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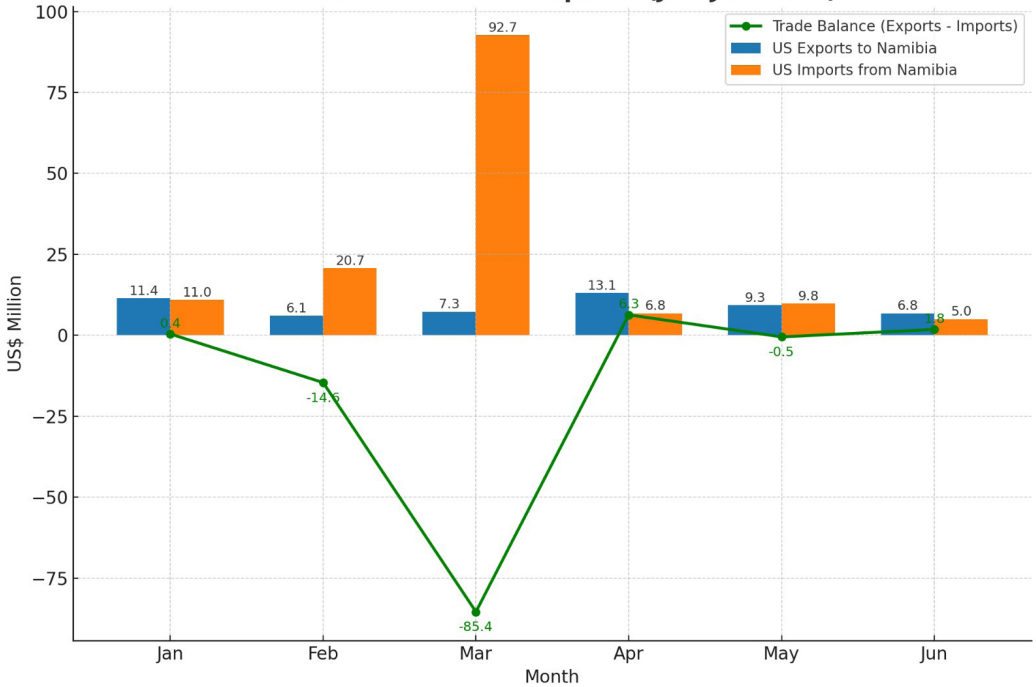


US trade deficit with Namibia hits N\$1.6bn

MONDAY 01 SEPTEMBER 2025

MAIN STORY

US-Namibia Trade Snapshot (Jan-Jun 2025)



US trade deficit with Namibia hits N\$1.6bn

The United States posted a goods trade deficit of US\$91.9 million (N\$1.6 billion) with Namibia between January and June 2025, according to the U.S. Census Bureau.

Exports to Namibia totalled US\$54.1 million in the six-month period, while

Crucial Dates

- Bank of Namibia Monetary Policy announcement date:
 - * 15 October 2025
 - * 3 December 2025

imports stood at US\$145.9 million. The trade balance shifted sharply month by month, reflecting uneven flows of goods.

In January, exports were US\$11.4 million against imports of US\$11 million, leaving a small surplus of US\$0.5 million.

In February, exports dropped to US\$6.1 million while imports rose to US\$20.7 million, creating a deficit of US\$14.6 million.

March recorded the widest gap of the year to date, with exports of US\$7.3 million against imports of US\$92.7 million, resulting in a deficit of US\$85.4 million. April saw a rebound as exports increased to US\$13.1 million and imports fell to US\$6.8 million, leaving a surplus of US\$6.3 million.

In May, exports stood at US\$9.3 million while imports reached US\$9.8 million, producing a narrow deficit of US\$0.5 million. June closed with exports of US\$6.8 million against imports of US\$5 million, giving a surplus of US\$1.8 million, the Census Bureau reported.

Trade between the two countries has shown recurring imbalances. From 2020 to 2024, the U.S. accumulated a goods trade deficit of US\$181.2 million with Namibia, with exports amounting to US\$716.1 million and imports at US\$897.5 million.

The largest annual shortfall came in

2024, when imports of US\$275.2 million outpaced exports of US\$160.5 million, resulting in a deficit of US\$114.7 million.

The smallest was in 2021 at US\$57.2 million, with imports of US\$150.3 million and exports of US\$93 million.

The balance has also fluctuated year by year. In 2023, the U.S. recorded a surplus of US\$43.9 million, with exports of US\$176.6 million compared to imports of US\$132.7 million.

