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Former Japanese Prime Minister

SHINZO ABE

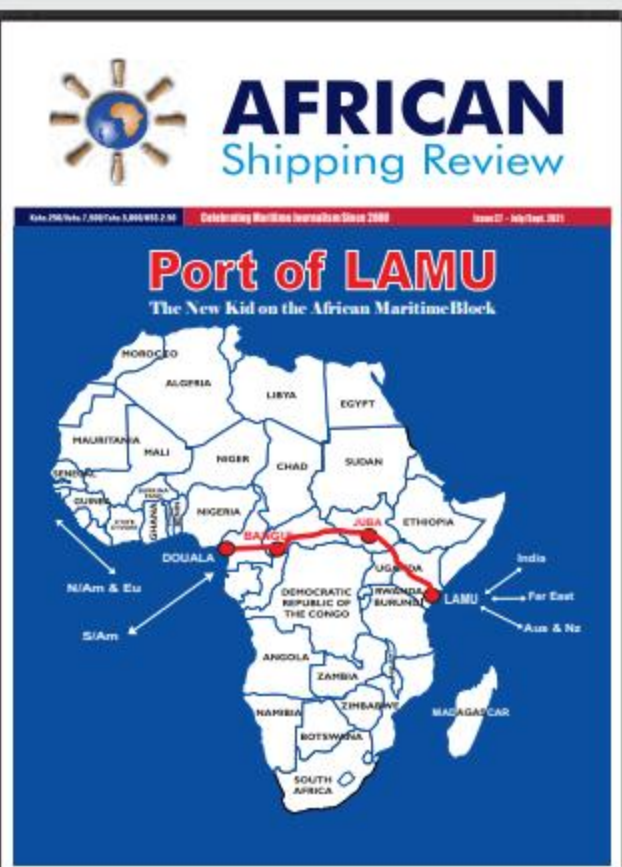
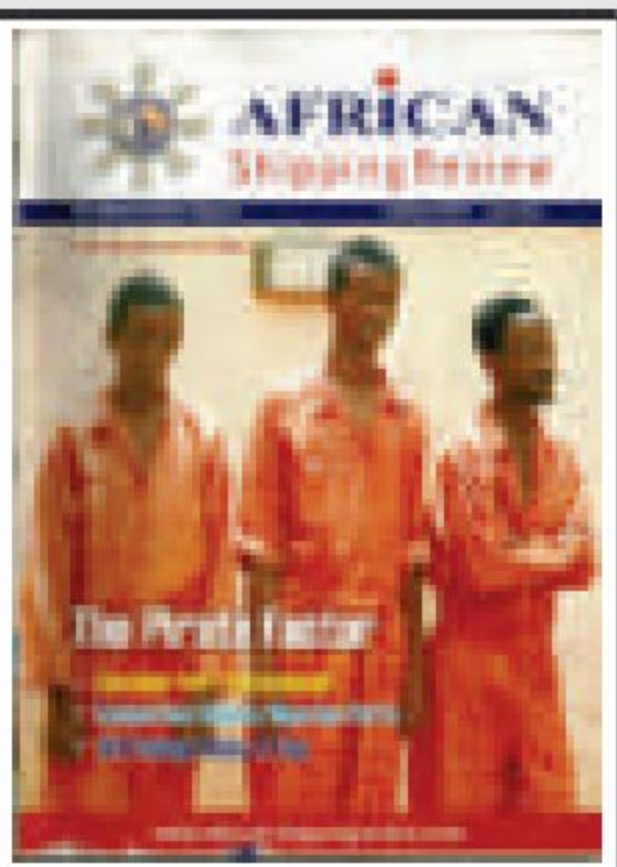
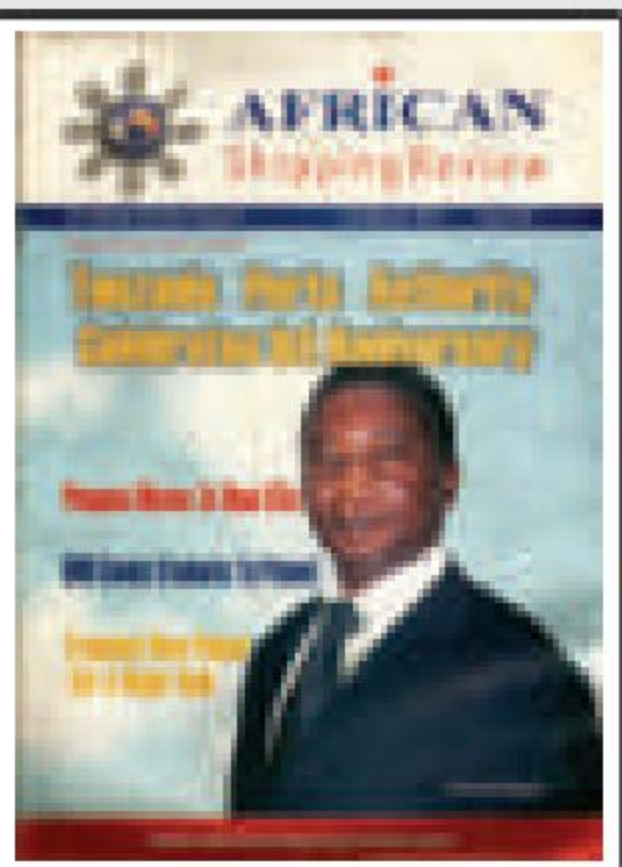
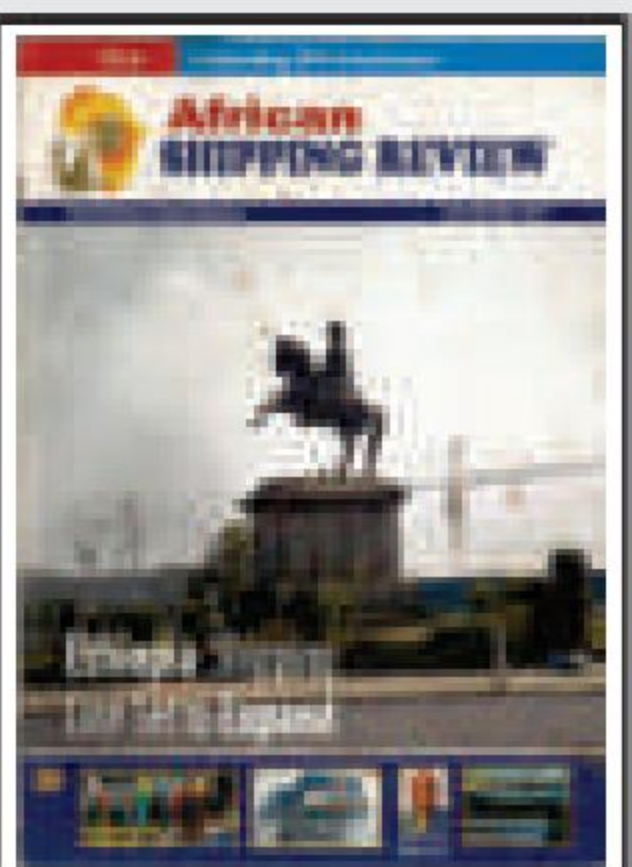
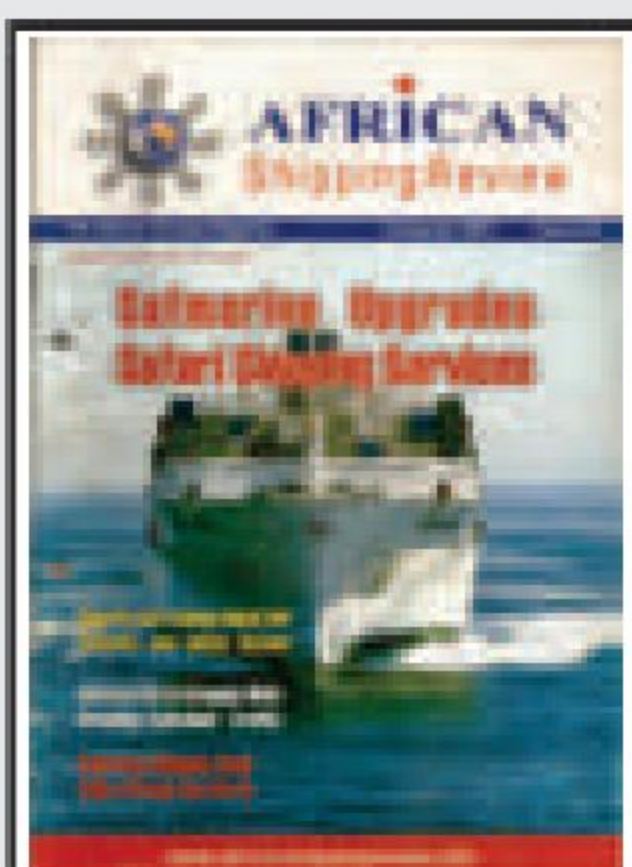
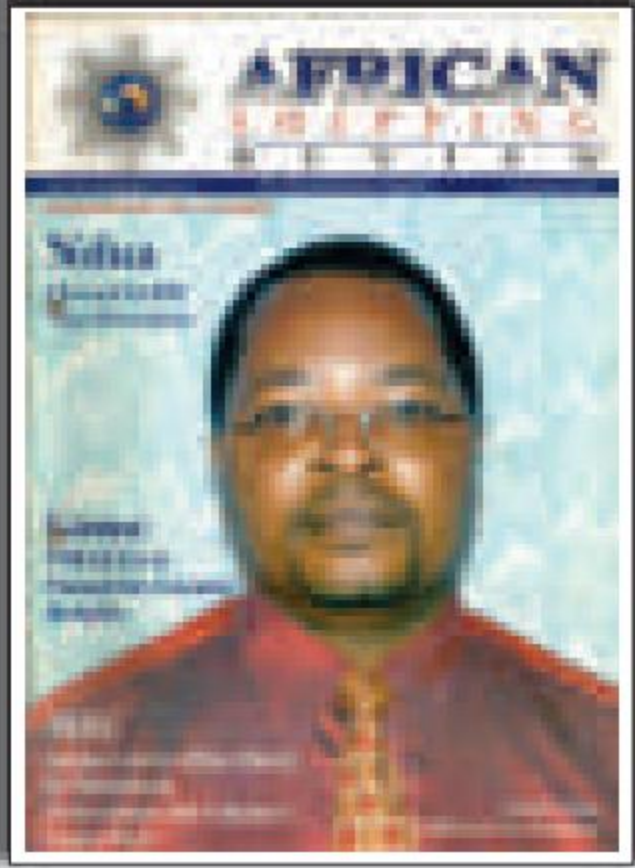
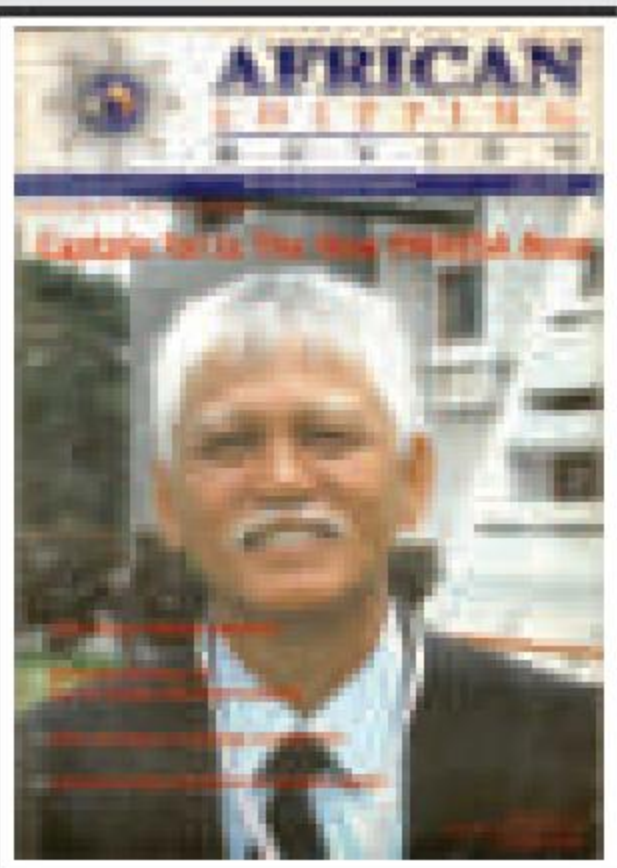
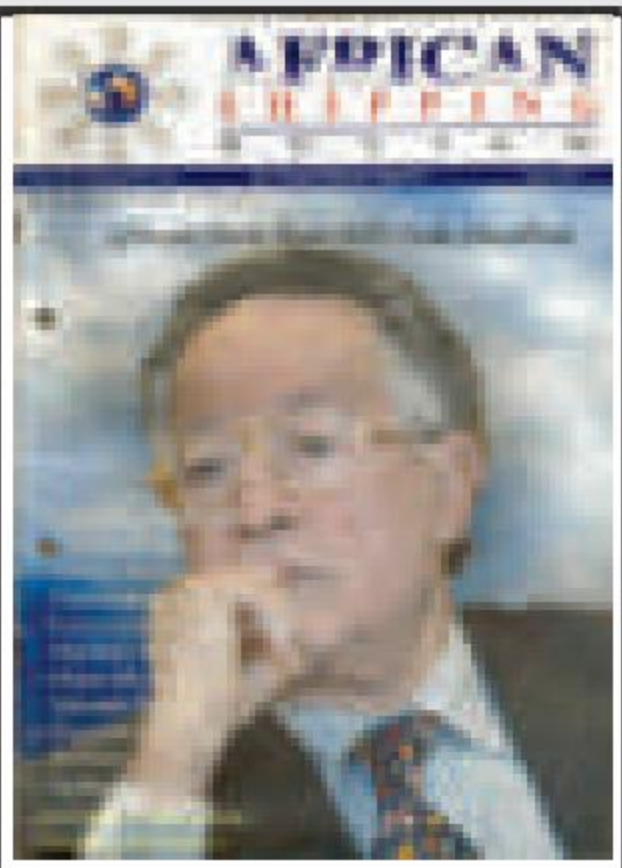
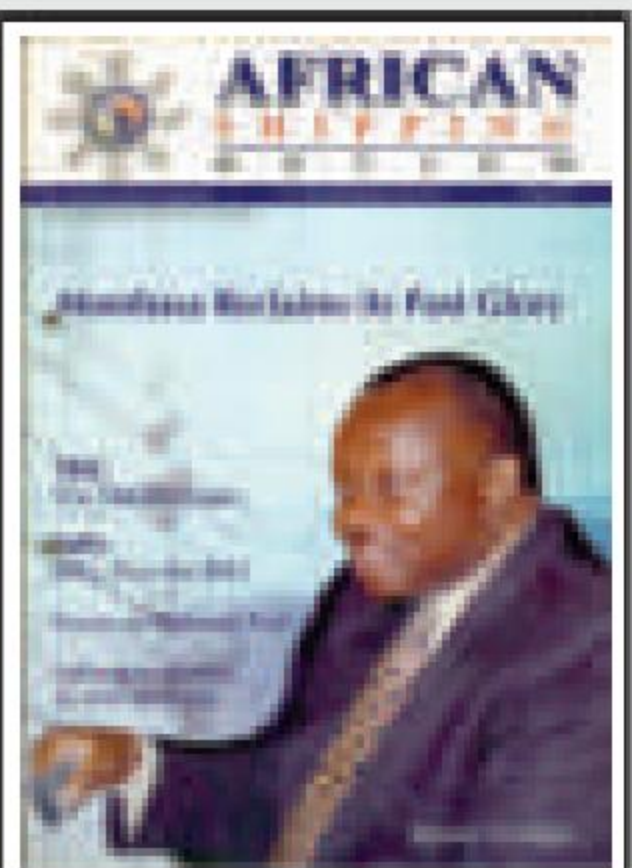
