AFRICAN Shipping Review

Kshs.250/Ushs.7,500/Tshs.5,000/US$.2.50
Celebrating Maritime Journalism Since 2000
Issue 35 - April-June 2024

Vision 2030 Enhances Service Delivery to Kenyans

Mr. Kenneth Mwige,
Director General Kenya Vision 2030
Delivery Secretariat

TANZANIA LAUNCHES ITS FIRST ELECTRIC TRAIN

MESSINA SHIPPING MAKES PORT OF MOMBASA ITS TRANSSHIPMENT HUB

NAMPORT'S 30-YEAR MILESTONES: A JOURNEY OF ACHIEVEMENT

EDITORIAL

MANAGING EDITOR
George Sunguh

CONTRIBUTORS
Onyango Omollo
Esther Nyanja
Omar Makanja
Elizabeth Eise-Banza
Georgette Awuor
Ian Urban

PHOTOGRAPHY
Titus Musau

MARKETING/SALES
Media Concept

DESIGN/LAYOUT
Ouma Gabriel

Published By:
mediaCONCEPT ltd.
Tel: +254 722 703 971

Email: info@mediaconcept.co.ke ; gsunguh@gmail.com
www.africanshippingreview.com

The Yemeni Houthis are at it again as the maritime peace and services around the Red Sea and its environs in the Western Seaboard of the Indian Ocean are disrupted and almost brought to a standstill.

The latest press reports from the Red Sea state that a bulk carrier sank days after an attack by Yemeni's Houthi rebels. The rebels are reported to have killed one mariner on board. This is the second ship sunk in the rebels' campaign.

The sinking of the Tutor in the Red Sea marks what appears to be a new escalation by the Iranian-backed Houthis in their campaign targeting shipping through the vital maritime corridor over the Israel-Hamas war in the Gaza Strip.

The African Shipping Review magazine's editorial team is grossly concerned with the disruption of maritime activities in this part of the world.

The conflict in Yemen has introduced additional maritime security threats, other than piracy, to the Southern Red Sea and Bab al-Mandeb; these include collateral damage due to conflict between groups in the region and potential deliberate targeting of ships.

The use of lethal Water-Borne Improvised Explosive Devices (WBIED) has been reported here. An attack involving a WBIED is likely to involve one or more skiffs approaching the merchant ship at high speed firing both small arms and Rocket-Propelled Grenades (RPGs).

Maritime security is usually viewed from the lens of what disturbs it, based on an insecurity perspective. Most of the time this has to do with piracy and armed robbery at sea, illegal, unregulated, and unreported (IUU) fishing, illicit trafficking, and terrorism.

Member States of the International Maritime Organization (IMO) - the UN agency that regulates global

shipping - have called for an immediate end to ongoing attacks on ships and seafarers transiting through the Red Sea and Gulf of Aden.

In a resolution adopted in London, IMO's Maritime Safety Committee condemned the attacks as "illegal and unjustifiable", posing a direct threat to the freedom of navigation in one of the world's most critical waterways, while causing major disruptions to regional and global trade.

It is the first resolution to be adopted by the IMO Member States on this issue since the Houthis seized the **MV Galaxy Leader** in November 2023.

Since then, around 50 dangerous and destabilizing maritime attacks have been carried out, costing the lives of several seafarers while the 25 crew members of the **Galaxy Leader** remain hostage. The Committee called for their immediate and unconditional release.

George Sunguh
MANAGING EDITOR

CONTENTS

Vision 2030 Enhances Service Delivery to Kenyans

Mr. Kenneth Mwige, Director General Kenya Vision 2030 Delivery Secretariat was recently interviewed by our Managing Editor, George Sunguh on the Vision's performance, challenges, and future focus. Here are the excerpts:

> **"Visions are milestones that are achieved through small and incremental steps that ultimately lead to enhanced delivery and development of a nation**
> **- *Mr. Mwige***

ASR: How many years is Kenya Vision 2030 to be implemented?
Mr. Mwige: Kenya Vision 2030 was launched in 2008 and is to be implemented over 22 years up to 2030.

ASR: What has the Vision 2030 achieved so far?
Mr. Mwige: The first Medium Term Plan (MTP I) was from 2008-2012 and achieved the following key milestones:
Enactment of a new Constitution of Kenya 2010; Laid the foundation for Devolution of power and resources; The creation of the bicameral Parliament and strengthened the Judiciary, created oversight institutions through chapter 15 independent Commissions and offices and set up public finance management framework.
Other key achievements include enhancing financial inclusion in the country with the launch of M-Pesa among other innovations;
the establishment of the Supreme Court and the appointment of the Supreme Court Judges.

The second Medium Term Plan (MTP II) was from 2013 to 2017 and achieved the following key milestones: Implementation of the Constitution through key offices like the Commission; Implementation of the Constitution (CIC) and Transition Authority; Operationalization of the devolved governance structure between national and county governments and the transfer of key devolved functions and Laying firm foundation for the construction of key infrastructure namely: roads, railway, including the Standard Gauge Railway (SGR), airports, including the modernization of JKIA and construction of airstrips, ICT, and innovations for sustained achievement of the Kenya Vision 2030 and the last mile connectivity to power.

The third Medium Term Plan (MTP III), running from 2018 – 2022 built on the gains of MTP II; was guided by the theme of "transforming lives: advancing Socio-economic development through the "Big Four" agenda of promoting affordable housing; healthcare; manufacturing and food security; introduction of the Social Security support program for the elderly and vulnerable groups Universal Health Care Program, which was piloted in four Counties as well as free maternity services.

Under the Education sector, there was a successful review of the curriculum and the introduction of the Competence Based Curriculum which has been rolled out. It also focused on the construction of sports Stadia in every county to promote the sports talent in Kenya; the establishment of the Kenya Mortgage Refinancing Company (KMRC) to provide a secondary mortgage market and hence facilitate the uptake of affordable housing and enactment of the Climate Action and the launch of construction of major dams, robust reforestation and tree planting campaigns that have raised the national tree cover to 12 percent and the national forest cover to 8.8 percent among others.

The fourth Medium Term Plan (MTP IV), which is the current one runs from 2023-2027 and focuses on the implementation of the Bottom-up Economic Transformation Agenda (2022-2027), with the key focus being on Agricultural Transformation and Inclusive growth; Micro, Small and Medium Enterprise (MSME) economy; Housing and Settlement; Healthcare; and Digital Superhighway and Creative Economy; Identified Sector Flagship Programmes and Projects under the Kenya Vision 2030 and Building the gains achieved under the previous MTP to accelerate the interventions geared towards stabilizing the economy and transforming lives.

The Kenya Vision 2030 Delivery Board is looking to engage more with traditional media to document, boost visibility of Flagship Programmes and Projects, and sustain a long-term discourse on the national development agenda.

ASR: The Vision is supposed to be actualized through five-year Medium-Term Plans. Has the previous plan been fully achieved? If not what's outstanding?

Mr. Mwige: Efforts are taken to ensure that Flagship Programmes and Projects that are lined up in one Medium Term Plan are finalized or rolled over to the next MTP.

ASR: What has been the main Challenge in actualizing the term plans?

Mr. Mwige: The size and complexity of the flagship projects have delayed the implementation of some of them. The gestation period of flagship projects, which means some of them may take some time before the actual implementation and inadequate funding as the majority of the projects rely on the exchequer, low tax revenues, and rising public debts leading to inadequate funds for project development, among others.

ASR: Which lessons have been learnt in the implementation of the previous MTPs?

Mr. Mwige: There is a need for continuous monitoring and evaluation of the flagship projects and also a need for implementation of the one-government approach.

