Port of Walvis Bay North Port

NORTH PORT AVAILABLE PROPERTY PLAN (APP) OCTOBER 2026

Port and Industrial Development | Version 2



Public edition. October 2026.

Land allocations as at 20 October 2026.

Illustrative 3D AI view. Refer to the original drawings for boundaries and dimensions.

Author: Elzevir W. Gelderbloem Pr. Eng.

North Port Development Plan

Marine development
Existing liquid-bulk jetties are complemented by phased multipurpose quays, a supply base, additional liquid-bulk facilities, deep-water dry-bulk berths and a proposed shipyard.

Onshore estate
The land allocation plan organises cargo storage, ammonia and hydrogen-related uses, liquid fuels, processing plants, railway facilities and port administration around shared service corridors.

Development status
The plan shows existing facilities, sites under negotiation, reserved land and optional works. Individual developments remain subject to their respective agreements and approvals.

Basis of the illustrations
The 3D views are based on AI rendering. Buildings, equipment and heights are indicative. Refer to the original drawings for boundaries and dimensions. Rock contours show an estimated subsurface horizon, not seabed soundings.

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Onshore port development



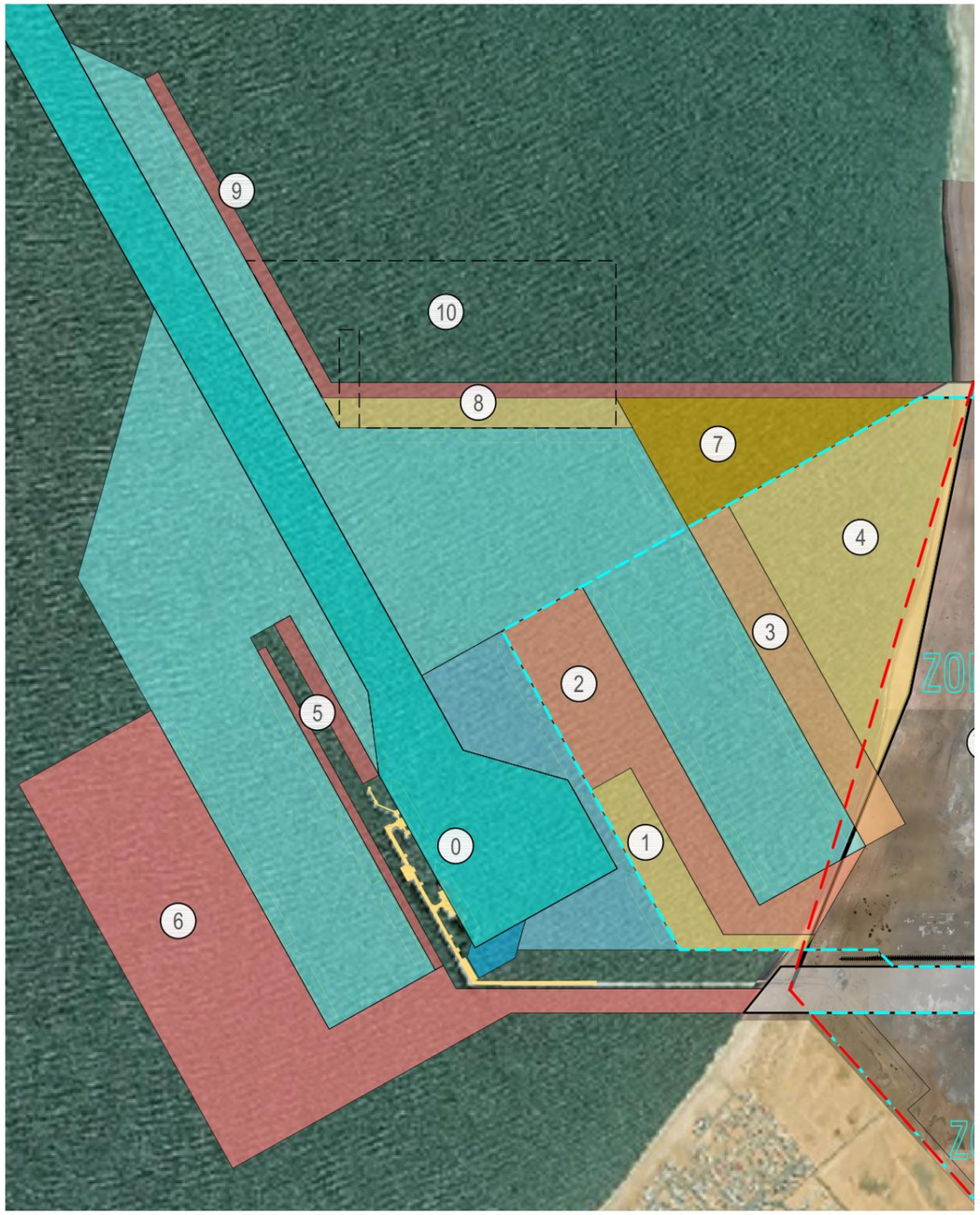
Cargo yards, tank farms, processing sites, roads, railways and port services. The complete port is shown on the cover.

