CMA CGM OBTAINS CAMEROON PORT CONCESSION, GETS KRIBI CONTAINER TERMINAL RIGHTS FOR 25 YEARS

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Namibia: Walvis Bay Corridor Group Celebrates 15 Years


Swaziland: Swaziland To Build US$3 Billion Shipping Port

Zimbabwe: Government In Port Construction Talks
ANGOLA - Capstone Turbine Corporation announced that it received an order for a C600 microturbine to power oil processing equipment and electrical submersible pumps on an oil platform off the western coast of Africa.

COTE D’IVOIRE - Technological retailer Fnac has announced the opening of two outlets in Ivory Coast as a prelude to a future development of the brand in the region.

DRC - Copper cathode producer Tiger Resources is hoping to reactivate its Kipoi central openpit mine during 2016. The planning process for the reactivation is currently being undertaken as the miner prepares for the end-life of its current floats and stockpiles, which was supporting copper cathode production through its solvent extraction and electrowinning plant.

MALI - Hummingbird Resources has secured a US$5-million facility extension to start moving its flagship 1.8-million-ounce Yanfolila gold project towards targeted production in 2016.

SENEGAL - Senegal will issue a US$50.93 million seven-year treasury bond with a 6.25 percent coupon. The bond will be sold in units of 10,000 CFA francs to investors across the eight-nation CFA franc currency zone via an auction organised by the Central Bank of West African States.

MADAGASCAR - Bass Metals could potentially acquire up to a 35% stake in graphite producer StratMin Global Resources’ Loharano mine, in Madagascar, through a farm-in agreement.

NAMIBIA - Magnum Mining and Exploration Limited has entered into a sale and purchase agreement with African Tantalum Limited regarding its remaining 40% interest in the Tantalite Valley project located in Namibia.

TANZANIA - Tanzania Portland Cement Ltd has begun training more than 1,000 block makers across the Lake Zone. The move is aimed at helping block makers produce blocks according to standards requirements.

UGANDA - Uganda’s 600MW Karuma hydropower plant is set to commence the construction of transmission power lines after intec – GOPA-International Energy, a German energy consulting company, agreed on a US$ 6.3m consultancy services contract.

ZAMBIA - Zambia’s kwacha fell nearly 3.5 percent to an all-time low against the dollar, weighed down by continued concerns over growth in China, a major export destination for Africa’s number two copper producer.
CMA CGM, Bolloré & CHEC Obtain 25 Year Kribi Container Terminal Concession

A consortium formed of French companies CMA CGM and Bolloré, and Chinese CHEC (China Harbour Engineering Company) has won the 25 year concession to develop and operate the deep sea port of Kribi in Cameroon. Following a bidding process set up by the Cameroon government the French-Chinese consortium has offered all the technical and financial guarantees.

The Cameroonian government is keen to see operations start quickly to ease congestion at the country’s main container terminal in Douala. Currently Douala handles 95% of Cameroon’s import and export but with a water depth of only 7m the port is not suitable for loading large ships and has resulted in low working efficiency and a high cost of transport. With the completion of Kribi Port at a depth of 16m this will no longer be an issue.

Construction of the Phase 1 has already been completed by CHEC offering a 350m wharf to be extended to 700m within 5-years. The facility can accommodate vessels up to 15m and carrying up to 8,000 containers. Furthermore direct road and rail links will enable the new port to play a regional role and to serve as a transhipment hub. With its strategic location the facility will serve the African Atlantic coast from Senegal to Gabon as well as landlocked countries such as Chad and Central African Republic (CAR). It will cater for large capacity vessels calling at Cameroon, a growing economy, from both the European and Asian markets. The project will make a major contribution to boosting growth and development, regenerating the country and surrounding region and will also pave way for new industrial projects.

The second phase of the port will include another 2-berths. The final target is to complete 24-berths by 2040, realizing a handling capacity of 100 million tons. Construction will quicken the pace of trade and boost the country’s performance with planners eyeing Kribi as the new hub for imports into the Gulf of Guinea.
ASSOCIATED PROJECTS
Kribi includes several associated projects, including an industrial zone and minerals-processing area. China Harbour Engineering Company began the first phase of construction in 2011, and the first containers arrived at the port in 2014. The first phase of the Kribi deep sea port includes two berths: one container berth and the other a bulk cargo berth.

