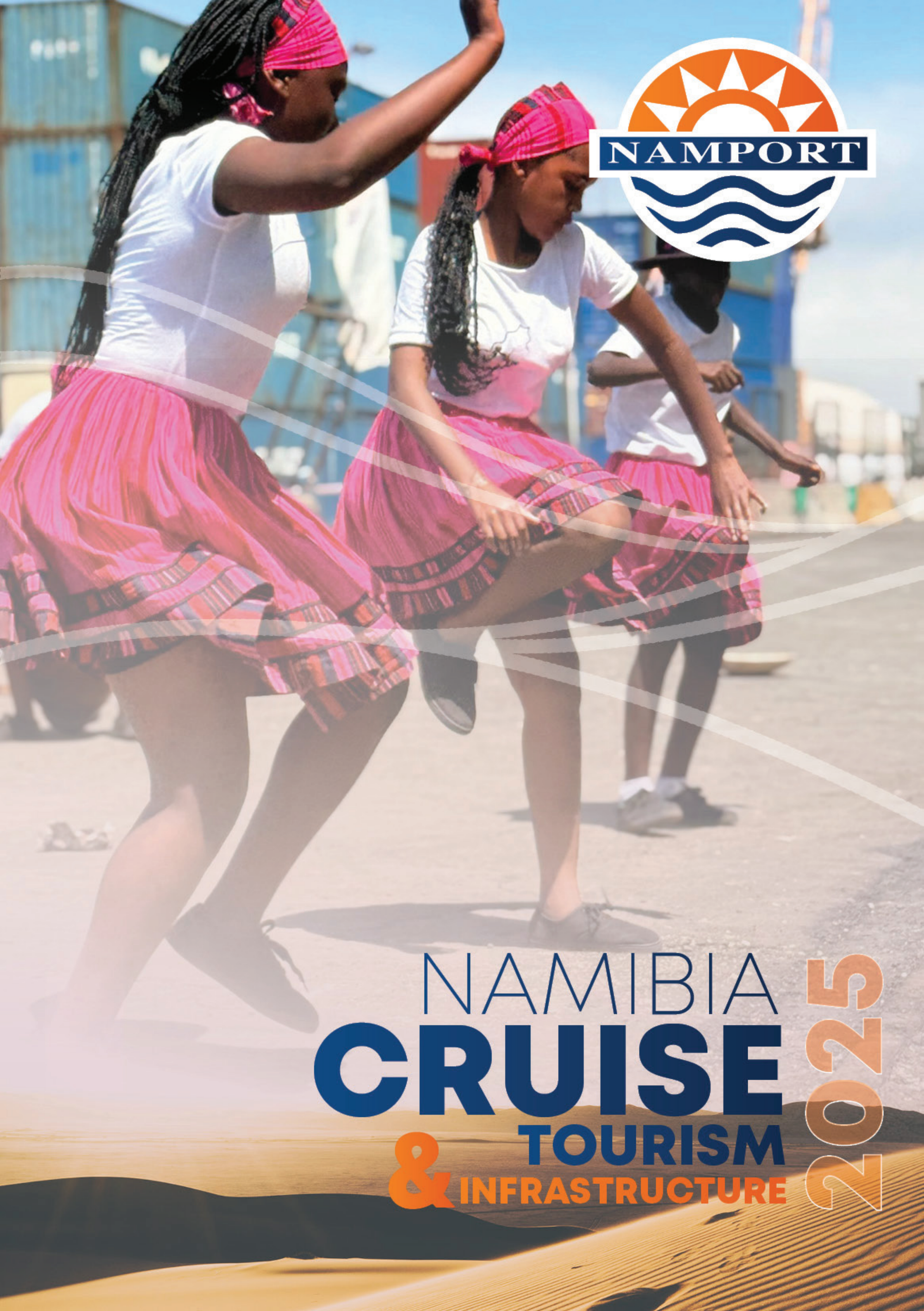

NAMIBIA CRUISE TOURISM & INFRASTRUCTURE 2025

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CONTENTS

Port of **Walvis Bay**

The Port of Walvis Bay is strategically located halfway down Namibia's coast and provides an easy and fast shipping route between Southern Africa, Europe, the Far East and the Americas. This is Namibia's largest commercial port, handling about 6.6 million tonnes of cargo per year. The Authority complies with the International Ship and Port Facility Security Code and is certified for the following ISO standards:

