

Corridors Development Alliance to be Formed



Participants of the Pan African Network of Corridors Management workshop in Mombasa

An Eastern and Southern Africa Corridors Development Alliance is to be established following a recent workshop on the Pan- African Network of Corridor Management Institutions in Mombasa, Kenya.

The meeting which was held under the auspices of United Nations Economic Commission for Africa through its African Trade Policy Centre (ATPC) in collaboration with PMAESA brought together participants from key corridor groups, ports and stakeholders in the region.

A Working Group to be headed by Walvis Bay Corridor's Chief Executive Officer Mr. Johny Smith with PMAESA Secretary General, Jerome Ntibarekerwa as his deputy was formed fine tune the forma-

tion of the Alliance.

Committee members will be representatives from the Northern Corridor of the Transit Transport Coordination Authority (NCTTCA) of Mombasa, Central Corridor of Dar es Salaam, Maputo Corridor in Maputo, Abidjan-Lagos Corridor in Cotonou, Benin and Port Management Association of Western and Central Africa (PMAWCA) of Lagos Nigeria.

The meeting agreed that the committee shall be expanded at a later stage and members of various trade facilitation institutions and those in the transport sector will be incorporated.

"We believe the formation of this organization will facilitate trade and transit transport within this region of Africa," said

Mr. Alan Kyerematen, Coordinator ATPC who was also the main facilitator at the two day workshop.

Mr. Jerome Ntibarekerwa, PMAESA's Secretary General on the other hand said Transport and trade facilitation is critical in achieving regional integration goals, free movement of people and goods across our borders, economic growth and poverty reduction in our region.

"A sound policy and good governance is key in the delivery or provision and maintenance of regional transport infrastructure," he said in his welcoming remarks at the workshop.

"There is a need for an efficient integrated regional infrastructure network with all agencies playing their part and private



sector participation. The existing road infrastructure and networks are constrained by bad condition, network discontinuity and limited capacity." The consultative workshop was to facilitate a permanent dialogue between ports and transport corridors in East and Southern Africa with the view of harmonizing activities for better effectiveness and operational efficiency of both ports and corridors by taking into account the entire supply chain. The main objective of the study was to set up a consultative Public Private Partnership (PPP) mechanism capable of co-coordinating, integrating and optimizing various corridor improvement initia-

tives by the stakeholders. The Alliance was thus formed to involve all Corridor stakeholders in a PPP approach and also to take into account the geographical aspect. The process for the establishment of the Corridor development alliance structure will be undertaken by a consultant and the constituted working group would assist in providing the terms of reference. It was unanimously agreed that alliance would be an advisory body principally responsible for facilitating transit traffic movement and for initiating policies and laws related to transit transport and trade facilitation. The alliance would range from eastern and

southern Africa corridor development authorities in PMAESA region to public and private sector stakeholders involved in transit transport issues. Issues also discussed amongst attendees included: sustainable funding arrangement for the alliance, elimination of Non Tariff Barriers (NTB's) etc. The working group was mandated to progress the alliance activities and chart the way forward as the alliance is expected to be launched before the end of the year. It was agreed that PMAESA will provide the secretariat for a period of two years after which an established secretariat for the corridors alliance is expected to be operational.

PMAESA and TTCA Pledge to Work Together

The two major maritime institutions based in Mombasa, PMAESA and the Transit Transport Coordination Authority of the Northern Corridor (TTCA) have pledged to work together for the good of trade and transit transport in the region.

PMAESA's Secretary General Mr. Jerome Ntibarekerwa and TTCA's Executive Secretary Mr. Donat Bagula Mugangu concurred that the two institutions could combine forces on particular projects to avoid duplications and maximize the use on available resources.

"We can come up with a pilot programme which can be emulated by other institutions in Africa," said Mr. Ntibarekerwa who received the newly appointed TTCA's Executive Secretary at his Kizingo Secretariat.

