



COMPANY **PROFILE**

NAMIBIAN PORTS AUTHORITY



Head Office

Head Office: Namport
Nr 17, Rikumbi Kandanga Rd
P O Box 361
Walvis Bay, Namibia
Tel: (+264 64) 208 2111

Port Of Lüderitz

Port of Lüderitz
Hafen Street
P O Box 836
Lüderitz, Namibia
Tel: (+264 63) 200 2017



 www.namport.com

CONTENTS

01

NAMPORT SERVICES &
MARITIME CAREER
OPPORTUNITIES AT NAMPORT

02

PORT OF WALVIS BAY

03

PORT OF LÜDERITZ

04

OIL AND GAS DRILLING
CAMPAIGNS

05

GREEN HYDROGEN AND
AMMONIA TRANSPORTATION

06

TRANSPORT CORRIDORS



Namport Services



CROSS BORDER CARGO IMPORTS/EXPORT

The Namibian Ports handles an assortment of cross-border cargo imports and exports via four (4) main trade corridors Trans-Kalahari Corridor, Walvis Bay-Ndola-Lubumbashi Development Corridor, Trans-Cunene Corridor and Trans-Oranje Corridor.



VESSEL TRAFFIC

Between 1,640 and 2,115 vessels call at both the Port of Walvis Bay and the Port of Lüderitz, handling approximately 8 million tonnes of cargo annually.



VESSEL REPAIR FACILITY

The Port of Walvis Bay offers ship repair facilities which includes the Syncrolift with a lifting capacity of up to 2,000 tonnes and three Panamax floating docks operated by Namdock, with a combined lifting capacity of 29,500 tonnes.



FUEL IMPORTS

Two (2) tanker berths that can accommodate 60,000 deadweight tonne tankers for offloading liquid bulk commodities mainly fuel (refined) via pipeline at Walvis Bay's North Port, with a fuel storage capacity of Seventy-Five (75) million litres operated by NAMCOR.



COMMODITY EXPORT/IMPORTS

Main commodities handled are: salt, copper, coal, sulphuric acid, wheat, sulphur, petroleum, manganese ore, zinc / zinc concentrate ore, lead concentrate, ice, ammonium nitrate, vehicles, frozen products (fish, beef & poultry), foodstuffs (rice, maize & sugar), project cargo, charcoal, malt, timber, uranium and mining chemicals.



CRUISE/ PASSENGER VESSELS

A dedicated passenger berth for accommodating cruise/passenger vessels at the Port of Walvis Bay.

Maritime Career Opportunities at Namport



MARINE PILOT

Marine Pilots are tasked to ensure the safe navigation of ships within Port limits. Pilots board ships entering or exiting the port or harbour and navigate them safely in and out, avoiding submerged rocks and hazards.



MARINE ENGINEER

A Marine engineer is a professional who is responsible for the operation, maintenance and repair of all major mechanical and engineering equipment on board a ship.



TUG MASTER

A tug master operates a vessel known as a Tug, which is used to assist with ship movement within port limits. Tug Masters are required to operate and command tugs, harbour craft, and ensure safety and efficiency of operations.



BERTHING MASTER

Berthing masters are responsible for mooring and unmooring of vessels according to pilot instructions, supervising and controlling mooring gangs, warping of vessels to new positions, and supplying water to vessels.



VESSEL TRAFFIC CONTROLLER

A Vessel Traffic Controller is responsible for the coordination of ships within the port or harbour, to avoid possible collisions or incidents by managing movements from a port control centre. To assist them in meeting this goal, Vessel Traffic Controllers / Operators are well versed in the use of computerised Vessel traffic Management system.

Port of Walvis Bay



MAIN EXPORT COMMODITIES

Bulk Salt
Copper Cathode
Blister & Concentrate
Charcoal | Bagged Salt
Fish & Fish Products
Lithium



MAIN IMPORT COMMODITIES

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

The Port of Walvis Bay is a secure, efficient, world-class facility strategically located along Namibia's coast, providing a fast-shipping route between Southern Africa, Europe, the Far East, and the Americas. As Namibia's largest commercial port, it handles approximately 6.8 million tonnes of cargo annually.

The port facilitates container imports, exports, transshipments, and bulk and break-bulk cargo. It has a container throughput capacity of 750,000 TEUs and can manage up to 10 million tonnes of both liquid bulk and dry/break-bulk cargo per annum.

Ideally positioned to serve Southern Africa's landlocked countries, the Port of Walvis Bay is well-connected to Namibia's air, rail, and road networks, with the Trans-Kalahari, Trans-Cunene, and Walvis Bay-Ndola-Lubumbashi trade corridors as its primary transport routes.

