

# AFRICAN

## Shipping Review

Kshs.250/Ushs.7,500/Tshs.5,000/US\$.2.50

Celebrating Maritime Journalism Since 2000

Issue 34 - Jan-March. 2024

**AFRICAN  
COUNTRIES  
SIGN CHARTER  
ON MARITIME  
SECURITY**

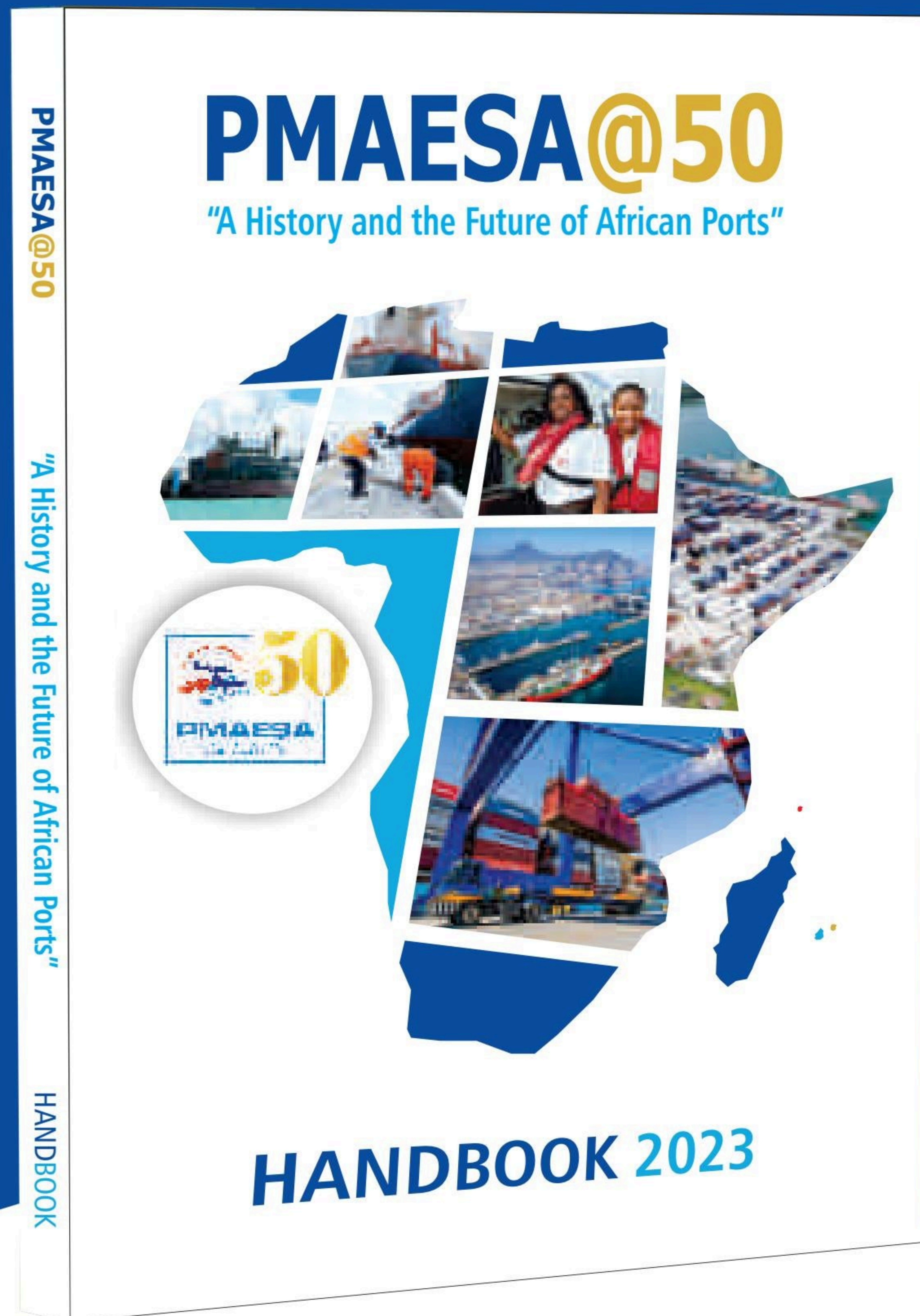
**IT IS DESTINATION  
MOMBASA ONCE AGAIN  
FOR CRUISELINERS**

**ECA GETS A NEW  
EXECUTIVE SECRETARY**

**IMO has Achieved a  
Great Deal during the  
Past Eight Years - Lim**



# THE PMAESA@50 HANDBOOK





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Published By:

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**T**he Suez Canal is in the news once again, but all for the wrong reasons. This time round Yemeni Houthi rebels have launched incisive attacks on ships transiting through the Red Sea, particularly those destined to Israeli ports.

This warlike activity has posed a significant threat to this critical maritime passageway and considerably disrupted ship movement in this region. The Kenya Ships Agents Association (KSAA) has expressed deep concern about the escalating conflict along the Suez Canal route, and its potential repercussions on the business community and consumers in East Africa and indeed Africa as a whole. We agree with them.

Yemen Houthi rebels claim that their attacks on ships transiting through the Red Sea are targeting Israeli ships and those destined for Israeli ports, as a consequence of Israeli attacks on Palestinians along the Gaza Strip. Unfortunately, even ships not calling at Israeli ports or having no connection with Israel are being targeted.

The Suez Canal connects the Mediterranean Sea to the Red Sea and is indispensable for international trade, facilitating approximately 12% of global trade.

Despite efforts to normalize freight rates following events such as the COVID-19 pandemic and the Russia-Ukraine War, the ongoing attacks by Houthi Rebels present a persistent challenge.

Major shipping lines, including those represented by KSAA, are responding by rerouting vessels around the Cape of Good Hope, a costly alternative that directly impacts the business community and consumers in East Africa. About a third of the world's container ship capacity is affected by the Red Sea attacks and rerouting the vessels through the Cape of Good Hope, with transit times between Asia and the US East Coast (New York), North Europe (Rotterdam) and the Mediterranean increasing by six days, ten days and 15 days respectively.

Not long ago, the world maritime industry experienced The blockage of the Suez Canal by a massive container ship called the Ever Given resulting in a worldwide shipping crisis. But - so far - it pales in comparison to other events that brought the canal to a halt in the past.



As bad as the Ever Given incident seemed, the Suez Canal has seen worse blockages - some of which have lasted for years.

According to the Suez Canal Authority, which maintains and operates the waterway, the Suez Canal has closed five times since it opened for navigation in 1869.

The first time was in 1956 after a British-French-Israeli invasion.

On July 26, 1956, Egyptian President Gamal Abdel Nasser announced the nationalization of the Suez Canal, a decision that mounted backlash from Britain and France.

That tension along the waterway - dubbed the Suez Crisis - led to the canal's closure for months.

Next, Egypt enters a war with Israel, and the canal is blocked for eight years.

In June 1967, the canal turned into a battleground between Israel and Egypt as the two nations renewed conflicts.

Another ship stopped the flow of traffic through the canal decades later, in 2004. The Tropic Brilliance, an oil tanker, got lodged in the waterway.

For three days, the ship was stuck and rescuers could not dislodge it.

In 2006, another boat got lodged in the waterway.

**George Sunguh**  
**MANAGING EDITOR**





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# IMO has Achieved a Great Deal during the Past Eight Years-Lim

This is an interview of Mr. Kitack Lim, the outgoing Secretary-General of the International Maritime Organization (IMO) with George Sunguh – the Managing Editor *African Shipping Review* magazine - on wide-ranging issues during his tenure.

“IMO Member States have made clear their commitment to decarbonization, with the adoption of the 2023 IMO Greenhouse Gas Strategy - Mr. Kitack Lim

**A**SR: You were elected the 9th Secretary-General of the International Maritime Organization (IMO) by the 114th session of the IMO Council in June 2015 for four years beginning 1 January 2016. The Council, definitely impressed with your work, gave you a second and final term ending 31st December 2023. Looking back what would you say are IMO's main achievements during your tenure?

**Kitack Lim:** The IMO has achieved a great deal during the past eight years, across all of its remit: safety, maritime security, environmental protection and especially in capacity building and implementation. I am very proud of the collaboration that I have seen by Member States during my tenure, particularly during the challenges caused by the COVID-19 pandemic.

I would highlight the successful implementation of the 2020 low sulphur limit for ships. This was a tremendous example of cooperation amongst many stakeholders to achieve a huge cut in global sulphur emissions from ships, leading to cleaner air for coastal communities and preventing acid rain.

The adoption of the initial strategy on the reduction of GHG emissions from ships, in 2018, was another landmark achievement. This strategy set the framework for continued action to cut greenhouse gas emission from ships. Five years later, in 2023, IMO Member States have adopted the 2023 IMO Greenhouse Gas Strategy, a monumental development which opens a new chapter towards maritime decarbonization.

This is not the end goal. It is in many ways a starting point for the work that



needs to intensify even more over the years and decades ahead. With the Revised Strategy, we have a clear direction, a common vision, and ambitious targets to guide us to deliver what the world expects from us.

Safety is paramount as we transition to new fuels, so I am pleased with the work on developing and completing guidelines for the safety of ships using new and alternative low and zero carbon fuels. The work of the Maritime Safety committee and its subsidiary bodies has continued apace. Some key highlights include the entry into force of the Polar Code and development of amendments for ships not already covered by the Code; the adoption of the Code for Industrial Personnel, the adoption of model regulations on domestic ferry safety; the adoption of the International Code of Safety for Diving Operations, 2023 (2023 Diving Code); and the development and adoption of updates to the SOLAS treaty.

During these years, the Organization has substantially increased its focus on the Human Element, and this has been reflected in actions such as the inclusion of the new Strategic Direction on Human Element in the Strategic Plan for the Organization; the significant increase of partnerships with UN sister Organizations such as ILO and WHO, to address jointly seafarers and fishers' issues; and the successful launch and operation of the Seafarer Crisis Action Team (SCAT) during the COVID-19 pandemic, with an operational role, unprecedented for IMO, in order to assist seafarers and fishers around the world who suffered the severe impact of the restrictions imposed by countries.

On fishing, we cannot of course overlook the completion of the comprehensive review of the 1995 STCW-F Convention, in order to respond to the current developments and challenges of the dangerous fishing environment. The updated treaty will be adopted in 2024.

We have also made considerable progress towards the entry into force of the Cape Town Agreement on fishing vessel safety – this treaty is very much needed to support safe and sustainable fishing and to help tackle the unacceptable loss of life in this sector. IMO and partners have been working hard to achieve this. The 2019 Torremolinos Ministerial Conference and various regional webinars to promote ratification of the Cape Town Agreement have already borne fruit in further ratifications, and I am sure the criteria for entry into force will be met very soon.

In the field of maritime



“ Another key achievement is the establishment of the International Day of Women in Maritime, first held in 2022. Diversity matters, and it is important that all stakeholders continue to build on this momentum and improve the gender balance by making maritime more welcoming to women - Mr. Kitack Lim

communications, two new services, Iridium and BeiDou Message Service System (BDMSS), have been recognized as new mobile satellite services within the Global Maritime Distress and Safety System (GMDSS), providing global resilience and reliability to the system.

I would like to highlight, as well, the increasing emphasis on the role of ports in the supply chain and in trade facilitation that has emerged in the past eight years. IMO has introduced mandatory electronic data exchange from 8 April 2019 and the implementation of maritime single windows for data exchange in ports from January 2024 – through amendments to the Facilitation Convention – to increase digitalization of processes for port stays and departures and to streamline procedures.

