

The Logistics Sector, the SDGs and regulatory requirements

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Klaus Schade



NDP4 Priority area – Logistic Hub



Logistics hub one of four priority areas in NDP4:

- By 2017, the volume in cargo handling and rail-transported cargo is double that of 2012, and the Port of Walvis Bay has become the preferred African West coast port and logistics corridor for southern and central African logistics operations.
- Not end in itself but precondition for competitiveness, industrialisation and participation in regional and global value chains

Requirements to achieve objective

- **Physical infrastructure**
 - Harbour extension progressing well
 - Construction of SADC Gateway harbour has commenced
 - Railway infrastructure requires urgent attention and a long-term, regional vision (viable extensions, narrow Cape gauge vs Standard gauge)
 - Road infrastructure being upgraded (dual-lane roads and other projects), but road safety lagging behind
 - Airports being upgraded (Walvis Bay, Ondangwa, HKIA)
 - Storage facilities – outside the harbour
 - Communication, payment etc. infrastructure (Namibia Trade Information Portal, Lesotho Trade Portal)

Requirements for logistics hub cont.



- **Human capacity**
 - Customs and immigration officials
 - Transport inspectors & police
 - Transport and logistics operators
 - Emergency personnel
- **Research, Development & Innovation**
- **Sustainability (social, economic, environmental)**

According to a 2012 study environmental sustainability regarded often 'as a luxury' in Namibia

 - Namibia scored 1.9 for the demand for environmentally friendly services according to LPI 2014 – global average 2.14, RSA 2.9, Botswana 2.4, Lesotho 2.3

Sustainable Development Goals – SDG 3 (Ensure healthy lives)



Goal 3 envisages a healthy life and well-being for all at all ages.

- Target 3.6 aims at halving the number of global deaths and injuries from road traffic accidents.
- Target 3.9 aims at reducing the number of death and illnesses from hazardous chemicals and air, water and soil pollution and contamination
- Namibia one of the highest road fatality rates in the region (Namibia >25 per 100,000 inhabitants and 196 per 100,000 vehicles, Zambia, Zimbabwe, Tanzania worse; Germany 4.3 and 6.8 respectively)
- 1.8 percent of registered trucks involved in road accidents compared to 1.2 percent of other registered vehicles (in Namibia in 2014).
- Trucks involved in six percent of all accidents in 2012 and seven percent in 2015, but share of trucks involved in fatal accidents higher.
- Agreement on and enforcement of maximum working hours, minimum resting time for truck drivers
- Payment conditions (regular salary rather than payment per load)
- Safety standards of vehicles (vehicle design, equipment, depth of tyres' groove, lights, etc.) and regular and roadworthy tests
- Safety standards of roads and other transport infrastructure to be increased
- Strict international regulations for the transport of hazardous goods in place for maritime (IMDG Code) and air transport (DGR) and enforced, but not yet for railway and road transport.
 - ✓ Plan of Action for the transportation of hazardous goods by rail and road expected to be finalised in 2016 (Basel Convention on the Transboundary Movement of Hazardous Substances and their Disposal, 1989).

Sustainable Development Goals – SDG 13 (Combat climate change)



SDG 13 commits all countries to take urgent action to combat climate change and its impact

- Transport sector third largest contributor to GHG emissions globally (Carbon dioxide, methane)
- WEF (January 2016) estimates that logistics sector contributes 13 percent to total emissions
 - Share in Namibia most likely higher because of low degree of industrialisation (fewer emissions from industries) and longer transport distances
 - Not only emissions from burning fossil fuels, but also land use for logistic and transport infrastructure (ports, roads, warehouses, etc.)
- Support fuel efficient transport equipment and cleaner fuels
- Increase transport efficiency through reduction of 'empty legs' - liberalisation of transport systems, establish load boards
- Reduce long waiting hours at border posts – OSBs, harmonised documentation,
- Promote green building standards for offices, warehouses, etc.
- Promote renewable energy sources for energy needs of warehouses, offices and equipment such as fork-lift trucks

SDG 9 (Build resilient infrastructure) – SDG 12 (Sustainable production)



SDG 9 focuses on building resilient infrastructure, promoting inclusive and sustainable industrialisation and fostering innovation

- Target 9.1 subsequently encourages countries to develop quality, sustainable and resilient infrastructure, including regional and trans-border infrastructure.
- Invest in railway infrastructure and road maintenance in order to increase sustainability of road network
- OSB (One-stop border posts) can contribute to sustainability and at the same time to SDG 13 below)

SDG 12 aims at ensuring sustainable consumption and production patterns.

- Target 12.3: to halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains
- Efficient transport and logistics infrastructure

SADC Protocol on Transport, Communication and Meteorology



Signed in August 1996 by Heads of State or Government of Member States there has not been much progress with its implementation.

Amongst others provides for

- The right of freedom of transit for goods and persons (Art. 3.2 (2))
- Art. 3.4 Logistical systems – harmonised and simplified documentation, simplified measures for clearance and pre-clearance procedures at borders, ports and dry-ports
- Art. 4.7 Harmonised technical standards
- Art 5.7 Market access – progressively introduce measures to liberalise their market access policies (3 phases)
- Art. 5.9 Road Transport Law Enforcement – harmonise penalties
- Art. 6.3 Vehicle Fitness (safety standards, dimensions, loads)
- Art. 6.7 Develop and implement harmonised standards for transportation of hazardous substance loads
- Art. 6.11 Traffic regulations including driving hours
- Art. 6.12 – reduce burden caused by traffic-related fatalities, improve discipline, improve road traffic control
- Art. 6.15 – develop common standards to enhance vehicle pollution control
- **Logistics industry in the process of developing industry norm and voluntary self-appraisal system in Namibia**
- **However, regional norms and standards required in order to liberalise the transport sector**

Thank you for your attention