PMAESA and TTCA were both founded by the United Nations Economic Commission for Africa to harmonise trade activities in the region. It groups together seaport Authorities and transport ministries in about 20 states within the region. PMAESA's main focus is to harmonise port activities within Eastern and Southern Africa while TTCA's main concern is the trade route that links East Africa's premier port of Mombasa to the Great Lakes region states such as Uganda, Rwanda, Burundi, Congo DR and Southern Sudan in the near future.

Its brief is to an economic development of the Corridor that offers internationally competitive transit transport services, promotes national and regional trade and integration, and provides opportunities for private sector



TTCA Executive Secretary Mr. Donat Mugangu (left) and Jerome Ntibarekerwa admires a copy of Our Ports the in house quarterly magazine published by PMAESA during his courtesy call

investments along the Corridor. During the courtesy call Mr. Ntibarekerwa briefed his TTCA counterpart on PMAESA's key projects which included: Linking Ports to Corridors which he said had three components namely Port Statistics and port performance Indicators ; Assessment study on investment opportunities in our ports and Establishment of a Regional Permanent Coordinating Working Group. Assessment Study on Port privatization; Eradication of HIV/AIDS; Skill Development of Human Resources and Training Capacity in Ports/Maritime Industry. The others included Maritime Safety and Port Security, Marine Environment Protection, Rotterdam Rules and

Cruise Development in the region. Another major project he said was that of Linking Ports to Transport Corridors. This programme, he said comprised of three projects. First and foremost is the Harmonisation of Ports Statistics and port performance indicators in the region. Second is Permanent Regional Coordinating Development Working Group; the assessment study was completed in June 2010. And finally the Identification of Investment opportunities in ports whose study was done and completed in 2009. Also key on the PMAESA's agenda is the Eradication of HIV/AIDS in Ports and transit Corridors.

He said HIV/AIDS pandemic has had enormous impact on productivity particularly in the transport corridors. This program was initiated due to the grave impact and implications that HIV/AIDS has caused in the transport industry. Mr. Bagula on his part informed his host that TTCA recently had a workshop to validate the evaluation report of its previous strategic plan that covered 2007-2011 and set rolling its successor for 2012-2016. He said substantial progress was made and critical lessons learnt, during implementation of the first Strategic Plan. He also said the Authority was taking more than just a keen interest in border crossing delays which have been identified in the region as a major constraint for trade logistics, impacting on the transport costs and prices, and ultimately on trade competitiveness.

Djibouti to Invest \$4.3 Billion

A large investment programme worth \$4.3bn is being undertaken by the Djibouti Ports and Free Zones Authority (DPFA) to expand its operations and support the growing economy of its larger landlocked neighbour and main customer, Ethiopia. The plan is to add five ports to a sprawling complex incorporating a new free trade zone, the authority's chairman, Aboubaker Omar Hadi has said.

The investment is in line with a push by heads of state on the continent along with the African Development Bank (AfDB) to accelerate infrastructure development, and will be rolled out over three years. Djibouti has been identified as important emerging trans-shipment hub in Africa, whose other hubs include Durban and Dar



es Salaam. Djibouti port has been built to accommodate large vessels with a draught of up to 18m.

The port offers fast turnaround times for ships carrying containers for transshipment. That will attract more traffic and make more money.

Djibouti is at the mouth of the Red Sea and the Gulf of Aden, and is linked to Ethiopia's

capital Addis Ababa by rail. Almost 90% of Ethiopia's exports and imports pass through Djibouti. Djibouti has three ports: one for oil, a container terminal and a multipurpose port. The free trade zone is a fourth element.

The DPFA will take the risk of investing in infrastructure such as warehousing and bulk services on behalf of potential tenants in order to secure their business, Mr Hadi says.

The development of the new free trade zone will be completed by December.

Efficient transshipment services are needed to cut the cost of transport which has been identified by the AfDB as a constraint to growth and development on the continent.

Source: *Business Day*

Mombasa Reaps Benefits of a Deepened Channel

The first Post-Panamax ship *MSC Roberta* which is 244 meters carrying 1,910 containers with a capacity of 3,396 Teu called on the Port of Mombasa recently after the dredging the ports channel.

