U.S. SIGNS TRADE PLEDGE WITH EAST AFRICA

Full Story On Page 13
Contents

03 / African Group News
05 / Events Diary & News Briefs
07 / Western Africa
13 / Eastern Africa
19 / Southern Africa

Top Stories

10 Ghana: Address Provides Port Expansion Update
13 U.S. Signs Trade Pledge With East Africa
17 Grindrod To Invest In Maputo, Richards Bay & Africa Rail Projects
19 Expanding Eastern Cape Port Moves To Corner Transshipment Market
News Headlines By Region

Western Africa

Angola
Lobito Corridor Technical Office Opens

Cameroon
Chinese-Built Deep Sea Port To Boost Cameroon’s Economic Growth / Chinese-Built Deep Sea Port To Boost Cameroon’s Economic Growth

Cote d’Ivoire
€359 Million Afreximbank Financing For Key Public Firms / €359 Million Afreximbank Financing For Key Public Firms

Ghana
Government Mobilizes Funds To Complete Takoradi Port Project / Government Mobilizes Funds To Complete Takoradi Port Project / State Of The Nation Address Provides Port Expansion Update

Nigeria

Sierra Leone
Advance Cargo Declaration [CTN/ACD] Scheme

Eastern Africa

Regional
U.S. Signs Trade Pledge With East Africa

Kenya
President Announces Work To Start On New Northern Lamu Seaport / Kenya-China Bilateral Trade In 2014 Rises 53% / Japan Rivals China In Kenyan Investment / Mombasa Port Increases Capacity / KPA To Reveal Mombasa Terminal Tender Winner By May

Mozambique
Grindrod To Invest In Maputo, Richards Bay & Africa Rail Projects / Nacala Port Processes Record Cargo In 2014

Tanzania
US$5 Billion Indo-Tanzania Trade Volume / Mtwara Port Handles Huge Ships After Renovations / Port Authority Strategies To Improve Efficiency

Zimbabwe
Australia Zimbabwe Business Council Launched

Southern Africa

South Africa
Expanding Eastern Cape Port Moves To Corner Regional Transshipment Market / Durban Port Construction To Start In 2021 / Richards Bay Container Terminal Decision Delayed
South African Focused Shaka 2 Service Improved

The CMA CGM Group has improved the rotation of its weekly Shaka 2 service which focuses on the South Africa-China and Indian Ocean trades. Changes will see a new South China port coverage effective 31 March 2015. Shaka 2 will now call at Chiwan port instead of Yantian which will enlarge our coverage of the South China market. The move will significantly improve the transhipment management and smooth connection for the cargo originating from the West Pearl River delta. This region covers Guangzhou, Shenzhen, Dongguan, Foshan, Zhongshan, Zhuhai, Jiangmen, and parts of Huizhou and Zhaoqing, and has been the most economically dynamic region of the Chinese Mainland for many years.

Group Web: 2-Million TEU Transacted Online

The CMA CGM eBusiness platform was successfully deployed to our customers during 2014. Since then we have seen significant market adoption and are pleased to announce that we have crossed the 2-million mark for transacted TEUs via the platform. The platform will see further enhancements over the coming months in terms of performance optimization and inclusion of new facilities to include quotation, invoice and customizable notifications.

New GMs For Benin, Gambia, Sierra Leone & South Africa Agencies

We are pleased to announce the following nominations. Olivier DUNANT has been appointed as new General Manager DELMAS Sierra Leone in Freetown from 16th February replacing Eric NEUTE who has been appointed General Manager DELMAS Benin in Cotonou. We also see Hervé TUWENDAABO ZONGO as new General Manager for DELMAS Gambia in Banjul from 9th March and Jérôme DELHOUME will take up the position of General Manager of CMA CGM SOUTH AFRICA in Durban, with immediate effect, replacing Estève SERVAJEAN. Contact details are as follows:

Benin
Eric NEUTE
Tel: +229 21 31 99 72
Email: cto.eneute@cma-cgm.com

Gambia
Hervé ZONGO
Tel: +220 420 19 33 /34
Email:bnj.hzongo@cma-cgm.com

Sierra Leone
Olivier DUNANT
Tel: +232 79 25 08 01
Email: flw.odunant@cma-cgm.com

South Africa
Jérôme DELHOUME
Tel: +27 31 319 1303
Email: dba.jdelhoume@cma-cgm.com
CMA CGM Participates In Breakbulk Africa

The BreakBulk Africa Trade Fair was held in Johannesburg from February 16-19. The event brought together industry stakeholders including shipping companies and freight forwarders to present attendees with tailor-made solutions for heavy loads.

A group delegation attended the event to include CMA CGM South Africa Durban Regional Office, Agnès Carpentier Lemonnier, Regional Director South Africa and Indian Ocean and Alexis Cladart, Regional Product Manager as well as a representative from CMA CGM Angola [Rudy Thomas, Deputy General Manager]. Our Project & Special Cargo Director Asia, Ugo Vincent, was also present.

We can move XXL/OOG cargo from and to any part of the world to and from West, East & South Africa. Oversized and special cargoes, with their unique requirements, can be especially challenging.

We have been providing realistic solutions to oversize logistics problems for many years and can move anything from luxury yachts to bulky factory components, massive turbines to cable reels.

