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THE BRIEF

News Worth Knowing

Kelp Blue plans N$280m commercial factory as production outgrows pilot plant

THURSDAY 16 JULY 2026

MAIN STORY

Kelp Blue plans N$280m commercial factory as production outgrows pilot plant

Kelp Blue is preparing to invest approximately €15 million (about N$280 million) in a commercial-scale processing facility in Lüderitz as rising harvest volumes and growing product demand outpace the capacity of its existing pilot plant.

The company said its current processing facility is becoming a bottleneck as production expands, prompting plans for a major capacity upgrade targeted for completion by mid-2027.

Speaking to The Brief, Kelp Blue Deputy Operations Manager Iriya Jona said the pilot factory currently processes about 9,000 litres per day, with optimisation underway to increase capacity to 15,000

Crucial Dates

- **Bank of Namibia Monetary Policy announcement dates:**
  * 12 August 2026
  * 29 October 2026
  * 10 December 2026
- **Namibia Corporate Social Investment (CSI) Mukopano**
  11 August 2026 at the Hilton Windhoek.
- **Namibia Oil and Gas Conference**
  18–21 August 2026 in Windhoek

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litres per day before the facility reaches its operational limit.

"Currently, our pilot factory is handling production, but as you can see, we are scaling up harvesting and sales are increasing. The factory is becoming a bottleneck, which means we need to start moving towards a larger facility," Jona said.

The planned commercial factory will increase processing capacity to approximately 80,000 litres per day.

"Setting up a new factory takes almost a year and a half. We therefore need to begin planning now by ordering machinery, ensuring it meets our requirements, importing it, renovating facilities, installing equipment and commissioning operations. We are targeting completion around mid-2027, but the work starts now," she said.

In the meantime, the company plans to invest about €1 million to optimise its existing processing facility to ensure it can meet expected demand over the next year.

"The objective is to ensure that next year, once we optimise the current factory, we can meet sales demand from pilot-scale production. Beyond that, we anticipate demand exceeding what the current factory can support, so we need to prepare in advance," Jona said.

Kelp Blue is forecasting revenue of €3 million this year, increasing to €5 million next year as production and sales continue to grow.

"In terms of sales, we are targeting revenue of €3 million this year. Next year, we aim to reach €5 million and then continue increasing from there," she said.

Production remains seasonal, with factory operations running between November and June in line with kelp growth cycles and environmental conditions.

Alongside the planned factory expansion, the company is investing in additional farm infrastructure to support future production growth.

Jona said some of the equipment currently in operation has been in use for nearly four years and is beginning to show signs of wear.

"Rather than waiting until growth is affected or infrastructure becomes a constraint, we are proactively adding more lines and equipment to create a buffer and ensure continuity," she said.

The company is also expanding cultivation areas, increasing automation and exploring commercial opportunities for by-products and waste streams generated during processing.

As part of its sustainability strategy, Kelp Blue continues to work with Gold Standard to develop a methodology for measuring carbon sequestration from its seaweed farming operations.

"We submitted the methodology last year, and we are now waiting for it to be reviewed and validated," Jona said.

RFA
Road Fund Administration
Funding roads, steering growth.

INVITATION FOR BID

The Road Fund Administration (RFA), in line with the Public Procurement Act, 2015 (Act No. 15 of 2015) as amended, hereby invites suitable and competent Namibian service providers to submit their best bids for the provision of services listed below:

PROVISION OF RECRUITMENT CONSULTANCY SERVICES TO CONDUCT AN EXECUTIVE SEARCH AND RECRUITMENT PROCESS
PROCUREMENT REFERENCE NO.: SC/RP/RFA – 05/2026

Bid documents are available on the E-GP Portal and the RFA website or on request via email: **procurement@rfanam.com.na**

Bids must be submitted in sealed envelopes, clearly marked with the applicable Procurement Reference Number and description, addressed to the Procurement Management Unit (PMU), Road Fund Administration, 21 Sir Seretse Khama Street, Windhoek. Delivery must be made into the bid box on the ground floor.

Closing date and time: 27 July 2026, 11:00 a.m.
Levy: No levy

Enquiries: PROCUREMENT MANAGEMENT UNIT
Tel: +264(61) 433 3007 / 3049 / 3082 / 3074
Email: procurement@rfanam.com.na

Visit our website for more information
www.rfanam.com.na

NamWater breaks ground on N$219.7m Naute-Keetmanshoop pipeline replacement

Construction has commenced on NamWater's N$219.7 million Naute-Keetmanshoop Water Pipeline Replacement Project, a major infrastructure investment aimed at strengthening long-term water security for Keetmanshoop and surrounding communities in the //Kharas Region.

The project, valued at N$219,697,642.12, including VAT, is fully funded by NamWater and involves the construction of a new 36-kilometre underground bulk water pipeline using 450-millimetre Glass Reinforced Polyester (GRP) pipes alongside the existing pipeline. Construction is expected to be completed within 18 months.

