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**Omae Nyarandi: The Man
Who Believes in a Resilient
Northern Corridor**

**SGR: A Catalyst to Kenya's
Development**

**South Africa Gives in to Crew
Change Demands**



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Seafarer Crew Change Remains a Concern

Seamarer crew change remains a major source of concern to the international maritime community, as we cross into the year 2021 with hundreds of thousands still stranded on board ships across the globe due to the COVID 19 pandemic.

The Catholic Church has joined in the push for a safe passage home of the stranded seafarers under pandemic. Cardinal Peter Turkson, Prefect of the Vatican Dicastery for Promoting Integral human Development, has made a passionate appeal for maritime nations to open up their seaports.

At *African Shipping Review*, we are glad to report that the continental map is rapidly turning green as there has been a significant progress in opening the African ports for the Seafarers' crew change since our previous edition.

Major African maritime nations such as South Africa; Algeria; Angola; Benin; Cameroon; Congo Brazzaville; Congo DR; Libya; Ghana; Gambia; Gabon and Comoro recently opened their seaports for crew change according to Inchcape Shipping Services updates.

The twelve nations now join Kenya;

Egypt; Angola; Ivory Coast, Djibouti, Senegal; Tanzania and Togo who answered to the global pressure following an epic crew change summit held at the International Maritime Organisation headquarters and attended by all who matter on 9th July, 2020.

At the same time there has been a new push on the maritime front to cut the carbon intensity of existing ships following the approval of the draft by the IMO Marine Environment Protection Committee (MEPC) during the virtual session from 16-20 November 2020.

This builds on current mandatory energy efficiency requirements to further reduce greenhouse gas emissions from shipping.

Finally, we join the organizations of goodwill in congratulating the Northern Corridor Transit Transport Coordination Authority (NCTTCA) on its 35th anniversary. The Authority's Secretariat based in Mombasa, Kenya has made tremendous gains and enhanced cooperation among the Member States of Burundi, Democratic



Republic of Congo, Kenya, Rwanda, Uganda and South Sudan, since its inception in 1985. The Authority has 11 protocols aimed at fostering cooperation and facilitating interstate and transit trade among the Member States.

It is indeed our hope that it will seamlessly continue with this noble task with the support of all and sundry.

George Sunguh
MANAGING EDITOR

MANAGING EDITOR

George Sunguh

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SGR: A Catalyst to Kenya's Development

To his credit, President Kenyatta has taken a long-term view of the many infrastructure projects his administration is implementing across the country.

By George Sunguh

Big public infrastructure investments have historically been received with cynicism due to the huge costs involved and the many years it may take for people to start realising the benefits.

Henry Labouchere, a radical British MP, dismissed the Uganda Railway as a 'lunatic line' in his brutal 1896 speech in parliament opposing the project.

"What it will cost no words can express; What is its object no brain can suppose; Where it will start from no one can guess; Where it is going nobody knows; What is the use of it none can conjecture; What it will carry there's none can define," he said.

Critics of President Uhuru Kenyatta's foremost legacy project, the standard gauge railway (SGR), often flag the

Sh357 billion borrowed from China to build it.

Low cargo volumes in the first few months of the launch of its freight service, attributed to transporters approaching it with caution, raised questions about whether it is value for money.

The cynicism is understandable though. A KPMG study of public infrastructure projects in the UK, Brazil, India and South Africa found that even governments, under pressure to deliver within political cycles, tended to take a narrow view of their value.

Their appraisal focused more on how much a project will cost or how it will be funded than the real economic benefits such as growth, jobs, land values and tax revenues.

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South Africa Gives in to Crew Change Demands

...as more African States Accept Seafarers Crew Change





South Africa, one of the foremost African maritime nations has joined the list of African states around the world that have opened their seaports for seafarers crew change after entry restrictions imposed as a result of the COVID 19 pandemic in March this year.

A marine notice to relevant authorities by the South African Maritime Safety Authority on August 21st, 2020 stated in part that:

Foreign crew changes may only take place at the port of Cape Town and at the port of Durban”.

The secular however prohibited entry of Cruise ships in to any South African Port except for the disembarkation of returning South African crew; or South African citizens or holders of permanent residence permits.

South African citizens and holders of permanent residence permits were advised to refrain from making use of international maritime transport or cruise ships.

South African President Cyril Ramaphosa by mid-March announced, as isolation measures gathered pace,,

Reports from the International Maritime Organisation headquarters in London has it that some 400,000 seafarers from across the globe are still stranded on ships, continuing to work but unable to be relieved, in a deepening crew change crisis which threatens trade and maritime safety.

declared a national state of disaster, prohibiting gatherings of more than 100 people on 15th of March 2020.

South Africa has been joined in opening her ports by Algeria; Angola; Benin; Cameroon; Congo Brazzaville; Congo DR; Libya; Ghana; Gambia; Gabon and Comoro according to Inchcape Shipping Services updates.

Earlier Kenya, Sudan, Reunion, Nigeria, Egypt, Angola, Ivory Coast, Djibouti, Senegal, Tanzania and Togo appended their signatures to the charter allowing seafarers crew change through their seaports and airports after the pandemic forced countries to close their borders leaving over thousands of seafarers stranded onboard ships on the high seas.

Reports from the International Maritime Organisation headquarters in London has it that some 400,000 seafarers from across the globe are still stranded on ships, continuing to work but unable to be relieved, in a deepening crew change crisis which threatens trade and maritime safety. During a high-level event on the margins of the United Nations General Assembly (24 September), Captain Hedi Marzougui, who was in command of a vessel between December 2019 and May 2020, appealed to Governments to act to allow seafarers to come home.

“Not knowing when or if we will be returning home brings a severe mental toll on my crew and myself,” Captain Marzougui said.

...Continued from Page 5

“Traditional cost/benefit appraisal methodologies are too narrowly focused on an asset's financial viability and almost always view projects in isolation,” says the KPMG report.

To his credit, President Kenyatta has taken a long-term view of the many infrastructure projects his administration is implementing across the country.

He has likened the criticisms of the SGR, for example, to the doubts around the old metre gauge Kenya-Uganda railway, which turned out to be a transformative project, driving the growth of cities and towns in the East African region, including Nairobi, Nakuru and Kisumu.

There are already indications that the SGR will in the long run spur a social and economic transformation of its own along the 600 kilometres from Mombasa to Naivasha.

But a good place to start is the Port of Mombasa.

Like the old railway, the SGR was principally constructed to facilitate cargo movement into and from the port.

Indeed, it is difficult to imagine the state in which the Port of Mombasa would be today if the government hadn't revamped the rail transport system.

The rail service, initially intended to share freight cargo with roads on a 70:30 ratio, had deteriorated to unbelievable levels.

Before the launch of SGR, cargo deliveries by road were over 90 percent due to decreased capacity of rail, run down infrastructure and rolling stock.

Port statistics show that cargo transported by rail was at its worst performance level in 2011, accounting for a paltry 4.9 percent.

The take-off of the SGR considerably reversed this trend.

Between January and September this year, a total of 3,069 trains carrying 293,747 twenty-foot equivalent unit (TEU) containers operated between the Port of Mombasa and the Inland Container Depot in Nairobi, according to the SGR performance records.

A maximum of 36 TEUs were transported on the old line per day in 2011 amid sporadic train service, derailments and a host of logistical challenges.

The shifting of more cargo to SGR has eased traffic pressure on roads,



The shifting of more cargo to SGR has eased traffic pressure on roads, reducing road carnage and export and import costs related to poor transit times.

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The return trip of an estimated 3,000km to Kampala Uganda – Kenya's biggest transit customer – has also been cut considerably.

Containers are now delivered 'ex-hook' – discharged directly from the ship and onto the train – to Nairobi Inland Container Depot.

This has improved cargo dwell and ship turnaround time and decongested the Port of Mombasa considerably.

The revitalised rail system couldn't have come at a better time for the port.

The growth in global container traffic had recently outstripped the port's capabilities.

Most seaports around the world build capacity ahead of demand.

This is what the Kenya Ports Authority (KPA) management has been doing lately by undertaking a raft of projects meant to upgrade the port to a world class status.

The first major project was the construction of the Kipevu Terminal in 2016 expanded the port's container handling capacity by 550,000 TEUs ramping up the port's annual capacity from 1.05million TEUs to 1.6 million TEUs.

This was followed by the establishment of the Mombasa Port Community Charter (MPCC) at the

instigation of President Kenyatta. This saw the port reduce the number of cargo interveners from 28 to four port agencies which considerably cut down on the ships turn around and cargo dwell time at the port.

The Charter sets out specific informative obligations and timelines for the Port community, to help monitor the Port in relation to international standards and guidelines, aligning it even more to a global goal.

This was done almost concurrently with the dredging of the entry channel to the port deepening it to 14.5 metres to enable larger post-Panamax vessels to access the port and thereby remove the risk of the port slowly evolving into a feeder facility.

These developments have attracted an influx of mega vessels hitherto unseen in the East African maritime waters.

The recent arrival of Mv MSC Maxine, the largest container carrier to dock at the Port with over 9,000 TEUs, marked a milestone in the regional shipping circles.

Initially standard vessels that frequented the port carried 4,500 TEUs and below. With Africa being looked at favourably as the next economic frontier due to sustained growth and rising trade, infrastructure will continue to play a critical role in supporting the growth and integrating Kenya into not only regional, but the global economy.

