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THE

BRIEF

News Worth Knowing



Fuel levy cut forces MVA Fund into cost-cutting mode

MONDAY 11 MAY 2026

MAIN STORY

Fuel levy cut forces MVA Fund into cost-cutting mode

The Motor Vehicle Accident Fund of Namibia (MVA Fund) has started implementing cost-cutting measures and suspending some projects after a 50% reduction in fuel levies cut the institution's monthly revenue by N\$24 million.

MVA Fund Chief Executive Officer Rosalia Martins-Hausiku warned that the long-term sustainability of the Fund could come under pressure if the temporary levy reduction introduced by government continues beyond six months.

"We are basically dependent solely on the fuel levy. Due to the reduction in the fuel levy, we are doing cost management. We have had to put some projects and programmes on hold to ensure that we are able to pay claims," Martins-Hausiku said.

The levy reduction, which took effect on 1 April 2026, was introduced as part of government measures aimed at cushioning consumers from rising fuel prices linked to geopolitical tensions in the Middle East.

According to Martins-Hausiku, the Fund's monthly revenue has fallen from about N\$48 million to N\$24 million since the levy cut came into effect.

She said the institution remains financially stable in the short term but warned that prolonged reductions in levy income would begin to create operational pressure.

"If it continues, yes, especially if it goes



beyond six months, we will start seeing the red flags," Martins-Hausiku said.

The MVA Fund has built an asset base exceeding N\$2 billion over the past decade following a financial turnaround strategy

Crucial Dates

- **Bank of Namibia Monetary Policy announcement dates:**
 - * 17 June 2026
 - * 12 August 2026
 - * 29 October 2026
 - * 10 December 2026
- **Namibia Oil and Gas Conference 18-21 August 2026 in Windhoek**

implemented after years of financial instability.

Martins-Hausiku said the institution previously faced severe financial challenges, including insolvency driven largely by unlimited claims under the old compensation framework.

“In 2004 we were actually insolvent with a deficit of N\$543 million. In 2013, the deficit was N\$361 million. Our compensatory system with unlimited claims was the major driver of that,” she said.

She said reforms introduced between 2003 and 2007 capped claims and reduced exposure to large payouts, while operational restructuring lowered legal costs and improved claims processing.

According to Martins-Hausiku, the Fund reached financial break-even for the first time in 2016 following the implementation of a turnaround strategy launched in 2011.

Since then, the institution has expanded investment into emergency medical services, rehabilitation programmes, state hospital upgrades and property development.

Martins-Hausiku said the Fund has shifted its focus away from compensation towards rehabilitation and reintegration.

“We don’t focus on compensation anymore. Our focus changed to rehabilitation, returning people to work, independence and then to school for the schoolgoing children,” she said.

The Fund has also invested

in paramedic training, emergency response systems and rehabilitation support aimed at reducing long-term injury costs and improving recovery outcomes.

Operational reforms introduced by the institution have reduced claims turnaround times, with funeral claims now processed within 30 minutes once documentation is complete, while other claims are assessed within three days.

Martins-Hausiku said the MVA Fund continues to prioritise financial discipline through zero overspending targets for business units and continued investment management to protect long-term sustainability amid declining levy income.

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AfDB-backed agriculture project creates over 14,600 seasonal jobs in Namibia

The African Development Bank (AfDB) says the Namibia Agricultural Mechanisation and Seed Improvement Project has created 14,629 temporary seasonal jobs through seed multiplication and mechanisation

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activities implemented by the Ministry of Agriculture, Fisheries, Water and Land Reform.

According to an AfDB report, 1,791 seasonal workers were employed between April and September 2025 in activities including weeding, harvesting, seed processing and transportation.

The report said the project has supported the production of 820.73 tonnes of certified seed since inception, with 730 active seed growers participating out of 748 registered growers.

“A total of 22,578 crop farmers benefited from certified seed distribution, including 8,650 male and 13,928 female farmers, reflecting expanded access to improved agricultural inputs,” the report noted.

During the 2024/25 cropping season, 317.73 tonnes of raw seed were transported for processing, resulting in the production of 70.1 tonnes of certified seed, of which 23 tonnes had been packaged by September 2025.