Speaking at the groundbreaking ceremony, Minister of Agriculture, Fisheries, Water and Land Reform Inge Zaamwani described the project as a strategic investment in infrastructure that will improve water security while supporting economic development and climate resilience.

"Today, we are not merely commencing the construction of another piece of infrastructure. We are making a deliberate investment in the future of the people of the //Kharas Region, and we are affirming our unwavering belief that sustainable development begins with securing the resources upon which human life, economic growth and social progress depend," Zaamwani said.

The existing Naute-Keetmanshoop Water Supply Scheme was constructed in 1971 and commissioned in 1972, supplying water to Keetmanshoop and neighbouring communities for more than five decades.

However, ageing infrastructure has resulted in an increasing number of leaks and pipe bursts, necessitating the replacement project.

Zaamwani said the project aligns with the objectives of the Sixth National Development Plan (NDP6), which prioritises infrastructure development, economic transformation, climate resilience and improved service delivery.

"This project is therefore a powerful demonstration of visionary governance and prudent planning. It embodies the principle that sustainable development is not achieved by reacting to problems after they have escalated, but by investing strategically in the foundations that sustain life and economic prosperity," she said.

She noted that implementation of the project had been delayed by almost two years because of procurement-related legal disputes initiated by unsuccessful bidders, but said the matter had since been resolved, allowing construction to begin.

Zaamwani added that Namibia, as one of the driest countries in Sub-Saharan Africa, must continue investing in strategic water infrastructure to strengthen resilience against climate variability and support long-term socio-economic development.

"Every investment in water infrastructure is an investment in national security and socio-economic stability," she said.

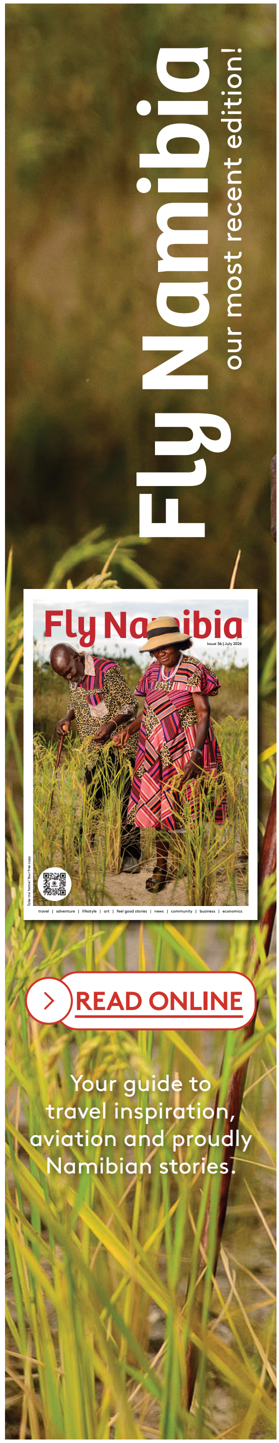
The project is being implemented by Adaptive Building Land Construction CC, in joint venture with China State Engineering Corporation (Southern Africa), following a procurement process managed by the Central Procurement Board of Namibia.

NamWater Chief Executive Officer Abraham Nehemia said replacing the ageing steel pipeline is essential to improving the reliability of bulk water supply and reducing losses caused by infrastructure failures.

"The new 36-kilometre pipeline, constructed with durable Glass Reinforced Polyester (GRP) pipes, will not only replace the existing line but will dramatically improve the reliability and safety of water delivery. This upgrade will support the Naute Dam's reservoir capacity, optimise water treatment processes and reduce losses caused by infrastructure failures," Nehemia said.

He added that the project is expected to create approximately 50 jobs during the construction phase while providing opportunities to strengthen local skills and participation.

"It is imperative that we maximise local content and capacity-building to ensure that this project benefits our people directly," he said.



Windhoek didn't grow into a traffic crisis. It planned one

Every weekday, thousands of motorists crawl into Windhoek from the north and south, wasting hours in traffic that has become accepted as part of daily life. It shouldn't be.

The capital's congestion is often blamed on population growth and rising vehicle ownership. Those factors matter, but they are not the root cause. Windhoek's traffic crisis is fundamentally a planning failure.

The warning signs have been visible for years. More than 20,500 vehicles now enter the city every day, including about 16,000 through the northern corridor and another 4,500 through the south. Khomas alone accounts for 42% of Namibia's registered vehicles, with nearly 420,000 vehicles serving a population of around 500,000.

Yet road capacity has not expanded at the same pace as housing developments, commercial centres and suburban growth.

Rocky Crest is perhaps the clearest example. Hundreds of new homes have been approved and occupied, but residents continue to rely on just two main access routes. Every additional development increases traffic on roads that were already operating near capacity. Congestion was predictable. It was also avoidable.

The problem extends well beyond one suburb. Windhoek has repeatedly allowed development to outpace supporting infrastructure. Roads are widened only after bottlenecks emerge. New intersections are considered only after queues become unmanageable. Traffic management remains reactive rather than strategic.

This is particularly frustrating because the solutions are not new.