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"I would encourage each and every one of you to think of how you would feel, if you had to work every day, for 12 hours, with no weekends, without seeing your loved ones, and trapped at sea. Now add that you have to do that with no idea of when you will be repatriated."

The COVID-19 pandemic restrictions on travel and transit have severely impacted on seafarers.

Despite multiple pleas to Governments to designate them as essential key workers and to facilitate their travel, the number of seafarers whose contracts have been extended by several months has continued to increase.

Some seafarers have now been at sea for 17 months as at November 2020 without a break, well beyond the 11-month limit set out in the Maritime Labour Convention (MLC). Besides the 400,000 seafarers stuck at sea, another 400,000 are unable to join ships.

This threatens the fundamentals of ship safety standards which the International Maritime Organization (IMO) has worked to develop over six decades, IMO Secretary-General Kitack Lim told the online event, which brought together leaders from major global businesses, the maritime industry, government, the UN and unions.

"Overly fatigued and mentally exhausted seafarers are being asked to continue to operate ships,"

Mr. Lim said. On more than 60,000 cargo ships which continue to deliver vital goods, foods and medicines, ship safety is hanging in the balance, just as seafarers' lives are being made impossible. The safety of navigation is in peril."

Secretary-General Lim restated his plea to Governments: "Action is needed – and is needed now. We all depend on seafarers. They should not be the collateral victims in this pandemic. Seafarers deliver for us - and now we need to deliver for them."

In a statement at the event, to mark World Maritime Day 2020, UN Secretary-General António Guterres reiterated his concern for seafarers stranded at sea. He renewed his appeal to Governments "to address their plight by formally designating seafarers and other marine personnel as 'key workers', ensuring safe crew changes and implementing the protocols developed by UN agencies, as well as the International Chamber of Shipping and the International Transport Workers' Federation, allowing stranded seafarers to be repatriated and others to join ships."

In a letter issued to the UN Secretary General, the CEOs of 30 Consumer Goods Forum companies, including

CREW CHANGE



Mr. Cyril Ramaphosa,
South African President

By mid-March South African President announced, as isolation measures gathered pace, declared a national state of disaster, prohibiting gatherings of more than 100 people on 15th of March 2020.

Unilever and Danone, have called on governments to designate seafarers as "key workers" and raised strong human rights concerns, stating: "the situation has also inadvertently created a modern form of forced labour".

Unilever's Chief Supply Chain Officer Marc Engel said COVID safe crew changes were needed without delay. "When the ships stop, so does everything else. We are now close to an entirely avoidable breaking point which could ripple out through the economy. Even a temporary interruption could push companies and countries over the edge," he said. Ms. Henriette Hallberg Thygesen, VP and CEO, Fleet and Strategic Brands at A.P. Moller-Maersk echoed the call for words to be followed by action.

Sanda Ojiambo, CEO and Executive Director of the UN Global Compact, the world's largest corporate sustainability initiative, encouraged businesses to call on governments to end the labour abuses that seafarers are suffering, noting that the Ten Principles of the UN Global Compact represent pillars of responsible business which "are connected to the humanitarian, economic and safety crisis unfolding on our seas."

Both Guy Platten, Secretary-General of the International Chamber of Shipping and Stephen Cotton, General Secretary of the International Transport Workers' Federation called on governments to intervene to end the crew change crisis, warning the numbers of seafarers impacted would only continue to increase without coordinated action by governments.

ILO Director General Guy Ryder called on governments to implement urgent and pragmatic solutions that fully respect seafarers' rights. "Seafarers are exhausted and simply cannot continue working on board indefinitely," Mr. Ryder said.

Transport and maritime ministers from Canada, France, Kenya, Panama and the Philippines also addressed the virtual event. They urged other Governments to join them in designating seafarers as essential workers, implementing measures for safe crew change and facilitating COVID-safe transit for seafarers.

The meeting was convened by the UN Global Compact, the International Maritime Organization and the International Labour Organization, in collaboration with the International Chamber of Shipping and the International Transport Workers' Federation.

Passenger and repatriation flights are essential to allow stranded seafarers to go home, and for their relief crews to be able to join ships. New guidance issued by the International Civil Aviation Organization (ICAO) to facilitate those flights marks a further step to alleviate the ongoing crew change crisis. The guidance outlines specific recommendations for seafarer changeover flights, including the need for advanced bilateral communication, coordination and planning between shipowners, aviation stakeholders and the relevant authorities. It also highlights the importance of seafarers and requests States to grant rapid authorization for the entry, departure and transit of aircraft, including seafarer changeover flights.

IMO Secretary-General Kitack Lim expressed his confidence that this new contribution by the United Nations will have a positive impact on the crew change crisis. It is estimated that 400,000 seafarers are still trapped at sea, due to restrictions imposed by Governments in response to the COVID-19 pandemic.



Omae Nyarandi: The Man who Believes in a Resilient Northern Corridor

Met **Omae Nyarandi**, the Executive Secretary of Northern Corridor Transit Transport Coordination Authority (NCTTCA); an Intergovernmental Organisation incorporating six Member States that utilise the Port of Mombasa. In his endeavour to achieve this onerous task, the 51-year-old technocrat is responsible mainly for monitoring the implementation of the decisions taken by the Northern Corridor Policy Organs, ensure the overall functions and operations of the Authority, strategic planning and resource mobilisation, among others are meticulously achieved.

Prior to ascending to the helm of

NCTTCA, Mr Nyarandi was a director and Senior Consultant with Maritime Business and Economic Consultants - responsible for general office administration and lead consultant in Strategy, Finance and Procurement where he served between 2016 and 2018. He is a holder of an MBA in Strategic Management from the University of Nairobi, a Certified Public Accountant (CPAK), Certified Public Secretary (CPSK) as well as Chartered Institute of Purchasing & Supply (MCIPS), with over 27 years accumulated experience in areas of general management, finance and procurement.

Mr. Nyarandi gained valuable experience

at the Kenya Ports Authority (KPA) where he worked between 2004 and 2016 in three departments as Head of Procurement & Supplies, Head of Commercial and Head of Management Accounting; and was elevated to be the General Manager Corporate Services in-charge of strategic planning, research, marketing, corporate communications and information technology (IT). Before joining KPA, he had worked for Kenya Anti-Corruption Authority, Heidelberg East Africa and Kodak Kenya Limited, serving in various capacities.

He spoke to **Our Managing Editor George Sunguh** on a wide range of issues regarding the Northern Corridor.

ASR: Northern Corridor Transit Transport Coordination Authority is now 35 years since inception in 1985, what's your main future focus?

Nyarandi: NCTTCA has made great strides in enhanced cooperation among the Member States and overall implementation of initiatives and programmes that revolutionised the Efficiency and Performance of the Corridor. Going forward, we want to focus on turning the corridor into an economic development corridor. To do this, we will involve and integrate the private sector in policy making and corridor development.

The Authority has recently recruited a Kenyan to hold the post of Director, Private Sector Investment Promotion who has extensive experience trade hubs, and Private Public Partnership as well as Resource mobilization that will spearhead this initiative. The Northern Corridor policy organs took a conscious decision to bring on board the Private Sector, given that Kenya is a major stakeholder on the Northern Corridor, once Kenya takes off, it is

easier for the other Member States to follow suit.

The main goal is to bring in the private sector even onto the Northern Corridor Executive Committee and try to integrate the programmes of the Northern Corridor. We want to see how the private sector can invest in the Northern Corridor initiatives and projects such as hard and soft Infrastructure along the Corridor in terms of inspiring development.

ASR: NCTTCA recently undertook a survey of the Road Side Rest Stations (RSS) along the Corridor, what were the findings?

Nyarandi: We have been running the Road Side Rest Stations programme for the past five years and we have established structures in the member countries but so far, no RSS been established. RSS are important as they present an opportunity for investment in Trade and Transport Logistics aimed at improving Road safety as well as supporting cost effectiveness and reliability in the conveyance of freight and people along the Northern Corridor.

The initiative of establishing RSS along the Corridor had attracted the attention of both policy makers and private sector players. It is for this reason that we have now decided to take a different route to fast track this important initiative. We thus undertook a survey to identify the infrastructure along the Corridor in the Kenyan Transit Road section that can be improved to meet the standards of an RSS. Based on characteristics of a standard Road Side Rest Station there are some Rest Sand Parking facilities that can be upgraded to the RSS level. This requires an input from the private sector to turn these areas into a full-fledged rest stations by having parking grounds for the trucks, sleeping quarters for the crew. We have had meetings with them and they are excited about it.

ASR: Sometimes back Member States decided to fund the Secretariat activities through levying cargo passing through the Port of Mombasa. How has this progressed over the years?



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Nyarandi: Up to 85 per cent of cargo that comes through the Port of Mombasa is imports and only 15 per cent are exports. Kenyan cargo accounts for almost 70 per cent while the other countries in the hinterland take the remaining 30 per cent with Uganda taking the lion's share. So far, all the countries except Kenya use the levy mechanism. Kenya being the main contributor, her non participation and financing her portion from Treasury has hampered the activities of the institution.

The funding mechanism was deliberated by both the Executive Committee and Council of Ministers during the July 2020 meeting. Kenya's position is any additional levy to the shippers will make the corridor more costly while the other Member States opinion is that with more resources to the Secretariat, more programs to make the Corridor more competitive will be undertaken. The Policy Organs decided that a Consultant be brought on board to look at internationally accepted funding mechanism.

