NamPPF
Namibia Public-Private Forum

NAMIBIA PUBLIC-PRIVATE FORUM ACCOUNTABILITY REPORT

Working Group 10: Recommendations by WG 10: Digital Connectivity and Infrastructure

23 November 2026

1. Overview of the Working Group

Working Group 10 aims to strengthen Namibia's transport, logistics and digital infrastructure to position the country as a competitive regional gateway for trade, investment and economic growth.

The Working Group's mandate covers the modernisation and expansion of transport infrastructure, including roads, railways, seaports, airports and border facilities, as well as digital infrastructure and technology adoption. It also addresses regulatory reforms, institutional capacity, public-private partnerships (PPPs) and regional connectivity, to improve trade facilitation, logistics efficiency and service delivery.

The Working Group seeks to leverage Namibia's strategic geographic location and infrastructure assets to increase regional trade flows, attract investment, create jobs and strengthen Namibia's integration into regional and global value chains.

2. Ideal Situation of the sector

A modern, integrated, efficient and digitally enabled infrastructure and logistics system that positions Namibia as a leading regional trade and connectivity hub.

3. Summary of Challenges and Root Causes

Regulatory bottlenecks stem from outdated transit laws, a draft Customs Bond Policy that is costly and has not been subjected to a risk assessment, and the ban on in-transit fertiliser, which was introduced without stakeholder consultation. Infrastructure gaps arise from inadequate border, port and rail facilities, abrupt policy directives such as the vehicle transit rule, excessive veterinary regulation, uneven rural broadband coverage and limited agency capacity.

Weak coordination reflects limited stakeholder engagement, siloed regulators and telecommunications institutions, and the absence of an institutionalised public-private dialogue. In addition, visa processes under the Immigration Control Act are inconsistent with national strategy, as applications by skilled expatriates are rejected while oil and gas and ship-repair skills remain scarce. Road travel by state employees and underutilised airports further weaken the domestic aviation sector.

Together, these constraints divert cargo to competing ports, raise logistics costs, deter investment and widen the digital divide.

3.1 Challenge 1: Regulatory Bottlenecks

Outdated legislation hinders transit trade, including the Customs and Excise Act, 1998 (Act No. 20 of 1998), the Fertilizers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act No. 36 of 1947) and the Road Traffic and Transport Act, 1999 (Act No. 22 of 1999).

Root causes and contributing factors:

- Outdated legislation hinders transit trade, namely the Customs and Excise Act, 1998 (Act No. 20 of 1998), the Fertilizers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act No. 36 of 1947) and the Road Traffic and Transport Act, 1999 (Act No. 22 of 1999).
- The draft Namibia Revenue Agency (NamRA) Customs Bond Policy proposes bond guarantees of up to 50 percent of the value of goods transacted for 12 months. These requirements are costly, impede cost competitiveness and have not been supported by an adequate risk assessment of the type of goods, their desirability and the risk of theft.
- The transit provisions of the Customs and Excise Act, 1998 are limited and need to be amended to encourage higher cargo volumes.
- The Fertilizers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 does not directly regulate goods such as fertilisers and poultry in transit, yet measures imposed on these goods conflict with trade facilitation and the free movement of in-transit cargo.
- Fertiliser volumes through Walvis Bay reached 286,000 metric tonnes between January 2024 and March 2025. On 22 November 2024, the then Ministry of Agriculture, Water and Land Reform banned all in-transit fertilisers, including their handling, packaging and distribution to other countries, without stakeholder consultation.

Implications:

The Customs Bond Policy and the in-transit fertiliser ban may deter infrastructure investment, such as new warehouses for transit cargo, and new volumes through the Port of Walvis Bay. The ban also caused market instability, reduced port volumes, competitiveness and investor confidence, and prompted diplomatic engagement by Zambia. Potential corridor customers remain skeptical about using Walvis Bay until clearer policy guidance is provided.

3.2 Challenge 2: Infrastructure Gaps

Inadequate border facilities, including border offices and staff accommodation, inadequate port infrastructure and inadequate rail connections, such as those between Grootfontein and Katima Mulilo and between Gobabis and Botswana, constrain Namibia's links to its Southern African Development Community (SADC) neighbours..

Root causes and contributing factors:

- Policy uncertainty, as directives such as the Namibia Revenue Agency (NamRA) vehicle transit rule created market instability and the loss of cargo to competing ports, such as Beira in Mozambique. This resulted in job losses, including among Namibians who drive these vehicles to the borders.
- Excessive veterinary restrictions on transit goods that are not destined for Namibia, such as frozen chicken, which lead to the loss of cargo, including other meat products, to competing ports. These changes were introduced without industry consultation.
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Implications:

Policy uncertainty and excessive veterinary restrictions divert transit cargo to competing ports and lead to job losses. Reinstating or re-examining the vehicle transit rule using a risk-based approach, and reviewing the internal control environment within the Ministry, would address these constraints without placing additional rules on the private sector

3.3 Challenge 3: Lack of Coordination

Limited stakeholder engagement prior to policy changes and a lack of coordination among regulators and government Offices, Ministries and Agencies (OMAs) weaken policy implementation. Within the information and communication technology (ICT) sector, telecommunications institutions operate in silos, leading to disproportionate expenditure that is not aligned with the National Digital Strategy. An industry association is needed to help ensure alignment with the Strategy.

Root causes and contributing factors:

- Limited stakeholder engagement prior to policy changes, as seen in the in-transit fertiliser ban, the vehicle transit rule and the veterinary restrictions, all of which were introduced without industry consultation.