ASR: Politics and sustainability are often key factors in such projects - how has been the case in Vision 2030 - do you get enough resources and the required political goodwill?

Mr. Mwige: Budgetary allocation has been a huge challenge in the implementation, monitoring, and evaluation of Kenya Vision 2030 Flagship Programmes and Projects. The Kenya Vision 2030 Delivery Secretariat (VDS) and Kenya Vision 2030 Delivery Board (VDB) were established in 2009, giving them the necessary legal mandate and political goodwill. However, it is important to enact the Vision Bill and reconstitute the VDB to enhance sustainability.

An alignment of the Vision 2030 delivery structures and mechanisms with the constitutional realities has not been done. This has limited the ability of the secretariat to effectively discharge its mandate in a devolved system of government - *Mr. Mwige*

ASR: Can you name one biggest achievement courtesy of Vision 2030?
Mr. Mwige: Some of the key achievements under the Enablers include the expansion of roads around the country; the Lamu Port South Sudan Ethiopia Transport (LAPSSET) Corridor and the Construction of Standard Gauge Railway (SGR) components and Meter Gauge Railway (MGR) links to various urban centers and improvement of the commuter railway stations.

ASR: How about one biggest drawbacks of Vision 2030?
Mr. Mwige: The Vision 2030 Delivery Secretariat (VDS) Legislative framework.
The VDS was established in February 2009. This period predates the enactment of the new constitution of Kenya, in 2010, which brought a big paradigm shift in the structure of governance in the country, and key organs for governance like the critical role of the devolved governance system and its contribution to the country's vision was not catered for. In addition, the role of Parliament was not provided for. An alignment of the Vision 2030 delivery structures and mechanisms with the constitutional realities has not been done. This has limited the ability of the secretariat to effectively discharge its mandate in a devolved system of government.
Another drawback is Inadequate Budgetary Allocation.
The Secretariat is facing capacity constraints in terms of budgetary allocations. For example, the allocation for the FY 2022/2023 was Kshs.219, 210 million which is a recurrent budget vote and primarily supports personal emoluments and fixed costs. With the recent budgetary cuts, the Secretariat's budget has been reduced to Kshs.209,272,251 million. This amount is only sufficient to pay salaries and fixed operational costs, with less than Ksh. 15 million (7 percent) for Board programmes and Secretariat operations.
The constrained resources have affected the acquisition of tools and equipment for the organization; in addition to failure to develop, publish, and disseminate flagship progress reports as well as the Strategic Plan 2023/2027, review of the organizational structure, and implement the recommendations of the Job Evaluation Report 2017, among others.
For instance, the Secretariat is using vehicles that were bought 13 years ago and whose repair and maintenance costs are a big burden. An envisaged office partitioning, branding, acquisition of basic ICT equipment, and furnishing of VDS Idea Centre has also stalled.
Low staffing levels are another setback. The mandate of VDS cuts across the 25 sectors of the economy, county governments, the private sector, and development partners. With an establishment of 35 staff and only 24 in post, the Secretariat is constrained in its ability to fully implement its mandate.
The status of Board Membership is another one.
VDB board currently has no representatives from the private sector, the term of service for the previous representatives expired.

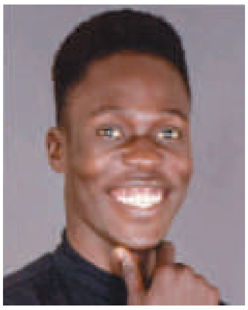
ASR: How do you plan to overcome these challenges going forward?
Mr. Mwige: On the challenge of the weak VDS Legislative framework, the Secretariat is working with the stakeholders to develop a robust legislative framework for the Vision Board -Vision bill that caters to the current and future national vision process.
The inadequate Budgetary Allocation issue is being addressed through enhanced engagement with the stakeholders and development partners including the Medium-Term Expenditure Framework (MTEF) process to ensure enhanced budgetary allocations for VDS.
The low staffing levels issue is being addressed in consultation with the parent State Department to ensure optimum staffing and handling of staff welfare for optimum delivery.
The status of the Board Membership issue is being handled through the appointing authority and stakeholders involved in the process.

ASR: What appeal would you like to make to your benefactors and Kenyans in general?
Mr. Mwige: Kenya Vision 2030 is on course and in the next seven years, many changes and progress will have been made. Visions are milestones that are achieved through small and incremental steps that ultimately lead to enhanced delivery and development of a nation.

The Pioneer ASR Blue Economy Students

African Shipping Review – the ultimate shipping journal in Africa- has partnered with Maritime and Management Institute of East Africa (MAMI EA) – a leading training institute based in Mombasa to award Blue Economy Scholarships to needy students.

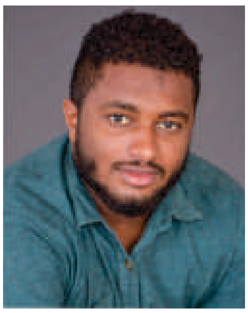
The successful candidates, upon completion of their studies, are expected to join the country's fast-growing maritime industry and make their contribution to the Blue Economy sector which is viewed as a key economic pillar.


Mr. Clinton Ndege
Advanced Diploma in Shipping-**2021**


Ms. Deborah M. Ndunge
Foundation Diploma in Shipping-**2021**


Ms. Faith A. Ogango
Foundation Diploma in Shipping-**2021**


Mr. Emmanuel S. Were
Foundation Diploma in Shipping-**2022/23**


Mr. Abdallah M. Said
Advanced Diploma in Shipping-**2021**


Ms. Sylvia M. Azei
Foundation Diploma in Shipping-**2022/23**

A Sustainable Shipping Practices and Green Ports

Sustainable shipping practices and green ports are crucial components in the effort to reduce the environmental impact of transportation and promote sustainability in the shipping industry.

With increasing concerns about climate change and the need to preserve natural resources, adopting eco-friendly practices and implementing green initiatives have become essential.

Anti-piracy Lessons from the Seychelles

In January 2024, the Seychelles Coast Guard demonstrated its capacity to counter piracy when they rescued a Sri Lankan fishing trawler, Lorenzo Putha 4, hijacked by Somali pirates.

The pirates, who had used a mothership to launch their attack, ordered the trawler's captain to head towards Somalia. The captain, recognizing the pirates' lack of navigational skills, sailed towards the Seychelles, anticipating intervention from the local Coast Guard. The Seychellois vessel, SCGS Topaz, responded promptly and, despite being under fire, managed to capture the pirates and secure the trawler.

This incident underscores the crucial role that small states like Seychelles can play in maintaining regional maritime security. Despite their limited resources, well-trained and proactive small states can effectively combat piracy and other maritime crimes such as illegal fishing, smuggling, and pollution. The successful intervention by the Seychelles Coast Guard highlights the importance of preparedness, professional conduct, and regional cooperation.

Regional coordination is facilitated by systems such as the European Union's Maritime Security Centre Horn of Africa and the Combined Maritime Forces partnership, which enable information sharing and operational support. The Regional Center for Operational Coordination, based in Victoria, Seychelles, also plays a significant role in organizing and supporting regional maritime security operations.

However, the broader region still relies heavily on foreign naval forces for security. Countries like Kenya and Mauritius, despite having larger naval capabilities, have not been as proactive in combating maritime crime. This dependency on external forces highlights the need for greater regional cooperation and utilization of available foreign security assistance to bolster local maritime security efforts.

The Seychelles Coast Guard's successful operation serves as a model for other small states in the region. By prioritizing maritime security, leveraging international support, and enhancing regional cooperation, these states can significantly contribute to the stability and security of their maritime domains.