Other projects will use Kribi port’s infrastructure. The Société Camerounaise des Dépôts Pétroliers and Canadian firm Blaze Energy plan to build an oil storage station. Meanwhile, French company GDF-Suez and Cameroon’s Société Nationale des Hydrocarbures are working on plans for a liquefied natural gas plant. Australia’s Sundance Resources is in talks to build an iron-processing plant for the ore it will mine at the deposits at Mbalm and Nabeiba, which are located near the border between Cameroon and Congo. Since 2009 Anglo-Australian company Rio Tinto has planned to build an alumina refinery at Kribi with a capacity to produce 1.2m tonnes per year at an estimated cost of US$9bn. But that may not happen, as the company announced its plans to withdraw from its other aluminium project in Cameroon last year.

More than 30 companies in the metals, petrochemicals, cement, agro-industrial and logistics sectors have already requested land for projects in Kribi. Those projects will need electricity. Globeleq, which had the backing of the World Bank, inaugurated a 216MW gas-fired power plant near Kribi in 2013. The government is also working on the creation of a special economic zone, which is already attracting interest from Chinese operators.

“We would like to thank the Government of Cameroon for the transparent selection of our offer, which provided the best financial and technical guarantees. CMA CGM and its partners will make Kribi containers terminal an international terminal which will bring dynamism to the Cameroonian economy. With this new terminal, Cameroon will be at the heart of international trade.”

Farid T.Salem, CMA CGM Group Executive Officer
CMA CGM Upgrades West Africa-Europe Service

EURAF 1: Targeting UK-West Africa Market With New Tilbury Call

The EURAF 1 service, that connects North European to West African markets, will now call at London Containers Terminal [LCT] in Tilbury. This new weekly call offers a direct link from the United Kingdom to Africa. The service offers competitive transit times allowing the export of Reefer containers from West Africa to England particularly for the export of bananas.

The service is run with 6-vessels with a capacity of 3,500 TEUs sailing Tilbury, Le Havre, Montoir de Bretagne, Algeciras, Tangiers, Dakar, Abidjan, Dakar, Algeciras, Dunkirk, Antwerp and returning to Tilbury. Algeciras was called only once on the former rotation but will now be called twice.

EURAF 2: New Direct Apapa Call Promoting Nigerian Trade

Starting September 12th the EURAF 2 service will be upgraded with the addition of a new weekly call at the Nigerian port of Apapa in Lagos. Furthermore an additional vessel will be operated on that service bringing the number of units to four 3,500 TEU vessels. The new rotation will be Algeciras, Tincan, Apapa [Lagos], Tema, Tangiers and back to Algeciras.

New General Managers For Togo & Madagascar

We are pleased to announce the appointment of Mr. Stephane Daou as General Manager of CMA CGM Madagascar to be based in Antananarivo replacing Mr. Damasy Raherimandimby. Mr. Patrick Guyot has also been nominated as the new General Manager at DELMAS Togo to be based at our local office in Lome. Patrick replaces Mr. Abdel Wafik who has left the company.

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CMA CGM Introduces New Cold Treatment Guarantee For South African Reefer Customers

We are pleased to offer a new service to all our South African reefer customers. A new Cold Treatment Guarantee has been set up by our reefer team in collaboration with our Cargo Insurance department. The Guarantee offers a refund for losses in cases where goods are rejected by health authorities due to a failure in the cold treatment process. The guarantee is ideal for sensitive cargo such as mangoes, corn, French beans, etc.

As a reminder, cold treatment or ‘Steri Treatment’ is a process to eliminate insects and larvae that may be found in reefer merchandise. Losses are reimbursed equivalent to the commercial depreciation in the event of late arrival, the forwarding costs to a new destination, or the cost of a second cold treatment. The guarantee is offered for all destinations ex South Africa. The Cargo Insurance department will deal directly with the insurer in the event of a claim to obtain the refund due as quickly as possible.

For any enquiries about this offer or for any rate requests and bookings please contact your local agent.

For further information about our reefer service view our brochure:
6th Forum On China-Africa Cooperation [FOCAC]

The 6th ministerial conference of the Forum on China-Africa Cooperation [FOCAC] will be held in South Africa 4-5th December 2015. FOCAC guides China’s pro-African policy and is the vehicle China uses to announce its investment in Africa - the level of which has doubled after every FOCAC meeting and is expected to reach US$40 billion. It is held every 3-years.

For the last 15 years, with the joint efforts of China and Africa, the FOCAC has not only played an important role in developing the African continent but also driven the other major countries to put more investment in and pay more attention to Africa. This meeting may be upgraded to a summit.

China will, together with Africa and in accordance with its needs, explore cooperation in such new fields as helping it speed up industrialization process, establish and improved public health system, and safeguard peace and stability, as well as deepen such traditional cooperation as trade, investment, education, science and technology. China will use the meeting to establish co-operation zones and discuss building of railways networks, highways and regional aviation in Africa. It is expected that the meeting will be a win-win for both China and Africa.