- Lack of coordination among regulators and government Offices, Ministries and Agencies (OMAs).
- Lack of coordination among telecommunications institutions in the information and communication technology (ICT) sector, which operate in silos. This leads to disproportionate expenditure that is not aligned with the National Digital Strategy.
- Absence of an industry association to help ensure alignment with the National Digital Strategy.

Implications:

Policy changes made without industry consultation create uncertainty, weaken investor confidence and divert transit cargo to competing ports, with losses of revenue and jobs. Weak coordination among regulators and OMAs slows decision-making and raises the cost of doing business. Siloed telecommunications institutions spend in ways that are not aligned with the National Digital Strategy, delaying digital transformation and rural connectivity. Without an industry association, the private sector has no structured channel to engage government.

3.4 Challenge 4: Visas (Immigration Control Act 7 of 1993)

The visa application process and the implementation of the Immigration Control Act, 1993 (Act No. 7 of 1993) are inconsistent with the national strategy. Namibia has limited skills and capacity to develop industries such as oil and gas and ship repair, and the rejection of visa applications causes ships to bypass Namibia. The visa policy and process should be reviewed to align them with the national strategy.

Root causes and contributing factors:

- The visa application process and the implementation of the Immigration Control Act, 1993 (Act No. 7 of 1993) are inconsistent with the national strategy.
- Limited skills and capacity to develop industries such as oil and gas and ship repair.
- Rejected visa applications, which result in ships bypassing Namibia.

Implications:

The rejection of visa applications for skilled personnel causes ships to bypass Namibia, which limits the development of the oil and gas and ship repair

industries and the related investment and jobs. The visa policy and process should be reviewed to align them with the national strategy.

3.5 Challenge 5: Support Local Aviation

State employees mainly travel by road. A shift towards air travel for official journeys would increase air travel volumes and reduce road accidents. This would support the growth of the domestic airline industry and, in turn, create jobs and opportunities.

Root causes and contributing factors:

- State employees travel mainly by road rather than by air, and there is no culture of air travel within government.

Implications:

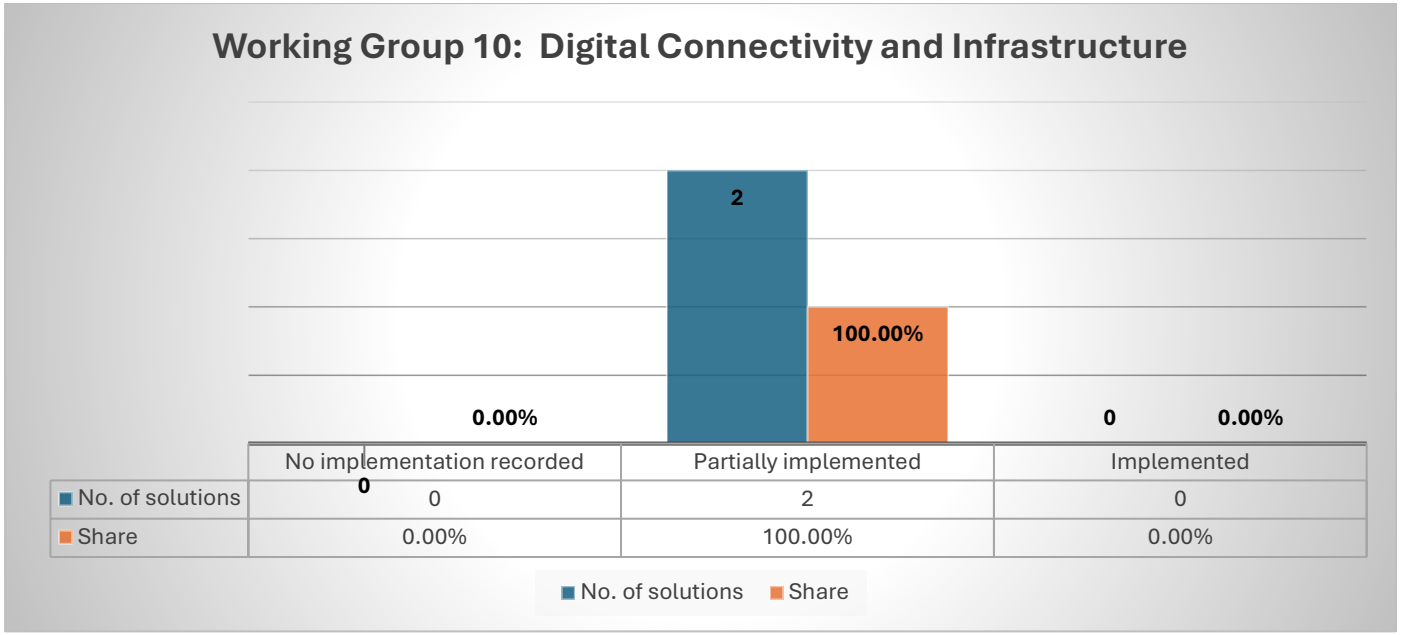
Low use of domestic air travel by government limits air travel volumes and the growth of the domestic airline industry, with consequent losses of jobs and business opportunities. A shift towards air travel for official journeys would increase air travel volumes, reduce road accidents and support the growth of the industry, creating jobs and opportunities.