- ISO 45001:2018 (Occupational Health and Safety Management)
- ISO 9001:2015 (Quality Management)
- ISO 14001:2015 (Environmental Management)

The port handles container imports, exports, and transshipments, as well as bulk and break-bulk volumes of various commodities. It boasts a container throughput capacity of 750 000 TEUs and can handle 10 million tonnes of liquid bulk cargo per annum as well as 10 million tonnes of dry and break-bulk cargo per annum.

Namport has developed and improved its cargo handling facilities over the years to handle a higher throughput of volumes with greater efficiency. The planned road and rail transport upgrades will enable Namibia's ports to remain the preferred gateways to and from the SADC region. These upgrades will reduce transit times and provide alternative transport corridors. The port's legal jurisdiction stretches from the current port northwards up to Patrysberg, close to Swakopmund.

The port is ideally situated to serve Southern Africa's landlocked countries with links to Namibia's air, rail and road networks. The port's main transport arteries are the Trans-Kalahari, Trans-Cunene and the Walvis Bay-Ndola-Lubumbashi trade corridors.

With mild weather conditions, delays are rare, and turnaround times are highly competitive. Handling times for container vessels are around 24 to 48 hours, depending on volumes per call. For bulk vessels, the average is between 72 to 120 hours, depending on tonnage and shipment. For break-bulk vessels, this averages between 35 to 48 hours.

The port is a deep-water harbour comprising three sections: the South Port, the Fishing Harbour and the North Port. A natural bay protects deep-water anchorage. The Port of Walvis Bay comprises 13 commercial berths, including a tanker jetty and a dedicated passenger berth for accommodating cruise and passenger vessels. The New Container Terminal, established in 2019, has an additional 600-metre-long quay wall with a maximum water depth of 16 metres.

MAIN EXPORT COMMODITIES

Petroleum **Copper Cathode** **Bagged Salt**
Blisters & Concentrate Charcoal **Lithium**
Fish & Fish Products

MAIN IMPORT COMMODITIES

Petroleum **Copper Concentrate**
Fish & Fish Products **Vehicles**
Wheat **Sulphur**

02

Port of **Lüderitz**

The Port of Lüderitz is located 254 nautical miles south of the Port of Walvis Bay. The multi-purpose port handles mostly dry bulk cargo from southern Namibia and South Africa's Northern Cape province. The port serves the fishing industry and provides a base for offshore mining and southern coast oil and gas operations.

The port is situated at Robert Harbour and comprises 25 hectares of land. While the current port land is nearly fully occupied, optimising existing land will create additional capacity in the short to medium term. The port's 500-metre-long main berth has a depth of 8.75 metres. It is considered a shallow port and is founded on bedrock, which is not financially viable to dredge. However, there are plans to extend the quay wall in the near future to cater for short-term demand.

A study was commissioned in 2010 to explore how the port should expand in the short, medium and long term. To date, all short and medium-term plans from that master plan study have been implemented. There is a longer-term option of developing a new port in the bay adjacent to Robert Harbour, at Angra Point. This new port would have a water depth of 14 to 16 metres to accommodate deeper draught vessels, as well as 886 hectares of additional land.

MAIN EXPORT COMMODITIES

Manganese Ore **Ore** **Lead Concentrate**

Zinc / Zinc Concentrate **Ice** **Fish**

MAIN IMPORT COMMODITIES

Petroleum **Ship Spares**

Wet Fish **Project Cargo**

Business **model**

How Namport creates and preserves value.

Business Activities

Vessel traffic

General vessel traffic is the core of Namport's business. Between 1 640 and 2 115 vessels visit the ports of Walvis Bay and Lüderitz each year.

Container cargo

Container cargo is handled at the New Container Terminal at the Ports of Walvis Bay and Lüderitz.

