

# **Namibian Ports Authority**

## **NAMPORT EXPANSION INITIATIVES**

**SUPPORTING THE MINING INDUSTRY**

**2014 MINING CONFERENCE  
22 May 2014 – Windhoek, Namibia**

Presented by  
Bisey /Uirab : Chief Executive Officer

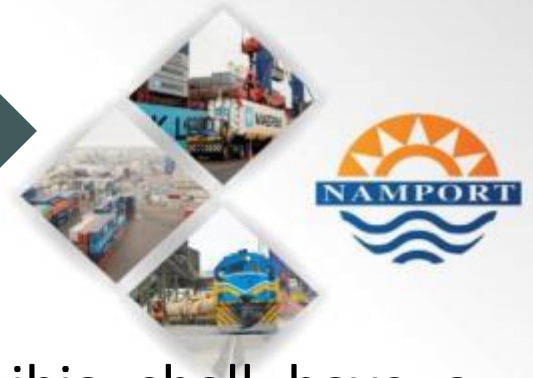


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# THE NATION'S EXPECTATIONS (NDP4 DESIRED OUTCOMES)



**DO 5.1 (Public Infrastructure) : By 2017**, Namibia shall have a well-functioning, high quality transport infrastructure connected to major local and regional markets as well as linked to the Port of Walvis Bay: 70% of railway network to comply with SADC axle load recommendation of 18.5 tonnes

**DO 6 (Logistics) : By 2017**, the volume in cargo handling and rail-transported cargo is double that of 2012, and the Port of Walvis Bay has become the preferred African West Coast port and logistics corridor for southern and central African logistics operations

# NAMPORT OBJECTIVES TO ACHIEVE NDP4 DESIRED OUTCOMES



- 1 Increase Throughput Capacity**
- 2 Diversify and Grow Customer Base**
- 3 Improve Port Efficiency**
- 4 Ensure Good Corporate Governance**
- 5 Pursue Key Transformation Initiatives**



# Intermodal Links Ports ↔ Hinterland

## WALVIS BAY CORRIDORS

- **EXISTING** Trans-Kalahari ● Walvis-Ndola-Lubumbashi ● Trans-Cunene
- **NEW / UPGRADED**
  - **Road Swakopmund – Henties Bay – Uis – Kamanjab**
    - To be upgraded to Bitumen standard. Will link to tarred roads Kamanjab – Oshikango.
    - Alternative to Trans-Cunene Corridor (saving of 90 km)
  - **Road behind Dunes Walvis Bay – Swakopmund**
    - To be upgraded to bitumen – includes passing lane and bridge over Swakop River.
    - Links future industrial area behind the Dunes with the port and Hinterland
  - **Logistics Hubs** : 1 in the North; and 1 in the East (Gobabis)
  - **Trans-Kalahari Railway Line**