Our XXL Expertise

Our dedicated team of experts will guide you through the different loading procedures to ensure safe and secure transport. Depending on your cargo’s dimensions and weight, XXL cargo will be loaded on a specific type of container. We offer an extensive range of Open Top containers, Flat Rack containers and platforms. For instance we can load breakbulk cargo on a flat rack under deck using specialist lashing for XXL. As a leader in OOG cargo shipments our team of experts is trained in the proper securing techniques. Strapping, banding, chains & binders, blocking & bracing and nylon lashing are available to ensure the cargo is secure for transport.

Professional Handling & Industry Relations

We use handling facilities available in terminals, gantry cranes, mobile harbour cranes or to find suitable heavy equipment, floating cranes or truck cranes to meet operational requirements of each shipment. We have decades of working in close contact with ship planners, stevedoring companies and independent surveyors. To optimize space utilization we rely on our expert ship planners to produce optimized stowing plans and our team works closely with freight forwarders and shippers to provide flexible, tailored made solutions and personalized customer service at all stages.

For more information see: http://www.cma-cgm.com/products-services/xxl-project-cargo

Our Key Advantages

- Personalized customer service at all stages
- Highly skilled professionals
- Specialist XXL teams in all agency offices
- Operational efficiency & tracking of shipments
- Technical studies to determine the safest way to ship your XXL cargo
- Expert ship planners for optimized stowing plans
- Extensive working relationship with stevedoring companies and independent surveyors
March 2015

www.zambiabuild.com

19-21  ZAMBIAWATER: Zambia Water Infrastructure (Lusaka, Zambia)
www.zambiawater.com

25-26  Med Ports 2015 (Casablanca, Morocco)
http://www.transportevents.com

26-27  13th Intermodal Africa North 2015 (Lagos, Nigeria)

April 2015

22-24  2nd Congo International Mining Conference & Exhibition (Brazzaville, Republic of Congo)
http://ciemcongo.com/

May 2015

20-21  UMEC 2014: Uganda Mining, Energy and Oil & Gas Conference and Exhibition (Kampala, Uganda)
www.umec-uganda.com

27-29  2nd Cameroon International Mining Conference & Exhibition (Yaoundé, Cameroon)
http://cimecameroon.com/

June 2015

18-19  West Africa Anti-Corruption Summit (Accra, Ghana)
http://www.c5-online.com/2015/624/west-africa-anti-corruption-summit

July 2015

15-17  POWER-GEN Africa (Cape Town, South Africa)
http://www.powergenafrica.com/index.html

http://www.terrapinn.com/exhibition/africa-rail/

September 2015

15-18  Bauma Conexpo Africa (Johannesburg, South Africa)
http://www.bcafrica.com

30 - 2  Africa Electricity 2015 (Johannesburg, South Africa)
http://www.africaelectricity.com/

October 2015

29-30  13th Intermodal Africa South 2015 (Lusaka, Zambia)
Western Africa

ANGOLA
- Parliament has passed a US$51 billion 2015 budget. Revised figures are based on an oil price of $40 per barrel rather than $81 and predicts a budget deficit of 7% of GDP.
- Sonangol EP is set to start off construction of industrial process units for its Lobito Refinery - will construct fuel storage parks in Soyo, Namibe and Lubango for completion 2017. It will also ensure that Barra do Kwanza Ocean terminal is completed by 2016.

BURKINA FASO
- Government signed a $50m deal with Canadian-based renewable energy producer Windiga energy will install and develop a 20 MW solar photovoltaic plant in the country. The plant will be completed in 2015 and located in Zina, the Mouhoun province.
- Goldrush Resources Ltd. has received a 3-year renewal of its Gonaba Est exploration permit from the Ministry of Mines and Energy of Burkina Faso.

COTE D’IVOIRE
- Investors have placed nearly $4 billion in orders for a $1 billion Eurobond, sub-Saharan Africa’s first in 2015, which Ivory Coast marketed last week.
- Resolute Mining has agreed to JV with Taruga Gold over 3-concessions in Côte d’Ivoire & will spend $3m in exploration over a 4-years.
- French chocolate maker CEMOI plans to open a factory in May to target the local and West African market.

GHANA
- Ghana reached an agreement with the IMF for a 3-year aid deal worth around $1 billion aimed at restoring fiscal stability.

MALI
- Endeavour Mining has filed an ‘early warning report’, as required by National Instrument 62-103, after increasing its holdings in Mali-focused explorer Legend Gold to about 18.75%. Legend’s portfolio included 5x 100%-owned gold exploration projects: Diba, Lakanfla, Mougnina, Tabakorole and Pitiangoma and a JV with Randgold Resources.

NIGERIA
- Senate passed a tighter 2015 draft budget framework with a 20% lower oil benchmark of $52 per barrel.
- The National Cashew Association of Nigeria (NCAN) signed a US$5 million (N1 billion) with shipping companies in Nigeria to export cashew nuts. Exporters will export 6,700 containers of cashew nuts to Vietnam, India and other Asian countries this year.

TOGO
- Manganese development and iron-ore exploration company Ferrex has raised £835 000 through a share placement to provide working capital to finalise the construction of its flagship Nayega manganese project.