Seed production activities covered 157.1 hectares for foundation seed and 103 hectares for certified seed across research stations at MADI, Kalimbeza, Bagani, Mannheim, Omahenene and Sikondo.

The AfDB said mechanisation support under the project included the training of 37 farmer machinery operators, while subsidised ploughing

services were provided to 91 farmers covering 187.6 hectares.

Capacity-building initiatives also reached 129 staff members and 497 farmers through training focused on agricultural operations, machinery use, seed certification and other technical areas.

According to the AfDB, the project is aimed at improving agricultural productivity, supporting job creation and increasing household incomes, while reducing Namibia’s dependence on imported staple crops.



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Degrees. Graduations. Unemployment.



Namibia continues producing thousands of graduates every year, yet employers keep raising the same concern: many graduates are not equipped for the realities of the modern economy.

President Netumbo Nandi-Ndaitwah is right to warn that the country cannot industrialise through theoretical education alone. But the problem goes deeper than internships and practical exposure.

Some courses are simply no longer aligned with where the global economy is heading.

Namibia is still producing large numbers of graduates for sectors with limited absorption capacity while industries linked to engineering, manufacturing, agriculture, artificial intelligence, cybersecurity, renewable energy and digital technology continue facing serious skills shortages.

That mismatch is becoming dangerous.

Artificial intelligence is already replacing certain tasks once done by junior employees, administrators, clerks, customer service staff and entry-level analysts. Around the world, companies are restructuring around automation and technology.

Yet many universities continue operating as if the labour market of 20 years ago still exists.

It does not.

A degree is no longer automatic protection

against unemployment. In some sectors, it may soon become the fastest route to frustration if the qualification is not linked to real economic demand.

Worse still, many students leave university carrying significant debt and student loans tied to qualifications that struggle to secure employment. That is not only an economic issue. It is a fairness issue.

Young people are investing years of their lives and large amounts of money into programmes that may offer very limited employment prospects in a rapidly changing economy.

This is the difficult conversation Namibia now needs to have.

Some university programmes need urgent review. Some need complete redesign. Others may need to be reduced significantly or phased out entirely if they continue producing graduates into saturated markets with few opportunities.

That sounds harsh. But continuing to produce graduates for jobs that barely exist is even harsher.

The problem is not that business management, public administration or social sciences have no value. The problem is oversupply relative to economic demand.

At the same time, companies continue importing technical and specialised skills because local supply remains inadequate.

That contradiction exposes a leadership problem within higher education itself.

Too many institutions continue operating with a business-as-usual mindset while the global economy undergoes one of the biggest technological shifts in decades. Universities cannot continue teaching the same way, offering the same programmes and producing the same outcomes while

expecting different results.

Transformation cannot simply become a slogan repeated during graduation ceremonies.

University leadership must be willing to adapt curricula faster, invest in digital and technical skills, strengthen partnerships with industry and rethink what employability means in an AI-driven world.

Universities also cannot continue measuring success purely by graduation numbers. Producing graduates who remain unemployed for years is not a national achievement.

If Namibia wants to industrialise, institutions must produce engineers, coders, technicians, artisans, AI specialists, agricultural scientists and entrepreneurs capable of building industries, not simply graduates searching for office jobs.

The reality is uncomfortable but unavoidable: not every degree remains valuable in a digital economy where technology can already perform parts of many traditional white-collar jobs faster and cheaper.

Namibia does not need fewer graduates.

It needs graduates trained for the economy that is coming, not the economy that is disappearing.

**** 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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NAMFISA appoints Diana Katjuongua, Matheus Iiyambula and Josef Kasera to strategic roles

The Namibia Financial Institutions Supervisory Authority (NAMFISA) has appointed Diana Katjuongua as Head of Strategy and Projects, Matheus Iiyambula as FinTech Specialist and Josef Kasera as Manager for Business Systems and Services as the regulator strengthens its digital and strategic capabilities.

Katjuongua joined NAMFISA on 1 April 2026 and brings 19 years of experience in strategy management, project management, business development and civil engineering across the public and private sectors.

She previously served as Manager for Business Strategy at the Business and Intellectual Property Authority (BIPA) and also worked at Burmeister & Partners Consulting Engineers and Project Managers.