# Port Global and Regional Connections

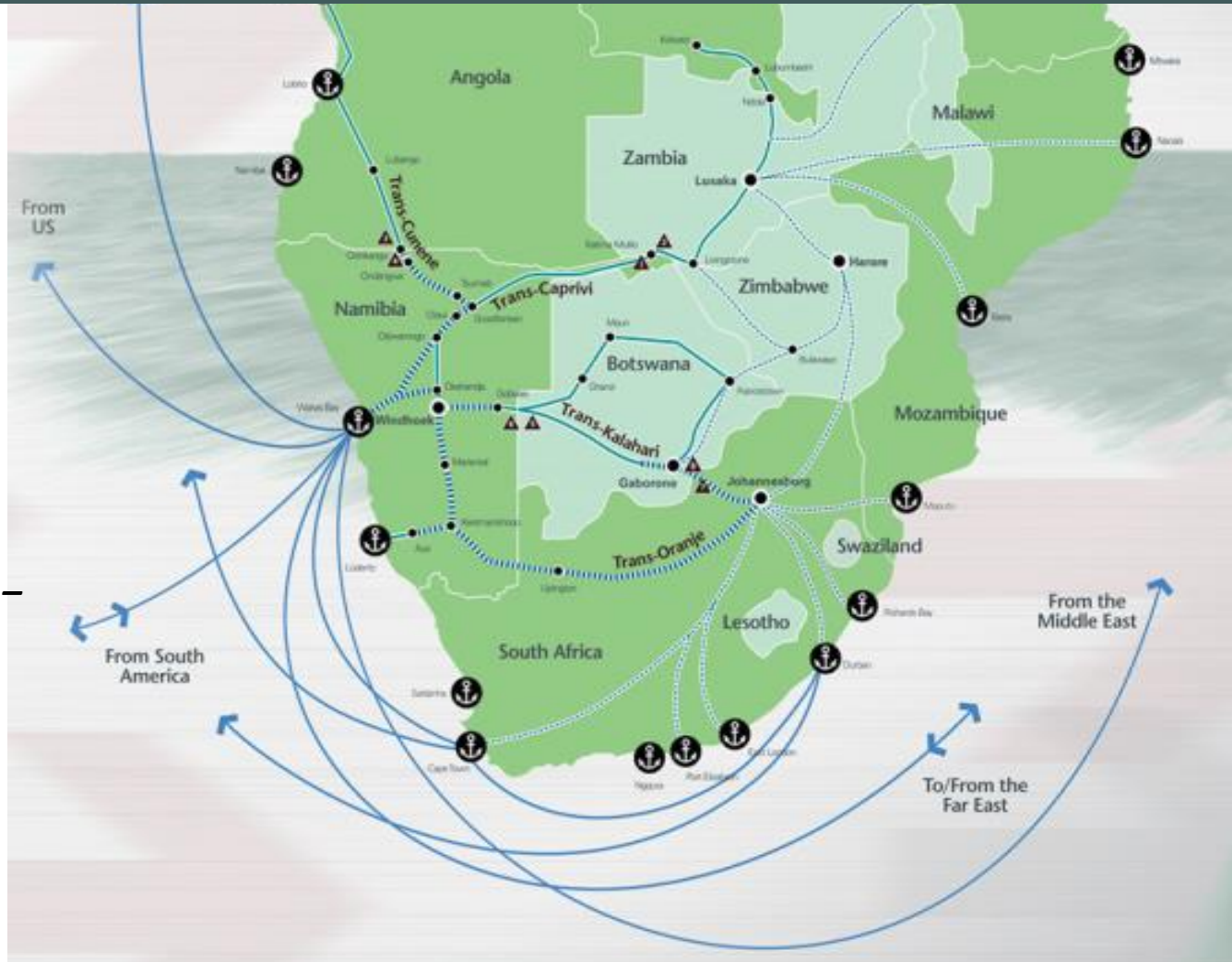
***Walvis Bay Corridors serve –***

- Botswana : 2 days
- South Africa : 2 days
- Zambia : 3–4 days
- Zimbabwe : 3-4 days
- Angola : 3-5 days
- DRC : 5-6 days
- Malawi : 5-6 days

***And service direct sailings from –***

- Europe
- Far East
- North America
- Middle East

*Terms and conditions apply*





# Trans-Kalahari Rail – Namibian Portion



Mining



Mine-to-Port Logistics



Ports & Shipping

Illustration from: <http://www.quintiq.com/industries/mining.html>

# Intermodal Links Ports ↔ Hinterland



## LÜDERITZ CORRIDORS

- **EXISTING**

- Trans-Oranje Corridor road
- Rail to port not connected

- **NEW / UPGRADED**

- **Aus – Lüderitz Railway Line** – will link to Lüderitz Port Rail Network – completion September 2014
- **Lüderitz Corridor Initiative**
- **Possible Heavy Haul Rail Deep Water Terminal Angra Point**