The Port of Mombasa is now able to accommodate new generation Panamax and Suezmax Ships which were not able to call due to their capacity. The channel has been dredged to a depth of minus 15.0 meters in the inner channel with a width of 300 meters at the narrowest points. The Port of Mombasa will have the capacity to handle bigger ships with over 4500 TEUs. This Mediterranean Shipping Company container ship is the largest so far to arrive at Mombasa Port.

Previously Mombasa Port has only been accommodating ships of around 200 metres long and with around 2,000 TEUs capacity.

Port stakeholders have commended the Kenya Ports Authority(KPA) for the ongoing capacity expansion programme in response to the huge business growth in



Above: The *MSC Roberta* at the Kilindini Channel, Mombasa, Kenya
Inset: Mr. Gichiri Ndua, Managing Director, KPA

the region.

Weekly stakeholders meeting at the KPA headquarters urged key Agencies involved in cargo clearance to move in tandem with the port infrastructural development plans

to realize maximum benefits. They appealed for the Government's increased interventions in attendant infrastructural developments to enable fast implementation of the port development initiatives.

Transnet Appoints Aviation Manager

Transnet National Ports Authority's quest to enhance Port efficiencies will be met with newly-appointed Agrippa Mpofu as Aviation Manager.

Based at the Port of Durban, Mpofu will be responsible for the provision of a safe and efficient aviation service in line with TNPA's business objectives.

Mpofu who is open-minded and conscientious at the same time, was awarded the French Aeronautics and Space

Industry Award (FASIA) in 2003 and the South African CAA Airworthiness Operational Manager of the quarter Award: July September 2005.



Mr. Mpofu

Holding a Masters in Aviation Safety and Aircraft Airworthiness, Mpofu believes that his career, which spans over 12 years, has given him the ability to achieve great things.

"My greatest achievement was the day I obtained my Aviation Masters degree. It afforded me the confidence and skills to gain a 'Category One' status in global aviation ratings for my previous employer.

"The benefits will now be enjoyed by all aviation organisations in the country in terms of credibility in business expansion," said Mpofu. Mpofu aims to work closely with the

aviation team to develop and implement aviation training programmes as well as to ensure that comprehensive aviation information systems run effectively in accordance with national and international aviation requirements.

"I am delighted and excited to be joining TNPA. My managerial expertise, technical skills and competencies which have evolved over the years include South African Air-Link (Pty) Ltd, South African Express Airways (Pty) Ltd and Airbus (France), with the most recent being the South African Civil Aviation Authority.

"I look forward to working with a team that is so inspiring and passionate about their careers," he said.

In his spare time, his sporting interests are soccer, cricket, tennis, rugby and Formula-1 motorsport.

TNPA Appointment To Meet Market Demand Strategy

State-owned freight and logistics group Transnet's Market Demand Strategy (MDS), that forms part of the R300 billion capital investment programme over seven years was announced in March this year.

This strategy will have a massive impact on the growth of the TNPA however there is also a need for significant changes to realize its growth aspirations i.e. Capital planning and execution, Operational effectiveness and productivity, Target volumes and customer satisfaction, Regulator and stakeholder engagement, Financial sustainability and Safety. Tau Morwe, Chief Executive of TNPA said: "Finalizing Tariff Methodology and Pricing strategy with the Ports Regulator, implementing agreements and licences for all port services and facilities and creating oversight capacity to drive port compliance forms parts of the Regulator and stake-



Mr. Govan

holder engagement programme.

"To deliver on this function TNPA found the need to identify a competent and highly skilled individual." Port tariff is high on the countries agenda, as such President Jacob Zuma acknowledge this in his recent state of the nation address, when he pledged to imple-

ment policies to cut the cost of doing business in SA.