China-Africa co-operation contributes more than 20% of Africa’s economic growth. In 2014 the total trade between China and Africa exceeded US$220 billion. During the same period China’s investment in Africa was nearly US$30 billion. Chinese companies have also increased their investments in Africa. Over 2,500 Chinese companies are running their businesses in Africa creating over 100,000 jobs in African countries.

For more information about the forum view http://www.focac.org/eng/

Chinese Economic Slowdown Could Be Dangerous For Africa

Trade groups across the Continent have warned of a clear and present danger for large-scale infrastructure and resources projects in Africa if the Chinese government is forced to disinvest or even divest completely in the continent. The mounting concern follows developments in international markets over the past weeks, specifically the decline in the 2-major stock indexes in China, the Hang Seng in Hong Kong, and the Shanghai Composite index. The concern is seated in the fact that the Chinese government and Chinese parastatal companies are major development partners in the region. With some analysts predicting a so-called hard landing for the Chinese economy, projecting that growth will decline to around 5%.

China’s Hang Seng Index lost 25% over the past 3-months, and some 15% compared to a year ago, its Shanghai Composite Index lost almost 41% of its value over the past 3-months, and is now at the same level as November last year and Chinese economic growth has fallen from above 10% per annum 2-years ago to roughly 7.5% last year, and to below 7% this year. Analysts also estimate that the total Chinese national debt amounts to 300% of Gross Domestic Product [GDP]. There are fears that even a moderate downscaling of Chinese involvement in local African projects could have significant repercussions for local economies.

China Deepens Relations Post Ebola

Chinese Foreign Minister Wang Yi undertook a 3-nations tour to Sierra Leone, Liberia and Guinea as China continues to deepen relationships. All 3-countries have focused their attention on economic and social reconstruction in the post-Ebola era. Wang Yi along with national leaders and foreign ministers held specific and in-depth discussions. China agreed to help turn natural resources into economic strength and to transfer production capacity.

Gabon was the first central African country to host the Forum which provided an opportunity to celebrate the recent reauthorization of AGOA, to take stock of AGOA’s successes over the last 15-years and to launch a dialogue on a shared vision for the future of U.S.-Africa trade.

AGOA legislation mandates that the United States and member countries regularly engage in trade and investment policy discussions. The Forum brought together senior officials from the United States and the 39 AGOA member countries, business leaders, entrepreneurs and private sector stakeholders to discuss a broad range of trade and investment-related issues. The latter has a particularly important role in the promotion of good governance, the elimination of barriers to trade and investment, and the adherence to the founding AGOA eligibility criteria. Thus the forum featured civil society panel discussions along with Doing Business in America” workshops as well as a trade exhibition.

**TOPICS**
- Building capacity to comply with eligibility requirements
- Promoting public/private partnerships [PPP]
- Managing natural resources as a key to economic growth
- Bridging the digital divide
Cameroon

Navy, Customs Sign Operational Convention

The Ministry of Defence and Finance signed a partnership agreement that will permit the Cameroon Navy and the Customs department to collaborate in the surveillance of the Cameroonian maritime space. The convention was signed on August 11th in Yaounde.

[Cameroon Tribune 12/08/15]

Chinese Minister Vows Closer Cooperation

Chinese Foreign Minister Wang Yi met with his Cameroon counterpart Pierre Moukoko Mbonjo in Beijing, vowing closer cooperation between the 2-countries.

Hailing the strong relations in economy and trade, Wang committed to the momentum driving further cooperation suggesting the stepping up of industrial capacity and infrastructure construction cooperation, citing the Kribi port as an example.

Kribi deep sea port in southern Cameroon is being constructed by China Harbor and Engineering Company [CHEC]. The first phase of the project was concluded last year.

[Ghana]

Ghana

Manufacturers Express Concern On Economy

According to a Q2 report from the Association of Ghana Industries [AGI], industry members have expressed concern on what they described as the worsening economic situation in the country. In a statement the AGI said businesses are straining under the exchange rate volatility, the increased taxes and the unrelenting power crisis all of which is undermining business planning and consequently causing losses.

The AGI members comprise small, medium and large scale manufacturing and service industries and they are urging the government to reduce government expenditure and excessive borrowing in order to restore macroeconomic stability.

In another development, the AGI has lauded the National Development Planning Commission [NDPC] for its initiative on a 40-year development plan but insists that the plan should focus on developing an industrial-based economy. The development plan, which is still in the consultation process, has sought comments from various stakeholders.

