

## **Analysis of Port Rankings and Namibia's Position, 2023**

The 2023 Container Port Performance Index (CPPI) assesses ports around the world using several performance measures. These measures include the efficiency of container handling, the speed of ship turnaround, and overall productivity. In 2023, the CPPI ranked 405 ports on a global scale, from the highest performing to the least, based on these performance indicators.

The Yangshan port in China ranked number one in 2023 in the third edition of the global Container Port Performance Index (CPPI), This highlights its exceptional performance and efficiency compared to other global container ports despite periods of disruption caused by typhoons and various other factors in 2022. The port managed to reduce ship waiting time by a sizeable three hours per call in 2022 compared to 2021, and berth hours also improved over most call size ranges despite the challenging operating conditions in the first half of the year. Yangshan continues to build for the future with ongoing heavy investment in automation and rail connectivity. Table 1

On the regional level in 2023, Berbera port in Somalia ranks as the top port in the Sub-Saharan Region, the port is known for its exports of animal hides, ghee, gum, and livestock. The Mogadiscio port in Somalia ranks second in the Sub-Saharan region and the Cape Town port ranks number 40, reflecting the need for further improvement in its performance indicators.

Namibia's primary port, Walvis Bay, was ranked 382th out of 405 global ports in the CPPI 2023. This is a downgrade from 293 ranking for 2022. This relatively low ranking indicates several areas where performance improvements are necessary. The key factors affecting its position include: handling efficiency; the speed and efficiency of container handling operations, turnaround times; the average time ships spend at the port, affecting overall throughput, infrastructure and technology; availability and the use of modern port infrastructure and technology and operational management; effectiveness of port management practices and procedures.

Furthermore, the Walvis Bay port ranks number 32 in Sub-Saharan region in 2023. A downgrade from the 19<sup>th</sup> rank in 2022. The port plays a crucial role in the development of local industries, particularly the fisheries sector. With continuous efforts in infrastructure development, container handling efficiency, and operational optimization, the Walvis Bay port has the potential to further enhance its ranking and operational efficiency. Refer to Table 2.

**Table1: Global Top Ten Ports Rankings, 2023**

PORT NAME	RANK
Yangshan - China	1
Salalah - Oman	2
Cartagena (Colombia) - Colombia	3
Tanger-Mediterranean - Morocco	4
Tanjung Pelepas - Malaysia	5
Chiwan - China	6
Cai Mep - Vietnam	7
Guangzhou - China	8
Yokohama - Japan	9
Algeciras - Spain	10

Source: The World Bank Group

**Table 2: Overall Global and Regional Rankings for Sub-Saharan African Countries**

PORT NAME	SSA RANKING	REGION	OVERALL GLOBAL RANKING
Berbera - Somalia	1	SSA	103
Mogadiscio - Somalia	2	SSA	176
Conakry - Guinea	3	SSA	208
Malabo - Equatorial Guinea	4	SSA	237
Freetown - Sierra Leone	5	SSA	252
Bata - Equatorial Guinea	6	SSA	269
Takoradi - Ghana	7	SSA	273
Toamasina - Madagascar	8	SSA	294
Namibe - Angola	9	SSA	302
Mayotte - Mayotte (France)	10	SSA	303
Port Victoria - Seychelles	11	SSA	304
Onne - Nigeria	12	SSA	308
Lagos (Nigeria) - Nigeria	13	SSA	309
Maputo - Mozambique	14	SSA	317
San Pedro (Cote d'Ivoire) - Côte d'Ivoire	15	SSA	318
Lome - Togo	16	SSA	319
Port Reunion - Réunion (France)	17	SSA	324
Mombasa - Kenya	18	SSA	335
Monrovia - Liberia	19	SSA	340
Abidjan - Côte d'Ivoire	20	SSA	342