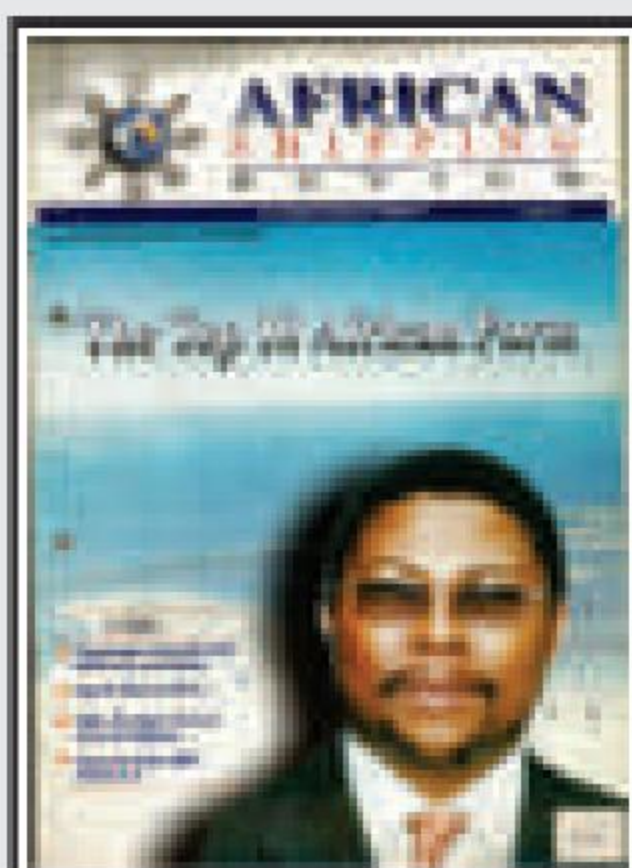
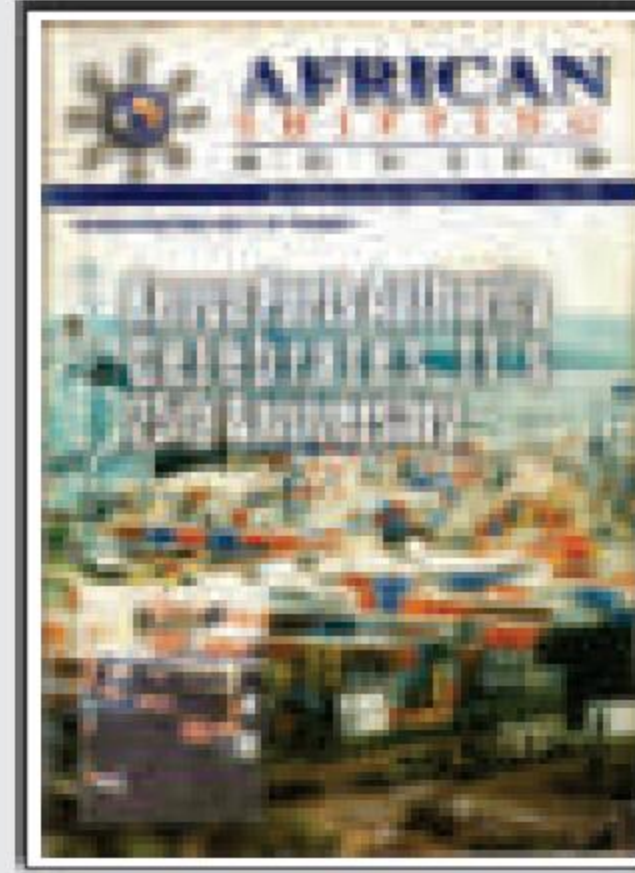
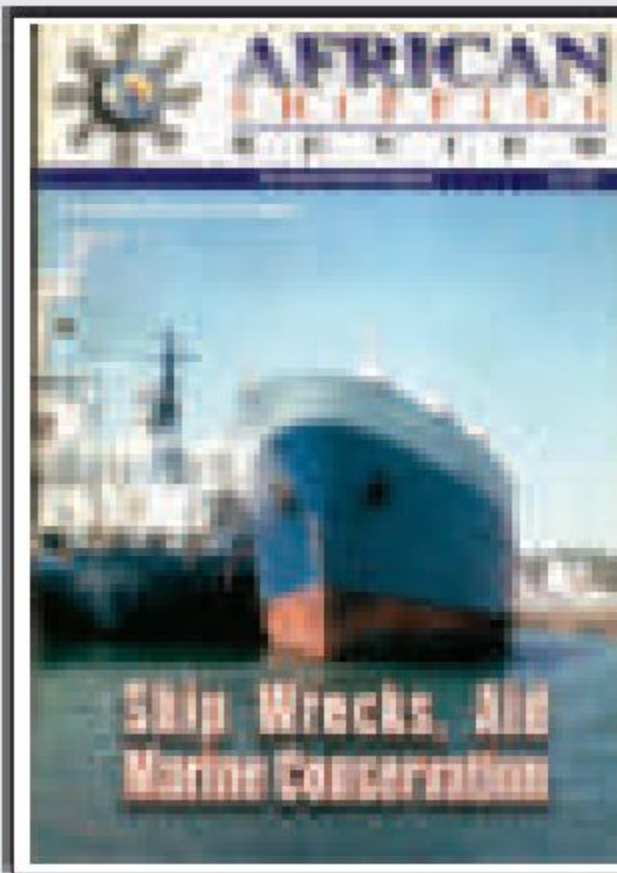
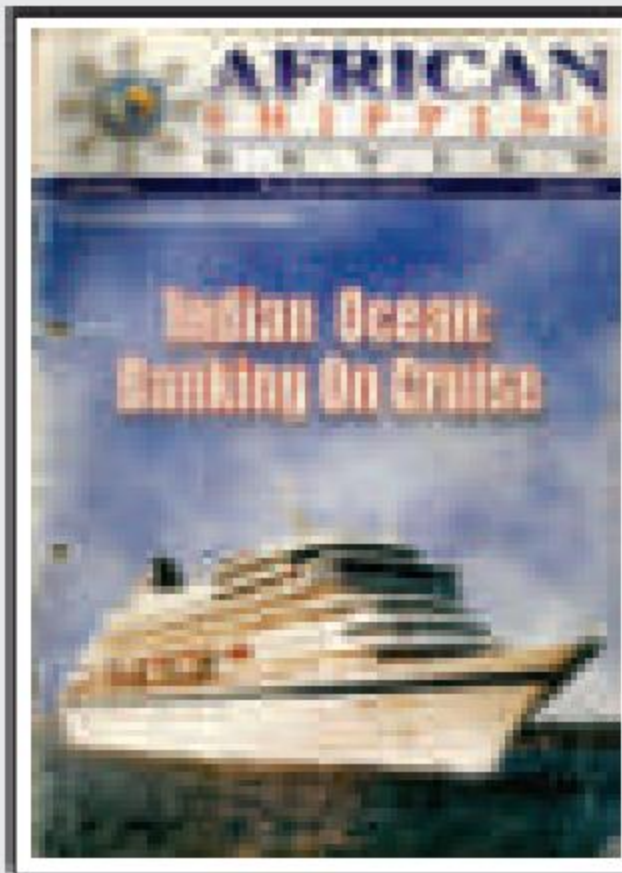
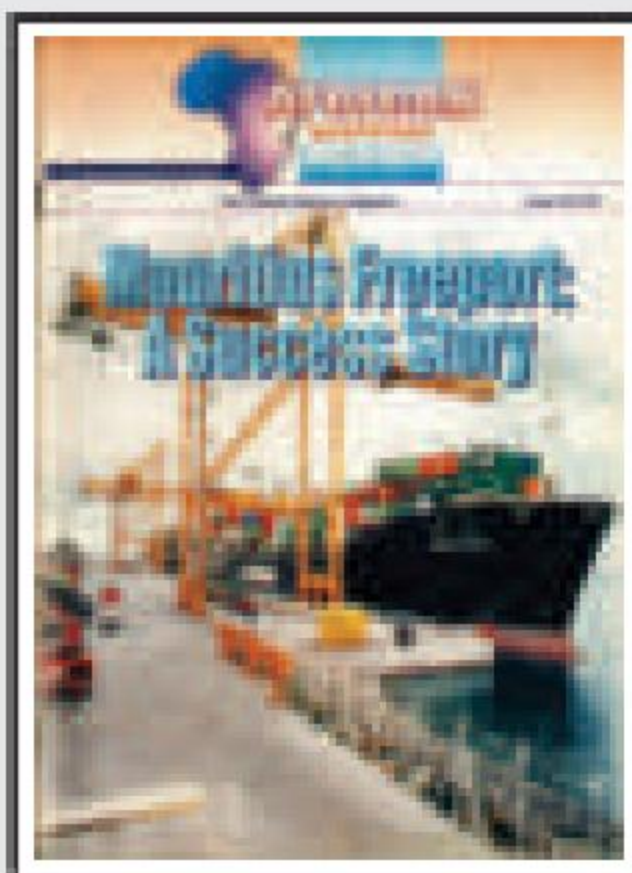
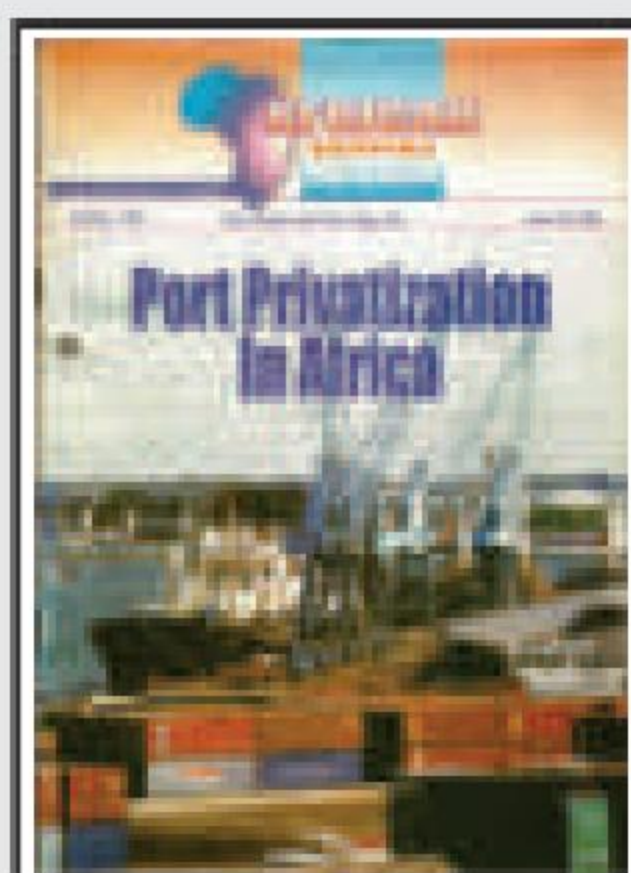
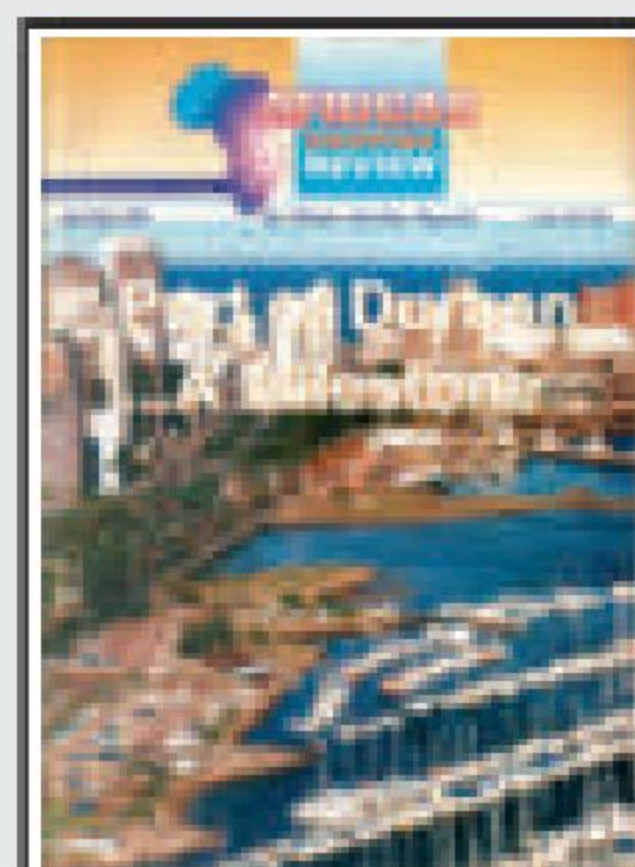
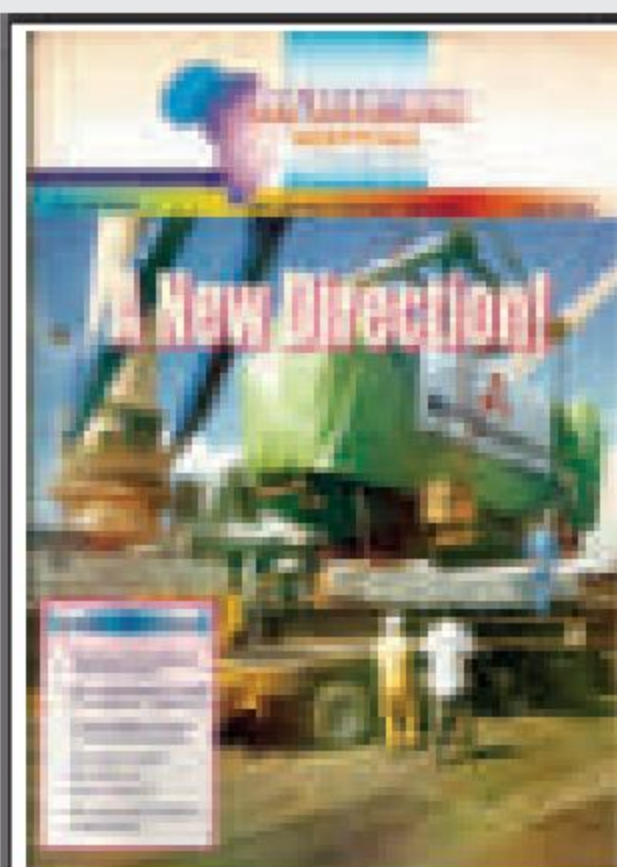
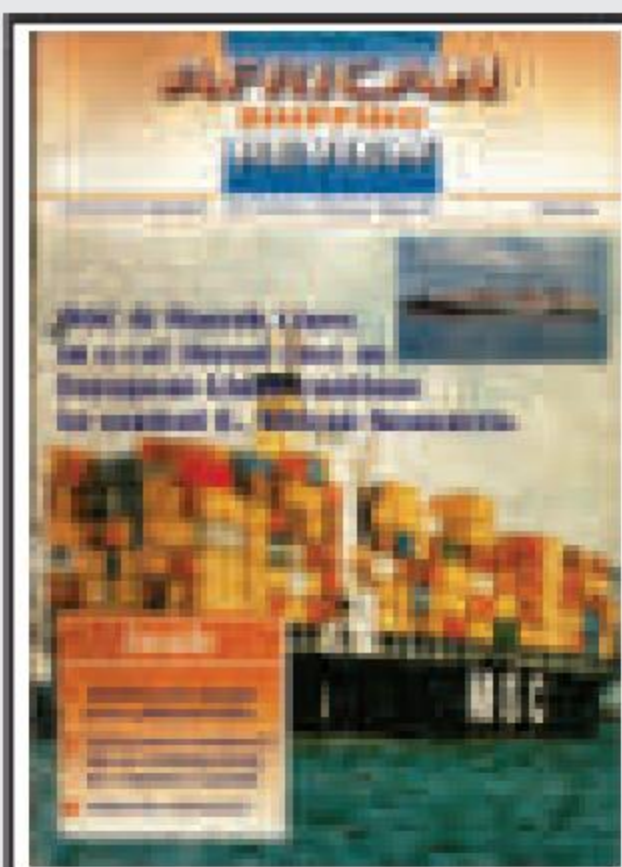
A key architect of the African Blue
Economy, takes the last bow