The City's Sustainable Urban Transport Master Plan was completed in 2012 and adopted by Cabinet in 2014. It recognised that relying almost entirely on private vehicles was unsustainable and proposed an integrated transport system centred on reliable public transport, improved road infrastructure, walking and cycling facilities, and better coordination between land use and transport planning.

Twelve years later, much of that vision remains on paper.

The consequences are becoming increasingly expensive. Time lost in traffic reduces productivity, increases fuel consumption, raises transport costs for businesses and households, and contributes to higher emissions. Congestion is no longer just an inconvenience. It has become an economic issue.

Ironically, most Windhoek residents do not own private vehicles. Nearly 87% are low-income earners, many spending almost a quarter of their disposable income on transport. Taxis carry almost half of all daily trips, while municipal buses account for just 1.7%. That is not a transport system. It is

> The City's proposal to introduce electric buses is a welcome step, but buses alone will not fix congestion.

evidence of one that has failed to evolve.

The City's proposal to introduce electric buses is a welcome step, but buses alone will not fix congestion. Windhoek needs a decisive shift in how it plans growth. Every major housing development should be approved alongside the roads, public transport and utility infrastructure required to support it.

The question is no longer whether Windhoek has a traffic problem. It does.

The real question is whether the city will continue planning for yesterday's traffic while building tomorrow's suburbs.

** 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.*

Namibia renews push to resolve 36-year Orange River border dispute

Namibia has renewed its call for the resolution of the long-running Orange River boundary dispute with South Africa, describing the issue as critical to safeguarding the country's territorial integrity and completing its decolonisation process.

Addressing the Fourth Session of the Namibia-South Africa Bi-National Commission (BNC) in Pretoria, Minister of International Relations and Trade Selma Ashipala-Musavyi said negotiations over the boundary have remained unresolved for 36 years despite Namibia attaining independence in 1990.

"Namibia's struggle for national liberation took us 24 years. It has been 36 years since the commencement of the negotiations, and we are yet to conclude the matter on the Orange River Boundary," she said.

Ashipala-Musavyi expressed hope that the latest BNC session would provide a clear pathway towards resolving the dispute, which she said remains essential to securing Namibia's full territorial integrity.

Beyond the border issue, the minister reaffirmed Namibia's commitment to strengthening bilateral relations with South Africa, describing the neighbouring country as a strategic partner whose ties with Namibia were forged during the liberation struggle.

She noted that the two countries have concluded more than 150 bilateral agreements since Namibia's independence, covering trade, security, energy, water, health, education and cultural cooperation.

Ashipala-Musavyi said the focus should now shift from signing agreements to ensuring they deliver tangible economic and social benefits. Energy cooperation featured prominently during the discussions, with the minister calling for deeper collaboration to diversify energy sources and strengthen regional energy security.

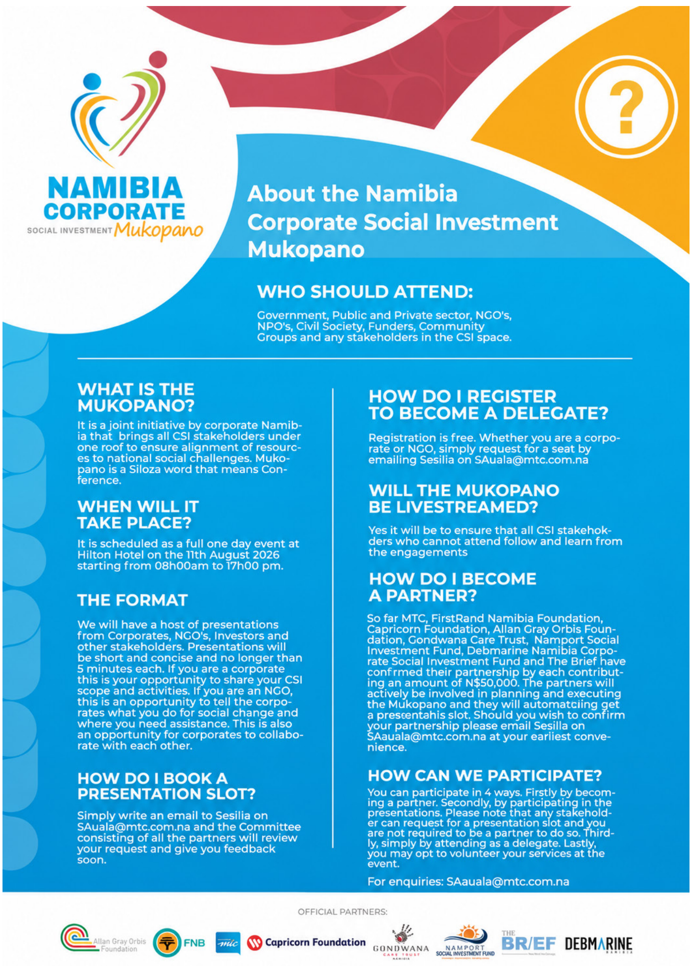
"We also look forward to discussions on deepening cooperation in the energy sector through collaborative efforts to diversify our respective energy mixes. In our Sixth National Development Plan, Namibia recognises energy as a critical enabler for meeting our developmental needs. We are also aware of the imperative to diversify energy sources at the regional level through accelerated investment in renewables, improve water access and sanitation, and expand cross-border energy trade in order to address the regional energy shortfall," she said.

