

Trade Statistics Report

April 2026

1. Executive summary

Namibia recorded a trade deficit of N\$4.4 billion in April 2026, with exports valued at N\$9.8 billion and imports at N\$14.2 billion. Compared to March 2026, exports fell by 26.2%, while imports declined by 9%, widening the trade gap as exports dropped more steeply than imports. Cumulatively, Namibia’s exports for 2026 stood at N\$41.0 billion, slightly higher than the N\$40.5 billion recorded over the same period in 2025, while imports totalled N\$52.8 billion, up from N\$50.0 billion a year earlier.

Petroleum oils remained Namibia’s largest import product in April 2026, accounting for 18.1% of total imports, sourced mainly from Nigeria, Oman, and Sweden. Nickel ores and concentrates ranked second, followed by commercial vehicles, civil engineering equipment, and passenger vehicles. Together, the top five import categories represented 37.1% of total imports. The manufacturing sector contributed the largest share of the import bill at N\$9.7 billion, despite a 14.3% decline compared to March. On the export side, non-monetary gold generated a surplus of N\$1.7 billion, while fish and uranium each recorded surpluses of N\$1.5 billion.

South Africa emerged as Namibia’s largest export market in April 2026, followed by China and Botswana, absorbing most uranium, non-monetary gold, and pearls. South Africa remained the main source of imports, with China, Zambia, Oman, and the UAE supplying petroleum oils, fertilizers, nickel ores, and manufactured products.

Sea transport was the leading export gateway, valued at N\$3.8 billion (39% of total exports), comprising uranium, fish, and nickel ores. Air transport accounted for 32%, driven by gold and diamonds, while road transport contributed 29%, led by petroleum oils, fish, and fertilizers.

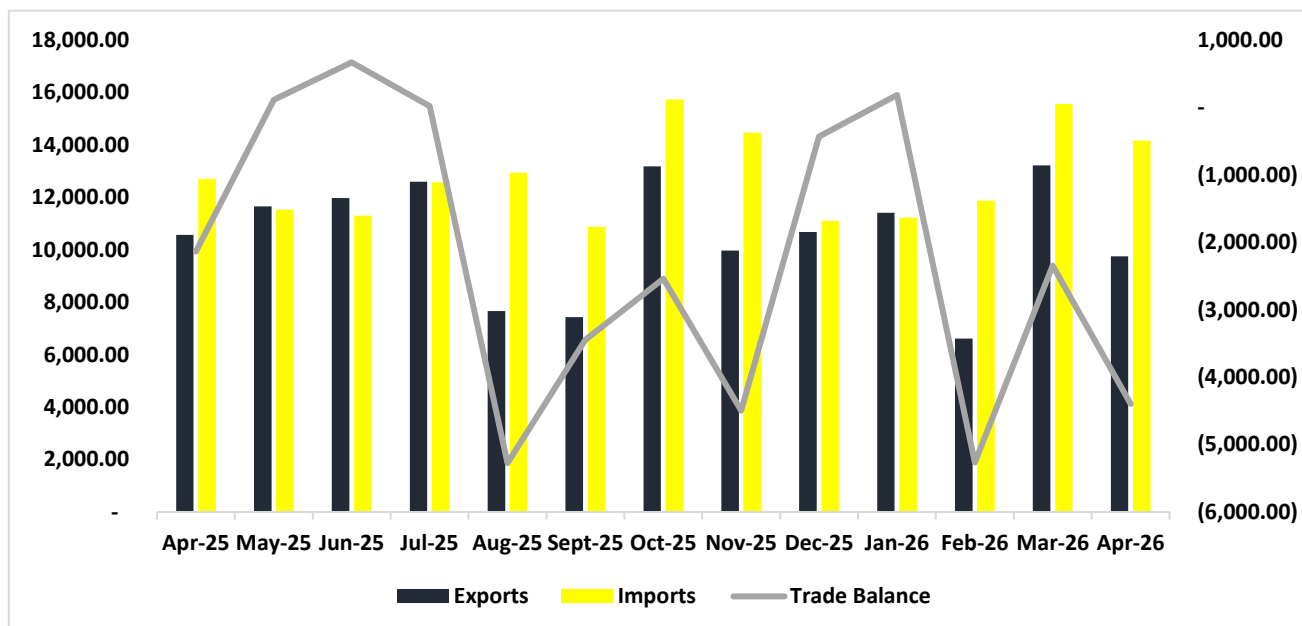
TABLE 1: TRADE STATISTICS APRIL 2025 VS APRIL 2026

EXPORTS		IMPORTS		TRADE BALANCE	
April 2025	April 2026	April 2025	April 2026	April 2025	April 2026
N\$10.6 billion	N\$9.8 billion	N\$ 12.7 billion	N\$ 14.2 billion	-N\$2.1 billion	-N\$4.4 billion

