



NAMIBIAN PORTS AUTHORITY (NAMPORT) PRESENTATION TO THE OIL AND GAS CONFERENCE

BY ANDREW KANIME, CEO, 17 AUGUST 2023

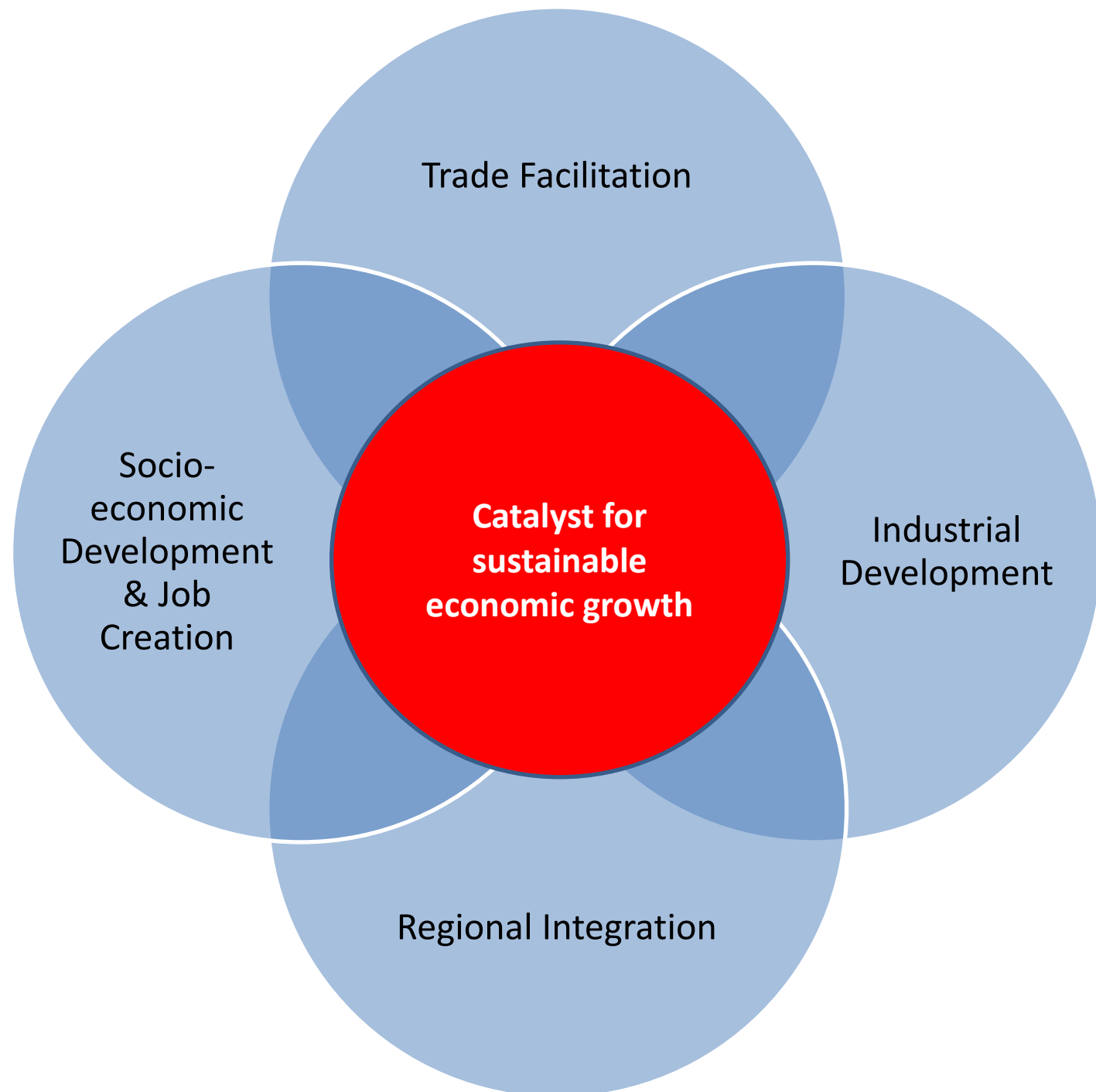
OUR MANDATE

- **Source of our Mandate**

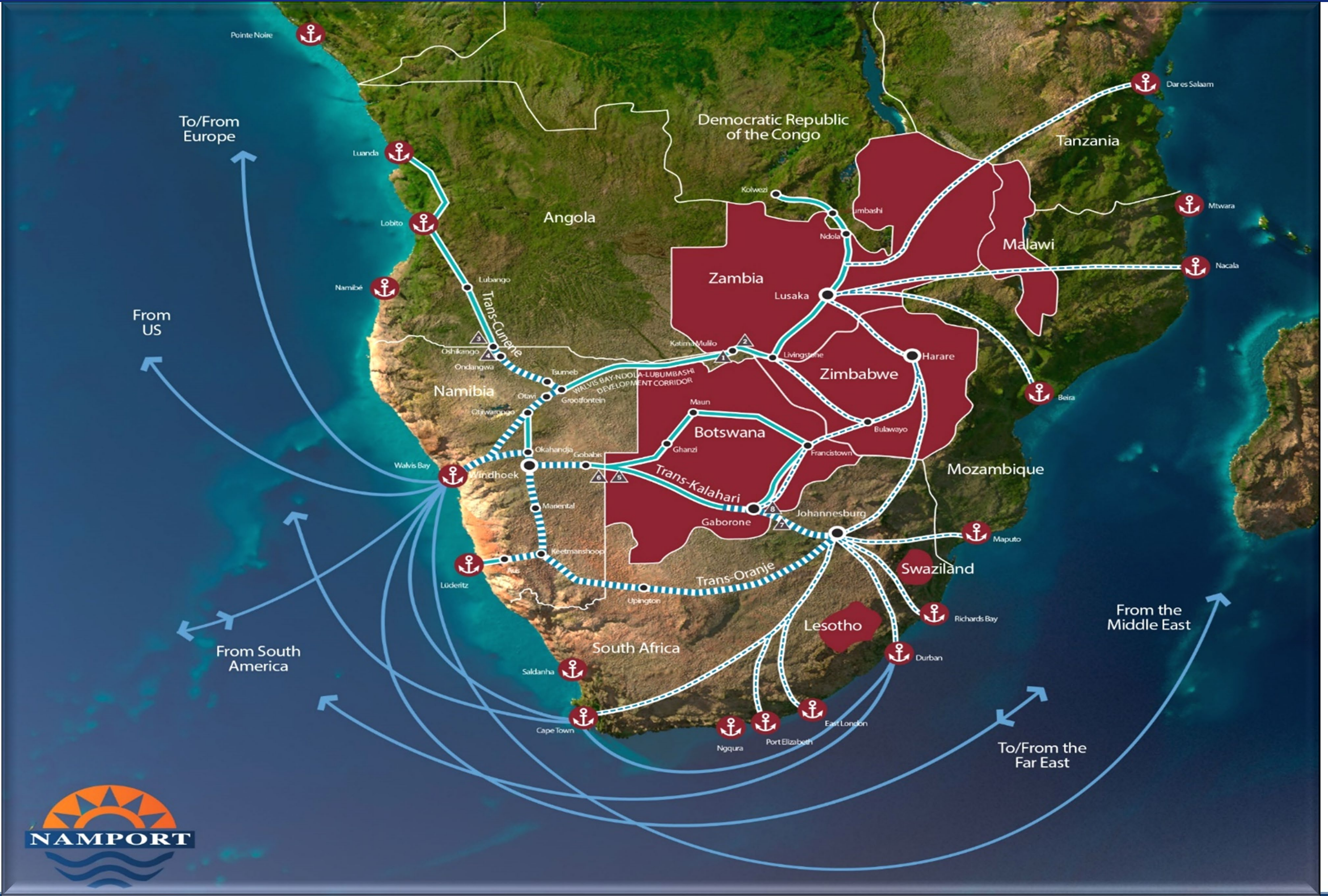
- Body Corporate established by **Namibian Ports Authority Act, 1994**
- Commercial Enterprise governed in terms of the **Public Enterprises Governance Act, 2019**
- Reporting line for governance purposes - Ministry of Finance and Public Enterprises
- Reporting line for sectorial policy direction - Ministry of Works and Transport (Maritime Sub-Sector)

- **Mandate (key objects)**

- Development, management and operation of all Namibian ports
- Provision of port facilities and services at the least possible cost (moving people and goods smoothly and sustainably)
- Management of lighthouses and other navigational aids in Namibia's territorial waters