Illustrative onshore development based on AI. Refer to the original drawings for plot boundaries and dimensions.

Marine development



Marine terminals and development phases



Key	Facility / provision
0	Existing Berths 100 and 101: two 90,000 DWT dolphin berths; -16 m depth and 15 m maximum draught stated in R3.
1	Phase 1: 600 m quay; 150 m-wide reclamation; -16 m CD dredged depth; 15 m maximum ship draught.
2	Phase 2: 600 m quay at -16 m CD and 1,200 m at -14 m CD depending on actual hard rock depths; 300 m reclamation width.
3	Phase 3: 1,200 m quay at -14 m CD depending on actual hard rock depths.
4 / 7	Optional 50 ha Phase 4 reclamation / additional optional reclamation.
5 / 6	Additional liquid-bulk jetties / oil and gas supply base.
8	Optional multipurpose or dry-bulk berths if the shipyard does not proceed.
9	Ultra-deep-water dry-bulk berths, including Botswana coal exports via TKR.
10	Shipyard with graving dock;

Source: Sketch 1270 R3. Phase descriptions are reproduced as separate provisions; quay lengths have not been added into a cumulative total.

Site allocations | T1-T10

Site	Proposed use	Area (ha)	Recorded status
T1	Ammonia storage, bunkering and export	18	Land reservation; lease imminent.
T2	Ammonia storage and export	10	Land reservation; lease imminent.
T3	Ammonia storage and export	3.12	Land reservation.
T4	LPG import, storage and road distribution	12	Tender award; lease imminent.
T5	Namport/POABI multiuser terminal - cargo storage for new quay walls	100	Collaboration agreement.
T6	Oil and gas supply base - onshore land	35	Concession under negotiation; G2G agreement.
T7	Import, storage and distribution of Refined oil	10	Active land reservation.
T8	Import, storage and distribution of Refined oil	4.7	Active land reservation.
T9	import, storage and distribution of LNG	1.0	Active land reservation.
T10	Import, storage and distribution of Refined oil	6.3	Active land reservation.

Site codes correspond to the R3 plan. Reservations and awards do not constitute signed leases.

Site allocations | T11-T20

Site	Proposed use	Area (ha)	Recorded status
T11	Dry port	5	G2G agreement; lease not yet signed.
T12	Import, storage and distribution of LNG	27	Active land reservation.
T13	Import, storage and distribution of Refined oil	10	Active land reservation.
T14	Import, storage and distribution of Refined oil	10	Active land reservation.
T15	Import, storage and distribution of Refined oil	20	Land reservation being processed.
T16	Import, storage and distribution of Refined oil	10	Active land reservation.
T17	Phosphate buffer pond, processing and export/distribution	164	Active land reservation; specialist marine infrastructure still to be developed.
T18	Import, storage and distribution of Refined oil	50	Farm 58 alternative is under consideration. Separate 10 ha truck port/gantry as well.
T19	Oil refinery - reservation by Ministry of Industry, Mines and Energy	80	Exploratory only.
T20	Import, storage and distribution of Refined oil	20	Application processing underway.

Areas are the figures stated in R3. The separate T18 truck facility has not been added to the stated 50 ha allocation.

