COURSE INTRODUCTION : INTERNATIONAL AND REGIONAL TRANSPORT ECONOMICS (IRT711S)

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CITY OF WINDHOEK INTRODUCE NEW, MODERN BUSES

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Unit 3. OPERATION OF THE VARIOUS TRANSPORT SYSTEMS AND AUTHORITIES WITHIN NAMIBIA AND SADC

1. International trade and the SADC region
Outline

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LEARNING OUTCOME

- Explain the role and functions of the Ministry of works, Transport and Communication
- Explain the importance of the Protocol on Transport, Communication and Meteorology
- Explain the Strategic Goals of the Protocol
- Explain the benefits of the Protocol for member states
- List the member states
- Evaluate the operation of the various transport system and authorities within Namibia and the SADC
Introduction

This unit deals with the Ministry of Works, Transport and Communication and the SADC Protocol on Transport, Communications and Meteorology.
This unit deals with the Ministry of Works, and Transport and the SADC Protocol on Transport, Communications and Meteorology
Objectives of the Transport Management and International and Regional Transport Economics is to evaluate the operation of the various transport systems and authorities within Namibia and SADC. Ministry of Works and Transport – Authority body and Controlling over transport and other related matters in Namibia
The Ministry of Work and Transport is dedicated:

- Ensuring the availability and quality of the transport infrastructure and specialised services
- Functional and assigned accommodation to the satisfaction of the customer and government
- Responsible for the regulatory and ownership control aspect only
- Maintain and Administer government infrastructure in respect of accommodation, transport, communication and in a more efficient way
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THE STRUCTURE OF THE MINISTRY

- Department of Works
- Department of Transport
- Department of Administration and Centralised Support Services
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Department of Works

- Is responsible for the provision, management and maintenance of all government-owned buildings.
- The department provides management and maintenance service to government in regard of real estate and related infrastructure on economical and long-term, sustainable basis.
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- The Directorate Capital Project Management is responsible for the management of capital work programmes for the government in conjunction with all the ministries.

- The Directorate Maintenance and Fixed Asset Management is responsible for the maintenance of government property through its five regional and fifteen sub-regional offices.
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Department of Transport

- The Department is responsible for transport in its broadest sense (involved each four transport modes)
- The overall objective of this department is to ensure the provision of safe, effective and efficient transport services, and balances with demand, in different modes
- The Department of Transportation Infrastructure of Maintenance and Construction, Constructs and maintains the national roads network and government aerodromes/ aviation and operates a construction equipment pool
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The Directorate Planning and Transportation Management

- Plans and design road, air and water transport infrastructure,
- Controls and provides construction materials
- Formulates and co-ordinates policy and strategies regarding national and international transport
- Administers road transportation
The Directorate Civil Aviation

- Ensures safe and efficient civil aviation systems
- Responsible for all civil aviation regulatory
The Directorate Maritime Affairs

- Ensures health and safety of life and property at sea,
- Prevents pollution of the maritime environment
- Promotes Namibia's maritime interests
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Department of Administration and Centralised Support Services

- The objective of the department is the provision of high-grade administrative support to the Ministry and Centralised Support Services of high Value to other user ministries and government offices.
- The Department is Divided into two Directorates.
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- **Directorate of Administration**
  - Responsible for the ministry’s personnel and financial administration
  - For providing auxiliary services to the Ministry

- **Directorate of Centralised Support Services**
  - Which provides motor vehicle and air transport with:
    - Security services,
    - Cleaning services
    - Stock
    - Reproduction services to government
Parastatals (State owned Enterprises) the Ministry is supervising and responsible of:

- Airports Company
- Namibian Ports Authority (NamPort)
- Road Authorities (RA)
- Road Construction Company (RCC)
Class discussion

How did the Department of Works and Transport fulfil their function in your community?
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Achievements