“In her new role, she aims to leverage her knowledge and experience to contribute meaningfully to NAMFISA’s strategic direction in support of its mandate and broader national development priorities,” NAMFISA said.

Katjuongua holds a Master of Business Administration, a Bachelor of Technology

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in Civil Engineering and a National Diploma in Engineering from the Namibia University of Science and Technology.

Meanwhile, Iiyambula was appointed FinTech Specialist in the Research, Policy and Statistics Division with effect from 1 March 2026.

He previously worked as a Data Analyst within NAMFISA's ICT Division and also served as a Financial Analyst in the Capital Markets and Pension Funds divisions.

Before joining NAMFISA in 2019, he worked in the Governor's Office at the Bank of Namibia.

NAMFISA said Iiyambula's expertise in financial analysis, data science and risk-based supervision positions him well to support innovation within the financial sector.

"His combined expertise in financial analysis, risk-based supervision, and data science, together with proficiency in data visualisation tools such as Power BI and Tableau, and programming languages including Python and SQL, positions him well for his new role as a FinTech Specialist," the authority said.

Kasera, who joined NAMFISA on 1 March 2026 as Manager for Business Systems and Services, brings more than a decade of experience in ICT, enterprise systems management and digital



innovation.

He holds a Master of Information Technology in ICT Management from the University of Pretoria and a Computer Science honours degree from the University of Namibia.

"In his new role as Manager: Business Systems and Services at NAMFISA, he will contribute to strengthening enterprise systems, driving digital transformation, and enhancing service delivery in support of the Authority's mandate," NAMFISA said.

NAMFISA regulates and supervises Namibia's non-bank financial institutions sector, including pension funds, insurance companies, microlenders, medical aid funds and asset managers.

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China and Namibia move to finalise zero-tariff trade agreement

China and Namibia are preparing to sign a framework agreement under the Economic Partnership for Shared Development (CADEPA) aimed at institutionalising zero-tariff trade access between the two countries.

The agreement is expected to strengthen Namibia's access to China's 1.4 billion-strong consumer market while supporting industrial upgrading and reinforcing Namibia's position as a logistics hub in Southern Africa.

In a congratulatory message delivered during the 39th African Union Summit in

February, Chinese President Xi Jinping announced that China would fully implement zero-tariff treatment for exports from 53 African countries with diplomatic ties to Beijing from 1 May 2026.

Xi said the policy would be backed by agreements on economic partnership for shared development and additional measures aimed at expanding African exports into the Chinese market.

“At the same time, China will continue to push forward the negotiation and signing of the agreements on economic partnership for shared development (CADEPA) and

further expand access for African exports to China by upgrading the ‘green channel’ and other measures,” Xi said.

Namibia is expected to benefit directly from the removal of tariffs previously ranging between 12% and 25% on beef and mutton exports, and between 7% and 20% on grapes, blueberries and wild aquatic products.

The two governments are expected to sign formal agreements in the near future to operationalise the export arrangements.

“The removal of tariffs will directly reduce entry barriers, enhance competitiveness, and help Namibian enterprises secure more orders and achieve more stable market access,” Xi said.

The agreement is also expected to support investment into Namibia’s processing and manufacturing sectors, with stable export access likely to encourage companies to establish value-addition facilities locally.

“This will directly promote local manufacturing and facilitate Namibia’s transition from exporting raw materials to exporting processed and value-added products,” Xi said.

Increased trade volumes are also expected to drive demand for Namibia’s logistics and port infrastructure as exports to China expand.

China has additionally pledged supporting measures, including streamlined customs clearance processes and cooperation between Chinese-funded enterprises and Namibian companies to improve processing standards and product quality.

“It is a vivid example of China taking concrete actions to promote the common development of the Global South and practising the vision of a community with a shared future for humanity,” Xi said.



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CLOSING DATE: 22 May 2026

Namibia says it needs more pilots. So why is it failing the ones it has?

By Clerence Kameeta

Young Namibians are going hundreds of thousands of dollars into debt for aviation training that the country's own qualifications authority refuses to recognize. The numbers tell a damning story.

Namibia has a pilot shortage that is, by any measure, a national emergency. According to a white paper published by the Aircraft Owners and Pilots Association of Namibia, the country has only 202 commercial pilot licence holders and requires at least 60 additional commercial pilots and 14 additional flight instructors to meet current demand.