[ITTO 15/08/15]

Guinea-Bissau

Customs Service To Raise US$65 Million In 2015

Guinea-Bissau’s Directorate-General for Customs expects to raise 38 billion CFA francs [US$65 million] in fees charged by December. This exceeds the amount collected in 2014 of 27 billion CFA francs [US$46.2 million]. The Director-General of Customs noted that the political crisis experienced in August had no impact on revenue.

[Macaohub 04/09/15]
Liberia

Trade Boost For Liberia On WTO Accession

Liberia is poised to benefit from an influx of global trade when it becomes a full member of the World Trade Organization [WTO] in December this year. A high power WTO delegation visited Liberia and engaged the private sector to review the business opportunities in the Liberia’s Accession Package. The delegation, which included Ambassador Joakim Reiter, Deputy Secretary General and Chair of the Working Party of Liberia’s Accession to the WTO as well as Dr. Charles Osakwe, Director of the Accession Division at the WTO, said Liberia has made some critical concessions in ensuring that the country completes its accession process to the WTO and raises the quality and standard of trade.

Liberia will hold its final working party in early October where the final Draft Accession Package will be presented to WTO for approval and referendum. The final formal decision shall be taken at the 10th WTO Ministerial Conference in Nairobi, Kenya in December of this year.

Liberia’s accession has been supported by the Swedish National Board of Trade [SIDA/NBT], the International Trade Center [ITC], the United Nations Conference on Trade and Development [UNCTAD] the Advisory Center on WTO Law [ACWL] the World Bank, Enhanced Integrated Framework [ElF] and the Geneva-based Law Firm of King and Salding.

[Inquirer 25/08/15]

Nigeria

Indian Trade Delegation Visits Nigeria

Some 250-Indian businessmen interested in investing in Nigeria participated in the India Show event in Lagos from August 25-27th. Delegates met with top government officials and a cross-section of businessmen to discuss investments. The theme of the event was Nigeria: Building Relationships to Nurture Growth between India and Nigeria. It was supported by the Indian High Commission and the Manufacturers Association of Nigeria [MAN].

[Daily Trust 23/08/15]
Angola

Japan To Fund Phase II Of Namibe Harbour Rehabilitation

Japan’s ambassador to Angola, Kuniaki Ito, has reiterated the desire of his government to continue to fund subsequent phases of rehabilitation of the Port of Namibe, in order to increase its production. The first phase of rehabilitation and modernization, also financed by the Japanese government, reached US$24 million. Works consisted of widening from the quay from 240m to 875m. Under that plan, the port gained a 25,748 m² car park, access roads to modernize the port area and a water supply system for vessels, among other works. The second phase will consist of increasing depth to allow larger vessels to berth, enabling the port to assert its position as the largest such infrastructure in the southern region of Angola.

[Macau Daily 27/08/15]

Cameroon

Cameroon To Build Dry Port To Help Decongest Douala Port

At the end of a tripartite meeting between the Cameroonian customs administration and its counterparts in the Central African Republic [CAR] and Chad on August 21st resulted in the decision to construct dry ports as a solutions to ease congestion at the Port of Douala [PAD]. Dry ports will be built in Douala, within the port premises, in Edea [Littoral Region] and in the eastern town of Belabo, at the border with CAR.

According to Cameroon’s General Directorate of Customs [DGD], some 3,000 containers are still marooned at Douala port. Security concerns are rife on the Douala-N'djamena corridor, with incursions by the Nigerian militant group Boko Haram in the far-northern region of Cameroon and in the Lake Chad area, as well as the Douala-Bangui corridor, with acts of violence perpetrated by CAR’s armed groups scouring the western part of the country bordering Cameroon. As a result, several containers are piled up at the Port of Douala and other towns across the country, while transporters have chosen to go on strike as long as the security concerns are not tackled.

[APA 21/08/15]
Ghana Boosts Port Security With E-Gates

The Ghana Ports and Harbours Authority (GPHA) has installed electronic gates at the entry and exit points of Tema Port as part of efforts to improve security. The e-gate systems consist of turnstiles and speed stiles, boom barriers and an optical character recognition camera that will capture every transaction and movement within the port. This move forms part of an aggressive drive to secure transactions as well as protect the interest of stakeholders who do business with the port against pilfering and other negative activities. About 4,000 agents have already been registered biometrically to enable them access the electronic gate system. Furthermore all persons who enter the port are not allowed to stay in for more than 24 hours.

[Ghanaweb 28/08/15]
Nigeria

Lagos Channel Dredged

The Nigerian Ports Authority [NPA] announced the Lagos Channel is now 13.5m deep following dredging facilitated by the acquisition of two 60-tonne state-of-the-art tug boats the MT Uromi and the MT Majaiya. The purchase was made by the Lagos Channels Management Limited [LCM], a Joint Venture [JV] by the NPA in collaboration with private investors. With this purchase the Lagos Pilotage district now has 8-tugboats. Other equipment in the fleet of the authority includes 3-pilot cutters and 4-mooring boats.