Land use, service corridors and future reserves

Zone	Planned use
A	Multipurpose
B	Hydrogen/ammonia; hazardous liquids and gases; compatible multipurpose uses
C	Dry bulk
D / E	Liquid and gas processing plants - hazardous
F / G	Processing plants
H	Railways, administration and general uses
I	Oil and gas logistics - non-hazardous

Zones A and B form the Namport partnership area in the plan.
Exact cadastral boundaries not shown.

R1 | Dry-bulk reserve - 73 ha
Stockpiles serving future rail-based cargo, including Botswana coal, TKR dry bulk; conveyor connection to the proposed deep-water berths.

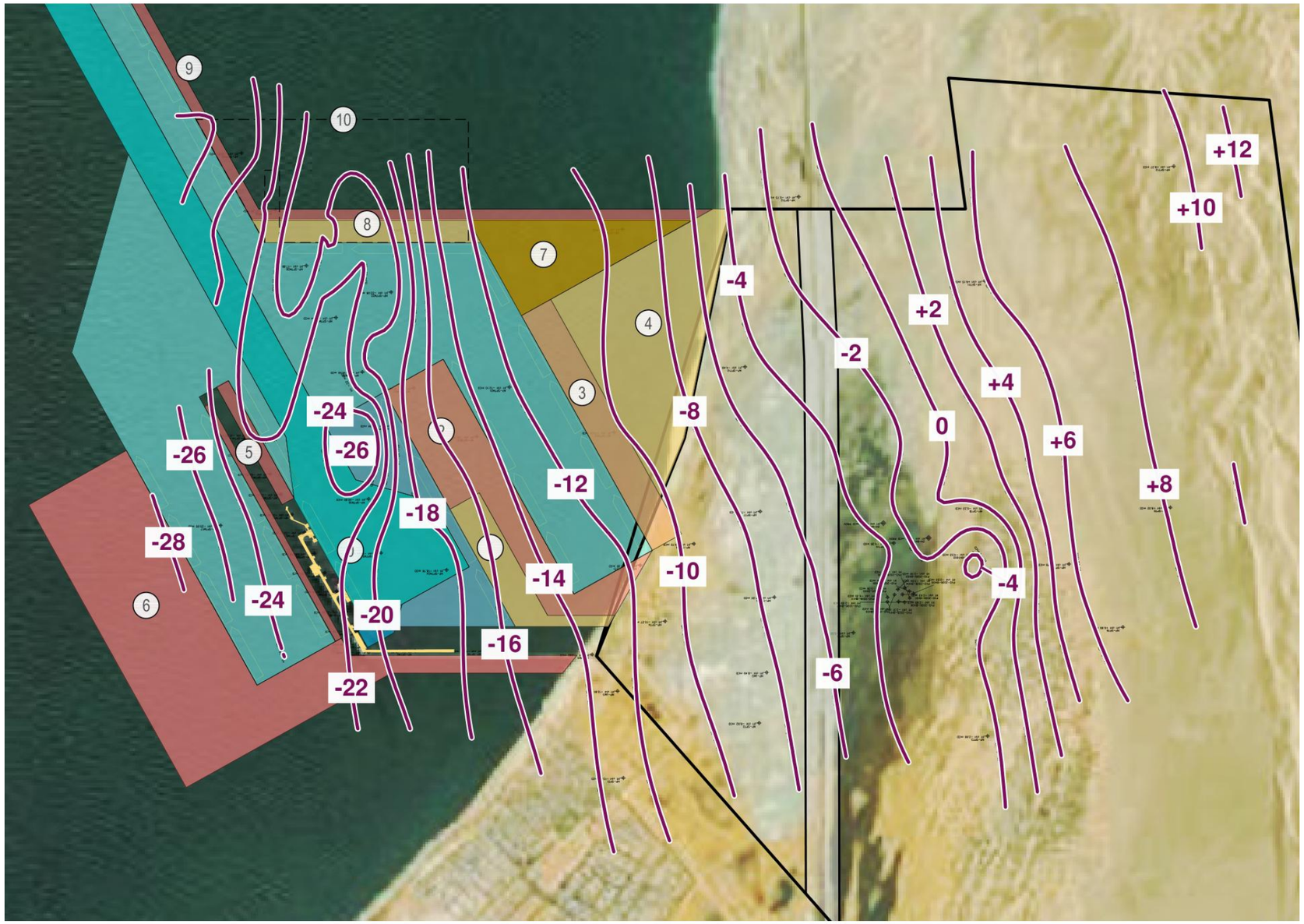
R2 | Future storage - 34 ha
Green-hydrogen-related tank farms and storage, with multipurpose cargo storage.