Eastern & Southern Africa

BOTSWANA
- Copper miner, Cupric Africa has sights on developing a new underground copper mine in Botswana, with work under way to firm up the bankable feasibility study (BFS) and map out the next step for the company’s Khomacau copper/silver exploration project. A mining application has been submitted to the relevant authorities. The plan is to have the 2-year construction activities kick off during 2016, with the mine to start producing copper in 2018.

BURUNDI
- Rainbow Rare Earths has been granted a 25-yr mining licence for its high-grade Gakara rare earths project by the country’s Ministry of Mines and Energy.

ETHIOPIA
- Ministry of Education has announced plans to construct 11 universities, beginning the coming fiscal year over 2-years.

KENYA
- Kenya, in conjunction with an Egyptian company Mintra, has proposed to construct new paper factories [up to 100] in Kenya which will averagely at a cost of US$100m.

MALAWI
- The Malawi and Brazilian governments have partnered under the cotton development agreement to boost cotton production.

MOZAMBIQUE
- China will grant US$50m to finance the construction of a Mozambique-China Cultural Centre.

NAMIBIA
- Namibia’s Rundu abattoir US9.5million project is set to commence after the acquiring of extra land that was lacking. Expected to take 15-months. Project awarded to a foreign contractor, Chong Mein Construction, in JV with a local contractor, Paladium Investment - will have meat processing plant and refrigeration facilities.

RWANDA
- Construction of 7,480 housing units in Batsinda, Kigali, over 2-yrs has kicked off as the Minister for Infrastructure broke the ground on 26/02.

SOUTH AFRICA
- Palabora Mining Company shareholders approved a R9.3 billion (US$812m) plan to extend the life of its copper mine by 20 years.
- South Africa will increase income tax rates for the first time in 20 years.

TANZANIA
- Kibo Mining has completed due diligence on its Morogoro South gold exploration portfolio [18-licences] and has started its 50/50 JV activities with investing company Metal Tiger.
Angola

Lobito Corridor Technical Office Opens

The Lobito Corridor Technical Office, to support rail, maritime, air and land transport in Angola, was inaugurated 10th February in Lobito, Benguela province, by Transport Minister, Augusto da Silva Tomás. The Katanga region of the Democratic Republic of Congo [DRC] produces over 1 million tons of copper per year, which will be transported by train along the Benguela Railway and then shipped via the port of Lobito.

[Nmacauhub/AO 12/02/15]

Nigeria

US$302,000 For Regional Maritime Project

The Nigerian Export-Import Bank [NEXIM Bank] has received a grant of US$302,000 from the African Development Bank [AfDB] to promote the establishment of a regional maritime company, the Sealink project which NEXIM Bank is at its forefront.

The grant, released under the Nigerian Technical Cooperation Fund [NTCF] managed by AfDB, will be used to conduct further feasibility studies on the project to extend it to the Economic Community of Central African States [ECCAS]. It will also be utilised in enhancing the Sealink promotional activities and corporate governance structure of the Sealink Promotional Company Limited [SPV] which was incorporated to facilitate the project implementation. The Sealink project aims to promote intra and inter-African trade, thus fostering regional integration, economic growth and development in the West and Central African sub-regions.

[This Day 01/03/15]

NEPC, NIPC Synergize To Stimulate Investments In Export Trade

Effort to attract Foreign Direct Investment [FDI] into the non-oil export sector got a boost as the Nigerian Export Promotion Council [NEPC] and the Nigerian Investment Promotion Council [NIPC] agreed to deepen their collaboration to promote trade and investments in the sector. The partnership is sequel to a Memorandum of Understanding [MoU] between both agencies of government. The platform will proffer strategies for diversifying the nation’s productive base from oil to non-oil particularly in the wake of dwindling revenues from the former. The Nigeria Industrial Revolution Plan [NIRP] has identified 13 National Strategic Export Products [NESPs] to replace oil while it will be supported by 2-key NEPC initiatives - the One State One Product [OSOP] and Nigerian Diaspora Export Programme [NDEX]. The NESPs are grouped under 3- categories: Agro industrial - palm oil, cocoa, sugar, rice and cashew; Mining - cement, iron ore/metals, auto parts/cars, aluminium; Oil and gas industrial products - petroleum products, fertilizer/urea, petrochemical and menthol.

[Vanguard 19/02/15]

Britain Reiterates Commitment To Trade

British Prime Minister, David Cameron, reiterated Britain’s commitment to further enhance the subsisting bilateral trade agreement with Nigeria at the annual British Chamber of Commerce conference. The basis is a 2010 agreement to double bi-lateral trade from £4 billion to £8 billion between 2010 and 2014 which made nurturing the agreement for another 5-years imperative.

[Daily Independent 21/02/15]
Chinese-Built Deep Sea Port To Boost Cameroon’s Economic Growth

The deep sea port built by China Harbor Engineering Company Ltd. [CHEC] in Kribi will accelerate the country’s economic growth after it is put into operation. The first phase of the Kribi deep sea port, which sits over 300 km southwest of the capital Yaounde, concluded last year and is waiting to be handed over to the Cameroonian government. Two berths have been built for the first phase, one container berth, the other bulk cargo berth. Kribi Port will play a significant role in the economic development of Cameroon, as it will solve a bottleneck problem for its progress.