Digitalizing and automating procedures from a ship's arrival in port through to its departure, and potentially including its cargo's onward land journey, streamlines processes for the port itself through the sharing of data just once.

This also supports resilience in the global supply chain of goods.

I am pleased that IMO has completed a comprehensive regulatory scoping exercise related to the introduction of Maritime Autonomous Surface ships – or MASS – and we are now working on the development of a goal-based Code for MASS operation. Preparation for the automated and digitalized future is essential.

Another key achievement is the establishment of the International Day of Women in Maritime, first held in

2022. Diversity matters, and it is important that all stakeholders continue to build on this momentum and improve the gender balance by making maritime more welcoming to women.

These are just some highlights – IMO's work is the product of collaboration, cooperation and communication, and these elements continue to underpin IMO's achievements, and will also be the focus of IMO's work in the years to come.

**ASR: In March 2020 the world plunged into the COVID-19 crisis causing lots of distress to the maritime industry and the seafarers, in particular crew changes and repatriation of seafarers led to a humanitarian crisis. What lessons did you learn there?**

**Kitack Lim:** The COVID-19 pandemic certainly raised issues of repatriation and medical assistance for seafarers and highlighted the need to designate seafarers as essential workers. The Facilitation Convention has now been updated to include provisions derived from lessons learned during the COVID-19 pandemic. These provisions enter into force on 1 January 2024.

They include designating port workers and ships' crew as key workers (or equivalent), regardless of their nationality or the flag of their ship, when in their territory. Ships and ports should be allowed to remain fully operational during a public health emergency of international concern (PHEIC), in order to maintain complete functionality of global supply chains to



the greatest extent possible.

IMO, the International Labour Organization, the World Health Organization and the Office of the Secretary-General of the United Nations have worked to develop lessons learned from the pandemic along with recommendations for improvement. I look forward to those recommendations being adopted by the IMO Assembly at the end of this year, and implemented so that the suffering endured by seafarers during the pandemic can be avoided in future.

I will continue to advocate for seafarer rights and welfare. I am pleased that Guidelines on how to deal with seafarer abandonment were adopted by the first meeting of a joint International Labour Organization (ILO) – IMO Tripartite Working Group in December 2022. We will continue to work with UN bodies and social partners to address this issue.

I am pleased that IMO will host, in November 2023, a joint IMO-ILO conference on working at sea. This will consider lessons learned from the pandemic as well as the future of seafaring.

Seafarers are at the heart of shipping – we must continue to put their rights front and foremost of all our activities, working with all stakeholders to achieve this.

**ASR: Piracy and armed robbery have continued to be a scourge in the maritime industry despite efforts to suppress the same by IMO in collaboration with the**

**international community. How best in your view can this be handled?**

**Kitack Lim:** We have been seeing an overall decline in incidents globally, year on year, and thankfully a significant decline compared with a decade or so ago. Overall, 131 incidents of piracy and armed robbery against ships were reported to the Organization as having occurred or attempted in 2022, a decrease of approximately 24% at the global level compared to 2021.

However, we should not be complacent. There was an increase in the number of incidents in the Straits of Malacca and Singapore with 72 incidents reported in 2022, compared to 70 incidents in 2021. In the first seven months of 2023, there were 63 incidents reported in the Straits of Malacca and Singapore. I commend the efforts of States in the region through the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), to monitor and address these incidents.

There have been a number of concerning incidents of piracy involving hostages/kidnapped crew in the Gulf of Guinea this year. The total reported incidents in the Gulf of Guinea in the first seven months of 2023 is 18, compared with 21 incidents in the whole of 2022 in the same region, a worrying trend.

I recognize the progress that has been made since 2021 in the collective efforts to combat the threat of piracy and armed robbery and the resulting reduction in the number of pirate

attacks. I urge continued sustainable support to the important work of the regional navies and entities within the Yaoundé Architecture to protect seafarers and to the operational piracy response from the Gulf of Guinea Maritime Collaboration Forum (SHADE) and the G7++ Friends of the Gulf of Guinea, in keeping with the United Nations Security Council Resolution 2634 on piracy in the Gulf of Guinea.

Overall, we must continue our work to fully implement IMO maritime security measures and address the root causes of piracy and armed robbery at sea. IMO continues to roll out new and innovative maritime security training, including workshops and seminars on maritime security, port security needs assessment missions and train-the-trainer programmes. In particular, IMO endorses the “whole of government” approach to maritime security, bringing together all key stakeholders to enhance national maritime security decision-making, governance and implementation. For ship operators and seafarers, the best management practices remain relevant. IMO will continue to work with countries and regions to reduce such incidents.

**ASR: In July 2011 IMO adopted the first set of international mandatory measures to improve ship's energy efficiency by amending the International Convention for the Prevention of Pollution from Ships. Are you happy with the results of IMO's**



**The Assembly of the International Maritime Organisation – the organisation's highest governing body- in progress at its London headquarters. The Assembly consists of all IMO Member States and meets once every two years.**



### **persistent efforts in cutting emissions from ships?**

**Kitack Lim:** Decarbonization of maritime, of course, is critical. We must all act to tackle climate change, including in every sector of the industry.

As mentioned, IMO Member States have made clear their commitment to decarbonization, with the adoption of the 2023 IMO Greenhouse Gas Strategy. With the Revised Strategy, we have a clear direction, a common vision, and ambitious targets to guide us to deliver what the world expects from us. I am very happy with the framework we have set for future action. From the IMO Secretariat side, we will continue to support implementation of measures already adopted, through the various projects IMO is executing.

Of course, we must support States to address the challenges and we will continue to promote opportunities – particularly for developing countries to supply the clean fuels that shipping will need. A series of regional conferences on opportunities and challenges is being rolled out. These conferences bring together all stakeholders and highlight the renewable energy potential of countries, the importance of bringing the maritime and energy sector together, and the investment opportunities on the production, upscaling and eventual bunkering of green shipping fuels and port infrastructure.

Moreover, the conversation about decarbonization and shipping has rightly moved to include a strong focus on a sustainable future for maritime workers who will be at the sharp end of shipping in implementing decarbonization.

Seafarers must have the relevant skills to implement carbon intensity measures. Future low and zero carbon alternative fuels will come into play – and seafarers must have the right training to handle any safety issues that these new propulsion methods may create.

The need for specific competencies will be taken into account in the comprehensive review of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarer (STCW Convention). The first steps towards undertaking this review have already begun in the Sub-Committee on Human Element, Training and Watchkeeping. Besides decarbonization, digitalization and automation are key themes that will impact not just training, but methods of work across the maritime industry.



### **ASR: According to recent studies, Small Islands and Developing States make minimal contributions to global greenhouse gas emissions, yet they are most at risk of suffering the consequences. How can this be remedied?**

**Kitack Lim:** The 2023 GHG Strategy recognizes that developing countries, in particular least developed countries and small island developing States, have special needs with regard to capacity building and technical cooperation. A key element in the GHG Strategy is the focus on impact assessment of any measures adopted, and IMO has adopted procedures for impact assessment.

They must address issues such as geographic remoteness of and connectivity to main markets; cargo value and type; transport dependency; transport costs; food security; disaster response; cost-effectiveness; and socio-economic progress and development.

One major impact assessment was completed before the adoption, in 2021, of the short-term GHG reduction measure – the technical and operational approaches to improve the energy efficiency of ships, including the Energy Efficiency Existing Ship Index (EEXI) following technical means to improve their energy efficiency and the annual operational carbon intensity indicator (CII) and CII rating. Carbon intensity links the GHG emissions to the amount of cargo carried over distance travelled.

Lessons learned from that impact assessment exercise have been incorporated into the revised impact

assessment procedures. Now, a steering committee has been established to oversee the impact assessment exercise for the economic measures under consideration as candidate mid-term measures. These measures will include a technical element, namely a goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity; and an economic element, on the basis of a maritime GHG emissions pricing mechanism. The candidate economic elements will be assessed observing specific criteria to be considered in the comprehensive impact assessment, with a view to facilitating the finalization of the basket of measures.

The mid-term GHG reduction measures should effectively promote the energy transition of shipping and provide the world fleet with a needed incentive while contributing to a level playing field and a just and equitable transition.

I believe this process of impact assessment is crucial to ensuring that the needs of developing countries, in particular LDCs and SIDS, are addressed.

Alongside this, IMO is implementing several initiatives supporting the reduction of GHG emissions from ships, targeting support to developing States, to ensure they are part of, and benefit from, the maritime decarbonization journey. These include: the IMO Integrated Technical Cooperation Programme (ITCP); voluntary multi-donor trust fund ("GHG TC-Trust Fund"); the Global Maritime Technologies Cooperation



Centres (MTCC) Network (GMN) EU supported project; the Norway supported Green Voyage 2050 project; the GHG-SMART Programme and Future Fuels and Technology for Low- and Zero-carbon Shipping Projects (FFT project) supported by Republic of Korea; the UNDP-GEF GloFouling Partnerships project; the Norway supported TEST Biofouling (Transfer of Environmentally Sound Technologies) project; the Kingdom of Saudi Arabia-supported IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) Foundation Project; the IMO-UNEP-Norway Innovation Forum; the IMO-EBRD-World Bank co-led Financing Sustainable Maritime Transport (FIN-SMART) Roundtable; and the NextGEN (Green and Efficient Navigation) portal and NextGEN Connect projects.

**ASR: Each year many lives are lost with thousands more at risk as youths migrate to Europe by sea. In your view how can this menace effectively be tackled?**

**Kitack Lim:** The issue of unsafe, mixed migration by sea is complex. Root causes which lead people to flee their countries need to be addressed. IMO is a member of the United Nations High Commissioner for refugees (UNHCR)-led Inter-Agency Group (IAG) which has been established to discuss, plan and execute coordinated joint action and advocacy to support the prevention of dangerous journeys at sea, strengthen search and rescue (SAR) capacities, and ensure safe disembarkation.

Lives lost at sea through unsafe, mixed migration is a humanitarian tragedy. Sadly, among those making these perilous journeys are some who have put their lives in the hands of unscrupulous smugglers and other predators. It is important for us to recognize that coast guards, navies, search and rescue agencies and merchant ships continue to rescue those in distress at sea. By acting in the best spirit of seafaring, they ensure that the death toll is not even higher.

The IMO Assembly has decided to give

special recognition to merchant ships and their crew involved in rescuing mixed migrants at sea and invited Member States to provide information on merchant ships and their crew that deserve commendation.

**ASR: IMO has been at the forefront over the years to help achieve gender equality and empowerment of women in the maritime sector – yet the numbers remain a meager fraction compared to that of the opposite gender – what else needs to be done, in your view?**

**Kitack Lim:** I wholeheartedly support promoting diversity in the maritime sector. By actively empowering women with the requisite skills and maintaining a barrier free working environment, we create truly sustainable systems of gender equality. IMO recognizes that gender equality is not merely a desirable outcome; it is an essential prerequisite for a thriving and resilient maritime industry. I firmly believe that diversity and inclusivity are key drivers of innovation, creativity, and sustainable growth.

I believe that we must continue to push for training, visibility and recognition of women in the maritime sector. These are the tenets of the IMO gender programme. We must work to embed gender within all of our programmes and activities. Mentoring and networks are important elements. I am pleased that IMO has facilitated the establishment of women in maritime associations around the world. We must continue to support the promotion of women and strive to build a maritime sector that is inclusive – not just for women, but for everyone.