- At the time of independence, Namibia found itself relatively well supplied with road, aviation and rail infrastructure, but regionally imbalanced way.
- They maintenance of the existing roads infrastructure to avoid deterioration
- They developing the road network in the previously neglected area
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- Also implementing labour-based road construction methods to reduce unemployment.
- They upgrading road links to neighbouring countries and further development of harbour infrastructure.
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- To determine the present and future transport needs and to develop programmes for the implementation of transport infrastructure projects
- A number of master plans and feasibility studies have been undertaken since 1990.
- Various master plans include Oshikoto, Ohangwena, Oshana and Omusati Roads Master Plan, Herero Roads Master Plan, Kavango Roads Master Plan, Caprivi Road Master Plan, National Transport Development Plan, Windhoek Airport Master Plan, Eros Aerodrome / aviation Master Plan, and Walvis Bay aerodrome Limited Master Plan
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There was various Feasibility Studies done, those includes:

- Trans-Capriv'i Highway Feasibility Study
- Trans-Capriv'i Highway Environment Impact Assessment
- Kavango-Ohangwena Road Feasibility Study
- Gobabis-Otjinene Road Feasibility Study
- Oranjemund Link Road feasibility Study
- Windhoek East-West Bypass Feasibility Study,
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- They improvement TR 1/6 between Brakwater and Okahandja Feasibility Study
- Mowe Bay Fishing Port Feasibility Study
- MR 44 Swakopmund-Cape Cross Feasibility Study
- Gobabis-Aranos Link Feasibility Study
- Future Port Facilities in Namibia – Pre-Feasibility Study
- Northern Railway Extension Feasibility Study
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Construction and Maintenance of Transport Infrastructure

- **Road**
  - Trans-Caprivi Highway
  - Trans-Kalahari Highway
  - Onuno-Eenhana –elundu

- **Aerodromes**
  - Eros Airport
  - Hosea Kutato Airport

- **Harbours**
  - Luderitz Harbour
  - Walvis Bay Harbour
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- Good Progress has been made with the road construction projects forming part of the Trans-Caprivi Highway which is a vital link along the Walvis Bay- Ndola – Lubumbashi development Corridor
- Overall objective of the Trans-Caprivi Highway is to provide Namibia with an all-weather transport route eastwards to connect with the road networks of the Landlocked countries Botswana, Zambia and Zimbabwe
- The route is the SADC Regional Trunk Road (RTR) 30 and has an overall length of 580km
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- Another important Route, the one between Walvis Bay Harbour and Namibia’s neighbouring countries to the east, especially Landlocked Botswana, is the Trans-Kalahari Highway.
- Trans-Kalahari Highway, forms part of the Walvis Bay – Botswana-Guateng-Maputo Development Corridor, and this road reduced the distance by road between Windhoek (Namibia) and the Gauteng Province (South Africa) by about 500km.
The Road Section Onuno-Eenhana-Elundu is part of SADC Regional Trunk Road Network, Route 30.
Mean to link Landlocked countries to the east and north east of Namibia through the Zambezi and Kavango Regions to Southern Angola and further on to the Port of Namibia (Walvis Bay)
The Road also link Eenhana, regional capital of Ohangwena to the Truck Road Network
The Rehabilitation of the Otjiwarongo-Otavi Road (118km)
Oshivelo via Ondagwa to Oshakati road (191 km) regarded as the biggest investment project in Namibia with N$125 million
In 1991, The Department of Transport Launched a Labour-based Road Construction programme to support the basic government goals of job/employment creation opportunities and poverty alleviation.

Labour-based Road means Hand Labour.

The Ministry Implemented a lot of Labour based Road Construction mostly in rural area to maintaining roads continues to contribute towards alleviation of the unemployment situation.
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- 89 km of gravel road then constructed by Labour-Based Methods in Omusati, Oshana, Ohangwena and Oshikoto regions, include:
  - 14km of road from MR111 to Onaanda
  - 15km of road from Oluno to Ukwiyu
  - 15km of road from Oshakati to Ompundja
  - 12km of road from Onethindi to Onkumiimbi
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- 35km of road from Ombalantu to Okalongo
- 27km of road from Tsandi to Onesi
- 14km of road from Okahao to Etilyasa
- 25km of road from Oshigambo to Ondobe
- 21km of road from Onethindi to Oshigambo
Class Discuss

How is the provision of labour-based road construction viewed in your community?
Projects created a total of about 1500 jobs
N$15 million were paid to employees about two years
Project were co-funded by Namibian, Swedish and German Governments
National Policy on Labour-Based Works approved by Cabinet
Aerodromes / Civil Aviation

