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Trade Statistics Report

August 2025

1. Executive Summary

Namibia recorded a trade deficit of N$5.27 billion in August 2025, with exports valued at N$7.66 billion and imports totalling N$12.94 billion. This marks a deterioration compared to the N$3.45 billion deficit in August 2024, reflecting a notable contraction in exports alongside higher import activity. The weaker performance follows two months of surpluses in May and June 2025, highlighting renewed pressure on the external balance.

Exports were primarily anchored by gold (N$1.62 billion, 21.1%), fish (N$1.35 billion, 17.6%), and uranium (N$546 million, 7.1%), together accounting for nearly half of total export earnings. Base metal concentrates contributed N$472 million (2.7%), while copper and articles of copper added N$454 million (0.7%), reaffirming Namibia's dependence on mineral commodities and its strategic position as a regional processing and re-export hub.

Imports were largely dominated by industrial and energy-related goods, led by petroleum oils (N$1.96 billion, 15.1%), motor vehicles for commercial purposes (N$521 million, 4.0%), and motor vehicles for passengers (N$442 million, 3.4%). Additionally, imports of nickel ores and concentrates (N$431 million, 3.3%) and civil engineering and contractor's equipment (N$427 million, 3.3%) reflected sustained infrastructure and manufacturing sector activity.

South Africa remained Namibia's dominant trading partner, accounting for 32.7% of exports and 41.0% of imports, followed by Zambia (14.2%), Spain (9.9%), China (8.3%), and Botswana (6.5%) on the export front. On the import side, China (12.0%), India (6.3%), and Oman (4.6%) were also key suppliers, reflecting Namibia's diverse but regionally concentrated trade profile. Road transport continued to dominate import flows, accounting for 61.4% of total imports, while sea transport (33.0%) and air transport (5.6%) supported the movement of bulk and high-value goods.

In terms of trade gateways, Walvis Bay (N$2.95 billion) emerged as the leading export point, followed by Eros Airport (N$1.64 billion), Katima Mulilo (N$1.16 billion), and Trans Kalahari (N$704 million). Other key routes included Chief Hosea Kutako International Airport (N$397 million), Ariamsvlei (N$268 million), Lüderitz (N$231 million), and Noordoewer (N$198 million) underscoring the importance of both maritime and inland corridors in sustaining Namibia's external trade network.

Table 1: Trade Statistics August 2024 Vs August 2025

EXPORTS		IMPORTS		TRADE BALANCE	
August 2024	August 2025	August 2024	August 2025	August 2024	August 2025
N$8.75 billion	N$7.66 billion	N$12.20 billion	N$12.94 billion	-N$3.45 Billion	-N$5.27 Billion

Source: NSA

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Figure 1: Export And Import Value (N$ Millions) Vs Trade Balance, August 2024 – August 2025

Source: NSA

Exports in August 2025 declined by about 12.5% year-on-year, while imports increased moderately by 6%. This resulted in a wider trade deficit compared to August 2024. The composition of trade continues to highlight Namibia's dependence on mineral resource exports and industrial imports.

Table 2: Top 5 Imported and Exported Products

Exported	Imported
Gold, non-monetary (excluding gold ores and concentrates)	**Petroleum oils and oils obtained from bituminous minerals (other than crude); preparations**
Fish, fresh (live or dead), chilled or frozen	**Motor vehicles (commercial purposes)**
Uranium or thorium ores and concentrates	**Motor vehicles for the transportation of persons**
Ores and concentrates of base metals	**Nickel ores and concentrates; nickel mattes, nickel oxide sinters and other intermediate products of nickel metallurgy**
Copper and articles of copper	**Civil engineering and contractors' plant and equipment; parts thereof**

Source: NSA

Exports remained dominated by mineral commodities, led by uranium, gold, base metals, copper, and fish, which collectively accounted for the bulk of foreign earnings. These products continue to underpin Namibia's export base and reinforce its role as a regional hub for mineral re-exports.

On the import side, demand was primarily driven by petroleum oils, motor vehicles (both commercial and passenger), nickel ores and concentrates, and civil engineering and contractor equipment underscoring strong industrial and energy-related import needs.

Table 3: Top 5 Export Destinations and Share August 2025

Export Destination	Share
South Africa	32.7%
Zambia	14.2%
Spain	9.9%
China	8.3%
Botswana	6.5%

Source: NSA

In August 2025, five countries accounted for 71.5% of Namibia's export shipments. South Africa led with 32.7%, driven primarily by gold (non-monetary, excluding gold ores and concentrates) and fish, fresh (live or dead), chilled or frozen. Zambia followed with 14.2%, supported mainly by fish, fresh (live or dead), chilled or frozen exports. Spain accounted for 9.9%, largely through fish, fresh (live or dead), chilled or frozen and ores and concentrates of base metals, while China contributed 8.3%, predominantly via uranium and thorium ores and concentrates.