We have invited international consultants to bid for a study to establish the most suitable modality.

Currently the Secretariat budget is a round US\$ 4 million. When our counterparts the Central Corridor Transit Transport Facilitation Agency (CCTTFA) went the levy way, their budget went up by US\$ 3 million and are able to fund more activities.

By saying our current budget is about US\$ 4 million does not mean that is where we should be, but is what the Members States can afford at the moment. With this budget, we are only able to carry few priority programs. The best way is to have a sustainable uniform levy system for all Member States.

ASR: The original Uganda Railways considerably opened the hinterland, what impact do you think the Standard Gauge Railway (SGR) will have in the region in say 100 years to come?

Nyarandi: Let us take just the next 10 years. Naivasha where the railway now terminates was literally in the wilderness. The area is now growing at a full speed.

Once SGR extends to Kisumu, it would mean that cargo going to Uganda will not stop at Naivasha but will proceed to Kisumu and proceed either via Lake



Victoria or via the road. Kenya government's long-term plan is that Naivasha becomes a growth hub where Special Economic Zones can be developed to support the area. Instead of expecting cargo only from Mombasa we should have cargo originating from Naivasha towards Mombasa as an industrial area. There will be similar growth hubs in Kisumu, Malaba and the satellite towns along the corridor created by SGR.

ASR: Currently Port users are experiencing considerable delays at the border points especially due to the COVID 19 pandemic; how do you intend to solve this?

Nyarandi: In the initial days of the pandemic, every Member State initiated their own measures at the borders though all had classified cargo movement as an essential service. This created congestion. We are glad that through our efforts and other state agencies, there is now uniformity in all members with the exception of Burundi which is still lagging behind. We know the main stakeholders in each Member State and it is easier to coordinate our activities.

We have been conducting virtual meetings with our stakeholders and cargo intervenors all the member states together with relevant

associations and agree on the information to be disseminated to the drivers.

ASR: Unprecedented long winding traffic has been observed during the COVID 19 pandemic period. Some quarters think this can be solved with a better rail network – do you agree?

Nyarandi: Yes. With a train you are talking of one entry on a scheduled flight with quite a minimal number of crew. It will definitely be a smooth flow taking just about 20 minutes at the border.

ASR: Do you prefer trains to trucks then?

Nyarandi: Certainly. Trains might not replace the trucks fully. Even in the developed countries the use of trains is recommended because it provides a smooth flow of cargo especially in long distances. The trucks still take a lion's share. Over time, the two modes of transport are able to compete and co-exist.

ASR: Some voices of discontent are still being heard within the export and import fraternity using the Port of Mombasa, what are the main challenges?



PMAESA

The Port Management Association of Eastern & Southern Africa



We Congratulate NCTTCA on the 35th Anniversary

The Port Management Association of Eastern & Southern Africa (PMAESA) was established on April 1973, under the auspices of the United Nations Economic Commission for Africa (ECA) as a non profit organization.

PMAESA is made up of Port Operators, Government Line Ministries, Logistics and Maritime Service Providers and other port and shipping stakeholders from the Eastern, Western and Southern African and Indian Ocean regions.

PMAESA's primary objective is to strengthen relations among member ports with a view to promoting regional cooperation and subsequently regional integration.

The Association offers an appropriate framework for exchange of information and ideas among members and to create an enabling environment whereby member can interface with one another in the port, transport and trade arenas.

PMAESA also works towards improving conditions of operation and management of ports in its region of coverage with a view to enhance their productivity.

PMAESA seeks to maintain relations with other port authorities or associations, regional and international organizations and governments of the region to hold discussions on matters of common interest.

PMAESA enjoys a strong connection sister African Port Management Associations namely the North African Ports Association (UAPNA), and the Port Management Association of West & Central Africa (PMAWCA). The three Associations form the Pan-African Association for Port Co-operation (PAPC).



www.pmaesa.org

Nyarandi: The biggest challenge right now is the unavailability of sufficient wagons to freight cargo from the port into the hinterland. It may appear resources, especially to Naivasha was not planned in time.

Secondly some of the wagons deployed on the Mombasa and Nairobi section have gone out of service due to disrepair.

The reduced wagons have resulted into over 4,000 containers lying in Mombasa waiting to be railed to Nairobi and Naivasha Inland Container Depots. The back log is almost a month and builds up at almost 400 containers a week.

Kenya Ports Authority and Kenya Railways have now started ferrying containers using the closed wagons meant for the conventional cargo.

This has resulted into operational delays as the cranes have to pick cargo from inside the wagons other than from the sides making it quite cumbersome.

New wagons have however been ordered and will be at the port soon.

ASR: What support have you offered long distance truck drivers during the COVID 19 pandemic period?

Nyarandi: We created awareness around the stigmatization that came with COVID 19. We decided to disseminate the information to all the stakeholders that cargo transportation is an essential service. Indeed the drivers are sacrificing a lot to offer the essential service during such difficult times. We took them through how to stay safe along the corridor. We distributed 10,000 face masks 1,000 reflector jackets, installed a water tank and continuously provided water and sanitizing facilities at the Miritini COVID 19 Testing Point. Together with the County of Mombasa and KPA, we increased the capacity of COVID 19 testing from 100 to 500 persons per day. We have been interacting with them and giving them messages of hope.

ASR: To what extent did COVID-19 affect Transit time along the Northern Corridor?

Nyarandi: Transit time on most of the routes along the Northern Corridor worsened partly due to the border crossing challenges and driver testing requirement for the COVID-19. In addition, COVID-19 containment



NCTTCA has made great strides in enhanced cooperation among the Member States and overall implementation of initiatives and programmes that revolutionised the Efficiency and Performance of the Corridor - Mr. Nyarandi

measures including lockdowns, curfews, and social distancing measures slowed down processes contributing to high transit time. During the period between July and September 2020, drivers were experiencing a long stay at border points as they awaited clearance, with long queues of trucks reported at the Malaba border. The Northern Corridor Transport Observatory Data fortunately reveals an increase in number of consignments plying the Taveta/Holili route through the Northern Corridor. A total of 941 trucks armed with the Electronic Cargo Tracking System gadget were recorded for the quarter ending September 2020 on the Mombasa-Taveta route.

ASR: How many Trucks are on the Corridors at any given time?

Nyarandi: Before the outbreak of Coronavirus, the average daily truck traffic at Mariakani Weighbridge was around 5,000 Trucks. As an illustration, from January to September 2018, the average Truck traffic at Mariakani was 43,568 trucks from the Port of Mombasa. During the same period under COVID-19 (Jan-Sept. 2020), the average truck traffic at Mariakani was reduced to 24,854 Trucks. Some cargo trucks originate from Nairobi, Naivasha,

Eldoret and other major towns, adding to the population on the Corridor.

At the same time, about 450 drivers undertake the COVID 19 test at the Miritini on daily basis. Given that the certificates have a life span of 14 days you can find about 1,000 trucks exiting the Port of Mombasa on each day.

ASR: What measures would you share with Stakeholders to address numerous challenges affecting transport and trade logistics?

Nyarandi: In an attempt to address the numerous challenges affecting transport and trade logistics due to COVID-19 pandemic, there is a need for a detailed assessment of the Northern Corridor region vulnerability, so that national and transboundary disaster mitigation measures may be put in place. Member States therefore need to adopt a harmonized disaster response mechanism to safeguard the transport corridor; share intelligence from early-warning systems; conduct capacity-building for personnel involved in the transport logistics chain; and embed disaster responses into national and regional policies that affect trade, transport and other related infrastructure.

Kenya Ports Authority together with Captain Kargo

Congratulates the Northern Corridor Transit Transport
Coordination Authority (NCTTCA) on her 35th Anniversary.

We Salute You!





KENYA MARITIME AUTHORITY

For safe and efficient water transport

Kenya Maritime Authority (KMA) is proud to be associated with the **Northern Corridor Transit Transport Coordination Authority (NCTTA)** as it celebrates its **35th Anniversary** of a dedicated service to the transport and trade industry in the Eastern African region.

FOR MORE INFORMATION

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NCTTCA Makes Major Strides 35 Years On

The Northern Corridor Transit Transport Coordination Authority (NCTTCA) has made tremendous gains and enhanced cooperation among the Member States of Burundi, Democratic Republic of Congo, Kenya, Rwanda, Uganda and South Sudan, since its inception 35 years ago.

The Authority was established in 1985 through a treaty known as the Northern Corridor Transit and Transport Agreement (NCTTA). It was ratified in 1986. The Agreement which was reviewed in 1996 and 2007 and later accented by South Sudan in 2012 has 11 protocols aimed at fostering cooperation and facilitating interstate and transit trade among the Member States.

The Authority has a permanent secretariat headquartered in Mombasa, Kenya. Among the milestones made by

the Authority include elimination of multiple security bonds and multiple customs declarations; Creation of implementing institutions in Member States such as Road Authorities, Road Maintenance Funds, National Road Safety Authorities and Revenue Authorities.

It has equally interfaced Customs Systems and established joint verification of multiple Customs documents; besides introducing High Speed-Weigh-In-Motion Systems to reduce multiple weighbridges along the corridor.