- Runway and terminal building at Eros Airport were extended to enable medium-sized jet passenger transport to provide fast and efficient regional service from that airport.
- Runways of Hosea Kutako International Airport rehabilitation work also in place/done by now. +/- 42.9 million investment
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Harbours

- Walvis Bay Harbour on the western coast of the sub-continent is linked by rail and road to the rest of the country and to the landlocked countries to the east and north-east of Namibia.
- As part of the Walvis Bay-Lubumbashi Transport Corridor, the Trans-Caprivi Highway links the Harbour to Zambia, Zimbabwe, Malawi and Democratic Republic of Congo, while the Trans-Kalahari Highway link the Harbour to Botswana and the Gauteng Region in South Africa.
- Harbour therefore offers a shorter route for exports and imports of land-locked countries to and from Europe and the Americas.
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- The Walvis Bay Port upgrading and supply of new port facilities and equipment done, and New Container terminal with modern handling and marine equipment also upgraded as well as the expansion of the port.
- Luderitz, construction and maintenance used to handle additional cargo coming from the Mine, the oil industry and the fruit business.
- These developments will triple Namibia's Cargo Volume and make the ports a gateway to the SADC region.
- In future, Walvis Bay would be able to accommodate all vessels that now service the trade routes.
The Air and Maritime Transport Sectors

Air Transport

• Development in the air transport sector can best be illustrated by comparing some statistics in this field over the last decade
• At the time Namibia became independent, there were only just over two hundred aircraft on the Namibian Aircraft register.
• Currently this figure is approaching the four hundred mark.
• Passengers moving through the main international airport increased from 200,000 to 500,000.
Foreign airlines flying to Namibia has also increased from only one foreign carrier serving Namibia in 1990 to ten foreign operators now serving Namibian airports on a regular basis.

Government improved the basic infrastructure at the main airports to meet growth needs of the air transport sector.

Extensions and resurfacing of runways and taxiways was done.

Air navigation system in the country has also been upgraded to meet the additional demand being placed on it by the increase in air traffic.
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The Maritime Transport

- The Directorate Maritime Affairs of the Department of Transport has strengthened its establishment and opened a new office at Luderitz,
- Expanded the one at Walvis Bay and engaged the services of Maritime experts.
- The Directorate is in the process of formulating Namibia’s maritime policy and upgrading its legislation to suit the changing maritime environment
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- The Directorate also drawing up plans and programmes to ensure safety of vessels and maritime personnel operating from and calling at the Namibian ports.
- It also engaged in the protection of the marine environment regional and international cooperation in the field of maritime affairs through relevant bodies, such as SADC and the International Maritime Organisation.
- The Namibian Ports Authority, trading as Namport, and responsible for the operation of the existing ports of Walvis Bay and Luderitz.
Namport operate according to the Namibian Ports Authority Act, 1994 (ACT 2 of 1994)

A big project undertaken is the deepening of the Port of Walvis Bay, and required funding of N$100 Million.

Namport also managed to increased the container throughput in Walvis Bay by 20%.

The company also managed successfully to market a new fruit export service and commenced container traffic through Luderitz.
Policy and Legislation Related to the Transport Sector

- The Ministry has committed itself to the facilitating of a cross-border trade
- Promoting economic growth
- Review legislation includes ratification of the SADC Protocol on Transport, communications and Meteorology
- Ratification of the SACU memorandum of Understanding on cross-border road transportation
- A much faster customer-orientated system implemented
Institutional and Transport Sector Reform

- Ministry of Works and Transport (MWTC) 2000 Project
- The Ministry Works and Transport 2000 Project is an institutional restructuring programme initiated with Co-Financing by a grant from the Swedish International Development Agency (SIDA)
- The main overall goal of the original project is to improve the efficiency of the Transport sector
MWT 2000 Project completion in the from year 2001 are:

- Commercialisation of certain functions of the Department of Administration and Centralised Support Services
- Commercialisation of certain functions of the Department of Works
- Restructuring of the Civil Aviation Directorate, including the Meteorological Services
- Restructuring of the Directorate Maritime Affairs
- Reorganisation of the remaining parts of the Ministry
National Transportation Master Plan study has been completed,

Its outputs are extremely valuable in supporting and supplementing the work being done under the MWT2000 Project: Eg.