4. Progress on the implementation of Presidential Directives

RED — No implementation recorded	AMBER — Partially implemented	GREEN — Implemented

No.	Aligned Presidential Directive	Presidential Directive Progress Update	Reporting / responsible institution(s)	RAG STATUS
1	1.2.3: Expedite the finalization of the revised Procurement Bill, Data Protection Bill and the Universal Healthcare Bill to allow for digitalization and automation of procurement and supply chains.	Data Protection Bill fall under the mandate of the Ministry of Information and Communication Technology, The revision of the Procurement Bill fall under the mandate of the Ministry of Finance. UHC Bill is advanced funding mechanisms consultation underway with targeted stakeholders,	MHAISS	**Partially implemented**
2	3.1.1: The Ministry of Home Affairs, Immigration, Safety and Security to urgently amend the Immigration Control Act of 1993 and/or related regulations to provide for the urgent introduction of a five-year investor visa.	1. Amendment of the Act: Underway - public consultations finalized - the Immigration Bill is with the MJLR for review. 2.Five-Year Visa: Gazzeted 18 August 2026 and Launched 01 September 2026.	MICT	**Partially implemented**

5. IMPLEMENTATION SCORECARD FOR PRESIDENTIAL DIRECTIVES



6. Scorecard Summary for Presidential Directives

RAG status		Share	Interpretation
RED	0	0.00%	No implementation progress update recorded
AMBER	2	100.00%	Implementation activity / partial progress reported
GREEN	0	0.00%	Marked complete in the report

Total	**2**	**100.00%**

7. Progress on the implementation of proposed solutions

RED — No implementation recorded	AMBER — Partially implemented	GREEN — Implemented

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
1	Regulatory Bottlenecks	Accelerate the implementation of the data protection law. We need to speed up the adoption of the National Data Protection Law to ensure that citizens' personal information is properly safeguarded and that organisations handle data responsibly and transparently. In today's digital world, data is constantly gathered and shared, and without robust protection laws, individuals and institutions remain susceptible to misuse, breaches, and privacy violations. A well-enforced data protection law will build public trust, attract investment by aligning with international standards such as the GDPR, and strengthen Namibia's digital sovereignty. Most importantly, it will establish accountability and give people control over their personal data, a vital pillar of a modern, secure digital economy. The private and public sectors can collaborate to	MICT, (Various ICT Experts), GRN / Parliament	**MICT:** The Data Protection Bill has been finalised and certified by the Office of the Attorney-General. The Bill has subsequently been submitted in November 2026 to the National Assembly for tabling early 2027.	**Partially implemented**

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		achieve this and support the Government.			
2		Environment assessment takes too long, this hampers service delivery by Service providers who intent on installing more devices such as towers etc to render better network and internet	CRAN	MICT: Following an engagement between MICT and Ministry of Environment and CRAN in October 2025 to discuss environment assessment challenges, henceforth, the Environmental Commissioner will finalise all Environmental Impact Assessments that will not require approval by Radiation Protection Authority. This measure is intended to expedite the overall process and demonstrates tangible progress in reducing delays and enhancing regulatory efficiency. CRAN wrote to the environmental Commissioner to expedite approval.	**Partially implemented**
3		Update the outdated laws (Customs & Excise Act 20 of 1998, Agricultural Remedies Act 36 of 1947, Road Traffic and Transport Act 22 of 1999, Immigration Control Act 7 of 1993) that limit transit trade efficiency.	MoJLR	No progress update recorded	**No implementation recorded**
4	Infrastructure Gaps	Namibia should focus on modernising its ICT, connectivity, and transport infrastructure to improve efficiency, competitiveness, and service delivery. Key actions include expanding high-speed internet and mobile networks, developing smart transport corridors, upgrading rail and port facilities,	MICT, CRAN, PowerCom, Telecom, MTC, Paratus, Ministry of	MICT: The network planning and design phase for the national optical transport network and IP/MPLS core networks is completed with selected priority routes already upgraded to 100Gbps. Katima – Swakopmund/ Swakopmund-Windhoek/ Keetmanshoop-Katima Mulilo/	**Partially implemented**

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
		implementing advanced digital platforms for logistics and trade, and modernising border posts with technologies such as RFID, ANPR, and biometric tracking. These efforts will enhance national connectivity, streamline operations, and generate numerous jobs in construction, ICT, logistics, maintenance, and technical support. By promoting local skills development and encouraging public–private partnerships, Namibia can foster sustainable economic growth and strengthen its role as a regional hub for trade and digital services.	Works and Transport	Pioneers Park –Windhoek Central/ Hage Heights-Swakopmund Oshakati -Swakopmund / Oshakati- Grootfontein TN expanded its 4 G network footprint through the deployment of new sites in the in the following underserved areas: Droombos (khomas)/ Evululuko 1, 2, 3 (Oshana)/ Freedom Land (Khomas)/ Greenwell Matongo Ext 2 (khomas)/ Grysblok (Khomas)/ Hakahana (Khomas) Hockland Park Tabenglen (Khomas)/ Independence Stadium (Khomas)/ Katutura Black Chain (Khomas) Khomasdal (Khomas)/ Nau-Aib (Otjozondjupa)/ Nothern Industrial (Khomas) /Okuryangava (Khomas) Ondangwa ex 6 (Oshana)/ Ongos valley (khomas) Ongwediva – Efidi Rd Block (Oshana)/ Ongwediva Sky (Oshana)/ Oshakati Independence Stadium (Oshana) Additionally, TN increased capacity at existing 4G sites experiencing congestion. Telecom Namibia has been allocated N$75 million by the Government for the construction of 25 RAN sites during the 2026/27 FY, with completion targeted for March 2027. Applications for Environmental Clearance Certificates for 19 of the 25 sites have been	