OUR SEAPORTS



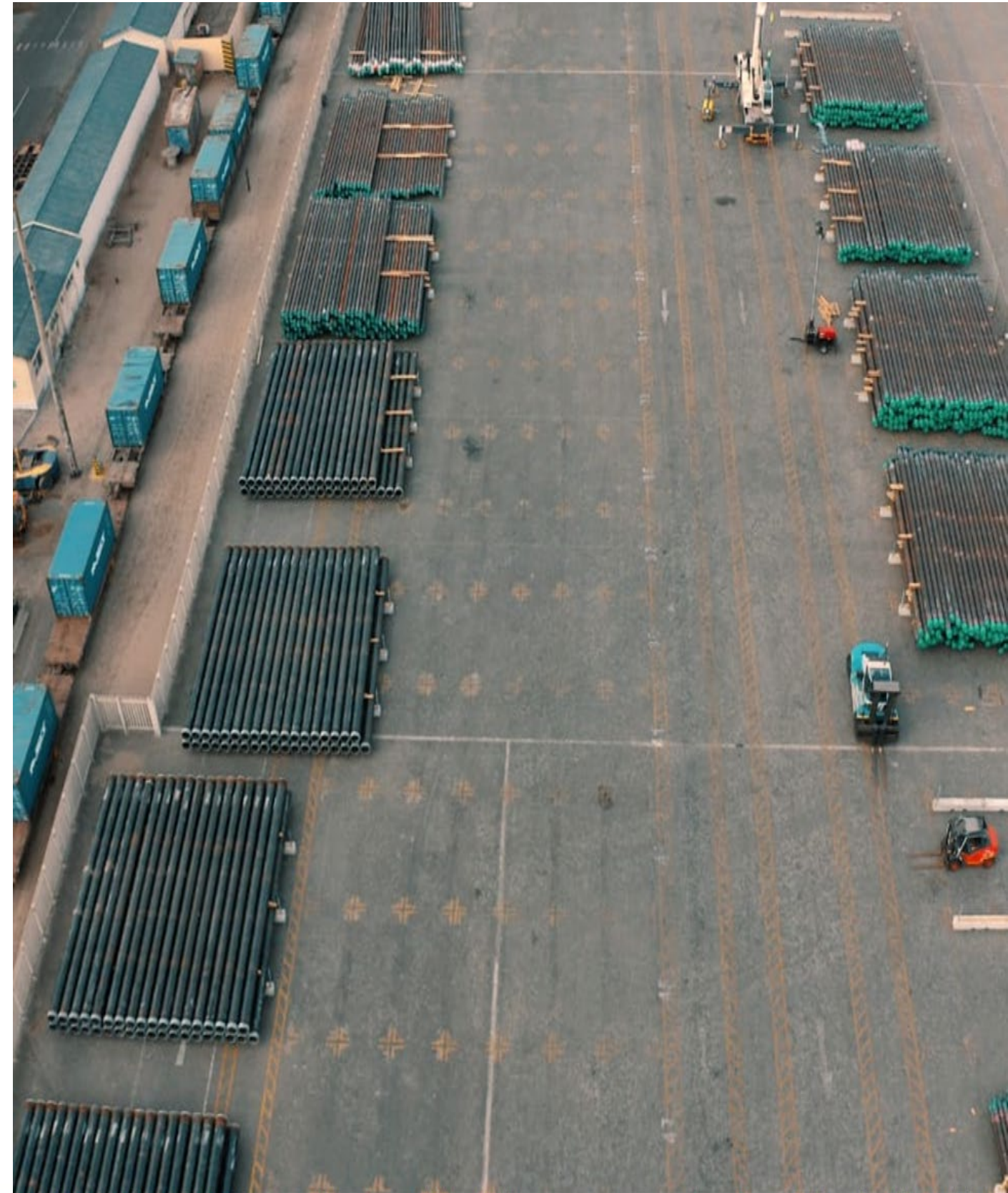
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HOW WE FIT INTO THE OIL AND GAS PUZZLE

NAMIBIA'S GATEWAY TO THE OIL FIELDS

- **For offshore operations – all supplies required at the oil fields must get there through our ports**
 - PSVs, OSVs, Pipe laying vessels (supplies & refueling)
 - Personnel (offshore & onshore operations)
 - Equipment (imports & staging/transfer)
 - Pipes
 - Drilling Fluids
- **For onshore operations – supplies must be as close to the port as possible to ensure cost effectiveness and efficiencies**
 - Heavy engineering fabrication & machining
 - Maintenance and repair workshops
 - Materials & Equipment storage (drilling tools, pipes, valves, safety equipment etc.)
 - Manufacturing of drilling fluids
 - General logistics – general cargo handling, freight clearing, groceries etc.



INFRASTRUCTURE REQUIREMENTS

- **Land Space** – 5 to 10 hectares of land estimated for a medium-sized offshore platform (total size of land required can easily reach 50 to 100 hectares for the development phase)
- **Quayside Capacity for berthing of PSV/OSV** - 110m berth length required for at least one PSV
- **Berth Depth** – 5 to 8m water depth required for PSVs while 10 to 14m water depth is required for **Pipe Laying Vessel Berth Depth / other larger support vessel**
- **Specialised handling & lifting equipment** (high value equipment)
- **Warehouses, open storage facilities / pipe yards**
- **Liquid and Dry Bulk Chemical Plants & Silos** - for the manufacture and supply of drilling fluids
- **Maintenance, repair & operational workshops**
- **Offices**
- **Airports and Heliport Terminal** for crew and personnel transfers
- **Accommodation**
- **Fuel and water storage tanks**
- **Waste treatment facility**



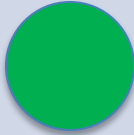





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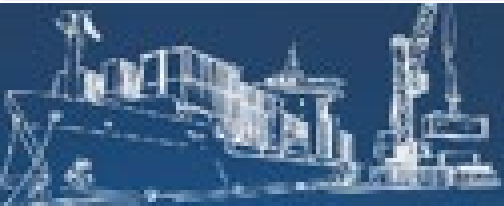


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PORT READINESS - PORT OF WALVIS BAY.....1

Oil and Gas Development Stages	Short-Term <5 years	Long-Term >5 years
Exploration and Appraisal Phase		
Development Phase		
Production Phase		



PORT READINESS - PORT OF WALVIS BAY.....2



- Short Term – South Port (presently operational)
- Long Term - North Port (green field)