It is for this reason that TNPA is announcing the redeployment of Sanjay Govan who is the Port Manager at the Port of Cape Town to head the Tariffs portfolio with immediate effect. Sanjay will in the interim be caretaker whilst TNPA is finalizing the appointment of the Port Manager for the Port of Cape Town.

"I would like to thank Sanjay for doing a good job over the past 11 years and wish him well in his new job," said Morwe.

South Africa Signs IMO Anti-Piracy Code

South Africa, has signed the Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (Djibouti Code of Conduct).

South Africa becomes the 19th State to sign the Code of Conduct, set up by International Maritime Organisation (IMO) to develop regional capacity to counter piracy in the Gulf of Aden and Western Indian Ocean.

The other signatories are: the Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Madagascar, Mauritius, Seychelles, Somalia, the Sudan, and Tanzania, all PMAESA members.

The other signatories are: Egypt, Jordan, Maldives, Oman, Saudi Arabia, the United Arab Emirates, and Yemen.

DR Congo Opens Customs Office in Mombasa

The Democratic Republic of Congo has opened a Customs and Exercises office within East Africa's premier port of Mombasa to facilitate movement of cargo to the Central African state through the Northern Corridor.

The ceremony which was attended by Kenyan government officials, Kenya Ports Authority officials, the business community and port stakeholders was addressed by Mr. Alain Tenday, the country's Commercial attached and Mr. Lisumbu Eliombo, on behalf of Mr. Doe Rugwiza, Director General of Customs and Excises DGDA of the Democratic Republic of Congo.

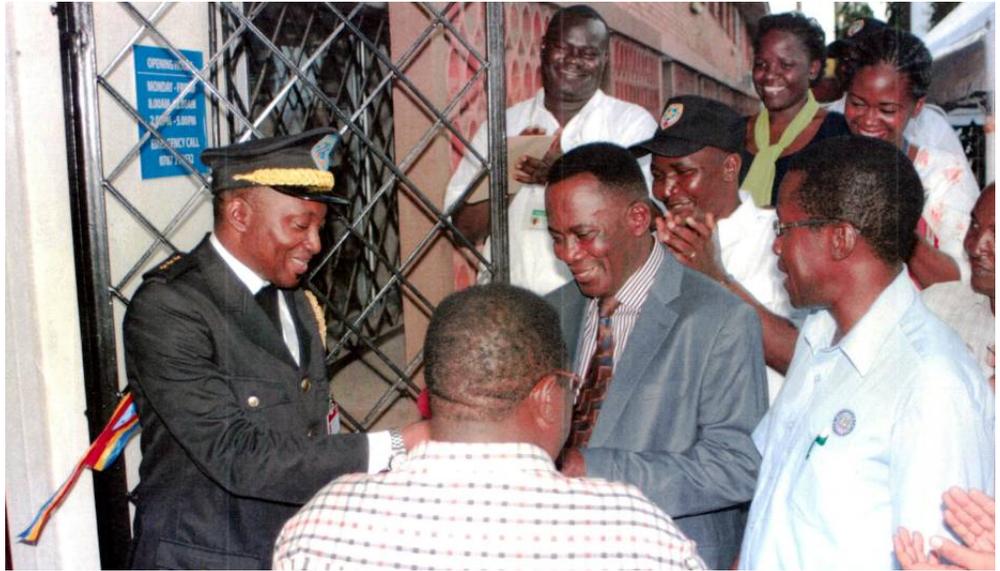
"My Director General wished to personally officiate in this function, but could not due to prior commitments back home," Mr. Tenday told the guest in his opening remarks.

The commercial attached paid tribute to retired Commissioner General of Kenya Revenue Authority Michael Waweru and the retired Commissioner of Customs Services Mrs. Rose Wambui Namu for the important role they played culminating into signing of the MoU between Kenya and Congo DR which made it possible for the establishment of the offices in Mombasa.

Mr. Lisumbu, reminded those present of the recent visit by Mr. Joseph Kabila, the President of Congo DR to his Kenyan counterpart President Mwai Kibaki regarding the fraudulent export of Congolese minerals through Kenya. "This best exemplifies the reason why we need a strong presence here in Kenya," said Mr. Lisumbu.