Trade also remained a key focus, with bilateral trade between Namibia and South Africa reaching approximately N$86 billion in 2025. Namibia exported goods worth N$29.21 billion to South Africa while importing N$57.84 billion, resulting in a substantial trade deficit.

To strengthen commercial relations, Ashipala-Musavyi renewed calls for the establishment of the South Africa-Namibia Business Council, saying it would facilitate private investment, joint ventures and industrial partnerships between businesses in both countries.

"Namibia regards this Council as the missing operational link between our two economies, one capable of organising the movement of private capital, joint ventures and industrial partnerships beyond the raw asymmetry of import and export statistics. Our Chambers of Commerce should finalise its terms of reference and secure its formal launch before the Fifth Session of the Namibia-South Africa Bi-National Commission. The holding of a Business Forum as part of this BNC Session is highly commendable," she said.

The minister also welcomed progress within the Southern African Customs Union (SACU), including proposals to give Botswana, Eswatini, Lesotho and Namibia greater participation in South Africa's tariff-setting process, as well as continued collaboration on regional industrial projects such as the Andrada Lithium Project in Namibia.

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QS Quo Vadis? Technology, transformation and tomorrow

By Matthew Ngulube & Frikkie Jordaan

"Quo Vadis?"—Latin for "Where are you going?"—is a question that has never been more relevant to the Quantity Surveying Profession.

As the built environment enters a new era of technological advancement, evolving client expectations and increasing demands for sustainable development, it is an appropriate moment to reflect on the future direction of the profession and how it can continue to contribute meaningful value to society.

Across Namibia and the African continent, the construction industry is undergoing significant change. Infrastructure investment, urbanisation, economic development and sustainability objectives are reshaping how projects are conceived, procured and delivered.

At the same time, tighter budgets, increasing project complexity and greater accountability are placing new expectations on all professionals involved in the built environment.

Within this changing landscape, the role of the Quantity Surveyor has evolved considerably. Once recognised primarily for cost estimating and contractual administration, today's Quantity Surveyor is a strategic advisor contributing throughout the entire project lifecycle.

From feasibility studies and procurement strategies to risk management, value optimisation and whole-life costing, the profession plays a vital role in supporting informed decision-making and achieving successful project outcomes.

As the industry evolves, so too must the profession.

"INQS has a longstanding commitment to championing professional excellence in Namibia. Today, our responsibility extends beyond maintaining standards—we must also prepare our profession for the future.

Innovation is not simply about adopting new technologies; it is about embracing new ways of thinking, strengthening collaboration and ensuring that Quantity Surveyors continue to create value in an increasingly complex built environment."

– Frikkie Jordaan, President, Institute of Namibian Quantity Surveyors (INQS)

Preparing for the future requires more than adopting new tools. It calls for adaptable professionals who embrace continuous learning and respond confidently to evolving client, industry and community needs.

While digital technologies are changing how information is created, analysed and shared, their true value lies in enabling better decisions, improving project performance and supporting sustainable outcomes.

For Namibia, these conversations are particularly significant. Infrastructure remains a key driver of economic growth, investment and social development.

Every project represents an opportunity to strengthen communities, support economic resilience and maximise the impact of public and private investment.

Achieving these outcomes depends on professionals who combine technical expertise with sound judgement, ethical leadership and a commitment to excellence.

These opportunities and challenges extend beyond Namibia's borders. Across Africa, infrastructure investment, urban growth and changing project delivery models are reshaping the construction landscape.

While each country faces its own unique circumstances, the profession shares common priorities: strengthening professional standards, improving project outcomes and preparing the next generation of Quantity Surveyors for an evolving industry.

"It is always a great pleasure for the Africa Association of Quantity Surveyors to return to Namibia and to engage once again with our colleagues at the Institute of Namibian Quantity Surveyors, with whom we share a longstanding and valued relationship.

We are especially proud that this year AAQS is represented by a delegation of more than 50 quantity surveying professionals from across Africa, reflecting our shared commitment to collaboration, professional

excellence and the advancement of the profession.

As technology transforms the built environment, AAQS remains steadfast in its support of INQS and all member associations as we prepare Quantity Surveyors for the challenges and opportunities that will shape Africa's tomorrow."

– Matthew Ngulube, President, Africa Association of Quantity Surveyors (AAQS)

The Africa Association of Quantity Surveyors (AAQS) provides an important platform for advancing the profession across the continent by promoting professional standards, education, research and the exchange of knowledge between member associations.

As an Institutional Member of AAQS, the Institute of Namibian Quantity Surveyors (INQS) contributes to this shared vision of strengthening the Quantity Surveying Profession across Africa through knowledge exchange, professional collaboration and the advancement of best practices.