[This Day 11/08/15]
Ghana

Importers & Exporters Welcome Single Window System

Importers and exporters at Tema Port have embraced the Single Window System introduced by the government which aims at enhancing trade facilitation at the port. Although the system is not fully operational, some clearing agents are hopeful that it will ensure speedy processing and clearing of goods thereby reducing cost of clearing.

The Single Window System introduced by the Ministry of Trade and Industry primarily provides the platform for an integrated clearance process to minimize the human factor as much as possible and, to a large extent help to reduce the processing time for trade documents.

After 15 years of operating with Destination Inspection Companies, DICs, the Customs Division of the Ghana Revenue Authority has taken over task to enhance Customs functions as a stop-gap measure for improved trade facilitation.

The concept also provides an opportunity for importers and exporters to electronically lodge their documents, including customs declarations, certificates of origin, invoices at a single location to be accessed by all regulatory and trade agencies, instead of traders sending copies of the same documents to different agencies. The new system being implemented by West Blue Consulting is in collaboration with GCNet Service and other Scanning companies at the Port.

Nigeria

Cargo Tracking Note [CTN] Reintroduction Mooted

The Cargo Tracking Note [CTN] is set to be re-introduced in Nigeria. CTN was first introduced in Nigerian ports in 2009, under the management of the Nigerian Ports Authority [NPA]. But the scheme was soon suspended following criticisms by stakeholders on the cost attached to it. This time, the Nigerian Shippers’ Council [NSC], ports regulator and the management of the scheme, is promising that it is going to be much improved. The NSC is to convene a joint-stakeholders’ meeting in September to iron out issue and reportedly before NSC signs the contract for the implementation of the CTN. The meeting will include the manufacturers association, NACCIMA trade group, shippers and carriers, shipping companies and terminal operators.

The scheme hopes to reduce loss of revenue at the ports. Currently a lot of imported cargo into the country is under-declared, leading to loss of revenue and unnecessary delays in the cargo release process. It will also help in monitoring of cargo such as tracking hazardous goods. Information will be shared with the Nigeria Customs Service to enable officials prepare and pass cargoes out of the port.
PMAESA Conference

The next Port Management Association of Eastern and Southern Africa [PMAESA] annual conference is to be held 15-19th November in Dar es Salaam, Tanzania entitled ‘Port Strategies for Harnessing the African Blue Economy and Investment Options’. PMAESA [www.pmaesa.org] is an intergovernmental agency founded by the United Nations Economic Commission [UNECA] in 1973 to harmonize seaport and maritime activities in 21 countries within the Eastern and Southern Africa and is headquartered in Mombasa, Kenya. Member countries include Angola, Burundi, Comoros, Djibouti, Ethiopia, Eritrea, Kenya, Madagascar, Malawi, Mozambique, Mauritius, Namibia, Reunion, Rwanda, Seychelles, South Africa, Sudan, South Sudan, Tanzania, Zambia and Zimbabwe.

Trade Mark East Africa Appoints A New Board

Trade Mark East Africa [TMEA] has announced the appointment of a new board of directors to work as advisors. The newly appointed members are from East Africa Community [EAC] states to represent diversity and present a balance of representation. They include Tanzanian entrepreneur and philanthropist Ali Mufuruki who takes over as the Chairman of the board. Others are the Managing Director of Songa Africa Limited, Rosette Chantal Rugamba from Rwanda; Patrick Obath from Kenya who sits at the board of the Kenya Private Sector Alliance, Standard Chartered Bank Kenya, and Unga Group Holdings Limited; Anthony Mazaera from Burundi the ECO of Econet Wireless Burundi; American independent consultant, Earl Gast who has worked with the US Government in international developing and foreign policy and finally Uganda’s Jacqueline Lutaya president of ACCA Uganda.

The appointment comes at a time when TMEA is intensifying its work. Over recent years it has supported partners to implement over 150-projects across the region including port modernization projects at the Dar es Salaam and Mombasa Ports and improvements along the key Central and Northern transport corridors. Through this, they have supported the construction of 13-One Stop Border Posts [OSBP], elimination of Non-Traffic Barriers, harmonization of standards and support to cross boarder traders. Overall, these and other TMEA interventions will contribute to reducing costs of doing business in East Africa. Combined, they will deliver US$17billion in benefits in the region.
Kenya

Port Authority Plans Loan For Mombasa Harbour Expansion

The Kenya Ports Authority [KPA] plans to borrow US$328 million to finance the expansion of East Africa’s biggest harbour at Mombasa port. The KPA is to begin construction in 2018 on the second phase of a plan to enable the facility to handle more and bigger ships, including Panamax vessels. Additions will include a 300m quay and deepening the port by 15m. The expansion will enable the port to handle 450,000 more containers, lifting overall capacity to slightly above 2 million TEUs, when it’s completed in 2022. Finance will be raised in soft loans from international development partners.