Source: NSA

2. Analysis

FIGURE 1: EXPORT AND IMPORT VALUE (N\$ MILLIONS) VS TRADE BALANCE, APRIL 2025- APRIL 2026



Source: NSA

The April 2026 trade data shows Namibia’s economy cushioned by strong regional trade ties but weighed down by a large import bill of N\$14.1, exports dropped to N\$9.8 billion from N\$ 13.2 billion in March 2026, particularly from petroleum oils. Figure 1 visually confirms this imbalance, with imports consistently outpacing exports and the trade balance line dipping into deficit.

TOP 5 IMPORTED AND EXPORTED PRODUCTS

Exported	Imported
Non-monetary Gold	Petroleum oils
Fish	Nickel Ores
Uranium	Motor Vehicles for transport of goods
Precious Stones (Diamonds)	Civil engineering and Contractor’s equipment
Petroleum oils	Motor Vehicles for the transport of persons

Source: NSA

Namibia’s April 2026 exports were dominated by non-monetary gold, fish, uranium, and diamonds, with South Africa, China, and European markets absorbing most of the output. While these sectors bring in foreign currency, the reliance on a narrow set of commodities and the persistent import bill (petroleum oils, vehicles) explain why the trade balance stayed negative.

On the import side, demand was largely driven by petroleum oils, fertilisers, ores and motor vehicles for commercial purposes, highlighting the importance of external inputs for energy supply, agriculture, health services and transport.

TABLE 3: TOP 5 EXPORT DESTINATIONS AND SHARE APRIL 2026

Export Destination	Share
South Africa	25.4%
China	13.3%
Botswana	12.7%
Zambia	11.7%
Canada	4.9%

Source: NSA

Namibia’s April 2026 exports were dominated by mineral commodities, with gold, uranium, and diamonds leading the basket, alongside fish as the only major non-mineral product. South Africa remained the largest export destination, followed by Botswana, Zambia, China, and Canada. Together, the top five products accounted for 68.4% of total exports, underscoring Namibia’s reliance on a narrow set of resource-based goods.

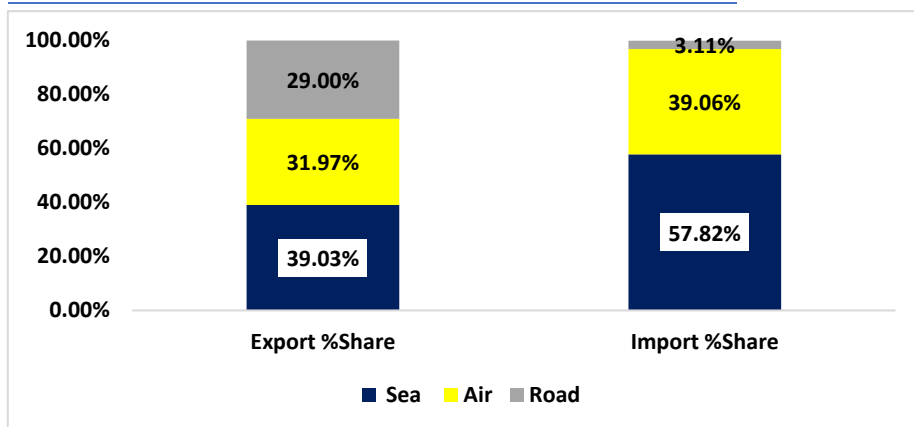
TABLE 4: TOP 5 IMPORT COUNTRIES AND SHARE APRIL 2026

Import Source	Share
South Africa	34.5%
China	10.5%
Zambia	8.5%
Nigeria	7.0%
Oman	3.7%

Source: NSA

Namibia’s import basket in April 2026 was dominated by petroleum oils and vehicles, with South Africa as the largest supplier, followed by China, Oman, Zambia, and Nigeria. Together, these countries accounted for the bulk of Namibia’s import bill, reflecting the country’s reliance on fuel and machinery from regional and global partners.