The Northern Corridor has also focused on the decongestion of Mombasa Port by streamlining and automating the procedures and operations; and domesticating some RECs polices such as the implementation and effective monitoring of EAC Vehicle Load Control (VLC) and some COMESA

Trade Facilitation Instruments. It has similarly harmonised National Customs Laws and Instruments.

Additionally, the Authority has initiated the implementation of a number of initiatives that have revolutionised the efficiency and performance of the corridor. These include -The Single Customs Declaration Document; The Single Customs Territory (SCT); The Transport Observatory with its GIS component - online monitoring tool which measures the performance of the Northern Corridor Vis-a-Vis set targets; Monitoring the implementation of the Mombasa Port and Northern Corridor Charter; Monitoring the implementation of the Vehicle Load Control (VLC) Charter and its Communication Strategy.

The Sustainable Green Freight Transport Programme along the corridor has also been drawn;

besides the establishment of the Roadside Stations Programme. Also established is the Regional Electronic Cargo Tracking System; The One Stop Border Posts (OSBPs) initiatives - 23 of which have been identified between the six member states; and The Implementation of COMESA Trade Facilitation Instruments.

According to Omae Nyarandi, the Executive Secretary of the NCTTCA, the Secretariat with the direction of the Northern Corridor Policy Organs, has continued to transform the Corridor into an efficient, smart and a green Corridor.

He noted that key to the transformation is advocacy for full automation of systems and processes and interfacing systems; infrastructure development; and simplification of processes to reduce barriers to transport and trade.

Also to be undertaken is the harmonisation of transport and trade-related policies and infrastructure; and implementation of green freight programme to make the Corridor environmental-friendly and safe.

On the Single Customs Territory (SCT) the Authority established in 2014, Mr Nyarandi said it had reduced the cost of doing business by eliminating duplication of processes; and equally reduced administration costs, regulatory requirements and the risks associated with noncompliance on the transit of goods, as taxes are paid at

the first point of entry for all the Partner States.

"Before COVID-19 outbreak, most one-Stop Border Posts, being one of the SCT initiatives, had recorded a reduction in clearance and transit time at the borders leading to effective use of available resources and assets at a lower cost. The average time taken to clear a truck was between five to 10 minutes compared to the previous two to three days, the turnaround time of goods from Mombasa to Kampala had reduced from 18 days to four, and goods from Mombasa to Kigali, from 21 days to six. The time and cost of transporting goods from the ports of Dar es Salaam and Mombasa had reduced from 21 days and 18 days to seven and four days, respectively," he said.

According to Mr. Nyarandi, the Authority has since 2017 undertook activities towards implementing the Green Freight initiatives to reduce greenhouse gas (GHG) and particulate matter emissions along the corridor.

The initiatives, he said, include sensitisation of stakeholders to create awareness of the effects of GHG emissions, development of a Green Freight Programme for the corridor and establishing baseline data on emissions at Mombasa Port.

"In July 2019, Trade Mark East Africa (TMEA) in collaboration with NCTTCA and Central Corridor commissioned a study dubbed 'Greenhouse Gas Inventory for the Northern and Central Corridors' with the aim to identify total Greenhouse

Gas (GHG) emissions along main routes in both corridors and explore some climate mitigation projects to be prioritised to reduce the GHG emissions," he said.

Speaking on Mombasa Port and Northern Corridor Community Charter which was introduced by in 2014 by Mombasa Port stakeholders and reviewed in 2018, Mr Nyarandi said the Charter was a critical framework for enhancing the efficiency, effectiveness, reliability and global competitiveness of the Port of Mombasa and the Corridor.

He noted that the Charter is a multi-stakeholder institutional mechanism to enable discussions, negotiations and joint planning between stakeholders from the port and corridor community.

Adding that it aims to provide a space in which stakeholders can share and discuss their interests and coordinate their activities; and to contribute to a sustainable performance and development of the Mombasa Port and the corridor.

The implementation of the Charter, he said, had seen transport and logistical inefficiencies addressed, ranging from infrastructure to systems and processes and that through the Charter, the region has witnessed enhanced efficiency of the Port of Mombasa and expansion of the container terminals at the port; Faster clearance of goods with the implementation of the Single Customs Territory (SCT) across the region;



ISCOS

Inter-governmental Standing Committee on Shipping

ISCOS CONGRATULATES NCTTCA ON ITS 35TH ANNIVERSARY

The Inter-Governmental Standing Committee on Shipping (ISCOS) congratulates the Northern Corridor Transit Transport Coordination Authority (NCTTCA) on her 35th Anniversary. ISCOS acknowledges the great milestones NCTTCA has attained since its inception in 1985 in the line of facilitating the movement of goods and people along the Northern Corridor

To complement regional efforts of enhancing the seamless flow of cargo to and from the region, ISCOS has developed an Information and Support Platform for Shipping and Freight Logistics dubbed "ISCOS Shiplinc", to facilitate real-time reporting, monitoring, and resolving NTBs, continuous sharing of information, and the provision of information and Support to shippers on regular basis. The provision of Support to shippers as they move their cargo along the Surface and Maritime transit routes is central in ISCOS' activities.

The Shiplinc APP can freely be downloaded by Android and iPhone operating systems.

ISCOS, formed in 1967 by the Member States of Kenya, Tanzania, Uganda, and Zambia and now expanding to the rest of the Eastern, Central and Southern Africa takes care of the Shipping and Maritime interest of the region. In fulfillment of its mandate, and the recognition of the international nature of Shipping and Freight Logistics, ISCOS works and collaborates with a wide range of Stakeholders both regionally and internationally. The NCTTCA is one of ISCOS' valuable partners.

ACCESSING THE SHIPLINC PLATFORM AND BACK OFFICE



Development of the Standard Gauge Railway in Kenya and Inland Container Depots (ICDs) in Kenya, Rwanda and Uganda increasing the uptake of cargo into the region.

On road transport safety, Mr. Nyarandi said the European Union was working with different stakeholders within the Northern Corridor through TradeMark East Africa (TMEA) and Member States to ensure the same, noting that the EU was contributing to the funding of the Northern Corridor Transport Observatory.

He said safety promotion along the corridor was being carried out and that safety Indicators had enabled NCTTCA to map out black spots along the corridor and lobby Institutions in member states to consider ways of improving road safety.

In regard to inland waterways, Mr. Nyarandi noted that these were crucial part of the transport systems in the region that could potentially reduce distances and costs of transport while connecting various countries.

He cited the main waterways along the corridor as - Lake Victoria with Kisumu (Kenya), Port Bell and Jinja (Uganda) ports; Lake Tanganyika with Bujumbura (Burundi) as the main port; and River Nile for South Sudan.

The Secretariat through the Transport Observatory, he said, advocates for joint efforts by Member States to address the challenges that face transportation through the inland waterways. He cited the challenges as including: poor operating systems, insufficient equipment, shallow channels, water hyacinth and narrow berths that inhibit navigation and docking.

The Authority, he said, had specifically advocated for reopening of Kisumu-Jinja-Port Bell waterway to boost trade between Kisumu and Jinja; whereas in Kisumu, the government of Kenya had refurbished the Kisumu oil jetty and Kisumu Port that will create an intermodal transport to Uganda.

On transit time within the corridor, he said, the Corridor's Observatory tracks transit time from Mombasa to various destinations as well as from one border to another border station or transit mode along the corridor using electronic data source including customs business systems, Region Electronic Cargo Tracking System (RECTS) - connecting Kenya, Rwanda and Uganda,

and Road Survey results.

Commenting on Port performance, he noted that under the Mombasa Port and Northern Corridor Community Charter, the NCTTCA was mandated to monitor the performance of the Port and the Northern Corridor.

He stated that data driven trade facilitation generated in form of weekly, monthly, quarterly and bi-annual reports by the Northern Corridor Transport Observatory from raw data provided by stakeholders, enhanced efficiency of the port and expansion of container terminals at the port and have led to increased throughput.

"Additionally, informed policies and decision from reliable data had enabled the improvement of infrastructure and reduction of Non-Tariff barriers to transport and trade, and led to enhanced efficiency of the corridor," he said.

In regard to the impact of the Standard Gauge Railway (SGR) on the Corridor, he noted that the SGR which is 609 km from Mombasa to Nairobi and 120kms from Nairobi to Naivasha was designed to carry a capacity of 22 million tonnes a year.

He said the SGR connected the Port of

Mombasa to the ICDs (Inland Container Depots) in Nairobi and Naivasha and that with its full operationalisation, the volume of exports and imports to and from the region through the Nairobi ICD increased by 62% from 257,972 TEUs in 2018 to 418,760 TEUs in 2019.

Additionally, he said, the SGR had reduced the distance for collection of goods by over 600kms and by extension reduced the turnaround time. *"With less bulky cargo being hauled by rail, the road infrastructure is expected to experience reduced wear and tear. The SGR is projected to take 40% of the Mombasa Port throughput by December 2035,"* he noted.

On the implementation of the Roadside Stations (RSS) programme along the corridor, he said, the initiative started in 2014 when Northern Corridor Secretariat got support from Trade Mark East Africa (TMEA) to carry out regional feasibility study to the effect.

Consequently, he said, a joint team comprising experts from the Northern Corridor Secretariat and road authorities from member states led by the TMEA Consultant conducted a feasibility study to map up suitable locations for the RSS.



Dr. Margaret Mwakima, Principal Secretary State Department of Regional and Northern Corridor Development Chairperson of the Executive Council



Mr. Adan Mohamed CBS, Cabinet Secretary for East African Community and Regional Development and Chairman of the Northern Corridor Council of Ministers.