Imports and exports (general cargo)

Cross-border import and export of cargo and commodities to and from SADC countries and beyond are a significant segment of Namport's activities. Salt remains the biggest export commodity handled by the Port of Walvis Bay.

Vehicle imports

New and second-hand vehicle imports through the ports have grown steadily, and current facilities have been expanded to handle higher volumes.

Passenger traffic

The Port of Walvis Bay offers a dedicated cruise-vessel berth, facilitating an expansion of the cruise tourism market.

Fishing industry support

The ports of Walvis Bay and Lüderitz are vital links in exporting fish and fish products from Namibia to global markets.

Fuel imports

The Group operates three floating docks through its subsidiary, Namdock, which focuses on ship and rig repairs. This is implemented by the Syncrolift drydocking facility. All the ship and rig repair facilities are located at the Port of Walvis Bay.

Fishing industry support

Petroleum imports constitute the largest share of commodities landed at the Port of Walvis Bay. Two tanker berths can simultaneously accommodate two 90 000 DWT tankers for offloading liquid bulk commodities

Stakeholders

Namport responds to the interests of stakeholders through effective dialogue and engagement.

Across our operations, our stakeholder engagement strategy focuses on those stakeholders that can significantly impact the Group and its ability to create and preserve value. The table below sets out the stakeholders that are material to Namport.

Stakeholders	Contribution to value creation	How we engage	Expectations and interests
Government and Government agencies	The Government provides capital, legislation and policy guidelines critical to value creation, sustain-ability and growth.	Namport builds and maintains positive relationships with Government officials and departments through regular, direct and indirect engagements.	• Namport's contribution to Namibia's economic development • Delivery of agreed plans • Namport's financial performance. Financial returns and sustainability • Namport's position as a responsible corporate citizen
Employees	Employees provide the necessary skills, expe-rience, diversity and productivity to operate effectively and efficiently.	Namport's employee engagement aims to align employees to Namport's goals and values and motivate employees to contribute to the Group's success. Interactions include customised employee engagement workshops, social events, information sharing sessions, employee newsletters, noticeboards and emails.	• Stable and rewarding employment • Training and development • Career advancement • A positive work environment • High health and safety standards • Fair policies and equal access to opportunities • Namport's reputation as a competitive employer
Customers	A loyal and growing cus-tomer base is essential to value creation and Namport's long-term viability.	Namport regularly engages with customers and is responsive to customer interests. Customer feedback is through individual and group engagements. Namport communicates through regular meetings and discussions, annual reports, the website, visits and events.	• Competitive service delivery and tariffs • Fast service turnaroundntimes • High levels of efficiency • Pleasant customer service • Safe and secure facilitiesnand cargo
Suppliers	Long-term, mutually beneficial relationships with suppliers help Namport to deliver ser-vices and identify issues and opportunities for business growth.	Namport has frequent supplier engagements through direct engagements, annual reports, the website and regular communication. In addition, Namport conducts a supplier satisfaction survey every second year.	• Competitive terms of procurement • Timely payments • Transparent and ethical procurement • Positive interactions
Providers of financial capital	Financial institutions provide financing to Namport.	Namport engages with providers of various forms of funding. Namport also communicates through annual reports, the website, visits and events.	• Ability to service loans • Compliance with terms • Strong corporate governance standards
Industry stakeholders and organisations	Engaging with these organisations is key to driving best business practices, identifying issues and opportunities, and creating conducive long-term relationships.	Namport is an active participant in various industry organisations, including the Port Management Association of Eastern and Southern Africa, Namibia Chamber of Commerce and Industry, Container Liner Operations Forum, Walvis Bay Port Users' Association, Walvis Bay Corridor Group, Trans- Kalahari Corridor Secretariat and the Namibia Transporters Association.	• Financial support • Intellectual contributions • Regular engagement • Progress and success in achieving common goals
The commu-nity	Communities provide Namport with the social licence to operate.	Namport communicates with communities directly and through the media. As a responsible corporate citizen, Namport contributes to the health and well-being of Namibian communities. Namport is regularly featured in the media and engages with journalists through frequent press releases and statements. Other communications are through interviews, visits, annual reports, the website, events and open days.	Communities and the public: • Employment opportunities • Supplier opportunities • Sponsorship support • Care for the environment The media: • Access to spokespeople and fast response to media queries • Regular updates on activities and progress on strategic objectives • Respect for the media's role in society

Cargo **handled in 2024**

Vessel calls to the Authority's ports increased markedly during the period under review and this was largely due to the Red Sea crisis and increased oil and gas exploration activities off Namibia's coast. Additionally, cargo volumes continued to increase, reflecting strong growth in cargo moving through the ports for both the local and regional markets.