# **What our Ports offer the Mining Industry – now and in the future**



# Three TOP Port Expansion Projects

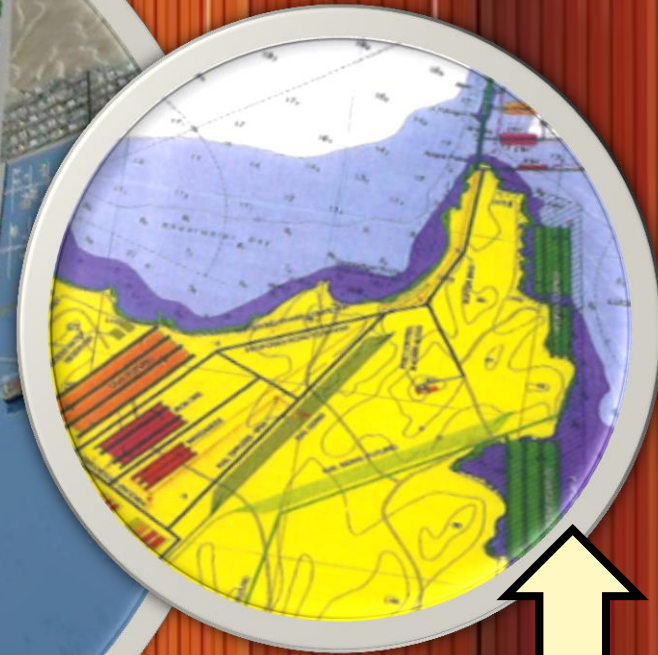
## ② Port of Walvis Bay Deep Water Terminal : SADC Gateway Terminal (2016 - 2020)

1330 HA – 10,000 m quay wall – 30 Large Berths  
- TKR Coal Terminal (-22m CD) - Tanker Jetty  
(2 x 60,000 DWT tankers) - NAD 30 Billion

①

## New Container Terminal – Walvis Bay (2017)

- 40 HA
- 600m quay wall
- 750,000 TEU
- NAD 3.9 Billion



## ③ Port of Lüderitz Deep Water Terminal at Angra Point (2020 +)



# Mining industry using port lands

## PORT OF WALVIS BAY

- Walvis Bay Bulk Terminal
- Walvis Bay Salt Refiners
- Rössing Uranium Mine
- Okorusu Fluorspar
- Protea Chemicals
- Copper Exports from Zambia / DRC
- Project Cargo imports

## PORT OF LÜDERITZ

- Rosh Pinah
- Skorpion Zinc
- Samicor



# Port of Walvis Bay short-term (Now – 2015)



## DRY BULK/BREAK BULK

- **Bulk and Breakbulk Berths** – 5 berths - 10.6 m CD, vessel lengths 162-198 m – project cargo, mining equipment, Ro-Ro vessel berthing, etc.
- **Walvis Bay Bulk Terminal** Multi-Product facility – Metal ores/concentrates. Lead, zinc, copper, manganese, coal
- **Walvis Bay Salt Refiners** Terminal – salt exports
- **Okorusu Fluorspar** - fluorspar exports
- **Proposed Bulk Sulphur Handling Plant** (Private) – capacity up to 70,000 tons of sulphur at one time

## BULK LIQUID

- **Tanker Jetty** (recently rehabilitated) – 10m CD – 40,000 DWT tanker capacity
- **Sulphuric Acid**



# Port of Walvis Bay Short-term (Now – 2015)



## MINING CHEMICALS

- Imports in Containers and Bagged Bulk

## DRY PORT FACILITIES

- **Botswana** (operational mid-2014)
- **Zambia** (operational)
- **Zimbabwe**

## SHIP REPAIR

- **Three Floating Docks** (EBH Namibia) :  
Largest dock 15,000t – vessels 190m  
long /33 m beam



# Port of Walvis Bay Medium-Term Expansion (2017 + )



- **New Container Terminal** commissioned March 2017 **(NEW !)**
- **Existing Container Terminal will become a multi-functional terminal**
  - Deep water Berths 1 to 3 (14m; 300m LOA vessels) is available for larger bulk / break bulk vessels
  - Landside : Large area available for stockpiling