**ASR: In line with the 2012 Cape Town Agreement, IMO has been trying to improve the working conditions of thousands of fishers who risk their lives in dangerous conditions at sea as they try to supply the world's growing fish appetite – are you happy with the number of African countries that**

**have ratified this convention?**

**Kitack Lim:** We cannot afford to be complacent when it comes to addressing the safety of fishers and fishing vessels. The 2012 Cape Town Agreement is the key international treaty applicable to large industrial fishing vessels. It aims to provide safety standards, just as the SOLAS Convention does for commercial ships. Despite extensive efforts by IMO Member States, other UN agencies, observers and the IMO Secretariat, the Agreement is not yet in force. As a result, there are, as yet, no globally mandatory requirements for the design, construction and equipment of fishing vessels, including the requirement of life-saving, fire protection and radio-communications equipment to be carried on board.

I commend States which have already ratified the Cape Town Agreement, including Republic of the Congo, Kenya, São Tomé and Príncipe and South Africa. I urge other countries to ratify as soon as possible. IMO is ready to support countries who need assistance, perhaps in drawing up the necessary legal framework. IMO has launched an easy guide to the Cape Town Agreement on fishing vessel safety, which provides a plethora of valuable information resources and materials to download, including informative videos.

I am hopeful that the Cape Town agreement will see the entry into force criteria reached in the near future. This will finally bring into force an internationally binding safety regime for fishing vessels, and will contribute to a significant reduction of the exploitation of both the oceans and the people who depend on them.

**ASR: You are still fairly a young man at 67, what is your next endeavor after such an illustrious career at IMO?**

**Kitack Lim:** I look forward to spending more time with my family.

**ASR: What is your last word?**

**Kitack Lim:** Always be humble.



# African Countries Sign Charter On Maritime Security

By Special Correspondent

It is now seven years since the adoption of the African Charter on Marine Security and Safety and Development in Africa also known as Lome Charter by the African Union (AU) Extraordinary Session Assembly in Lome, Togo on October 15, 2016.

The Heads of State and Government of the Member States of the AU had at the Assembly resolved to work relentlessly to ensure peace, security, safety and stability, protection of marine environment and facilitation of trade in the maritime space and development among the member countries.

They noted that the prevention, management and the eradication of the scourges that threaten marine safety and security and development in the continent, can only succeed through the enhancement of cooperation, by coordinating the efforts of coastal, island and land-locked member states within the framework of the AU.

The adoption of the Charter by the Assembly was thus to foster the prevention and suppression of national and transnational crime, including terrorism, piracy, armed robbery against ships, drug trafficking, smuggling of migrants, trafficking in persons and all other kinds of trafficking transiting through the sea and illegal, unreported and unregulated (IUU) fishing.

Already signed by 35 member states, the Charter equally aims to protect marine environment to promote flourishing and sustainable Blue/Ocean Economy (sustainable economic development of oceans - through use of seas and oceans, coasts, lakes, rivers, and underground water for economic purposes).

To achieve its objectives, the Charter stipulates a framework to ensure establishment of appropriate national, regional and continental institutions and the implementation of appropriate policies to promote safety and security at sea.

It equally outlines measures to prevent

or minimise accidents at sea caused by ships or crew to facilitate safe navigation; and measures for the sustainable exploitation of marine resources and optimisation of the development opportunities of sectors related to the sea.

When fully implemented, the Charter portends a number of benefits to the State Parties, particularly those that stem from the socio-economic measures that each member state is required to undertake to mitigate against crimes at sea.

These include creation of productive jobs as a poverty reduction mechanism; and creating awareness on maritime benefits that guarantee quality living conditions for the populations.

It stipulates job creation particularly along the coasts by promoting artisanal fishery through training of stakeholders; encouraging local processing of fishery products and facilitating their marketing at national, sub-regional and international levels.

The State Parties also stand to benefit from ensuring development of Blue/Ocean economy through exploitation of respective maritime domains in keeping with relevant international principles and standards.

The Charter however requires the State Parties to implement appropriate fisheries and aquaculture policies to ensure conservation, management and sustainable exploitation of fish stocks and other biological resources.

The State Parties shall also undertake to promote coastal and maritime tourism as a key sector that generates considerable revenue and creates jobs.

They are equally to develop an integrated human resource strategy for maritime sector development through supporting gender-sensitive provision of skills in the entire maritime value chain - including shipping and logistics, offshore activities, fishing, coastal and maritime tourism, and safety and security.

State Parties are also to improve competitiveness of respective maritime



industries, particularly in international trade by committing to - encourage the creation and development of maritime companies; promote access to African operators in maritime transport auxiliary services and professions; create enabling environment to foster equity investment by African operators in foreign maritime companies in transport auxiliary services and professions; and promote intra-African trade to facilitate socio-economic integration of the continent.

The Charter calls for development of infrastructure and equipment relating to maritime activities, with each State Party required to undertake infrastructural development to enable respective port facilities achieve economic growth potential and competitiveness.

It also encourages public-private partnerships to facilitate modernisation of maritime industries to provide standard quality services and contribute to the attainment of the objectives of sustainable development.

And in keeping with global agenda to mitigate climate change and environmental threats, State Parties are required to adopt specific adaptation and mitigation measures against climate change; and environmental threats to the marine environment and biological species of marine fauna and flora in conformity with relevant international instruments.

The Charter stipulates measures to stem toxic and hazardous waste dumping, with each State Party to develop a mechanism for the detection, prevention and reporting of marine pollution, particularly through the dumping of toxic and hazardous waste; and equally prohibit the import, export, handling, accumulation or dumping of trans-boundary hazardous waste, including radioactive materials, chemical and organic waste in conformity with provisions of the Bamako and Basel Conventions.

Similarly, it stipulates measures on prevention of illegal exploitation and theft of marine resources, which requires State Parties to endeavour to prevent and effectively fight the illegal exploitation and theft of marine resources in the respective maritime territories; and prohibit trade in products derived from illegal exploitation and plundering of marine resources within maritime domains.

The Charter also outlines maritime disaster risk management measures which requires each State Party to develop an integrated multi-sectoral and multidisciplinary strategy which effectively manages and reduces the severity and impacts of all forms of disaster.

So far, out of a total of 55 countries, 35

have appended their signatures to the Charter; while only two - Benin and Togo, have besides signing, ratified/acceded and deposited the document with the Chairperson of the AU Commission.

The countries that have signed the Charter are: Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Cape Verde, Chad, Cote d'Ivoire, Comoros, Congo, Djibouti, Democratic Republic of Congo, Gabon, Ghana, Guinea, Kenya, Libya, Liberia, Madagascar, Mali, Mauritania, Nigeria, Niger, Rwanda, Sahrawi Arab Democratic Republic, Senegal, Seychelles, Sierra Leone, Somalia, Sao Tome & Principe, Sudan, Tanzania, Togo and Tunisia.

Those that are yet to sign, ratify/accede or deposit the Charter are: Algeria, Botswana, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Eswatini, Gambia, Guinea-Bissau, Lesotho, Mauritius, Malawi, Morocco, Mozambique, Namibia, Uganda, South Africa, South Sudan, Zambia, and Zimbabwe.

On future prospects, the Charter portends cooperation among State Parties in the exploitation of the maritime domain at national, regional and continental levels.

They are to do this by developing and exploiting marine resources in their respective territorial waters through scientific and technological exchanges, partnerships for research and innovation, as well as the promotion and strengthening of the blue/ocean economy; in accordance with relevant international principles and standards.

The Charter also facilitates business partnerships in the maritime domain; and harnessing state of the art technologies, in conformity with the African Space Policy and Strategy and other relevant instruments for maritime security and safety.

It also envisages cooperation in fishing and aquaculture to ensure the sustainability of marine biodiversity; and within the framework of fisheries committees established by competent regional bodies and specialised institutions to strengthen and promote sustainable management of fishery resources.

Then there is the issue of cooperation in combating crimes at sea, where State Parties are to coordinate their actions in combating transnational organised crimes of all kinds including circulation and trafficking of arms, maritime terrorism, drug trafficking, trafficking in protected species or trophies, money laundering; acts of piracy and armed robbery against ships, taking of hostages at sea; theft of oil and gas; trafficking in persons, smuggling of



## PORT SECURITY

migrants; pollution of the seas and oceans, IUU fishing; and illegal dumping of toxic and hazardous waste.

On cooperation on maritime information sharing, State Parties are to establish a platform for exchange and sharing of experiences and best practices on maritime security and safety; endeavour to develop a system of information sharing integrating national, regional and continental structures for maritime domain awareness aimed at: preventing the commission of unlawful acts at sea; arrest and detention of individuals preparing to or committing any unlawful acts at sea; and seizure or confiscation of ships and equipment used in the commission of any unlawful acts at sea.

The Charter equally stipulates cooperation on intelligence sharing in which State Parties are to encourage sharing of intelligence between their national services, regional and continental agencies and appropriate international specialised organs, to ensure the effectiveness of the fight against unlawful acts at sea.

State Parties are similarly to adopt strategies for awareness creation on maritime related issues adapted to national, regional and international maritime security and safety situations

in order to create greater awareness of the seas and oceans.

They are also required to encourage scientific and academic cooperation by strengthening cooperation between respective universities and training and research institutes in relation to seas and oceans including those of the Pan African University; maritime scientific research campaigns for development purposes; and support initiatives by training institutions in respect to capacity building in maritime security and safety.

The Charter stipulates a continental cooperation framework where State Parties are to establish close cooperation in the field of maritime security and safety with the national cross-sectoral mechanisms, the Regional Economic Communities and other relevant bodies.

Similarly, State Parties are required to establish regional cooperation structures in cases where they do not exist, to boost mechanisms in the fight against crime at sea.

The Charter equally calls for judicial and legal cooperation, where State Parties are to agree on mutual framework in keeping with the present Charter; cooperate on the basis of bilateral or multilateral agreements, or in the absence of a cooperation

agreement, do so on the basis of their national legislation. A party's national legislation shall guarantee joint investigation mechanisms, information exchange procedures, judicial requests, extradition and transfer of criminal elements, and other related mechanisms.

Overall, each State Party is to develop national legal frameworks to coordinate their respective legal interventions at sea; endeavour to incorporate cooperation mechanisms in its national legal frameworks with a view to effectively combat crime at sea; and undertake to promote, strengthen and sustain maritime rescue coordination centres and the maritime rescue sub-centres for the efficient organization of maritime search and rescue services.

In regard to any State Party opting to withdraw from the Charter, it can do so after three years from the date of entry into force of the Charter by giving written notification to the Depository (Chairperson of AU Commission) The withdrawal shall, however, be effective one year after receipt of notification by the Depository, or on such later date as may be specified in the notification; and the withdrawal shall not affect any obligation of the withdrawing State Party prior to the withdrawal.



A high-angle, perspective view of a ship's deck, densely packed with multi-colored shipping containers (blue, red, yellow, green, white) arranged in neat rows that recede into the distance. The sea is visible in the background under a clear blue sky.

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# Shipping Lines Propel Kenya's Youth Employment

**K**enya is on the brink of a maritime renaissance, poised to rival the likes of the Philippines, which remarkably contributes a third of the world's maritime workforce.

This burgeoning sector is not just a beacon of hope for Kenya's economy but a transformative force for its youth employment landscape.