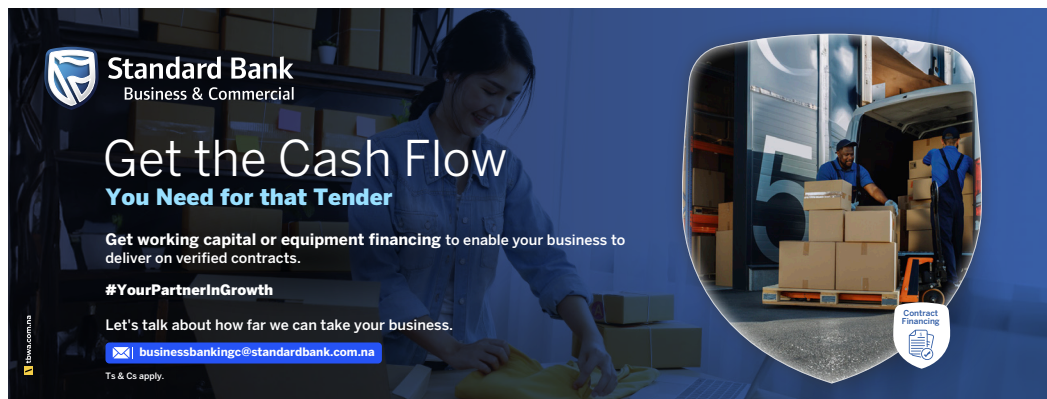
By contrast, 2022 ended with a deficit of US\$23.1 million, as imports of US\$249.1 million exceeded exports of US\$225.9 million.

Monthly swings have been equally sharp. In July 2024, imports surged to US\$105.7 million while exports fell to US\$11.4 million, creating a deficit of US\$94.3 million.

Surpluses of US\$9.4 million and US\$22.4 million were later recorded in November and December.

Namibia's exports to the U.S. are largely resource-based, including diamonds, non-monetary gold, uranium, copper and fish. In January 2025, gold made up 17.1% of Namibia's exports and uranium 13.1%, all shipped to the U.S.

Meanwhile, U.S. exports to Namibia consist mainly of minerals, fuels, copper, precious stones and fish products.



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A large graphic of the number '20' in a bold, white, sans-serif font. The number is set against a solid green background. Inside the '2', there is a photograph of a person wearing a yellow hard hat and a high-visibility vest, looking towards the right. Inside the '0', there is a photograph of a large-scale open-pit mine with terraced levels and heavy machinery, including a large crane or conveyor system, under a cloudy sky.

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News Worth Knowing




Underfunded rail sector weakens Namibia’s logistics ambitions

Namibia’s bid to establish itself as a regional logistics hub is being hampered by an underdeveloped rail network, with analysts warning that continued neglect could undermine trade competitiveness.

Simonis Storm junior economist Almandro Jansen said while progress has been made in ports and airports, rail remains the “missing link” in the logistics chain.

“Over the past decade, the government has consistently allocated far



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larger budgets to roads than rail, funding road maintenance and expansion while the rail sector has been left chronically underfunded,” he said.

Jansen explained that this imbalance has forced cargo onto Namibia’s roads, raising costs and accelerating highway deterioration.

He noted that heavy cargo from Zambia and the Democratic Republic of Congo, which could transit through Walvis Bay by rail, is instead rerouted south.

“Cargo that could transit through

Walvis Bay by rail is often rerouted south because Namibia’s network cannot handle the volumes. The missing rail link has become a regional bottleneck,” he said.

Transport statistics underline the reliance on other modes. In June 2025, sea accounted for 56.7% of exports, mostly uranium and fish, air 23.6% driven by gold and diamond exports, and road 19.7%, largely into regional markets. Imports were dominated by road at 60.5%, reflecting dependence on South African corridors.

“By gateway, Walvis Bay port remained the main artery, Hosea Kutako International Airport supported high-value goods, and border posts such as Ariamsvlei and Noordoewer were critical overland entry points. These hubs cannot reach their full potential without a stronger rail backbone,” Jansen added.

He welcomed skills reform initiatives, including the Ministry of Works and Transport’s Namibian Railway Qualification Framework, but warned that training alone is insufficient. “Training reforms will need to be paired with capital investment if rail is to play its intended role. South Africa’s Transnet, which outsourced freight corridors to private operators, offers a model Namibia could consider,” he said.