He said that the modernization of DGDA is based on a visionary policy of President Kabila whose strategic plan, he added, will ensure a better development of our country and whose implementation is carried out under the frame work of the programmes known as: revolution of the modernity.

"It is the expression of the personal commitment of President Kabila to promote the Democratic Republic of Congo at the level of the emergent



Mr. Alain Tenday, Commercial Attache, DR Congo Embassy, in Kenya (left) flanked by his colleague Mr. Lisumbu Eliombo (in tie) Erasto Magak of KPA (right) and other guests during the official opening

countries of the southern/ east of Asia". Mr. Lisumbu said, this will be fulfilled only by the mobilization of all the human resources of the nation, an update and reevaluation of natural resources, intellectual available capacity and the large use of ICT, the coherent combination of modern techniques and means of production within the entire sector being economy, agriculture, livestock, health and education within the country.

"It should also be noted that in his capacity as the Prime Minister of the DRC as well as Minister in charge of Finance, Mr. Matata Ponyo, has directed and allocated funds to DGDA enabling customs to carried out successfully its mandate related to revenue collection which shall enable the accomplishment of the government strategic Plan under the revolution of the modernity programmes that was launched by the Head of state.

"In this respect," he added, "the Director General of DGDA Mr. Deo Rugwiza has led customs delegation during the bilateral negotiations carried out with others customs administrations under the framework of customs mutual administrative Assistance, notably the one that was finalized with KRA and signed in Nairobi,

Kenya on 23rd March 2011 and he allocated funds to purchase office equipment and appointed personnel for the run of the office successfully."

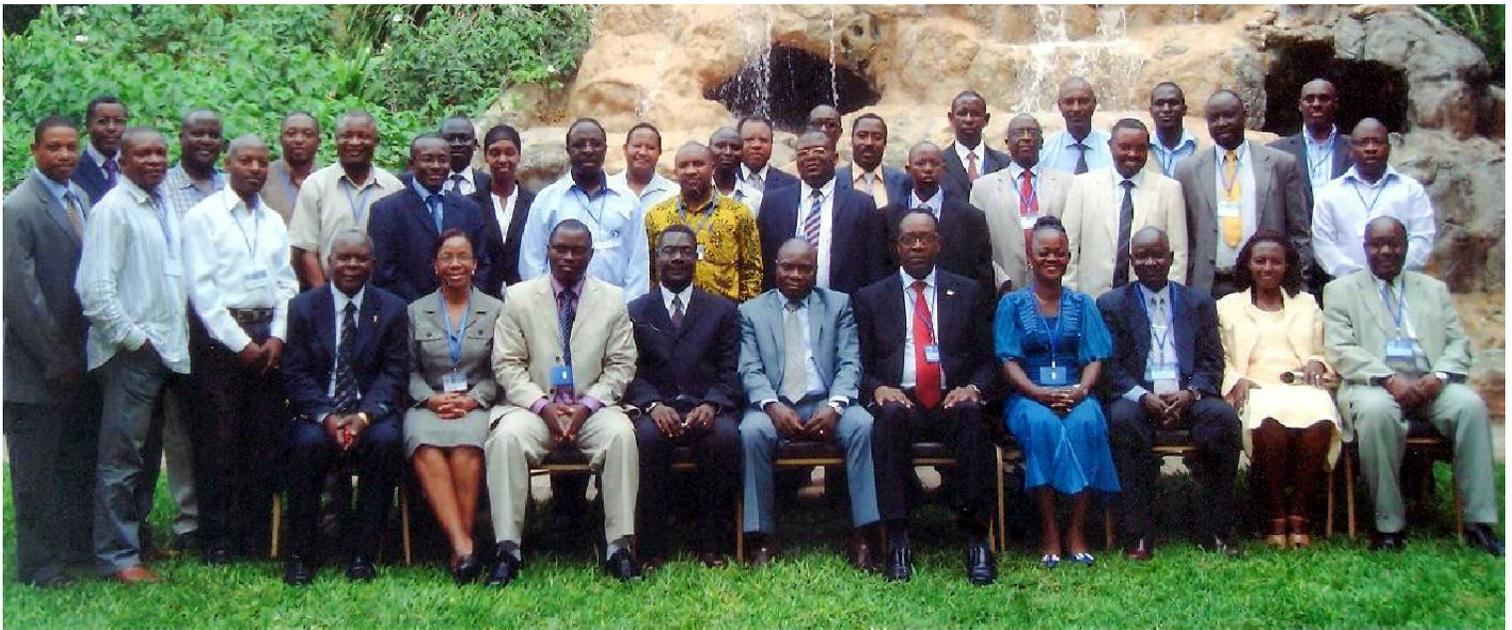
"Today you are witnessing the accomplishment one of the points deriving from the joint work plan between DGDA and KRA which is the establishment of DGDA representation in Mombasa to enable KRA to provide access to Simba 05, so as to avail information on transit cargo on real time as well as to handle issues between KRA and DGDA."