International shipping lines have been instrumental in this transformation, creating a staggering 5,000 annual job openings for Kenyan youth. This surge in employment is a welcome change from the traditional labor sources in the maritime industry, including the Philippines, India, and Eastern Europe. Kenya's selection by these global players is a testament to its robust tourism sector, command of the English language, and an exemplary work ethic. The COVID-19 pandemic momentarily cast a shadow over this growth, but the resilient cruise industry's rebound is

once again fuelling the demand for skilled Kenyan seafarers. The implications for Kenya's GDP are profound, with the potential for significant economic injections through remittances, as seafarers can send back up to 90% of their earnings, thanks to reduced living costs at sea.

Ms. Betty Makena, International Transport Federation Mombasa Port Inspector, champions this sector for its pivotal role in curtailing youth unemployment in Kenya. She advocates for government support to further this cause, emphasizing the need for streamlined passport issuance and vaccinations, which are essential for the global mobility of these young seafarers.

Seafarers are the unsung heroes of global trade, and their role in Kenya's economic narrative cannot be overstated. As the lifeline of international trade, maritime

transportation is integral to the global movement of goods. The importance of this industry was starkly highlighted during the 2021 Suez Canal blockage by the Evergreen, demonstrating the critical nature of maritime transit in global trade dynamics.

Despite the sector's challenges, such as demanding work conditions and the need for specialized training, Kenya's youth are stepping up, ready to embrace these roles.

The traditional image of seafaring, marred by extended family separations and limited shore leaves, is being redefined by these young, enthusiastic Kenyans.

The Kenyan government's engagement in this sector is paramount. By facilitating the work of international shipping lines within Kenya, the government can ensure the continuous growth and sustainability of this sector. This involves not only simplifying



## SEAFARING

bureaucratic processes for shipping companies but also investing in port infrastructure, enhancing maritime education and training, and ensuring compliance with international maritime regulations. Such proactive involvement by the government will solidify Kenya's position as a key player in the global maritime industry and further bolster its economy.

Kenya's maritime sector is not only about employment but also about empowering its youth with skills and opportunities that have far-reaching implications for personal development and national growth. The sector's growth is a catalyst for Kenya's GDP, offering a sustainable and lucrative pathway for the country's young population.

The Philippines serves as an inspiring benchmark in this regard. With its strategic geographical location and a strong maritime tradition, it has become a global leader in maritime labor. Kenya, with its strategic position on the East African coast, is well-placed to emulate this success, translating maritime opportunities into economic prosperity.

In conclusion, Kenya's maritime sector, buoyed by international shipping lines, is more than just a job market for its youth; it's a gateway to economic stability and growth. As Kenya navigates this blue economy, the promise of enhanced GDP and reduced youth unemployment is not just a distant dream but a rapidly materializing reality.



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# Kenya's Commitment to Tobacco Control Remains Steadfast-Gitali

Mr. Gitali was elected to chair the Kenya Tobacco Control Alliance in 2013 through his leadership, the Alliance has grown in leaps and bounds to be recognized and acclaimed internationally.

On World No Tobacco Day (WNTD), Kenya's commitment to tobacco control remains steadfast amidst the ongoing conflict. Kenya Tobacco Control Alliance (KETCA), together with the Kenya Government and WHO, emphasizes the significance of this day which serves as a global platform to raise awareness about the hazards of tobacco use and promote cessation efforts.

Our Managing Editor George Sunguh interviewed Mr. Joel Gitali, Chairman of the Kenya Tobacco Control Alliance (KETCA) on wide ranging issues on Tobacco cessation efforts in the country.

**ASR:What in your view are the main achievements and hurdles of the 2007 Tobacco Control Act for the Kenyan health sector?**

**Gitali:** The government has tried.They have put in place a full Tobacco Control Division to deal with tobacco control measures and policies in the country.This division is supposed to provide technical support to the Cabinet Secretary in matters of tobacco control.

The government has also created the Tobacco Control Board in line with the 2007 Tobacco Control Act which is an advisory board to advice the Cabinet Secretary. The board is multi-sectorial with representation from a cross-section of the government and society.

The government has also partnered with United Nations agencies to help farmers quit tobacco farming.The government has provided a lot of education through the mass media even the school curriculum which is key in the country has got content on tobacco control.

Schoolchildren now know that tobacco is harmful to health.



## INTERVIEW

The government has allowed civil societies to operate and cooperate a lot with these societies to help control tobacco in the control of tobacco production and consumption in the country, capacity building for legislative representatives, and research. It also offers training to enforcement officers in the country in collaboration with the civil societies in the country.

The government has over the years been consistently increasing taxes on tobacco until quite recently when a group of people armed with misinformation and interference in the industry that confused led to no tax increase on tobacco and nicotine in this year's financial bill.

It is well remembered how the government gazetted the tobacco control regulations in the face of great resistance from BAT Company. The case went to court but the government teaming up with members of the civil societies won the case.

The government has banned Shisha – a terrible thing that was finishing our youth. Perhaps the biggest hurdle is the laxity in some sectors and Shisha is now fully back in the country again. The reforestation process is now going on in the areas that were once under tobacco farming courtesy of the government.

In short, the Kenyan government has done commendably well as far as the 2007 Tobacco Control Act for the Kenyan health sector is concerned. But some obstacles are there mainly from the tobacco industry interference as they fight back to retain their market by coming up with alternative products which they term as harm reduction products to attract non smokers and to retain smokers who want to quit.

These products are highly addictive. Another major obstacle to the enforcement of the Act is that those Perhaps the biggest hurdle is the laxity in some sectors and Shisha is now fully back in the country again. We witness a lot of fighting and rivalry within the government arms and confusion in the Ministry of Health are some of the biggest obstacles to the ongoing fight on tobacco.

Those in the Department of



Communicable Diseases and those from the Ministry of Environment are currently engaged in a fierce fight instead of cooperating in the fight against tobacco. Instead of ensuring that the appropriate laws are enacted and enforced, they are busy fighting amongst themselves.

The Tobacco Control Board and Tobacco Control Division are also not working amicably together and are engaged in supremacy wars. The main contention is on the Tobacco Control Fund which has a lot of money which we do not know how it is being used. All these ended up slowing the progress of the war against tobacco in the country.

The COVID-19 pandemic was another major obstacle in the fight against tobacco considerably slowing down the tobacco advocacy work in the country.

We recently witnessed a violation of the law with impunity as the Cabinet Secretary in charge of Trade and Industrialization listed tobacco products as essential products in the country thereby making them to be distributed freely to all parts of the country as if they were food or medicine.

**ASR: What is the action of the Government/Ministry of Health towards tobacco or alcohol issues in the country?**

**Gitali:** Since the enactment of the 2007 Tobacco Control Act as a way of domesticating the WHO framework convention for tobacco control, this country has achieved a lot. This act was meant to ensure that tobacco is

**“Smoking is viewed by many people as something bad, harmful, and something that should be avoided. That is why those who are still in it hide, and feel embarrassed and sorry for themselves. They are not happy. Only the ignorant who are still in a world of discovery are still in it. The most vulnerable group is the adolescent and when they become mature they find themselves unable to stop the habit - Mr. Gitali**

controlled in the country right from growing, manufacturing, distribution, and consumption. This was because it had been discovered that tobacco is the cause of many diseases, especially non-communicable diseases. By that time the country was experiencing a prevalence rate of 3 per cent.

That is to say, 23 percent of Kenyans were smoking by 2007. Because of the act, and the enforcement of the law, the prevalence rate went down drastically. Twelve years ago it was standing at 12 percent. As we are talking the rate now stands at 9%.

This is a great achievement as it means that the number of people who could have fallen sick, disabled, or even died has been reduced. The rate at which people are being introduced to smoking has gone down.

Public places are today smoke-free. No sale of cigarettes to underage children and cross-border illicit tobacco trade. Those who were engaged in tobacco farming are today in other cash crop production, dairy farming, etc. The land which was initially under tobacco is not turned into forest thus increasing the country's forest cover.

Agricultural Officers today help tobacco farmers quit and turn to other crops.

**ASR: What is the government's view on allegedly less harmful products such as heated tobacco products or electronic cigarettes?**

**Gitali:** The new products are termed as less harmful or safer alternatives to smoking. The e-cigarettes, the oral nicotine pouches, government is not for them because they make young



people to be hooked to nicotine and are highly addictive. But the Tobacco Control Board in some cases appears to be approving some of these products, something which is wrong. The Board is supposed to advise the Cabinet Secretary against these harmful tobacco products.

That is what we as members of the civil society stand for together with the members of the legislative assembly. We all say these products are bad. They are flavoured intentionally to induce and trap our youth into smoking and subsequent addiction and must be stopped at all costs.

**ASR: How in your view is smoking perceived in Kenya?**

**Gitali:** Smoking is viewed by many people as something bad, harmful, and something that should be avoided. That is why those who are still in it hide, and feel embarrassed and sorry for themselves. They are not happy. Only the ignorant who are still in a

world of discovery are still in it. The most vulnerable group is the adolescent and when they become mature they find themselves unable to stop the habit.

Smokers are often told to move away from non-smokers. Smoking is known to bring diseases, disability, death, and poverty in homes.

**ASR: Are there differences in tobacco consumption habits across regions?**

**Smoking habits have changed greatly across the country. But with the advent of Shisha things are changing again as we see men and women group together and smoke Shisha.**

**Gitali:** The gap between boys and girls smoking is now reducing as girls are joining in in large numbers. Recent surveys have revealed that the Central region of the country has the highest number of smokers followed by the urban centres.

Western Kenya have the least numbers.

**ASR: How is the Kenyan health policy organized?**

**Gitali:** The Kenyan health sector, like many other sectors in the country are now devolved functions. The Central government is mainly concerned with the policies while the County Governments handle the actual health care provision.

**ASR: What segments of the Kenyan population do and do not have access to health coverage?**

**Gitali:** The so called common man. The health insurance fund such as the National Hospital Insurance Fund actually covers a very small section of the population. A number of County governments are trying to come up with improved versions of what the national government has been offering with an aim of widening the net.



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**MSC Poesia, a luxury cruise liner from the Mediterranean Shipping Company seen here anchored at the port of Mombasa during a recent visit with 2,500 passengers on board.**

# It is Destination Mombasa once again for Cruiseliners

**“ This is just the beginning; we expect more vessels to call at the port. As KPA management and board we have put up infrastructure to support cruise tourism. I want to assure all cruise lines that Port Mombasa is safe - Cpt. William Ruto**

**T**he Port of Mombasa is on the verge of reclaiming its lost glory as a Cruise Destination on the Indian Ocean following recent successive visits by mega luxury liners with hundreds of passengers and crew.

The most recent visit was by MSC Poesia, a cruise ship owned and operated by the Geneva-based MSC Cruises.

The towering splendid liner was received with pomp and gallantry on the packed quayside early Saturday morning. She brought on board 2,500 passengers and 1,000 crew members for a twelve-hour visit at East Africa's premier port.

"With a length overall of 294 meters, MSC Poesia is one of the biggest cruise vessels to have docked at the Port.





To be able to add value and support Cruise Tourism, the Kenya Ports Authority has invested in the requisite infrastructure, including the state-of-the-art cruise terminal to cement Kenya's status as a hub not only in cargo operations but also cruise tourism in Africa.

Earlier on the Norwegian Dawn called at the Port of Mombasa on January 14, 2024, carrying 2,300 passengers and 1,100 crew aboard.

