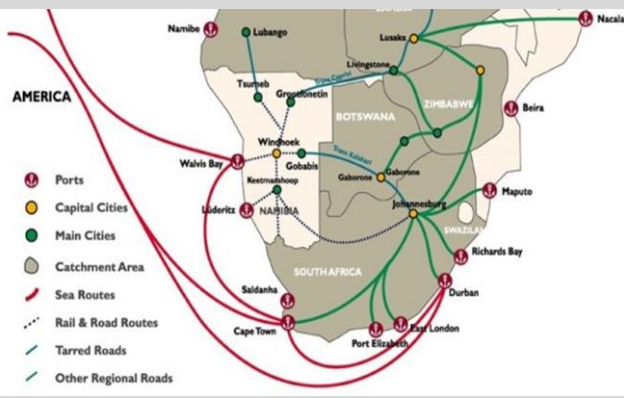


# Port Pricing PORTS & TERMINALS

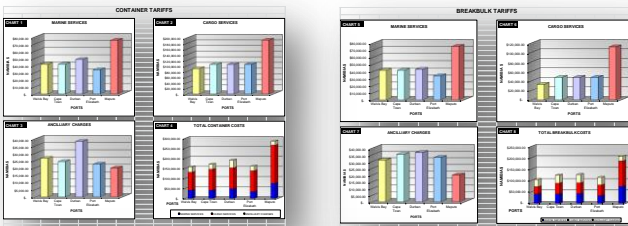
LOCATION  
**NAMIBIA**

SECTOR  
**PORT PRICING**

CLIENT  
**NATIONAL PORT AUTHORITY**



NAMPORT COST MODEL BREAKDOWN LOGGO									
Category	Item	Unit	Rate	Rate	Rate	Rate	Rate	Rate	Rate
PORT SERVICES	Port Services	per container	1,500.00	1,500.00	1,500.00	1,500.00	1,500.00	1,500.00	1,500.00
	Terminal Services	per container	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00
	Stevedoring	per container	800.00	800.00	800.00	800.00	800.00	800.00	800.00
	Ship's Costs	per container	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00
	Agent Fees	per container	500.00	500.00	500.00	500.00	500.00	500.00	500.00
	Stevedoring	per container	800.00	800.00	800.00	800.00	800.00	800.00	800.00
	Shipping	per container	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00
	Other Charges	per container	200.00	200.00	200.00	200.00	200.00	200.00	200.00
	Subtotal			7,000.00	7,000.00	7,000.00	7,000.00	7,000.00	7,000.00
	Total			10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00



## Namport Regional Comparative Port Tariff Study

### OVERVIEW

The port of Walvis Bay in Namibia, owned and operated by the state utility, Namport, are strategically and competitively placed as a port of entry to landlocked SADC countries. Notwithstanding this, the traditional routes used by traders for cargoes to and from countries such as Zambia, Zimbabwe, DRC, Botswana and the South African hinterland compete strongly with Namibia to retain trade traffic.

In 2000, with the Walvis Bay Corridor being developed to compete in this market, the port authority, as a key nodal point in the supply chain, needed to understand more fully how competitive it was in the regional context. A-Cubed was therefore approached to undertake a regional, port pricing benchmark study.

### SCOPE OF WORK & METHODOLOGY

The terms of reference identified the following deliverables as those that would enable Namport to enhance their understanding of the logistics landscape of which they are part, and the nature and value of the cost structure of four regional, competitive ports.

- Detailed study of the logistics chain, inclusive of port charges, ships' costs, agent fees, stevedoring, shipping and other charges;
- Calibration by means of live testing on the above (container and breakbulk) models;
- A comparative cost analysis of the ports of Cape Town, Port Elizabeth, Durban and Maputo.

The methodology used entailed:

- Identification of components within the logistics chain;
- Identification of port users and their respective influence on aggregated logistics costs;
- Development of cost models for containerised and breakbulk traffic through the ports of Walvis Bay, Cape Town, Port Elizabeth, Durban and Maputo;
- Calibration of the models by:
  - Collecting relevant costs and data for nominal vessel size/types; cargo volumes of a specific type to simulate a vessel call;
  - Interrogation of the results to identify possible design faults within the model/fatal flaws and thereby establish the level of credibility;
  - Interpretation and analysis of the results.

The study included a skills training element by the A-Cubed study team, to acquaint a senior Namport analyst with the tools and methodology used to analyse comparative port pricing.