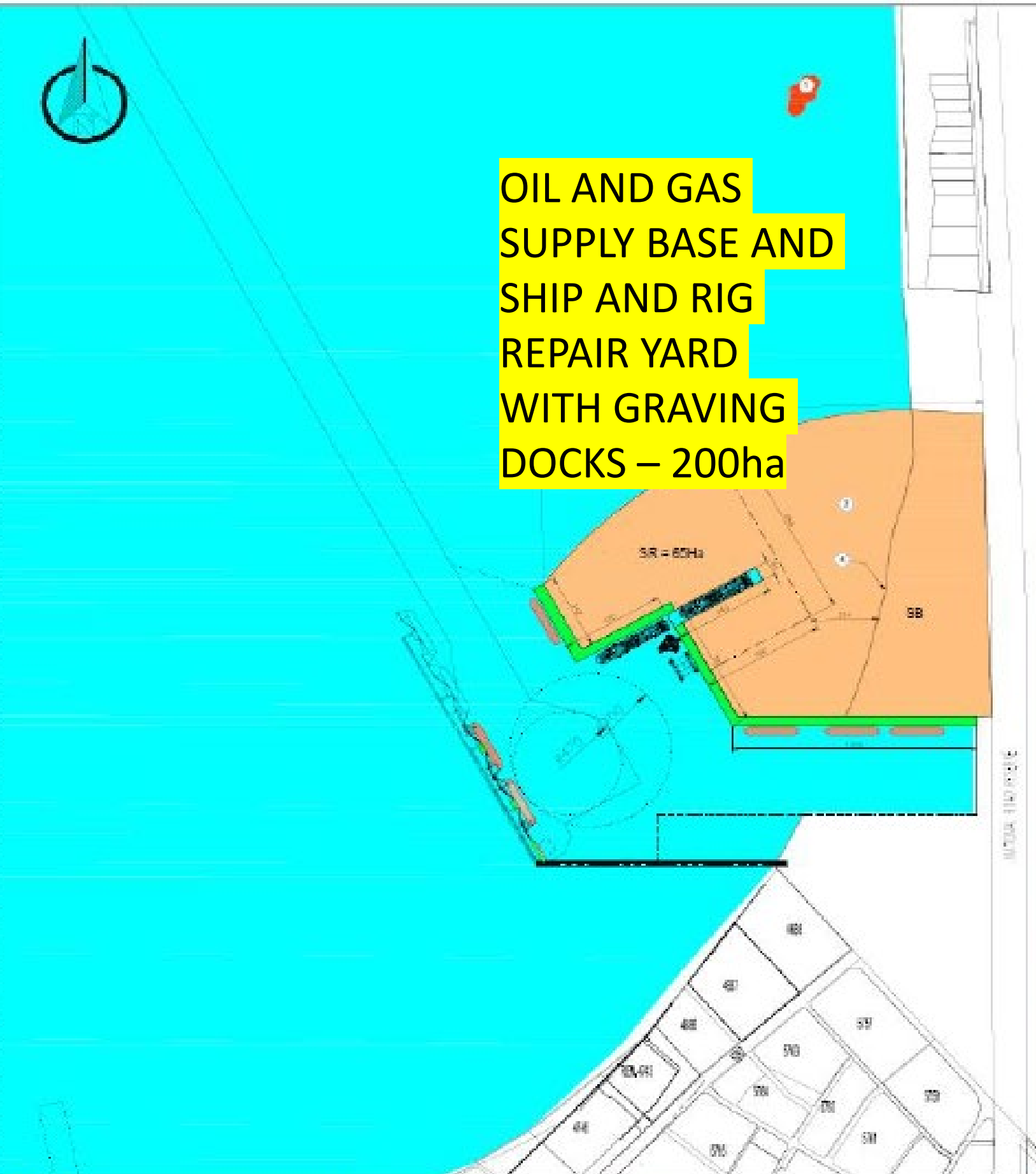
PORT OF WALVIS BAY - SHORT TERM



OIL AND GAS
INDUSTRY ACCESS
TO BERTHS 7,8
AND 9: 11m
DEPTH

8HA OIL AND GAS
SUPPLY BASE

PORT OF WALVIS BAY - LONG TERM



LAND USE ZONING		LEGEND	
SR	SHIP REPAIR		LAND AREA AVAILABLE FOR OIL AND GAS SUPPLY BASE AND SHIP AND RIG REPAIR YARD
SB	SUPPLY BASE		PORT OF WALVIS BAY - WATER AREA - LEGAL JURISDICTION
			NEW QUAY WALL
			PROPOSED BORDER BETWEEN ZONE 02 AND 03
KEY NOTES:			
1. BIRD ISLANDS LAND PLANNING			
2. TOTAL LAND AREA AVAILABLE FOR THE SHIP YARD AND OIL AND GAS SUPPLY BASE, INCLUDING A COMBINATION OF LAND TO BE RECLAIMED AND EXISTING UNDEVELOPED LANDS ARE SHOWN. IN CASE OF DISCREPANCY, THE FINAL LAND ALLOCATION TO THE TWO FACILITIES WILL BE DECIDED ON THE PLANNING TV SCREENS THAT TO BE APPROVED AFTER FOR THE PROJECT'S PROGRESS BY THE RELEVANT AUTHORITIES. ALWAYS TO BE RESTORED TO LAND TO THE SHIPYARD.			
3. DOCK REVENUE			
4. CURRENT ENCLOSURE			