Kenya Ports Authority Managing Director Captain William Ruto who piloted the vessel to berth number one, appreciated the call, reiterating the Authority's support for cruise tourism in the country through investment in infrastructure to position the Port of Mombasa as a cruise tourism hub.

"This is just the beginning; we expect more vessels to call at the port. As KPA management and board we have put up infrastructure to support cruise tourism. I want to assure all cruise lines that Port Mombasa is safe," he said.

Benjamin Tayari, KPA board chairman said the visit is an affirmation of Kenya as a tourism hub in Africa.

Just a week ago, the world's largest cruise ship set sail.

Royal Caribbean's Icon of the Seas set sail from Miami in Florida on Saturday, January 27, 2024, with a capacity for up to 7,600 passengers and 2,350 crew members.



**Alfred Mutua Kenya's Cabinet Secretary for Tourism and Wildlife presents Captain Roberto Leotta of MSC Poesia with a plaque, reserved for vessels on their maiden calls at the port of mombasa. He is flanked by the Kenya Ports Authority chairman Mr. Benjamin Tayari and managing director Captain William Ruto.**



# Attacks in the Red Sea bring the old trade route between Europe and Asia into consideration

Attacks by Houthis in Yemen on commercial ships linked to Israel lead companies to redirect their routes to the historic trade route between Europe and Asia, via the Cape of Good Hope.

- Cape of Good Hope route**
- Commercial ships are redirecting their routes to the southern tip of Africa
  - Extends the route by 10-14 days (4,000 nautical miles) compared to the Suez Canal
  - Additional fuel costs
  - Prolonged delivery times
  - Increased insurance expenses



## How Houthi attacks in the Red Sea impact shipping in the Suez Canal

By Ahmad Ghaddar

Attacks launched by Yemen's Houthi group on commercial ships at the southern end of the Red Sea have prompted several shipping companies to divert vessels, avoiding a route that would take them through Egypt's Suez Canal in the north and its link to the Mediterranean Sea.

The Iran-aligned group says the aim of the attacks is to support the Palestinians as Israel and Hamas wage war.

The re-routing adds cost and time to vessel journeys. Oil prices and war risk insurance premiums have spiked as a result.

### What is the Suez Canal?

\* The 192-km (120-mile) Suez Canal is

the quickest sea route between Asia and Europe.

\* The canal is one of seven geographic choke points that are critically important to the world oil trade and are also susceptible to blockages or pirate attacks.

\* About 9.2 million barrels per day of oil flowed through the canal in the first half of 2023, representing about 9% of global demand, the U.S. Energy Information Administration said,



quoting Vortexa data.

\* Around 4% of global LNG imports estimated at 391 million metric tons in 2023 so far passed through the canal, consultancy Energy Aspects said.

\* Revenue from tolls paid by shipowners is an important source of income to the Egyptian economy, and hit a record \$9.4 billion in the year to June 30.

\* The canal can accommodate over 60% of the total world fleet of tankers when fully loaded, and over 90% of bulk carriers. It can also accommodate all container carriers, car carriers and general cargo ships.

\* A ship carrying Saudi crude from the Mideast Gulf can make it to Rotterdam, for example, in 6,436 nautical miles if it traverses the canal. Going around Africa increases the journey to 11,169 nautical miles, adding time and cost to a shipowner.

### What's the Impact on Canal Navigation so far?

\* On Dec. 17, the Suez Canal Authority (SCA) said that since Nov. 19, 55 ships have rerouted via the Cape of Good Hope, while 2,128 have passed through the canal in the same period.

\* Two major freight firms including MSC, the world's biggest container shipping line, said on Saturday they would avoid the Suez Canal as Houthi militants stepped up their assaults.

\* SCA Chairman Osama Rabie said that on Dec. 17, 77 ships passed through the canal, including some ships belonging to shipping lines that had announced temporary diversions. Those were vessels that were already in the Red Sea region before the announcements were made.

\* On Dec. 18 oil major BP also temporarily paused all transits through the Red Sea.

### A Brief History

\* The first canal was dug under the reign of Senausret III, Pharaoh of Egypt (1887-1849 BCE) linking the Mediterranean and Red Seas via the river Nile and its branches.

\* Connecting the Mediterranean Sea with the Gulf of Suez and the Red Sea, a new artificial waterway was planned by French engineer Ferdinand de Lesseps. It took 10 years to complete and opened in November 1869.

\* The canal separates the African continent from Asia, and provides the shortest maritime route between Europe and the lands lying around the Indian and western Pacific oceans. It is one of the world's most heavily used shipping lanes.

\* Egypt nationalised the canal in 1956, prompting shareholders Britain and France, along with Israel, to invade. The "Suez

Crisis" only ended after Egypt sank 40 ships in the canal and the United States, Soviet Union and United Nations intervened, forcing Britain, France and Israel to withdraw.

\* In June 1967, Egypt and some other Arab states fought Israel in what became known as the Six-Day War, with Israeli troops advancing to the east bank of the Suez Canal before a ceasefire was agreed. The canal was very badly damaged in fighting and, with opposing forces encamped on either side, remained closed until after the 1973 Yom Kippur war.

\* Egypt regained full control of the canal following the Yom Kippur war and it was reopened in June 1975.

Sources: Reuters/EIA/Suez Canal Authority/Energy Aspects







# Maritime Single Window takes Root in Africa

*The Port of Lobito Maritime Single Window has been handed over, marking the end of the IMO/Singapore SWiFT project.*

**T**he completion of the pilot Single Window for Facilitation of Trade (SWiFT) project has been marked with a ceremony to hand over a newly developed generic Maritime Single Window (MSW) platform to the Port of Lobito in Angola. The new Maritime Single Window digital system allows the electronic submission, through a single online portal, of all information required by various agencies to ensure efficient clearance of ships during port calls.

The handover ceremony on 20 November 2023 followed a week-long user acceptance testing session (13-17 November) organized by the Maritime

and Port Authority of Singapore (MPA) involving officials from the International Maritime Organization, MPA and Port of Lobito.

In just a few weeks' time – from 1 January 2024 – it will be mandatory for ports around the world to operate Maritime Single Windows for the exchange of information required at the point of a ship's arrival, during its stay and at departure. The change is in line with international shipping's aspirations to accelerate digitalization and decarbonization of the sector and is the result of amendments to the FAL Convention.



The SWiFT project is one of IMO's strategic partnerships with donors. It was established by IMO and Singapore in March 2021 to support medium-size ports facilitate in establishing secure digital interconnectivity with counterparts worldwide, to meet their mandatory obligations under the FAL Convention.

## Collaboration to support digital transformation

Under the SWiFT project, IMO and MPA worked closely with relevant Angolan stakeholders, including the Port of Lobito and Agência Marítima Nacional, to develop a functional

generic MSW platform configured to the needs of the Port of Lobito.

Mr Julian Abril, Head of the IMO's Facilitation Section said:

“With single window for data exchange requirements under the Convention on Facilitation of International Maritime Traffic becoming mandatory in ports from 1 January 2024, the lessons and experience gained from the SWiFT project will contribute towards the implementation of MSWs globally”.

Mr Gavin Yeo, MPA Deputy Director (Sectoral Systems Development), said:

“The MSW platform developed under the SWiFT Project draws from Singapore's experience in the

implementation of our national MSW, digitalPORT@SGTM. MPA is pleased to have partnered IMO and the Port of Lobito on this digital transformation journey, which has the potential to enhance the efficiencies for international shipping, port operations and global supply chains.”

The SWiFT Project was supported by Singapore via in-kind contributions and by IMO via the Integrated Technical Cooperation Programme ([ITCP](#)) which assists countries in building their capacities to enable effective compliance with the Organization's regulatory framework.



**A handover ceremony to mark the completion of the pilot Single Window for Facilitation of Trade (SWiFT) project of the newly developed generic Maritime Single Window (MSW) platform was conducted at the Port of Lobito in Angola on 20 November 2023.**





**Delegates during a Market Access Master Class for Women in Agri-Business on Tackling Gender Dimensions of Trade and Strengthening the Resilience of Small and Medium Agro-Enterprises within the Northern Corridor region.**

## **NCTTCA-AWAN AFRIKA's Longstanding Partnership to Empower Women and Youth in Cross-border Trade**

**O**n 15th February 2024, the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and Africa Women Agribusiness Network-Afrika (AWAN AFRIKA) sealed a longstanding partnership culminating in a harmonised joint work plan and a Partnership Agreement (MoU). The NCTTCA and AWAN AFRIKA committed to enhancing the Capacity of Cross-border Traders in the Northern Corridor region. The MoU is intended to enable the two parties to explore and collaborate in the areas of Regional Socio-Economic Development through co-creation, joint planning, implementing, executing, monitoring, and evaluation of programs in the Northern Corridor Member States, covering; - Cross Border Trade, Mainstreaming of social economic dimensions of poverty,

Gender, and equity, Resource mobilization for projects agreed upon, as well as any other undertaking involving socio-economic issues affecting regional trade, transit transport and logistics value chains in the East Africa Region. Specifically, the NCTTCA and AWAN AfriKa agreed to jointly develop value chains-based Market Systems and trade facilitation around large Off-takers in the East African Northern Corridor and the newly created African Continental Free Trade Area (AFCFTA); collaborate in the facilitation of capacity building, skills upgrade training, creation of learning content and programme delivery benefiting their Members; and very importantly, collaborate on enabling access to Finance and Investor Readiness for members of AWAN AFRIKA and Women, Youth, and MSME traders in

the Northern Corridor region. In October 2023, the NCTTCA and AWAN AFRIKA, in partnership with the Food and Agriculture Organisation of the United Nations (FAO), successfully conducted a three-day Market Access Master Class to equip Women Agri-Traders along the Northern Corridor with new skills, under the theme: "Tackling Gender Dimensions of Trade & Strengthening Resilience in the Small and Medium Agro-Enterprises within the Northern Corridor." The Market Access Master Class event attracted 27 participants drawn from the NCTTCA member states namely Burundi, DRC, Kenya, Rwanda, Uganda, and South Sudan. The ultimate objective of the Market Access Master class was to leverage the participant's marketing strategy abilities to expand their trade and



market access opportunities, not only within the East African Northern Corridor but also across the broader African Continental Free Trade Area. Mr. Omae Nyarandi, the NCTTCA Executive Secretary in his speech during the opening ceremony of that capacity-building opportunity noted that women involved in cross-border trade are faced with discrimination and cross-border challenges while crisscrossing among member states. "COVID-19 brought a lot of challenges in cross-border movement, but working with partners we are trying our best to facilitate the cross-border trade and make it essential, but still there are a lot of challenges," said Mr. Nyarandi who also stressed the need for the respective governments to put in place proper policies to protect women involved in cross-border trade. He added: "In the East Africa region, Agriculture accounts for more than 32% of GDP and employs over 80% of the labour force; in addition to generating 65% of foreign exchange earnings. Therefore, to stimulate growth and socio-economic development in the East African region, the Agriculture Sector needs to be adequately supported especially in the areas of ensuring sustainable production, value addition, meeting standards, and effective transportation of produce to the final destination across regional borders".

Dr. Nomathemba Mhlanga, an Agribusiness Officer at FAO who attended the workshop appreciated the great work that the women Agri-traders were doing in East Africa. She stated that FAO is looking forward to collaborating with other development partners to see how collectively to harness the agri-traders' potential to play a critical role in the growth of economies in East and Central Africa.