With mild weather conditions, the port experiences minimal delays and maintains competitive turnaround times. Container vessels are handled within 24 to 48 hours on average, depending on volumes, while bulk vessels take between 72 to 120 hours, and break-bulk vessels typically require 35 to 48 hours.

The deep-water harbour is divided into three sections: South Port, Fishing Harbour, and North Port, with a natural bay providing deep-water anchorage. The Port of Walvis Bay includes 13 commercial berths, a tanker jetty, and a dedicated passenger berth for cruise vessels. The New Container Terminal, commissioned in 2019, features a 600-metre-long quay wall with a maximum water depth of 16 metres.

Two new liquid bulk jetties, each with a capacity of 90,000 deadweight tonnage (DWT), are located at North Port, supported by over 1,300 hectares of backup land for the storage of liquids, gases, and related industries.

The port also offers comprehensive ship repair facilities, including the Syncrolift dry-docking facility with a lifting capacity of up to 2,000 tonnes, and three floating docks with a maximum lifting capacity of 15,000 tonnes. These facilities are managed by Namibia Drydock and Ship Repair (Pty) Ltd (Namdock), a Namport subsidiary.



Port of Lüderitz



MAIN EXPORT COMMODITIES

Manganese Ore
Zinc / Zinc Concentrate
Ore | Lead Concentrate
Ice | Fish



MAIN IMPORT COMMODITIES

Petroleum
Ship Spares
Wet Fish
Project Cargo

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.



THE ULTIMATE PORTS EXPERIENCE

The Ports of Walvis Bay and Lüderitz lie on the West Coast of Africa. The Namibian Ports Authority is a body corporate established by the Namibian Ports Authority Act, 1994 (Act 2 of 1994) as a state-owned enterprise. Namport's mandate is to exercise control and manage Namibia's ports, lighthouses and other navigational aids in Namibia and its territorial waters.



OUR SERVICES & THE INDUSTRIES WE SERVE

The Port of Walvis Bay oversees container imports, exports, and transshipments, along with bulk and breakbulk cargo for various industries, including petroleum, mining, construction, and fishing. Additionally, it caters to the tourism sector through a dedicated cruise liner berth and terminal.

The Port of Lüderitz oversees the export of mining commodities from the southern region of Namibia and the Northern Cape of South Africa. Additionally, it supports the local fishing industry and operates as a supply base for the oil and gas drilling campaigns.

TRADE ROUTES NAMPORT SERVES

Strategically located along the Namibian coastline, Walvis Bay provides direct access to principal shipping routes, making it a natural gateway for international trade. Its world-class infrastructure and equipment ensure reliable and safe cargo handling.

The favorable temperate weather conditions of the bay enable timely operations, thus facilitating Namibia's largest commercial port, the Port of Walvis Bay, to accommodate approximately 1,600 vessel calls annually, with a handling capacity of 10 million tons of cargo.

GEARED FOR GROWTH

Namport focuses on being the best performing seaports in Africa. Therefore, Namport continues to invest in port infrastructure to ensure Namibia is not only compliant with the International Ship and Port Facility Security code (ISPS), but is also geared towards opportunities for future growth.

In 2019, a new container terminal worth N\$4.2 billion was brought into operation. It provides infrastructure and deployment of ship-to-shore gantry cranes for the first time in Namibian port history, firmly establishing a competitive position in relation to other ports for the critical hinterland markets. This raises the handling capacity to 750 000 TEUs, which is double the previous 350 000 TEU's.

NAMPORT ACTIVITIES



Vessel Traffic



Container Cargo



Import/Export



Vessel Repair



Fuel Imports



Passenger Traffic



Supporting Fishing Industry



Warehouse Facilities

To get customized shipping solutions, contact customercare@namport.com.na

AFRICA'S ULTIMATE PORTS EXPERIENCE

www.namport.com





Namport

Support for Offshore Oil and Gas Drilling Campaigns

The Namibian Ports Authority (Namport) actively supports the offshore oil and gas drilling campaigns off the coast of Namibia. With recent oil discoveries, these drilling activities have become a national priority.

As a state-owned entity, Namport plays a critical role in facilitating the successful operations of these endeavors.

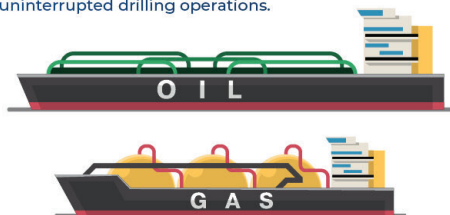
Namport provides essential onshore support for offshore activities by allocating land at both the Ports of Walvis Bay and Lüderitz, which serve as supply bases for drilling operations. These supply bases are crucial hubs for the drilling campaigns, where necessary materials are imported, stored, and shipped to the drilling sites as required, ensuring uninterrupted drilling operations.