"The port of Mombasa is an important gateway for good imported and exported by countries of east and central Africa."

"I wish to take this opportunity to inform you that the Mombasa office has become the third representation of the DGDA outside the country. Two other representations office has been located; the first one is in Brussels, Belgium and the second in Douala, Cameroon. "

"Very soon other two representations will be opened respectively in Dar es Salaam in Tanzania and Durban in the Republic of South Africa under the frame work of the Mutual Administrative Assistance. "

TTCA Validates It's Strategic Plan



Participants of the TTCA Strategic Plan Validation workshop

The Northern Corridor Transit Transport Coordination Authority (TTCA-NC) recently organized a workshop to validate its first five year strategic plan covering the period 2007-2011 and to kick start the next one covering 2012-2016.

According to Mr. Donat Mugangu, TTCA's Executive Secretary, substantial progress was made and critical lessons learnt, during implementation of the first Strategic Plan.

The preparation of the second strategic took into account the findings and recommendations of a number of studies carried out during the past five years, by either the TTCA-NC itself or its partners. Among such studies are: Northern corridor Infrastructure Master Plan, Scoping Study for the Northern

Corridor Spatial Development Program, Analytical Comparative Transport Cost Study for the Northern Corridor and Corridor Diagnostic Study for the Northern and Central Corridor Besides the studies, a SWOT analysis was carried out with a view to formulating appropriate strategies and actions. In addition, trade and transport facilitation measures that have been agreed upon under the EAC/COMESA/SADC tripartite framework have also been taken into account.

The second Strategic Plan for the period 2012-2016 therefore builds on the achievement of the first strategic plan and will be anchored on five strategic objectives (SOs), in line with previous strategic plan.

Events

11th - 14th Jun IMO Council (108th Session), IMO Headquarters

25th - 29th June
35th PMAWCA Annual Council Meeting, Lagos, Nigeria

19th - 30th Jul
Maritime and Port Security - Galilee International Management Institute, Galilee, Israel

6th - 7th Sep
10th Intermodal Africa 2012 Durban, South Africa

6th - 7th Sep
10th Intermodal Africa 2012 Durban, South Africa

9th - 13th Sep
AAPA Annual Convention Detroit, U.S.A

More events please visit:
www.pmaesa.org/events

Information

e-PMAESA Newsletter is produced by the PMAESA Secretariat:

Publisher: Jerome Ntibarekerwa (jntibarekerwa@pmaesa.org)
Editor: George Sunguh (gsunguh@pmaesa.org)
Contributor: Florence Ojwang (fojwang@pmaesa.org)
Plumbing: Mubarak Adam (msodha@pmaesa.org)

The PMAESA Secretariat

Tel: +254 41 222 3245 or +254 20 238 1184

Fax: +254 41 222 8344

Email: pmaesa@pmaesa.org

PMAESA
Our Ports
Our Future

www.pmaesa.org