"MSMEs are key stakeholders in fighting against hunger and are at the forefront to supplying to the different stakeholders including providing inputs to farmers that produce food for the African continent," Said Dr. Mhlanga. She appreciated NCTTCA for prioritising agricultural products and services during the COVID-19 pandemic era; despite the effects of the Russia war that affected the movement of agricultural inputs like fertilizers. She assured the meeting that FAO remained committed to the development of MSMEs in food value chains and looks forward to furthering its collaboration with AWAN Afrika, NCTTCA, and its member states. In her speech Beatrice Gakuba, the executive director of AWAN-AFRIKA appreciated workshop participants and thanked them for being the champions in Cross-border Trade and being a



**Mr. Omae Nyarandi,  
NCTTCA Executive Secretary**

voice for the voiceless in addressing specific challenges faced by women Cross-border Traders. She emphasized the need for the women agri-traders to harness the opportunities of networking and noted that money had no gender, but rather, the issue lay on how gender accesses it, highlighting on specific abuse that women go through at the border posts. She went on to stress the biggest violence against women in Africa is Economic Violence. Ms. Gakuba called upon the participants and concerned stakeholders to lobby and advocate for our governments to provide resources for the economic empowerment of women if women were to become economic champions.



**The NCTTCA and AWAN AFRIKA committed to enhance the Capacity of Cross-border Traders in the Northern Corridor region.**

**The ultimate objective of the Market Access Master class was to leverage the participant's marketing strategy abilities to expand their trade and market access opportunities, not only within the East African Northern Corridor but also across the broader African Continental Free Trade Area (AfCFTA).**

She noted that Women feed 80% of the African continent; therefore, engaging more women in business and trade will automatically grow the economy. 'The Africa we want must overpower the Africa we don't want'. According to the post-event report produced by the NCTTCA, the Master Class Training was inspired by the fact that Women in agriculture/agribusiness often operate outside the formal value chains in their countries. "This resulted in struggles to negotiate better terms of trading due to lack of adequate soft skills, restrictive access to markets and trade intelligence which is crucial to aiding them secure consistent market outlets for their products," stated the report.





# ECA gets a New Executive Secretary

The United Nations Secretary-General António Guterres recently appointed Mr. Claver Gatete of Rwanda as the new Executive Secretary of the United Nations Economic Commission for Africa (ECA).

Mr. Gatete, thus becomes the 10<sup>th</sup> Executive Secretary for UNECA taking over from Dr. Vera Songwe from Cameroon.

The Secretary-General extended his appreciation and gratitude to Dr. Songwe, as well as to the Deputy Executive Secretary, Programme Support, Antonio M.A. Pedro of Mozambique.

Mr. Pedro took over as the acting Executive Secretary prior to Mr. Gatete's appointment.

Mr. Gatete was Ambassador and Permanent Representative of the Republic of Rwanda to the United Nations in New York. A seasoned economist, he brings to the position extensive strategic leadership expertise, coupled with international experience in the political and financial landscape of the African continent. Mr. Gatete has served in senior government positions, notably as Minister of Infrastructure (2018-2022) and Minister of Finance and Economic Planning (2013-2018).

The line-up of UNECA Secretariat leadership since inception is as follows:

Mr. Claver Gatete



**Dr. VERA SONGWE** is from Cameroon. She was appointed by Secretary-General António Guterres as the ninth Executive Secretary of the Economic Commission for Africa (ECA) at the level of UN Under-Secretary-General on 17 April 2017. Upon her appointment, she became the first woman to have served in this role.

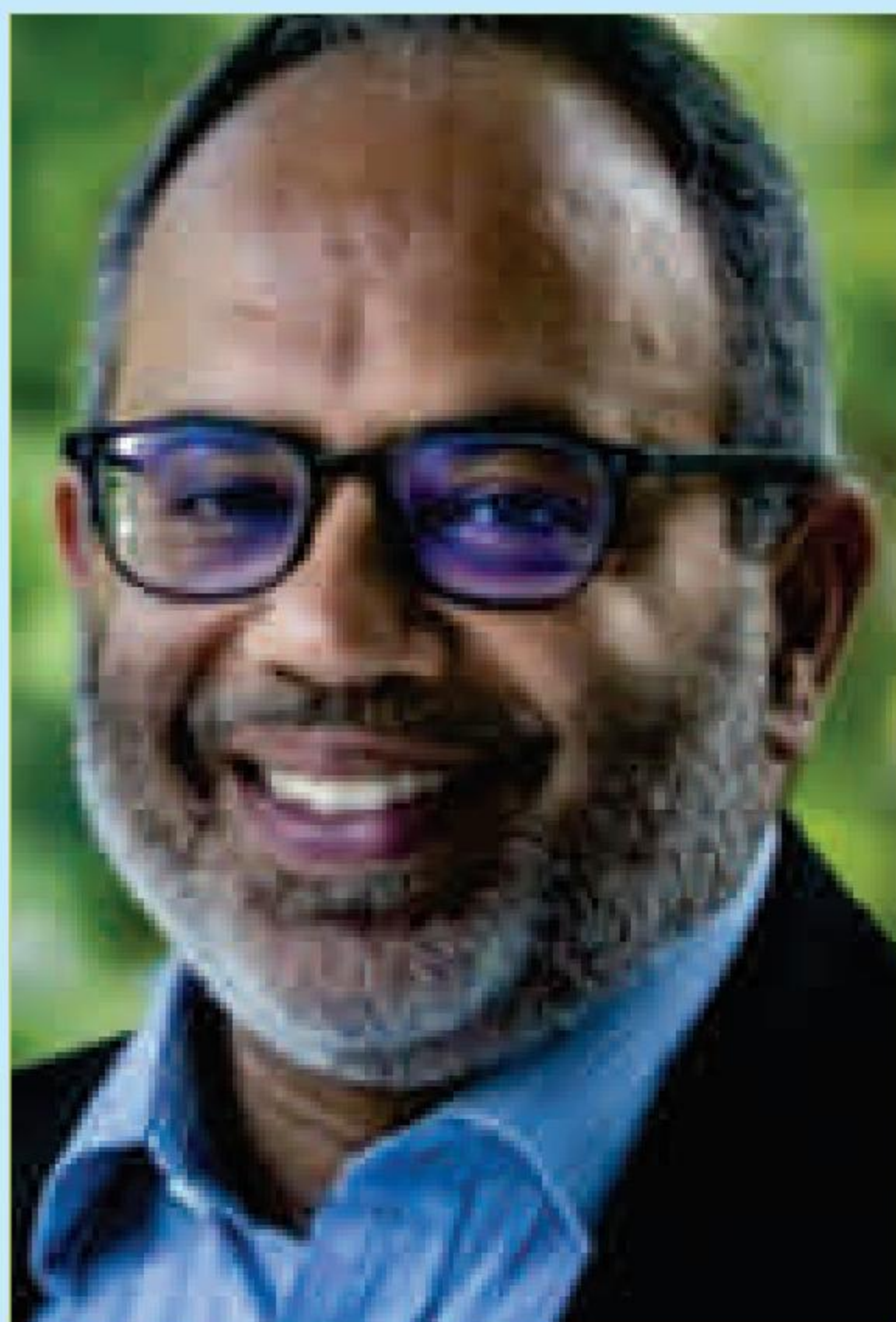
As Executive Secretary, Songwe's reforms focused on "ideas for a prosperous Africa", and brought to the fore critical issues of macroeconomic stability, development finance, private sector growth, poverty and inequality, the digital transformation, trade and competitiveness.

She was listed as one of Africa's 50 most powerful women by Forbes in 2020 and named as one of the '100 Most Influential Africans' by Jeune Afrique in 2019. In 2017, New African Magazine listed her as one of the '100 Most Influential Africans' and the Financial Times named her one of '25 Africans to watch' in 2015. Songwe was acknowledged for her long-standing track record of providing policy advice and her wealth of experience in delivering development results for Africa. She has written extensively on development and economic issues including on debt, infrastructure development, fiscal and governance issues.

Prior to ECA, she held a number of senior leadership roles with the International Finance Corporation and World Bank.



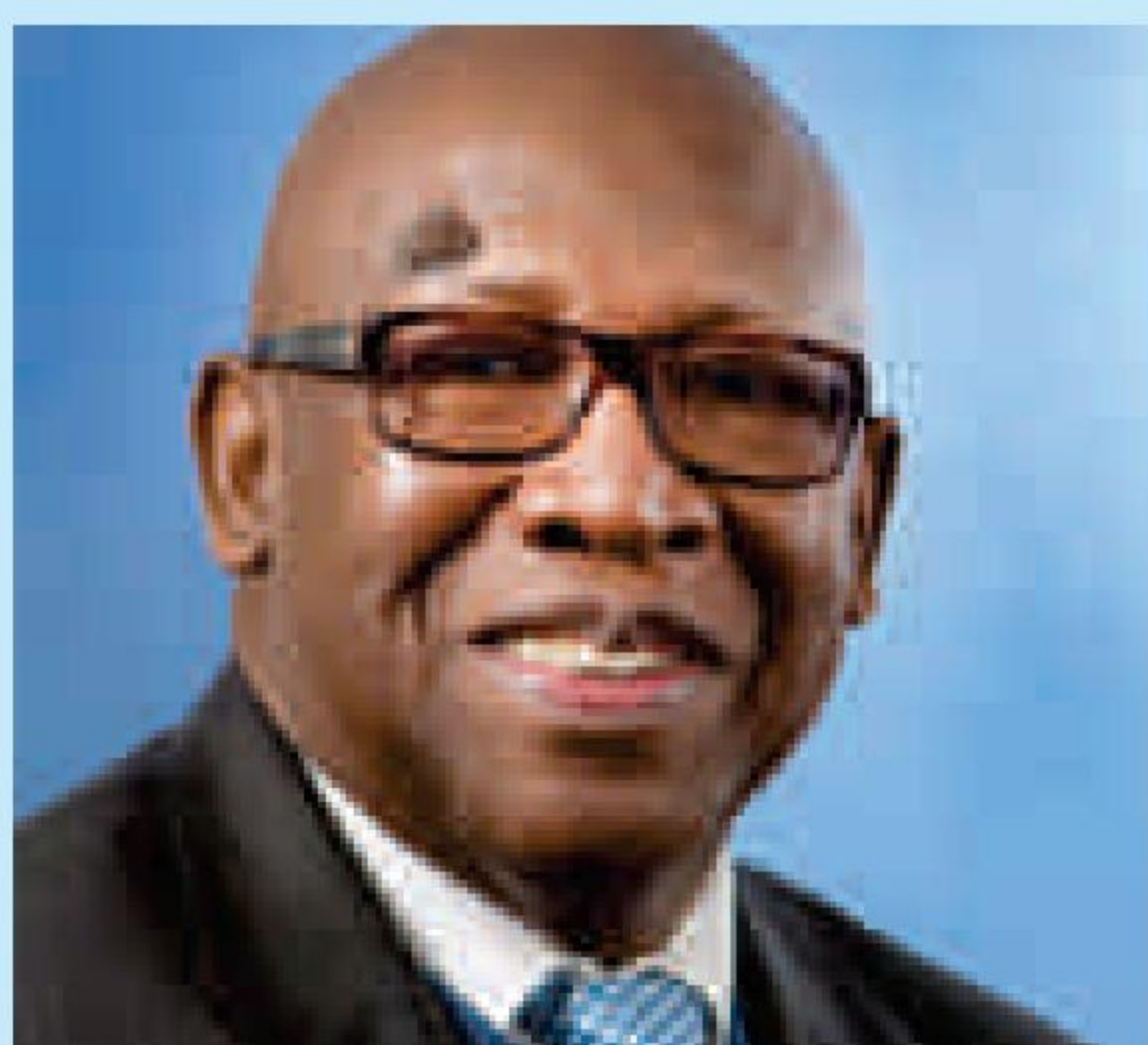
## APPOINTMENT



**Dr. CARLOS LOPES** was appointed by Secretary-General Ban Ki-moon as the eighth Executive Secretary of the Economic Commission for Africa, at the level of UN Under Secretary-General, in September 2012. Dr. Lopes previously served as Executive Director of the United Nations Institute for Training and Research (UNITAR) in Geneva and Director of the UN System Staff College in Turin at the level of Assistant Secretary-General from March 2007 to August 2012.

