



Republic of Namibia

MINISTRY OF WORKS AND TRANSPORT

MOTIVATION STATEMENT;

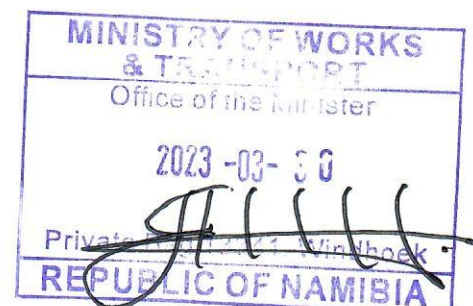
VOTE 24: DEPARTMENT OF TRANSPORT

BY JOHN MUTORWA, MP

Minister of Works and Transport

Date: 30 MARCH 2023

**FINANCIAL YEAR
2023/24**



1. Introduction

Honourable Chairperson of the Whole House Committee, Honourable Members of the National Assembly!

1. Let me thank the Honourable Members of this House, for affording me the opportunity, to present the funded programs for the Department of Transport, Vote 24.
2. I now wish to present to you, Honourable Members, programmes that will be dealt with by the Ministry through the Department of Transport during the Financial Year 2023/2024 to ensure modern and reliable Transport Infrastructure.

3. **Programme 01: Planning and Development of Transportation Infrastructure**

- (a) The purpose of this programme is to develop world class transportation infrastructures and to maintain them. The programme includes the construction of gravel roads, upgrading of gravel roads to bitumen standards, rehabilitation of roads and the construction and maintenance of State Owned Aerodromes and Airports.
- (b) The Ministry of Works and Transport continues in its efforts to maintain Namibia's status of having good transportation infrastructures. The Ministry seeks to ensure that Namibia has modern and reliable transportation infrastructures that are well maintained and cost effectively managed. Our objective is to guarantee access to economic and social centres by all Namibians, as well as to link Namibia with Neighbouring Countries and other parts of the world.
- (c) *I therefore request for an amount of One billion, Seven Hundred and Forty Million, One Hundred and Forty-Three Thousand Namibia dollars (N\$1,740,143,000) to be allocated to Planning and actual Construction or Development of Transportation Infrastructure programme.*



3. **Programme 02: Railways Network Development, Maintenance and Rehabilitation.**

- (a) **Honourable Members**, our national desired outcomes is to develop the railway transportation infrastructures. With combined efforts from all economic sectors, we can put our economy on a sustainable growth trajectory. The purpose of this program is to ensure the provision of railway transportation services or logistics by rehabilitating and upgrading our existing 2600 km rail network through a phased approach and to develop new railway infrastructures that guarantee seamless, efficient, affordable, customer-friendly and environmentally responsive integrated railway transportation solutions.
- (b) The specific objectives of this programme are: planning and constructing new railway lines, maintaining, upgrading and rehabilitation of the existing aged railway network to the SADC Standards for Railway Lines (18,5 ton/axel with a minimum speed of 100km/h).
- (c) *Honourable Members, I request for an amount of Five Hundred and Sixty-Two Million, and Fifteen Thousand Namibia dollars (N\$ 562,015,000) to be allocated to railway network development, maintenance and rehabilitation programme.*

4. **Programme 03: Formulation of Transportation Policy and Regulation Oversight**

- (a) The purpose of this program is to formulate and implement transport policies to ensure: safe, efficient and effective mobility and universal access and connectivity to Namibian Citizens and Foreigners alike. The programme is also responsible for the regulation of Transportation Services in the Transport Sector and for the development, review and administering relevant transportation legislation.
- (b) The core mandate of the WBCG is the effective promotion, marketing, business development, trade facilitation and managements of the Walvis Bay Corridor which consist of the Ports of Walvis Bay-Ndola-Lubumbashi Development Corridor.