R3 | Railway reserve
Marshalling yard, through lines, wagon and locomotive facilities, workshops and administration.

R4 | Port authority reserve - 54 ha
Administration, office and truck facilities, customs, port police, substations, water and sewer infrastructure.

Shared service corridors
Roads, product and water pipelines, power, conveyors, walkways, communications and sewer services.

Rock levels beneath the master plan



Estimated H1 rock level (m CD) | 2 m contour interval

Signed elevations relative to Chart Datum. Contour geometry and values retained from Sketch 1260 R1.

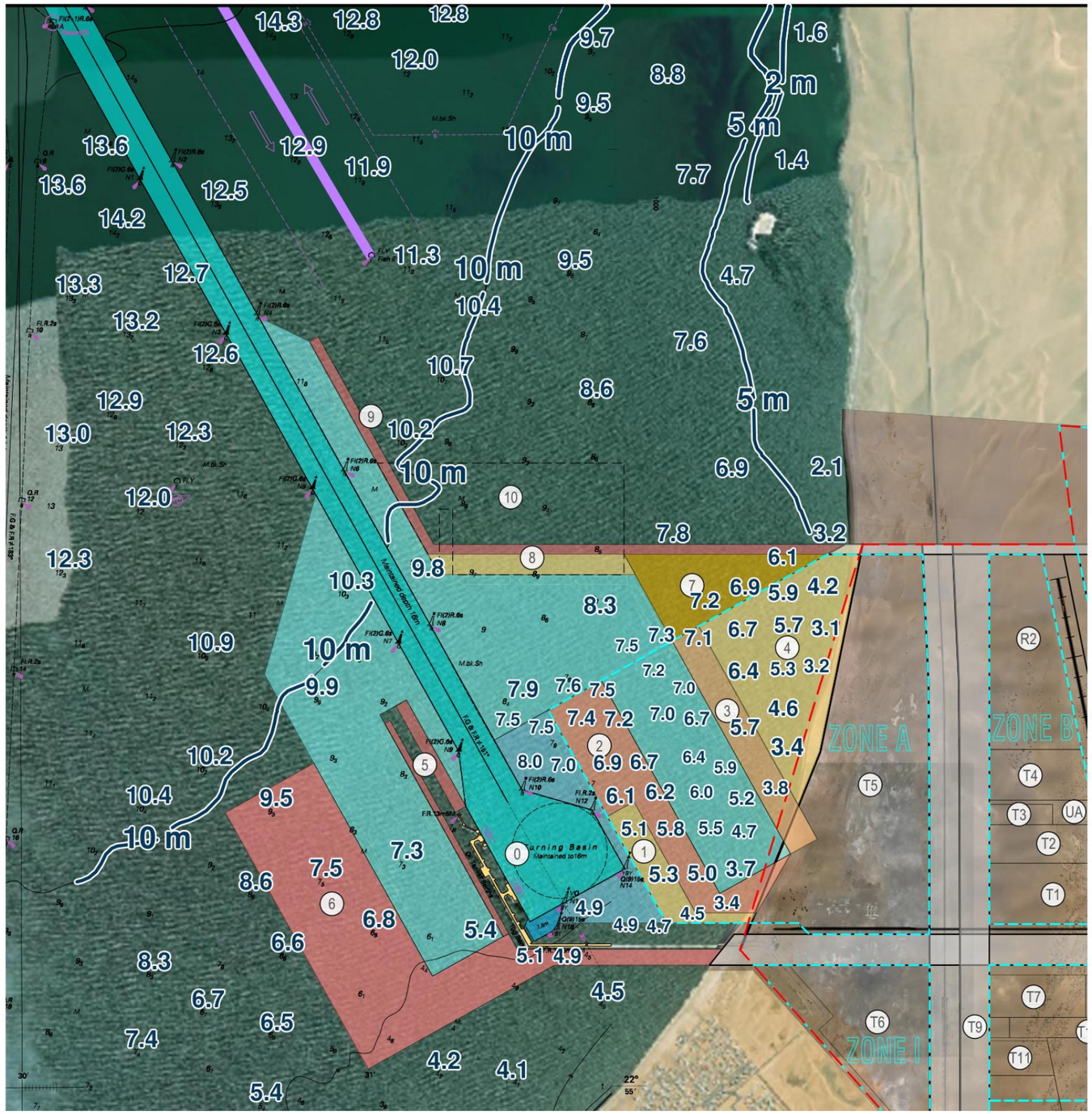
Estimated first relatively hard horizon

The contours show the interpreted elevation of a subsurface horizon across the marine development area and adjacent land. They are retained separately from the 3D view.