Cargo Demand Spikes Infrastructure Development in Africa

> "Lamu port is having far better maritime access and connectivity than Mombasa port due to its deep-berths and geographic location, the competition between the ports is considered minimal as they will be serving different transport corridors -Capt. Ruto, Managing Director Kenya Ports Authority

Increasing demand of cargo which is also expected to soar in the coming years in Africa has spiked the infrastructural investment overdrive in African ports as operators look to cut these gaps in technical terminal operations to boost efficiency.

Cutting throat competition between old and upcoming ports on the Southern and Eastern African ports signal better alternatives for importers who have struggled with inefficiency.

According to a new report by logistics consultancy firm GBS Africa ports 2023, old ports could face stiff competition from new ports forcing it to invest more on investment and digitizing to paperless port management systems.

Increasing demand of cargo is expected to increase in coming years with data showing dry bulk-handling capacity is expected to increase with port of Mombasa expected to reach 30 million tons by 2050, and that of Dar es Salaam is estimated at 10 million tons and Durban at 5 million tons,

In East Africa, Kenyan Mombasa port has since gone digital but the new commercial port in Lamu if strategically marketed could pose a threat to Mombasa as importers would benefit from economies of scale.

Dar Es Salaam Port

Tanzania with its Dar es Salaam port reviving and partnering with different terminal operators, it is angling to give Kenya business competition which has been dominating for decades.

The port management has been capitalising on free holding period at expense of inefficiency.

With its heavy investment of $345 million from the World Bank, the Port of Dar es Salaam is rising with projections to handle more than 30 million tones of cargo annually in the next ten years.

Currently, the port is designed to handle more than 10 million tonnes of cargo annually, where four million tonnes are dry general cargo, six million tonnes of liquid bulk and one million tonnes in the container terminal section.

But Tanzania also remained positive if its investments it has had in the past five years increased its cargo throughput by 2 million tonnes annually.

Dar es salaam Port director Mrisho Mrisho said the port intends to handle 24 million tonnes of cargo in 2023/2024 fiscal year after completion of the the Dar es Salaam Maritime Gateway Program (DMGP) which aims at improving the effectiveness and efficiency of the Dar es Salaam Port and supporting the economic activities.

Port of Dar es salaam handled 21.46 million tonnes 2022/2023 surpassing the 19.6 million tonnes target by over 2 million. Revenue data from the last six months from Tanzania Revenue Authority (TRA) shows that 40 percent of customs revenue comes from the Dar es Salaam port," said Mr Mrisho.

Also, the Tanzania Ports Authority (TPA) Director General Plasduce Mbossa has said authority plans to set up a single buoy mooring (SrM) for handling liquid cargo such as petroleum products for tanker ships. This will be in line with the construction of two tank farms for oil storage at the Dar es Salaam Port, in order to expedite oil tanker offloading.

Furthermore, four additional berths will be constructed at the Dar es Salaam Port, in addition to the current 12 berths.

Mr Mbossa said the project involving a private investor will also increase the depth of berths 8-11 to increase port capacity.

Dar es salaam port currently has only 12 berths, which means that only 12 vessels or less can dock at a time thus creating challenges, especially during the high season between September and February when there is an increase in cargo.

In the past two months, Dar es Salaam port has reported an increase of inefficiency to record 16-days of ship waiting time compared to two days at port of Mombasa.

To address management challenges at the port, Tanzania has partnered with renowned terminal operators to improve efficiency.

In October last year, Tanzania government signed agreements with Dubai state-owned ports operator DP World to operate part of the Dar es Salaam port for 30 years, a deal that will revitalize the operations at the port to increase its efficiency.

TPA said DP World will lease and operate four of the 12 berths at the country's largest port.

The government signed a Host Government Agreement (HGA) and lease and operation agreements with DP World to operate berths four to seven at the port.

The government is looking for other investors to operate berths eight to 11.

The contract has a 30 years' limit and DP World performance will be evaluated after every five years.

Dar es Salaam also serves landlocked nations in east and southern Africa like Uganda, Rwanda, Burundi and copper producer Zambia.

But Tanzania is wooing more clients to its ports by scrapping storage periods for transit cargo destined to four East African Community (EAC) states whereas Kenya charges up to $1200 more per 40 feet container passing through the port of Mombasa.

While Central Corridor estimated at 1,300km beginning at the Port of Dar es Salaam into Tanzania, Rwanda, Burundi, Uganda and Eastern DRC strives to reduce Non-Tariff Barriers, the Northern corridor which stretches about 1,700km from the Mombasa port through Kenya, Uganda, Rwanda, Burundi and the eastern Democratic Republic of Congo (DRC) has


PORT BERBERA


PORT OF DAR ES SALAAM

had a number of barriers making transport cost to increase significantly.

Bagamoyo Port

To complement Dar es Salaam port, Tanzania is planning to construct two long berths in Bagamoyo which will handle larger vessels than Dar es Salaam port.

The planned construction of the two berths is currently in the stage of seeking a contractor, and the berths will be part of the envisioned Bagamoyo Port.

The Bagamoyo port is a $10 billion worth project aimed at decongesting the Dar es Salaam port, which currently handles 17.025 million tonnes of cargo yearly with a growing trend.

Tanzania signed a framework agreement already in 2013 with China Merchants Holdings International (CMHI), the Chinese largest port operator, to build a deep waters seaport in Bagamoyo. Construction works were however interrupted in 2019, due to a disagreement between China and Tanzania on the terms of the loan given by China for the development of the port, which Tanzania defined as “exploitative and awkward”.

The project was also financially backed by Oman's State General Reserve Fund. It included a Special Economic Zone, which was expected to attract about 700 companies.

The terms set by CMH included Tanzania granting the company a guaranteed term of 33 years and a lease of 99 years, tax holidays, and Tanzania ceding the right to develop other ports between Tanga to Mtwara.

On 26 June 2021 Tanzania announced the private sector in Dar es Salaam that the government of Tanzania re-started negotiations with China for reviving the Bagamoyo port project. The Bagamoyo port will accommodate vessels larger than those handled by the Dar-es-Salaam port, which currently has the capacity to receive ships that can carry up to 8,000 TEUs.

In June 2023, President Samia Suluhu announced plans to revive the Bagamoyo port project, although the actual process is yet to kick off.

The deal for the Bagamoyo port was signed in 2013 by the government of Magufuli's predecessor, Jakaya Kikwete, during a visit by Chinese President Xi Jinping.

If implemented, the Bagamoyo port is expected to be the largest port in East Africa. It would have a capacity to handle 20 million twenty foot equivalent units (TEUs) by 2045 - 25 times the amount of cargo that Dar es Salaam port handles today.

The port, to be built 40 nautical miles north of Dar es Salaam, would also dwarf neighboring Kenya's port at Mombasa - East Africa's trade gateway, located some 160 nautical miles to the north.

The planned Bagamoyo port would be an added asset for Tanzania especially if the country is to effectively create capacity ahead of demand, the ports' authority argued that the project could adversely affect existing ports.

China is pushing for Tanzania to kick start the project at a time when the country has been losing cargo business to Kenya. Congestion at the port of Dar es Salaam in recent weeks has caused a number of shipping lines divert cargo to port of Mombasa, making the Tanzanian facility lose business for inland markets like Uganda, Rwanda, Burundi and the Democratic Republic of Congo.

Port Berbera

According to a World Bank's third edition of the global Container Port Performance Index (CPPI) survey from 2022 released May 2023, the port made a lot of progress in recent years where it was ranked 144 globally in terms of port services, advancing from its previous year ranking that placed it at 165.

WB report singled its key strategic location, and significant improvements it had made to the port's infrastructure to the highest ranking with its capacity for 500,000 TEUs a year.

Due to its location, the port serves the cargo destined to Ethiopia, a country that borders the Republic of Somaliland.