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				submitted to the Environmental Commissioner and are currently under consideration. Nkutu-Kavango West/ Okasheshete- Omusai/ Oshaala- Omusati/ Oshamono- Ohangwena/ Oshifitu- Ohangwena/ Okhiokaapa- Omaheke/ Hugus-Omaheke Kanaan- Omaheke/ Karo - Kavango West / Likurukadi Village- Kavango East / Shamunaro- Kavango East Ohamaala- Ohangwena/ Ehafo- Oshana/ Oluvango- Omusati/ Omomas- Hardap/ Barunfells- Omaheke/ Ihuhwa Yandundu/ Ombombo-Kunene/ Hakkiesdoorn- Karas/ Sangwali- Zambezi/ Ondjombo Lodge- Omusati Ondjipaheua- Omaheke/ Simanya- Kavango/ Weat Noordoewer- Karas With regard to policy reform, the National Broadband policy has been reviewed and approved by Cabinet in October 2026 with the aim of increasing the minimum broadband speeds from 2 Mbps to 25 Mbps for downloads and from 2 Mbps to 6 Mbps for uploads.	
5	Infrastructure Gaps	Implement the Single Window project, modernise border posts with advanced technology, upgrade ASYCUDA, and deploy RFID, ANPR, and biometric cargo tracking systems. These measures will modernise Namibia's connectivity and transport	NAMRA	**National Single Window (NSW)** The implementation mandate for the National Single Window does not reside with NamRA. The project is led by Namibia Ports Authority (NamPort), with NamRA participating as a stakeholder.	**Partially implemented**

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		sector, streamline trade and logistics, reduce delays, and improve efficiency. Additionally, they will create jobs in technology, logistics, border management, and system maintenance, while building local skills in advanced transport and trade solutions.		**ASYCUDA Upgrade** ASYCUDA Upgrade was completed (May 2026): The upgrade improved system performance, stability, security, and reliability, resulting in improved processing efficiency. The current focus has transitioned to ASYCUDA Optimisation, aimed at enhancing system performance, business processes, automation, user experience, and utilisation of advanced functionalities within the ASYCUDA platform. **Electronic Cargo Tracking** The implementation of the Electronic Cargo Tracking and Central Processing System by NamRA is currently underway and has entered the Pilot Phase. The pilot is being conducted along the Walvis Bay Port–Katima Mulilo route and involves the use of GPS tracking technology and electronic container seals to monitor the movement of cargo in real time. The System is designed to enhance customs control by preventing smuggling, cargo diversion, and unauthorized access, while improving the security and visibility of goods transported under customs control.	
6		Namibia should invest in modernising its ICT infrastructure with a focus on accessibility for the wider population and support for Micro, Small, and Medium Enterprises (MSMEs). Key actions include expanding affordable high-speed internet to urban and rural	MICT, CRAN, PowerCom, Telecom, MTC, Paratus,	The sites reported under section 4 above aim at addressing connectivity's MSMEs. Additionally, the reviewed National Broadband Policy include the SME connectivity in line with SADC broadband targets.	**Partially implemented**

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		areas, deploying community digital hubs, supporting e-commerce platforms, and enabling digital skills training programmes. These initiatives will create sustainable jobs in ICT installation, maintenance, training, and digital services, while empowering MSMEs to leverage technology for business growth, innovation, and improved market access. By targeting both inclusion and economic development, this approach ensures broad-based benefits and long-term national growth. The government should also ask the private sector to provide experts to upgrade and implement systems.	(Various ICT Experts)	Telecom Namibia is deploying Fibre-to-the-X (FTTx), mobile Radio Access Network (2G/3G/4G) and Fixed Wireless Access (FWA) solutions to extend broadband coverage in urban and rural areas.	
7		Invest in warehousing facilities and equipment, develop logistics hubs, and enhance transport capacity along key corridors, with particular focus on underserved regions such as the north-east, south, and far-west. Expand and modernise Northport and Luderitz seaports, and upgrade rail infrastructure and equipment, including locomotives and wagons. These investments will strengthen Namibia's transport and logistics sector, improve trade efficiency, and create numerous jobs in construction, operations, logistics, and maintenance. Targeting neglected	MWT, NAMPORT, WBCG, Trans Namib, MEFT	**NAMPORT** **NORTH PORT DEVELOPMENT**; PLANNED DEVELOPMENTS 1. Multipurpose Terminals 2. Oil and Gas Supply Base 3. Shipyard 4. Dry Bulk Terminals **LUDERITZ SEAPORTS**; PLANNED DEVELOPMENTS 1.Oil and gas supply base 2.Robert Harbour Quay Wall Expansion 3.Port of Lüderitz Angra Point Development 4.Warehousing development in port	**Partially implemented**

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		regions will ensure more balanced economic growth and provide opportunities for local communities across the country.		**TRANSNAMIB** **Upgrade rail infrastructure;** <u>List of projects under implementation</u> •Upgrade of 210km railway line section from Kranzberg to Otjiwarongo to 18.5 tons/axle load 100km of Earthworks construction for Lot 1 and Lot 3 1. Appointment of a earthworks contractor for Lot 2 and Lot 4 2. Supply and delivery of 16,000 tons of rails and turnouts RP01 3. Finalization of evaluation and appointment of a contractor for the supply and delivery of 35,000 tons of rails and turnouts-RP02 4. Completion of various project activities on this project. •Upgrading of 42km railway section between Sandverhaar to Buchholzbrunn; Construction of 30km of earthworks 2. Construction of two bridges 3.Supply and delivery of concrete sleepers •Maintenance of the various section of the railway network (Kranzberg to Tsumeb, Ariamsvlei to Luderitz); Completion of maintenance activities on 250 km of this railway section	