The shortfall has forced aircraft operators to ground as much as 45% of their fleets. At the current training pipeline rate, which produces only 10 new pilots per year, AOPA Namibia CEO Matt Totten Jr says it would take approximately six years of uninterrupted training just to fill the existing gap.

Six years. For a shortage that is grounding aircraft and strangling the tourism industry today.

Against this backdrop, one would expect Namibia to be doing everything possible to support, protect, and formally recognize the young people training to become pilots. Instead, the system is doing the opposite, and the consequences are being felt silently by a generation of aspiring aviators who have been failed



“

The human cost of this contradiction goes far beyond the frustration of a single student.

by the very institutions that should be backing them.

I Am Living This

I am one of them.

After accumulating close to N\$300,000 in NSFAP debt while pursuing my Private Pilot Licence (PPL), after nearly three years of interrupted and financially strained training caused not by a lack of commitment but by a lack of consistent funding, I approached the Namibia Qualifications Authority (NQA) to have my PPL formally evaluated.

The response was blunt and shocking: it does not qualify for evaluation.

Three years of sacrifice, hundreds of hours of technical study and practical flight training, and a debt that will take years to repay, yet the answer from the country's qualifications authority is that the qualification simply does not count.

If that does not raise concern, consider what pilot training actually involves before deciding it is not worth recognizing.

What Pilot Training Actually Is

Aviation students are required to master:

- * aviation law
- * meteorology
- * air navigation
- * radio communication
- * human performance and limitations
- * flight planning
- * aircraft systems
- * operational procedures
- * safety management
- * emergency decision-making

These are not elective subjects. They are examined, regulated by the Namibia Civil Aviation Authority, and standardized against international aviation safety frameworks.

Alongside the theoretical examinations, students must also demonstrate practical competency in the air under the supervision and assessment of certified flight instructors, in conditions where mistakes carry real consequences.

A single hour of flight training can cost between N\$1,800 and N\$3,000 depending on the exercise being performed.

Every hour logged represents a significant financial commitment on top of ground school fees, examination costs, and licence application fees.

This is technical and vocational training in every meaningful sense of the phrase.

The fact that it happens at an aerodrome rather than a workshop does not make it any less structured, less demanding, or less deserving of formal recognition.

An electrician, welder, plumber, or diesel mechanic receives vocational recognition through the National Qualifications Framework for technical training, while a pilot, who trains under internationally regulated safety standards and assumes direct responsibility for

human lives, does not.

That inconsistency is not a small administrative gap. It is a policy contradiction that deserves serious national discussion.

The State Is Funding a Pathway It Refuses to Recognize

What makes this situation even harder to justify is that NSFAF, a public fund financed by Namibian taxpayers, is actively lending money to aviation students for training that the NQA refuses to evaluate.

The fund reportedly spends more than N\$5.5 million annually on aviation training.

The state is funding a training pathway that it simultaneously refuses to place within its own qualifications framework.

That contradiction deserves a public explanation from both NSFAF and the NQA.

The Human Cost Nobody Is Talking About

The human cost of this contradiction goes far beyond the frustration of a single student.

Aviation careers are uniquely fragile. A medical condition can permanently end a pilot's flying career overnight through circumstances entirely outside their control.

Financial hardship can halt training before a commercial licence is reached. Family emergencies, health setbacks, and life realities do not pause while flight hours are accumulated.

The journey from student pilot to commercially licensed aviator is long, expensive, and uncertain, yet Namibia currently offers no formal fallback pathway for those who cannot make it to

the end of that road.

What happens to a student who completes a PPL and instrument rating but cannot afford the remaining flight hours for a commercial licence?

What happens to an aspiring aviator who loses their medical certificate and can no longer fly? What happens to the young person who invested three years and N\$300,000 into aviation training only to face circumstances that permanently remove them from aviation?

Under the current framework, they are left with debt and years of highly technical training that carry no formal qualification recognition, no academic credit pathway, and little recognition outside the cockpit.

That fear is not imaginary. It is one of the main reasons many talented young Namibians decide against aviation altogether.

Industry leaders have already warned that Namibia faces a severe shortage of young people entering aviation because of the financial burden involved.