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Tribute to Shinzo Abe, the Fallen Japanese Heroe

On July 8th, the world woke up to the sad news of the fatal shooting of the former Japanese Prime Minister - Shinzo Abe - an outstanding leader, a remarkable administrator and a key pillar of the Blue Economy.

This heinous act was a terrible blow to the African continent and left an indelible mark on the continent's Blue Economy through Japan's Free and Open Indo-Pacific Strategy (FOIP) which was aimed at stimulating international trade and economic cooperation.

FOIP was also expected to directly address the widening income gap between the rich and poor countries and promote economic growth in the Indo-Pacific region, which is comprised of rapidly growing countries in Asia and Africa.

The fallen Japanese hero deliberately chose to introduce FOIP at the sixth Tokyo International Conference on African Development (TICAD VI) in Kenya in August 2016.

TICAD - a conference held regularly with the objective "to promote high-level policy dialogue between African leaders and development partners co-hosted with between Japan and other international stakeholder was thus hosted on African land for the first time. Previous conferences were all held in Japan.

TICAD 8 is scheduled for Tunis, Tunisia – the second venue in Africa -in August this year.

Even though FOIP Act came into force on October 1, 1995, in Japan, it was not until 2016 that Abe's administration introduced the concept during the TICAD meeting in Nairobi and formally put it down as a strategy. This



was without doubt the most important feature of Japan's foreign policy under his Administration.

The introduction of FOIP during the TICAD meeting in Nairobi, the first ever on African soil was never an accident but by design. Abe believed in Africa and Kenya's potential in the Blue Economy.

FOIP, through which Abe aimed at achieving economic prosperity for Japan and African maritime states, emphasized physical connectivity, including quality infrastructure development such as ports, railways and roads, energy and information and communication technology (ICT); people-to-people connectivity through human resources development and institutional connectivity through facilitating customs, among others.

As we bid farewell to one of Africa and Kenya's most steadfast friends, we are cognizant of the fact that losing someone to death is quite hard and can require a lot of time to heal mentally.

It is our prayer at *African Shipping Review* that the Japanese people and their friends around the globe will heal with time and get the strength to soldier on.

It is an inescapable fact of this world that every human being has to die at a certain stage, leaving various types of memories and legacies at the back, just like Shinzo Abe did.

George Sunguh
MANAGING EDITOR



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Wider Use of Rail and Inland Water Transport: A Priority for the Northern Corridor Region

There is a need for an increased inter-connectedness of the different transport modes along the corridor, especially with the increased pace of development of railway and road infrastructure and the upgrading of lake ports

The Northern Corridor Council of Ministers sitting has approved a US\$ 5.53 million budget for the 2022/ 2023 financial year, with an eye on rail and waterways projects to facilitate trade and decongest the Mombasa Port and Transit Roads in the Northern Corridor Member Countries.

The Ministers approved \$1.1 million more than it did in the past fiscal year for railway and inland water project expenditure.

The meeting made the decision even as Kenya and Uganda remain at odds over the completion of the oil jetty in Lake Victoria on the Ugandan side.

The Ksh1.7 billion (\$17 million) Kisumu oil jetty on the Kenyan side was completed in 2018, but the corresponding jetty in Kampala is yet to be completed and used. During the 34th meeting of the Northern Corridor Council of Ministers held in Mombasa on July 8, the members admitted that road transport is insufficient for moving more than 9.5 metric tonnes of cargo across the region, thus giving Central Corridor through Tanzania an edge.

“There is a need for an increased inter-connectedness of the different transport modes along the corridor, especially with the increased pace of development of railway and road infrastructure and the upgrading of lake ports,” reads a joint communique by the six member states.

The chairperson of the Council of Ministers, Dr. Ernest Nsabimana, the Minister for Infrastructure, Republic of Rwanda, said the meeting provided an opportunity to reflect on the objectives of the Northern Corridor Agreement which included facilitating trade, and stimulating economic and social development.

He noted that the Northern Corridor region and many parts of Africa continue to face a wide range of challenges such as lack of harmonized policies and regulations, inadequate infrastructure, lack of financing as well as trade bottlenecks.

“We, therefore, need to intensify our efforts to foster structural transformation and regional integration,” he said.

The chairman added that the development of reliable, efficient, and sustainable infrastructure systems, was of paramount importance.

“However, the levels of investment required for such large-scale regional infrastructure were often beyond the individual capacity of the countries; hence the need for cooperation and collaboration,” he said.

Dr. Nsabimana reiterated the need for the Corridor to prioritize key interventions geared toward the reduction of transport costs along the corridor and the development of inter-modal transport infrastructures such as roads, railways, oil pipelines, and inland waterways.

The Executive Secretary of the Northern Corridor Authority, Mr. Omae Nyarandi revealed that the 34th meeting of the Council of Ministers directed the Northern Corridor



The meeting provided an opportunity to reflect on the objectives of the Northern Corridor Agreement which included facilitating trade, and stimulating economic and social development - Dr. Ernest Nsabimana

Secretariat to “engage EAC Secretariat to put in place a framework for inter-corridor engagement and enhance the private sector participation in the development of infrastructure and equipment for Inland Water Transport.”

“The Council directed the Secretariat to engage Kenya and Uganda on the development and use of the standard gauge railway (SGR) as envisioned in the Northern Corridor integration projects”, added Omae Nyarandi.

Kenya's SGR ended up near Naivasha, owing largely to a lack of adequate funding but also due to Uganda's delayed commitment to construct its bit to Malaba.

In the meeting, both Kenya and Uganda agreed to develop Lake Victoria inland waterway transport (IWT) to provide

shipping services on Lake Victoria, focusing on transit cargo from Mombasa to the East African Community (EAC) region.

The waterway is expected to boost services at three main lake ports along the Northern Corridor located at Kisumu for Kenya, Port Bell for Uganda, and Mwanza South for Tanzania.

Kenya upgraded Kisumu port with a capacity of handling 50,000 twenty-foot equivalent units (TEUs) and is operating train wagon ferries on the lake between railhead ports of the two countries together with Uganda. Kenya has rehabilitated a train wagon ferry (MV Uhuru) with a carrying capacity of 1,180 tonnes and is constructing a second vessel (MV Uhuru II).

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A close-up portrait of Shinzo Abe, looking slightly to the right with a serious expression. He is wearing a dark suit, a white shirt, and a patterned tie. The background is dark and out of focus.

SHINZO ABE

A key architect of the African Blue Economy, takes the last bow

Shinzo Abe, the former Japanese Prime Minister, a towering global statesman, an outstanding leader, and a remarkable administrator regarded as a key architect of the African Blue Economy has taken the final bow from the stage in a tragic end.

He is the longest-serving prime minister in Japanese history. Abe also served as Chief Cabinet Secretary from 2005 to 2006 under Junichiro Koizumi and was briefly the opposition leader in 2012.

Abe has left a lasting memory and an indelible economic mark in many African maritime states through the "Free and Open Indo-Pacific" (FOIP) which is the most important feature of Japan's foreign policy under his Administration.

Even though the FOIP Act came into force on October 1, 1995 in Japan, it was not until 2016 that Abe's administration introduced the concept and formally put it down as a strategy. In 2019 the United States Department of State published a document formalizing its concept of a free and open Indo-Pacific.

This diplomatic strategy evolved from the quadrilateral security cooperation among leading democracies in this region, namely the US, Japan, Australia, and India, to a more comprehensive regional cooperation.

Prime Minister Shinzo Abe visited Kenya, the host country for TICAD VI, from August 26 to 28.