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TENDER ENQUIRY NO. E090-ND-2025
INVITATION TO TENDER FOR THE PROVISION OF CORROSION PROTECTION, CLADDING AND SCAFFOLDING SERVICES

- 1. OVERVIEW**
 Namdeb Diamond Corporation (Pty) Ltd (Namdeb) is a wholly owned subsidiary of Namdeb Holdings (Pty) Ltd, and performs land-based prospecting (exploration), mining and rehabilitation operations.
- 2. SPECIFICATION OF THE SERVICES**
 Namdeb hereby invites reputable and qualified service providers to submit tenders for the provision of on-site services, including (but not limited to) the following:-
 - The Provision of Sandblasting and Corrosion Protection Services
 - The Provision of Cladding Removal, Installation and Replacement Services
 - The Provision of Scaffolding Services (Assemble, Inspection and Dismantle)
- 3. TENDER ENQUIRY DOCUMENT**
 Interested parties may contact the following person to obtain a copy of the tender enquiry document. **It is recommended that the tender enquiry document be obtained before 17th of September 2025.**
 Contact: Ms Elizabeth Markowitz
 Email: elizabeth.markowitz@namdeb.com
 Tel.: +264 (63) 238502
- 4. COMPULSORY PHYSICAL SITE INSPECTION**
 A compulsory physical site inspection (as further detailed in the tender enquiry) shall be conducted on **Monday, 13th of October 2025.**
Only Tenderers that attended the compulsory physical site inspection shall be eligible to participate in the tender process.
- 5. CLOSING DATE**
 The closing date for the tender is **16h00 on Tuesday, 04th of November 2025**, and tender submissions must only be delivered as specified in the tender enquiry document.

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According to Jansen, private participation in key corridors such as Walvis Bay–Grootfontein, the Otavi–Tsumeb mining belt, and the Ariamsvlei–Lüderitz line could attract funding for track upgrades and locomotives, easing pressure on TransNamib and expanding cargo throughput. “Redirecting even part of the billions allocated to roads into rail modernisation would transform Namibia’s logistics. A stronger rail system would lower transport costs, protect roads from heavy trucks, and boost Walvis Bay’s competitiveness,” he said.

Jansen cautioned that without reform, Namibia’s trade will remain constrained. “Addressing the missing rail link is not just logistics, it is structural trade policy. With reforms, Namibia can rival Durban and Maputo as a Southern African gateway and anchor its trade growth on a

more resilient foundation,” he said.

His remarks echo those of Parliamentary Standing Committee Chairperson Iipumbu Shiimi, who recently warned that government’s funding priorities risk undermining its transport hub ambitions.

“16 billion on roads, 4 billion on railways, while the need is actually the other way around. So if you really want to build a transport hub, much of the emphasis must now go to railway,” Shiimi said.

Shiimi added that while roads remain important, Namibia’s outdated railway network—much of which dates back to before the 1960s—requires urgent investment.

He said prioritising projects such as the planned line to Katima Mulilo could deliver significant economic and logistical benefits.



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CDH Namibia rebrands as Kauta Barendse & Kishi Inc under new leadership team

South African law firm Cliffe Dekker Hofmeyr (CDH) has announced that Namibian lawyers Patrick Kauta, Frieda Kishi, Magano Erkana and Mercy Kuzeeko will be joining the firm's Namibia office as part of a significant expansion of its local presence.

“With effect from 1 September 2025 Patrick Kauta will take over the role of Managing Partner of CDH Namibia. Patrick brings extensive expertise and leadership experience that will be instrumental in driving our strategic goals for the benefit of our clients and the Namibian market,” the firm said. The expansion includes the appointment of Frieda Kishi, Magano Erkana and Mercy Kuzeeko, who will join CDH Namibia alongside Kauta. Barendse Inc, which currently trades as CDH Namibia, will

also undergo a name change—subject to regulatory approval—to become Kauta Barendse & Kishi Inc, while continuing to operate under the CDH Namibia brand.

“CDH Namibia has been significantly strengthened by these hires and they also add significantly to the depth, scale, and resources of our broader network. This step brings together a highly respected local team with a leading regional and growing pan-African platform, enhancing our ability to deliver world-class legal services to clients operating in or engaging with Namibia and, on our continent,” the firm said.

The firm noted that clients will benefit from broader capabilities and improved sector expertise. “Clients will benefit from expanded capabilities, deeper sector expertise, and seamless cross-

border support. Beyond legal services, this move reflects our commitment to investing in Namibia’s legal sector and infrastructure and contributing to its broader economic development through local empowerment, skills transfer, and sustainable growth,” CDH Namibia added.