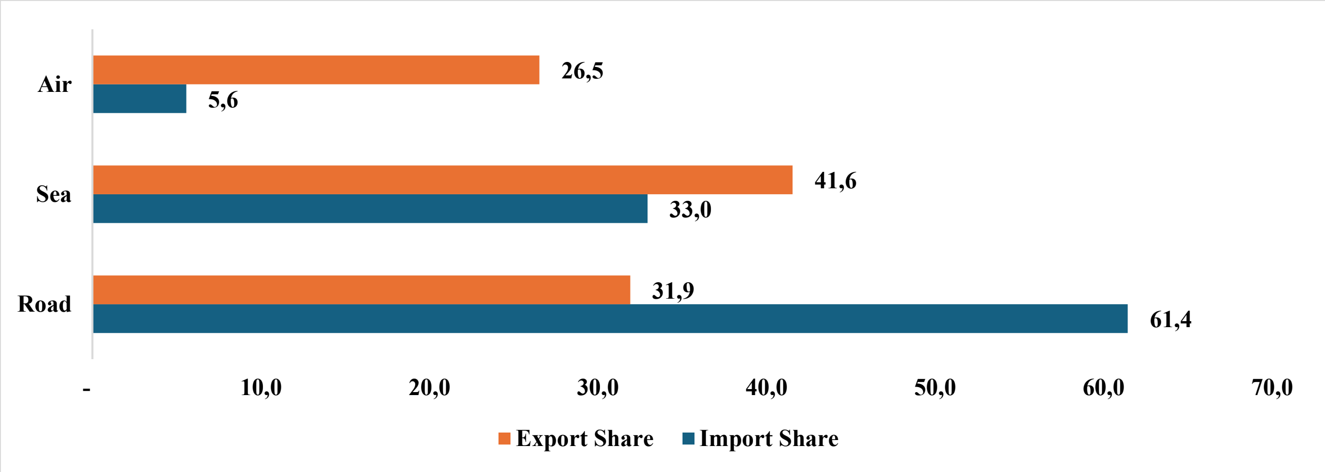
Table 4: Top 5 Import Countries and Share August 2025

Import Source	Share
South Africa	41.0%
China	12.0%
India	6.3%
Oman	4.6%
Various Countries	4.5%

Source: NSA

In August 2025, South Africa remained Namibia's leading import partner, accounting for 41% of total imports, primarily comprising petroleum oils, motor vehicles for commercial and passenger transport, and civil engineering and contractor equipment. China followed with 12%, supplying mainly contractor equipment and motor vehicles, alongside smaller volumes of petroleum oils. India contributed 6.3%, focused predominantly on petroleum oils, while Oman and other trading partners collectively accounted for 9.1%, delivering petroleum oils and industrial machinery.

Figure 2: Trade by Modes of Transport



Source: NSA

Sea transport accounted 41.6% of exports, primarily primarily fish (fresh, chilled, or frozen), uranium and thorium ores, base metal concentrates, copper, and nickel ores. Road transport accounted for 31.9%, facilitating regional flows of fish, petroleum products, fertilizers, live animals, and sulphur. Air shipments made up 26.5% of exports, dominated by high-value products including non-monetary gold, pearls and precious stones, fish, crustaceans and molluscs, and vegetable fats and oils.

Namibia relied heavily on road transport (61.4%) for the movement of motor vehicles for goods and special purposes, nickel ores, and base metal concentrates. Sea transport contributed 33% of imports, mainly carrying petroleum oils and civil engineering and contractors' plant and equipment. Air transport accounted for 5.6% of imports, focused on high-value items such as pearls, aircraft and associated equipment, and telecommunication devices.

Table 5: Top 3 Border Posts Exports August 2025

Border Post	Total Exports (N$ m)
Walvis Bay	2,953
Eros Airport	1,636
Katima Mulilo	1,157

Source: NSA

Table 6: Top 3 Border Posts Imports August2025

Border Post	Total Imports (N$ m)
Walvis Bay	3,881
Ariamsvlei	3,043
Trans Kalahari	2,133

Source: NSA

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Walvis Bay remains Namibia's primary trade gateway, handling N$2.95 billion in exports facilitating both bulk and high-value commodities. Eros Airport follows with N$1.64 billion in exports. Katima Mulilo accounts for N$1.16 billion in exports, mainly supporting regional flows via road transport.

On the import side, Walvis Bay is the main entry point for N$3.88 billion in maritime shipments, while Ariamsvlei (N$3.04 billion) and Trans Kalahari (N$2.13 billion) serve as key land border posts, handling road imports primarily from regional trading partners.

2. Sentiment

Namibia's trade performance in August 2025 signals external pressures, with the trade deficit widening to N$5.27 billion from N$3.45 billion in August 2024. The contraction in exports, particularly in mineral commodities such as gold, uranium, and base metals, alongside continued robust import demand, reflects a temporary strain on the external balance following two months of surplus earlier in in May and June 2025.

Reliance on a few key export markets most notably South Africa and concentration in mineral commodities continues to expose the economy to global price volatility and regional demand fluctuations. On the import side, dependence on petroleum, vehicles, and industrial equipment highlights ongoing vulnerabilities in domestic energy and industrial supply chains.

Nonetheless, Namibia's trade system demonstrates resilience, supported by strategic trade gateways such as Walvis Bay, Eros Airport, and key land border posts, and diversified transport modes that facilitate both bulk and high-value flows. Policy attention toward export diversification, domestic value addition, and infrastructure development at key maritime and land ports remains critical to sustaining trade stability.

Looking ahead, moderating import growth while revitalizing mineral and fisheries exports, alongside broadening both product and market participation, will be central to strengthening Namibia's external position.