

Corridors Connect

Trans-Kalahari Corridor

From east to west,
Walvis Bay to Maputo!

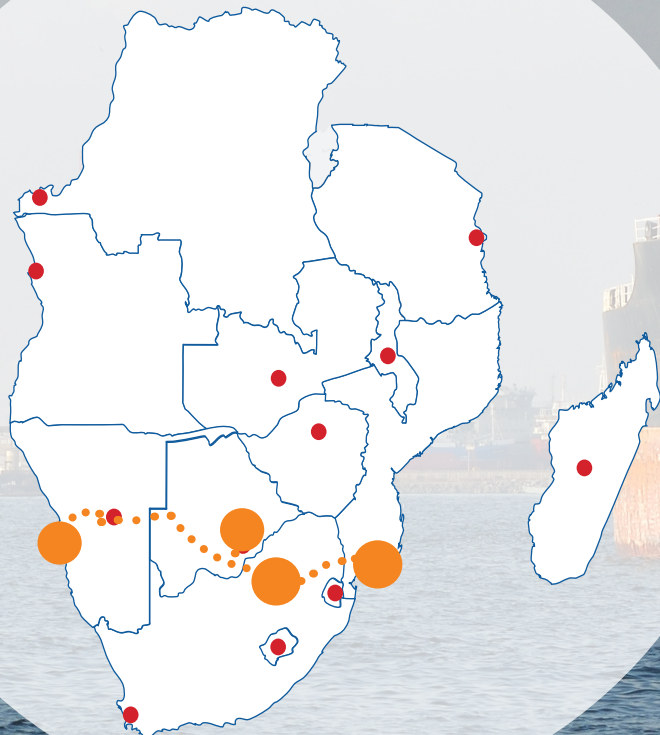


Walvis Bay
Namibia

Gaborone
Botswana

Maputo
Mozambique

Gauteng
South Africa



The Trans-Kalahari Corridor (TKC) was established with a political and economic vision to pursue or contribute towards deeper regional integration programs of SADC, SACU and NEPAD. The corridor connects the port of Walvis Bay (east coast) to the port of Maputo (west coast) and serves southern Africa.

Over the last five years, the TKC has grown with more than 150% in cross border trade via Angola, Botswana, Namibia and South Africa. This Corridor has also become the preferred trade route for

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Namibia and South Africa as it cuts more than 400 kilometers compared to the traditional routes. Importers and exporters from Botswana have even selected the TKC as a real alternative for time critical cargo.

An information session was held in November 2012 to promote the TKC in Gaborone, Botswana. The high commissioner of Namibia to Botswana, His Excellency Mr. Hishongua said: “The corridors should never be unidirectional. Every country must be able to send and receive commodities through the most economical route. That is what Namibia wishes to achieve for the SADC region and beyond. It is an intra-African trade that will take our continent to the next level. The corridor will facilitate that.”

The Walvis Bay Corridor Group (WBCG) is a public-private partnership that

promotes the utilisation of the Walvis Bay Corridors, amongst which the TKC. Therefore we have asked Johny Smith, CEO of the WBCG a few questions. He explains their experience and knowledge about the Trans-Kalahari Corridor.

What are the main goods transported by cargo through this the corridor?
Significant growth has been experienced in terms of vehicles being transported to Botswana through the Port of Walvis Bay, including Project Cargo. Project Cargo along the TKC ex Gauteng/Namibia is on the increase - there is also increased interest from the motor industry on time sensitive cargoes as a result of the favourable transit times into Gauteng that is 48 hours from Walvis Bay. The TKC has experienced a remarkable growth of 115% increase in cargo volumes as at end August 2012.

What are the challenges regarding border crossings? And how do you tackle those?
The WBCG is working closely with the Trans-Kalahari Corridor Secretariat who addresses issues that adversely affect the smooth flow of trade along this corridor. Comparatively speaking, there are no major challenges encountered in traversing the TKC borders. Border post dwell time is about 30 minutes minimum and 1 hour maximum on average.

Can you identify the main cargo handling hubs?
Walvis Bay cargo is mainly transported by road from the Port of Walvis Bay to Gaborone and Gauteng. Cargo can also be transported by rail from the port of Walvis Bay to Gobabis and then offloaded from the train onto a truck, which proceeds by road to Gaborone or Gauteng, due to the rail link ending in Gobabis. However, this intermodal system is hardly utilised. Windhoek has a dry port that is also utilised to a minimum. However, we are in the process of looking at facilitating the setup of a dry port in Gobabis in the near future.