This marked the first visit to Kenya by a Japanese Prime Minister in 15 years, since Prime Minister Yoshiro Mori visited in 2001 (accompanied by then Deputy Chief Cabinet Secretary Shinzo Abe), and is the very first state visit by a Japanese Prime Minister.

Many believe Kenya's best bet to enhance its Blue Economy can best be achieved through a partnership with Japan through its Free and Open Indo Pacific Strategy (FOIP) which is aimed at stimulating international trade and economic cooperation.

The strategy was coincidentally announced for the first time by Abe during the TICAD 8 (Tokyo International Conference on African Development) held in Nairobi on 27th August, 2016.

The conference held on African soil for the first time since its inception in 1993, was meant to stimulate international trade and economic cooperation between Japan and like-minded states within the territorial waters served by both Indian Ocean and the Pacific Ocean.

Key on the FOIP agenda is to promote regional and international efforts related to maritime security to stem the menace of piracy, illegal fishing and other maritime crimes.

This offer for collaboration comes at a time Kenya is faced with several challenges inhibiting smooth exploitation of its resources at sea and development of its Blue Economy in general.

The United Nations Convention on the Law on the Sea (UNCLOS) to which Kenya and Japan are signatories stretches the East African nation borders through the Exclusive Economic Zone (EEZ) by 142,400 square kilometers. This includes 42,000 square Kilometers currently under dispute with Somalia.

This is equivalent to the space covered by 36 smaller Kenyan counties when collapsed together. Kenya with coastline measuring 640 km and a landmass measuring 580,367 square kilometer has a total of 47 counties. Currently Kenya is involved in a protracted maritime border case with its northern neighbor-Somalia - over oil rich 42,000 square Kilometer territorial waters.

Even though Kenya's EEZ straddles the considerably rich tuna belt of the South West Indian Ocean (SWIO), exploitation of the resources is hampered by infrastructural limitations and inappropriate fishing craft and equipment.

Data from the Kenya National Bureau of Statistics indicates that fishing and aquaculture contributed Kshs. 36.6 billion to the country's total Kshs. 8.1 trillion GDP. This represents 2.9 per cent.

President Kenyatta while launching the Coast Guard Service in November 2018, said, fully exploited Blue Economy could make a significant contribution to the national GDP.

Blue Economy indeed means the harnessing of a wide range of wealth at sea such as mining, transport, tourism and not limited to fishing alone.

Kenya pales in the shadow of its East African neighbours according to a recent FAO ranking of top African fishing nations which places Uganda and Tanzania 6th and 8th positions respectively.

The country has over the years been faced with the inability to effectively police its territorial waters to check transitional and organized networks engaged in Illegal, Unlicensed and Unregulated (IUU) fishing which results into annual loss estimated at US\$ 100 million each year.

This is slowly but surely becoming a thing of the past as Japan and the United Kingdom recently collaborated to provide capacity building training for the Kenya Coast Guard Service Officers in January, 2020 in Mombasa.

During the training the officers were taught how to operate the 17 vessels donated by Japan. This training was meant to help the Kenya Coast Guard Service to further develop its ability to protect the Kenyan Coastal area, and contribute towards improving the Kenyan maritime security and development of its Blue Economy sector.

In addition to providing 17 vessels to KCGS, Japan has also contributed towards the construction of the Dongo Kundu Special Economic Zone, which is one of the flagship projects of Kenya's VISION 2030, and the bridges, roads, and berths around Mombasa port.

This was further bolstered by a recent pledge from the Japanese government to Kenya through a pledge of Kshs.87 million to the International Peace Support Training Centre (IPSTC) based in Nairobi to improve its capacity and increase Kenya's capacity in maritime security.

Japan Ambassador to Kenya Horie Ryoichi announced this during a virtual strategic maritime security and blue economy course which is part of his country's support for Kenya.

"The reason Japan has prioritized maritime security and undertaken to extend support in this area is because we know how important oceans are for a country's prosperity," he said.

Japan's support through IPSTC has been implemented through the UN since 2009, a total of more than 100 courses and 5,000 students have been trained. Japan previously supported and continues to support research and training on Disaster Risk Reduction, Conflict Prevention, Countering Violent Extremism and Maritime Security and Blue Economy," he added.

Ambassador Horie in his speech mentioned "Free and Open Indo-Pacific", in which Japan aims to promote stability and prosperity of the international community by improving the connectivity of Asia and Africa through free and open oceans.

"Kenya is one of the focal points in this strategy due to its geostrategic location as a gateway for East Africa and its proximity to Japan in terms of values such as democracy and the rule of law.

Key on the FOIP agenda would be promoting regional and international efforts related to maritime security to stem the menace of piracy, illegal fishing and other maritime crimes.

In other words, Japan is keen on ensuring a rules-based maritime order in accordance with the principles of the UNCLOS law that came to force in 1994.

This law defines the rights and responsibilities of nations with respect to their use of world oceans; establishing guidelines for business; the environment and the management of marine resources found within its waters; on the sea or under the sea floor's subsoil.

Such a gesture coming from such a leading maritime nation like Japan, could not have come for Kenya at a more opportune time- a time when Kenya is looking into transforming its Blue Economy to be its next economic pillar.

Lack of monitoring and surveillance capacity has been the main cause of illegal fishing in Kenya's distant waters.

Recent reports attributed to Food and Agriculture Organization (FAO), a specialized agency of the United Nations, offshore waters of Kenya's EEZ are exploited by distant-water fishing fleets. Catches by these fleets were estimated at nearly 400,000 tonnes from 2011 to 2017, suggesting high levels of offshore exploitation.

Kenya's 2014-2017 National Nutrition Action Plan recognizes fisheries as one of the major sectors that contribute to the goals of the national nutrition agenda.

Vision 2030 which is Kenya's long-term development blueprint recognizes the contributions of the fisheries sector towards transforming the country into an industrializing middle-income nation.

In 2013 Kenya launched its first ever Tuna Fisheries Development and Management Strategy, thereby upping its stake in the USD 4 billion global tuna fisheries industry.

The strategy aimed at building effective governance system of the marine fisheries sector by providing institutional framework to ensure compliance with relevant national laws and international standards and agreements, was to run for five years.

It aims to grow the country's largely underdeveloped tuna supply chain that has rudimentary fishing vessels not capable of going beyond 20 nautical miles in undertaking tuna fishing.

President Kenyatta has been previously quoted saying that the global tuna catch of 4.35 million metric tones annually, 25 per cent is fished off Kenya's coast.

Kenya recently submitted a fishing fleet development plan to the Indian Ocean Tuna Commission (IOTC) and was allocated a fishing capacity of 72 deep sea fishing vessels.

IOTC is a management body created in 1994 to review, collect and disseminate statistical information; to encourage, recommend and coordinate research and development activities among other measures in the Indian Ocean.

With the support of a leading maritime nation such as Japan, Kenya will get the capacity to transform its marine fishing industry into productive and sustainable modern, commercially viable venture.

This will definitely have a direct positive impact on employment to its youth and foreign exchange earnings similar to if not beyond that of Seychelles.

The Kenyan Government and the FAO (Food and Agriculture Organization of the United Nations) have in place the Blue Growth Initiative (BGI), which is aimed at helping select areas of the coastal region to develop fisheries and aquaculture.

The agency recons that Kenya has the potential to produce an estimated 300,000 metric tonnes of fish each year, but only managed a mere 9,000 as per the 2015 government statistics. This earned the country only US\$ 13 million. The optimal harnessing of these resources is hindered by infrastructural limitations, inappropriate fishing craft and gear in security at sea.

The Japanese strategy and assurance to help Kenya comes on the heels of the decision by the government to launch its first ever Tuna Fisheries Development and Management Strategy,

thereby upping its stake in the USD 4 billion global tuna fisheries industry.

Kenya has also borne the brunt of Somali piracy which peaked between 2008 and 2012 costing the country's shipping trade an estimated US\$ 400 million every year due to increased cost in maritime trade and a decline in coastal tourism according to media reports.

On January 13, 2021 in the wake of the COVID 19 pandemic, Foreign Affairs Minister of Japan Mr Toshimitsu Motegi made a two day visit to Kenya during which he reiterated to President Uhuru Kenyatta Japan's commitment to supporting Kenya's development programmes Japan's efforts to promote a Free and Open Indo-Pacific(FOIP) region for more international trade and economic cooperation as well as efforts to promote regional peace and security.

ABE'S BRIEF HISTORY

Abe was born into a prominent political family in Tokyo and was the grandson of Prime Minister Nobusuke Kishi. After graduating from Seikei University and briefly attending the University of Southern California, Abe was elected to the House of Representatives in the 1993 election. Abe was appointed Chief Cabinet Secretary by Prime Minister Koizumi in 2005 before replacing him as prime minister and LDP president the following year. Confirmed by the National Diet, Abe became Japan's youngest post-war prime minister and the first born after World War II. Abe resigned as prime minister after one year due to ulcerative colitis and his party's recent losses. After recovering, Abe staged an unexpected political comeback by defeating Shigeru Ishiba, the former defense minister, to become LDP president in 2012. Following the LDP's landslide victory in the that year's general election, Abe became the first former prime minister to return to the office since Shigeru Yoshida in 1948. He led the LDP to further victories in the 2014 and 2017 elections, becoming Japan's longest-serving prime minister. In 2020, Abe resigned as prime minister, citing a relapse of his colitis, and was succeeded by Yoshihide Suga.

Abe was a staunch conservative whom political commentators had described as a right-wing Japanese nationalist.

Associated with the Nippon Kaigi, he held negationist views on Japanese history, including denying the role of government coercion in the recruitment of comfort women during World War a position which caused tensions particularly with South Korea.

Under his premiership, relations further strained in 2019 over disputes about reparations. Earlier that same year, Abe's government initiated a trade dispute with South Korea after the South Korean Supreme Court ruled that reparations be made by Japanese companies who had benefited from forced labor.

Abe was also considered a hard-liner with respect to Japan's military policies. In 2007, he initiated the

Quadrilateral Security Dialogue during his first tenure as prime minister, aimed at resisting China's rise as a superpower. He advocated reforming the Japan Self-Defense Forces by revising Article 9 of the Japanese constitution that outlawed declarations of war.

He enacted military reforms in 2015 that allowed Japan to exercise collective security by allowing JSDF deployments overseas, the passage of which was controversial and met with protests. Economically, Abe attempted to counter Japan's economic stagnation with "Abenomics", with mixed results. Abe was also credited with reinstating the Trans-Pacific Partnership with the Comprehensive and Progressive Agreement for Trans-Pacific Partnership.

A polarizing figure in Japanese politics, Abe's supporters praised him as a patriot who worked to strengthen Japan's security and international stature, while his opponents accused his nationalistic policies and negationist views on history of threatening Japanese pacifism and damaging relations with China and South Korea. Commentators have suggested that his legacy pushed Japan towards more proactive military spending, security and economic policies.

On 8 July 2022, Abe was shot by a former member of the Japan Maritime Self-Defense Force while delivering a campaign speech in Nara two days before the 10 July upper house elections; he was later pronounced dead in hospital. The suspect, who was arrested at the scene, confessed to targeting Abe because of the latter's ties with the Unification Church. Abe's assassination was the first.

NCTTCA Lauds Uganda's Contribution to RSS Development

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) conducted a successful survey of Roadside Stations along the Ugandan section of the corridor, in a major project that brought together a multi-agency team comprising public and private sector representatives.

Roadside Stations (RSS) are an integral part of the Northern Corridor and perform a critical role in ensuring that rest stops for truck drivers, secure parking yards, health facilities, accommodation, and other amenities, are available along the corridor.

The survey on the north and east road network was aimed at evaluating the status of identified private sector facilities similar to the RSS designs along the corridor to pilot those that comply to some levels with the stations' requirements.

The project was also meant to update information on potential locations and assess the land availability in those locations to boost the implementation process of RSS in Uganda.

NCTTCA had expressed concern over the lack of adequate facilities for rest and medical care, maintenance, parking, and sanitation which posed a serious effect on drivers using the Corridor route.

The situation, it said, resulted in a high number of accidents due to fatigue and incidences of diseases such as HIV and Aids, Ebola, and Covid-19, spreading across borders.

The authority noted that activities aimed at providing the Member States, especially the Republic of Uganda with institutional frameworks for the implementation of the RSS programme along the Corridor had been ongoing though at a slow pace.

Although the Authority stated that the momentum in developing the required regulatory framework for investing in RSS by the public sector had declined, however, acknowledged the initiative by Uganda to set a clear provision for the RSS development under Section 54(8)(a) of its Road Act, 2019.

NCTTCA equally noted that the

private sector in the country was investing in some facilities similar to RSS, but this was being done in a rather uncoordinated manner. It, however, expressed optimism that with the completion of the survey, there would soon be further development and operations of more structured and well-equipped RSS facilities along the Ugandan section of the Corridor.

This, it said, would go a long way in enhancing ongoing initiatives by the NCTTCA to facilitate road safety and ensure safe and efficient transportation of goods and people along the Corridor.

The implementation of the RSS programme was launched in 2014 following a feasibility study of the entire Northern Corridor by the Northern Corridor Permanent Secretariat. Through the study, 141 locations were identified for RSS out of which 67 were considered priority locations. Of the 67 priority locations identified along the Corridor, 27 are in Uganda.