Container volumes handled increased by 6%

The volume of Twenty-Foot Equivalent Units (TEUs) handled increased by 6% year-on-year, from 160 883 TEUs in 2022/23 to 171 151 TEUs in 2023/24, with notable growth in import and export container volumes, which went up by 12% and 10%, respectively. This built on the steady increase in container volumes over the past four years, indicating strong growth in cargo moving through the port for both the local and regional markets.

Total cargo handled up 4%

The total cargo tonnage handled increased by 4% year-on-year, from 7.7 million to 8 million tonnes. Bulk and break-bulk cargo accounted for 5.6 million tonnes, while containerised cargo totalled 2.4 million tonnes. Bulk and break-bulk cargo handling increased by 3%, from 5.4 million to 5.6 million tonnes.

Over the past five years, general cargo tonnage has seen a significantly higher average annual increase (414 616 metric tonnes) compared to container volumes (4 501 TEUs). This translates to a percentage increase per annum of 11.69% for general cargo tonnage and 3.03% for container volumes and augurs well for the sustainability of the remaining cargo operations post the concessioning of the New Container Terminal.

Vessel calls increased by 29%

After two years of steady increases following the pandemic-induced decline of 2020/21, vessel calls have increased significantly in 2023/24 due to the ongoing rerouting of vessels from the Red Sea. This followed the attacks on vessels and increased oil and gas exploration activities off Namibia's coast. Vessel calls increased by 29% year-on-year, from 1 636 to 2 115 calls, with increased activity across categories including foreign tugs, dry bulk vessels, containerised vessels, foreign fishing vessels, petroleum vessels, Namibian fishing vessels, research vessels and general vessels. Average vessel gross tonnage also grew by 4%.

Syncrolift repair jetties 96% occupied, repair bay revamped

While Syncrolift repair bay occupancy rates lagged at 47%, the Syncrolift repair jetties saw increased utilisation over the year, maintaining an occupancy rate of 96%. The performance of the repair bays was affected by a maintenance shutdown during the first two months of the financial year which reduced the overall bay available time.

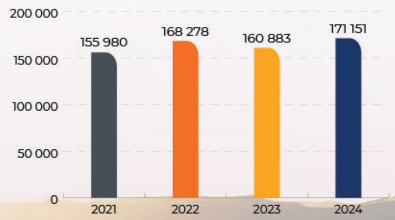
Dredging of the Syncrolift is planned for the next financial year to clear the sediments under the platform and allow for the uninterrupted docking of deeper draft vessels. Coupled with increased marketing of the facility and enforcement of port regulations on ship repair within port limits, repair bay occupancy rates are expected to improve.