Currently the largest port is Douala which handles 95% of Cameroon’s import and export. With the water depth being only 7m, the port is not suitable for loading big ships, thus requiring small boats pick up goods from big ships which anchor in the deep sea. This has resulted in low working efficiency and a high cost of transport. With the completion of Kribi Port, big ships will have their dock as the depth of water there is 16m.

The road connecting the port and Kribi city is almost finished and the high way linking it with the Douala high way which leads to capital Yaounde, will be built soon. The Douala high way is being constructed by another Chinese company - China First Highway Engineering Co., Ltd. A Kribi industrial zone will also be built as the deep sea port starts running. CHEC started building the Kribi Port on June 11, 2011 and completed the project within 3 years.

The second phase of the Kribi Port will be built soon with another 2-berths. The final target is to complete 24-berths by 2040, realizing a handling capacity of 100 million tons.
Cote d’Ivoire

€359 Million Afreximbank Financing For Key Public Firms

The African Export-Import Bank [Afreximbank] has provided financing totalling €359 million to 4-Ivorian public enterprises to support Cote d’Ivoire’s goal to achieve full economic revival by 2020. Those affected are Societe des Transports Abidjanais [SOTRA], Compagnie Ivoirienne de Developpement des Textiles [CIDT], Port Autonome d’Abidjan, and Banque Nationale d’Investissements [BNI].

Afreximbank provided the financing as part of its Country Programme for Cote d’Ivoire under which the Board of Directors had set aside US$550 million in 2013 to support and facilitate Cote d’Ivoire’s economic recovery. Financing includes a €250 million syndicated loan facility arranged for the Port Autonome d’Abidjan to assist it towards achieving its vision of turning the Abidjan port into an international hub in West Africa, and a €50 million facility granted to SOTRA to enable it strengthen its capacity with the acquisition of buses as well as help it improve depots and enhance fuel control. The Bank also granted €30 million to BNI for onward lending to Ivorian small and medium-sized enterprises which may not meet the criteria for accessing financing directly from Afreximbank, while €29 million was granted to CIDT for the purchase of inputs and cotton grains for its agricultural campaign, enabling it to strengthen its rehabilitation and revival programme.

Ghana

Government Mobilizes Funds To Complete Takoradi Port Project

Government is mobilizing funds to undertake the second phase of the Takoradi Port Expansion Project expected to start by the end of May 2015. The Minister of Transport is hopeful that funding for the second phase would be ready by the time the first phase ends in May. Captain James Owusu-Koranteng, Acting Director of Port, noted the dredger was working ahead of schedule and was likely to complete work by the end of this month. Dredging is about 75% complete with remaining work to help reclaim land for industrial purposes. Dredging will provide the port with additional deep bulk berths and 2-more oil and general berths, among other advantages.
State Of The Nation Address Provides Port Expansion Update

President John Dramani Mahama, delivering the state of the nation’s address in Parliament, noted government had embarked on a programme to expand port facilities and address the growing needs of the maritime business community and neighbouring landlocked countries.

**Takoradi**

Works have been completed under phase one of the Takoradi Port Expansion Programme, the construction of 1.18km of breakwater into the sea. Ongoing work includes the dredging and reclaiming of the sea to construct the leeside breakwater to create berthing facilities for direct loading and unloading of bauxite and manganese exports as well as clinker and limestone imports. Work is almost complete on the development of the Takoradi Logistics Platform to provide warehousing facilities for the oil and gas industry.

**Tema**

The Ghana Ports & Harbours Authority (GPHA) and the Meridian Port Services (MPS) are collaborating to expand the Tema Port to create several hectares of port operational area including deep draft berths for vessels drawing 15m of water or more. The total investment is estimated as above US$1.5 billion. The first berth under this project should be completed by October 2016. In all, there will be 4 berths of 1400m quay length that will have capacity of almost 3 million TEUs. In addition a 450m jetty is currently under construction inside Tema to allow for the fast discharge of bulk cargo in particular cement and clinker. This project should be ready for use by Q1 2016.

**Volta Lake Ferry**

Furthermore to improve transportation on the Volta Lake, three units of 50-seater high-speed ferries have been procured and delivered to Akosombo for assembling while the construction of a one-unit modular passenger/cargo ferry has also been completed and ready for shipment. Ferries will be in operation by the Q2 2016. The Ghana Maritime Authority has installed a Vessel Traffic Management Information System.

**Rail**

The government is committed to redevelopment with the recently completed Ghana Railway Master Plan which entails the reconstruction and modernization of the existing rail network to be followed by the extension of rail lines to other regions. Suburban rail services will start on the Takoradi to Sekondi line, via Kojokrom in Q3 to ease the ever-increasing road congestion and reduce travel time between the 2-cities. Other projects that are being developed by the Ghana Railway Development Authority include the reconstruction of the Accra to Nsawam and the Kumasi – Ejisu suburban rail lines. As part of the eastern railway line redevelopment plan, a rail link between the Tema Port and the Boankra Inland port would be developed to improve the operational efficiency of the Tema port and make it a preferred port especially for the shippers of landlocked countries of Burkina Faso, Mali and Niger.