Dr. Lopes was appointed UN Assistant-Secretary-General and Director for Political Affairs in the Executive Office of the Secretary-General during the period 2005 to 2007.

Dr. Lopes has actively contributed to research on development issues. Specialized in development and strategic planning, he has authored or edited 22 books and taught at Universities and academic institutions in Lisbon, Coimbra, Zurich, Uppsala, Mexico, São Paulo and Rio de Janeiro. He is affiliated with a number of academic networks, and has helped establish various non-governmental organizations and centers for social research, in particular in Africa. Dr. Lopes currently serves as Member of Governing Boards or advisory and editorial committees of about a dozen institutions including Kofi Annan Foundation, UNESCO International Institute for Educational Planning, Bonn International Center for Conversion, ISCTE Lisbon University Institute, Instituto Ethos, Geneva Graduate Institute of International and Development Studies, and journals such as *Géopolitique Africaine*, *African Sociological Review*, and *African Identities*.



**Mr. ABDOULIE JANNEH** is from the Gambia. He was the Under-Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 2005 to 2012.

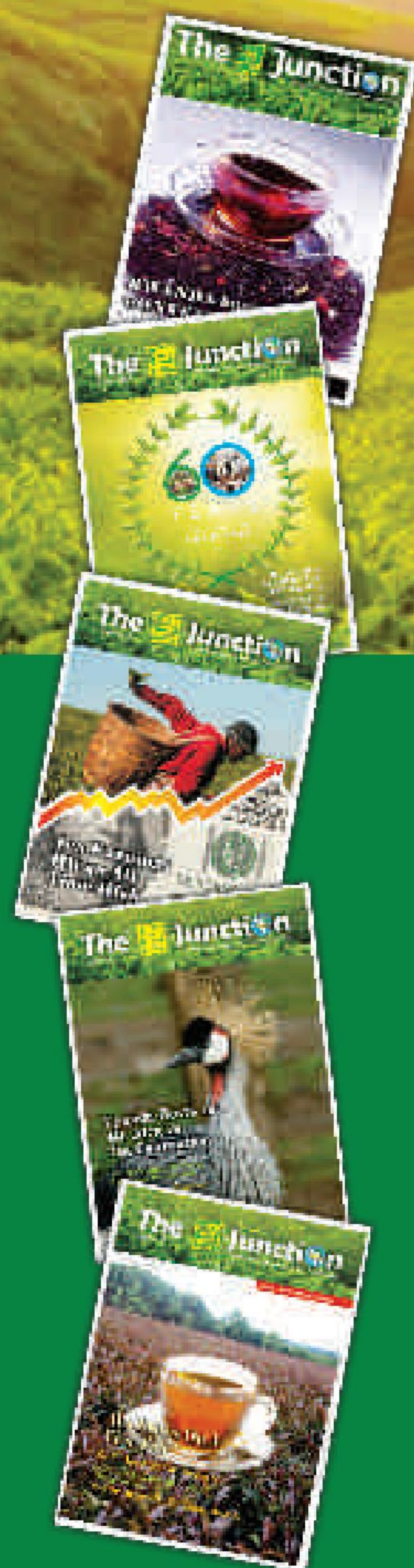
Before joining ECA, Mr. Janneh served as Assistant Secretary-General and UNDP Regional Director for Africa from June 2000 to October 2005. In that capacity, he managed the United Nations Development Programme's (UNDP) largest Regional Bureau, covering 45 countries in sub-Saharan Africa with a complement of over 1,500 staff. Prior to that, he held a number of senior positions in UNDP and its affiliated funds, including Resident Coordinator and Resident Representative in Ghana (1996-1999) and Niger (1993-1996), as well as Deputy Executive Secretary of the United Nations Capital Development Fund (1990-1993).



**Mr. KINGSLEY Y. AMOAKO** is a national of Ghana. He was the Under-Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 1995 to 2005.

Dr. Amoako began his career in 1974 at the World Bank, becoming the Bank's Director for Education and Social Policy from 1992 to 1995 before joining ECA. In his service as ECA's Executive Secretary from 1995-2005, K.Y. Amoako's vision was for the Commission to better respond to African policy-makers and to amplify Africa's voice internationally. Under his mandate ECA concentrated on assisting African countries to leapfrog into the information age. He institutionalized the African Development Forum and the Big Table as platforms for African policy makers and their development partners to build consensus on key African development issues, providing the Commission with the opportunity to exert its convening power at the highest level.





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## APPOINTMENT



**Mr. LAYASHI YAKER** is from Algeria. He was the Under- Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 1992 to 1995.

Mr.Yaker is an economist, and a career diplomat. Prior to joining the United Nations, he had a rich diplomatic career in service to his native country, Algeria. From 1969 to 1977 he joined the Government of the Republic of Algeria, at that time as the Trade Minister. He then represented his country as Ambassador of Algeria for the Soviet Union for three (3) years from 1979 to 1982 and in the USA in 1983.

After that, he joined the UN as Special Advisor to the Director General of UNESCO from 1983 to 1992, before leading the ECA.

Under his mandate, he led the Commission to the Rio Summit in 1992, and he also led the effort to carry out ECA's Rio Declaration follow-up activity: building African countries' capacity for sustainable development by devising strategies for Agenda 21 implementation. Mr.Yaker adopted a Plan of Action to harmonize the objectives of IDDA II with those of UNTACDA II in order to facilitate implementation of both initiatives.



**Mr. ISSA BENYACINE DIALLO** is a national of Guinea-Conakry. He was the Under- Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 1991 to 1992.

Mr. Issa Diallo is a political economist and a career diplomat. Before joining the ECA, Mr. Diallo was the Special Assistant to the Secretary-General, Perez de Cuellar, since 1986. He had joined the Executive Office of the Secretary General in 1982, as Principal Officer, and served as Director in the same office from 1985 to 1986.

Prior to that, Mr Issa Ben Yacine Diallo was Assistant Director of Training at the United Nations Institute for Training and Research (UNITAR). From 1963 to 1968, he was Deputy-General in the Economic and Technical Cooperation Division in the Ministry of Foreign Affairs of Guinea.

In 1991, he was appointed ECA Executive Secretary for a transition period of one year, during which he launched UNTACDA II as envisaged in the Abuja Treaty establishing the African Economic Community.



**PROFESSOR ADEBAYO ADEDEJI** is from Nigeria. He was the Under-Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 1975 to 1991. As an African leader and an unrepentant believer in African integration and development who has had a singularly distinguished academic, political and diplomatic career in service to Africa. Mr.Adebayo Adedeji joined the Government of the Federal Republic of Nigeria in the early 1970's as the Cabinet Minister responsible for the economic development and reconstruction of post-civil war. During this decade, his proactive role in the establishment of the ECOWAS was strongly welcomed by his peers, who still refer to him as "le Père de la CEDEAO" (the Father of ECOWAS).

In June 1975, Professor Adedeji joined the ECA and was promoted to the rank of United Nations Under-Secretary- General in 1978. He held this position until July 1991 when he resigned his appointment to return to his native country, Nigeria, after 16 years of international service.

Under his leadership, the ECA tackled the challenges of a new international economic order to Africa and adopted landmark policies such as the Lagos Plan of Action. Prof Adedeji worked to correct the adverse impacts of SAPs on African economies, offering an alternative - AAF-SAP. He led the establishment of the RECs, beginning with ECOWAS in 1975; drew up the African Charter for Popular Participation, and pushed for the proclamation of UNCTADA I by the UN General Assembly.



## APPOINTMENT



**Mr. ROBERT GARDINER** is a national of Ghana. He was the Under- Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 1961 to 1975.

Mr. Robert Gardiner began his career at the Fourah Bay College in Freetown, Sierra Leone, where he taught economics from 1943 to 1946. After lecturing, he joined the United-Nations Secretariat in 1946 and served for two and a half years as area specialist on research and analysis of information from trust territories, at the UN Trusteeship Department in New-York.

For the next three decades, Mr. Gardiner occupied different high level positions both in the academic and diplomatic sphere. First, at his return from New York, from 1949 to 1953 he became the Director of Extramural Studies at University College in Ibadan, Nigeria. Then, for the next six years he was in the administrative service of the former Gold Coast and, following that territory's independence, continued with the Government of Ghana. For part of that time, he served as Director of the Department of Social Welfare and Community Development (1953-1955), permanent Secretary of the Ministry of Housing (1955-1957) and as the first Head of the Ghana Civil Service just after the country gained its independence (1957-1959).



**MR. MEKKI ABBAS** was born in Sudan. He was the first Under- Secretary-General and Executive Secretary of the United Nations Economic Commission for Africa (ECA) from 1959 to 1961.

Prior to that, he was Managing Director of the Gezira Scheme, a million-acre development project operated on behalf of the government of the Sudan, from 1955 to 1958. In earlier years he had been active in his country's constitutional development and in the educational field.

After graduation from Gordon Memorial College, Khartoum, on January 1931, Mr. Mekki Abbas joined the Sudan Ministry of Education and served for 14 years. Then, in December 1946, Mr. Abbas left the Ministry of Education and edited a social and political weekly called *el Raid*.

In 1943, he was given a grant by Rhodes Trustees and went to Oxford to do postgraduate research, following which he received the Degree of Bachelor of Letters. His thesis on «The Anglo-Egyptian Dispute over the Sudan and its effects on the Constitutional and Political Developments in that Country», was later published under the title of «The Sudan Question».





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# PMAESA to Produce a Souvenir Handbook

**T**he Port Management Association of Eastern and Southern Africa (PMAESA) is in the process of publishing a handbook titled: "A History and the Future of African Ports," to be launched during the Association's 50th Anniversary Conference scheduled for mid-2024 at a venue to be confirmed.

Col. Andre Ciseau, the Secretary General of PMAESA, has signed a memorandum of understanding with two media consultants namely Mr. George Sunguh, of Media Concept Limited and Mr. Leonard Sichemo of Beyond The Vision Limited, to spearhead the production of a handbook.

The two consultants are well-versed in media and publishing matters. Mr. Sunguh is PMAESA's past immediate Communications Officer and Mr. Sichemo is also a respected publisher and marketer based in Nairobi.

This special souvenir will capture the history, current status and future focus of our Ports as we celebrate the 50th anniversary of PMAESA and its sister organizations PMAWCA and UAPNA since its inception in April 1973 by the United Nations Economic Commission for Africa.

Over the years PMAESA has grown in leaps and bounds positioning itself as a key player in the maritime industry in line with our mandate as we expanded our regional and international presence and networks to meet the increasing demand for a seamless and efficient port services delivery within our jurisdiction.