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				•Feasibility study to construct a new railway line from Grootfontein to Katima Mulilo popularly known as Trans Zambezi; Appointment of a contractor to do the feasibility study and completion of 30% of the feasibility study •Upgrade of Otjiwarongo to Tsumeb, Otavi to Grootfontein railway section; Completion of design for this railway section •Maintenance of the Windhoek to Gobabis railway section •Feasibility study on Trans-Kalahari Railway project; feasibility study is complete, •Procurement of new locomotives, remanufacturing of locomotives and wagons; Stripping of 6 locomotives and wagons towards the remanufacturing process •Implementation of railway projects as per the Railway Funding Strategy/ Railway Master Plan; **Equipment, including locomotives and wagons;** No progress update recorded	
8		Cybersecurity, Digital Literacy, and ICT Access in Schools Namibia should focus on cybersecurity, digital literacy, and providing access to computers and the internet in schools. Equipping	MICT, OPM	MICT: The National Cybersecurity Strategy and Awareness Raising Plan (2022–2027) is being implemented through the signed MOU between SALT Essential IT and MICT. During the period	**Partially implemented**

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		students and teachers with digital tools and skills will enable learners, educators, and communities to create self-employment opportunities, boost productivity, and support small business growth. The private sector can support through corporate social responsibility efforts, such as donating equipment, funding ICT programmes, or offering mentorship, while the public sector should take responsibility by coordinating initiatives, establishing standards, and promoting collaboration. With a small population, it is vital that all Namibians are digitally literate to foster inclusion, innovation, and sustainable economic development.		under review, a total of 40 awareness-raising sessions have been conducted through both physical and online platforms, targeting various groups, such as members of the public, children, elderly persons in old-age homes, organisations and other stakeholders. In collaboration with Salt Essential IT, LifeLine/ChildLine Namibia, UNICEF, and Ministry of Gender Equality and Child Welfare, MICT developed and launched the Child Online Protection Toolkit currently being implemented. MICT developed the National Training of Trainers (ToT) manual on digital literacy as a guide to train Namibians on basic computer literacy for beginners. MICT and Impact Tank partnered under Project 1000 to train disadvantage youth in digital skills for employment. MICT, NAMPA and Huawei launched the //Khai-re digital Scholarship Program. It aims to train 1000 ICT Learners, business practitioners, develop 200 women in Technology and provide technical ICT training for young people across Namibia every year for the next 5 years. The Cybercrime Bill has been validated, and the Ministry is currently consulting key stakeholders to agree on the institutional arrangements required	

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				under the Bill and ensure alignment with the United Nations Convention against Cybercrime by end January 2027. Namibia Cyber Security Incident Response Team (NAM-CSIRT) is operational and coordinates cyber incident responses, threats monitoring, detection, and provide advisories to various institutions across all sectors. It provides quarterly reports on cyber threats and vulnerabilities. **OPM:** Cybersecurity 1. The DPSEGM is coordinating the establishment of the Government Cybersecurity Incident Response Team and Security Operation Center (SOC) for the Public Service -Developed a project plan, charter and strategic plan for the establishment of the Government Cybersecurity Incudent Response Teams and Security Operation Centers across government. - Concluded local benchmark on the Security Operation Centers - drafted SOC architecture, organisational structure and job descriptions - Identified and costed the required tools for the SOC - Conducted a Cybersecurity skills audit within DPSEGM to assess the skills level - developed draft policies and Standard Operating Procedures for the SOC	

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				- commenced with the automation of a skill audit portal for the whole public service - Submitted a request for cybersecurity job categories creation to Department Public Service Management. - Identified a location for the Government SOC via MWT. OPM: Digital Skills The Department Public Service E-Governance Management has a draft Digital Competency Framework that maps the digital competencies required of government employees across four progressive proficiency levels. The framework integrates ICT and cybersecurity competencies and training across five progressive levels and streams: Level 1 – Basic/Foundation, Level 2 – Intermediate, Level 3 – Advanced/Specialised, Strategic Leadership, and Political Office Bearers (Stream 1 – Non-Tech Savvy). OMAs/RCs were directed to make budgetary provisions for the Digital skills programme for the FY 2027/2028.	
9		Avoid limited stakeholder engagement and siloed operations. The current lack of coordination among key stakeholders slows progress, hampers trade facilitation, and creates unnecessary barriers to economic growth. When institutions and sectors work independently rather	MICT, OPM	MICT: On a quarterly basis MICT with its State-owned Enterprises engaged Regional/and Local leadership, community members, traditional leaders, Heads of Institutions to discuss issues related to ICT development with specific emphasis on coordinated planning within the	**Partially implemented**

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		than collaboratively, opportunities for innovation, efficiency, and investment are lost. Strengthening coordination and collaboration will help streamline processes, align policies, and attract both domestic and foreign investment, ultimately boosting productivity, creating jobs, and driving sustainable economic growth for Namibia.		respective regions. These engagements took place in the following regions: Ohangwena in Q3 FY 2025/2026 Kavango West Q4 2025/2026 Kunene in Q4 FY 2025/2026 Hardap in Q4 FY/2025/2026 Oshana in Q1 FY/2026/2027 IIKharas in Q3 FY 2026/2027 Regional High-Level ICT Engagements and media briefings. *(provide activities done in the past 12 month, online and physical sessions per quarter)* High-level meeting was held on 19 March 2026 between political leadership of the following Ministries: ICT, Environment, Forestry and Tourism, and Urban and Rural Development, as well as City of Windhoek, Local Authorities Association, CRAN, Telecommunication service providers, to discuss issues related to delays in the issuance of Environmental Impact Assessment certificates. High Level Meeting was held on 19 March 2026 between Ministers of ICT, and Works with e-hailing operators in Namibia to address compliance with road transport laws and regulations. This was followed by a meeting on 17 April 2026 between technical officials of MICT and Works and Transport to further discuss practical measures of compliance. E-hailing operators submits progress reports to Ministry of Works and Transport on compliance.	