"The final report of the feasibility study was adopted by stakeholders from all the Northern Corridor Member States through validation workshops. Generally, the feasibility study identified 141 locations for RSS out of which 67 were considered as priority locations. Within the Kenyan section of the Northern Corridor route, out of the 67 priorities 22 RSS locations were identified," he said.

Commenting on gains made in regard to the African Continental Free Trade Area (AfCFTA) which came into force on May 30, 2019, and meant to create a single continental market for goods and services to boost intra-Africa trade, Mr. Nyarandi observed that AfCFTA seeks to eliminate tariff and non-tariff barriers thus allowing access into the rapidly growing markets both within the region and throughout Africa.

He added that so far, the African Union was seeking to tackle non-tariff barriers by advocating for small businesses' use of the *tradebarriers.africatool*, a new online non-tariff barrier reporting platform, developed in partnership with United Nations Conference on Trade and Development (UNCTAD).

In regard to Public Private Partnership

(PPP) as one of the key initiatives of NCTTCA for the regional transport infrastructure to cope with the rising regional trade volumes, Mr. Nyarandi noted that Article 8 (d) of the Northern Corridor Transit and Transport Agreement provides for a Public Private Partnership Committee (PPPC) composed of public and private sector stakeholders dealing with matters of trade and transport along the Northern Corridor.

"The Policy Organs resolved to have members of the Private sector represented in the Northern Corridor Executive Committee which enabled the private sector to increase the voice in the transport corridor development and work with public sector on issues affecting doing business in the region. In the six Member States, there is a Public and Private partnership frameworks enabling Governments to increase private investment in the infrastructure market across sectors and sustain this participation over an extended period of time," he added.

He cited as a best practice to the effect, that the Government of Kenya had listed in the national priority list of PPP projects worth 1.14 trillion, with plans to

roll them out by June 2021.

On the impact of COVID-19 on the supply chain within the region, Mr. Nyarandi said the Secretariat undertook some initiatives and interventions to advocate for keeping cross border trade and transport open and equally raise awareness on curbing the spread of COVID-19 infections.

He added: *"The NCTTCA Secretariat put in place a regional platform for weekly virtual meetings with Northern Corridor Stakeholders which mainly focused on what was happening in real time in each Member State in general and in particular at each transit or transport mode along the Corridor (Port, Weighbridges, Border Posts, ICDs, and Transit Parking Yards).*

Mr. Nyarandi revealed also that Stakeholders were 24/7 in contact through a WhatsApp Group created for quick interventions in their areas of operations. Additionally, the Northern Corridor Secretariat, in collaboration with the Ministry of East Africa Community and Regional Development, Republic of Kenya, carried out sustained sensitisation Campaign against the Spread of COVID-19 and Stigmatisation along the Northern Corridor where the Authority contributed ten thousand masks and Reflector jackets to cross border Truck Drivers.

The final report of the feasibility study was adopted by stakeholders from all the Northern Corridor Member States through validation workshops. Generally, the feasibility study identified 141 locations for RSS out of which 67 were considered as priority locations. Within the Kenyan section of the Northern Corridor route, out of the 67 priorities 22 RSS locations were identified - Mr Nyarandi



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From left to right: Mr. Omae Nyarandi, the Executive Secretary NCTTCA, Hon. Adan Mohamed CBS, Cabinet Secretary for East African Community and Regional Development and Chairman of the Northern Corridor Council of Ministers, Mr. Aloys Rusagara, NCTTCA Director Transport, Policy and Planning, Mr. Dennis Ombok, CEO Kenya Transporters Association and Dr. Margaret Mwakima, Principal Secretary State Department of Regional and Northern Corridor Development Chairperson of the Executive Council during a recent tour to inspect facilities and the state of the corridor.

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**Media Concept Congratulates
NCTTCA on its 35th Anniversary**

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TradeMark East Africa (TMEA) Congratulates the Northern Corridor Transit & Transport Coordination Authority (NCTTCA) on the auspicious occasion marking its 35th Anniversary.

NCTTCA has been an important partner for TMEA for the last one decade in fostering trade in the region. We appreciate the significant role NCTTCA has played in the advancement of trade, regional economies and the lives of the larger East and Central African region.

TMEA wishes the NCTTCA a great future as it continues to coordinate development and modernisation of this critical corridor.





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- Game-changing Africa: Opportunities and challenges in the blue economy
- Economic diversification trends in Eastern and Southern Africa: Future impacts on ports and shipping lines
- Collaboration strategies to raise investment and funding for East Africa's new ports
- High yield port infrastructure projects: Key criteria and success factors
- Strategies to keeping Sub-Saharan African container ports competitive: Opportunities for business
- Keeping up with port automation and modernization: How Eastern and Southern Africa's ports responds to rising African trade volumes
- Creating efficient framework for supply chain connectivity: Case studies in East Africa
- Road and rail linkages to support efficient Eastern and Southern Africa's supply chain network

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IMO Pushes for Cut on the Carbon Intensity of Existing Ships

A draft of new mandatory regulations to cut the carbon intensity of existing ships have been approved by the International Maritime Organization (IMO) Marine Environment Protection Committee (MEPC), meeting in virtual session from 16-20 November 2020.

This builds on current mandatory energy efficiency requirements to further reduce greenhouse gas emissions from shipping. The MEPC also agreed the terms of reference for assessing the possible impacts on States, paying particular attention to the needs of developing countries, in particular Small Island Developing States (SIDS) and least developed countries (LDCs).

The draft amendments to the MARPOL convention would require ships to combine a technical and an operational approach to reduce their carbon intensity. This is in line with the

ambition of the Initial IMO GHG Strategy, which aims to reduce carbon intensity of international shipping by 40% by 2030, compared to 2008.

The amendments were developed by the seventh session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 7), held as a remote meeting 19-23 October 2020.

The draft amendments will now be put forward for formal adoption at MEPC 76 session, to be held during 2021.

IMO Secretary-General Kitack Lim, said:

“Considerable further work on the implementation of the measures is still ahead of us, but I am confident that, the IMO spirit of cooperation, shown during the past years, will enable swift progress with the development of technical guidelines and a Carbon Intensity Code as well as the essential further work on the comprehensive

assessment of impacts of the measures on developing countries, SIDS and LDCs. I express my gratitude to all Member States that have indicated a commitment to supporting these efforts.”

He said the approved amendments were important building blocks without which future discussions on mid and long-term measures will not be possible.

The progress in developing the short-term measures follows the timeline as set out in the initial IMO GHG strategy. The strategy proposed that short-term measures should be those measures finalized and agreed by the Committee between 2018 and 2023. On 24 September, 2020, IMO and the global maritime community came together to celebrate the annual World Maritime Day. The 2020 theme is “Sustainable Shipping for a Sustainable Planet”.



Sino Africa Trade Remains Strong Despite COVID 19

Trade between China and a number of countries across Africa have reported mixed results in trade figures for the first half of 2020 given the enormous disruption brought about by the COVID-19 pandemic. In some cases, a sharp fall in Chinese imports has been both a blessing and a curse. On the one hand, fewer Chinese imported goods help to narrow the enormous trade deficits that most African countries have with China. This helps when countries don't have to spend as much of their foreign currency on imported products and, in some instances, it's also giving room to domestic producers to help make up the difference.

There has been a downside too. Inflation is going up, particularly for goods sold by small businesses, whose inventories are now running dangerously low. Similarly, industrial goods, including Chinese-made chemicals, cement, and machinery, are also in short supply causing widespread economic disruption.

In August 2020 the Kenya National Bureau of Statistics (KNBS) [reported that the trade deficit fell by 20%](#) in the first half of the year largely due to a sharp drop in trade with China. Although Chinese imports during this period fell by almost 10%, China nonetheless remains Kenya's largest trading partner.

The trade deficit is now at its lowest point since 2016.

At the same time the Central Bank of Kenya reported that the country burned through almost \$400 million of its foreign exchange reserves last month, largely to repay external debts. With more than [\\$6.4 billion of outstanding loans](#), China is Kenya's largest external creditor. So far, [the two countries have been unable to finalize a debt relief plan](#).

The recently launched initiative that comprise a new Container Freight Station at the Kenya Railways Corporation transit shade will be a big boost to local traders who would like to consolidated and have their goods

cleared and released for either rail or road transport to their destinations. With this facility, traders will not have to pay the \$1,000 as container deposits, which will subsequently reduce the cost of doing business. The Kenya Revenue Authority estimates that the transit shade is expected to serve about 7,500 small traders in Nairobi and its environs and yield about Sh100 million in taxes every month.

An additional shade is expected to be constructed to boost its capacity from the current 100-40 foot containers a month to about 300 containers in the post-Covid period and increase its tax yield to Sh1 billion.

DR CONGO reported half-year Sino-Congolese trade results had increased by 8.2% compared to the same time last year, to \$3.11 billion. The DRC is somewhat exceptional though as it's one of the only countries in Africa that has a trade surplus with China, currently \$1.52 billion.