Kauta, previously a Senior Director and founding partner at Dr Weder, Kauta & Hoveka Inc (WKH), has also held board roles at Old Mutual Namibia, the Namibia Football Association and African Stars Football Club.

Kishi, who will join Kauta as a name partner in the new entity, was also a Director at WKH and has more than 25 years’ experience, including roles at the Namibian Broadcasting Corporation, Namibia Development Corporation, the Office of the Prosecutor-General, and as founder of Kishi Legal Practitioners.

Erkana was Head of the Commercial Department at WKH and previously worked at Standard Bank Group for more than a decade, including as Head of Legal Services. Kuzeeko is a specialist tax lawyer with expertise in international tax consulting, advisory and due diligence.

Founded in 1853, CDH is a top-tier South

African headquartered law firm with offices in Kenya and Namibia. With more than 330 lawyers, it focuses on sectors including Mergers & Acquisitions; Agriculture, Aquaculture & Fishing; Real Estate; Energy and Power; Oil & Gas; Financial Services; Mining & Minerals; Infrastructure, Transport & Logistics; Healthcare; Technology & Communications; and Private Equity, among others.



REQUEST FOR PROPOSAL (RFP)

The Electricity Control Board (ECB) hereby invites qualified, competent and registered individuals, companies and / or joint ventures to submit their Bids for the following projects:

Bid no:	CS/RFP/ECB-2025/26-01–BOARD EVALUATION-OCEO
Bid description:	<i>Request for Proposal (RFP) to Conduct Board Evaluation</i>
Closing date and time:	01 September 2025 at 12:00
Bid no:	CS/RFP/ECB-2025/26-03–SH SURVEY-OCEO
Bid description:	<i>Request for Proposal to conduct an External Stakeholders' Perception and Satisfaction Survey</i>
Closing date and time:	22 September 2025 at 12:00
Overall objective:	The ECB wishes to procure the services of consultants who will assist the ECB in the implementation of the projects.
Cost per set of documents:	Free
Bid documents availability:	The documents for this bid or Request for Proposals (RFP) can be requested on email at procure@ecb.org.na .
Details on bid submission:	Kindly submit your bid in a sealed envelope, clearly marked with the “BID NUMBER AND DESCRIPTION” as stated above, addressed to the ECB Procurement Officer. The bid must first be registered at reception and deposited in the Tender Box at ECB Office No. 35 Dr. Theo-Ben Gurirab Street, Windhoek, Namibia . The name of the bidder must be indicated on the cover of each envelope.

All requests for information of any kind relating to this RFP should be channeled in writing to:

Mrs. Ester Hamukwaya procure@ecb.org.na +264-61 374 334

Execution, not hype, will decide



Namibia's mobile market has long been dominated by MTC, which controls close to 90% of the sector. Telecom Namibia, once a contender, has battled to recover market share, let down by ageing infrastructure.

For most consumers, "choice" has been a formality, not a fact.

Paratus is not new. It has been in business for over two decades, building a footprint in fibre, satellite, and data centres. Its listing has performed well, and it has built credibility with investors.

What is new is its decision to run a mobile service on its own infrastructure rather than piggy-backing on incumbents.

That distinction matters. It turns Paratus into a direct competitor for the first time.

The risks are significant. Building and maintaining a national mobile network is more demanding than leasing capacity.

Paratus's record on fibre shows strengths, but also cracks: delays, uneven coverage, and reliability complaints.

Its front-line customer service is good,

but its call centre is weak, a serious liability in a market where price sensitivity is high and customers expect swift resolution of problems.

MTC, for all its arrogance, is not without defences.

Its 24-hour customer contact centre is capable of handling tiered subscriptions and managing churn with operational sophistication.

That gives it armour against competitors.

Paratus promises to compete on service, not just price.

That will be tested quickly. Customers will judge it on call quality, coverage, and how it handles complaints.

Investor confidence and infrastructure assets mean little if consumers conclude that the experience is no better than the incumbents.

The presence of a private operator with its own infrastructure is overdue. But hype will not decide the outcome. Execution will.