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				OPM The OPM, DPSEGM hosts the Public Service Committee on Information Technology (PSCOIT) quarterly for deliberating and coordinating ICT-related matters across the Public Service.	
10		Establish a task force on ICT/Digitalisation/Connectivity with set timelines and reporting requirements. The GRN is prepared to collaborate on this initiative. Proposal for task force(s) to help the country tackle unemployment.	MICT, OPM	**MICT:** No Task Force has been established, however the MICT established a multi stakeholders National Digital Strategy Executive Think Tank (NDSETT) under the National Digital Strategy to oversee the implementation of the Strategy. **OPM** OPM serves as a member of the NDSETT.	**Partially implemented**
11		Avoid working in isolation when planning major projects within Connectivity and Infrastructure. Both the public and private sectors should promote collaboration and joint planning to ensure projects are well-aligned, cost-effective, and sustainable. This can be achieved through establishing shared forums or working groups, regular stakeholder consultations, and open data or information-sharing platforms. When organisations plan together rather than in silos, they can identify common needs, prevent duplicating	MICT, OPM	MICT: Multiple meetings and engagements were held as outline under row 9, tackling both proposed solutions.	**Partially implemented**

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		infrastructure, and pool resources for greater national impact. This approach strengthens coordination, improves investment efficiency, and speeds up progress towards digital transformation and connectivity goals.			
12	Lack of Coordination	Foster targeted public–private partnerships (PPPs) focused on digitisation, connectivity, and infrastructure development. These collaborations will leverage the strengths and resources of both sectors to accelerate digital transformation, enhance national connectivity, and improve infrastructure delivery. Such partnerships can promote innovation, create sustainable employment, and support Namibia's long-term economic and technological growth.	MICT, OPM	MICT: As approved in principle by Cabinet, MICT is leading a high-level Working Group on establishing a Telecommunications Infrastructure Company (TIC) to oversee and facilitate ICT infrastructure development before the end of 2027. Options for fostering ICT infrastructure development through PPPs will be explored after Cabinet approves the Telecommunications Infrastructure Company (TIC).	**Partially implemented**
13		Widened digital divide by serving rural areas and underserved communities with connectivity and infrastructure. Bridging the digital divide by expanding connectivity and infrastructure in rural areas. In line with the objectives of SMIP and NPD6, extending digital infrastructure to underserved communities will not only improve access to online services but also promote digital literacy and inclusion. This initiative guarantees that rural populations benefit from equal opportunities in education, business,	MICT, CRAN, ISP's, Various ICT Experts	MICT: The government's investment towards the Universal Service Fund (USF) which aims to roll out ICT infrastructure and services in unserved and underserved areas, was used for the completion of the 9 RAN sites under phase 1 in the following regions: Ohangwena (Shimbode Combine School, Epinga Clinic) Oshikoto (Hedimbi Junior Primary Shool, Hedimbi Clinic) , Kavango East (Mathias Shikundiko Primary School, Frans Joseph Munango Primary School) , Kavango West(Kanumbu Primary School, Rosalia Nghidinwa Primary School, Naimanya Primary School) Kunene Region (Ongongo Junior	**Partially implemented**

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		and innovation, supporting national goals for inclusive digital transformation.		Primary School,Ongongo Clinic, Ehomba Primary School with free WIFI for 7 Years. Under phase 2: The construction of 10 RAN sites has commenced in the following regions: Oshikoto (Omuhongo Clinic, Oshamomo Combined School, Ohahati Primary School, EEngodi Primary School, JS.Herero Primary School) Kavango West (Kasara Primary School, Kankata Junior Primary School, Nandingwa Junior Primary School, Hema Junior Primary School) Kunene (Otjikojo Primary School, Ombombo Clinic, Ombombo Combines School), Kavango East (Dithimba Primary School, Kambimba Senior Primary School), Ohangwena Okandonga Combines school, Vilho Kamanya combines school, Onalusheshete Primary School) Omusati (Amaupa Primary School) , Zambezi (Masida Combines School) expected to connect 17 schools and 2 health facilities with free WIFI for 7 Years.	
14		"Promote e-Government, e-Agriculture, e-Health, and e-Commerce initiatives Advancing these digital services will streamline government operations, improve service delivery, and make information more accessible to citizens. In agriculture and health, digital platforms will enhance efficiency, data-driven decision-making, and rural access to essential services. Expanding e-Commerce will	MICT, OPM, Various ICT Experts	**MICT:** To improve Access to information, MICT have decentralized Government Information Centre (GIC) studios to all regions; where regional developmental dialogues are streamed live on digital platforms. MICT hosted the 9th National ICT Summit and National Mega Hackathon from 12-16 October 2026, in Oshana Region. During the hackathon a solution for the Ministry on Media Monitoring was developed and is yet to onboarded.	**Partially implemented**

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
		open new markets for entrepreneurs and small businesses, boosting economic activity and innovation. Collectively, these initiatives will drive national development, attract investment, and create new employment opportunities in ICT, logistics, customer service, and digital content creation supporting Namibia's broader digital economy and sustainable growth goals."		The National Mega Hackathon held in October 2025 developed innovative digital solutions to address government challenges, including an online job application platform for OPM and an online mental health application for MoHSS. The Ministry is currently engaging relevant stakeholders to facilitate the implementation and onboarding of these solutions last Quarter of 2025/2026. **OPM:** 1. **E-Government Policy Review** • Engagements were initiated with Offices, Ministries and Agencies (OMAs) to obtain their five-year digitalisation plans. The collected plans will be incorporated into the revised E-Government/Digital Government Policy to ensure alignment with OMA priorities, NDP6 and other national development frameworks. • Desktop research on digital government policies and international best practices was conducted although report still pending. • Submission has been drafted for the onboarding of a consultant to assist with the review 2. **The development of the National Service Portal** commenced where citizens and businesses can seamlessly access all public services and government information in one place.	