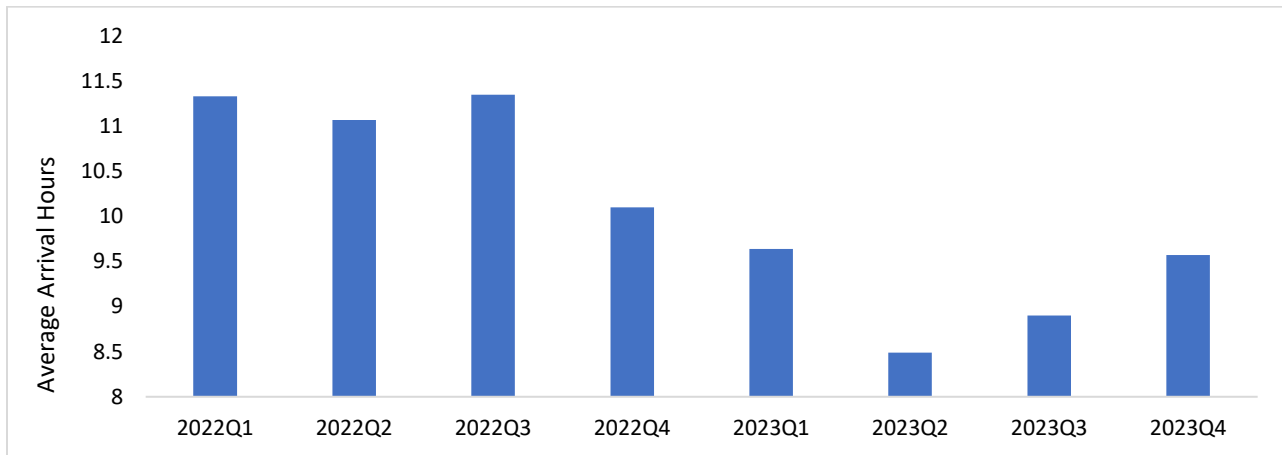
<b>Beira</b> - Mozambique	<b>21</b>	SSA	347
<b>Owendo</b> - Gabon	<b>22</b>	SSA	354
<b>Nouakchott</b> - Mauritania	<b>23</b>	SSA	355
<b>Tin Can Island</b> - Nigeria	<b>24</b>	SSA	364
<b>Nacala</b> - Mozambique	<b>25</b>	SSA	366
<b>Kribi Deep Sea Port</b> - Cameroon	<b>26</b>	SSA	367
<b>Port Louis</b> - Mauritius	<b>27</b>	SSA	369
<b>Douala</b> - Cameroon	<b>28</b>	SSA	372
<b>Dar Es Salaam</b> - Tanzania	<b>29</b>	SSA	373
<b>Tema</b> - Ghana	<b>30</b>	SSA	380
<b>Dakar</b> - Senegal	<b>31</b>	SSA	381
<b>Walvis Bay</b> - Namibia	<b>32</b>	SSA	382
<b>Matadi</b> - Democratic Republic of the Congo	<b>33</b>	SSA	387
<b>Port Elizabeth</b> - South Africa	<b>34</b>	SSA	391
<b>Luanda</b> - Angola	<b>35</b>	SSA	392
<b>Pointe-Noire</b> - Republic of the Congo	<b>36</b>	SSA	395
<b>Durban</b> - South Africa	<b>37</b>	SSA	399
<b>Cotonou</b> - Benin	<b>38</b>	SSA	401
<b>Ngqura</b> - South Africa	<b>39</b>	SSA	404
<b>Cape Town</b> - South Africa	<b>40</b>	SSA	405

Source: The World Bank Group

Additionally, In terms of global trends, the average arrival time per port call in the container shipping industry experienced significant fluctuations. During the second half of 2020, global sales of durable goods, particularly in the US, experienced a surge, leading to a sharp increase in container volume demand. This coincided with the COVID-19 restrictions, resulting in severe port congestion. Throughout 2021, this congestion reached its peak in the third quarter, causing the average arrival time per port call globally to remain above 11 hours until the third quarter of 2022. However, as reduced volumes allowed many ports to clear backlogs, the average arrival time gradually decreased to around 10 hours during the fourth quarter of 2022.

In 2023, the average arrival time continued to decline significantly. During the second quarter of 2023, it reached a low of 8.4 hours, indicating improved efficiency in container handling and reduced congestion. However, towards the end of the fourth quarter of 2023, the average arrival time slightly increased to 9.5 hours. See figure 1.

**Figure 1: Global Average Arrival Time Development**



Source: World Bank Group

## Conclusion and Recommendations

Ports that are currently underperforming at a global and regional level can enhance their ranking and operational efficiency by considering several key improvements including investment in infrastructure; upgrading port facilities and container handling equipment, process optimization; streamlining operations to reduce ship turnaround times, technology adoption; implementing advanced port management systems and automation. Training programs are also crucial in enhancing the skills and expertise of port staff through continuous training. Furthermore, leveraging partnerships with more efficiently run neighboring ports for best practices is also key to improve ports operational efficiency and thereof improve overall port rankings.

On the regional level, African ports can significantly enhance their efficiency, capacity, and sustainability by learning from the operational strategies of Yangshan Port that is ranked number one at a global level. This can be done by investing in automation technologies to improve efficiency and reduce operational costs, expanding infrastructure, improving connectivity, and adopting sustainable practices. This can assist African ports to improve their competitiveness and play a more prominent role in global trade and strive towards achieving higher rankings and operational efficiency.