The drawing labels H1 levels in metres CD. The central marine area contains deeper closed contours, with shallower levels towards the eastern land-side area.

These are not seabed contours and do not directly give dredging thickness or rock quantities. Dredging assessment requires the seabed surface and ground investigation together.

Seabed depths and contours



Reading the seabed depths

The numbers show spot depths in metres below Chart Datum. The 2 m, 5 m and 10 m contours join points of equal seabed depth.

Existing dredged areas

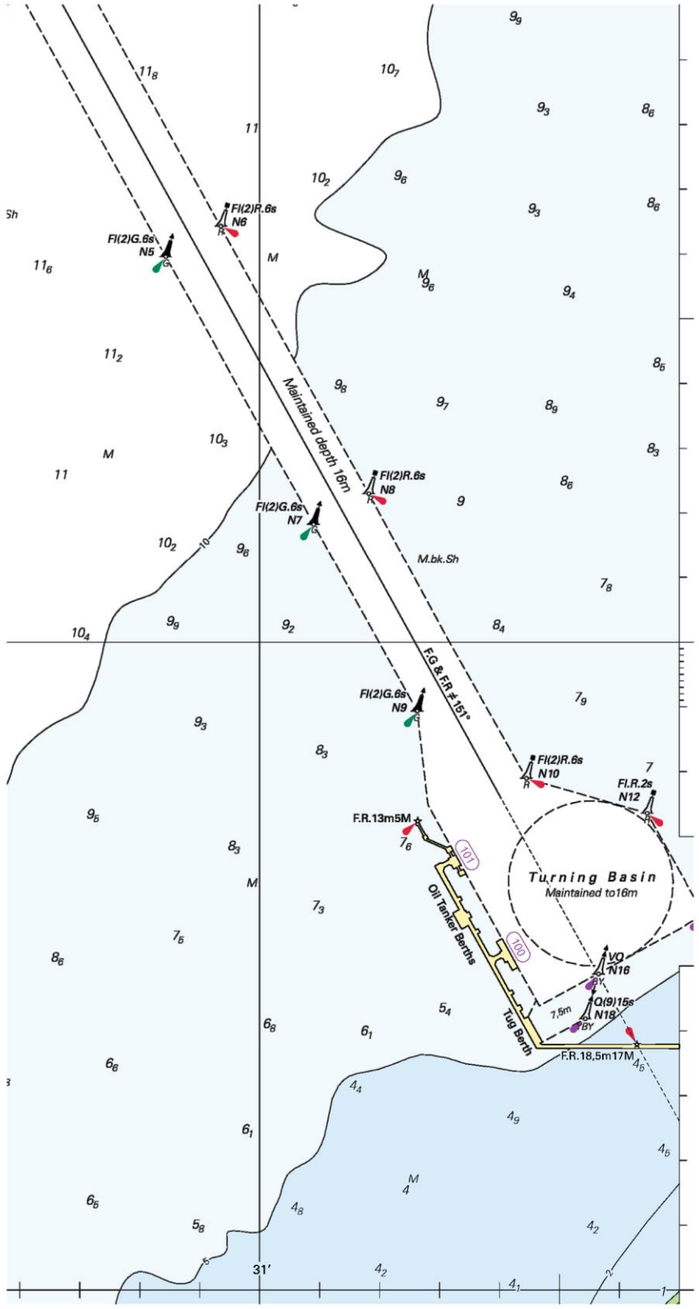
The spot depths and contours show the seabed outside the existing dredged channel and turning basin. Their charted maintained depth is 16 m, as stated on SAN 1004.