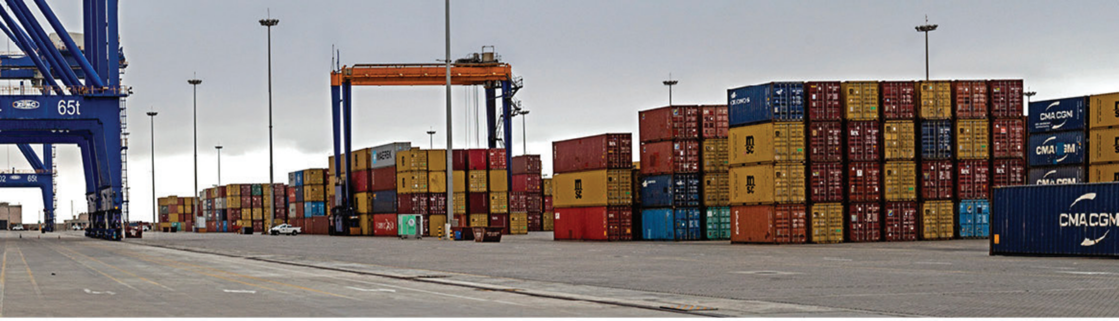
Cross-border volumes down by 4.5%

Following a 41% spike in 2022/23, cross-border volumes handled declined by 4.5% year-on-year, from 2 263 362 to 2 161 686 metric tonnes. This was due to a 25% year-on-year decrease in cross-border volumes landed (imports), from 782 184 to 585 070 tonnes. However, mitigating this was a 6.4% increase in volumes shipped (exports), from 1 481 178 to 1 576 616 tonnes.

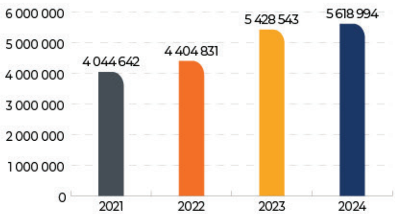
Despite the decline, the increasing market share over the years, increased demand for commodities from the region, and continued marketing efforts in the corridor markets, indicate strong potential for further growth in cross-border cargo volumes transiting through our ports. This underscores the effectiveness of Namport's ongoing efforts to develop and enhance the corridors, contributing to the steady progress towards establishing Namibia as a logistics hub. To capitalise on these gains, it is essential to sustain a national focus on realising this strategic objective, ensuring that our ports and corridors continue to be the preferred choice for corridor business.

Container volumes per annum (TEUs)

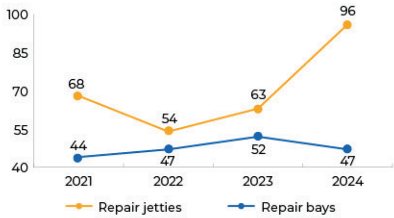




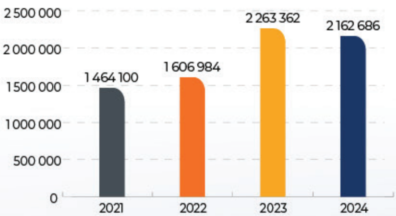
General cargo (metric tonnes)



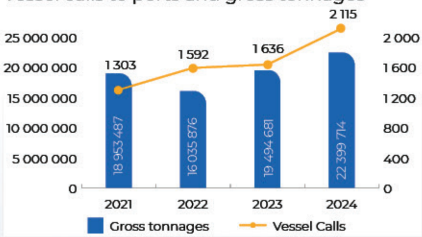
Syncrolift occupancy (%)



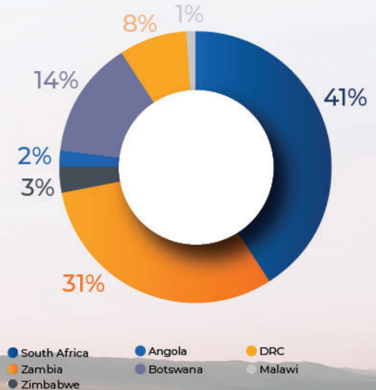
Cross-border volumes (metric tonnes)



Vessel calls to ports and gross tonnages



Cross-border market share 2024



Cross-border volumes

	2023	2024
Landed (imported)	782 184	**585 070**
Shipped (exported)	1 481 178	**1 576 616**

Commodities overview

Port of Walvis Bay

Main export commodities

	Share	Movement in volume
Salt bulk	(26%)	▲ +6%
Copper/Lead and Concentrate	(17%)	▲ +14%
Charcoal	(8%)	▼ -39%
Fish and fish products	(5%)	▼ -32%
Salt bagged	(5%)	▼ -10%

Main import commodities

	Share	Movement in volume
Petroleum	(37%)	▲ +6%
Fish and fish products	(5%)	▼ -18%
Copper/Lead and concentrate	(5%)	▼ -7%
Wheat	(4%)	▲ +22%
Vehicles	(5%)	▲ +22%

The following are some of the trends in the volumes of key commodities handled at the Authority's ports during the year ended 31st of March 2024:

Copper concentrate exports in bulk and break-bulk

Khoemacau Copper Mine and Sandfire Motheo Copper Mine, both located in Botswana, are presently the exclusive exporters of bulk and break bulk copper through the Port of Walvis Bay. There was a 10% year-on-year increase in export volumes and this was largely due to Sandfire which ramped up production following operational enhancements.