Berbera port located in Somaliland is the only prominent multipurpose port in Somaliland, working as the new integrated maritime, logistics and industrial hub in the Horn of Africa. It focuses on contributing to Somaliland's economy and those of surrounding local communities in neighbouring countries.

Being managed by DP World and implementing new digital systems, sustainable business practices and through its increased, trained staff complement, vessel waiting times have been reduced from days to mere hours.

Berbera Port's expansion was financed by DP World, a multinational logistics company based in Dubai. Specializing in cargo logistics, port operations, maritime services and free trade zones, the company has commercial interests in 34 countries, among them 12 in Africa and the Middle East.

In exchange for its $442 million (€416 million) investment, DP World has won a 30-year concession with an automatic 10-year extension to manage the port.

New machinery, such as cranes to offload ships carrying big cargo, has been introduced to the port resulting in improved performances.

“In the past, we used to run into situations where we didn't have an appropriate crane to unload some types of containers, but the president of the Somaliland Republic's policy and the cooperation we established with DP World made it possible for us to bring the most up-to-date equipment,” Berbera port manager Saeed Hassan Abdillahi.

Djibouti Port

Djibouti port is the most efficient port in Sub Saharan Africa measured by minutes per container move, according to the latest ranking from World Bank. The latest Container Ports Performance Index also places Djibouti at number 26th globally.

This data unequivocally demonstrates that the Djibouti Ports are not only serving Ethiopian traffic, but functions as a pivotal hub for transshipment and redistribution across the entire region, extending from Sudan to South Africa.

Over the past 15 years, Djibouti has tried to capitalise on its strength and location to

DJIBOUTI PORT

become a hub for international trade and logistics. The country also aims to be the Singapore of Africa. The Port of Djibouti Container Terminal has a handling capacity of 350 000 TEU Per annum. Djibouti port is emerging to be an important port due to its strategic location enabling the port authorities to turn the port into a regional hub for the Red Sea and Indian Ocean, as well as for Europe, Africa and Asia. Djibouti Container Port Throughput was reported at 635,000.000 TEU in Dec 2022 an indication of a decrease from the previous number of 692,000.000 TEU for Dec 2021. Djibouti Container Port Throughput data is updated yearly, averaging 787,867.000 TEU from Dec 2008 to 2022, with 15 observations. The data reached an all-time high of 987,400.000 TEU in 2016 and a record low of 356,462.000 TEU in 2008

The Port of Mogadishu

Also known as the Mogadishu International Port, is the official seaport of Mogadishu, the capital of Somalia.

The port has since developed facilities to support operations of the port which include 2 General cargo berths from break bulk, RORO and dry bulk, 2 container terminal berths, grain terminal facility (silos with storage capacity of 30,000 tons).

Generally, the capacity of the Mogadishu port is to handle more than 3 million tons of cargo where general cargo tally to 5 million tons, container 200,000 TEUs approximately 1.5 million tons and liquid bulk 500 thousand tons.

The port has a container yard with the capacity of (14,500 TEUs) and CFs with the capacity of holding 2,000 vehicles at once).

Classified as a major class port, it is the largest harbour in the country. The port has been operated by Albayrak since 2014. As a major East African port and a significant asset to Somalia, improvements will focus on facilitating increased trade flows, a new terminal operating system and a new revenue share

MOGADISHU PORT

Lamu Port

Lamu port was operatioalised on May 2021 and since then it has been struggling to attract clients with only 36 vessels with 37,576 metric tonnes of cargo handled in 2023.

In 2022, the port only received four vessels with a throughput of 6,539 metric tonnes compared to 2021 when it had 34,761 metric tonnes of cargo with only 12 vessels calling at the port.

Lamu port with three of the expected 32 deep sea berths has created another avenue for cargo entry and departure for three Eastern African nations that also include South Sudan and Ethiopia.

Fully funded by the Kenyan Government at a cost of $480 million is about -18 meters deep natural berth compared to -15 meters in Mombasa and 1.2 km long with a width of 750 metres positioning it to handle vessels carrying between 6,000 and 13,000 (Twenty-foot equivalent unit (TEUs) compared to Mombasa's 6,000.

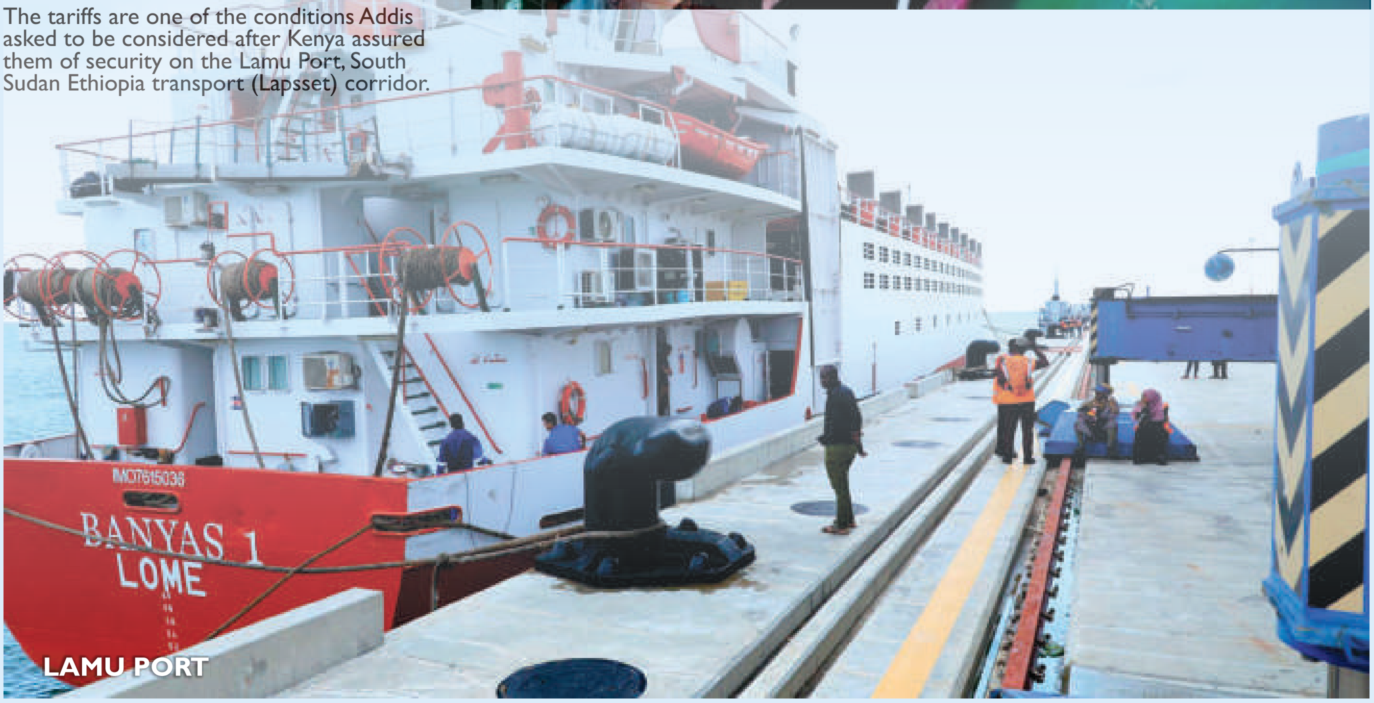
“Lamu port is having far better maritime access and connectivity than Mombasa port due to its deep-berths and geographic location, the competition between the ports is considered minimal as they will be serving different transport corridors. Lamu port will primarily serve northern Kenya, South Sudan and Ethiopia while Mombasa port will focus more on the northern corridor linking landlocked Uganda, DRC and Rwanda hence they are complementing not competing,” said Kenya Ports Authority (KPA) managing director Capt. William Ruto.