The study equally provided financial projections and financial models for the development of the identified locations. The Secretariat also developed the RSS Regional Guidelines to ensure a common design of the Stations along the Corridor and as a template to be used by the Member States in developing their National Guidelines. Following the completion of the survey, Uganda National Roads Authority (UNRA) is in

The process of procuring a consultancy service to undertake a feasibility study of the proposed RSS locations across the country and advise on the potential strategies for the financing and the implementation of the RSS.

The consultancy firm is also to come up with master plans of the RSS to be developed; and similarly, advise UNRA on the operational modalities to be employed.

Private sector initiatives such as parking yards that have some or similar facilities recommended for RSS have been identified through the survey, as well as

the new facilities earmarked for development along the Corridor. The NCTTCA Secretariat, in the meantime, lauded the Member States for their support and commitment to developing the RSS as an integral part of Transport Infrastructure Services, policies and regulatory frameworks for promoting the Stations in partnership with the Private Sector.

“More specifically, the Secretariat extends its appreciation to the Member State of Uganda for the unconditional support towards the implementation of the RSS survey along the Northern Corridor in Uganda, undertaken in March 2022.

“This activity could not have been possible without the support and the participation of two major public agencies in the RSS business namely UNRA and Uganda Revenue Authority (URA).

The Secretariat also extends its appreciation to the private sector through the Private Sector Foundation and the Uganda Transporters Association,” the Secretariat's

Executive Secretary, Omae Nyarandi, said.

The Northern Corridor Secretariat, he said, equally extends its appreciation to the Public and Private Sector RSS investors who provided information and important data that contributed to the drafting of the Report on the RSS Survey.

“The NCTTCA Secretariat as well acknowledges the multi-agency team of experts who were involved in the Survey and participated in the drafting of the report. The Secretariat appreciates their valuable contributions, insights and comments,” he said.

On his part, Uganda's Ministry of Works and Transport Permanent Secretary, Bageya Waiswa, hailed the partnership and collaboration the country has had with the Authority spanning over three decades, in supporting transit transport of cargo, trucks and people

along the Northern Corridor route.

The PS noted that Uganda was the largest transit market for the Kenyan Port of Mombasa, the gateway to the region, and accounted for over 80% of all transit traffic destined into the hinterland countries, and transported entirely along the Northern Corridor.

The Government of Uganda, he said, was supporting the Northern Corridor Secretariat's efforts to progress the RSS agenda in the region and particularly in the Country.

The establishment of RSS, the PS noted, added value to all the Member States' efforts in curbing the scourge of loss of lives and cargo, diversion of goods and also enhances road safety, reliability, security and health along the Corridor.

He said the Secretariat's initiative to survey Uganda road network and check the status of the country towards the implementation of RSSs along the Corridor meets concerns shared by the Ministry of Works and Transport as well as the Uganda National Roads Authority to provide the country with the facilities. Mr Waiswa assured that the RSS Taskforce would fast-track the finalisation of Regulations in order to provide a clear and conducive environment for the development and operations of the facilities in Uganda.

Chinese Chief Officer Selected for IMO Bravery Award



A total of 41 nominations were received for the 2022 award from 17 Member States and two non-governmental organizations in consultative status with IMO.

Winner of the 2022 Award

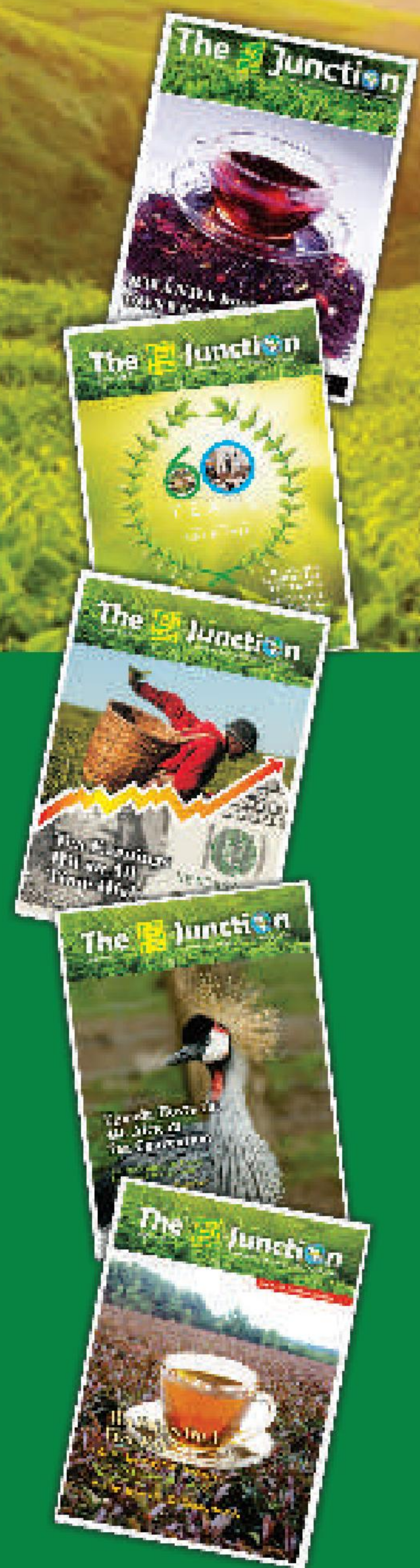
On the morning of 12 December 2021, the cargo ship Tian Feng 369 experienced bad weather, flooded and began to sink 30 nautical miles northeast of Zhifu Bay. The tanker Jian Qiao 502, which was en-route to Port of Dongguan, changed course without delay to assist the vessel in distress. After one and a half hours of exhaustive search, chief officer Bo Xu spotted a drifting life raft filled with seawater and carrying two survivors. The Jian Qiao 502 headed for the raft and the crew quickly realized that both survivors were too weak to securely tie a rope to themselves. Mr. Xu jumped into the freezing waters without hesitating and swam relentlessly towards the raft, battling high waves and strong currents. After several attempts, he reached and pulled himself to the life raft and tied the ropes to the survivors, who were successfully transferred to the deck with the help of other crew members. On his return to the ship, the chief officer immediately performed emergency resuscitation on both survivors, despite the fatigue and cold he still suffered. Eventually, one of the rescued survived and the other, regrettably, passed away due to hypothermia. Mr. Xu was nominated for the award by China.

Certificates of Commendation

The Council agreed to award certificates of commendation to:
The crew of SAR helicopter Rescue Cyclone Victor, Flotilla 33F, Lanvéoc Naval Air Base, French Navy, nominated by France, for the rescue in severe weather conditions and heavy seas of the entire crew of the sailing vessel Don Quijote, which was badly damaged.

The crews of Indian Naval vessels INS Kochi and INS Kolkata, as well as those of tug/supply vessel Greatship Ahalya,

Mr. Bo Xu, Chief Officer of the oil tanker Jian Qiao 502, is to receive the 2022 IMO Award for Exceptional Bravery at Sea, in recognition of his bravery, determination and endurance when rescuing two individuals in a life raft near Zhifu Bay in northern China, in severe weather and heavy seas. Five individuals or sets of nominees will receive certificates of commendation for their acts of bravery, while a further six will receive letters of commendation. The recipients were selected by a Panel of Judges, whose recommendation was endorsed by the IMO Council, meeting for its 127th session (11-15 July).



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IMO BRAVERY AWARD

for the rescue of 261 personnel (of which there were 18 casualties) on board the accommodation barge P-305, following its collision with an oil rig during cyclone Tauktae.

The crew of the fishing vessel Fukuseki-maru No.15, nominated by Japan, for the successful rescue of all 20 lives onboard the half-sunken fishing vessel Bandar Nelayan 188.

Three crews of the Coast Guard Air Station Cape Cod, MA, United States Coast Guard; three crews of the 413 Transport and Rescue Squadron, Greenwood NS, Royal Canadian Air Force; and the crew of the CGCC Cape Roger, Canadian Coast Guard, nominated by the United States, for the international rescue operation of all 31 crew members of the fishing vessel Atlantic Destiny, which was on fire, unpowered, flooding and violently pitching and rolling.

Aviation Survival Technician Second Class Juan Espinosa Gomez, Coast Guard Air Station Sitka, Alaska, United States Coast Guard, nominated by the United States, for the rescue of a mariner of the sailing vessel Ananda, amidst heavy seas and limited visibility caused by a powerful Alaskan storm.

Letters of Commendation will be sent to:

The crew of rescue helicopter B-7309, Beihai Rescue Bureau, nominated by China, for the search and rescue operation of five fishers of the capsized fishing vessel Liao Zhuang Yu 65558. The crew of the fishing vessel Zhe Yu Yu 82085, nominated by China, for rescuing five surviving fishers of the sinking vessel Shen Lian Cheng 707. The firefighter of the Hazardous Environment Intervention Group (GRIMP), Departmental Fire and Rescue Service of Reunion (SDIS 974), nominated by France, for his actions during the co-ordinated rescue of 11 crew members of the grounded tanker Tresta Star.

Captain Kakha Bezhanidze, Master of the M/T Elan Vital, nominated by Georgia, for the co-ordinated search and rescue operation of 10 survivors found in three separate life rafts after the sinking of the M/T Suvari H.



Aviation Survival Technician First Class Newsward K. Marfil, Coast Guard Air Station Barbers Point, Hawaii, United States Coast Guard, nominated by the United States, for the rescue of two pilots forced to ditch their cargo aircraft into the Pacific Ocean.

Mr. Nguyen Van Hoa, Leader of the Anti-Drugs and Crime Team, Tan Thanh Border Guard Post, Provincial Border Guard Command of Binh Thuan, nominated by Viet Nam, for rescuing a swimmer swept away by fast-flowing currents.

Future Submissions

Despite the significant number of nominations received, the Panel of Judges noted that several nominations did not provide enough information on their citations to ensure an accurate evaluation or did not meet the criteria of the Award Guidelines. Future submitters are encouraged to include as much information as possible, providing detailed descriptions of circumstances and events.

Rescue of Migrants

Three merchant vessels involved in rescue operations of migrants, nominated by Croatia, the Philippines and INTERTANKO, fit the criteria for Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea (as per resolution A.1093(29)). They will be awarded certificates for this recognition.

IMO Awards Ceremony

The awards will be presented by the Secretary-General at the IMO Awards Ceremony on 2 November 2022, during the 106th meeting of the IMO Maritime Safety Committee (2-11 November).

About the IMO Award for Exceptional Bravery at Sea

This annual award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary seamanship skills in very difficult conditions or any other display of outstanding courage.

The nominations were examined by an Assessment Panel which includes representatives of the International Chamber of Shipping (ICS), the International Maritime Pilots' Association (IMPA), the International Federation of Shipmasters' Associations (IFSMA), the International Salvage Union (ISU), the International Maritime Rescue Federation (IMRF) and the International Transport Workers' Federation (ITF).

The Assessment Panel submitted its recommendations to a Panel of Judges, consisting of the Chairs of the Council and Committees of IMO, which met on 27 June 2022 to select the recipients of the Awards.

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Adani Ports Inks MoU With AD Ports For Tanzania Ventures

Adani Ports and SEZ Ltd (APSEZ) has signed a memorandum of understanding with Abu Dhabi-based AD Ports Group for joint investments in the infrastructure sector in Tanzania.

Adani Ports and SEZ Ltd (APSEZ) has signed a memorandum of understanding with Abu Dhabi-based AD Ports Group for joint investments in the infrastructure sector in Tanzania. The agreement makes way for joint investments in logistics infrastructure and solutions, including rail, maritime services, port operations, digital services, an industrial zone and setting up of maritime academies in Tanzania.

Karan Adani, chief executive officer of APSEZ, said, “We are pleased to be partnering with AD Ports Group in the development of key quality infrastructure in Tanzania, especially in the ports and maritime sector.”

Captain Mohamed Juma Al Shamisi, managing director and group chief executive of AD Ports Group, said, “This MoU with Adani Ports and SEZ Ltd is significant in its impact on both Tanzania's ability to transform itself into an African trading hub, as well as our ability to further develop our global capabilities and connections that will bring goods to market faster and more efficiently.”



Photo: Hapag-Lloyd

Container Shipping Record US\$63.7bn Q2 Profits

The record profitability of the container shipping sector continued to grow in Q2 hitting an estimated \$63.7bn in the second quarter of 2022, according to Blue Alpha Capital.

The latest edition of the McCown Container Report takes the results of public-listed container lines in Q2, approximately two-thirds of capacity, and extrapolates these to the sector as a whole.

The estimated figure of \$63.7bn for Q2 is 123% higher than the \$28.6bn recording in Q2 2021, and \$5bn than the preceding quarter this year. It is the

seventh straight quarter of record earnings for a sector that for much of the previous two decades had struggled to even make a return on capital.

With the profitability numbers continuing to rise John McCown, founder of Blue Alpha Capital, has upped his full year forecast for the sector to \$245bn having started the year with \$220.5bn estimate for full year earnings. The \$245bn forecast for 2022 is 65% higher than \$148bn in 2021.

However, with forecast of global container volumes contracting, falling spot rates, and fleet growth, the

question is increasingly whether profit levels for container shipping have peaked, and how steep the fall off will be when it comes.