As the recognised professional body representing Quantity Surveyors in Namibia, INQS is committed to advancing professional standards, supporting lifelong learning and fostering meaningful engagement across the built environment.

Through its relationships with government, industry, academia and fellow professional organisations, the Institute continues to contribute to the growth and resilience of Namibia's construction sector.

It is this shared commitment to innovation, professional excellence and regional engagement that underpins the theme of the INQS & AAQS Conference 2026: "QS Quo Vadis? Technology, Transformation and Tomorrow." – 24 July in Swakopmund.

More than an annual gathering, the conference provides a platform for meaningful dialogue on the future of the profession and the built environment.

It will bring together quantity surveying and built environment professionals from Namibia and across Africa—including Botswana, Egypt, Ghana, Kenya, Malawi, Nigeria, South Africa, Tanzania Uganda, Zambia and Zimbabwe —to exchange knowledge, strengthen professional networks and explore innovative approaches to the opportunities shaping the industry.

The future of quantity surveying will not be defined by technology alone. It will be shaped by the profession's ability to adapt, uphold high standards, invest in continuous development and work collectively to deliver better outcomes for clients, communities and society.

Ultimately, the question "Quo Vadis?" extends beyond quantity surveying. It is a question for everyone involved in planning, designing, constructing and managing the built environment.

The decisions made today—in education, innovation, leadership and professional practice—will influence the quality, sustainability and resilience of the infrastructure and communities that future generations will inherit.

With a proud history of advancing the quantity surveying profession in Namibia, INQS remains firmly focused on the future: shaping a profession that is innovative, collaborative and ready to meet the opportunities and challenges of tomorrow.

Namibia, South Africa seek new investment deals at high-level business forum

. . . Namibia's exports to South Africa more than doubled to N$28.8 billion in 2025

Namibia and South Africa will seek to unlock new investment opportunities and strengthen regional value chains when government and business leaders meet at the South Africa-Namibia Business Forum in Midrand on 17 July.

The forum will take place on the sidelines of the Fourth Namibia-South Africa Bi-National Commission and will be addressed by President Netumbo Nandi-Ndaitwah and South African President Cyril Ramaphosa.

According to the Namibia Investment Promotion and Development Board (NIPDB), the forum is intended to convert the two countries' longstanding political relationship into measurable economic outcomes by expanding private sector participation, increasing bilateral investment and promoting industrial partnerships.

"The Business Forum aims to translate the strong political ties between Namibia and South Africa into concrete economic results, complementing the Bi-National Commission's discussions by boosting private sector involvement," said Catherine Shipushu, Acting Executive for Competitiveness and Branding at the NIPDB.

The programme will focus on investment opportunities in agriculture and agro-processing, energy, manufacturing, metals and mining, chemicals and allied industries, financial services, and transport and logistics.

Delegates will also discuss opportunities in livestock and leather, meat processing, fruits and vegetables, textiles and clothing, cosmetics and essential oils, green hydrogen, industrialisation, and regional transport and trade corridors.

The forum comes as economic ties between the two countries continue to strengthen. Namibia's exports to South Africa increased from N$13.5 billion in 2021 to N$28.8 billion in 2025, while imports rose from N$45.6 billion to N$56.7 billion over the same period.

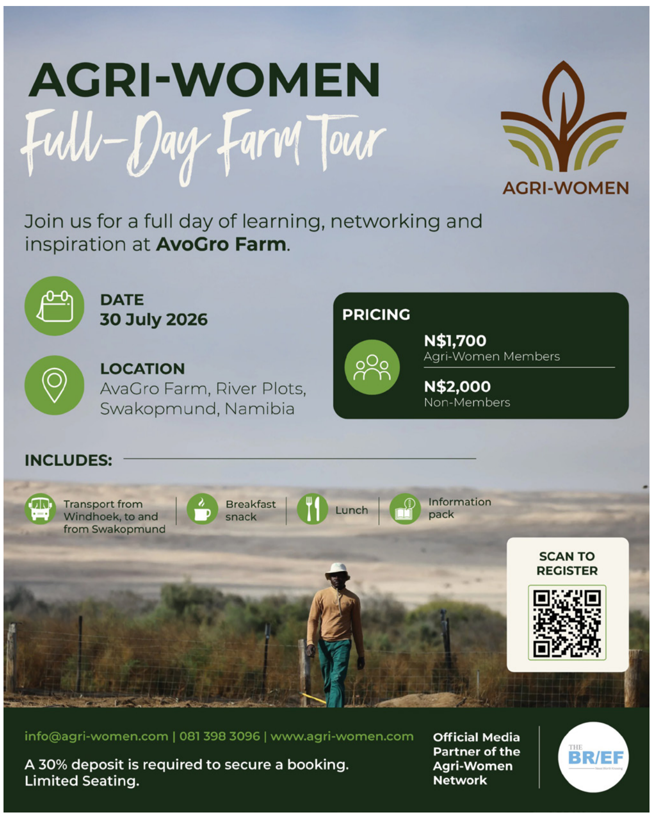
According to Shipushu, the growth in Namibian exports helped narrow the bilateral trade deficit from N$35.9 billion in 2024 to N$27.9 billion in 2025.