** Briefly is a weekly column that is opinionated and analytical. It sifts through the noise to make sense of the numbers, trends and headlines shaping business and the economy with insight, wit and just enough scepticism to keep things interesting. THE VIEWS EXPRESSED ARE NOT OUR OWN, we simply relay them as part of the conversation.*

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FNB Namibia empowers youth through financial education

In Namibia, where there are over 2.1 million people under 35, youth empowerment through financial literacy is critical to the country's development.

As global economies evolve and new challenges arise, young people's ability to manage their finances, make informed decisions and participate confidently in the economy is important not only for individual well-being, but also for the resilience and prosperity of communities and the nation at large.

Young people represent the future. Empowering them through financial education has a positive impact on society. Young people who are financially literate are less likely to fall into debt traps. They form enduring saving habits and gain the confidence necessary to interact with financial institutions and launch their businesses. As a result, the national economy becomes stronger and more resilient.

“Empowering youth with financial literacy is not just a goal; it’s an investment in Namibia’s future,” said FNB communications manager Kirsty Watermeyer. “As financial literacy improves, so does the collective confidence and capability of Namibian society.



Fewer defaults, increased savings, and a stronger culture of economic participation indicate a brighter future ahead.”

Financial literacy is more than just budgeting and saving; it also involves boosting confidence and involvement in the economy by the previously marginalised communities. This shows how crucial financial literacy can be in empowering people to participate in the economy and exercise agency.

Despite improvements, Namibia’s financial literacy rate remains around 51%, indicating a significant gap. Young people who lack a strong foundation in financial literacy may find it difficult to manage their money, become victims of fraud, or miss out on investment

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opportunities. Young people are better equipped to control their destinies when they have understood the fundamentals of earning, saving, investing, and safeguarding their money.

Data from neighbouring South Africa shows there is a correlation between financial literacy and fewer loan defaults and higher levels of savings. Countries with a strong savings culture and high financial literacy rates tend to report better emotional and financial well-being. Banks are in a unique position because they see the results of financial decisions made by both individuals and the government. As a trusted partner in financial literacy, FNB Namibia acknowledges its responsibility to promote inclusion and education.

FNB Namibia's commitment to increasing financial literacy among young Namibians reflects a broader goal of empowering the next generation. The bank wants to give young people the tools and resources they need to manage their finances, create budgets, and make investments.

FNB fiduciary facilitators, who are trained to conduct consumer education sessions

tailored to the specific needs of their audiences, are one of the key initiatives of the bank towards an empowered society. These workshops, which aim to improve employee well-being and financial literacy can be hosted by businesses or by the community.

The consumer education programme consists of five key modules designed to improve financial literacy. The first module focuses on budgeting, income and expenses, needs vs. wants, and the basics of interest. The second module covers how to grow money through saving, investing, and protection from scams. In the third module, participants learn about managing debt, while the fourth module emphasises protecting assets through short- and long-term insurance. The fifth module teaches about leaving a legacy, including retirement planning and the importance of wills. Together, these modules provide participants a comprehensive financial education that empowers them.

FNB also hosts sessions at tertiary institutions to help students prepare for the financial realities of adulthood. The bank's online resources further provide valuable financial tips and advice, making this information accessible to everyone.

Graduates and interns who took part in financial literacy workshops have reported feeling more confident and developing better money management practices. As the Head of Business: FNB Fiduciary Namibia Anielle von Finckenstein noted, "Enabling young people to make informed financial decisions is a gift that keeps giving – to themselves, their families and the nation."

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EU pledges deeper cooperation with Namibia on green hydrogen and governance

The European Union (EU) has reaffirmed its position as Namibia's largest export market and third-largest source of imports, while pledging deeper cooperation in green hydrogen, raw materials, and governance reforms.

EU Ambassador to Namibia Ana Beatriz Martins said the Partnership Dialogue in Windhoek marked a new step in relations. "Today's Dialogue is a momentous step in the relationship between Namibia and the EU and a valuable opportunity to deepen our mutual understanding on a broad range of topics," she said.

Through the Economic Partnership Agreement, Namibia enjoys duty and quota-free access to EU markets, exporting fish, meat, grapes, and minerals, while importing fuels, pharmaceuticals, machinery, and vehicles. "Ours is a partnership forged on the principles of solidarity, rooted in shared values of democracy, peace, and respect for human rights," Martins said.

Minister of International Relations and Trade Selma Ashipala-Musavyi said the EU remains one of Namibia's most important trading partners.

"This dynamic relationship represents a win-win exchange and mutually beneficial

trade partnership," she said.

She added that cooperation extends to technology, services, and development aligned with Vision 2030 and the Sixth National Development Plan.