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
				3. **A draft Data Governance Framework** was developed to establish a standardized blueprint of rules, roles and processes that ensures that data is secure, reliable and used efficiently. - Stakeholder consultation workshop conducted and completed; feedback and recommendations have been integrated into the Framework. - Approval process commenced 4. **Finalised the Namibia Interoperability Framework** (Nam-IF) that sets out the standards for secure, systematic data exchange between public institutions via the Namibia Unified Exchange Platform (Nam-X).	
15		Government to assist and lowering the rate of rejected visas for skilled workers/Expatriates (O&G; Marine), There is currently a big skills gap in oil & gas, ship repairs; ships bypass Namibia	MHAISS	Implemented – consideration on case-by-case basis	**Partially implemented**
16	Visas (Immigration Control Act 7 of 1993)	"Work permit visas granted to non-Namibians should include a requirement for skills transfer to local employees. This ensures that while foreign experts contribute their knowledge, Namibians also gain the necessary skills and experience to sustain and grow local industries in the long term."	MHAISS	Work permit visas granted to non-Namibians	**Implemented**
17		"National Data Centre to Lower ICT and Connectivity Expenses	OPM, MHAISS,	**MICT:**	**Partially implemented**

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
		Namibia should focus on establishing a National Data Centre to store vital data and digital services locally. By centralising infrastructure, the country can reduce high ICT and connectivity expenses for both Micro, Small, and Medium Enterprises (MSMEs) and government functions. This will cut dependency on costly foreign hosting, boost internet speed and dependability, and strengthen cybersecurity. A local data centre will also generate jobs in data management, IT maintenance, and cybersecurity, while helping MSMEs operate more efficiently, access digital platforms, and compete effectively in the digital economy."	MICT, PowerCom	The work toward the establishment a National Data Centre has commenced. A site has been identified and concept note developed. Regarding the hosting of data, the Data Protection Bill which is before Parliament ready for tabling provides for the governance of sovereign data, hosting, classification, localization, transfer, and access of data within and outside Namibia. **OPM:** The OPM participates in committees established to provide strategic advice and guidance on Government data hosting arrangements and related matters.	
18		We need to accelerate the development of a National Data Centre. Hosting our data within Namibia will decrease internet delays, reduce costs for local businesses, and enhance our control over national information. It will also generate new job opportunities in data management, cybersecurity, and ICT infrastructure, supporting local skills development and economic growth.	OPM, MHAISS, MICT, PowerCom	**MICT:** The work toward the establishment of a National Data Centre has commenced. A site has been identified and concept note developed. Regarding the hosting of data, the Data Protection Bill which is before Parliament ready for tabling provides for the governance of sovereign data, hosting, classification, localization, transfer, and access of data within and outside Namibia.	**Partially implemented**
19		**Power supply** for infrastructure requires greater focus.Current demand (in gigawatts) highlights a gap in the market that can be addressed through	MIME, MoF	MoF: All new projects that add power to the grid are duly considered and assessed based on the fair share of risk taken. Guarantees are issued where	**Partially implemented**

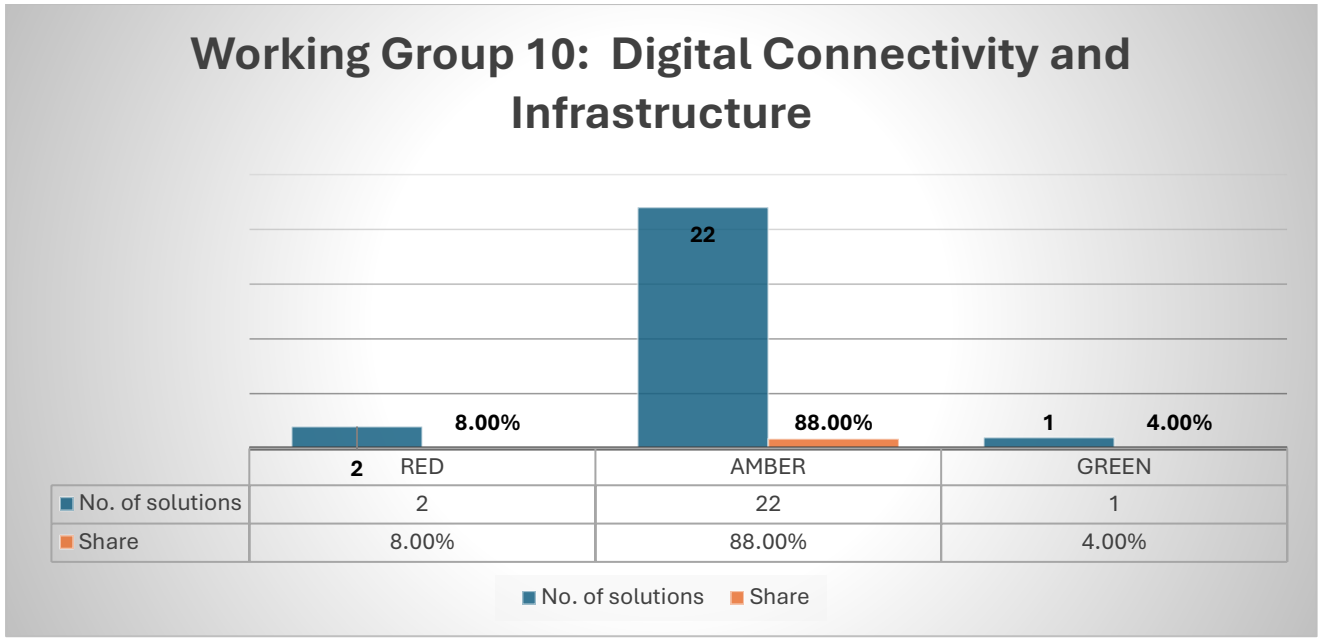
No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
		targeted investments. By leveraging public–private partnerships (PPPs), we can develop this underserved sector, create new jobs in construction, operations, and maintenance, and gradually generate revenue through taxation. Strengthening the energy market will support national infrastructure growth and economic development.		supported by the business case and a fair share of risks between investors and Government.	
20		**Construction Sector**:This industry should be actively supported, including establishing fair and standardised wages, as was done with the first minimum wage negotiations. Too many construction projects are currently awarded to foreign workers, even though Namibians have the skills and capacity to complete them. Prioritising local participation will create jobs, build skills, and strengthen the national workforce.	MoF, MWT	MoF: Procurement regulations have been amended. Regulations have been issued to procure Namibian-made goods and services.	**Partially implemented**
21		**Railway Infrastructure**: Our railway was extended to Oshikango with the aim of connecting to Angola, but the link was not fully completed. To fully tap into the Angolan economy, we need to stabilize and complete this infrastructure. Doing so will enhance trade, stimulate economic activity, and create new jobs for Namibians.	MWT, MoF	MoF: 1. Funding has been mobilised for the upgrade of the rail network and rolling stock. TransNamib's operational costs have also been supported through the budget. 2. The rail line only ends up to Oshikango, but the Government of Angola is yet to commit full involvement MWT:	