When those costs come with no formal safety net, no recognized qualification pathway, and no transferable recognition if life circumstances change, many simply choose different careers.

And that is exactly what Namibia cannot afford.

Recognition Would Change Everything

Recognizing pilot training as vocational education within the National Qualifications Framework would change this in practical and immediate ways.

Students who cannot complete commercial training due to financial difficulties would still hold formally recognized qualifications.

Those who lose their medical

certificates would still possess credentials with value in aviation operations, safety management, technical training, logistics, and other sectors requiring technical competency and operational discipline.

Young Namibians considering aviation would see a structured pathway with recognized credentials rather than an all-or-nothing gamble where failure means losing everything.

Most importantly, recognition would encourage more young Namibians to pursue aviation careers.

Right now, many people avoid aviation because the financial risk is simply too high without any recognized fallback qualification.

Formal vocational recognition would give aspiring pilots confidence that:

- * their training has transferable value
- * their technical skills are recognized
- * their investment is protected
- * they have pathways beyond the cockpit if circumstances change

That matters.

Because if Namibia truly wants to solve its pilot shortage, it cannot focus only on producing pilots. It must also build systems that support, recognize, and protect the people pursuing aviation careers.

There Is No Excuse for Inaction

This is not a call to turn a PPL into a university degree or to lower aviation standards.

It is a call for Namibia to acknowledge what pilot training already is: structured, assessed, technically demanding vocational education.

Countries such as South Africa already recognize aviation qualifications within formal qualification frameworks.

Namibia can do the same.

Namibia should establish an aviation vocational qualification pathway aligned with international aviation competency standards and integrated into the National Qualifications Framework.

The industry has raised concerns. Officials have acknowledged the shortage. Meetings are promised. Students continue accumulating debt. Aircraft remain grounded. Yet little changes.

This Conversation Is Bigger Than One Person

This is not about one student's frustration.

There are many aspiring pilots in Namibia carrying the same burden silently, too financially pressured and uncertain about their futures to speak publicly.

They trained because they believed in aviation.

They borrowed because the system told them this was a viable path.

They deserve better than a system that speaks about pilot shortages while failing to recognize the people trying to solve them.

Namibia cannot continue asking young people to risk everything on aviation careers while offering them no formal recognition if the journey becomes

impossible to complete.

The pilots this country claims to urgently need are already out there — training, sacrificing, and going into debt.

The only question is whether Namibia's institutions respect them enough to recognize the work they are doing.

**Clarence Kameeta is a Namibian tech entrepreneur, aviation student, and co-founder of multiple technology-driven initiatives focused on education, automation, and digital transformation. His work explores the intersection of technology, skills development, and youth empowerment in Namibia.*

Board Announcement

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African aviation leaders push for liberalised skies and regional airlines

African aviation and public enterprise leaders have called for greater regional integration and the liberalisation of African airspace, warning that protectionist policies and fragmented national airline strategies continue to hinder growth in the continent’s aviation sector.

The remarks were made during the Public Enterprise CEO Forum breakfast session hosted by the Namibia National Reinsurance Corporation (NamibRe) under the theme: “Leading for Excellence: Transforming Culture and Driving Performance”.

Namibia Civil Aviation Authority Executive Director Toska Sem said African governments and aviation leaders need to adopt a unified position on regional aviation integration and the implementation of the Single African Air Transport Market.

“Local protection will not allow the national air carrier to expand. It’s through liberalising our skies, coming into regional integration for us to really make the space,” Sem said.

She said African aviation stakeholders are often absent from key continental policy engagements, resulting in decisions being taken without sufficient industry participation.



“We want to take decisions, but we don't want to be part of that circle in taking the

A promotional banner for 'THE BRIEF' news outlet. The background is light blue with faint icons of various professions and symbols. On the left, it says 'SCAN HERE' in large blue letters. Below this is a red Adobe PDF icon with the text 'Daily PDF version sent via email'. At the bottom left are social media icons for Facebook (@thebrieflive), LinkedIn (@thebrieflive.nam), and Twitter (@TheBriefLive). In the center, there is a large QR code. Above the QR code is a blue circle with a white icon of a bar chart and a dollar sign, labeled 'Finance'. Below the QR code is a blue circle with a white icon of a bar chart and a magnifying glass, labeled 'Business'. To the right of the QR code is a blue circle with a white WhatsApp icon, labeled 'for Daily Namibian News'. On the far right, the text 'THE BRIEF' is written in large blue letters, with 'News Worth Knowing' in smaller text below it. Below that, it says 'TO FOLLOW OUR WHATSAPP CHANNEL' in large blue letters.

right decisions and giving it to our principals as politicians, to really cement on those decisions,” Sem said.