Spy Ghana 27/02/15
Ghana


The implementation date of the G-CAP program is still being debated by all parties. G-CAP is a conformity assessment process used to verify that imported products are in conformity with the requirements of applicable standards before exporting to a destination country. This process is aimed at ensuring that specific products imported into the Ghanaian market meet the requirements of the technical regulations and Ghana Standards or approved equivalent and are of the required quality for health and safety of people and protection of the environment.

The Ghana Standards Association [GSA] had appointed Société Générale de Surveillance SA [SGS] to operate the GCAP program on its behalf. G-CAP was originally announced as applicable to any consignment being shipped from March 1 2015 but this date is still under discussion by local stakeholders.

It is intended to verify that products imported in Ghana are in conformity with the applicable Ghana Standards or the approved equivalents, and technical regulations before shipment. Penalties are applied if there is no certificate of Conformity [CoC].


See the SGS Website For More Details
Advance Shipment Information System [ASHI] Postponed To April

The new Advance Shipment Information System [ASHI] has been postponed for 1-month. The new implementation date has been set for April 2, 2015. This was confirmed by the Minister of Transport, at a meeting with representatives from: Ghana Shippers Authority [GSA] and Ship Owners & Agents Association of Ghana [SOAAG]. This will allow for adequate preparation/sensitization for a successful implementation in April and further discussions/review of penalty on Carriers for non-provision of ASHI number by Shippers. Once launched the ASHI scheme will enable importers to fill out documentation online to expedite the cargo clearance process. The move is in conformity with the Ghana Shippers Authority Regulations, LI 2190 of 2012. The GSA has assigned Antaser Afrique and its international agency network as sole representative, who will be in charge of the issuance and validation of the ASHI, through the dedicated website www.antaser.com.

Sierra Leone

Advance Cargo Declaration [CTN/ACD] Scheme

The Sierra Leone Government has implemented the Advance Cargo Declaration scheme [CTN/ACD]. The scheme is a component of the requirements for Governments, Port Authorities and Shipping Companies as per the ISPS code [International Ship and Port Facility Security Code] from 2002. It concerns cargo security and safety in Sierra Leone. The Cargo Tracking Notes covers both import and export cargoes. It is effective for imports from April 1st 2015 and for exports leaving Freetown since March 15th 2015. Further information can be found on the Sierra Leone Port Authority [SLPA] website: http://www.acdsl.com/ and http://acdsl.com/?ABOUT-ACD.
U.S. Signs Trade Pledge With East Africa

The United States and Tanzania, Kenya, Uganda, Rwanda and Burundi pledged to ease trade flows and set the stage for more U.S. investment, a program that could be extended to other parts of Africa.

The agreement covers cooperation in customs issues, ease red tape at borders, reduce customs wait times and harmonize trade standards. As part of the deal, which has been in the works since 2013, Washington will provide training on food safety, animal and plant health standards and international regulations.

All 5-countries currently take part in the African Growth and Opportunity Act, a program that grants African countries duty-free access to U.S. markets. The program is set to expire later this year and the White House has already kicked off an early bid to raise congressional support for a renewal.

The East African region could become even more attractive as oil was recently discovered in Kenya and Uganda. Currently, the region’s largest exports are agricultural products and textiles. China’s rapid entry into Africa has fuelled a rush to the continent by Western and other economies, including India and Brazil, and the region’s economy has grown more than 6% in the last decade. Trade in goods between the United States and the East African bloc grew by 52% to US$2.8 billion in 2014. Exports were at US$2 billion, while imports totalled US$743 million.

The Obama administration also said that the deal lays a foundation for more arrangement with the rest of the African continent, which currently is home to the world’s fastest-growing middle class and six of 10 of the fastest-growing economies.

[Reuters 27/02/15]

<table>
<thead>
<tr>
<th>WTO Trade Facilitation Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>To cooperate on customs issues, including the implementation of the World Trade Organization [WTO] Trade Facilitation Agreement, reducing red tape and unnecessary formalities at borders decreasing border release times, and implementing positive reforms laid out in the WTO Trade Facilitation Agreement to help streamline and facilitate trade. This will build on the EAC’s own work on customs reforms, which have resulted in substantial reductions in the time and costs of moving goods across borders within the EAC. For instance, container transit times from Mombasa, Kenya, to Kigali, Rwanda have declined from 21 days several years ago to 6-days.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Food Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cooperation and capacity building related to food safety and animal and plant health standards. The export potential of agricultural products is currently limited. The agreement will help EAC meet international standards by bringing U.S. technological expertise to fully implement the WTO Agreement on Sanitary and Phytosanitary Measures to create additional export opportunities for products produced in the region.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Global Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cooperation and capacity related to technical regulations, standards, testing, and certification - for example, by helping to train East African standards officials and developing electronic systems for engaging the public and interested stakeholders on new proposed technical regulations to meet international quality and safety standards by improving full implement of the WTO Agreement on Technical Barriers to Trade.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trade &amp; Investment Hub</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of a new 5-year, US$64 million Trade and Investment Hub in East Africa focused on: i) increasing exports under AGOA to the United States, to regional partners, and to the rest of the world, ii) facilitating investment and access to the newest technologies and expertise to priority development sectors, iii) expanding and diversifying regional agricultural trade and food security, and iv) supporting the implementation of regional integration policies adopted by the EAC.</td>
</tr>
</tbody>
</table>
Kenya-China Bilateral Trade In 2014 Rises 53%

Bilateral trade between China and Kenya rose 53% to a record high of US$5 billion in 2014 according to Chinese Ambassador to Kenya Liu Xianfa. Last year China’s agreed investment in Kenya increased 10.2% to US$592 million, and Chinese projects worth US$3.472 billion are under construction in Kenya, a growth of 67.7% in capital. The 2-countries have created win-win achievements in the past year, and the bilateral tie has become a model for mutual cooperation. China is now Kenya’s largest trading partner and source of direct investment.

