BE DEVELOPED INSIDE THE PORTS:

- Desalination plant, electrolyser, air separation units, ammonia production units, tank farms, administration, logistics zones and ammonia bunkering hub;

COMMON USER INFRASTRUCTURE TO BE OWNED AND OPERATED BY NAMPORT:

- Berths: Quay walls or jetties with suitable water depth
- Bulk pipelines to the berth(s) and handling/loading equipment on the berth(s).
- Any port infrastructure which may be shared amongst different hydrogen producers will be controlled by the ports authority;

First Movers:

- CMB/O&L JV in the Port of Walvis Bay North Port;
- Hyphen in the Port of Lüderitz Angra Point

LATEST GRANT FUNDING FROM GERMAN GOVERNMENT

- A portion of the 30 million Euros was awarded for “de-carbonization of the port”;
- Namport intends to work with CMB/O&L JV to use these funds to buy a new tugboat which can run on green hydrogen.



THANK YOU!