As an association, the Association continues to work very closely with its mainly Port Authorities, Port Operators and relevant line ministries in Angola, Burundi, Djibouti, Ethiopia, Eritrea, Kenya, Madagascar, Malawi, Mozambique, Mauritius, Namibia, Rwanda, Seychelles, South Africa, Sudan, South Sudan, Tanzania, Zambia and Zimbabwe.

PMAESA members its partners and all players in the African port industry are welcome to support this venture



**Col. Andre Ciseau, the Secretary General of PMAESA,**

through sponsorship or by submitting their editorial content, photographs, advertorials, and advertisements.

## About PMAESA

PMAESA was established by the United Nations Economic Commission for Africa (UNECA) in April 1973, following a recommendation made at a meeting of the African Ministers in charge of transport, held in Tunisia in February 1971.

This decision also marked the birth of two other Associations, namely the North African Ports Association (UAPNA) and the Port Management

Association of West and Central Africa (PMAWCA) all with similar objectives.

The three Associations later established the Pan African Association for Port Co-operation (PAPC) in 1998.

To proceed with your bookings or any specific requirements, please contact Ms. Hilda Mwendwa at:

+254 740 512 881 (WhatsApp)

Email: [pmaesa@pmaesa.org](mailto:pmaesa@pmaesa.org) or the project's Marketing Consultant, Humphrey Leonard Sichemo on:

+ 254 716589078,

Email: [lsichemo@gmail.com](mailto:lsichemo@gmail.com).





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We believe that partnering with you will mutually benefit both of our organizations and contribute to the success of **PMAESA's 50th Anniversary Celebrations** Event.

To proceed with your desired sponsorship level or if you have any specific requirements,

Please Contact:

**Ms Hilda Mwendwa:** +254 727446 928

Email: [pmaesa@pmaesa.org](mailto:pmaesa@pmaesa.org)

Our Event Marketing Consultant,

**Humphrey Leonard Sichemo:** +245 716589078

Email: [lsichemo@gmail.com](mailto:lsichemo@gmail.com).



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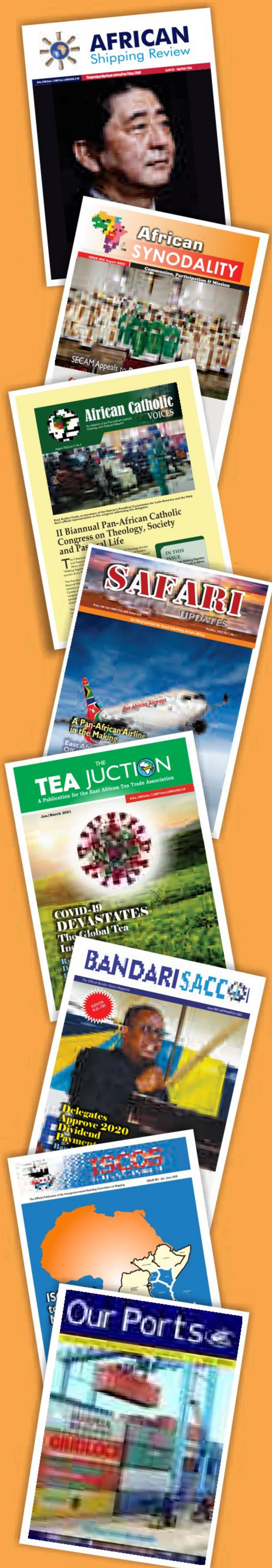
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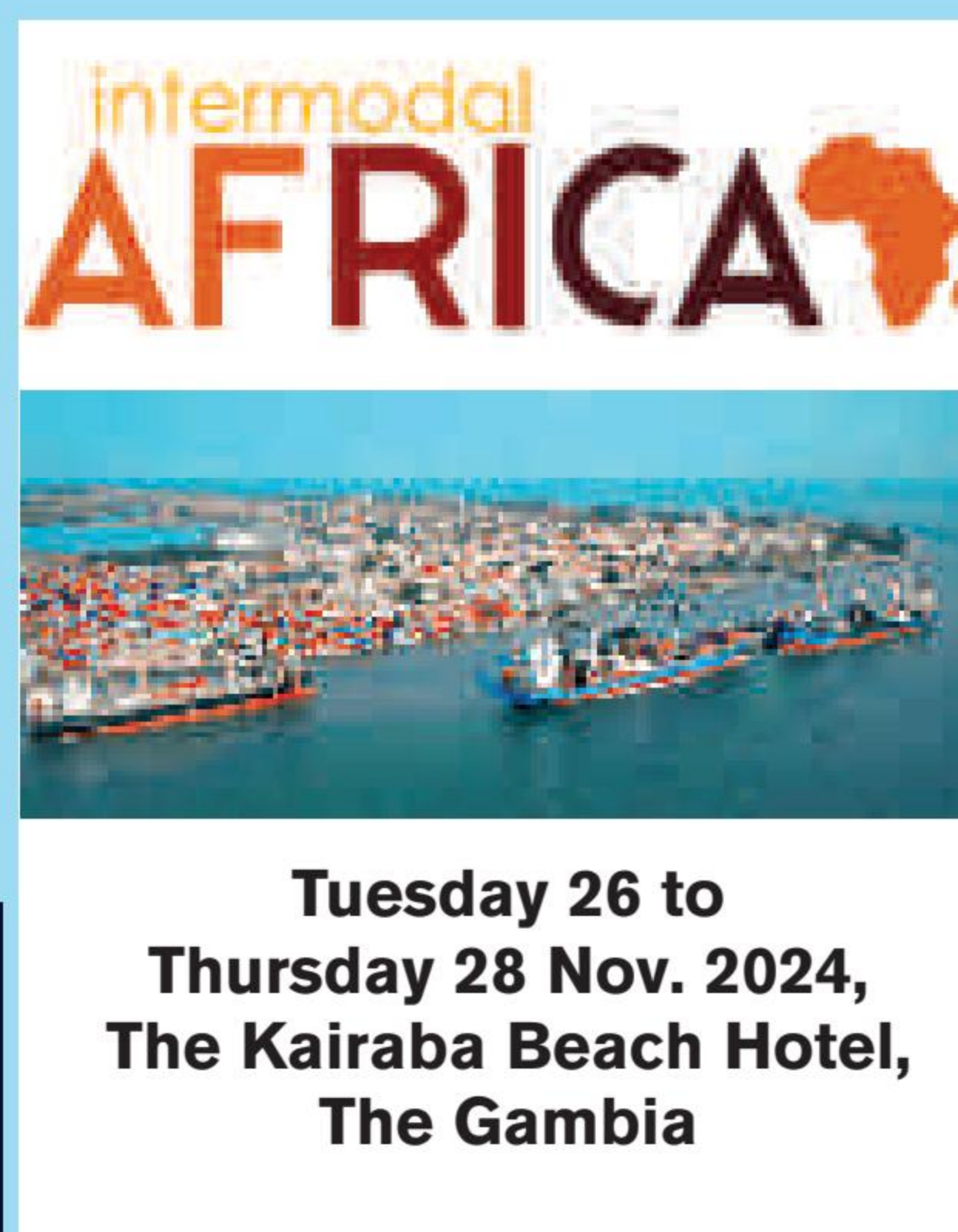
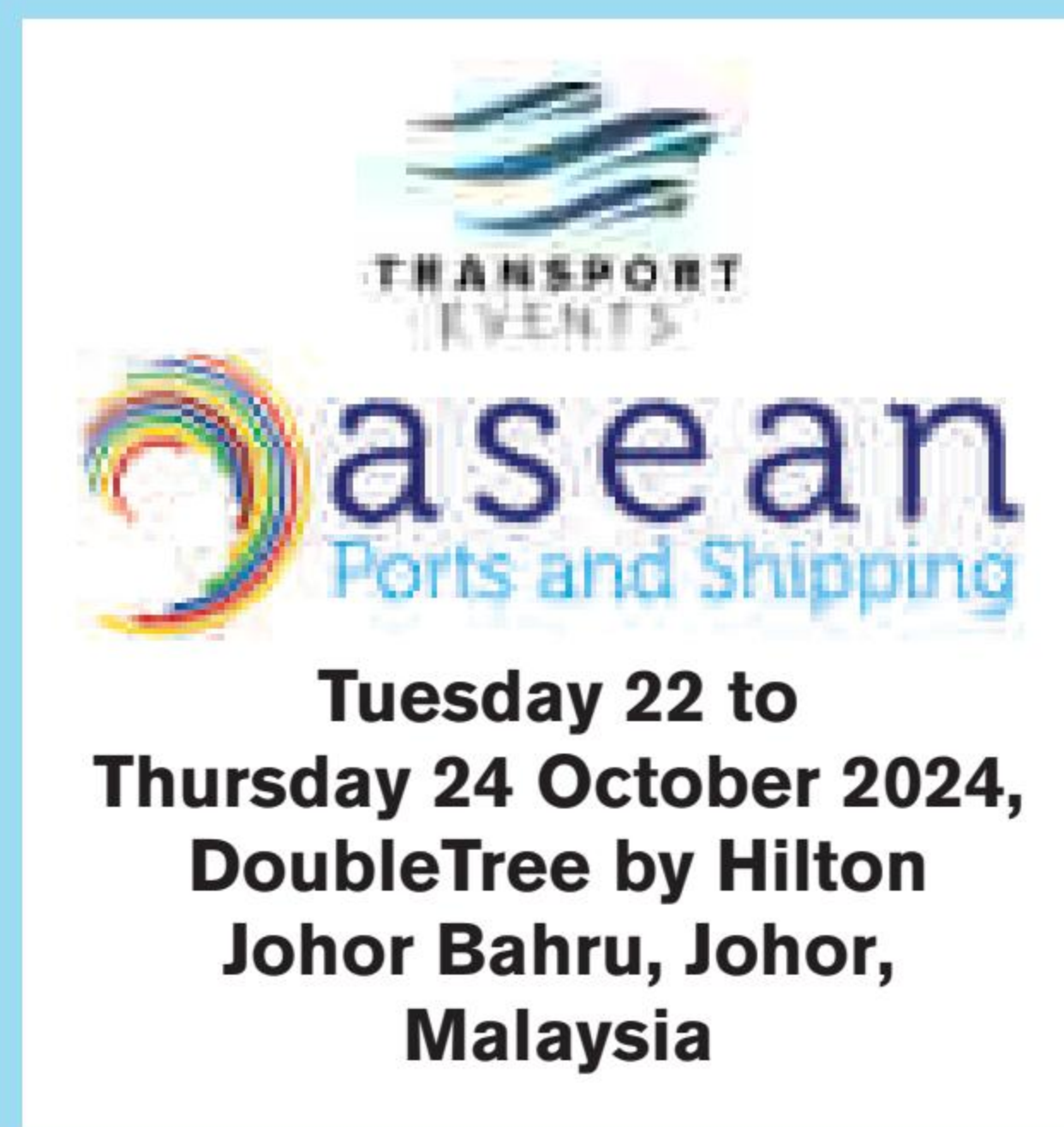
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## CALENDAR OF EVENTS

EVENT	DATE	VENUE
Marlog Conference	Mar 5 - 7	Alexandria, Egypt
Pan African Ass. for Port Cooperation	Mar 21 - 22	Libreville, Gabon
IAPH Technical Committee Days	Mar 25 - 27	London, UK
IAPH World Ports Conference	Oct 8 - 10	Hamburg, Germany







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