Last year, Chinese Premier Li Keqiang visited Kenya to foster closer ties. During Li's visit, the countries signed a co-financing deal to build a major railway linking the Kenyan capital Nairobi with the port city of Mombasa, the biggest infrastructure project since Kenya’s independence. The railway will replace a narrow-gauge track built over 100 years ago during British colonial rule, and is expected to extend eventually to Tanzania, Uganda, Rwanda, Burundi and South Sudan. Construction work on the standard gauge line has started since the beginning of this year. The high speed line will boost regional trade and deepen integration in East Africa.

[Coastweek 23/02/15]

US$5 Billion Indo-Tanzania Trade Volume

Indian High Commissioner to Tanzania, Debnath Shaw noted bilateral trade between Tanzania and India is expected to peak at US$5 billion within the next 3-years as both countries registered steady economic growth.

In the past 48 months, bilateral trade between Dar es Salaam and New Delhi, more than doubled. Trade volume has risen from US$1.5 billion to US$4 billion. Trade volumes has been in favour of Dar es Salaam. Indian exports to Tanzania increased by 7% but exports to India increased by 72%. Indian investments have continued to soar by over US$2 billion by end of 2014. India is among the top 5-big investors in Tanzania. The Tanzania Chamber of Commerce Industries and Agriculture (TCCIA) pledged to continue working together to ensure that trade volumes grow and aim to organise several bilateral meetings.

Delhi has pledged to provide US$6 billion in soft loans to Africa so as to improve the continent’s business infrastructure as Asian nation seeks to rival China, Europe and the US as the largest trading partner for Africa.

[Daily News 24/02/15]

Australia Zimbabwe Business Council Launched

The Australia Zimbabwe Business Council (AZBC) was launched in Sydney this month to help strengthen bilateral relations and foster greater business and investment interactions between Harare and Canberra. Australian businesses are provided with the opportunity to network and trade with Zimbabwean businesses using a customised business matching service.

[New Zimbabwe 26/02/15]
Kenya

President Announces Work To Start On New Northern Lamu Seaport

The presidency announced on February 23rd that Kenya will start construction work next month on a long-delayed new port to be built on its northern coast, at Lamu, without specifying the scope of the work. The Lamu Port-South Sudan-Ethiopia Transport (LAPSSET) project is intended to include a port, new roads, a railway and a pipeline by 2030 that will give landlocked South Sudan and Ethiopia access to the Indian Ocean.

The overall price of the project, first proposed in the 1970s, has been put at US$25.5 billion. Among the reasons for the delay are demands from landowners for greater compensation. In 2013, officials said a consortium led by China Communications Construction Co Ltd had won a 41 billion Kenyan shilling (US$449 million) contract to build the first 3-berths of the port. There has been little sign of activity since then. The new port at Lamu has been cited as a possible oil export terminal after commercial oil finds in Uganda and Kenya. But the pipeline could also go to Kenya’s main existing port, Mombasa.

[Reuters 24/02/15]
Japan Rivals China In Kenyan Investment

Japan has upped the competition with China in aiding East Africa’s development after signing a US$275 million loan to fund Kenya’s Mombasa port expansion. The loan is part of a US$546 million contract aiming to move along the 2020 projected completion date for the second phase of the Mombasa port. Once accomplished, the harbour’s discharge capacity will increase two to threefold. The port is an important driving force for East Africa’s economic development. Japanese ambassador to Kenya Tatsushi Terada said the project will enhance its container capacity at the port, noting that his government is committed to helping Kenya implement the port development projects.

The loan is reportedly the highest from Japan to Kenya since the 2-countries established diplomatic ties in 1963. Meanwhile China has long been Kenya’s biggest provider of infrastructure construction contracts. The Chinese government had, prior to this Japanese loan, invested US$3.8 billion in building a railway to link Mombasa Port to the capital city of Nairobi. China has also invested in building a harbour in Bagamoyo, in Tanzania, in order to compete with Mombasa Port. Both are situated in East Africa and would benefit from competition and collaboration.

Japan has been funnelling a greater amount of funds to African countries in recent years, especially Kenya. By investing in Mombasa, Japan intends to protect and provide more business opportunities to other Japanese enterprises. Mombasa is seen as a good choice because its surroundings are soon to become special economic zones that will support the port’s expansion. Other infrastructure investments such as main roads and a transportation network are also attractive to Japanese enterprises.

Mombasa Port Increases Capacity

Kenya Ports Authority has acquired 12 rubber-tyred gantries for Mombasa as it seeks to boost efficiency. The Cargotec gantries have a working load of 45 tons, six containers wide plus one truck lane and can stack five containers high.