Recently, the port got a boost after Kenya and Ethiopia agreed to fight insecurity, review tariffs and fast-track completion of infrastructure projects to facilitate seamless flow of cargo from Lamu to Ethiopia.

The Kenya Ports Authority (KPA) will rework port tariffs as Ethiopia puts in place plans to start using the port.

The tariffs are one of the conditions Addis asked to be considered after Kenya assured them of security on the Lamu Port, South Sudan Ethiopia transport (Lapsset) corridor.

LAMU PORT



LAMU PORT


MOMBASA PORT


MOMBASA PORT

Mombasa Port

Mombasa and Dar es Salaam ports have recently intensified competition of the regional cargo as Kenya banks on its efficiency to increase its clients while

As a result of delays along the Northern Corridor, in 2022, cargo handled through the port of Mombasa shrank by 1.9 per cent to 33.9 million metric tonnes, from 34.6 million tonnes in 2021, despite container traffic increasing marginally to 1.45 million twenty feet equivalent units (TEUs).

Capt. Ruto in March this year announced the beginning of dredging of the Mombasa port channel to accommodate bigger vessels after recording a significant increase of transit cargo last year.

Capt Ruto also said the authority is working with other stakeholders to provide end-to-end logistics services for transit market customers from Port of Mombasa to the destination; a move that will improve efficiency and reduce cost of doing business.

"To ensure port facilities are more competitive and efficient for shipping lines, importers and exporters, KPA will further enhance the capacity of Port of Mombasa to attract larger vessels, by dredging the berths to -15 at the quayside and -16 at the midstream channel," said the MD.

Mombasa port has since improved on efficiency banking on inefficiencies of the regional ports to increase its throughput from 1,449,863 teus in 2022 to 1,623,080 teus in 2023.

Mombasa port has benefited from the ongoing inefficiency at the South African ports with two largest shipping lines suspended their direct call to Durban port over congestion.

After being hit with a series of port congestion surcharges last month, CMA CGM and Maersk have decided to remove Durban from the port rotation of their joint Middle East-West Africa Midas1/Mesawa service as Mombasa port registers 25 containerized ships scheduled to make a call in the next 12 days.

CMA CGM and Maersk in a notice to its customers said the decision was taken due to heavy congestion in South Africa and will be effective until, at least, the end of January.

Additionally, Port Elizabeth and Port Reunion will be called alternatingly by the companies' joint Midas2/Protea service.

The reduced service also comes on top of mounting costs. This month, MSC announced a $210 per twenty-foot equivalent unit (teu) port congestion surcharge (PCS) for all South African ports beginning on 3 December, while Hapag-Lloyd will introduce a similar, $200, PCS on 8 December.

With the suspension of Durban and increased congestion in other South African ports, Mombasa and Dar es Salaam port have registered increased vessels scheduled to dock in the next 15 days.

Tanzania Launches its First Electric Train

Tanzania launched its first electric train on Saturday 15th June 2024, with 1,400 passengers from the coastal city of Dar es Salaam to Morogoro in the west on its maiden journey, covering a 300-kilometer.

Featuring state-of-the-art electric and signaling systems, the project—celebrated as Eastern Africa's first electric standard-gauge railway—has been completed, according to media reports.

With plans for the second segment nearly complete, Türkiye-based company Yapi Merkezi, responsible for four of the five sections of Tanzania's extensive railway construction project spanning over 1,000 kilometers, has successfully finished the first segment.

The Project Manager M. Firat Aygen underlined the transformative impact of the newly inaugurated railway, describing it as the initial step towards a broader transportation revolution in the region.

Tanzania Railways Corporation's General Manager Masanja Kadogosa highlighted the project's significance in fostering economic growth and enhancing transportation efficiency throughout Tanzania and Eastern Africa.

He noted that the first journey, which transported 1,400 passengers for free, had reduced the travel time between the two cities to just two hours.

With a shimmering facade of sky-blue glass panels, the Standard Gauge Railway Station in Tanzania's commercial hub Dar es Salaam looks more like an opulent airport terminal than a railway facility.

Inside, a maze of escalators gracefully glides passengers to various levels, offering a panoramic view of the bustling terminal below.

This architectural marvel, meticulously designed with passengers' comfort in mind, boasts state-of-the-art ticketing counters and plush waiting lounges equipped with charging ports and other amenities.

The station serves the Standard Gauge Railway (SGR) electric train built by Turkish company Yapi Merkezi, a project that represents a significant leap forward for the East African nation's transportation infrastructure.

The electric train, a project worth nearly $2 billion, is seen as an immense boost to domestic connectivity, trade and economic opportunities with neighboring landlocked countries like Uganda and Rwanda.

Mr. Masanja Kadogosa, TRC Director General

The SGR's entire route will run from Dar es Salaam to Mwanza, a port city on the shore of Lake Victoria, and Kigoma, a city on the northeastern shores of Lake Tanganyika, near the border with Burundi and the Democratic Republic of the Congo.

That route will cover a total of nearly 1,300 kilometers (around 810 miles).

For now, the section completed is from Dar es Salaam to the capital Dodoma, running approximately 460 kilometers (285 miles), which will be officially inaugurated on July 1.

The South Korean-made train, coupled with the Turkish-Chinese-built railway line, is poised to become one of Africa's most advanced cargo and passenger rail systems, capable of reaching speeds of up to 160 km per hour.

According to Mr. Kadogosa, the enhanced speed will significantly reduce travel times and facilitate the efficient movement of goods and people throughout Tanzania.

The electric train, a project worth nearly $2 billion, is seen as an immense boost to domestic connectivity, trade and economic opportunities with neighboring landlocked countries like Uganda and Rwanda

New Green Freight Strategy to Curb Carbon Emissions and Enhance Climate Infrastructure Resilience

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) recently unveiled its ambitious Green Freight Strategy 2030 aimed at drastically reducing greenhouse gas emissions and enhancing climate infrastructure resilience along the Northern Corridor region.

"The new Green Freight Strategy was inspired by the Impact and gains of the Northern Corridor Green Freight Programme 2017-2021, the first on the continent", said Mr. Omae Nyarandi, the NCTTCA Executive Secretary.

It included raising awareness of emissions control along the corridor; to developing Mombasa Port Green Policy and Nationally Determined Contributions (NDCs) in the Member States because of emission baselines inventory surveys carried out at the port of Mombasa and along northern and central corridors.

The programme also developed National Transport Policies and Strategies considering climate infrastructure resilience aspects and trained drivers of heavy-duty vehicles on eco-driving techniques in the Member States of Kenya and Rwanda.

"The programme raised awareness of the need to establish motor vehicle inspection centres in the member States expressed the need for continuity of the program, as this is the future of our generation and to preserve our environment," said Mr. Nyarandi.

"As achievements from the first Green Freight Programme, we did 40 percent of what was expected to be done and we felt we needed a new strategy by bringing in partners who could assist us to fulfil the new mandates."

So far, some achievements have been seen from the previous Green Freight

Programme namely: Raised awareness on emissions control along the corridor; Developed Mombasa Port Green Policy and Nationally

Determined Contributions (NDCs) in the Member States because of emission baselines inventory surveys carried out at the port of Mombasa and along northern and central corridors and Developed National Transport Policies and Strategies Considering Climate Infrastructure resilience aspects.

Other achievement includes training of drivers of heavy-duty vehicles on eco-driving techniques in the Member States of Kenya and Rwanda, Developed Northern Corridor Green Freight Strategy 2030 and raised awareness of the need to establish motor vehicle inspection centres in the member states.