"The rapid expansion of Namibia's exports has contributed to a notable improvement in the bilateral trade balance, with the trade gap narrowing from N$35.9 billion in 2024 to N$27.9 billion in 2025. This positive trend highlights growing demand for Namibian products in the South African market and demonstrates the increasing competitiveness of Namibian businesses within the region," she said.

In addition to panel discussions, the programme will include business-to-business matchmaking sessions and strategic site visits, providing Namibian and South African companies with opportunities to establish commercial partnerships and explore new investment projects.

Shipushu said the forum is expected to support economic diversification, increase exports of Namibian products and create employment by fostering stronger collaboration between government and the private sector.

"The long-term impact of this forum will be evidenced by economic diversification, increased exports of Namibian products and employment creation. In the short term, the Business Forum is expected to demonstrate how strategic partnerships between government and organised business can unlock investment, strengthen regional value chains and position Southern Africa as a globally competitive investment and industrial destination," she said.



MTC expands retail footprint to 40 outlets with Okongo Mobile Home

Mobile Telecommunications Limited (MTC) has expanded its national retail network to 40 outlets following the opening of its first Mobile Home in Okongo.

The company said its retail expansion programme will continue with new Mobile Homes planned for Walvis Bay and Okuryangava in Windhoek, the construction of a permanent outlet, the relocation of its Ongwediva store to larger premises at Oshana Mall, and additional outlets planned for Omaruru, Otjinene and, potentially, Outjo.

The new outlet gives residents access to telecommunications services without having to travel nearly 100 kilometres to Eenhana. Customers can access a full range of services, including SIM card registration and replacement, contract applications, account payments and renewals, MTC Maris services, and the purchase of recharge vouchers and other MTC products.

MTC Corporate Communications Practitioner Erasmus Nekundi said the opening responds to longstanding demand from the community while supporting the company's strategy of expanding access to telecommunications services.

"The people of Okongo had long called for a permanent MTC presence in the town, and we are pleased to have finally opened our new store that will be serving the populace of the town and adjacent communities. We have always maintained that access to telecommunications services is essential to socio-economic development, and increasing our customer touchpoints is well aligned with our mandate and customer-centric values,"

Nekundi said.

He said the new Mobile Home forms part of MTC's Integrated Strategic Business Strategy and digital inclusion agenda, which aims to expand quality telecommunications services into Namibia's key growth areas in line with demographic and economic trends.

"Every new retail outlet we open is about bringing MTC closer to our customers. As communities grow, we remain committed to investing in infrastructure that makes our services more accessible, convenient and responsive to the needs of every Namibian," he said.

The opening has been welcomed by residents, who said it will significantly reduce the time and cost of accessing MTC services.

"We are very happy with the shop. It is very close to home, and now I don't have to spend so much money to travel to Eenhana. Thank you, MTC, for thinking about us," said Okongo resident Tangeni Shinedima.

Namibians still need Schengen visas to travel to Spain

Namibian citizens travelling to Spain will continue to require a Schengen visa for short stays, with the Embassy of Spain in Namibia confirming that no changes have been made to the country's visa requirements for holders of ordinary Namibian passports.

The embassy said Spain's entry requirements remain unchanged, despite claims circulating on social media that Namibia is among a group of African countries whose citizens will enjoy visa-free access to Spain and the wider Schengen Area from 2026.

According to the posts, citizens of Botswana, Namibia, Eswatini, Lesotho, Mauritius, Seychelles, Cape Verde and Rwanda would be allowed to travel visa-free to Spain and other Schengen countries for stays of up to 90 days within a 180-day period for tourism, business and other short-term visits.

However, the Spanish Embassy said the information is false and advised travellers to verify entry requirements through official government channels before making travel arrangements.

The embassy confirmed that holders of ordinary Namibian passports must continue to obtain a Schengen visa before travelling to Spain for short visits.

Spain is part of the 29-member Schengen Area, where visa policies are governed under a common legal framework. Any amendments to Schengen visa rules are adopted collectively by the European Union and participating member states and communicated through official channels.

The embassy also cautioned against relying on unverified social media posts for travel information, noting that official announcements on visa policy are issued by the relevant European Union institutions and member states.

The clarification comes as travellers seek information on upcoming changes to Europe's border management systems, including the European Travel Information and Authorisation System (ETIAS). The new system, once introduced, will apply only to travellers from countries that already enjoy visa-free access to the Schengen Area and will not replace visa requirements for countries whose citizens currently require Schengen visas.

O&L terminates Group COO, Namibia Dairies Acting MD

Ohlthaver & List (O&L) has terminated the employment of Wynand Oosthuizen as a Board member, Group Chief Operating Officer and Acting Managing Director of Namibia Dairies, with effect from 15 July 2026.

The group said Oosthuizen has also ceased serving as a director of other O&L companies where he held board positions.

According to O&L, the decision follows the conclusion of an internal process.