# Port of Walvis Bay Medium-Term Expansion (2016 – 2020)



## Port of Walvis Bay SADC Gateway Terminal (NEW !)

### PHASE 1

#### Tanker Jetty (2016)

2 x 60,000 DWT Tankers

- Beneficial for Mining Industry as increases capacity for supply of fuel for mining operations

30 Berths





# Port of Walvis Bay Long-Term Expansion ( 2020 + )



## Port of Walvis Bay SADC Gateway Terminal (NEW !)

- **PHASE 2** : Huge Multipurpose Dry Bulk terminal
- **PHASE 3** :
  - **Botswana Coal Terminal** consisting of at least 5 berths
    - 65 million tons p.a.
    - Accommodates large bulk vessels (-22m CD)
    - Linked to Trans-Kalahari Railway line – Botswana coal exports
  - **Ship and Rig Repair Facility** (Marine Repair and Supply Base)

# Port of Lüderitz

## Short- to Medium-Term (2014 to 2020)



- Zinc and lead concentrate exports : Container –to- Bulk System
  - includes storage shed
- Bulk sulphur imports – includes warehouse
- Port Rail Network to be upgraded by September 2014 to connect to Aus-Luderitz Railway Line

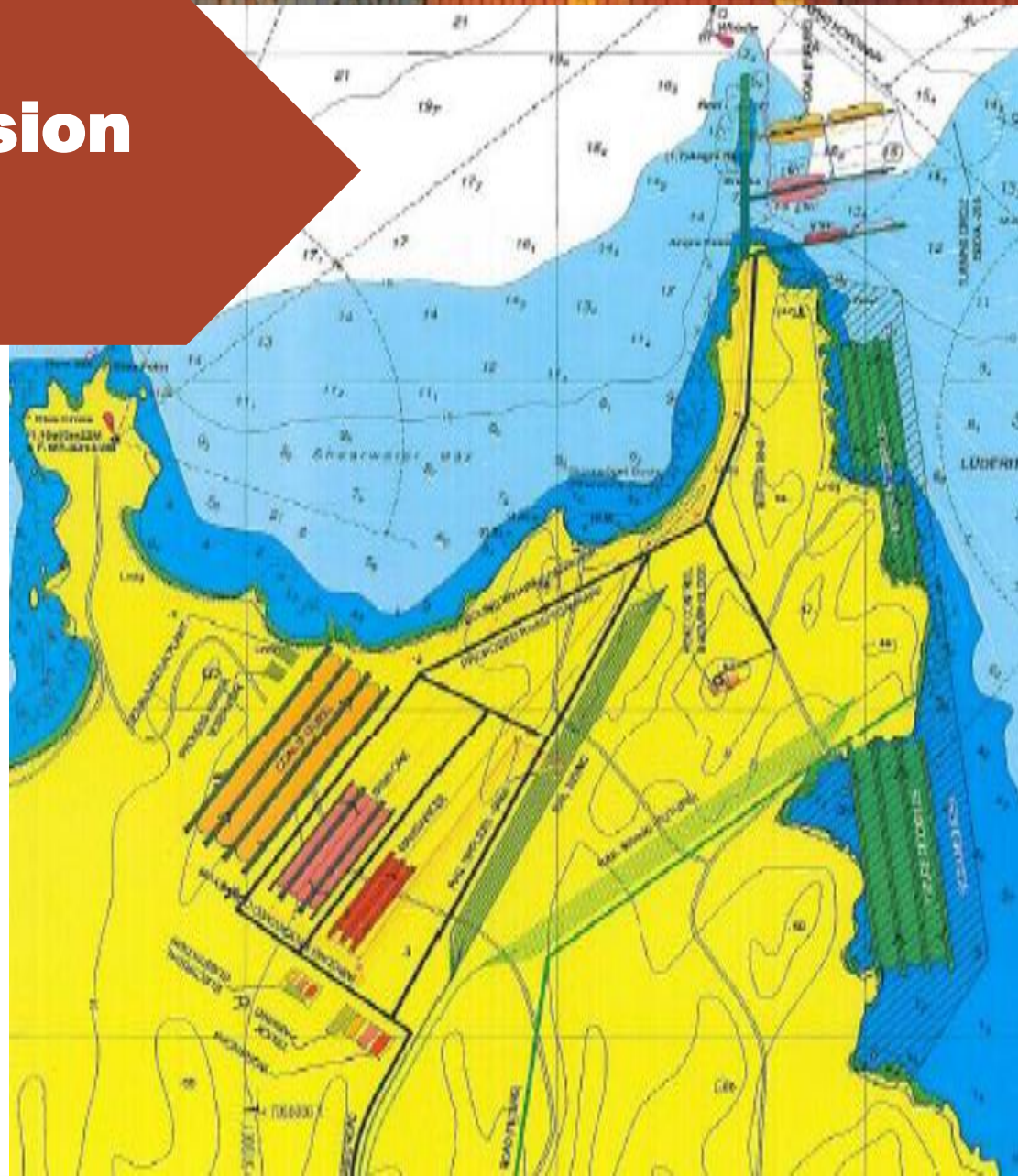




# Port of Lüderitz Long-Term Expansion ( 2020 + )

## DEEP WATER TERMINAL AT ANGRA POINT (Smart Partnership) (NEW)

- Accommodate bulk facilities for coal, iron ore and manganese
- Possible Phosphate Handling Facility
- Heavy-Haul rail connection (also to Northern Cape – Hotazel mine exports)



# Possible Manganese Ore Exports via Heavy Duty Rail from Hotazel in South Africa through Port of Luderitz





# Project Cargo For Mines Handled at The Port of Walvis Bay

## ACID TANKS



# Project Cargo For Mines Handled at The Port of Walvis Bay

## ACID TANKS





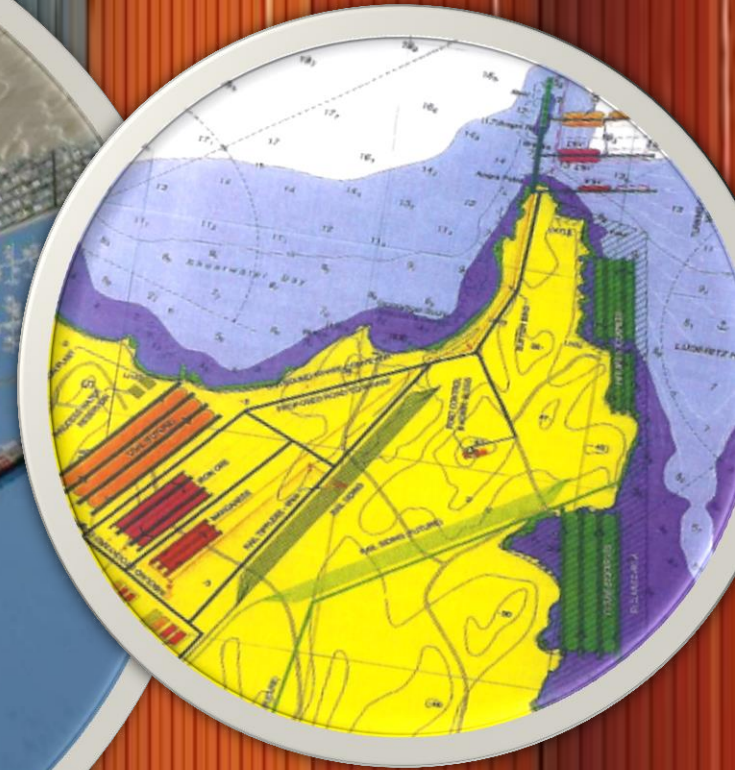
# Project Cargo Handled at The Port of Luderitz for the Northern Cape

## Heat Exchanger





# A Porthole view of our future



**Thank you**