The main partners in implementing the Northern Corridor Green Freight

Strategy 2030 is UNEP Public and Private stakeholders in member States and Development partners whose mandate is mainly focused on mitigating climate change and decarbonization strategies.

According to Mr. Nyarandi, "The real cost cannot be ascertained at the moment but in the long run it will prove economically viable."

Some of the investment needs, he said, include culture change and continuous training of the drivers to help them understand issues of green environment.

Testimony by one of the main transporters in Kenya, Mr. Newton Wango'o, Director of One-to-One Logistics Kenya Ltd, revealed that "With the new trucks and good eco-driving habits, a driver can save 200 litres for every 2500kms traveled".

"And with reduced fuel consumption, this translates to reduced C02 emissions, He added.

At the current implementation stage, the Authority is preparing the implementation matrix which will come with estimated costs for different interventions by different stakeholders.

To make green freight more attractive and to reduce the costs associated with transitioning to new technologies, transport companies along the corridor are encouraged by the programme to subject their drivers to continuous training.

"If you look at the activities that we have put in this Green Freight Strategy for 2030, you will find that it includes training," said Mr. Nyarandi added "In the earlier strategy we trained 55 drivers drawn from various companies in Kenya and another 25 in Rwanda on eco- driving".

This was a cost borne by NCTTCA and its partners. In the long run, the

Mr. Omae Nyarandi, Executive Secretary NCTTCA

> **"As achievements from the first Green Freight Programme, we did 40 percent of what was expected to be done and we felt we needed a new strategy by bringing in partners who could assist us to fulfill the new mandates - *Mr. Nyarandi***

Authority hopes that these drivers will start training other drivers if the companies start seeing the gains and advantages to the environment.

With time the companies will start investing in engines and trucks that are eco-friendly

The scope of transport covered by the Northern Corridor Green Freight Strategy 2030 includes the four modes of transport covered by the Northern Corridor Transit and Transport Agreement. These include roads, railways, pipelines, and inland waterways. It excludes Air Transport.

The Northern Corridor facilitates about 10,000 trucks on a daily freight movement carrying an estimated 75,000 tons. About 2500-3000 trucks are from the Port of Mombasa and its environs to the hinterlands of Kenya and East African Community (EAC) nations. Remarkably, 65% of the total traffic departing from Mombasa remains within the borders of Kenya.

On whether this strategy will be escalated to other corridors on the continents, Mr. Nyarandi said that other sister corridors may see fit to have similar Green Freight Programmes and Strategies.

"We have seen other corridors from Western and Southern Africa come to study what we are doing such as the transport observatory – a a monitoring tool that measures over 40 indicators of performance along the corridor," said Mr. Nyarandi.

"When we succeed, they may come to benchmark and implement the Northern Corridor Green Freight Strategy 2030. However, other Sister

Corridors may be having their own Green Freight Programmes too."

It is the Northern Corridor Secretariat's view that the Green Freight

Strategy is going to help minimize negative health, safety, and environmental impacts in Eastern Africa.

The Strategy is also expected to have a big impact on the fuel consumption of road transporters on the corridor.

Freight transport is said to account for nearly a quarter of all global emissions. In Africa, the number of vehicles may be comparatively fewer, but the amount of emissions is quite high.

The NCTTCA encourages member states to come up with uniform policies that deter the importation of old vehicles. A member country like Kenya accepts the importation of vehicles up to eight years of age yet other member states have left this open.

But without regular inspections to ensure the engines are working well with low emissions, such a policy may still not serve the purpose. This is because the same trucks imported into other member states without considering age limits will still be driven into the Port of Mombasa and back causing the same damage to the environment.

“We are currently encouraging governments to come up with tax breaks for companies importing new vehicles that conform with the age limits to the transport companies to do so,” said Mr. Nyarandi.

He said the government also needs to include training of the drivers in their programmes and set minimum academic qualifications for those applying for driving licenses. This, he said, will enable drivers to read and understand instructions and road signs.

“The threat to the environment is real. We have seen some unexplained diseases emerging in our midst including cancer. We need to protect our people against such calamities.”

A vehicle drives on the new Chinese built 51 kilometer 31 miles four lane expressway connecting Uganda’s capital Kampala to Entebbe International Airport

PORT NEWS

Messina Shipping Makes Port of Mombasa its Transshipment Hub

> **"We have now invested in a full container vessel; we have a normal line service with four calls in a month. Historically Messina has had services in Mombasa for the past 35 years and hopes to continue its operations here-*Capt. Fedele***

The port of Mombasa is now a transshipment hub for the Messina shipping line which has now become a regular caller at the port.

A full-capacity container vessel, the Ignazio Messina line, MV Jolly Gaida docked at the port of Mombasa recently. The vessel was loaded with around 2000 Twenty Foot Equivalent Units (TEUs).

Addressing the press thereafter, Kenya Ports Authority (KPA) Managing Director Captain William Ruto said it is an opportunity for KPA since Messina line has invested in complete full container vessels.

He said the shipping line was used to bring Ro-Ro vessels at the port of Mombasa, which they used to berth at berth number one.

The MD attributed the growth in business to the port's efficiency saying new cranes are operating the ship hence new lines have changed their mode of delivery from Ro-Ro to full container vessels.

Captain Ruto added that the authority appreciates the Messina line for converting the port of Mombasa into a transshipment hub.

"Of the containers discharged from the ship, more than 35 percent belong to other ports, mainly Dar es Salaam. The port of Mombasa is acting as a transshipment hub for the Messina line and all their cargo heading to Dar es Salaam will be transshipped from this port. This is building us an excellent business and we thank them for building confidence in us as a port," he added.

He said the port will commit to offering operational efficiency and reduction of ship waiting time so that the ship owner and the importer get value for money.

Cpt Ruto added that the ship is coming from Europe and its first call was Djibouti with Mombasa being its second port enroute to Durban and will come back to Mombasa to pick up export cargo and other transshipment cargo coming from other ports within the region.

He said the Lamu Port being a transshipment port will start its services to handle transshipment cargo as they expect to receive ship-to-shore crane equipment next month.

"I hope the Lamu port will kick start its operations soon. We are not worried since we expect shippers to adjust to the new port," he said.

Captain Tommaso Elmetto thanked the Mombasa Port management and requested for reinforcement of the agreement, and cooperation between the Messina line and the Port of Mombasa.

"Our relations with KPA go way back; this is why we are using Mombasa as a transshipment hub. We are planning to improve our services," he said.

Messina line Regional Managing Director Captain Giuseppe Fedele said that MV Jolly Gaida is the fifth full container line vessel coming to the port and there are more vessels ready to come in in a bid to support each other.

"We have now invested in a full container vessel; we have a normal line service with four calls in a month. Historically Messina has had services in Mombasa for the past 35 years and hopes to continue its operations here," he said.

Fedele said that due to the popularity and efficiency of the Mombasa port, they chose it as a transshipment hub.

Above: KPA Managing Director Capt. William Ruto with Capt. Tommaso Elmetto of MV Jolly Gaida (Below): Messina line Regional Managing Director Capt. Giuseppe Fedele

Namport's 30-Year Milestones: A Journey of Achievement

The Managing Editor of African Shipping Review (ASR), Mr. George Sunguh recently interviewed Mr. Andrew Kanime, the Chief Executive Officer of the Namibian Ports Authority in Swakopmund Namibia. They talked about Namport's 30-year milestones.

ASR: Namibia Ports Authority (Namport) was established on 28th February 1994 and thus celebrates its 30th anniversary this year. Looking back, are you happy with the Authority's achievements so far?