"This follows the conclusion of an internal process, reflecting the Board and Group's commitment to upholding the highest standards of leadership," O&L said.

The group did not disclose further details regarding the internal process or the reasons for the termination.

O&L said the decision underscores its commitment to the values that have guided the company since its establishment in 1919.

"Ohlthaver & List remains dedicated to the core values of integrity, accountability and good governance that have underpinned its operations since 1919," the company said.

Oosthuizen was appointed Managing Director of Namibia Dairies in July 2020. During his tenure, he oversaw the company's operations in Namibia's dairy business before later assuming the additional role of Acting Managing Director alongside his responsibilities as O&L Group Chief Operating Officer.

Founded in 1919, O&L is one of Namibia's largest privately held business enterprises.

Its operations include fishing and aquaculture through Hangana Seafood and Hangana Abalone; dairy production through Namibia Dairies; meat processing through Hartlief; retail through the Model grocery chain; property development and management through Broll Namibia; hospitality through O&L Leisure; renewable energy through O&L Energy and O&L Organic Energy Solutions; industrial and maritime engineering through Kraatz; information technology through Mach 10; shared corporate services through O&L Centre; and marketing, advertising and events through O&L BrandX

37 Namibians said goodbye — Never knowing it was their last

By Morna Ikosa

In the first six months of 2026, thirty-seven (37) lives were tragically lost on Namibia's roads, a shocking toll for a nation of three (3) million people.

These individuals were not just statistics; they were a mother returning home from a night shift and a father crossing the B1 road after a long day of work.

Between 1 January and 21 June 2026, 489 pedestrian-related crashes were recorded nationally, resulting in 203 injuries, with Windhoek leading.

This presents a 29% increase in pedestrian fatalities compared to 2025, according to the Motor Vehicle Accident (MVA) Fund.

Here is the uncomfortable truth. The distribution of pedestrian deaths in Windhoek is anything but random. The Khomas Region consistently records Namibia's highest pedestrian fatalities, according to the MVA Fund reports.

The Roads Authority has also identified the B1 road, which runs near Katutura Hospital, Shandumbala, and Prosperita, as a hotspot for pedestrian accidents.

Consequently, the patterns of pedestrian fatalities in Windhoek closely align with the spatial planning strategy established during the apartheid era.

This reality is not a coincidence; rather, it emanates from the racially discriminatory planning of the apartheid era, also known as environmental racism.

“The Roads Authority has also identified the B1 road, which runs near Katutura Hospital, Shandumbala, and Prosperita, as a hotspot for pedestrian accidents.

Robert Bullard, often referred to as the father of the environmental justice movement, introduced and popularised the concept of "transportation racism" in his influential 2004 book titled "Highway Robbery: Transportation Racism and New Routes to Equity."

In this work, Bullard argues that transportation infrastructure, particularly highways, has frequently been constructed in ways that reinforce racial inequality and restrict the economic and social mobility of black communities.

He highlights how these highways were often deliberately routed through black neighbourhoods, thereby maintaining racial and spatial segregation, while creating mobility barriers for individuals who do not drive or lack access to transportation options.

Bullard's book provides a comprehensive overview of Katutura, which is deliberately situated away from the city centre, separated by industrial buffer zones and extensive roads designed for cars only. These roads still exist today, and residents of Katutura continue to navigate them on foot, often during the night and early morning hours, where adequate lighting and pedestrian crossings are lacking.

Moreover, the International Road Assessment Programme conducted a review across nine African countries and revealed concerning statistics: 74% of roads lack pavements, and 55% of these roads received a one-star rating for pedestrian safety, indicating the lowest level of safety.

Furthermore, only 19 out of 54 African nations have implemented a walking and cycling policy, as reported in the “UN-Habitat Walk 21 report” in 2022. This underscores the urgent need for improved infrastructure and policy initiatives to foster safer environments for pedestrians.

A 2025 study, titled "Pedestrian Safety and Sustainable Urban Planning", by Seferoğlu and Allahverdiyev, examines 22 urban design studies and highlights a crucial finding that improving pedestrian safety is not simply an engineering challenge with a one-size-fits-all solution.

Instead, it requires a comprehensive approach that includes pavement expansion, the creation of engineered safe crossings, the establishment of pedestrian-only zones, the integration of green spaces, cyclist lanes, and tailored traffic-calming measures appropriate to different road types.

The City of Windhoek's (CoW) Strategic Plan 2022–2027 declares its vision as “to be a Sustainable and Caring City by 2027 and its mission is to "enhance the quality of life for all our people”.

To achieve its vision, CoW launched a cycling education programme, completed a 58-kilometre non-motorised transport feasibility study, and piloted 40 solar-powered e-bikes.

These are commendable steps, but 37 people died crossing roads that have no safe crossing points, where Windhoek's poorest residents live. Thus, sustainability without pedestrian safety is just a slogan, not a strategy.

Rwanda's Kigali proves it can be done differently. By embedding walkability into its Kigali Master Plan 2050, the city built the car-free “Imbuga City Walk” in its city centre, introduced dedicated bike lanes and refuge islands city-wide in its most underserved areas.