Grape exports containerised

There was a 100% year-on-year increase in grape exports and this followed the launch of Namibia's first grape exports through the Port of Walvis Bay. Through concerted collaboration between Namport, Capespan and the Namibia Grape Company, grape exports from Walvis Bay to international markets have become a reality, diverting from the traditional route via Cape Town. The successful trial shipment of three consignments of Namibian grapes through the Port of Walvis Bay is the testament to the feasibility of this export channel and going forward, all efforts will be directed at further enhancing the competitiveness of this alternative.

Frozen meat exports containerised

The collaboration between Namport and the Meat Corporation of Namibia (Meatco) to revitalise beef exports via Walvis Bay has borne fruit with exports increasing year-on-year by 109%. The increase was mainly driven by increased exports to China, Meatco's top export market by volume, and Norway, its top market by revenue.

Marble and granite exports containerised

Europe and China are the primary destinations for Namibian granite. Shipments increased by a significant 53% year-on-year, driven by improving demand and favourable exchange rates.

Steel imports containerised

There was a 65% year-on-year volume increase in steel imports and this was due to increased imports of steel structures in flat rack containers for use in oil and gas operations. This was complemented by the growing demand for grinding balls from copper mines in Zambia and local mines.

Chemical imports containerised

Chemical imports increased by 9% year-on-year and this was largely due to increased production requirements at the copper mines in Zambia and the Democratic Republic of Congo (DRC).

Vehicle imports containerised

There was a 53% year-on-year increase in vehicle imports that followed the Namibian Government's decision to extend the permissible vehicle year of manufacture for imported vehicles from 8 to 12 years. This encouraged existing and new vehicle importers to increase their imports to support the increased demand.

Salt exports in bulk and break-bulk

There was an 8% year-on-year increase in export volumes of bulk salt and this was primarily due to the inaugural shipment of Namibian salt to the USA.

Port of Lüderitz

Main export commodities

	Share	Movement in volume
Manganese ore	(83%)	▲ +16%
Zinc/Zinc concentrate/Ore	(7%)	▼ -15%
Ice	(3%)	▼ -16%
Ship spares	(4%)	▲ +100%

Main import commodities

	Share	Movement in volume
Petroleum	(39%)	▼ -3%
Wet fish	(20%)	▼ -5%
Ship spares	(39%)	▲ +100%

The major developments that contributed to improved performance at the Port of Lüderitz were as follows:

Wet fish imports in bulk and break-bulk

Landed fish imports increased by 24% year-on-year, supported by the resumption and improvement of operations by fishing companies operating at the Port of Lüderitz.

Petroleum imports in bulk

A 58% increase was recorded in the imports of fuel through the Port and this was due to increased demand from mining activities, trucks conveying goods to the Port and the ongoing oil and gas exploration campaigns off the Orange Basin.

Manganese ore exports in bulk

Manganese exports from the Northern Cape province of South Africa through the Port of Lüderitz continued to take a foothold, with year-on-year volumes growing by 9%.

"Experience unparalleled adventure at Namibia's Ports of Walvis Bay and Lüderitz **- where modern infrastructure meets breathtaking landscapes and rich cultural heritage."**

The recent surge in cruise vessels calling on Namibian ports, particularly Walvis Bay and Lüderitz, presents a unique opportunity to position these ports as premier destinations for cruise tourism. This Unique Selling Proposition (USP) will highlight the distinctive features of these ports, emphasizing their infrastructure, natural beauty, cultural experiences, and strategic advantages.

