



## Trans-Kalahari Corridor Exemplifies Collaboration

For 35 years, Willie du Toit transported his Johannesburg-bound cargo along southern Namibia's Ariamsvlei route as the managing director of F.P.du Toit Transport — the largest private carrier in Namibia.

Hoping to find a better route, he considered the relatively new Trans-Kalahari Corridor (TKC). His calculations indicated that he would save a distance of 450 kilometers if he re-routed his Johannesburg-bound cargo to the TKC, saving \$5,000 per cargo load. In March 2003, du Toit started routing his cargo via the TKC and he has not looked back since.

Since 2001, USAID has provided technical assistance and training to establish the public-private Trans-Kalahari Corridor Management Committee (TKC-MC) based in Walvis Bay, Namibia. The TKC-MC coordinates reform, transport policy, regulations, and procedures along the corridor in order to facilitate trade.

On November 3, 2003, the Ministers of Transport of Botswana, Namibia and South Africa signed the TKC Memorandum of Understanding. The agreement formally binds the governments and the private sector to a program that addresses cross-border transport and trade issues such as border management, customs control, traffic regulations and road transport policies. This agreement enables people such as du Toit to increase participation in regional trade using the TKC, making their businesses more profitable.



Photo Credit: TKC/Walvis Bay Corridor newsletter

Signing of the TKC-MOU by Transport Ministers Omar, Seretse and Amweelo of three TKC countries (seated). Observed by US Ambassadors McGuire of Namibia and Huggins on Botswana (with red ties).

USAID supports projects aimed at transforming the TKC into a true transit corridor offering efficient seamless transport services. This requires a cooperative institutional framework for stakeholders in all three countries, as well as a joint agreement on transport policy reform, and the harmonization and simplification of transport and customs documentation and procedures.

In addition, the TKC-MC provides a one-stop support and resource center, facilitates business contacts, and ensures convenient and reliable cargo delivery. This information and knowledge-sharing hub for stakeholders identifies major obstacles, and coordinates implementation of solutions.

***Frank Gschwender, TKC-MC executive, indicates that volumes of traded goods on the corridor have increased significantly. Heavy commercial traffic on the TKC increased in 2003 to 60% of its capacity, up from 40% in 2001.***

Du Toit is excited at the future possibilities that the TKC offers. "We want to offer a next day delivery with our express freight, which will mean leaving Johannesburg at 18:00 hrs and delivery in Windhoek by 14:00 hrs the next day." He is confident that the TKC-MC will attend to the extension of border operating hours at Skilpadshek/Pioneer Gate to make this possible. This will improve vehicle utilization due to shorter turnaround times.

He is particularly impressed with the new single administrative document (SAD) used along the TKC, which allows transit consignments to pass through all TKC border posts using one custom document. The corridor is faster, more efficient and cost effective. "Problems regarding documentation have been resolved now with the SAD."