On the volume side figures from Container Trade Statistics (CTS) showed a 1.6% drop in Q2 2022 volumes from its members – top container lines – from the same quarter in 2021. However, McCown also notes that worldwide loaded container volumes in Q2 this year were 45.3m teu up 6.4% on the preceding quarter.

Continued to Page29...

Maritime Single Window System Goes-Live in Kenya

KenTrade has partnered with the Kenya Maritime Authority (KMA) in the implementation of the Kenya Maritime Single Window (MSW) System as an E-Maritime module of the Kenya TradeNet System to comply with the International Maritime Organization Convention on Facilitation of Maritime Traffic known as FAL Convention.

Kenya is among the 120 Governments (member states) that have ratified the FAL Convention.

The FAL Convention recommends the use of the "Single Window" concept in which the agencies and authorities involved exchange data via a single point of contact.

KenTrade has been working together with Kenya Maritime Authority (KMA) to implement an E-Maritime Module on the Single Window System to allow Shipping Agents in Kenya to electronically submit vessel pre-arrival and pre-departure FAL declarations to government agencies mainly Kenya Maritime Authority, Kenya Revenue Authority (KRA), Kenya Ports

Authority (KPA), State Department of Immigration, Port Health, National Environment Management Authority (NEMA), Kenya Plant Health Inspectorate Service (KEPHIS) and the Kenya Coast Guard Service.

Effective Wednesday, June 2, 2021, licensed shipping lines and agents operating in Kenya will be mandated to use the Maritime Single Window System (MSW) to electronically prepare and submit vessel pre-arrival and pre-departure declarations to the government agencies at the Port of Mombasa.

The following FAL forms have been automated on the MSW for submission for approval by the relevant Government Agencies:

1. IMO FAL form 1 - General declaration
2. IMO FAL form 2 - Cargo declaration
3. IMO FAL form 3 - Ship's stores declaration
4. IMO FAL form 4 - Crew's effects declaration
5. IMO FAL form 5 - Crew's list

6. IMO FAL form 6 - Passenger list
7. IMO FAL form 7 - Dangerous Goods Manifest
- Other

1. Last Ports of Call
 2. Maritime Declaration of Health Form
 3. Waste & Fuel Declaration Form
 4. International Ship and Port Facility Security & SOLAS Forms
 5. Ship Certificates (IMO, Flag State, Class Society, Radio Equipment)
- As part of our mandate for trade facilitation, the Kenya Trade Network Agency (KenTrade), through the E-Maritime Module (Kenya Maritime Single Window System) seeks to provide harmonized and simplified ship to shore clearance procedures to the maritime stakeholders.

Kenya Trade Network Agency (KenTrade) is a State Corporation under the National Treasury, which was established in January 2011 to implement and manage the National Electronic Single Window System (Kenya TradeNet System) that is designed to facilitate trade.



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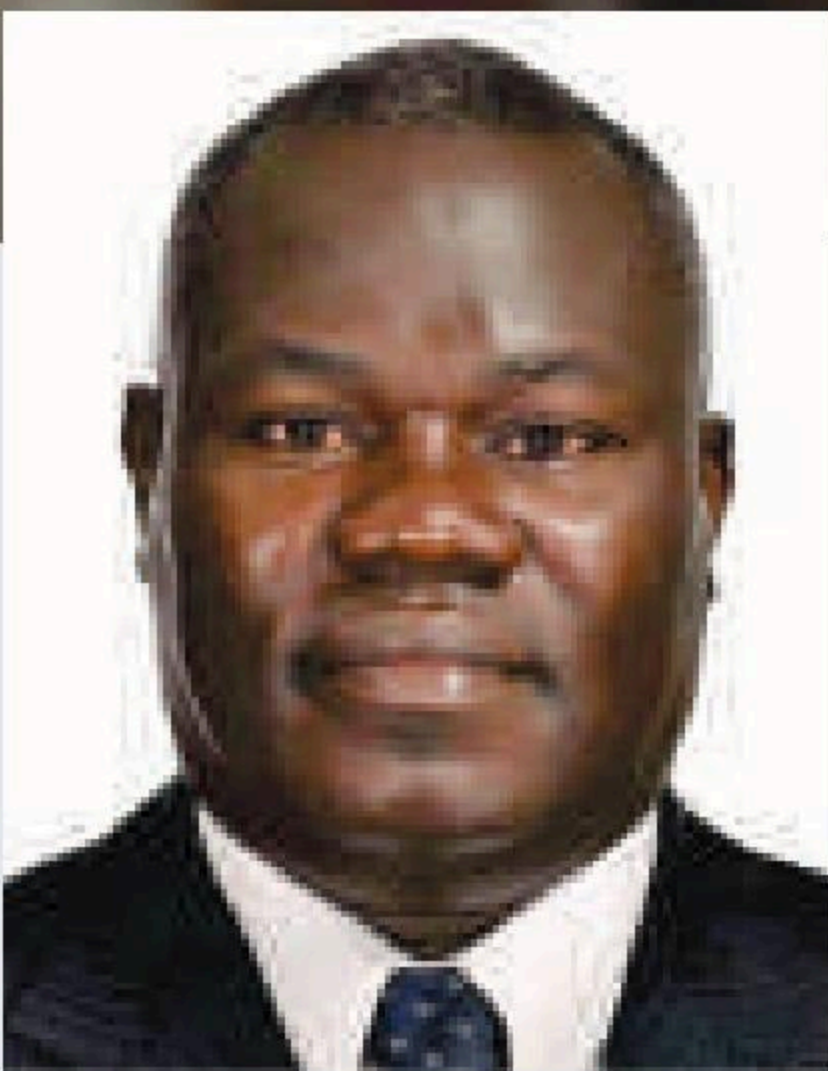
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African Shipping Review Editor Joins the Vatican Communication Team



Cardinal Mario Grech, the General Secretary of the Synod of Bishops



Mr. George Sunguh

George Sunguh – the Publisher and Managing Editor of the *African Shipping Review* – has been appointed as a member of the Vatican's Communication Commission of the Synod of Bishops.

Sunguh who is the past immediate President of the Union of the Catholic African Press (UCAP) – the continental body that brings together Catholic media practitioners joined the 12-member team to serve the Mother Church at the Universal level.

There are four commissions namely: Theological, Spirituality, Methodological and Communication bringing 57 members in total.

The Commissioners drawn from around the world are charged with championing the ongoing two-year process to have a *synodal Church that walks forward in communion to pursue a common mission through the participation of each and every one of her members*. It culminates in a Synod on Synodality in Rome in October 2023.

In an interview with ACI Africa shortly after receiving his appointment letter from Cardinal Mario Grech, the General Secretary of the Synod of Bishops during a recent visit to Rome, Mr. Sunguh said he does not take the opportunity for granted and will diligently serve the church from this new platform.

"I feel extremely honored and privileged to be appointed to serve the Mother Church at the Universal level," Mr. Sunguh said, and added, "It's indeed a humbling experience. I feel tossed into the deep end."

Continued to page 24...



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HIGHLIGHTED TOPICS

- Recognising favourable market conditions and addressing volatility of current economic scenarios for West African maritime trade
- Moving towards an improved economy, environment and productivity through sustainable port development planning
- Planning vital infrastructure development projects in line with regional economic progress and expanding port capacity
- Innovations in global freight movements and shaping the future of cargo transportation in West Africa through land, sea and rail
- Technology as the cornerstone in revolutionising sustainable digital ports of the future
- Ports as key economic gateways – Dealing with the complex challenges and implementing strategic improvements in creating an efficient regional transportation hub

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Sr. Hermenegild Makoro



TANZANIA

Rev. Fr. Nicholas Segeja M'Hela



BUKINA FASO

Fr. Paul Béré



SENEGAL

Sr. Anne Beatrice Faye



EGYPT

Bishop. Bakhom Kiroulos

"I will be brushing shoulders with top Clergy, theologians, spiritualists, scholars and communication experts as we help the Holy Father shape the destiny of the Church in the new journey of faith, through the Synod on Synodality," he said. He further said his appointment is something he will never take for granted and I asked the Holy Spirit to guide his steps on the new journey.

"I feel extremely honored and privileged" to serve the Universal Church in this capacity," he told ACI Africa – a news service owned by the US-based Eternal Word Television Network (EWTN).

As stated in the appointment letter by Cardinal Grech: "the success of this synodal journey, convoked by the Holy Father, will depend greatly on our commission's ability to communicate both within and outside the ecclesiastical community."

To achieve this, Mr. Sunguh said, he will work closely with Catholic journalists in Africa to facilitate access to information about the synod as a top priority.

He told ACI Africa that he intends to "ensure a free flow of information from the Synod of Bishops to scribes on the African continent."

Together we will put our best feet forward to deliver on this assignment," Mr. Sunguh said.

He added, "The Synod of Bishops, as you are already aware, is the meeting of Bishops chosen from various regions of the world to assist the Pope with advice for the maintenance and advancement of faith and morals for the preservation and strengthening of ecclesiastical discipline and also to study question concerning the Church's action in the world."

Africa has produced a total of six commissioners:

Rev. Sr. Hermenegild Makoro, CPS (Theology Commission). Sr. Hermenegild is the past immediate Secretary General of the Southern African Bishops Conference and a member of the Missionary Sisters of the Precious Blood in the Diocese of Mthatha in South Africa.

She made her first profession in 1976 and holds a higher diploma in education from the University of Transkei and a bachelor of theology from the University of Natal – Pietermaritzburg.

Nicholaus Segeja M'hela, from Tanzania, is a member of the Theology Commission and is the current head of Pastoral Theology at the Catholic University of Eastern Africa (CUEA).

Fr. Paul Béré (Commission for Theology) is a Jesuit biblical scholar from Burkina Faso, and a permanent teacher at the Pontifical Biblical Institute in Rome. He was among ten biblical scholars appointed on January 13, 2021, as new members of the Pontifical Biblical Commission by Pope Francis. On September 30, 2019, he emerged winner of the Ratzinger Prize awarded by the Benedict XVI - Joseph Ratzinger Foundation, in the Vatican, making him the first African theologian to win the Ratzinger Prize which rewards the work of theologians and specialists in related disciplines

Rev Sr. Prof. Anne-Béatrice Faye (Theology Commission) is a Senegalese and nun of the Congregation of the Sisters of Our Lady of the Immaculate Conception of Castres, Doctor of Philosophy and member of the Association of African Theologians (ATA). She is a member of the Concilium Advisory Board.

Bishop Hani Bakhom Kiroulos also of the Communication Commission is a bishop of the Coptic Catholic Patriarchate of Alexandria, Egypt. He is in charge of the Radio Mariam mobile studios in Cairo.



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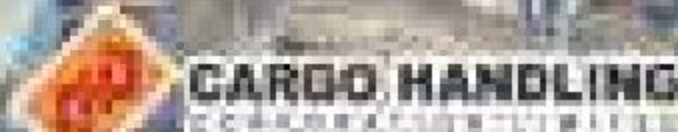
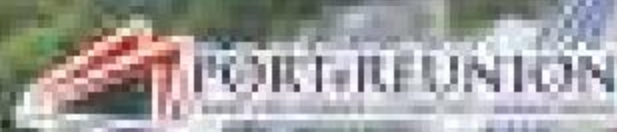


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HIGHLIGHTED TOPICS

- Forecasting the maritime trade outlook in Indian Ocean: Opportunities and challenges
- Trade facilitation opportunities and challenges: Outlook on Africa, Indian Ocean
- Maritime security in Indian Ocean
- Climate-related risks to ports
- Public-private partnerships for trade promotion and development in Indian Ocean
- Financing ports and container terminals in the Indian Ocean
- Port & maritime logistic challenge of major infrastructures projects reported to the IO ports: Return on experiences
- Key considerations in new ports construction
- Cultivating competitive maritime trade in Indian Ocean: Container and dry bulk services
- Transshipment opportunities in Indian Ocean container trade
- Dry bulk trends in the Indian Ocean and efficient Bulk Handling in Ports
- Containerization in tropical areas
- The impact of increasing vessel size and efficiency on port operations in Indian Ocean
- Optimizing trade route and logistics in Indian Ocean islands
- The impact of landside logistics on port efficiency

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Port of Maputo – A Gateway to World Trade

After achieving a new handling record in 2021, the Port of Maputo continues to focus on its objective of becoming a gateway to world trade on the east of Africa.

A total of 1,058 metres of berthing area (comprising berths 6, 7, 8, and 9) were inaugurated last week by the President of Mozambique, Filipe Jacinto Nyusi; while Grindrod's Matola terminal in Maputo received a second train from Botswana this weekend, the 15th of May 2022, and successfully discharged 50 wagons using the terminal's tipplers.

Berth Rehabilitation

The berths, rehabilitated, expanded, and dredged to depths of up to -16 metres, are now fully operational, allowing the port to receive and load an increasing number of bigger vessels (capesize).

Speaking at the inauguration, the President said that there would be more revenue and income for Mozambicans with the increase in shipments. The strategic intent to invest in the Port of Maputo's infrastructure has contributed significantly to adding value to the business.