- (c) Corridor Institutions such as Trans Kalahari Corridor (TKC) and Walvis Bay Corridor Group (WBCG) are funded by Member States through Annual Membership Fees contributions. With this funding, both the TKC and WBCG has managed to facilitate successfully over 4 330 258 tonnages of import and export cargo, through the corridors with the neighbouring countries. Movement of cargo volumes contribute immensely to the Namibian economy by creating business opportunities. Furthermore, to ensure safe movements of goods, services and people, the Road Safety Secretariat will continue to effectively peruse the operationalisation and implementations of Second Decade of Actions for Road Safety Strategy (2021-2030).
- (d) The Government contribution budget will be utilized to fund operational expenditures, promotion and business development of the Corridors, to attract more business for the Walvis Bay and Luderitz Ports and Trade facilitation activities. Despite the impact of Covid-19 on trade, these corridor institutions anticipate to increase movement of cargo through the corridors.
- (e) *Honourable Members, the Ministry is requesting for an amount of Fifty-three Million and Twenty Thousand Namibia dollars (N\$ 53,020,000) to be allocated to the Formulation of Transportation Policy, Regulation Oversight, Bilateral Air Service Agreements (BASA) development, Construction and maintenance of Vehicle and Driver Testing Centres, including the development of the Transport Corridors.*

5. Programme 04: Air Transport Administration

This programme caters for (i) Aircraft Accident Investigations, and (ii) Civil Aviation Air Navigation Services sub-programmes.

5.1 Sub programme - 04:01 Aircraft Accident Investigations

- (a) The purpose of this sub-programme is to fulfil the State's obligations towards Civil Aviation Act No 6 of 2016 and Annex 13 to the Chicago Convention on International Civil Aviation, to which Namibia is a signatory, and to promote Aviation Safety, through the conduct of independent and objectified investigations into aircraft accident and incident.



- (b) The Directorate of Aircraft Accident Investigations has recorded notable reduction in aircraft accidents and Incidents in Namibia during the past financial year. This reduction of accident occurrences was attributed to intensive stakeholder engagements, monitoring and evaluation of safety recommendations generated by the Directorate of Aircraft Accident and Incident Investigation. The outbreak of the Covid-19 epidemic worldwide had also a negative impact on the operations of the Directorate of Aircraft Accident and Incident Investigations tasked to maintain a Safe Air Transport System in Namibia. Investigators were unable to maintain proficiency due to travel restriction to undergo recurrent training thus is envisaged to be finalized during the new financial year.
- (c) *I therefore request for an amount of Six Million, Eight Hundred and Sixty-Four Thousand Namibia Dollars (N\$ 6,864,000) to be allocated to the Aircraft Accident Investigations Programme.*

5.2 Sub programme - 04: 03 Namibia Civil Aviation Authority (NCAA)

- (a) The objective of this sub-programme is to ensure an international compliant, safe, secure and efficient Civil Aviation infrastructures and skills that also contribute to the national security. The Namibia Civil Aviation Authority (NCAA) provides Safety Oversight and Air Navigation Services, throughout Namibia. The challenges experienced with the transformation of the Namibia Civil Aviation Authority (NCAA) are with respect to the retention of skilled human resources in most technical areas such as Airworthiness, Air Traffic Control and Flight Operations.
- (b) Namibia has invested in the training and education of aviation professionals since independence and has also benefitted from international solidarity training initiatives. However, most of these scarce resources in Namibia are either poached by international high paying institutions, retiring, advancing their careers in other field or promoted into senior positions thus leaving a vacuum at operational levels. One of the initiatives that Namibia has embarked upon to address this serious brain drain and retention challenges is our partnership with the Finish Airrho Group to establish an Aviation Centre of Excellence in Namibia. This will ensure that Namibia has adequate skilled aviation personnel to cater for its market and beyond.