PORT OF WALVIS BAY – IN SUMMARY

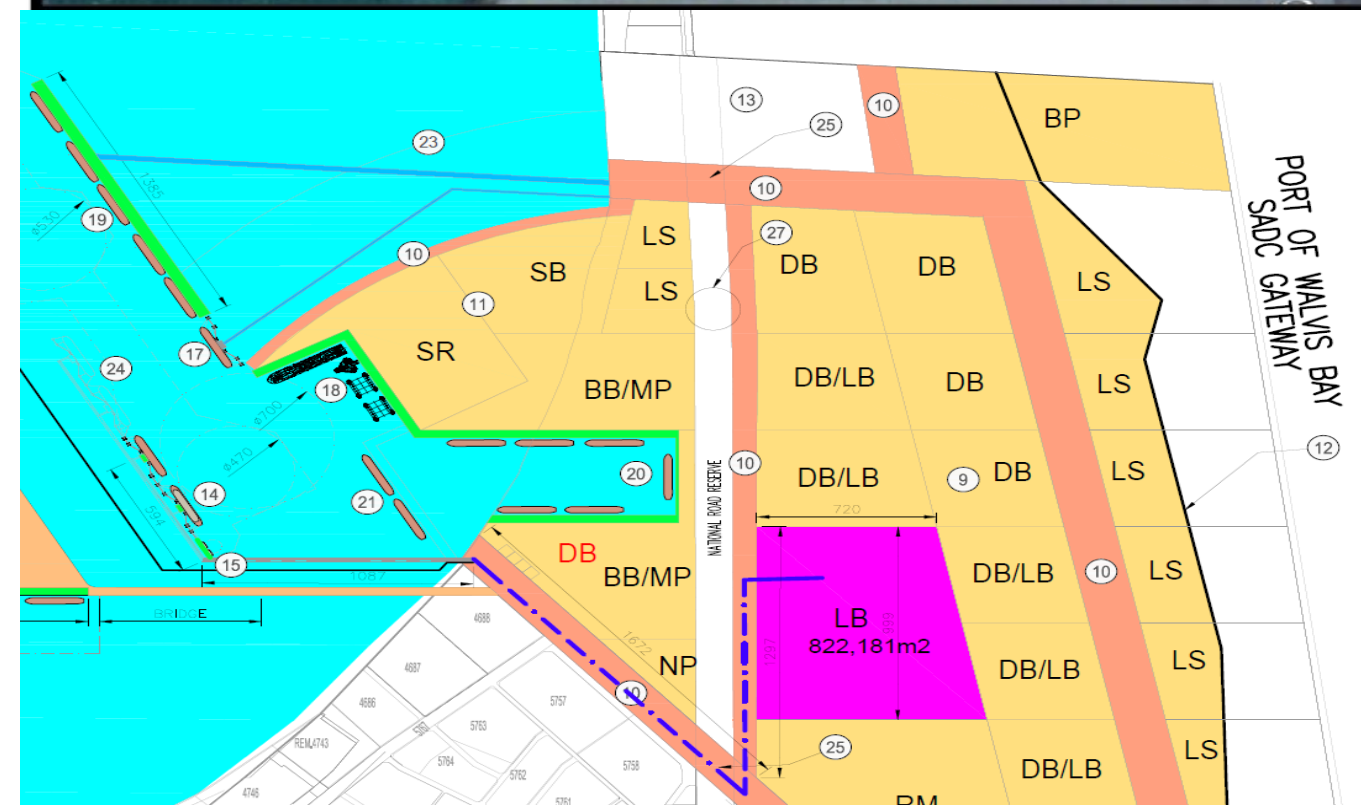
Short Term

- Exploration and appraisal phase – provided for over the next 5 years
- Development Phase - initial 1-2 years of development provided for
- 8 hectares of land dedicated to serve as oil and gas supply base (5 already allocated)
- Supply base located about 100-150m away from berths 7, 8 and 9, with maintained water depths of -10.6m to -11.0m.
- Short term deep solution for any deep draught vessels will be accommodated at berths 1 to 3 with -14m depth.
- Short term solution expected to suffice for next 5 years until such time that the medium to long term solution at the Port of Walvis Bay North port is commissioned.



Long Term

- 200 hectares of prime shoreside land set aside to set up one-stop-shop world class Oil and Gas Supply base at the North Port. Phase 1 consists of 200m berth and 30-50 ha of backup land
- Primarily required to facilitate Orange Basin development and other projects in central and northern Namibia's EEZ.
- Heavy engineering services to be provided from Walvis Bay given the existing capacity (will require scaling up) which is sustained by the existing ship and rig repair industry in Walvis Bay
- Development model – PPP. Capability, localisation and return on investment key considerations in partner sourcing through a public open tender in 2024.