According to Sem, African countries need to establish coordinated national and regional positions before entering continental negotiations.

“As we go into regional integration, we already know that the Namibian position is X, and we go as a unified front,” she said.

General Electric Southern Africa Chief Executive Officer and Author Nyimpini Mabunda, who was the special guest at the forum, said Africa had previously demonstrated stronger regional aviation cooperation than exists today.

“In East Africa, we had an organisation called East African Airways, which was an airline for Kenya, Uganda and Tanzania. So we had seen way ahead of the world,” Mabunda said.

He argued that while Europe and the United States have moved towards airline consolidation, Africa has become increasingly fragmented.

“If you look at the airline business today in Europe, airlines are consolidating. In America, airlines are consolidated. What are we doing in Africa? We are going back,” Mabunda said.

Mabunda said attempts to establish larger regional airline structures in Africa have struggled to gain political backing despite the limited scale of many national carriers.

“I tried to convince people

that this is the right strategy, that you are too small to succeed,” he said.

He also highlighted the imbalance between Africa’s population share and its contribution to global aviation traffic.

“In Africa, we have almost 20% of the world population. From an air transport point of view, we only have 2%,” Mabunda said.

Mabunda warned that delays in implementing regional aviation integration could further weaken Africa’s competitiveness in the global aviation sector.

“If we have too many discussions, it is a crisis. The rest of the world is moving. We are still having the discussions,” he said.

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Namibia's zero balance: A nation pays its way to freedom

By Lot Ndamanomhata

How a small African nation quietly made history by clearing its IMF debt and reclaiming its financial sovereignty.

Where It All Began

In April 2026, Namibia did something that few nations on the African continent have managed to do it walked away from the International Monetary Fund entirely debt-free. The final repayment of the country's N\$3.9 billion emergency loan — equivalent to SDR 23 million, or approximately \$23.88 million — was made on 15 April 2026, according to Ministry of Finance Spokesperson Wilson Shikongo, who confirmed to The Brief newspaper that the outstanding balance had been reduced to zero, formally closing the Rapid Financing Instrument (RFI) facility first approved in April 2021. "The last payment was made on 15 April 2026. To this effect, the IMF RFI has now been fully repaid," Shikongo stated.

The story starts at the height of the COVID-19 pandemic, when Namibia faced a perfect storm of collapsing revenues, a widening budget deficit, declining export earnings, and mounting pressure on its external accounts. The RFI was extended on favourable terms — a five-year repayment window and an interest rate of approximately 1.1%. More than 80 countries accessed similar emergency funding during the pandemic. Most are still repaying. Namibia is not.

"No more structural adjustment. No more neoliberal lectures. No more foreign



“

Namibia now joins a small but growing club of African nations that have cleared their IMF balances.

control over economic policy. This is what sovereignty looks like."

A Double Milestone

What makes this achievement even more remarkable is that it did not happen in isolation. The IMF repayment is the second major debt milestone Namibia has recorded in recent months. On 29 October 2025, the country cleared its \$750 million Eurobond, the largest single-day debt redemption in the nation's history using a combination of a dedicated sinking fund and domestic resources.

Together, these two repayments tell a consistent story: Namibia is deliberately reducing its exposure to external debt, shifting its borrowing base toward domestic markets, and strengthening its international credit standing in the process.

As confirmed by the Ministry of Finance, approximately 88% of the country's debt portfolio now consists of domestic debt, with only 12% in foreign obligations a deliberate policy choice that reduces currency risk and keeps Namibia's financial future in Namibian hands.

What This Means for Africa

Namibia now joins a small but growing club of African nations that have cleared their IMF balances. Mozambique made headlines when it fully repaid approximately \$701 million to the Fund as of 31 March 2026, becoming the only nation among 85 IMF debtors to completely clear its credit balance in that period.