TRADE

In Tunisia the National Institute of Statistics reported that the country's trade deficit in July plunged by 33% year-on-year. While that may appear to be good news, it's actually a symptom of a worrying drop in overall trade with exports falling by 19.5% and imports slumping by 23.2%. China is Tunisia's largest source of imports while France is the country's primary export market. Namibia on the other hand was yet to release monthly trade figures by the time of going to press. Although they've yet to be published, the bigger concern there isn't China but South Africa, where almost half of all Namibian imports come from. China, though, is Namibia's number one export market with uranium and agricultural commodities among the top products. Earlier reports had indicated that Trade between China and Africa plummeted by around 14 per cent estimated at \$41 billion in the first three months of 2020 compared to the same period in 2019, according to official figures released by China's General Administration of

Customs.

The Chinese economy shrunk by 6.8 per cent in the first quarter of the year as the country was on lockdown. With factories and ports closed, in line with the global response of COVID-19, manufacturing output reduced significantly in February across the country due to the coronavirus pandemic decreasing Africa-bound exports from China by 10.5 per cent. China-bound exports from Africa, mostly raw materials for industry, such as oil and metals, also fell by 17.5 per cent in the quarter to US\$19.8 billion. As it stands, China is the world's largest oil importer but demand for the fuel from suppliers in African countries like Congo-Brazzaville slumped in line with the economic slowdown, and its price fell on international markets. Since its creation by China in 2013, the large-scale infrastructure and connectivity project Belt and Road initiative have expanded trade links to the Asian Nation. It has also helped to diversify the China-Africa commerce

relationship to include telecommunications and machinery. However, raw natural resources such as oil, copper and iron still dominate the trading relationship. So far, Africa has over 30,000 confirmed coronavirus cases and governments have banned movement and gatherings as the central measure to contain the spread of the virus.

Different African countries "Have varied trade relationships with China. But the response to COVID-19 must be the same, to upgrade trade relationships with China," Hannah Wanjie Ryder Chief Executive of Beijing-based Development Reimagined told the media.

Ryder further pointed out "China-Africa trade is heavily imbalanced with a large deficit and the corona virus should force countries to rework the nature of the relationship by adding value to their exports and using Chinese expertise to open more factories on the continent."



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TRADE

Trade slump likely to worsen during the second quarter.

Even though China started to come out of the worst of the corona virus at the end of the first quarter, as industries finally allowed back in operations, many African countries began the second quarter of 2020 in lockdowns and curfews, and it is still uncertain when they will be lifted.

With most airports and borders across the continent closed coupled with low domestic spending during the lockdown, the second quarter will likely follow the downward trend in trade volumes not only with China but with the rest of Africa's trading partners. Thus, experts predict that, trade between China and Africa is expected to further slump in the coming months as new cases continue to rise in other parts of the world.

In its "Africa Pulse" report, the World Bank said that sub-Saharan countries' high levels of trade and connectivity with China left them highly vulnerable to the impact of the global health crisis. China-Africa bilateral trade has been

steadily increasing for the past 16 years, according to John Hopkins University, reaching \$185 billion in 2018 up from \$155 billion in 2017.

Likely economic impact of the trade fall.

Economies in Sub-Saharan Africa could lose between \$37 billion and \$79 billion in output losses in 2020 due to the pandemic, according to a new World Bank regional economic analysis. For instance, the COVID-19 (coronavirus) outbreak has led to the first recession in the Sub-Saharan Africa region in 25 years, with growth forecast at -5.1 per cent in 2020 from a modest 2.4 per cent in the previous year (2019), leaving the sub-Saharan countries highly vulnerable, according to the latest Africa's Pulse, the World Bank's bi-annual analysis of the state of the region's.

Additionally, COVID-19 has the potential to create a severe food security crisis in the region, with agricultural production contracting between 2.6 per cent and 7 per cent in the scenario with trade blockages.

Food imports could decline substantially (as much as 25 per cent or as little as 13 per cent) due to a combination of higher transaction costs and reduced domestic demand.

These consequences result from a combination of influences, such as the disruption in trade and value chains affecting commodity exporters and countries with strong value chain participation, the reduced foreign financing flows of foreign direct investments, foreign aid, remittances, tourism revenues, and capital flight among others.

The disruptions also stem from containment measures imposed by governments and the response of citizens.

However, the report highlights health risks due to the region's unique challenges—especially the limited access to safe water and sanitation facilities, urban crowding, weak health systems, and a large informal economy.



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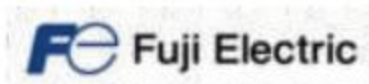
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IAPH is now Accepting Entries to the 2021 World Ports Sustainability Awards

Ports are aiming to meet the challenges of the COVID19 pandemic as well as targeting medium- to long-term sustainability objectives and addressing relevant UN SDGs with various initiatives.

Entries can be submitted online until 31 March 2021, with winners to be declared in five categories at the IAPH 2021 World Ports Conference in Antwerp from 23-25th June next year.

IAPH managing director, Patrick Verhoeven, commented:

“We were delighted by the response of the world's ports for the 2020 WPSP Awards which resulted in six winning port projects being selected by our expert jury from a long list of eighteen

and voted for by thousands of voting members of the public.”

IAPH regular port members and associate members acting on behalf of IAPH member port(s) as client, partner or collaborator can enter a project, submitting an online form. Once accepted, the project will automatically qualify as a potential award candidate.

IAPH's technical director of the World Ports Sustainability Program, Dr Antonis Michail, explained:

AWARDS



“ We were delighted by the response of the world's ports for the 2020 WPSP Awards which resulted in six winning port projects being selected by our expert jury from a long list of eighteen and voted for by thousands of voting members of the public - Mr. Patrick Verhoeven

“A long list per category that best meet the selection criteria will be submitted to an international jury for scrutiny, after which 3 selected finalists for each Award will be offered to an online vote by the public who will have 30% of the final say on winners and runners up.”

Ports are aiming to meet the challenges of the COVID19 pandemic as well as

targeting medium- to long-term sustainability objectives and addressing relevant UN SDGs with various initiatives. Each project submitted for an award accepted onto the database of the World Ports Sustainability Program will be showcased as part of the global project portfolio on the WPSP website to inspire other ports.



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i4 Insight, an LR Company, Integrates GreenSteam's Performance Optimisation Solution onto its Platform for Enhanced Fleet Decision Making

● i4 Insight integrates GreenSteam's performance optimisation solution onto its platform for enhanced fleet decision making.

Partnership sees the addition of GreenSteam's machine learning data analytics solutions to i4 Insight's platform integrating data and applications to deliver actionable fleet insights.

GreenSteam is a marine data intelligence company specializing in improving vessel efficiency through machine learning. GreenSteam implements solutions on vessels of all types.

Founded in 2007, GreenSteam is located in Denmark, United Kingdom and Poland.

i4 Insight, creators of a platform that provides a single point of access for multiple data streams and applications, providing a holistic view of ship and fleet operations, is partnering with GreenSteam, a leader in vessel-based machine learning for hull and improved vessel performance. This partnership looks to provide solutions that will help drive reductions in greenhouse gas emissions and cut operating costs. The [i4 Insight Platform](#) allows shipowners, operators and charterers to easily access insights on

performance and fuel consumption across all ships in their fleet. The addition of GreenSteam's advanced machine learning technology means that platform users will have a more accurate picture of the leading contributors to excessive fuel consumption as well as access to actionable recommendations on how to optimise fleet performance.

Given the sheer volume of performance data available, machine learning is essential to help make sense of complex factors impacting vessel performance to help ensure operational efficiency. GreenSteam was one of the first companies to apply machine learning to vessel performance data and its system can analyse data from thousands of vessels, continually learning, adapting and updating what it knows about each vessel.

Shaun Gray, Executive Chairman of GreenSteam, said: "An in-depth, data-driven approach to understanding and acting on fuel consumption has never been more necessary for the industry. GreenSteam's machine learning technology uses real ship performance data to provide owners and operators with actionable advice. Unlike traditional analytic approaches that fail to use and model 90% of performance

data, by using machine learning, GreenSteam includes all ship performance data in its models to deliver insights other standard methodologies just cannot see."

"GreenSteam's partnership with i4 Insight hands the shipping industry the tools it needs to make truly informed decisions about fuel consumption. It will support owners in optimising vessel operations while also delivering on emissions targets," he added. Joel Meltzner, Chief Executive Officer of i4 Insight, a Lloyd's Register company, said: "Partnership is an integral component of our success which is why we created the 'i4 Alliance' comprised of leading maritime industry partners across the globe. The goal is to provide an integrated set of products and services that help companies drive increased efficiency into their operations.

We chose to work with GreenSteam after a rigorous global review of services analysing vessel data. In addition, we were impressed with GreenSteam's expertise in machine learning-based analysis. We look forward to providing this integrated offering and contributing to the shift towards a more sustainable shipping industry."



Damen ASD Tug 3213 at work

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Cardinal Turkson, head of the Dicastery for Promoting Integral Human Development,

Vatican Appeals for Safe Passage Home for Stranded Seafarers under Pandemic

It is estimated that more than 300,000 seafarers and marine personnel are currently stranded at sea, due to the Covid-19 restrictions. Cardinal Peter Turkson, Prefect of the Vatican Dicastery for Promoting Integral Human Development, has appealed for their safe passage home.

By Robin Gomes

As the Catholic Church marks 100 years of its ministry to seafarers, the Vatican is calling on governments, international, national organizations and port authorities to cooperate and create “special channels” to facilitate safe and secure crew changes, as the Covid-19 pandemic continues to roil the world.