The port says its capacity could increase by up to 30% thanks to the boost in efficiency. Mombasa’s total cargo traffic increased 11.5% from 22.3017 million in 2013 to 24.87 million in 2014 and container traffic rose 13.2% from 894,000 TEUs in 2013 to 1,012,022 TEUs in 2014.

Dwell time reduced to 3.9 days in 2014 from 4.9 days in 2013 and average vessel turnaround remained at 3.5 days in 2014.

KPA To Reveal Mombasa Terminal Tender Winner By May

Kenya Ports Authority [KPA] is expected to announce the winner of the tender to operate the new second container terminal at Mombasa by May 2015.

Nineteen local, regional and international companies tendered. Applicants include Bjerke Terminals, Eurogate Ltd, Gulfainers, Makupa Transit Shades Ltd, Adani Ports and Special Economies Zones Ltd and Hutchisons Ports Investments, SA. Others are RL and Mitsui Co Ltd, Darian Ports Co Ltd and China Roads and Bridges Corporation, PSA Terminal Marubeni Corporation and Multiple Hauliers EA Ltd and SSA Port Terminals and Interpel Investment Ltd that have applied as joint ventures. Bollore Logistics and Toyota Tsusho Corporation alongside Grup TOB, Mitsubishi Corporation and Freight Forwarders Kenya Ltd have also applied jointly. DP World Ltd, Cosco Pacific Ltd, Transnet SOC Ltd, International Container Terminal Ltd, China Merchants Holding International Co Ltd, APM Terminals, CMA/CGM SA and Terminal Investment Ltd SA, are also in the race.

Within the next 2-weeks, tender qualification documents will be issued to the companies which have applied. The companies are expected to fill and return the documents within the next 45 days. This is the first time a container terminal will be operated by a private company. The facility is expected to be completed by March 2016. The first phase of the US$300 million terminal will comprise two berths which are due to be handed over by the contractor. The terminal is projected to have a capacity of 450,000 TEU and rise to 1.2 million TEU by 2019.
Mozambique

Grindrod To Invest In Maputo, Richards Bay & Africa Rail Projects

Maputo Port
As a shareholder in Maputo port, freight services and shipping group Grindrod is set to help finance a US$100-million project to dredge the port to allow access for fully laden Panamax vessels with a draft of 14.2m. The project should be completed by the middle of next year.

The government is assisting in waiving its concession fee for 7-years to pay for its part of the dredging costs. The aim is to make Maputo more competitive from a pricing point of view. The port is near capacity, while price pressure in commodity markets also required the port to become more efficient. Maputo port volumes were up 14% in 2014 compared with 2013, to 19.5-million tons.

Rail
Grindrod also had its eye on an estimated US$500-million project to build a 340 km railway line from Chingola, in Zambia’s copper belt, to Kalumbila, with a possibility to eventually extend the line to the Angolan border. This north–west corridor project could potentially move 1.2-million tons of copper concentrate a year. It is talking to partners to fund and develop the line and has already secured a draft development agreement on the project, and would soon sit down with the Zambian government to finalise a concession agreement. Another further development would be the so-called north–south rail corridor, where the company operates on a concession agreement, carrying around 800,000T a year. The corridor runs from northern Zambia, through Zambia and Zimbabwe, to Maputo, Durban and Richards Bay and could potentially carry around 4-million tons of copper, mining supplies and agricultural products. Transnet and Grindrod are developing a corridor masterplan for the project. It is the intention for the north–west corridor to link up with the north–south corridor at Chingola.

Terminals
Grindrod is to upgrade capacity at its Richards Bay coal and magnetite terminal from 3.2-million tons a year, to 4.5-million tons a year. The R125-million project could be completed by the end of the year. Grindrod had a 49.9% share in the project. A joint venture [JV] agreement with the owners of the land adjoining the terminal could see the facility grow, with a second-phase expansion to 8-million tons a year a possibility, as well as further growth to 20-million tons a year. Rail-freight parastatal Transnet supports construction of the expanded terminal.

A second programme is the Ngqura liquid-bulk-terminal storage project. Grindrod has a 30.5% shareholding in the R2.9-billion project to build the 230,000 m3 storage facility. Land is available to expand the facility to 720,000 m3, if required for the storage of petroleum products, with the exception of crude oil and liquefied natural gas. Should construction start this year, the first phase could be completed by 2018. The project experienced delays due to the tariff model of the National Energy Regulator of South Africa [Nersa] not working for projects requiring new capital outlay. New tariff regulations are in the works for May 2015 which should allow for the construction of this facility. Another project is the Oiltanking Grindrod Calulo Holdings [OTGC] JV with the Royal Bafokeng Group’s Mining, Oil and Gas Services [MOGS] business, to establish the OTGC Saldanha crude oil terminal. The R3.1-billion project should be completed by mid-2018.
Nacala Port Processes Record Cargo In 2014

Nacala port, in Nampula province, in 2014 processed a record amount of cargo, with over 2 million tons and 97,000 containers handled according to the CEO of Portos do Norte, the port’s management company. A new high despite operating under limits due to the ongoing modernisation programme. Portos do Norte took over the management of the port of Nacala just over a year ago. Results were due to an investment of US$3 million in equipment and infrastructure.