- (c) With the establishment of the NCAA in November 2016, it required capitalization which was not adequately provided for. I have to inform you that: the Namibian airspace has experienced a decline of air traffic, due to reduced air travel and therefore a decline in the collection of aeronautical fees by the NCAA caused by COVID 19. Therefore, there is need to recapitalize the NCAA financially, in order to sustain the Namibian State Obligations, towards the Chicago Convention; while slowly recovering from the effects COVID-19 and introducing new complementary charges that will help reduce dependency on Treasury in the future.
- (d) According to the International Civil Aviation Organization (ICAO) and International Air Transport Association (IATA) Projections – The pre-COVID-19 travel figures are anticipated to be achieved in 2024/2025. Thus, the recovery process is slow and certain!
- (e) *Honourable Members, to achieve these objectives, I request an amount of Three Hundred and Twenty-One million, Three Hundred and Eighty-One Thousand Namibia dollars (N\$ 321,381,000) to be allocated to Air Transport Administration.*

6. Programme 05: Maritime Legislation Administration

- (a) Honourable Members, this programme is to fulfil the Ministry's mandate and objectives, regarding safety of life and property at sea, protection of marine environment from pollution by ships and to promote our national maritime interests to the International Community.
- (b) The programme is delivered in line with the International Maritime Organization (IMO) instruments relating to flag, Port and coastal State obligation and comprises the following main activities:
- Registration and licensing of ships and seafarers;
 - Maritime Safety and Security Administration;
 - Marine pollution Control and Marine Search and Rescue (SAR) Coordination.
- (c) In recent years, fleets with the capacity of up to five thousand (5 000) passengers have been frequently visiting our ports, and given

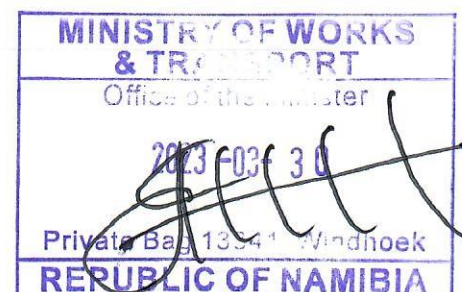


the current state of the Global Maritime Distress and Safety System, there is a high risk to human life at sea as well as the reputational and economic damage to Namibia. I must also submit here Honourable Members that, without a safe and efficient Maritime domain, the dream of deriving full benefits of the Blue Economy cannot be realised.

- (d) As far as maritime transport is concerned on climate change, International Maritime Organization (IMO) member states are expected to reduce Greenhouse Gas (GHG) emissions in line with the Paris Agreement, and the ambitions and targets of the International Maritime Organization (IMO). We thus need to invest in maritime infrastructure initiatives and legislative reforms to sustain our ambitions of becoming a leader in renewable energy and, making Namibia a regional maritime logistic hub of choice.
- (e) *I am therefore requesting the approval and support of this august House for an amount of Forty-Five Million, Five Hundred and Sixty-One Thousand Namibian dollars (N\$ 45,561,000) to be allocated to Maritime Legislation Administration, sub-programme.*

7. Programme 06: Meteorological Services Administration

- (a) The purpose of this program is to provide timely and quality weather, climate and early warning services to all sectors such as aviation, disaster risk reduction, agriculture, transport, health, energy, fisheries, environment and construction whose operations are sensitive to the vagaries of extreme meteorological hazards and disasters. This is achieved through compliance to national, regional and international standards, regulations and protocols particularly those related to SADC, World Meteorological Organization (WMO) and Annex3 of International Civil Aviation Organization (ICAO) dealing with the provision of aviation meteorological service for international air navigation.
- (b) The aviation meteorological infrastructures at all the airports, were procured and installed in the early 2000's, has served its purpose economically and otherwise and therefore needs urgent replacement as the associated software and various critical



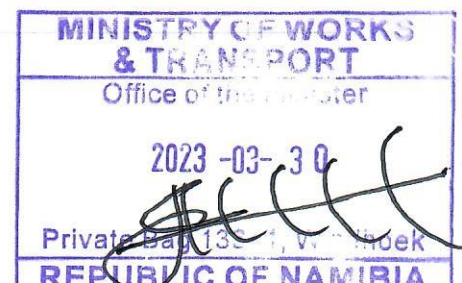
components of these systems are obsolete and can no longer be maintained or repaired even by the suppliers. Funding is needed to procure and replace the obsolete Automated Weather Observation Systems (AWOS) with new and modern ones in order to meet our national, regional and international obligations.