Stranded at sea

“We would like to see the seafarers stranded at sea back in their countries and reunited with their love ones,” said Cardinal Peter Turkson, Prefect of the Vatican Dicastery for Promoting Integral Human Development.

Travel restrictions, borders closure and quarantine measures due to the pandemic, he noted, has triggered a humanitarian emergency crisis at sea. “It is estimated that more than 300,000 seafarers and marine personnel are currently stranded at sea, their contracts extended far more than the 11-months limit set out in the Maritime Labour Convention (MLC), away from their loved ones, under mental stress and physical fatigue.

100 years of Apostleship of the Sea

He made the appeal in a letter to bishops, promoters, regional coordinators, national directors, chaplains and volunteers of the Catholic Church's ministry to seafarers worldwide called the Apostleship of the Sea (AoS), whose centres at ports are known as Stella Maris.

The Vatican official issued the letter ahead of the 25th World Congress of the Stella Maris/Apostleship of the Sea

and the Centenary Celebration, scheduled for October 4th in Glasgow, Scotland, where it all began. But because of the pandemic, the celebration is taking place online.

The Apostleship of the Sea, which ministers to seafarers, regardless of their nationality, belief, sex or race, was born during a meeting in a Catholic Institute in Cochrane Street, Glasgow, on October 4, 1920. Pope Pius XI blessed and approved the first Constitution of AoS in a letter dated 22 April 1922. Successive popes have always encouraged the growth of this Apostolate.

Serving more than 1 million seafarers

A century later, hundreds of chaplains and many more volunteers present in around 300 ports, are carrying out at least 70,000 ship visits a year and reaching out to more than a million seafarers.

Cardinal Turkson expressed gratitude for the countless 'Apostles' of all nationalities who through the decades have spent their lives with dedication and commitment in different ports of the world, in the service of the people of the sea.

Changing world

The cardinal noted that the maritime industry has changed enormously with larger and computerized ships, manned by multi-national, multi-cultural and multi-religious crew. At the same time, dangers such as piracy, crime, abandonment and the pandemic have increased the stress, the fatigue and the isolation of the crew. The AoS has also evolved adopting new technology to respond to the material and spiritual needs of the seafarers, fishers and their families.

Seafarers' needs are the same

While the structures and designs of ports have changed, Cardinal Turkson said, the needs of the seafarers and fishers have not. Every time they dock, they yearn to contact their families, to seek advice for contractual problems or simply they would like to talk. Despite the restrictions of Covid-19, he said, the substance of the service of AoS should be essentially a “ministry of presence”. The cardinal urged them to “make use of all the instruments that the technology offers us to be present in the lives of the people of the sea offering friendship, support, encouragement and continuous prayers.



APPOINTMENTS



Pepi Silinga Appointed CEO TNPA in South Africa

Mr Pepi Silinga has joined Transnet SOC Ltd from 1 October 2020 as the Chief Executive Officer of Transnet National Ports Authority, after spending several years as the CEO of the Coega Development Corporation (CDC).

He was the CDC's first employee in 1998, with the mandate to drive local and foreign direct investment in South Africa. Pepi has over 30 years of economic and developmental experience. He who is an engineer started his career in 1998 and was later headhunted to serve as the Chief Executive of the Eastern Cape Presidential Project team, which was established to deliver on economic development in the province.



Mutegi Njue now Heads Kenya Maritime Authority

Mr Robert Mutegi Njue has been appointed new Kenya Maritime Authority Director-General. He replaces Mr. George Nyamoko who resigned earlier in the year.

Cabinet Secretary for Transport, Infrastructure, Housing, Urban Development and Public Works, James Macharia in a gazette notice no 8477 announced that Robert Mutegi Njue had been appointed to serve as Director-General of Kenya Maritime Authority (KMA).



Andrew Kanime Gets a New CEO for Namibia Ports Authority

Namibia Ports Authority board has appointed Gerson Hinda as the new Chief Executive of the Company running Namibian seaports with effect from 1st November 2020.

Mr. Kanime replaces Bisey Uirab, who also served as the Chairman of the Port Management Association of Eastern and Southern Africa (PMAESA). Mr. Uirab left Namport for the Namibia Airports Company in May 2019.

Kanime, has been appointed on a five-year contract worked for FirstRand Namibia Group as chief human capital officer.



Denis Lewa Muganga Appointed New Director, Private Sector Investment Promotion (NCTTCA)

Mr. Denis Lewa Muganga has been appointed the new Director, Private Sector Investment Promotion for the Northern Corridor Transit Transport Coordination Authority (NCTTCA) an intergovernmental body in East Africa, tasked with the job of coordinating transport infrastructure improvements.

Prior to joining Northern Corridor, Mr. Muganga worked with the County Government of Mombasa as the County Secretary and Head of Public Service between December 2019 to December 2020.

Mombasa Port Chaplain Appointed Bishop of Malindi

Pope Francis has appointed Very Rev. Fr. Wilybard Lagho, who has been the Port of Mombasa Chaplain for the Apostleship under the Catholic Archdiocese of Mombasa as the new Bishop of Malindi Diocese.

The news of the appointment of Bishop-Elect Wilybard Lagho was officially made public in Rome on Monday 28th, December 2020 at Noon, Rome Time (2.00 p.m. Kenyan Time). The letter of his appointment was sent to the Kenya Conference of Catholic Bishops (KCCB) by the Apostolic Nuncio to Kenya, His Excellency Archbishop Hubertus van Megen.

Bishop-Elect Lagho will fill in the vacancy left by the Late Bishop Emanuel Barbara O.F.M. Cap., who died on 5th, January 2018.

The Bishop-Elect is currently the Vicar General and Head of Secretariat in Catholic Archdiocese of Mombasa of Mombasa. He is a Former Consulor in the Pontifical Council for Inter-religious Dialogue (Rome) Italy.

Rev Fr. Jacques – Henri David, the Regional Coordinator for Apostleship of the Sea/Stella Maris Eastern and Southern Africa hailed Fr. Lagho's appointment. He said the appointment is most welcome by the AoS/Stella Maris which is a Catholic organization that cares for the spiritual and social welfare of the seafarers.

He said Fr. Lagho has been an active chaplain in the Port of Mombasa since 2013.

"In November 2014 Fr. Lagho attended an AoS regional meeting in Mauritius where he demonstrated his concern on seafarer's lives and condition at work; long term contract and long hours at work, loneliness, ill treatment, family support etc."

The AoS Regional Coordinator said in December 2017 he and Fr Lagho had a working session in Mombasa to study a proposal for a twin program between AoS Great Britain and AoS Kenya aimed at strengthen the seafarers support at the Port of Mombasa.

In 2011-2016, Fr. Lagho was the Chairman Coast Interfaith Council of Clerics Trust (CICC) Mombasa and in 2015-2016 he was Lead Consultant for the pilot study on Religion & Peace in East Africa sponsored by DANMISSION-Netherlands.

As such, Bishop-Elect Lagho has been at the forefront of preaching peace amongst the people of Malindi and Mombasa to ensure unity and peaceful co-existence between the Christians, Muslims, Hindus, and traditionalists in the coastal region of



Kenya.

In 2007-2008, he was a Pastor of Our Lady of Fatima (Kongowea) and Education secretary of Catholic Archdiocese of Mombasa. 2002-2006, Rector and formator in St. Augustine's Seminary (Bungoma). 2000-2001, Formator & Lecturer in St Mathias Mulumba Seminary (Tindinyo). 1990-1992, Rector of St. Mary's Minor Seminary (Kwale) in Catholic Archdiocese of Mombasa.

In 1989-1990, he was a Parish Priest at Christ the King (Miritini) & Youth/Vocation Director; in 1987-1988 he was an Assistant Parish Priest at St Michel's Parish (Giriama) & Youth/Vocation Director at the Archdiocese of Mombasa.

He was ordained Deacon on 21st, December 1985 and ordained a Priest on 25th, April, 1987 in Catholic Archdiocese of Mombasa.

Bishop-Elect Lagho holds a Diploma in Arabic Language from the Pontifical Institute of Arabic & Islamic Studies (Rome), Licentiate in Arabic and Islamic Studies from the Pontifical Institute of Arabic & Islamic Studies (Rome), Masters in Religious Studies from Catholic University of Eastern Africa (CUEA), Nairobi

In 1982-1986, he studied Theology at St Thomas Aquinas Seminary (Nairobi) and 1980-1982, he studied Philosophy at St Augustine's Seminary Mabanga (Bungoma).

He attended Secondary school at Queen of Apostles Minor Seminary (Nairobi) A Level in 1978-1980 and St Charles Lwanga Secondary School- (Mombasa) O Level in 1974-1978.

In 1965-1974, he was at St James Primary School in Mgange Dawida village in Taita-Taveta County.



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WHO Develops e-Learning Courses for COVID - 19



The World Health Organization has developed two (free access) e-learning courses on promoting public health measures in response to COVID-19 on cargo ships and fishing vessels.

At the end of this course, the learner would be able to describe the public health measures that may protect seafarers throughout their journey to the vessel, on the vessel, and on the way home; and prevent and manage an outbreak of COVID-19 disease on board a cargo ship or fishing vessel.

Target audience are seafarers; shipowners; unions and associations,

and competent authorities for health and transport.

The link for the first course is: <https://extranet.who.int/hslp/training/course/view.php?id=344>

While the second course is on:

"Operational considerations for managing COVID-19 cases and outbreaks on board ships".