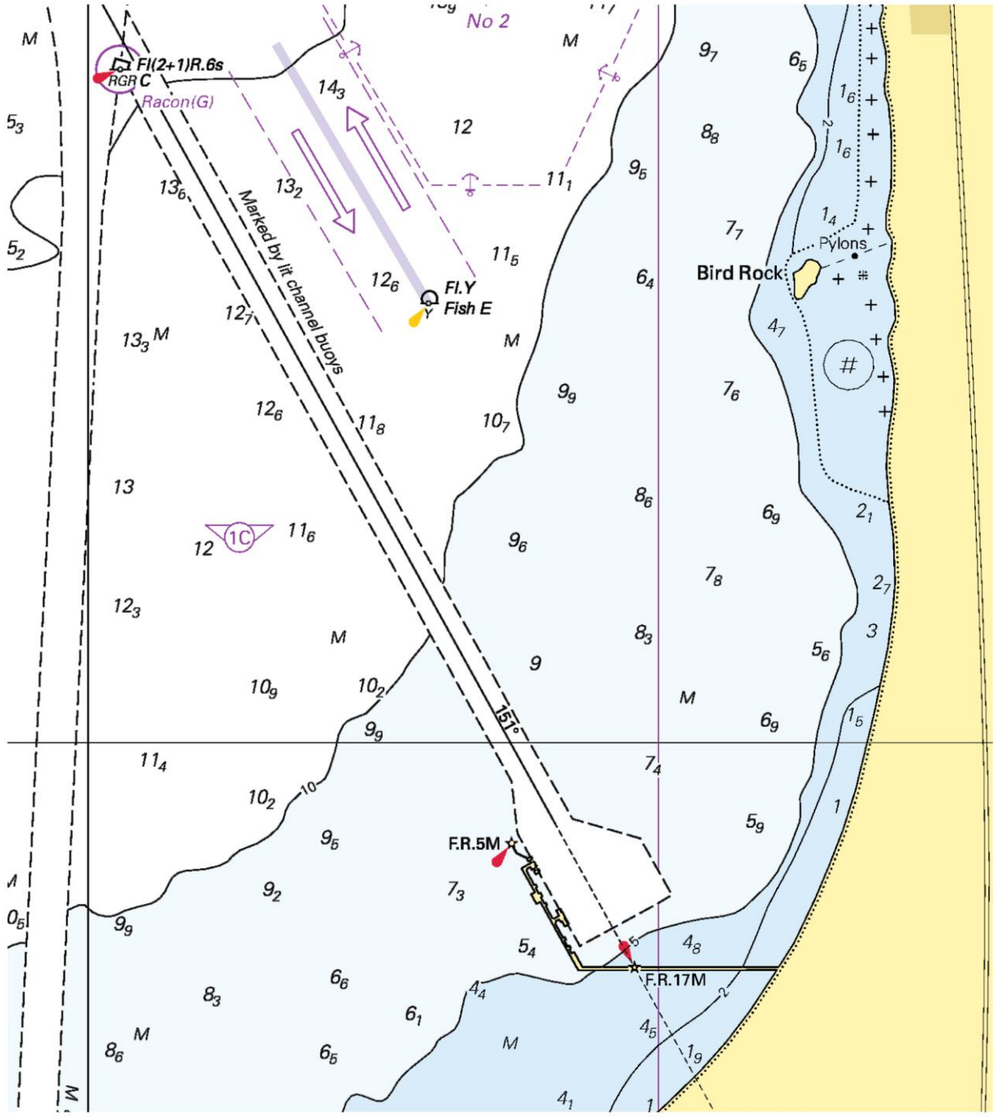
Development footprint

The coloured master-plan areas show proposed port works over the present seabed. They are not depth bands.

The land allocation plan appears on page 12.