- (c) *Honourable members, I request for an amount of Fifty-Five Million, Three Hundred and Fifty-One Thousand Namibia dollars (N\$55,351,000) to be allocated to Meteorological Services Administration.*

8. **PROGRAM NO 07: Centralised Support Services Administration**

Purpose of this programme:

- a) Honourable members, transport is the engine of Government operations and for this programme, there are no funds allocated to replace the current ageing fleet.
- b) The Ministry of Works and Transport fleet is about 3100 vehicles and is more than 10 years old and requires constant repair maintenance to keep them on the road.
- c) Honourable members, no vehicles were procured by the Ministry of Works and Transport over the last 10 years due to fiscal challenges experienced.
- d) The Government Garage has 59 Artisans/mechanics dedicated to services and repairing the fleet under the Ministry of Works and Transport and provides technical advice to various OMAs manning their own fleet. In addition, the Ministry has enlisted 46 garages/service providers and referred seven hundred and seventy-five (775) vehicles or 25% of specialized work such as gearbox, diff, computer box and some engine repair and overhaul. While panel beating work is 100% done by a private service provider after the Government Garage sourcing three quotations.
- e) Honourable members we have also commenced engaging the Ministry of Urban and Rural Development to decentralize the



Government Garage functions to the Regional Council to accelerate the services delivery.

- f) Honourable members, I want you to note that the repair, maintenance and panel beating costs are derived from the trading account that generates it ^{is own} ~~is out~~ funds from various OMAs leasing vehicles from the Government Garage. However, the trade account revenue has drastically declined due to outstanding payments from various OMAs.
- g) The allocation is to carry out program main activities such as, specialized training for artisans that are needed to keep up in the fast advancing vehicle technology, service, and repair, up keeping of government fleet and stock-taking.
- h) *Honourable members, although the allocation to this programme is clearly inadequate, for my Ministry to be able to maintain essential transport services, I therefore request for an amount of One Hundred and Five Million, Two Hundred and Seventeen Thousand Namibia dollars (N\$ 105,217,000) to be allocated to Government Garage Centralized Support Services Administration.*

SUMMARY: VOTE 24 TRANSPORT, 2023/2024

PROGRAMME	DESCRIPTION	OPERATIONAL	DEVELOPMENT	TOTAL AMOUNT N\$
01	Planning and Development of Transportation Infrastructure	6,305,000	1,733,838,000	1,740,143,000
02	Provision and Upgrading of Railway Network	4,120,000	557,895,000	562,015,000
03	Formulation of Transportation Policy and Regulation Oversight	52,020,000	1,000,000	53,020,000



04	Air Transport Administration	115,178,000	213,067,000	328,245,000
04:01	Aircraft Accident Investigations	6,864,000	0	6,864,000
04:02	Air Transport Administration: Civil Aviation Air Navigation	108,314,000	213,067,000	321,381,000
05	Maritime Legislation Administration	33,161,000	12,400,000	45,561,000
06	Meteorological Services Administration	20,351,000	35,000,000	55,351,000
07	Centralized Support Services Administration	100,217,000	5,000,000	105,217,000
GRAND TOTAL ALLOCATION FOR VOTE 24		331,352,000	2,558,200,000	2,889,552,000

In conclusion Honourable Chairperson of the Whole House Committee, Honourable Members: it is now my pleasure to present to you Vote 24: Transport, to the amount of Two Billion, Eight Hundred and Eighty-Nine Million, Five Hundred and Fifty-Two Thousand Namibia dollars (N\$2,889,552,000) for your consideration and approval.

I Thank You
for your attention