At the same event, the CEO of Maputo Port Development Company (MPDC) Osório Lucas, affirmed: "These berths are a fundamental pillar for implementing the master plan launched in 2010 and approved by the Government of Mozambique."

PORTS



that will further enhance the corridor's growth," added Lucas. The vision for the port's future considers the fundamental principles of port planning in its interaction with the city, port efficiency, and sustainable development.

Coal Demand Continues to Buoy Operations

The global coal demand, which peaked in mid-2021, is still reaching price record highs due to the major surge in coal prices worldwide. In response to the increasing demand for export capacity, the Maputo and Matola Drybulk Terminals (GML and TCM), the sub-concessions of the Maputo Port Development Company (MPDC), are considering the expansion of their footprint.

In February this year, they announced the intention to increase throughput from the current capacity of 1.5 million tonnes per annum to 4.5 million tonnes per annum in the first half of this year.

TCM's current capacity of 7.3 million tonnes per annum will be increased to 12 million in the short to medium term, and to 20 million tonnes per annum in the long run.

More Milestones

Last week's arrival of 50 wagons follows the successful discharge of the first train in April marking a significant milestone for Grindrod's drybulk terminal in the main Port of Maputo, Mozambique. The rail consignment of 40 wagons, each carrying approximately 2 000 metric tonnes of mineral coal, was delivered from Botswana.

The train originated from Palapye in Botswana, transiting through Zimbabwe via the Chicualacuala rail network to its final destination. Grindrod discharged the wagons and loaded the cargo on a vessel destined for Europe. A sample load was sent to Grindrod's Matola terminal, where the compatibility of the Botswana wagons on the terminal's tipplers was confirmed.

They are also the foundation of the new master plan that we presented publicly yesterday at our Conference." Preceding the berth inauguration, MPDC held the 7th Conference of the Port of Maputo, presenting the port's future up to and beyond 2043. Some of the planned investments include:

- * Construction of a new berth for bulk cargo
- * Creation of a food terminal (grains, sugar, vegetable oils, molasses)
- * Expansion of the container terminal
- * Expansion of the intermodal container terminal (MICD)

* Expanding TCM capacity to 12 MTPA
"We will continue to work with CFM and Transnet to achieve a better balance between road and rail freight, promoting an integrated development

Hapag-Lloyd's New Service between Mundra and Maputo

Hapag-Lloyd has announced the launch of its new Maputo Express (MAX) service that is expected to commence operations in the first week of June.

Hapag-Lloyd has announced the launch of its new Maputo Express (MAX) service that is expected to commence operations in the first week of June. This will be a new addition to its African network offering direct bi-weekly departures between the Middle East & Indian Subcontinent and Maputo, Mozambique. The MAX service will offer unparalleled connections from the East of Africa to its global network via Jebel Ali, UAE. The port rotation of the MAX service is Mundra, India – Jebel Ali, UAE – Maputo, Mozambique.

"The three-port rotation and competitive transit times are designed to support your cargo planning with ease and certainty," said Hapag-Lloyd in its announcement. Additionally, there will be an in-bond-transit connection between Maputo and Komatipoort in South Africa, creating a unique transportation gateway towards the North of South Africa. The first westbound voyage is expected to sail from Jebel Ali on 4 June with an estimated arrival at Maputo on 19 June.

TNPA to Invest R9bn in Central Region Ports' Infrastructure Development

The investment will be spaced out over a seven-year period.

The Transnet National Ports Authority (TNPA) plans to invest R9.1 billion into various infrastructure development projects at the ports of East London, Port Elizabeth and Ngqura over the next seven years.

The TNPA's latest investment ambitions form part of its capital investment programme, which seeks to realign Transnet with key sectors of the economy.

"We have earmarked the port of Port Elizabeth for the automotive sector, with the port of Ngqura being positioned as a transshipment and energy hub for the southern hemisphere," managing executive for the Central Region, Siyabulela Mhlaluka says in a statement.

The port of East London has been earmarked to service the broader automotive and industrial and agricultural sectors in the region. "The Port of East London's grain elevator is a key asset to the province, and this has been emphasized by the diversion of some of the agricultural cargo from Durban to the East London port," he says

"East London is also strategically positioned for the tourism sector, a strategic objective that will be achieved by transforming the port's real estate portfolio to integrate with the leisure market, such as the Latimer's Landing Waterfront development."

This first instalment will go towards the relocation of the tank farm from Port Elizabeth to Ngqura, as well as

phase I of the Ngqura Manganese Export Terminal development, conducting a feasibility study for the reconstruction of East London's Quay 3 and the construction of a slipway at the Port of Port Elizabeth.

"We are continuously creating an enabling and performance-driven environment that unlocks bottlenecks and accelerates the execution of strategic projects through the establishment of regional and national capital investment war rooms, where project sponsor engagement is relevant and influential in enabling the project team. This approach will ensure that TNPA delivers on its capital investment commitments in the region," Mhlaluka says.

...Continued from Page 19

There are variety of different spot rates measurements for container shipping – the bellweather Shanghai Containerised Freight Index (SCFI) was 3,472 points in August down from 4,040 points in the previous month, and a record high of 5,051 in January this year. The index is still multiple times higher than the 1,160 points recording in August 2020.

On the supply side the newbuilding orderbook is almost 30% of vessel slot capacity currently on the water, however, McCown notes that capacity above replacement will not be delivered until late 2023 onwards.

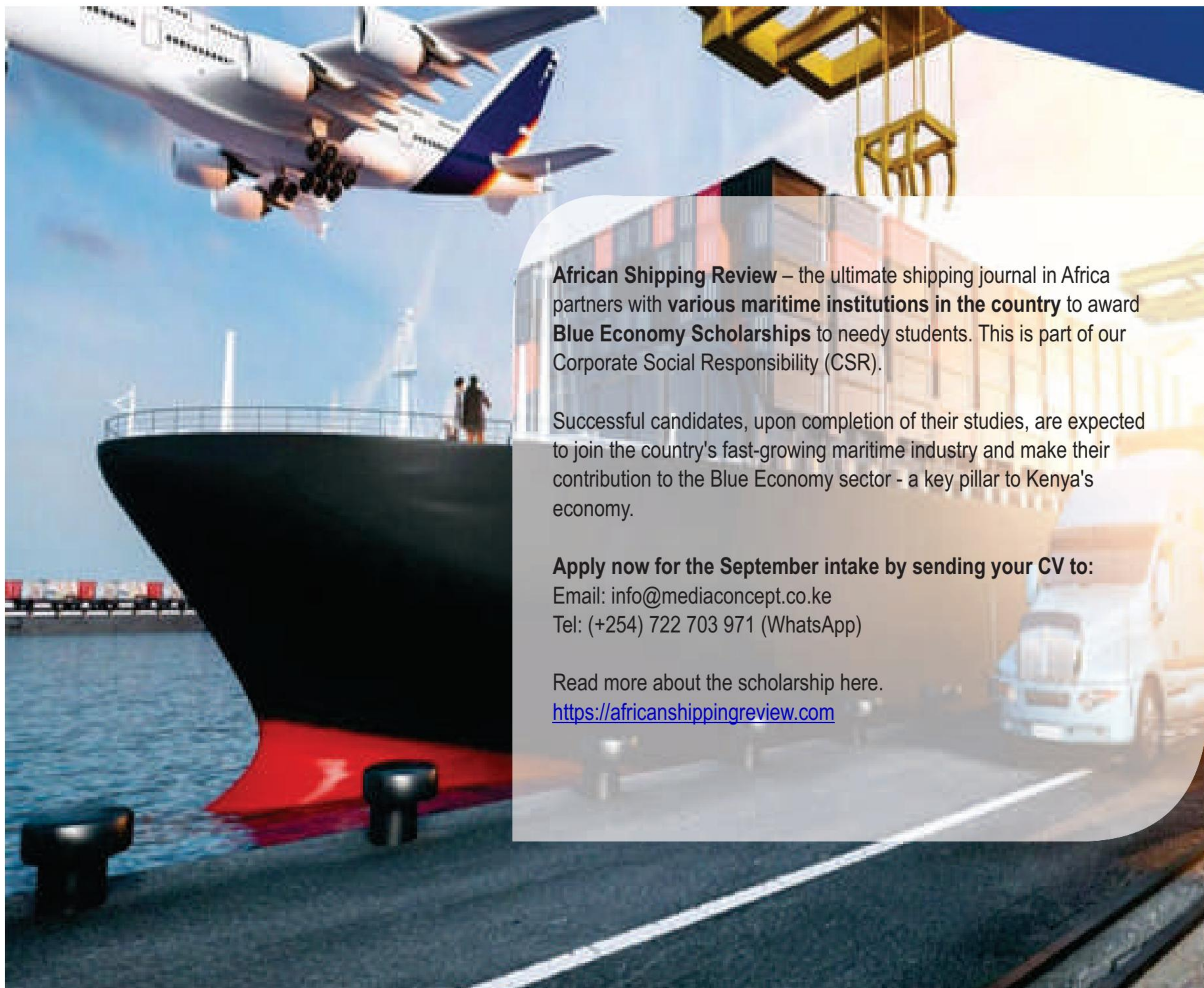
McCown is considerably more bullish than some market analysts on where container shipping profitability is headed – on 1 September *Seatrade Maritime News* reported HSBC Global Research's Parash Jain forecasting an 80% drop in profitability for the sector in 2023/24.

On the basis of a \$245bn forecast for 2022 as whole McCown sees second half profit being \$122.6bn very marginally higher than \$122.4bn in H1, with Q3 expected to be as good as or slightly better than Q2. "Much is already baked in for the 2022 financial results

and concern on the impact of the orderbook is overdone when the form of new capacity is examined," McCown said.

"The folks who focus on spot rates and are predicting a near earnings collapse are substituting narrative for analysis and will be proven wrong. We may be at or near the peak, but no earnings collapse is imminent."

Source: Seatrade News



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"18 World Records and Still Going Strong"



'MARPOL at 50 – Our Commitment Goes On'

MARPOL at 50 – Our commitment goes on' - has been selected as the upcoming theme for the International Maritime Organization's 2023 World Maritime Theme, which will culminate in a World Maritime Day celebration on 28 September 2023.

The theme reflects the organization's long history of protecting the environment from the impact of shipping via a robust regulatory framework and emphasizes its ongoing commitment to this important work. The theme spotlights the International Convention for the Prevention of Pollution from Ships (MARPOL), which covers prevention of pollution of the marine environment by ships from operational or accidental causes. IMO Secretary-General Kitack Lim said, "A lot has changed in shipping in the 50 years since the MARPOL Convention was adopted on 2 November 1973, and IMO's commitment to protecting and preserving the marine environment has remained unwavering. The World Maritime Theme for 2023 will allow us to celebrate this legacy, while also underscoring our dedication to building on the existing foundations as we move towards a brighter future together. "Our work to reduce Greenhouse Gas emissions is critical, and – given the urgency of the climate crisis - we must act now to strengthen our ambitions on this matter. We must also tackle other issues including protecting biodiversity, biofouling, the transfer of invasive species, and plastic and noise

pollution. Protecting the marine environment requires shared action and I look forward to what the next 50 years will bring," he added.

The theme, which promotes discussions on the next phase of IMO's work to further protect the planet and the oceans, is also linked to the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs). These include affordable and clean energy (SDG 7); industry, innovation and infrastructure (SDG 9); climate action and sustainable use of the oceans, seas and marine resources (SDGs 13 and 14); and the importance of partnerships and implementation to achieve these goals (SDG 17).

The IMO Council, meeting for its 127th session, endorsed the theme following a proposal by IMO Secretary-General Kitack Lim.

History of the Convention

The Torrey Canyon oil spill in 1967, the largest oil disaster at the time, was one of the key moments that led to the development of the MARPOL Convention. The 1970s saw increased global awareness of the need to protect the marine environment from all sources of pollution, subsequently resulting in the adoption of the MARPOL Convention and the 1978 MARPOL Protocol in 1973 and 1978, respectively. The combined instrument entered into force on 2 October 1983. MARPOL 73/78 is the most important international instrument covering

prevention of pollution of the marine environment by ships from operational or accidental causes. In 1997, a Protocol addressing prevention of air pollution from ships was adopted and entered into force on 19 May 2005.

Evolution of MARPOL

Today, MARPOL covers pollution of the sea by oil, noxious liquid substances in bulk, harmful substances in packaged form, sewage from ships and garbage from ships, air pollution from ships, and regulation of energy efficiency. It also allows for the adoption of special areas with even stricter controls on operational discharges.

The Convention has evolved through the years. Some highlights include the requirements for oil/water separators on ships, phasing out of single hull oil tankers in 2010, the establishment of several special areas including the Antarctic area, the introduction of the mandatory IMO Member State Audit Scheme (IMSAS) in all MARPOL annexes, the introduction of the IMO 2020 global sulphur limit, and the adoption of technical and operational measures to enhance the energy efficiency of ships.

The adoption of the Initial IMO Greenhouse Gas (GHG) Strategy in 2018 to decarbonize the sector as soon as possible before the end of this century has set the policy framework for the development and adoption of further measures within MARPOL to enhance energy efficiency of ships.