FIGURE 2: TRADE BY MODES OF TRANSPORT



Source: NSA

Namibia's export patterns show a relatively balanced distribution across transport modes, with a slight dominance of sea transport at about 39.03%, followed by air (31.97%) and road (29.00%). Sea transport plays a key role in moving bulk commodities, while air transport captures a significant share due to high-value exports such as precious minerals, and road transport supports regional trade flows to neighbouring countries. This spread highlights how export logistics are diversified, combining global maritime links with regional overland networks and fast air delivery for valuable goods.

On the import side, the pattern is more concentrated, with road transport clearly dominating at approximately 57.82%, reflecting strong regional trade connections and the movement of goods such as vehicles and industrial inputs across borders. Sea transport follows with 39.06%, supporting the import of bulky commodities like petroleum products, while air transport remains minimal at around 3.11%, limited to high-value or specialized goods. Overall, imports rely heavily on regional road networks, whereas exports show a more balanced and globally oriented transport structure.

TABLE 5: TOP 3 BORDER POSTS EXPORTS APRIL 2026

Border Post	Total Exports (N\$ m)
Walvis Bay	3,736
Eros Airport	1,832
Katima Mulilo	1,240

Source: NSA

TABLE 6: TOP 3 BORDER POSTS IMPORTS APRIL 2026

Border Post	Total Imports (N\$ m)
Walvis Bay	4,835
Ariamsvlei	3,202
Trans Kalahari	2,153

Source: NSA

Namibia's import flows for April were highly concentrated through a few key entry points. Walvis Bay dominated imports with N\$4,835 million, confirming its position as the country's primary maritime gateway for bulk and international goods. This was followed by Ariamsvlei with N\$3,202 million and the Trans Kalahari border post with N\$2,153 million, both of which are critical land corridors linking Namibia to neighbouring countries. Their strong contribution highlights the importance of regional trade, particularly the movement of goods such as vehicles, machinery, and intermediate inputs across land borders within Southern Africa.

On the export side, the pattern reflects a mix of global and specialised trade channels. Walvis Bay again ranked first with N\$3,736 million, underlining its central role in facilitating exports to international markets. This was followed by Eros Airport with N\$1,832 million, indicating a significant share of high-value, low-volume exports transported by air, and Katima Mulilo with N\$1,240 million, which supports regional exports to neighbouring countries. Overall, the comparison shows that while Walvis Bay remains the backbone of both imports and exports, imports rely more heavily on regional land border posts, whereas exports are more diversified across sea, air, and regional routes.

3. Outlook

Namibia's trade outlook points to a continued trade deficit, with imports expected to exceed exports in the near term. Export growth is likely to remain closely tied to the performance of the mining sector, particularly commodities such as gold, uranium, and diamonds, which dominate the export basket. This heavy concentration exposes exports to global price volatility and external demand shocks, limiting stability. At the same time, there is potential for improvement through diversification and stronger regional trade, especially within African markets, which already absorb a significant share of Namibia's exports.

On the import side, Namibia will likely continue to depend heavily on foreign goods, particularly petroleum oils, machinery, and vehicles, reflecting limited domestic production capacity. This dependence suggests sustained pressure on the trade balance unless local production, industrialization, and value addition are strengthened. Overall, improving the trade outlook will depend on reducing reliance on primary commodity exports while expanding manufacturing and export diversification.

In terms of modes of transport, exports are relatively balanced, with sea transport leading (about 39%), followed by air (around 32%) and road (29%). Sea transport mainly supports bulk commodity exports, while air transport is used for high-value goods, and road transport facilitates regional trade. In contrast, imports are more concentrated, with road transport dominating (about 62%), reflecting strong regional integration, followed by sea (35%) and minimal reliance on air (around 3%). This contrast highlights that exports are more globally oriented, while imports rely heavily on neighboring countries and overland routes.

Regarding trade partners, Namibia's trade is strongly regionally concentrated, particularly within Africa and the SADC region. Countries such as South Africa, Botswana, and Zambia remain key partners for both exports and imports, while global partners such as China and members of the OECD are also important, especially for exports of minerals and imports of industrial goods. This pattern underscores the dual nature of Namibia's trade regional integration for imports and selective global engagement for exports. Overall, future trade performance will depend on strengthening regional partnerships, enhancing competitiveness in global markets, and diversifying both export products and destinations.