Namport's Strategic Expansion to Boost Economic Growth in Southern Namibia

Namport is actively developing both the Ports of Lüderitz and Walvis Bay to become industrial energy hubs in Namibia. The infrastructural development plans for the Port of Lüderitz aim to enhance industrial economic activities in southern Namibia by expanding the port's capacity to meet current and future cargo volume demands. These developments will accommodate emerging industries such as green hydrogen and oil and gas.

Current Drilling Locations

Namport provides essential onshore support for offshore activities by allocating land at both the Ports of Walvis Bay and Lüderitz, which serve as supply bases for drilling operations. These supply bases are crucial hubs for the drilling campaigns, where necessary materials are imported, stored, and shipped to the drilling sites as required, ensuring uninterrupted drilling operations.



Future Support and Developments

Namport is poised to continue its critical support for future oil and gas activities, the expansion of the existing port facility in Lüderitz, the development of the North Port in Walvis Bay and the Angra Point port in Lüderitz will be essential in establishing Namibia as a hub for oil, gas, and green hydrogen in Africa. Namport is dedicated to supporting strategically important national projects and will continue to enhance its facilities and services to meet the growing demands of these industries.





Namport

Serving as a Critical Energy
& Industrial Hub for
**Green Hydrogen and
Ammonia Transportation**



Strategic Positioning

Namibian Ports Authority (Namport) is strategically positioned as an important contributor to the growth of Namibia's green hydrogen industry. As the main conduit for the country's imports and exports, Namport is positioned to play a crucial role in enabling the transport of green hydrogen and its derivatives, including green ammonia.



Infrastructure and Investments

Namport is poised to become a major logistical hub, with significant infrastructure upgrades already in progress. Upgrades focus on expanding facilities for specialized cargo linked to green hydrogen projects. Over the next ten years, investments in advanced technologies and green logistics are expected to total hundreds of millions of Namibian dollars, reflecting growth and demand in the sector.

Both the Port of Walvis Bay and Port of Lüderitz will undergo major enhancements to accommodate increased cargo from the green hydrogen industry. Planned improvements include specialized terminals for hydrogen and ammonia, upgraded cargo handling facilities, and the implementation of smart port technologies to boost operational efficiency.



Strategic Partnerships

Namport has proactively established strategic partnerships with local and international leaders in green hydrogen technology. These collaborations with global ports and logistics companies, enable Namport to align with international standards and adopt best practices in green fuel logistics and port modernization.

Namport is exploring the use of green hydrogen to fuel its port equipment, aligning with its broader sustainability goals to reduce carbon emissions and promote cleaner energy. Efforts are underway to retrofit equipment to accommodate hydrogen, demonstrating Namport's commitment to embracing advanced, sustainable technologies.



Training and Workforce Development

To support the green hydrogen industry effectively, Namport is investing heavily in workforce training and upskilling, in collaboration with training institutions and industry experts. Specialized programs focused on green hydrogen logistics and handling will ensure that staff are well-prepared to manage and support the industry's growth.



Community and Environmental Responsibility

Namport is mindful of heritage sites near its ports, such as Shark Island at the Port of Lüderitz and therefore is committed to engaging interested and affected parties to ensure that development plans respect and preserve cultural and historical legacies.

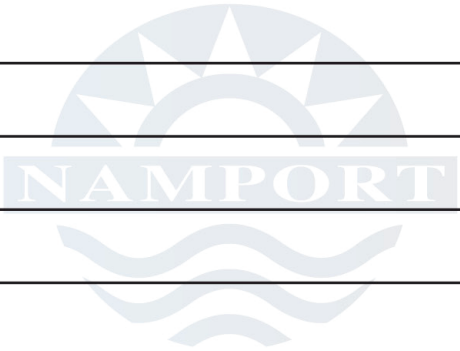


Future Developments

The Port of Lüderitz is set to expand its capacity in response to the expected increase in cargo volumes from green hydrogen projects. Planned upgrades include specialized terminals, improved berthing facilities, and advanced logistics technologies, transforming it into a key regional trade hub and a vital node for exporting green hydrogen derivatives.

At the Port of Walvis Bay, a master planning exercise in 2022 outlined a 50-year phased development plan. Initial efforts focus on enhancing liquid bulk handling and establishing a tank farm. Future phases involve land reclamation for multi-purpose dry bulk terminals, ship repair zones, and coal terminals, ultimately positioning the North Port as a hub for long-term port development.

NOTES





TRANSPORT CORRIDORS



Port:



Capital Cities



Main Cities



Sea Routes



Rail & Road Routes



Turned Boards



Katima Mulilo Border Post



Sesheke Border Post



Namacunde Border Post



Oshikango Border Post



Mamuno Border Post



Trans-Kalahari Border Post



Skilpadshék Border Post



Pioneers Gate



WALVIS BAY
CORRIDOR
GROUP