US and Kenya Announce a New Strategic Trade Partnership

“This initiative will lay the groundwork for a comprehensive free trade agreement that includes market access, builds off AGOA, and complements both regional and continental integration - **Mr. Richard Neil**

The US and Kenyan representatives have announced the commencement of talks to develop a new strategic trade and investment partnership between the two countries, which could pave the way for the US' first free trade agreement (FTA) in sub-Saharan Africa. After promising trade talks commenced in 2020 were shelved by the incoming Biden administration, the latest round of bilateral negotiations, set to begin within three months, will pursue deepened engagement between the US and its largest trade partner in East Africa.

Kenya has long been a major beneficiary of the African Growth and Opportunity Act (2000; AGOA). In 2021, the country exported \$685m of goods to the US, with 75% of these being exempted from American import duties under AGOA provisions.

Leading exports include apparel, macadamia nuts, coffee, tea and titanium ores.

“This initiative will lay the groundwork for a comprehensive free trade agreement that includes market access, builds off AGOA, and complements both regional and continental integration”, said Richard Neil,

TRADE

chairman of the House of Representatives' Ways and Means Committee. "For decades, AGOA has been the bedrock of our Africa trade policy. However, unilateral preferences alone can only take a country so far in its economic development. Kenya has shown a willingness to deepen its economic ties with the United States, and we should embrace it."

Earlier the United States has announced it has not ruled out more comprehensive trade negotiations with Kenya after launching a strategic trade and investment partnership with the African country on Thursday,

Deputy U.S. Trade Representative Sarah Bianchi told Reuters.

Bianchi said U.S. trade officials viewed the agreement with Kenya as a potential model for other countries. Officials would focus in coming months on hammering out high-standard agreements in areas such as agriculture safety and digital trade standards, climate change and customs procedures.

She said there could be future talks on a broader deal with Kenya, as U.S. House Ways and Means Committee Chairman Richard Neal has suggested, but said the next "several months" would be focused on the just-announced partnership.

"We haven't ruled out doing more comprehensive negotiations," Bianchi told Reuters in an interview, when asked if Washington could pursue a free trade agreement with Kenya. "Our goal right now is to expand the bilateral relationship and get agreement on a whole number of these important issues."

No other African countries had yet expressed interest in a non-tariff partnership deal like the one with Kenya, but that could happen as well, she said.

"Kenya has really stepped forward and this could be a model for things going forward," she said. "We don't have any immediate plans with any other countries but certainly all eyes are on this initiative and seeing if it becomes a model."

The United States and Kenya on Thursday launched a strategic trade and investment partnership focused on boosting economic growth, supporting African regional economic integration

and deepening trade cooperation, but made no mention of reducing tariffs or enhancing market access.

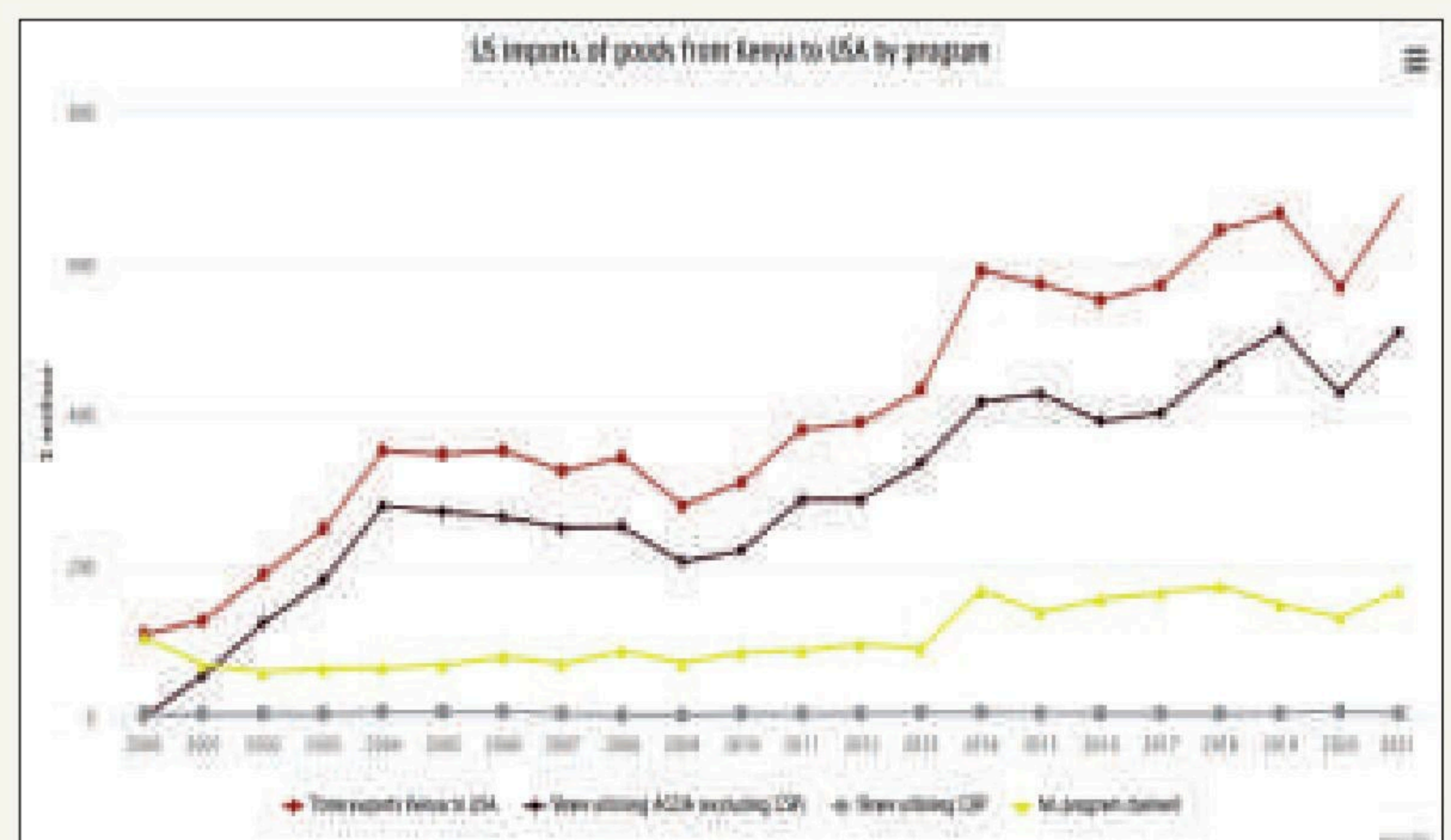
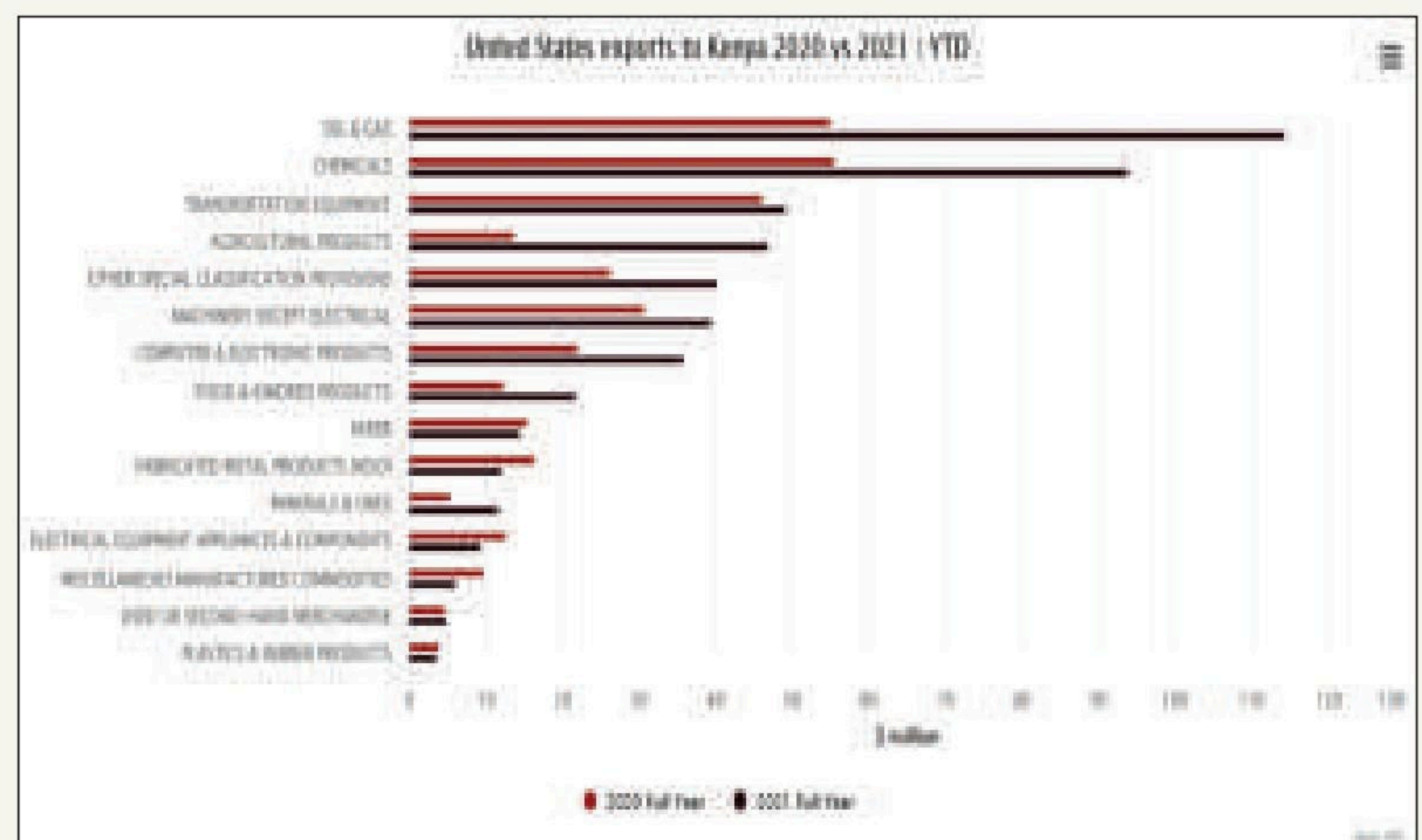
The deal calls for the U.S. and Kenyan governments to start work within three months on a road map for engagement in areas including agriculture safety and digital trade standards, climate change, regulatory practices, and customs procedures.

Kenya and the United States had launched negotiations for a free trade agreement to lower bilateral tariffs under the Trump administration in 2020. But the Biden administration, which has shunned traditional trade

deals, did not resume those talks.

Kenya already enjoys substantial duty-free access to the U.S. market through the Africa Growth and Opportunity Act (AGOA), but had wanted to lock in those trade preferences before AGOA expires in September 2025.

Kenya exported \$685.1 million worth of goods to the United States in 2021, chiefly apparel, macadamia nuts, coffee, tea and titanium ores, while the United States exported \$561.6 million in goods to Kenya in 2021, with aircraft, plastics, machinery and wheat among the biggest categories.





South African Ports Loose ICT Guru

Brother Mmutle Lentle:

“You are gone from our sight, but never from our hearts. Our Thoughts and prayers are with you.”

It is indeed with profound sadness that we at *African Shipping Review* learnt of the demise of our friend and brother Mmutle Lentle, formerly the Chief Information Officer of Transnet National Ports Authority in South Africa on 22 August 2022 in Durban, South Africa.

Mmutle will be fondly remembered by the African maritime industry as a passionate contributor to the industry's development, especially in Information Technology. This was his forte.

He was the key architect behind the web-based Integrated Port Management System (IPMS) which saw TNPA seaports of Durban, Cape Town, Saldanha, Port Elizabeth, Ngqura, and Richards Bay among others go live under the new smartPORT' technology.

This programme marked the beginning of one of many initiatives that saw Transnet create visibility within the transport value chain and enable connectedness of the transportation ecosystem ranging from ports, rail and road.

As the Chairman ICT Committee for Port Management Association of Eastern and Southern Africa (PMAESA), he was instrumental also in influencing regional ports in adopting 'smartPORT' concepts as the world increasingly embraced digital technologies and data analytics to make sense of the information around their jurisdictions.

In God's grace go into the heavenly realms, until we meet again.

China (Shenzhen) International Logistics & Supply Chain Fair
(22 - 24 Sept. 2022)
Shenzhen, China

World Maritime Day
(29 Sept. 2022)
London, United Kingdom

Transport Evolution Africa Forum & Expo
28 - 29 Sept. 2022
Durban, South Africa

Global Ports Forum
13 - 14 Oct. 2022
OCBC Centre, Singapore

The 17th edition of GreenPort Congress & Cruise
18 - 20 Oct. 2022
Port of Anwerp-Bruges, Belgium

Intermodal Africa
22 - 24 Nov. 2022
Lomé, Togo

Mauritius Maritime Week
13 - 15 Dec. 2022
The Ravenala Attitude, Mauritius



*Coming
Soon!*

AFRICAN Transport Corridors Forum



VENUE: Mombasa (KENYA)

DATE: To Be Confirmed

OFFICIAL HOTEL: To Be Confirmed

HOSTED BY:



ORGANIZED BY:
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...act before it's too late!