These are not coincidences. They reflect a broader, quietly building movement across parts of the continent, a rejection of perpetual dependency and a determination to chart economic paths defined by local priorities rather than external conditionalities.

Africa does not need more loans or handouts. What the continent needs are forward-thinking leaders, less corruption, stronger manufacturing infrastructure, a better-run agricultural sector, and deeper intra-continental trade. Namibia's achievement, modest in dollar terms but massive in principle, is a demonstration that this path is walkable.

Namibia Debt Snapshot (2026)

Metric	Value
Total Government Debt (Jan 2026)	N\$174.5 billion (65.2% of GDP)
Projected Debt (2026/27)	N\$193.4 billion
Projected Debt (2028/29)	N\$217.3 billion
Interest Payments (2025/26)	N\$14.3 billion (~16.4-18% of revenue)
Interest Payments (2026/27)	N\$16.2 billion
Gross Borrowing (2025/26)	N\$12.5 billion
Gross Borrowing (2026/27)	N\$19.1 billion
International Reserves	N\$51.8 billion (>3-month import cover)
Domestic vs Foreign Debt	88% domestic / 12% foreign
The Honest Picture	
Celebration is warranted. But intellectual honesty demands context. Namibia's public debt is not gone, far from it. Total government	

debt stood at N\$174.5 billion as of January 2026, equivalent to 65.2% of GDP, according to Finance Minister Ericah Shafudah. That figure is projected to rise to approximately N\$193.4 billion in the 2026/27 financial year.

Interest payments are increasingly consuming the national budget. FNB Namibia economist Cheryl Emvula has noted that actual economic growth appears to be tracking below Treasury's baseline projections, which means the debt-to-GDP ratio could drift above 70% under more moderate growth scenarios. "With financing needs expected to increase sharply, large issuances of Namibian interest-bearing paper are likely," Emvula warned, cautioning that heavy reliance on domestic borrowing could push up local interest rates. None of this diminishes what was achieved on 15 April 2026. It simply frames it correctly: this is not the finish line. It is proof that the discipline required to reach that finish line is possible.

A Template, Not a Trophy

Minister Shafudah has stated that the government's goal is to stabilise debt levels and gradually reduce the debt-to-GDP ratio toward the SADC benchmark of 60%. "At the same time, we are taking deliberate steps to reduce interest payments as a share of GDP and create fiscal space for development and social spending," she said.

The Bank of Namibia continues to maintain international reserves at N\$51.8 billion — above the critical three-month import cover threshold — while holding the repo rate steady at 6.5%, a signal of cautious but confident monetary management.

What Namibia has proven is that sovereignty is not granted. It is earned, one payment at a time.

****Lot Ndamanomhata is from Ekoka. This article reflects his views and writes entirely in his personal capacity.***



MTC invests N\$5.7 million in bursaries, allocates N\$1.5 million for 2026 intake

Mobile Telecommunications Limited (MTC) has invested N\$5.7 million in tertiary education support since the launch of its bursary programme, with the company allocating a further N\$1.5 million for the 2025/26 financial year.

The latest funding will support six Namibian students pursuing studies in Accounting, Data Science, Cybersecurity, Computer Science and Business Information Systems at the University of

Namibia (UNAM), Namibia University of Science and Technology (NUST) and the International University of Management (IUM).

The beneficiaries include four new students and two continuing recipients from the 2025 intake.

The new bursary recipients are Anastasia Twamoneni, a second-year Bachelor of Commerce in Chartered Accounting student at UNAM, Christian Amukwa, a third-year Data Science student at UNAM,

The beneficiaries include four new students and two continuing recipients from the 2025 intake.

Meinhold Muyenga, who is pursuing a postgraduate diploma in Cybersecurity at NUST, and Lyuvika Amadhila, a Bachelor of Science in Computer Science honours student at UNAM.

Continuing beneficiaries are Kadischa Wasserfall, a final-year Business Information Systems student at IUM, and Willryna Basson, a final-year Accounting student at NUST.

MTC said the bursary programme forms part of its broader commitment to supporting the education sector and assisting academically deserving students who cannot afford tertiary education costs.