Kanime: Looking back at Namport's journey since its establishment in 1994, I am proud to say that we have achieved significant milestones over the years. While challenges have undoubtedly arisen, overall, I am pleased with the Authority's achievements thus far.

ASR: What are some of the key landmark achievements you can speak of today?

Kanime: There are several key landmark achievements that I would like to highlight. These include the successful expansion of our infrastructure, improvements in operational efficiency, advancements in technology integration, and the establishment of strategic partnerships both locally and internationally.

ASR: Would you say you are within the targets, below or way above what the Authority's founding fathers set out to achieve?

Kanime: Regarding our targets, I believe Namport has consistently strived to meet and often exceed the objectives set by our founding fathers. While there may have been deviations due to evolving market conditions and unforeseen challenges, our commitment to excellence remains unwavering.

ASR: The now frequent Suez Canal crisis, must be working in your favour as ships have to go around the Cape – how exactly has this favoured you?

Kanime: The Suez Canal crisis indeed presents an opportunity for Namport, as vessels reroute around the Cape. This situation has bolstered our strategic position, leading to increased vessel traffic and cargo throughput, ultimately benefiting our operations.

ASR: The mining sector is one of Namport's leading economic mainstay. Industry sources however claim the sector is currently plugged with challenges such as insufficient rail services, water shortages, and the recent introduction of policies that could stunt investment in this sector.

ASR: What does this portend for Namport?

Kanime: Challenges in the mining sector, such as insufficient rail services and policy changes, certainly impact Namport's operations. We recognize the importance of a thriving mining industry to our port activities and are actively engaging stakeholders to address these challenges collaboratively.

ASR: What in your view should be done to forestall these shortcomings?

Kanime: To mitigate these shortcomings, collaborative efforts are essential. We advocate for improved infrastructure development, enhanced policy frameworks, and closer coordination between relevant stakeholders to ensure the sustainable growth of the mining sector and, by extension, Namport's operations.

ASR: Namport's vision has always been to be Africa's preferred logistics hub- how close are you to this dream?

Kanime: Becoming Africa's preferred logistics hub has always been our vision, and while we have made significant strides towards this goal, there is still work to be done. We continue to invest in infrastructure, technology, and human capital to enhance our competitiveness on the continent.

ASR: It is about five years since the new container terminal at the Port of Walvis Bay started operations, how has the cargo throughput progressed to date?

Kanime: Since the inception of the new container terminal at the Port of Walvis Bay five years ago, cargo throughput has steadily increased. This growth is a testament to our commitment to expanding capacity and improving efficiency to meet the demands of global trade.

ASR: How has the recently launched dedicated passenger vessel berth performed in terms of passengers passing through the facility yearly since its inception?

Kanime: The dedicated passenger vessels berth has performed satisfactorily since its launch, with a steady increase in passenger traffic year-on-year. We are pleased with its contribution to our overall operations and are committed to further enhancing passenger services.

ASR: Namport, recently initiated the Port Automation Project (PAP) to increase visibility and control across operations, and to enhance operational reliability, efficiency, productivity, and safety – would you say you are on course toward achieving these feats?

Kanime: The Port Automation Project (PAP) is progressing well, and we are on course to achieve our objectives of increased visibility, control, reliability, efficiency, productivity, and safety across operations.

Implementation is proceeding according to plan, with positive outcomes expected soon.

ASR: The Namibian government charged Namport with the responsibility to implement the National Single Window allowing parties involved in trade and transport to lodge standardised

"The projected throughput capacity for Namport in the next 10 years is expected to increase significantly, driven by ongoing infrastructure developments, technological advancements, and growth in regional trade volumes. We aim to enhance our capacity to accommodate rising demand effectively - *Mr. Kanime*

information and documents with a single entry point - how has this impacted your international trade and port operations?

Kanime: The implementation of the National Single Window has significantly streamlined trade processes and enhanced operational efficiency at our ports. This initiative has facilitated smoother transactions, reduced bureaucratic hurdles, and improved overall port operations and international trade facilitation.

ASR: The Maritime Single Window, a digital reporting platform that simplifies the exchange of mandatory information between the industry and government agencies, while supporting the long-term digitalisation of the shipping industry came to effect in January this year. Did Namibia beat the deadline?

Kanime: Namibia successfully met the deadline for implementing the Maritime Single Window, demonstrating our commitment to embracing digitalization and enhancing efficiency in the shipping industry. The platform has already begun to streamline reporting processes and improve data exchange between stakeholders.

ASR: Private Public Partnership (PPP) has been the buzzword in many African ports to facilitate the development of their infrastructure – how is this working for Namport?

Kanime: Private Public Partnerships (PPPs) have played a crucial role in advancing Namport's infrastructure development agenda. Collaborating with private entities has enabled us to leverage resources, expertise, and innovative solutions to address infrastructure challenges effectively.

ASR: A study commissioned by Namport in 2010 to explore expanding the Port of Lüderitz proposed that a new port be developed in the bay adjacent to Robert Harbour at Angra Point – how far is this project?

Kanime: The proposed expansion of the Port of Lüderitz remains under consideration, with feasibility studies ongoing. While progress may have been slower than initially anticipated, we are committed to exploring opportunities for port development in alignment with national development goals.

ASR: What is the projected throughput capacity for Namport in the next 10 years?

Kanime: The projected throughput capacity for Namport in the next 10 years is expected to increase significantly, driven by ongoing infrastructure developments, technological advancements, and growth in regional trade volumes. We aim to enhance our capacity to accommodate rising demand effectively.

ASR: Namport has registered impressive growth in cargo throughput in recent years, what tonnage and number of containers would you like to see handled by the two ports when your term in office comes to an end?

Kanime: As CEO, I aspire to see substantial growth in cargo throughput, with a focus on maximizing efficiency and productivity at both ports. While specific targets may vary based on market dynamics and strategic priorities, our overarching goal is to ensure Namport remains a key player in global trade facilitation.

IMO Provides African Ferry Community with Safety Guideline

In the mutual interest of improving safety, a stronger cooperation between the African ferry community and Interferry was established recently during Africa Ferry Safety Seminar in Dar es Salaam, Tanzania.

A collaborative effort to elevate ferry safety standards in Africa was concluded after a two-day intensive seminar co-hosted by Interferry, the International Maritime Organization (IMO) and Tanzania Shipping Agencies Corporation (**TASAC**).

Over 100 participants from across the African ferry industry and Interferry´s global network convened in Dar es Salaam, united in the wake of recent regional tragedies across the world.

The association fielded a delegation of 15 seasoned professionals from its worldwide operator and supplier members, whose purpose was to listen, exchange experience and share best practices on both operational and regulatory levels.

Open discussions focused on critical areas impacting safety, including ticketing and passenger counting, cargo loading and stowage, vessel design and classification, insurance and financing, management culture and technical management, incident reporting, and the crucial role of political will in driving safety improvements.

Mike Corrigan, CEO of Interferry, emphasized the significance of the seminar: "This event represents a vital step forward in prioritizing ferry safety across Africa. The collaborative spirit and commitment from all attendees were truly inspiring. Together, we can address existing challenges and build a safer future for African ferry operations."

Dr Khalid Salum Mohamed, Zanzibar Minister for Infrastructure, Communication and Transport was the chief guest during the two day workshop.

Dr Mohamed said that Tanzania, like other countries, has experienced domestic ferry accidents that led to killings, injuries, and loss of properties adding that it was time to work on the gaps in either laws or regulations.

"Together we can stop unnecessary and avoidable accidents that have lost the lives of our people such as MV Bukoba in MV 1996 and MV Ukerewe in 2018 all took place in Lake Victoria and MV Spice Islander in 2011 in the Indian Ocean," he said.