The link for the course is: <https://extranet.who.int/hslp/training/enrol/index.php?id=326&lang=en>

At the end of this course, learners should be able to:

Draft an outbreak management plan for

managing COVID-19 cases and outbreaks onboard ships; Manage an outbreak of COVID-19 disease on board a ship; Perform follow-up epidemiological and environmental investigation.

Target audience for the second course are:

National International Health Regulations (IHR) Focal Points; Port health authorities (PHAs) and local, provincial, and national health surveillance and response systems; Ship operators and port operators.



William O'Neil is Dead

Mr. William A. O'Neil, Secretary-General Emeritus of the International Maritime Organization (IMO), has died in the United Kingdom, aged 93. IMO Secretary-General Kitack Lim expressed his sincere condolences to the Canadian Government, Mr. O'Neil's remaining family, and the condolences of the entire IMO membership and staff.

"It is with great sadness that we have learned of the passing of Mr. O'Neil, who was a great friend and mentor who made a huge personal contribution to securing globally applicable safety, security and environmental standards," Mr. Lim said. Mr. O'Neil was Secretary-General of IMO from 1990 to 2003.

"Mr. O'Neil was a truly great Secretary-General whose actions and initiatives had a great and lasting impact on the work of the Organization. I, personally, always valued his guidance and advice,

as well as his friendship and leadership. Mr. O'Neil left a lasting legacy on the Organization. He was committed to the universality of IMO and oversaw a significant increase in membership. He encouraged wide and effective participation in the Organization from all stakeholders in the maritime sector," Mr. Lim said.

"Above all, Mr. O'Neil was dedicated to enabling developing States to adopt and implement IMO instruments, through his active pursuance of new sources of extrabudgetary funding. And he worked tirelessly to strengthen the relevance and capacity of IMO's educational institutes, the World Maritime University and the IMO International Maritime Law Institute."

During Mr. O'Neil's tenure, the Organization adopted a number of new treaties and responded to global issues such as maritime security and piracy. Mr. O'Neil personally acted to request

the IMO membership address key safety issues, including the safety of bulk carriers and of large passenger ships. He established a team of experts to look into ro-ro safety, following the tragic sinking of the Estonia ro-ro ferry. All of these led to significant improvements in maritime safety standards.

Protecting the environment was also paramount for Mr. O'Neil. He oversaw the adoption in 1997, of the Protocol to the MARPOL Convention, to include a new Annex VI on Prevention of Air Pollution from Ship – now expanded to include energy efficiency requirements – and revisions of the MARPOL Convention to accelerate the phase out of single hull tankers. His passion for protecting marine biodiversity laid the foundation for the development of measures to prevent the spread of potentially harmful aquatic species in ships' ballast water – which would later, in 2004, be adopted as a new IMO treaty on ballast water management.

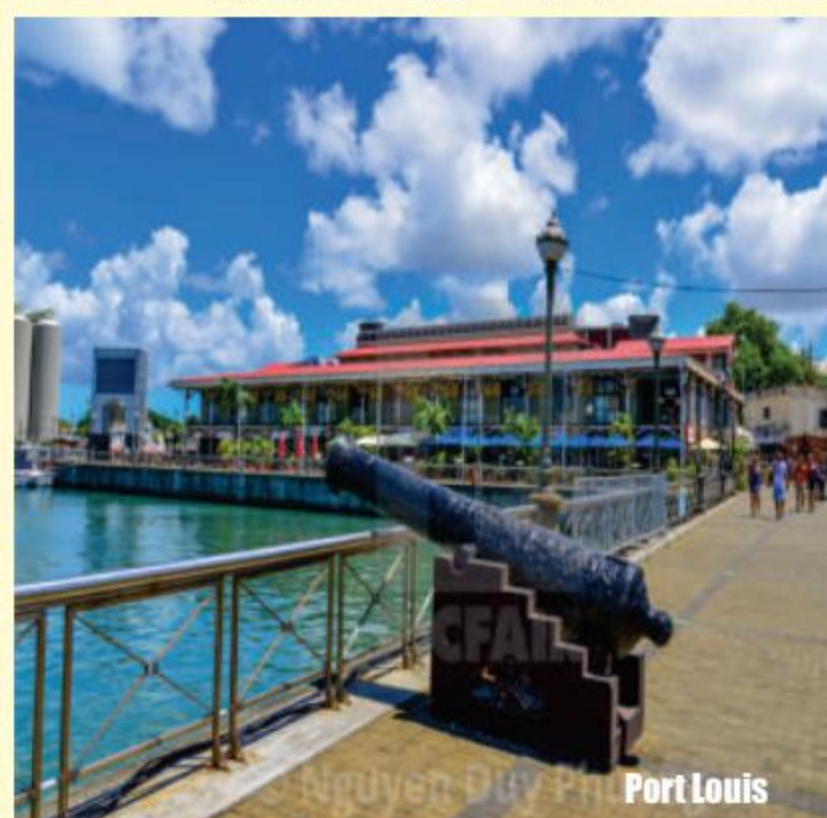
The introduction of the mandatory International Safety Management (ISM) Code and the key 1997 revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, were amongst other landmark achievements made by IMO under Mr. O'Neil's stewardship.

After the attacks of September 11, 2001, Mr. O'Neil's leadership led to the development of an entirely new regime for the security in the maritime field, the International Ship and Port Facility Security Code, which was adopted in less than one year, demonstrating the Organization's ability to nimbly respond to emerging threats.

The landmark public memorial to seafarers at IMO Headquarters in London, stands as a monument to Mr. O'Neil's appreciation and acknowledgement of the human element in shipping and specifically the role of the people at the heart of shipping, the seafarers. The Seafarers Memorial Fund was established by Mr. O'Neil to fund the sculpture.

CALENDAR OF EVENTS

EVENT	DATE	VENUE
24th Intermodal Africa Exhibition & Conference	9th - 11th March 2021	Dakar, Senegal
Mediterranean ports and shipping	27th - 29th April 2021	The Westin Valencia, Spain
IAPH World Ports conference	23th - 25th June 2021	Antwerp, Belgium
Day of Seafarer	June 25th 2021	Globally
Mauritius Maritime Week	5th - 9th July 2021	Port Louis
Greenport Cruise & Congress 2021	20th - 22th Oct. 2021	Piraeus, Greece
World Maritime	30th Sept. 2021	Globally



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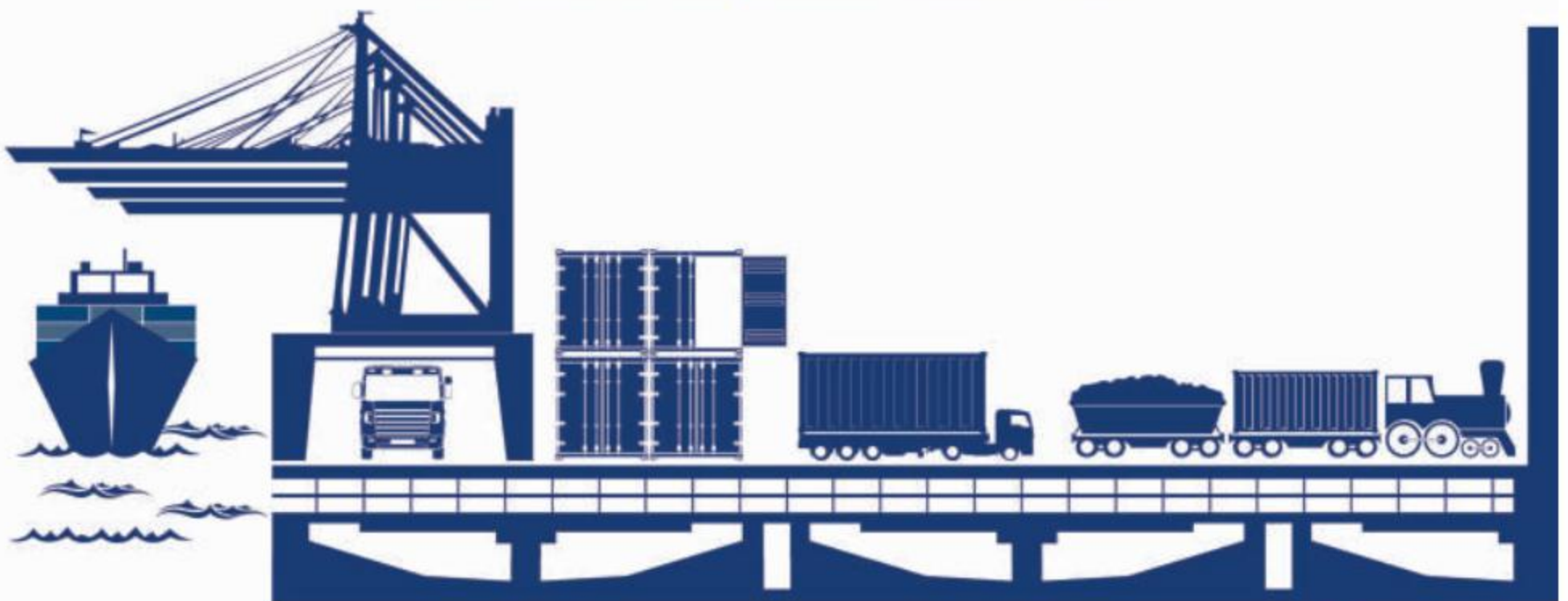
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