The modernisation works at the port, as part of the Development Project of the Port of Nacala, amount to US$300 million funded by Japan, with completion scheduled for 2017. The work is being carried out by Japan’s Penta-Ocean Constrution Co Ltd and the contract agreement was signed in January 2014 by representatives of the company and the Mozambican Ministry of Transport and Communications. Nacala will also be the final station on the railway built by Brazilian group Vale from Moatize, in Tete province, passing through Malawi, to transport coal.

[Tanzania Daily News 09/03/15]

Tanzania

Mtwara Port Handles Huge Ships After Renovations

Mtwara port is now handling large ships after major improvements carried out by the Tanzania Ports Authority [TPA], at the country’s third major seaport in the South eastern region. The facility can now receive vessels of 250m with capacity to carry up to 4,500TEU. Infrastructural developments are thanks to a recent gas boom in the region which has seen port cargo traffic performance increase by 23.9% annually for the past 6-years.

[Tanzania Daily News 09/03/15]

Port Authority Strategies To Improve Efficiency

Tanzania Ports Authority [TPA] has expressed its willingness to strengthen relations with stakeholders to ensure that port services improve and significantly contribute to the government’s coffers.

The TPA is also expanding its regional market with plans to open a new liaison office in Zambia with the aim of making Dar Es Salaam the port of choice for neighbouring landlocked countries. TPA has a similar liaison office in Lubumbashi, Katanga Province in Democratic Republic of Congo (DRC). Dar Es Salaam serves seven landlocked countries including DRC, Zambia, Uganda, Rwanda, Burundi, Malawi and Zimbabwe.

[Tanzania Daily News 09/03/15]
South Africa

Expanding Eastern Cape Port Moves To Corner Transshipment Market

Hoping to monopolize the regional transshipment market, Transnet Port Terminals [TPT] have injected some R14-billion into the development of the purpose-built Ngqura container terminal [NCT] at the Port of Ngqura, in the Eastern Cape, located within the region’s critical Coega special economic zone [SEZ].

Improvements to the terminal – which has strategic linkages with terminals in Port Elizabeth, Cape Town, Richards Bay and Durban, while servicing traffic from the East, South America and West African markets – has already taken its net yearly operating capacity from 800,000 to 1.5-million TEUs. The terminal’s second-phase expansion is progressing to plan, with two additional ship-to-shore cranes and 18 rubber-tyred gantry cranes with supporting trailers commissioned. TPT ultimately aims to boost the terminal’s yearly handling capacity to 2.2-million TEUs.

NCT became operational in 2009. It is the deepest container terminal in Southern Africa with a 16m draft suitable for handling larger container vessels. Up to 60% of the terminal’s cargo are transshipment products.

[Engineeringnews 09/03/15]
Durban Port Construction To Start In 2021

Construction work on Durban’s proposed dig-out port is likely to start in 2021 and be completed by 2025, after improvements to the city’s main port have taken place according to Transnet.

Transnet is also set to outlay more money to buy an extra 170 ha of land. The proposed port will occupy the site of the former Durban International Airport in Isipingo, about 20km south of the city center. Transnet is currently narrowing down designs having already spent R150 million on planning. Funding for the project has still to be sourced.

Meanwhile long-term plans at the current Durban port are extensive and include the development of a fifth berth at Bayhead. Construction of the sand pumpstation at Berth A Island View is almost complete.

This is imperative to keep the port channel clear of sand and to ensure that the deepened port channel into the port was not lost. Also at Island View, the deepening of berth #2 from a draught of 11.7 m to 14.5 m is in progress. Berth #5 and #6 at Island View would also be deepened to accommodate larger vessels. A slightly more controversial plan to provide between 940 m and 1.2 km of extra space to accommodate fully laden vessels which is expected to start by mid-2016 with completion expected by December 2020.

The construction of the proposed container terminal at Salisbury Island, with work on Pier 1 Phase 2 involving the reclamation of 21 ha of land and the deepening of berths to the required 16.5 m, is at feasibility stage. Once the design had been completed, the EIA process would begin, with construction expected to begin before 2021. This would provide 2-extra berths. It follows that, if throughput was increased, infrastructure serving the port would also need to be upgraded. This means the Bayhead road would have to be upgraded from a 2-lane to a 3-lane road on either side, while the Langeberge road would be widened from 1 to 2-lanes. In addition, new gates to the port would have to be built on both thoroughfares.

In 2014 Durban port handled 2.7 million containers which is expected to increase to 7.5 million containers in 2040. Despite improving efficiency and expanding the current container terminal capacity, by 2025 the port’s facilities will not cope. Ten other sites had been looked at to expand container facilities, including Richards Bay and Ngqura in the Eastern Cape.

Richards Bay Container Terminal Decision Delayed

A decision on whether the Port of Richards Bay will get a container terminal has been postponed to May 5 as a result of the ongoing disagreement between private company Siyakhuphuka and Transnet. Siyakhuphuka has accused Transnet, of anti-competitive action to maintain its monopoly over container terminals at ports in the country. Richards Bay is one of the few ports in South Africa without a container terminal.