Windhoek has wider streets, avenues, better topography, and a smaller population compared to Kigali. What Windhoek lacks is the implementation of its well-crafted policies and strategies.

The deadline for the 2027 sustainable city initiative is just 18 months away, and it is crucial for CoW and the Minister of Works and Transport to take immediate action rather than postponing until the next budget cycle.

Firstly, the construction of four essential pedestrian bridges at Katutura Hospital, Shandumbala, Prosperita, and NATIS should be prioritised.

These bridges are vital infrastructure that significantly impact the safety and accessibility for communities that have historically faced neglect.

Additionally, it's important to replace the existing speed humps with properly engineered crossings along the B1 road. Implementing features such as raised tables, median refuge islands, and floodlit surfaces tailored to the specific road types is necessary for enhancing pedestrian safety and traffic flow.

Moreover, creating a car-free pedestrian plaza within the city centre, inspired by Kigali's Imbuga City Walk, would demonstrate CoW's commitment to designing spaces that prioritise the needs of people, fostering a more liveable urban environment.

Increasing parking fees to discourage vehicles in the city centre is not the solution.

Beyond that, CoW should undertake a Walkability Equity Audit, focusing primarily on Katutura, city centre and other highly populated areas in Windhoek. Moreover, it is essential for CoW to formally adopt an Environmental Justice Infrastructure Policy" that prioritises pedestrian funding for historically neglected areas. Additionally, the feasibility study for the 58 km non-motorised transport should be translated into tangible cycling lanes and extended hours for public transport.

Finally, it is crucial to reform Namibia's spatial development framework to ensure that all new roads constructed in Windhoek and any other towns and cities in Namibia include essential infrastructure such as sidewalks, cycling lanes, crossings, and lighting as standard requirements, rather than features that may be eliminated to reduce costs.

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Namibia records 1,523 vehicle sales in June, up 30% month on month

Namibia recorded 1,523 vehicle sales in June 2026, a 30.1% increase from the 1,171 units sold in May, driven largely by stronger demand for passenger vehicles and light commercial vehicles, according to High Economic Intelligence (HEI) Research.

Passenger vehicles and light commercial vehicles each recorded 708 units sold during the month, with the two segments accounting for 46.5% each of total sales and a combined market share of 92.9%.

"The increase in vehicle sales during June 2026 was mainly driven by higher sales in the passenger vehicle and light commercial vehicle segments, which continue to account for the majority of the market," HEI Research said.

Passenger vehicle sales rose 43.6% from 493 units in May to 708 in June, while light commercial vehicle sales increased by 21.4% from 583 to 708 units. Combined, the two segments contributed an additional 340 vehicles, accounting for nearly all of the overall monthly increase of 352 units.

Medium commercial vehicle sales increased by 33.3% from 21 to 28 units, while the bus segment recorded eight sales after no buses were sold in May. Extra-heavy commercial vehicle sales remained unchanged at 55 units, while heavy commercial vehicle sales declined by 15.8% from 19 to 16 units.

Toyota retained its position as Namibia's best-selling vehicle brand, with 857 units sold during June, representing 56.3% of the market.

Volkswagen ranked second with 145 units, accounting for 9.5% of total sales, followed by Ford with 66 units (4.3%), Jetour with 49 (3.2%), Isuzu with 46 (3.0%) and Suzuki with 42 (2.8%).

The top 10 vehicle brands collectively sold 1,324 vehicles during the month, accounting for 86.9% of total market sales.

"Toyota remained the leading vehicle brand in June 2026, recording 857 units sold and accounting for 56.3% of the 1,523 vehicles sold during the month. This indicates that more than one out of every two vehicles sold carried the Toyota badge, reflecting the brand's continued presence across both the passenger and commercial vehicle segments," HEI Research said.

The Toyota Hilux remained Namibia's best-selling vehicle model, with 375 units sold, representing 24.6% of total vehicle sales. It was followed by the Toyota Urban Cruiser with 85 units (5.6%), the Toyota Corolla Cross with 80 units (5.3%), the Toyota Fortuner with 77 units (5.1%) and the Volkswagen Polo Vivo with 64 units (4.2%).

Six of the 10 best-selling vehicle models were Toyotas. The Hilux, Urban Cruiser, Corolla Cross, Fortuner, Land Cruiser Pick-Up and Hi-Ace recorded a combined 718 sales, accounting for 47.1% of all vehicles sold during the month and 79.5% of sales among the top 10 models.

Looking ahead, HEI Research expects vehicle sales to remain relatively stable, although monthly volumes are likely to fluctuate.

"Following the 30.1% month-on-month increase in vehicle sales during June 2026, we expect market activity to remain relatively stable over the coming months, although monthly sales are likely to fluctuate," the firm said.

HEI Research added that passenger vehicles and light commercial vehicles are expected to remain the main drivers of the market, while Toyota is likely to maintain its dominant position through continued demand for models such as the Hilux and Urban Cruiser.


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