Port of Luderitz

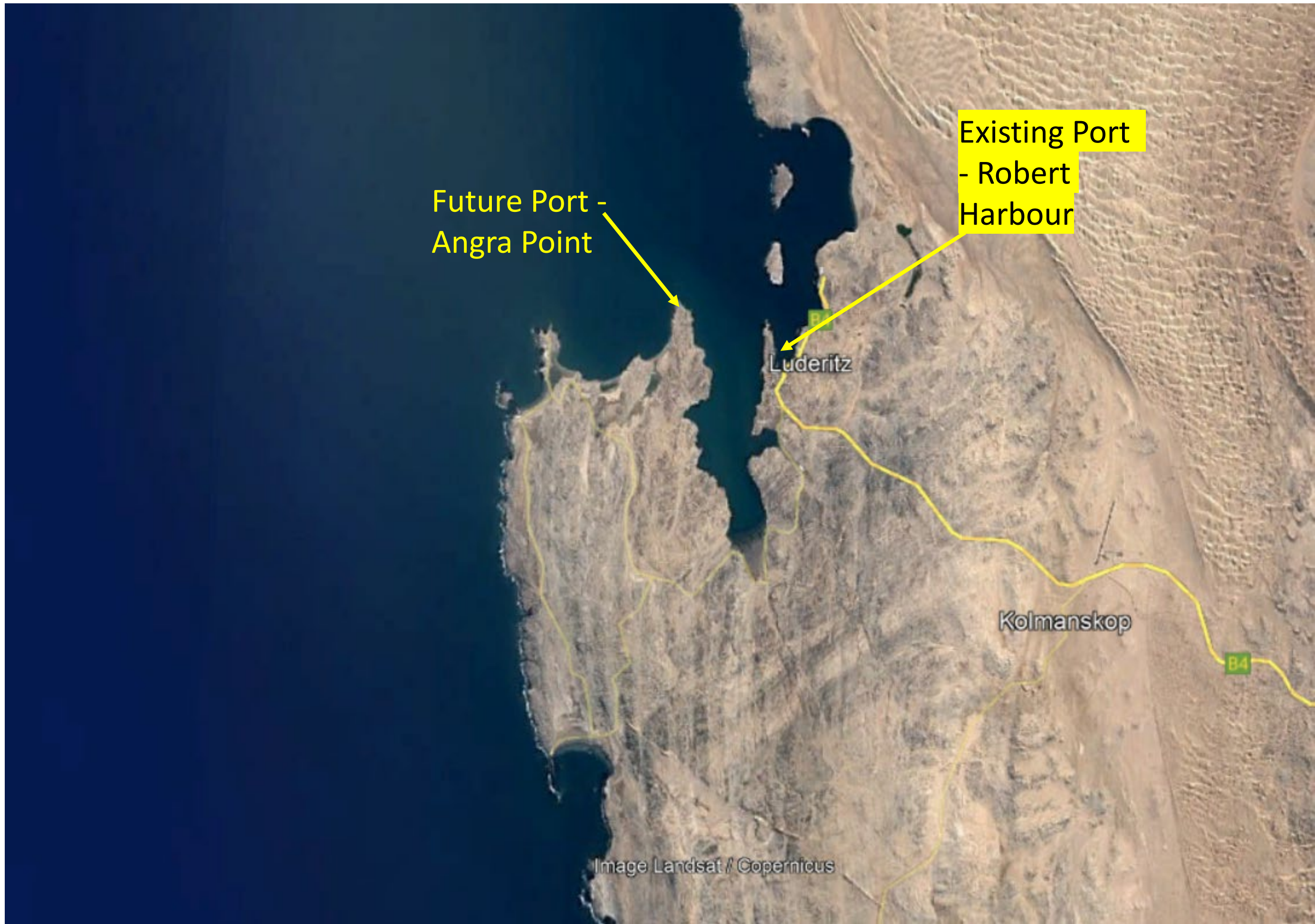
Future Port -
Angra Point

Existing Port
- Robert
Harbour



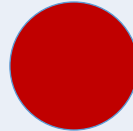



Luderitz

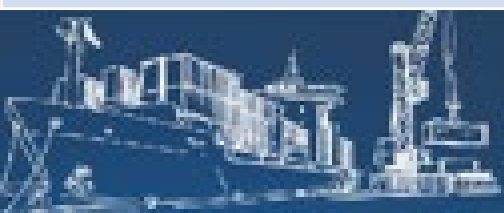
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PORT READINESS - PORT OF LUDERITZ.....1

Oil and Gas Development Stages	Short-Term <5 years	Long-Term >5 years
Exploration and Appraisal Phase		
Development Phase		
Production Phase		



PORT OF LÜDERITZ - YARD AND BERTH CONSTRAINED



1. 25 ha, substantially leased out
2. Physically cannot easily expand due to the rock on which it is built and the town which surrounds it completely
3. Berths fully utilized
4. Maximum depth alongside is 8.75m. Deepening not cost-effective due to the bedrock.

LUDERITZ – SHORT TERM <3YEARS



1. Currently the port serves primarily as a supply base for TotalEnergies
2. Total land earmarked for O&G activities is approximately 3 hectares,
3. About a hectare of port land has been allocated while about 2 hectares are available
4. Additional Land can be made available outside the port if needed in the short term.

