

## DIFFERENCE BETWEEN THE TRANS-KALAHARI CORRIDOR AND THE TRANS-KALAHARI RAILWAY LINE PROJECT

### TRANS-KALAHARI CORRIDOR

The Trans-Kalahari Corridor (TKC) serves as a vital transportation route in Southern Africa, linking Walvis Bay in Namibia to Johannesburg in South Africa through Lobatse, Botswana, utilizing both road and rail networks. This corridor is integrated with the Maputo Corridor, which facilitates further travel from Gauteng to Maputo in Mozambique. Collectively, these corridors establish a distinctive transportation link between Walvis Bay on the Atlantic coast and Maputo on the Indian Ocean, collectively referred to as the Walvis Bay–Botswana–Gauteng–Maputo development corridor.

#### Route

**Namibia** – The Trans-Kalahari Corridor (TKC) commences in Walvis Bay, Namibia, along the B2 road, passing through Swakopmund (35 km). It then proceeds eastward from Swakopmund, traversing through Karibib and Okahandja, covering a total distance of 290 km, where it intersects with the B1 road. At this junction, the B2 concludes, and the corridor transitions onto the B1 road heading south. From Okahandja, the route continues south along the B1 for 70 km to Windhoek, the capital of Namibia, where it meets another junction with the B6 road. At this point, the corridor shifts to the B6 heading east. The segment from Okahandja to Windhoek is also part of the Tripoli–Cape Town Highway. The corridor extends eastward along the B6 for 315 km from Windhoek, passing through Gobabis, until it reaches the border town of Buitepos, where it crosses into Botswana on to the A2 road.

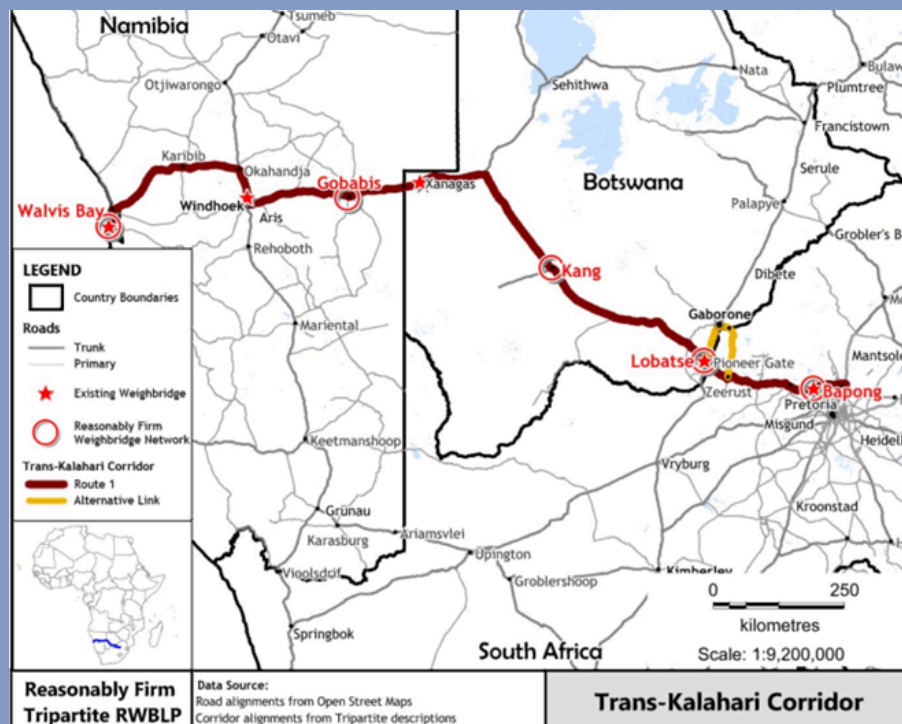
**Botswana** – The TKC begins at Buitepos, where the corridor continues east-southeast along the A2 for 750 km, passing through Jwaneng, and Lobatse. From Lobatse, at Skilpadshek, the corridor crosses into South Africa, transitioning to the N4 road (Platinum Highway).



source: Glenn P Campbell

**South Africa** – The TKC extends from Skilpadshek, the corridor runs along the N4 for 285 km, passing through Rustenburg until Pretoria (Tshwane; the capital of South Africa), where the corridor concludes at an interchange with the N1 road. The N4 then continues east from Pretoria, reaching the Mozambique border at Komatipoort, a distance of 415 km, as part of the Maputo Corridor, thereby completing the route from Walvis Bay to Maputo.

The route from Walvis Bay to Windhoek to Lobatse to Pretoria to Maputo is designated as route number 40 within the Southern African Development Community (SDAC) Regional Trunk Road Network.



## DIFFERENCE BETWEEN THE TRANS-KALAHARI CORRIDOR AND THE TRANS-KALAHARI RAILWAY LINE PROJECT

### TRANS-KALAHARI RAILWAY PROJECT

The Trans-Kalahari Railway (TKR) Line Project was initiated by the Republic of Botswana and the Republic of Namibia with the aim of enhancing economic growth, foster industrial collaboration, and promote trade, particularly focusing on the development of rail transport infrastructure in both nations and the Southern African Development Community (SADC) region.

In 2010, the governments of Namibia, represented by the Ministry of Works and Transport, and Botswana, through the Ministry of Transport and Public Works, entered into a Memorandum of Understanding (MoU) to advance the TKR Line Link project. Subsequently, in 2014, both governments formalized a Bilateral Agreement to construct a railway line, envisioned to be approximately 1500 km along the Trans-Kalahari Corridor (TKC), stretching from Mmamabula in Botswana to Walvis Bay in Namibia. This agreement also encompassed the establishment of coal storage, transportation, loading facilities, and other related infrastructure, aimed at unlocking additional economic opportunities along the route and at the terminals.

The agreement also includes the construction of a coal export terminal at the Botswana Dry Port located in Walvis Bay, Namibia, along with the development of ancillary railway facilities at designated points along the railway line. This project intends to integrate the Botswana railway system with the Namibian railway network, facilitating efficient and cost-effective access to the Botswana Dry Port in Walvis Bay.



### BENEFITS/OPPORTUNITIES

The objective of the TKR project is to enhance developmental and economic prospects arising from the transportation of coal and other minerals mined in Botswana through Namibian seaports to the Southern African Development Community (SADC) and worldwide.

Additionally, the project seeks to bolster regional trade by establishing a more efficient and cost-effective transportation route, thereby increasing freight capacity on the heavily congested Trans-Kalahari Corridor and other transport routes within the SADC, ultimately facilitating improved access to international markets.

### PROJECT ROUTE

Namibia - the railway will extend alongside the Trans-Kalahari Corridor (TKC) highway, traversing from Gobabis to Omitara, then heading to Okahandja, and ultimately reaching Walvis Bay.

Botswana - the railway will begin from the Mmamabula coal fields, linking to the current railway network at Rasesa. It will proceed to Molepolole and Letlhakeng, before connecting with the Molepolole-Kang Road and continuing to the Mamuno border post.