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
				The two governments had discussions on how to connect the two railways. • Technical Committee on the Namibian side is established. • The Joint-Technical Committees from both member state needs to meet and discuss the way forward. • The Angolan side not responding to the requests from the Namibian side. • The team need to re-engage and map the way and come up with the action plan • The Namibian side have got draft preliminary designs and cost estimates regarding this railway connection project.	
22		**Sports Facilities**: Current sports facilities across the country are not clearly addressed in SMIP. Many new facilities are sub-standard, and hosting events abroad incurs additional costs. By improving and standardising local facilities, we can attract international competitions, create jobs, and use sports as a platform to promote discipline, talent development, and national pride.	MEIYSAC	No progress update recorded	**No implementation recorded**
23		**Connectivity**:To strengthen the telecommunications sector, the following actions should be considered: - Streamline environmental assessments to avoid delays in project implementation. - Address vandalism and ensure the	NAMRA, Office of the President, MICT, CRAN	MICT: High-level meeting was held on 19 March 2026 between political leadership of the following Ministries: ICT, Environment, Forestry and Tourism, and Urban and Rural Development, as well as City of Windhoek, Local Authorities Association, CRAN, Telecommunication service providers, to	**Partially implemented**

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
		security of infrastructure. - Review tax policies, including considering zero VAT on airtime and reduced spectrum pricing. - Ensure type approvals align with SADC standards to facilitate regional interoperability. - Support the development of smart homes and civil works projects that integrate modern solutions. Implementing these measures will enhance service delivery, reduce costs, encourage investment, and create jobs in the ICT and telecommunications sectors.		discuss issues related to delays in the issuance of Environmental Impact Assessment certificates. On the issue of vandalism and security of ICT infrastructure, a high-level engagement was convened between the Ministers of ICT and Industries Mines and Energy and other key Stakeholders on the 05 June 2026. The outcome of this meeting was the development and implementation of the campaign to sensitize citizens on the impact and consequences of copper theft. Type Approval: ICT Regulators in each member state first maintain their individual sovereign rights within their legislative frameworks, technical specifications and National Spectrum Band Plan. The individual Type Approval Regulations are aligned to the SADC guidelines on Type Approval but that does not grant automatic Type Approval. Individuals, resellers, importers, licensees and manufacturers should first apply for Type Approval before importation in the country.	
24	Support Local Aviation	**Airports**: Katima Mulilo and Walvis Bay airports are currently underused. We need to find ways to boost traffic to these airports, as their strategic locations can enhance the local economy, generate jobs, and establish them as key regional hubs for connectivity within Namibia and the SADC region.	NAC, MEFT	1. Walvis Bay New lounge operational, new restaurant operational, Cat 5 fire rating, Allow wide body aircrafts, Alternate to HKIA, Double the arrivals area, Prospective commercial facilities, 4 x cargo storage 4 x hangars, 6 x car rentals, 2 x heliports, 1 x aircraft dismantling proposal. 2. Katima Mulilo Runway rehabilitated, Apron rehabilitated, Renovating the terminal building	**Partially implemented**

No.	Challenge / problem area	Proposed solution	Reporting / responsible institution(s)	Progress update	RAG STATUS
25		**Capacitate of State Agencies**: Strengthen NamRA and other state agencies by reinvesting in them and providing capacity-building programmes. Improving their skills and resources will enable better service delivery, support job creation, and enhance efficiency in the connectivity and infrastructure sectors.	BoN, MoF, NamRA	1. Capacity built (29 officers, 64 trainers and 570 stakeholders trained; three UNCTAD missions.) 2. NamRA will continuously train the officials for capacity building and Improved Service Delivery. 3. Capacity-building initiatives are ongoing with various partners, i.e. ATAF, GIZ, the UN and the OECD. MoF and NPC are rolling out OBB to enhance budgeting and better service delivery.	**Partially implemented**

8. IMPLEMENTATION SCORECARD FOR NAMPPF WORKING PROPOSED SOLUTIONS



9. SCORECARD SUMMARY FOR NAMPPF WORKING PROPOSED SOLUTIONS

RAG status	No. of solutions	Share	Interpretation
RED	2	8.00%	No implementation progress update recorded
AMBER	22	88.00%	Implementation activity / partial progress reported
GREEN	1	4.00%	Marked complete in the report
Total	**25**	**100.00%**	