LUDERITZ – MEDIUM TERM >3 YEARS

Master Plan Study for the Proposed Deepwater Port at Angra Point, Port of Lüderitz
Master Plan Development



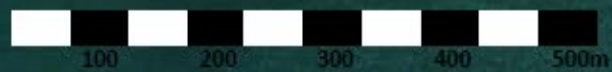
Port of Rotterdam



Robert Harbour Expansion

LEGEND

- Green ammonia
- Liquid bulk
- Desalination plant
- Manganese
- Lead & zinc concentrate
- Phosphate ore
- Sulphur
- Zinc ingots
- General cargo
- Project cargo
- Fishing
- Services and small craft
- Port authority facilities
- Conveyor
- Rail
- Road
- Ammonia pipeline
- Liquid bulk pipeline
- Phosphoric acid pipeline
- Phosphate ore slurry pipeline
- Underground powerline
- Overhead powerline
- Potable water
- Electrolysis water
- Brine outlet pipe
- Seawater intake
- Future port boundary



Expand main quay wall by 200-300m by 2026 to provide additional capacity for support for oil and gas and project cargo import requirements of green hydrogen industry, amongst others.

LUDERITZ MEDIUM-LONG TERM >10 YRS

Master Plan Study for the Proposed Deepwater Port at Angra Point, Port of Lüderitz
Concept Development and Cost Estimate



Medium-Term Layout (2043)

LEGEND	
[Green square]	Green ammonia
[Light green square]	Liquid bulk
[Light blue square]	Desalination plant
[Yellow square]	Manganese
[Orange square]	Lead & zinc concentrate
[Red square]	Phosphate ore
[Blue square]	Sulphur
[Light blue square]	Zinc ingots
[Light blue square]	General cargo
[Grey square]	Project cargo
[Purple square]	Fishing
[Pink square]	Services and small craft
[Cyan square]	Port authority facilities
[Brown line]	Conveyor
[Black line]	Rail
[Grey line]	Road
[Green line]	Ammonia pipeline
[Light green line]	Liquid bulk pipeline
[Light blue line]	Phosphoric acid pipeline
[Red line]	Phosphate ore slurry pipeline
[Blue line]	Underground powerline
[Dark blue line]	Overhead powerline
[Grey line]	Potable water
[Orange line]	Electrolysis water
[Dark blue line]	Brine outlet pipe
[Red dashed line]	Future port boundary
[Orange dot]	ADCP deployment (April 2023)



1. Angra Point development to be built, with first ammonia export berth commissioned by 2028
2. Once additional berths are built the existing dry bulk operations will be relocated from current port to new port
3. Oil and gas activities will expand further and continue at the current port.

PORT INFRASTRUCTURE FINANCING AND SOURCING

Financing

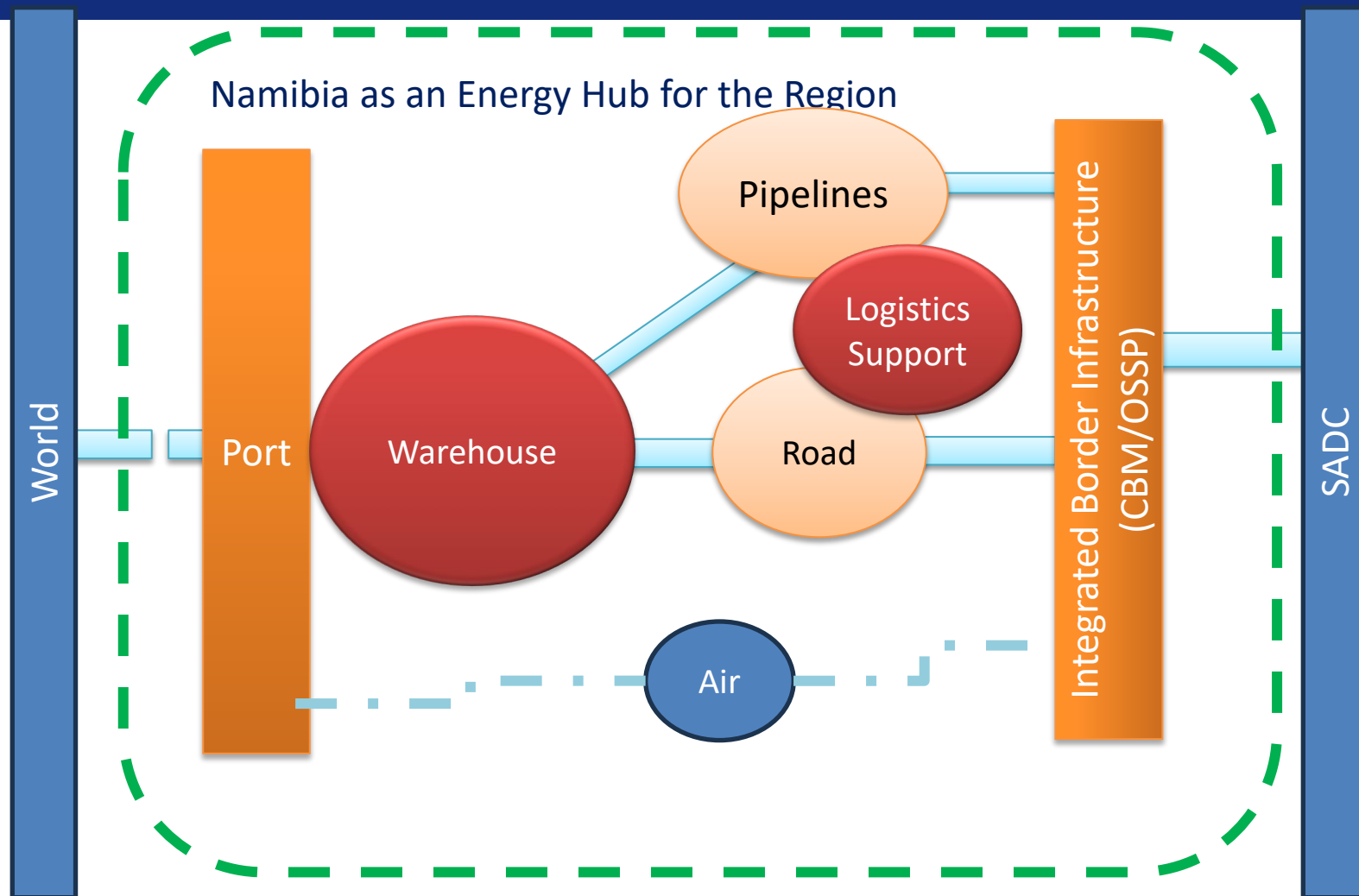
- Namport's commitment to developing infrastructure aligns with the industry's needs.
- The magnitude of the developments and limited public resources necessitate public and private sector collaboration as follows:
 - Luderitz Port expansion – blended financing
 - Angra Point – PPP
 - Walvis Bay North Port One-Stop-Shop Supply Base – PPP
 - Liquid Mud Plants – PPP
 - Graving dock at the Port of Walvis Bay North Port - PPP