Mombasa is boosting capacity to cater for growing domestic demand and rising cargo volumes for landlocked countries including Uganda, Rwanda, South Sudan and the Democratic Republic of Congo [DRC] that it serves. Furthermore Kenya’s economy, the largest in East Africa, is expected to grow 6% this year, compared with 5.3% in 2014. Mombasa will handle about 1.125 million TEUs this year, up from around 1 million handled last year. The port expects to clear 26.5 million tons of cargo by year-end. A second container terminal, currently under construction, with the capacity to handle 450,000 TEUs, will be commissioned by March. The authority has shortlisted 7-international companies to manage the facility and the winning bidder for the contract will be announced in 2-months. The KPA will also invite bids for the construction of a new oil jetty, which should be able to handle as many as four vessels at a time, in Q4.

The Kenyan port is facing increased competition from neighboring Tanzania, which is expanding its port at Dar es Salaam and plans to spend US$11 billion on a new port at Bagamoyo.

Mombasa Port Dredging Pays Off As Biggest Ship Ever Arrives

Mombasa port received the biggest vessel to ever call at the facility on 21st August, signalling positive results following the deepening of the harbour to 15m and widening of the turning basin to 300m. MV Clemens Schulte has a capacity of 5,466 TEU, a length of 255m and is 37.5m wide.

Kenya Ports Authority [KPA] said the arrival of the vessel was an indication that shipping lines were exploiting capacity upgrade at the port and that there was growing confidence in the efficiency of the facility. Some of the completed projects include dredging of the channel and construction of the 240m Berth #19, which increased the length of the port’s quay to 840m.

This means that the port is able to accommodate 3-vessels of MV Clemens Schulte’s size. Shipping lines benefit from economies of scale when they operate larger vessels because they are able to bring in big volumes, reducing the cost shipping cargo. Meanwhile the KPA is developing the second container terminal at a cost of US$251 million, with the first phase of the project expected to be complete in March 2016.
Construction Of Kipevu Oil Terminal On Course

According to the Kenya Ports Authority [KPA] first designs for the construction of the Kipevu oil terminal in Mombasa are in the final stages paving way for the tendering process. The project is being overseen by Danish consultancy firm Niras and is part of the Mombasa port infrastructure development which will expand Kenya’s petroleum handling and storage capacity by almost 400% to be completed by 2018; it will allow 4-large tankers of up to 150,000 tonnes to berth at the same time. This is a key venture as Kenya is an important port of entry for bulk fuel importation among other imports into the hinterland, mainly in Uganda, Rwanda and DR Congo.

Mozambique

Quelimane Port Dredging Begins Soon

Mozambique’s Minister of Transport has noted that the dredging of Quelimane port in the central province of Zambezia, is due to begin later in September and will last until January 2016. Once the work is completed around 320,000 m$^3$ of sediment is expected to have been removed. Dredging has not taken place for at least 5-years. Once complete the port should have an overall depth of 5m. Meanwhile the Maputo port draft has been increased from 9m to 14m deep, while Beira, which is tidal, has reasonable conditions for berthing, with an average depth of 8m along its access channel.

New Truck Terminal In Beira Port Opens September

According to Cornelder de Moçambique the construction of Beira port truck terminal is due to be completed next September. Cornelder de Moçambique is a Public-Private Partnership [PPP] between state port and rail company CFM and Cornelder Holdings, SGPS based in Rotterdam, Netherlands, which since 1998 has managed the container and general cargo terminals at the port of Beira. The new US$5.8 million terminal will reduce the length of stay of trucks at the port as all processes will be dealt with in one place. Besides the park, work to expand access roads to the port should also help to eliminate congestion.
Somalia

Albayrak Group To Operate Mogadishu Port

A signing ceremony was held for the transfer of operations of Mogadishu International Port to Turkey’s Albayrak Group. The event was attended by Somali Ports Minister Abdurrahman Muallim and Deputy Minister Cemal Buru, representatives from the Albayrak Group and officials from the Turkish Embassy in Mogadishu. Albayrak Group aims to attract international trade networks to Somali by supporting Mogadishu Port with modern equipment whilst 55% of revenues from the port would be delivered to the Somali Treasury with the remainder allocated to the development of port services. No further details were shared about the agreement and profit sharing.