Former MTC bursary recipient and now the company's Corporate Communications Specialist, Erasmus Nekundi, said the programme continues to create opportunities for young Namibians.

"It is satisfying to see more students continuing to benefit from the very same bursary programme which assisted me in my academic journey some years back," Nekundi said.

"This is not just funding the academic journey but a

possible opportunity for the recipients to secure employment opportunities at MTC upon completing their studies."

MTC's bursary programme supports students across various academic disciplines aligned to the company's skills and development priorities.



The poster features a background image of a person in a red headscarf and a map of Namibia with footprints. Text on the poster includes: 'Never Walk Alone', 'PROJECT NEVER WALK ALONE INVITES YOU TO THE ANNUAL FUNDRAISING GALA DINNER SAT, 30TH MAY 2026 18H00', 'VENUE: MOVENPICK HOTEL DRESS CODE: BLACK TIE', 'KEYNOTE SPEAKER: H.E. LUCIA WITBOOL VICE PRESIDENT OF THE REPUBLIC OF NAMIBIA HON. GAYTON MCKENZIE - GUEST SPEAKER', 'VIP TABLE: N\$40,000', and 'FOR ENQUIRIES CONTACT +264 81 349 6234 OR NEVERWALKALONE359@GMAIL.COM'.

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Meatco appoints Thimoteus Kativa CEO of NCA subsidiary

The Meat Corporation of Namibia (Meatco) has appointed Thimoteus Kativa as the new Chief Executive Officer of its Northern Communal Area (NCA) subsidiary.

This comes as the entity navigates the handover of the Katima Mulilo Abattoir following the expiry of its agreement with the Zambezi Abattoir and Meat Processing Company (ZAMCO).

Kativa's appointment took effect on 1 May 2026 under a

five-year fixed-term contract.

The Rundu-based subsidiary has been central to maintaining operations at the Katima Mulilo Abattoir since entering into a Memorandum of Agreement with ZAMCO in April 2021, after challenges emerged in operationalising the facility.

Meatco Interim Chief Executive Officer, Albertus Aochamub, said ZAMCO's agreement with Meatco expired on 15 April 2026

Over the past five years, Meatco NCA has played an important role in maintaining operations, supporting producers, and sustaining market access within the region.

and both parties are now implementing a structured handover process expected to conclude by the end of June.

“On 10 April 2021, Meatco NCA entered into a Memorandum of Agreement with the Zambezi Abattoir and Meat Processing Company (ZAMCO) to operationalise and stabilise the Katima Mulilo Abattoir after ZAMCO, which had initially been awarded the lease to operate the facility, encountered challenges in fully operationalising the abattoir,” Aochamub said.

“Over the past five years, Meatco NCA has played an important role in maintaining operations, supporting producers, and sustaining market access within the region.”

He said Kativa’s appointment comes at a critical time for the subsidiary.

“Mr Kativa’s appointment therefore comes at a critical time as the subsidiary continues to strengthen operations and manage key strategic transitions within the Northern Communal Area,” he said.

Kativa previously served as Manager for Livestock Procurement within the NCA subsidiary and has been closely involved in livestock and agribusiness operations in northern Namibia.

He also served as a board member of the Namibia National Farmers Union

from 2017 to 2023 and currently sits as an executive member of the Kavango East Regional Farmers Union.

Speaking on his appointment, Kativa said his focus would be on stabilising operations and strengthening confidence among stakeholders.

“I am deeply honoured by the confidence placed in me to lead the Meatco NCA Subsidiary at this important time. My focus will be on strengthening stakeholder confidence, stabilising operations, and working collaboratively with producers, employees, clients, and partners to support the long-term sustainability of the business,” he said.

Aochamub said the Meatco Group leadership was confident Kativa would drive the subsidiary’s strategic objectives.

“The entire Meatco Group leadership congratulates Mr Kativa on his appointment. We are confident that he will drive the strategic objectives of the NCA Subsidiary in alignment with Meatco’s broader mandate of building a profitable, sustainable, and producer-centred business,” he said.

Established in 2021, Meatco NCA manages the Rundu, Eenhana, Outapi and Katima Mulilo abattoirs, as well as the Ongwediva meat processing plant, which is yet to be commissioned.

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