"With NDP6, we call upon the European Union and all our partners to continue with us on this critical developmental journey towards achieving Vision 2030," she said.

Green hydrogen is a key area of collaboration under the Strategic Partnership on Green Hydrogen and Critical Raw Materials. Martins said: "Projects like HyIron are not only pioneering a green industrialisation, but are also creating jobs for Namibians, advancing technology, and placing Namibia at the forefront of a sustainable global energy future."

Both sides also highlighted education, gender equality, transparency, and anti-corruption as priorities, alongside global issues such as climate change and peace. "It is truly a partnership that works," Martins said.

The EU has recently committed N\$730 million to projects in Namibia, including the Green Industrialisation Project, the TIDRET renewable energy initiative, the Etunda Feedlot, and drought relief.



Volkswagen Amarok shows its 4x4 muscle

By Max Lodewyk

I had the privilege of joining Autohaus for a day on the Klein Aub Rush 4x4 tracks to put the all-new Volkswagen Amarok through its paces.

From the moment the wheels hit the gravel, it was clear that this isn't just another bakkie, it's refined, capable and built to balance comfort with genuine off-road quality.

Comfortable Ride on Gravel

The first impression was how impressively smooth the Amarok feels on loose terrain. Volkswagen has struck a rare balance, blending the ruggedness expected from a double cab with the ride refinement of an SUV. Subtle suspension tuning gives it a

unique character, setting it apart from its Ford Ranger sibling.

Quick Fact: All Amarok models ride on a ladder-frame chassis with 237 mm of ground clearance, a 30° approach angle, 26° departure angle and an 800 mm wading depth, more than enough clearance to also glide over potholes.

Off-Road Credentials

On the first stretch of the course, the Amarok's 4MOTION system dug confidently through deep ruts. A standout discovery was the ability to engage the rear differential lock even in 2H, offering added versatility on mixed surfaces.

The new Amarok now comes standard with selectable 2H, 4H and low-range gearing (4L), which is an upgrade from the

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previous generation, making it all the more capable in sticky situations.

Quick Fact: The Amarok can tow up to 3.5 tonnes and carry a payload of up to 1,000 kg (depending on model), making it equally at home as a workhorse or leisure bakkie.

Power on Offer

While the 3.0L V6 turbo diesel (184 kW / 600 Nm) dominated the climbs with effortless torque, the rest of the line-up deserves recognition:

* 2.0L Single Turbo Diesel (125 kW / 405 Nm) - is confident and capable, proving you don't need a V6 for real off-road ability.

* 2.0L Bi-Turbo Diesel (154 kW / 500 Nm) - the perfect pick of the bunch in terms of power and efficiency.

Quick Fact: The Amarok range offers a 10-speed automatic and a 6-speed manual/automatic gearbox.

Into the Mountains

After wrapping up the technical sections, we headed into the Khomas mountains.

The drive reinforced what the Klein Aub track had shown, which is that the Amarok maintains composure over rough ground while offering SUV-like comfort that keeps fatigue at bay. It's the kind of bakkie you'd happily take on an off-road adventure and still drive to the office.

The Klein Aub Rush drive proved the new Amarok is far more than just a leisure double

cab. Assembled at Ford's Silverton plant in Pretoria, South Africa, the Amarok is a genuine 4x4 engineered for Southern African conditions whilst delivering off-road capability without sacrificing refinement, especially in the Panamericana spec.

Volkswagen maintains the bar, by ensuring that premium bakkie buyers do not have to choose between comfort and toughness, as the Amarok offers both in a stylish package.

Quick Specs: Volkswagen Amarok Range

* Engines:

* 2.0L Single Turbo Diesel – 125 kW / 405 Nm

* 2.0L Bi-Turbo Diesel – 154 kW / 500 Nm

* 3.0L V6 Turbo Diesel – 184 kW / 600 Nm

* Models on offer - Life, Style, Panamericana and Aventura

* Transmission: 10-speed automatic / 6-speed manual & automatic

* Drivetrain: 4MOTION with selectable 2H, 4H, 4L + diff lock

* Ground Clearance: 237 mm

* Approach Angle: 30°


* Departure Angle: 26°

* Wading Depth: 800 mm

* Payload: up to 1,000 kg

* Towing Capacity: up to 3.5 tonnes

***Max Lodewyk is a motoring enthusiast. Youtube: maxlodewyk_na, Tiktok: maxlodewyk_na**



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