The Port of Mogadishu was closed in 1991 after the central government fell, and was re-opened in 1992 by the United Nations Peacekeeping Force, which was sent to the region due to the ongoing civil war. The port, which was closed again in 1995 after the UN Peacekeeping Force left the country, was re-opened in 2006 by the Islamic Courts Union that controls south Somali.

[Daily Sabah 23/08/15]
SADC

Southern Africa Business Forum And SADC Heads Of State Meeting Held

For the second time this year, the Heads of State of the Southern African Development Community [SADC] met at a regional forum in Gaborone, Botswana from 11-12 August. The meeting was another chance for leaders of Southern Africa to check-in on the progress of the region on political and security issues as well as on the economic integration agenda. Zimbabwe passed the baton to Botswana as Chair of the regional group for the next 12 months. The first meeting was an Extraordinary Summit that was held in Harare at the end of April to discuss a SADC industrialisation strategy.

On the margins of the summit the Southern Africa Business Forum was held the first of what will ideally become an annual platform for public-private dialogue in the region. The event was organised by a grouping of regional and national business organisations, including the NEPAD Business Foundation, Business Botswana [formerly BOCCIM] and the Business Council of Southern Africa. It attracted over 100 private sector representatives who discussed challenges in SADC related to transport, energy and water infrastructure as well as cross-border trade in goods and services. Officials provided updates on the recently adopted revised Regional Indicative Strategic Development Programme and industrialisation strategy.

[Tutwa 11/08/15]

Namibia

Walvis Bay Corridor Group Celebrates 15 Years

The Walvis Bay Corridor Group [WBCG] held its 15th anniversary in Swakopmund on 28 August. The WBCG was established in 2000 to promote the utilisation of the Walvis Bay Corridors, which is a network of transport corridors principally comprising the Port of Walvis Bay, the Trans-Kalahari Corridor, the Walvis Bay-Ndola-Lubumbashi Development Corridor, the Trans-Cunene Corridor, and the Trans-Oranje Corridor.

[Economist 09/09/15]

South Africa

Deputy President Visits Japan On Trade Mission

Deputy President Cyril Ramaphosa visited in Japan this month to promote South Africa as destination for trade and investment. The visit was supported by a high-level Ministerial delegation including Ministers Naledi Pandor, Rob Davies, Tina Joemat-Pettersson and Deputy Ministers Bheki Cele, Nomandla Mfeketo, Mzwandile Masina. At a trade level the delegation included captains of industry ranging from Coega Development Corporation, NECSA, Transnet, Karanbeef, PPC, KPMG, Maponya Group and a number of other BEE companies. The Deputy President briefed Japanese investors about South Africa’s macro-economic stability, vibrancy and conducive business environment for Japanese business to invest in the country.

[SA Government 22/08/15]

Trade Mission To Ghana & Nigeria

The Department of Trade and Industry [DTI] together with a business delegation undertook an Outward Selling and Investment Mission [OSIM] to Ghana and Nigeria this month. The move promotes closer working ties to close trade gaps and open markets for trade and investment opportunities and deepens bilateral relations between South Africa and Ghana and Nigeria.

[SA News 24/08/15]
President Zuma has, at the invitation of His Excellency President Xi Jinping of the People’s Republic of China, participated in a commemorative event in Beijing on 3 September 2015. The President was accompanied by Ms Maite Nkoana-Mashabane, Minister of International Relations and Cooperation, and Ms Thembisile Majola-Embalo, Deputy Minister of Energy. Zuma held bilateral talks on the margins of the event with President Xi Jinping discussing bilateral relations namely, the “Five-to-Ten Year Strategic Programme for Cooperation”, which focuses among others, on marine cooperation, infrastructure development, and industrial development. The leaders also discussed South Africa’s hosting of the Second Summit of the Forum on China-Africa Cooperation [FOCAC], scheduled for 4-5 December 2015 in Johannesburg. This will be the second Summit since the inception of FOCAC and the first on the African Continent.

[SA Government 04/09/15]
South Africa

Cape Town Port Oil Storage Ground Breaking

Cape Town’s new independent fuel storage, distribution and loading facility, in addition to a petroleum pipeline, is to become operational in Q1 2017 as the 18-month construction is due to start in this month. Burgan Cape Terminals will start ground clearing activities at the Eastern Mole in Cape Town port in early September after having received the environmental-impact assessment [EIA] approval in June. Burgan will inject R650-million during the first 2-years of development. The establishment of the new loading and storage facility is expected to ensure security of supply as demand for petroleum products in South Africa rises.
TNPA Introduces Online Management System

The ports of Cape Town and Saldanha Bay became the latest to go live with the Transnet National Ports Authority’s [TNPA’s] new R79-million Web-based Integrated Port Management System [IPMS], first introduced at the pilot site, the Port of Durban, in July. IPMS replaces manual processes and enables key port operations to be managed online and in real time across TNPA’s 8-commercial ports.