- Road User Charges
- Implementation of the Road Fund Administration
- Roads Authority, and
- Roads Contractor Company (RCC)
The emphasis in this Master Plan is on National Transport Infrastructure Maintenance and Development in the Road, Railway and Air Transport Sector.

All transport Services, and Internal Transport and Infrastructure in respect of Urban Areas are therefore excluded.

The main purpose of the Master Plan is to give the Government of Namibia and its affiliated agencies guidance as to the programmes and projects needed in order to comply with the agreed goals and strategies for transport infrastructure.
The National Transportation Master Plan Study initiate the Development of a Namibia Traffic Information System (NaTIS)

A new computerized vehicle registration and licensing system which the country had implemented

At first eighteen vehicle registration centers were established at: Windhoek, Walvis Bay, Swakopmund, Usakos, Karibib, Omaruru, Tsumeb, Ongwediva, Rundu, Grootfontein, Otavi, Otjinene, Gobabis, Okahandja, Rehoboth, Maltahohe, Mariental and Aranos
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Class Discuss

How many Vehicles Registration Centre we do have currently?
Vision 2030

- The vision in respect of transport is to ensure the availability of safe and cost-effective transport infrastructure throughout the country; and
- Specialized services in their different modes to balance the demand, and supply thereof in economically efficient way,
- The Transport Infrastructure is planned to serve both rural and urban communities (Road, air, maritime) and must be provided in economically efficient way
- To ensure freedom of participation in the provision of transport services, mainly subjected to quality regulations
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Class Discuss?

- How will vision 2030 impact you, your community and the Namibia Population in general in term of Transport sector?
Developing the Logistics Hub

- Namibia is strategically positioned within SADC Region, meaning we offer a gateway for trade to and from the region.
- Our transport and communication infrastructure, although lagging behind by international standards, remains competitive in relation to what is available in the region, for instance the Port of Walvis Bay serves Shipping Companies up to five days for goods transported within the SADC region, Europe and the American. Notwithstanding the development of port in the region remains one of Africa’s most efficient and best equipped.
- Logistics Hub offers services ranging from Transport and storage solutions to customised integrated supply chain solutions.
Logistics Hub offers services ranging from Transport and storage solutions to customized integrated supply chain management services. All mode of transportation are provided.
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SHORT – TERM MISSION (Department of Transport is to:)

- Implement the policies contained in the white paper on Transport Policy
- Ensure that new institutional structure are effective and responsive to technological and international development
- Review appropriate aviation user charges, and
- Implement the road-user charging system by April 2000
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- Implement the recommendations of the Airport / aerodromes master plan
- Promote access to relevant maritime convention / conference
- Approve the training and examination of seafarers in Namibia
- Ensure Sea Worthiness of Ships and Vessels
- Ensures the prevention and combat of Marine pollution
- Revise the National Transportation Corporation Act, 1987
- Draw up legislation for quality control of rail services, and
- Draw up a Namibian Meteorological Service Bill
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Strategies – Long Term (Department of Transport is to):

- Implement a comprehensive culture change plan
- Develop private sector expertise in the construction and maintenance of roads on a tender/contract basis
- Draw up and implement a Master Plan of Development for each of the Airport/ aerodromes of the Airports Company
- Draw up and Implement an aviation communication and Navigation and master plan
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- Commercialize air navigation services and create an autonomous Civil Aviation Authority
- Set up an appropriate maritime administration
- Revise and promulgate new maritime legislation
- Develop maritime training to provide qualified seafarers
- Promote the employment of Namibian seafarers to the international shipping industry
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- Install appropriate measures to protect the integrity of the Namibian Waters
- Ensure the implementation of the approved recommendations of the Independent Task Force on TransNamib Ltd, and
- Draw up and implement a master plan for the development of a meteorological services infrastructure in Namibia
Challenges for the new millennium

- The Government release that planning for future is important especially regard to transport and communication, take account the fact that:
  - Namibians are living in a global village, meaning country is not isolated from the rest of the world and it must abreast of developments and comply with the same standards as elsewhere
  - Increasingly rapid technological advances can completely change the way things have traditionally been done (eg. Satellites and computers can be used to monitor aircraft movement)
  - Human resource utilization will be greatly influenced by the information revolution and international mobility of skilled professionals
Protocol on Transport Communication and Meteorology