Local Content

- Paramount requirement for local procurement and capacity building
- Namport has set mandatory local participation requirement (i.e ownership and operation) for foreign companies intending to set up oil and gas supply base and liquid mud plants to complement the local capacity building and empowerment drive.
- Local entrepreneurs have great opportunities to be part of the service providers for multitude of services to be provided from the supply base.



POSITIONING NAMIBIA AS AN ENERGY HUB – ALIGNS TO THE COUNTRY'S STRATEGY OF BEING A REGIONAL LOGISTICS HUB



Major Requirements of the Energy Hub

- The energy hub integrates crucial elements vital for the energy market, including these key components:
 - Efficient Ports.
 - Adequate warehouses operating as a logistics industry base, ensuring optimal storage and handling of goods.
 - Efficient Transport Network for a seamless flow of goods and people.
 - Effective Collection and Distribution: International logistics firms facilitate the smooth flow of goods in and out.
 - Availability of engineering skills.
 - Streamlined cross-border operations to eliminate trade barriers.
 - Responsive regulatory framework.

The Energy Hub Requires Collaborative Efforts

- The vision to transform Namibia into an Energy hub relies on the collective collaboration of all stakeholders in the logistics value chain.

Namport's Key Role in the Logistics Hub:

- Developing new infrastructure, including North Port and Angra Point, to increase port capacity.
- Enhancing Operational Efficiency through targeted projects
- Collaborating with the logistics value chain to enhance transport and logistics network efficiency, increase capacity, and improve trade facilitation.

OTHER INFRASTRUCTURE REQUIREMENTS

Infrastructure	Walvis Bay	Luderitz
Industries - Hospitality, Retail, Logistics etc.	In place but need upgrade	Significant gap requiring completely new investment
Engineering Services (Mechanical, Hydraulic, Electrical, Industrial, Ship & Rig Repairs, OEM bases)	In place but need upgrade	Significant gap requiring completely new investment
International Airport	In place and of international standard	Needs upgrade
Hospitality (Accommodation, Residential and Public, medical facilities etc.	In place but require expansion	Material supply gap
Land	Available	Available
Local municipal services	Require upgrade	Require significant upgrade
Roads	Require upgrade	Require upgrade

In conclusion

Both the Port of Walvis Bay and Port of Luderitz will continue to serve the oil and gas industry, albeit in varying degrees of intensity

Namport has adequate plans in place to support the oil and gas industry in both ports and provisions for ramp up in line with industry progression

There are no plans to build ports at Oranjemund or Elizabeth Bay as there is adequate existing and planned capacity in Namibia's existing two ports

The Namport infrastructure development plans takes cognisance of industry and are aligned to accelerated timelines for the various phases

Namport will collaborate with private sector to develop required infrastructure through PPP arrangements

Private sector players will be sourced by open public tender, with strict local content requirements and local participation in both ownership and operation is a key imperative

Due to existing engineering sector in Walvis Bay and the need to ensure sustainability post the development phase, the Port of Walvis Bay is better placed to support the heavy engineering aspects of the development phase, suffice to say the Port of Luderitz to the extent possible should play a part

While the ports are critical catalysts for the industry, the success of the industry depends on all parties contributing and collaborating to realize the logistics and energy hub vision.



THANK YOU!