“Since being introduced in Durban, over 108 vessel agents had been registered onto the IPMS and 135 vessel arrival notifications had been processed within the first three weeks. The online system would help to transform the country’s ocean gateways into ‘smart ports’, by using advanced information technology that would make them more intelligent and sustainable, while conserving resources, time, space and energy.”

Richard Vallihu, TNPA CEO

The system manages every input and output to make monitoring, tracking, evaluating and optimising a lot simpler. Developed by Navayuga Infotech, a company based in India, in collaboration with its South African partner Nambiti Technologies, the IPMS is a strategic project aimed to support the broader objectives of the Transnet’s Market Demand Strategy, in terms of efficiency and productivity. TNPA invested R79-million for the entire system across all 8-South African ports. The IPMS will also be introduced at the Port Elizabeth, Ngqura, East London, Richards Bay and Mossel Bay ports.

Construction Starts On Coega Processing Facility

The Coega Development Corporation [CDC] has kicked off construction on the US$6.67 million multi-user processing and value-addition facility in Zone 3 of the Coega Industrial Development Zone [IDZ], in Nelson Mandela Bay, with half of the building space in the first phase of the 6,000 m2 facility already assigned to potential investors. The development, which would provide a base for processing activities by small, medium-sized and microenterprises, as well as larger firms, would be located on 7-ha of land to allow for future development phases and would offer units ranging between 350m2 and 1,500m2. The development includes 4-phases, creating a complex of 25,000 m2 once fully complete. The CDC is situated at the centre of east–west trade routes and offers a deep-water port with purpose-built container, bulk and break-bulk terminals, enabling access to global markets. Phase 1, funded by the Department of Trade and Industry, is expected to be completed in Q1 2016.
Grindrod Pushes Ahead With Richards Bay Expansion

Grindrod is to complete the Phase 1 expansion of the Richards Bay Terminal [RBT] by Q1 2016 at a cost of R125m according to CEO Alan Olivier following the presentation of the group’s interim results for the 6-months to end-June. The RBT is a JV between Grindrod’s Navitrade [which owns 49.9%] and RBT Resources [50.1%] and plans are to develop a fully mechanised coal export terminal at Richards Bay.

The eventual throughput capacity is planned at 20 million tons annually and is intended to service BBBEE [broad-based black economic empowerment] mining companies – in particular junior miners. The terminal will be able to handle magnetite as well as coal. The current Phase 1 expansion will take throughput capacity from 3.2mt/year to 4.5mt/year however current export volumes and coal prices expected over the next 3-5 years present challenges to further expansion. Meanwhile Transnet has engaged with RBT on possibly working together on Phase-6.

[Mining MX 21/08/15]
Swaziland

Swaziland To Build US$3 Billion Shipping Port

The Government of Swaziland has backed a plan to build a shipping port which will cost an estimated US$3 billion. The plan is to build a 26km canal from the Mozambican sea to Mlawula, where the port will be constructed on 15-20ha of land at an estimated cost of US$3 billion (E30 billion). Local reports state the plan was confirmed by Minister of Commerce, Industry and Trade Gideon Dlamini and will be headed by entrepreneur Moses Motsa.

However, a stumbling block lies with Swaziland’s neighbour, Mozambique, where two thirds of the length of the proposed canal would pass through. Early indications from Mozambique are that the country is unwilling to give the project the greenlight, intent instead on developing Maputo port. The engineering involved in such a waterway would be dramatic – the proposed inland port is some 275m above sea level.

Zimbabwe

Government In Port Construction Talks

The Government is engaging potential developers for a multi-billion-dollar project which will link Zimbabwe to a port north of Beira in Mozambique in a bid to significantly reduce distance and cost of moving goods between the 2-countries. Government is currently studying detailed proposals submitted by the potential developers and is seriously engaging potential promoters that have submitted detailed proposals and studies for consideration. Government is yet to decide if it will follow a Built Operate and Transfer [BOT] partnership model or a Public Private Partnership [PPP] route. Government is undertaking several initiatives to reduce the cost of doing business in the country as it seeks to improve the ease of doing business. The project is aimed at reducing the distances that business has been facing when moving goods inland from Beira, Mozambique or Durban in South Africa.