- The SADC Protocol on Transport, Communication and Meteorology should be viewed as a critically important document from a transport economics perspective.
Strategic Goals – In Article 2.4
The Protocol, the strategic goals

- Member states shall engage all stakeholders in giving effect to this Protocol by promoting the following strategic goals
- Integration of regional transport, communications and meteorology networks to be facilitated by the implementation of compatible, policies, legislation, rules, standards and procedures –

The focus is clearly on integration, which is a prerequisite for greater efficiency of the transport network
Elimination or reduction of hindrances and impediments to the movement of person, goods, equipment and services – **the focus on increased efficiency is confirmed**

Broad-based investment to develop, preserve and improve viable strategic transport, communications and meteorology infrastructure within an investor-friendly environment generating adequate returns – **the focus on investment is clearly stated**
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- Restructured state enterprises and public utilities which are financially independent and commercially viable – **this strategic goal is also aimed at improvement of the delivery system to the benefit of all stakeholders**
- Optimal utilisation of public and private financial, human and other resources and the effective allocation of existing scarce resources – **Resource optimisation is clearly addressed**
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- Adequate own funding and appropriate supplementary funding, amongst others, through recovery of full costs for maintenance of infrastructure and service provision and progressive recovery of full future costs for infrastructure and service provision and use on an equitable basis – **The use of funds such as World Bank funds is therefore encouraged**

- Regional and global competitiveness of the Community’s large and small service providers – **The value of competition, as outlined in previous units, is once again confirmed**
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- Complementarity and economies of scale between the Community’s service providers – Focus on economies of scale supports the principle of integrated transport focusing on the efficiency of the network

- Co-operative policy development facilitated by strategic partnerships between government and a responsible and competent regional private sector; Cooperation in terms of policy development is viewed as critically important, since policy gives direction to transport developments
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- Regional development fostered by strategic partnerships between international co-operation partners and regional stakeholders - the value of strategic partnerships is clearly embedded in the protocol

- Customer driven service provision characterised by adequate access to basic transport. Communication and meteorology services and progressive improvement of service quality – Focus on the customer is viewed as an essential element of the protocol, since customers are the essence of business
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- Improved diversity of services and provision of services on a competitive bid basis through the promotion of fair and healthy competition between service providers in terms of transparent, flexible, predictable and streamlined regulatory frameworks - This strategic goal confirms the wide scope of the protocol
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- Informed decision-making and improved investor confidence to facilitate commercial activity – **informed decision-making implies good communication between stakeholders and member states**
- Focus investment in joint human resource development programmes, information management schemes, research and development projects and technology transfer initiatives – **the focus on the development on human resources indicates that the value of people empowerment is realised and prioritised**
- Effective environmental management with due consideration of relevant international and regional conventions – **environmental management is of critical importance from a longer term perspective**
In Article 3.2 the Protocol deals with the following aspects pertaining to Integrated Transport Policy:

- In order to attain the desired Integrated Transport Objectives, member states agree to development a harmonised integrated transport policy, which include:
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- Establishment of infrastructure, logistics systems and institutional frameworks, these systems for the basis for good transport and logistics management

- Establishment of appropriate legal and financial frameworks, without finance and appropriate legal frameworks, the valuable activities guided by the protocol would not be possible
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- Execution of research and technology transfer and Continuous research is of utmost importance as outlined in the protocol.

- Development of effective communication networks, effective communication is of utmost importance in the implementation of the protocol which support intermodal and optimal utilization of modes.
Member States shall apply the following principles:

- The right of freedom of transit for persons and goods.
- The right of land-locked Member States to not be denied access to and from the sea.
- Equality treatment of the national and passenger services providers of Member States with regard to the provision, access and use of infrastructure and immigration and clearance procedures.
The right of individual Member States to negotiate, access and freedom of transit rights consistent with the principles of this protocol, while recognising that individual needs of Member States may require specific bilateral arrangements.

All modes of transport allowed the necessary economic space to operate in a self-sustaining free market environment.
Member States shall, in the exercise of their full sovereignty over their territory, have the right to take all measures necessary to ensure that the application of the principles are effectively implemented according to the protocol.
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Any Questions?
Thank You.