North Port: focused chart extracts





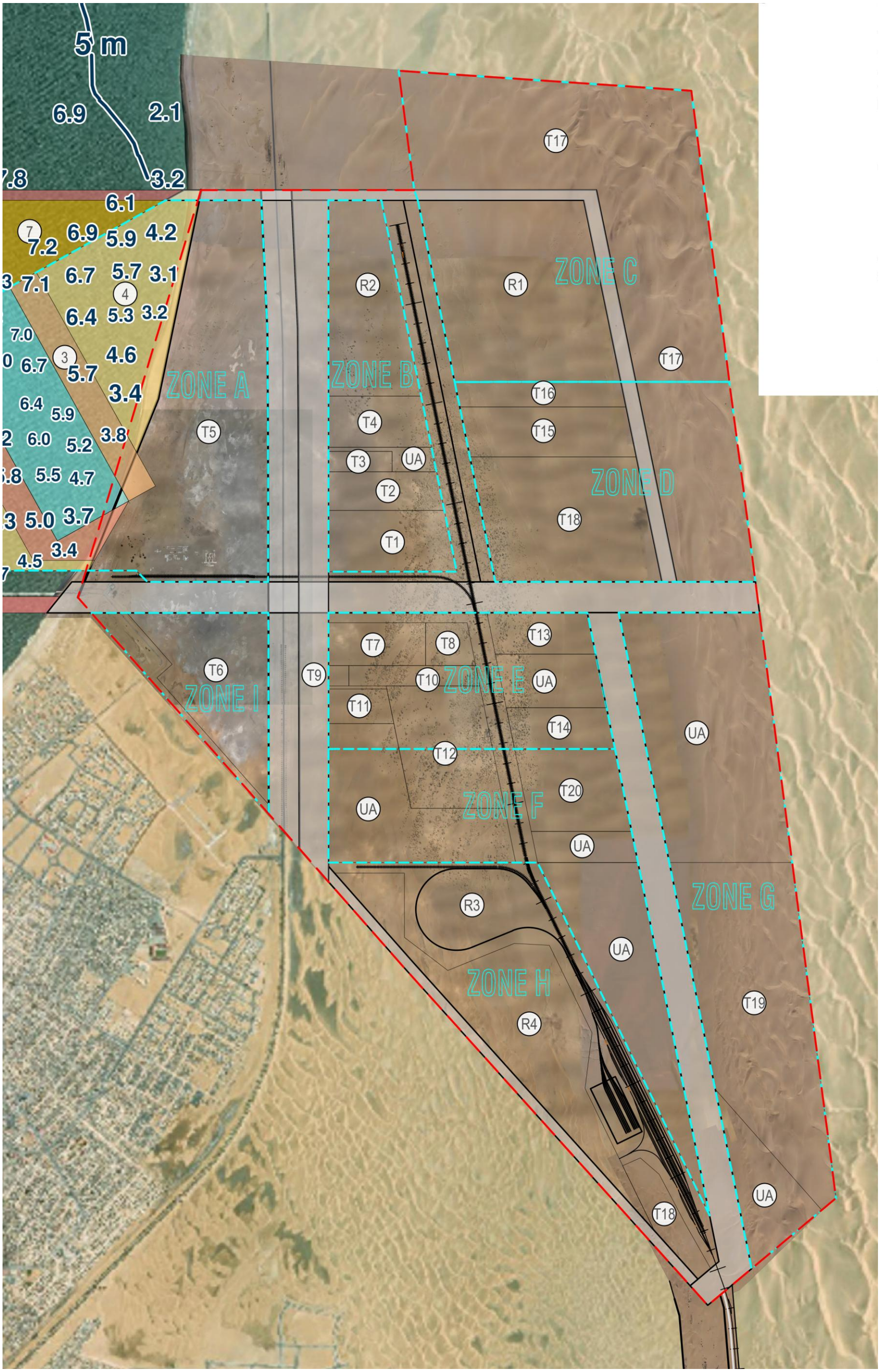
SAN 1004
Existing entrance channel, turning basin and liquid-bulk jetties.

SAN 1005
Nearshore depths east of the approach.

Soundings are metres below Chart Datum (LAT). Small decimal digits on the charts are written as ordinary decimals on page 10.

NOT TO BE USED FOR NAVIGATION

Land allocation plan



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