05

Infrastructure **Overview**

Modern Facilities

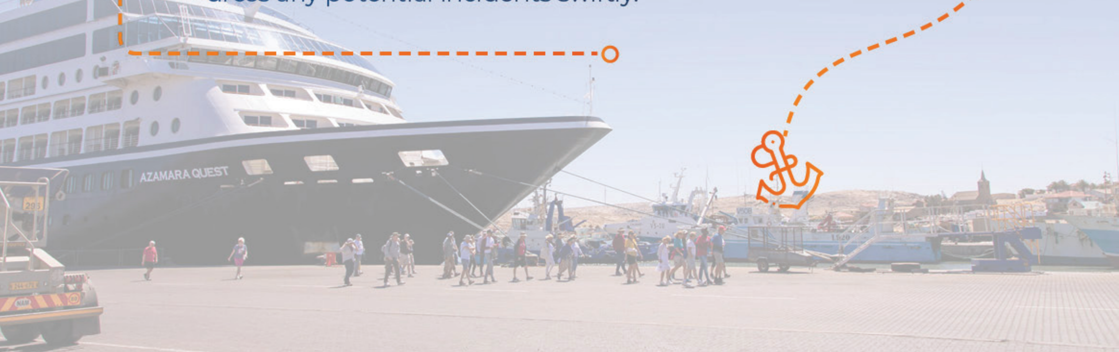
Both Walvis Bay and Lüderitz have invested significantly in modernizing their port facilities to accommodate the increasing number of cruise ships. This includes:

- **Deep-water berths:** Capable of handling large cruise vessels, ensuring safe docking and efficient passenger disembarkation.
- **Passenger terminals:** Equipped with amenities such as lounges, customs services, and information centers that enhance the overall experience for tourists.
- **Transportation links:** Well-established connections to local attractions via road networks and shuttle services facilitate easy access for passengers.

Safety and Security

The ports are equipped with state-of-the-art safety and security measures that ensure a secure environment for tourists. This includes:

- **Advanced surveillance systems:** Monitoring all activities within the port area.
- **Emergency response protocols:** Established plans to address any potential incidents swiftly.



Natural **Attractions**

Scenic Landscapes

Walvis Bay is renowned for its stunning coastal scenery, including:

- **Dune landscapes:** The nearby Namib Desert offers breathtaking views of towering sand dunes.
- **Marine life:** The bay is home to diverse wildlife, including seals, dolphins, and various bird species, making it an attractive destination for nature enthusiasts.

Lüderitz boasts unique geological formations and historical architecture that appeal to visitors looking for both adventure and culture.

Adventure Activities

The region offers a variety of activities that cater to different interests:

- **Water sports:** Opportunities for kayaking, sailing, and fishing attract adventure seekers.
- **Cultural tours:** Guided excursions provide insights into the local history and heritage of both towns.

Cultural **Experiences**

Rich Heritage

Both ports have a rich cultural tapestry influenced by indigenous communities as well as colonial history. Tourists can engage in:

- **Local markets:** Offering authentic crafts and culinary experiences that reflect Namibian culture.
- **Historical sites:** Visits to museums and landmarks provide educational opportunities about the region's past.

Community Engagement

Cruise tourism fosters community involvement through initiatives that allow tourists to interact with local residents. This not only enriches the visitor experience but also supports local economies.

06

Strategic **Advantages**

Geographic Location

Namibia's position along major maritime routes makes it an accessible stopover for international cruise lines. The proximity of Walvis Bay and Lüderitz to other popular destinations enhances Namibia's attractiveness as part of broader international itineraries.

Growing Demand

Given the rising global interest in cruise tourism following the pandemic, strategically positioning these ports can leverage this trend. The distinctive attractions of the Port of Walvis Bay and Luderitz sets them apart from regional competing destinations.

PORT	YEAR					
	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025
Port of Walvis Bay	23	2	4	36	26	50
Port of Luderitz	14	0	3	16	11	17
TOTAL	**37**	**2**	**7**	**52**	**37**	**67**

Conclusion

The Distinctive Value Offering for cruise tourism at the Ports of Walvis Bay and Lüderitz is centered around modern infrastructure, natural beauty, rich cultural experiences, strategic geographic advantages, and growing demand in the cruise industry. By leveraging these strengths effectively, Namibia has establish itself as a key player in the global cruise tourism market.

GALLERY

GALLERY


MSC

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Mein Schiff 6
Meerblick
Freude
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Namibian Ports Authority


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