Dr Mohamed said that the seminar was an important platform for players to debate and come up with harmonized working procedures to ferry operators and regulators.

"The platform is very important to give opportunities to players to share experience to attain international standards for our ferry safety to end accidents," he said.

Mohamed Salum, Tanzania Shipping Agencies Corporation (TASAC) director general said that currently, there are 62 public and private owned vessels operating the Tanzania's water bodies.

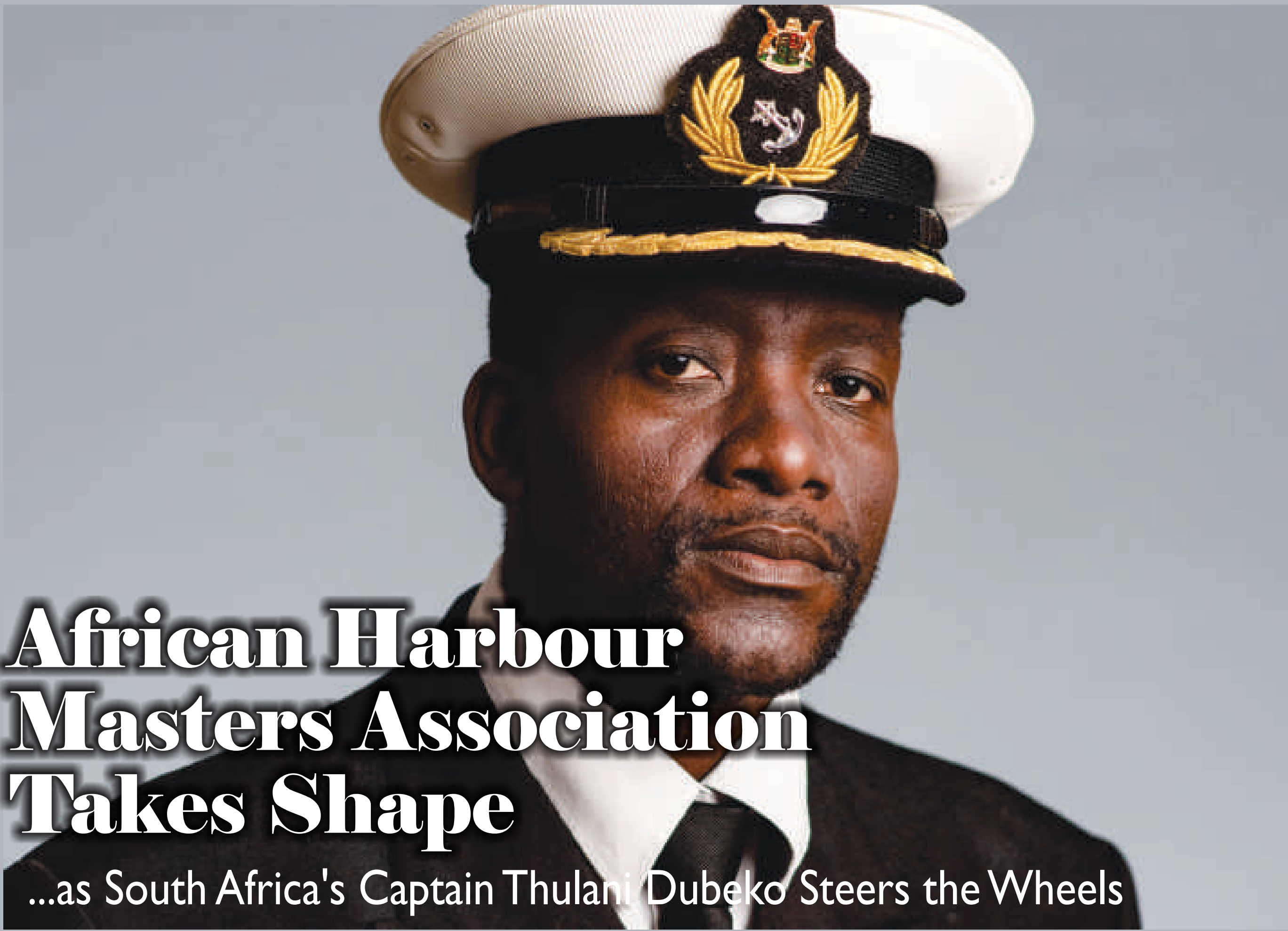
He said the knowledge from other countries was very important to have harmonized working procedures for member states.

"The seminar is a catalyst for players to make some changes to enhance ferry safety and ensure sustainability for the African maritime sector

Abubakary Aziz, Azam Marine managing director said that the seminar was an important platform to self-evaluate weaknesses and come up with strong regulations and laws to protect ferry accidents.

The seminar solidified a strong foundation for ongoing cooperation between Interferry, the IMO, and the African ferry community. Building on the momentum, a dedicated follow-up session is planned for the Interferry2024 conference in Marrakech, Morocco, on October 30.

APPOINTMENT



African Harbour Masters Association Takes Shape

...as South Africa's Captain Thulani Dubeko Steers the Wheels

The African Harbour Masters' Committee (AHMC) has elected South African State-owned Transnet National Ports Authority (TNPA) Port of Ngqura harbour master Captain Thulani Dubeko as its new president.

He has served as the committee's VP since October 2022.

The AHMC, which is a chapter of the International Harbour Masters' Association, brings together African harbour masters to share ideas on the management of all aspects of maritime port operations. It is responsible for ensuring the safe, secure, efficient and environmentally sound conduct of marine operations in port waters.

The AHMC announced Dubeko's election during the fourteenth International Harbour Masters' Congress held recently in Tangier, Morocco.

As the president of the AHMC, Dubeko will be responsible for developing harbour masters across the continent through the exchange of knowledge and training to help improve safety and customer service. The role includes advancing the African Integrated Maritime Strategy 2050, which aims to improve maritime conditions related to environmental and economic development within African countries.

Growing up in Lusikisiki, in the Eastern Cape, Dubeko says he had always dreamt of working in the military. He had no exposure to the maritime sector until his interest was stimulated while working in the South African Navy.

After his time in the navy, he pursued a qualification in maritime studies at the Durban University of Technology. During his second year of studies in 1998, he was awarded a Transnet bursary.

Upon acquiring his qualification, he joined TNPA as a trainee in marine operations and received marine pilot training in Rotterdam, in the Netherlands. Dubeko progressed through various positions within the South African port system including tug master, marine pilot, marine operations manager, and deputy harbour master before assuming his current position.

"It is encouraging that our professionals are able to hold positions of responsibility in such prestigious institutions and worldwide organisations. These institutions are key in driving development and transformation of the maritime sector," TNPA chief harbour master Captain Rufus Lekala said.

Dubeko's term as AHMC president will end in 2026.


AFRICAN
Shipping Review
African
SYNODALITY
African Catholic
VOICES
SAFARI
TEA JUCTION
BANDARISACCO
ISCOS
Our Ports

8th - 10th October 2024
Inkosi Albert Luthuli ICC Complex
(Durban ICC), South Africa.

Tuesday 26 to
Thursday 28 Nov. 2024,
The Kairaba Beach Hotel,
The Gambia

TRANSPORT EVENTS
asean
Ports and Shipping

Tuesday 22 to
Thursday 24 October 2024,
DoubleTree by Hilton
Johor Bahru, Johor,
Malaysia

Bigger capacity to serve you better

In our pursuit of modernization, we have expanded port and inland facilities to facilitate international trade. From construction of the Second Container Terminal, the New Kipevu Oil Terminal (KOT), The Naivasha ICD, the Port of Lamu, Kisumu Port to the expansion of the ICD Embakasi, we are focused on improving operations and reducing the cost of doing business for our customers.

KENYA • PORTS • AUTHORITY