CMA CGM UPGRADERS ASIA-EAST AFRICA SERVICE
ASEA TANZANIA NOW OFFERS DIRECT CALLS TO THAILAND
Full Story On Page 3
Contents

03 | African Group News

09 | Pan Africa


13 | Western Africa

Regional: New U.S.-ECOWAS Business Initiative [USEBI]
Cote d’Ivoire: Abidjan Port Upgrade Begins
Ghana: Ghana Attends Xiamen Investment Fair / GPHA Constructs New Refrigerated Terminal At Tema Port / PMWCA Award For Performance
Liberia: NPA Extends MoU With America / APM Terminals Monrovia To Double Capacity At Monrovia Port
Mauritania: Stronger Ties China
Nigeria: ISTI’s Convention Boosting Export Trade / NACCIMA Launches E-Certificate To Authenticate Local Products
Sierra Leone: Freetown Box Terminal Set For US$120 Million Expansion

19 | Eastern Africa

Regional: Partner States To Charge 1% CIF On Imported Goods / India, EAC Relations Set To Improve / Payments On COMESA’s REPSS Platform Hit US$1.76 Million / Lobby Urges South Sudan Trade Reforms
Djibouti: US$14 Billion To Elevate Djibouti As Trade Gateway To East Africa
Ethiopia: Ambitious GTP II Export Target / JETRO To Establish Office In Addis Ababa / Ethio-Italy Trade Forum
Mauritius: Masterplan Studies For Port Louis and Port Mathurin / Expands Freight Rebate Scheme
Mozambique: Nacala Port Stage-1 Modernisation Update / Mozambique Rejects Commercial Shipping In Shire And Zambezi Rivers
Tanzania: Economic Partnership With Norway / Extension Of Banks’ Clearance System / New Ports To Be Constructed In Kilwa, Lindi And Rushungi / TPA Starts Lake Victoria Ports Modernisation

29 | Southern Africa

Namibia: Namibia Plans For A Third Seaport
Events Diary

Come And Visit Us!

**IPAD Katanga Mining Week [DRC]**
CMA CGM / DELMAS will be participating in the 6th edition of the IPAD Katanga Mining Week [Driving large scale mining through innovative technologies on the Copperbelt] at Lubumbashi, Democratic Republic of Congo [DRC] on 20-21st October. The event will focus on the role of the mining industry in the economic growth of Eastern DRC, one of the main areas of copper and cobalt production in the world. During the fair, the Group will promote its intermodal logistic solutions to mining corporations in order to develop outbound volumes from Katanga. CMA CGM / DELMAS offers several corridor routes including Dar Es Salaam, Durban, Walvis Bay, Beira and Mombasa ports. For further information regarding this event please view www.ipad-katanga.com

**Expotrans [Angola]**
The 5th Edição da Feira Internacional de Luanda e Logísticas [Expotrans] is to be held in Luanda, Angola starting on 20th November 2015 at the Feira Internacional de Angola in Luanda, Angola. This event showcases product from the logistics & transportation industry. The CMA CGM Group will highlight its expertise in terms of door to door services and the overall quality and reliability of its developed network from/to Angola will be detailed.

News Briefs

Western Africa

**ANGOLA**
- Sonangol is expected to conclude in November its examination of the proposals from 2014-2015 for onshore oil blocks in the basins of the Kwanza and Lower Congo.

**BURKINA FASO**
- Standard & Poor affirmed its ‘B-/B’ long- and short-term foreign and local currency sovereign credit ratings on Burkina Faso.

**CAMEROON**
- Construction of Chollet Hydropower Dam has advanced after signing of a major agreement. Minister of Water & Energy, Basile Atangana Kouna and Minister of Energy Congo Republic, Henri Ossebi have signed agreements to speed up the project.

**COTE D’IVOIRE**
- Opened the main cocoa crop harvest on 2nd October with the farmer price expected to be raised to around 1,000 CFA francs (US$1.71).

**GHANA**
- Government sanctioned a 21.74% increase in the producer price of cocoa for the 2015/2016 crop season effective 2nd October: up from 350 cedis to 420 cedis per 64 kg bag.
- Olam Ghana Ltd has taken over operations of Archer Daniels Midland Ghana Ltd, a cocoa paste manufacturing company in Kumasi. The $1.3 billion deal, will be concluded in October.

Eastern & Southern Africa

**PAN AFRICA**
- SADC to invest between $114 billion-$233 billion from 2012-2027 to improve electricity generation.

**BOTSWANA**
- Launched the National Enquiry Point (NEP) which offers information on laws, regulations, conformity assessment procedures and quality standards among WTO members.

**KENYA**
- East African Breweries Limited (EABL) has concluded the sale of one its subsidiaries, Central Glass Industries, to South Africa’s Consol Glass Africa Proprietary.
- Kenya writes off US$381m owed by state-owned sugar companies to ease planned privatisations of Nzoia, South Nyanza, Chemelil, Muhoroni and Miwani factories.
- Starwood Hotels and Resorts Worldwide are to construct a Sheraton at the Jomo Kenyatta International Airport.

**LESOTHO**
- Paragon Diamonds has signed a nonbinding term sheet to secure a $15m funding package with private South Africa-based company Acrux Resources. Funds will acquire and bring the defined Lesotho-based Mothae kimberlite resource and the nearby Lemphane kimberlite pipe project.

**MALAWI**
- IMF: Economic growth will slow to 3% this year from 5% in 2014 due to severe flooding in January that affected food production.
CMA CGM Upgrades Asia-East Africa Service

ASEA Tanzania Now Offers Direct Calls To Thailand

Following our core strategy of continuous service development we have enhanced our dedicated Asia-East Africa ‘ASEA Tanzania’ service.

From October this fixed-day service will now offer a weekly direct call at Laem Chabang, Thailand.

An additional vessel has been added to maintain service reliability and punctuality. ASEA Tanzania is now operated with 7 vessels up to 2750 TEU.

The new rotation calls at Laem Chabang, Singapore, Tanjung Pelepas, Port Kelang, Colombo, Port Victoria/Male [1/2], Dar es Salaam, Colombo, Port Kelang, Tanjung Pelepas, Singapore. The upgrade permits:

- Direct link Laem Chabang to East Africa and Indian Ocean
- Competitive transit times
- New positive development for reefer cargo direct from Thailand to Port Victoria in 18 days
- Serving Thailand to Malawi, Zambia and Rwanda via Dar Es Salaam gateway
- Open new opportunities from Intra Asia cargo from Thailand to South East Asia and vice versa
- Smooth and fast connection with other loops of the Group and Africa Lines.

The ‘ASEA Tanzania’ service connects with other Group services offering:

- Fast and smooth connection at the transshipment hub in Asia
- Acceptance of large commodity consignments from Laem Chabang
- Direct link from Africa to Thailand with competitive transit time
- Acceptance of out of gauge cargo and break bulk cargo in Laem Chabang.

Please contact your local agency office for further information, rates and bookings.

http://www.cma-cgm.com/products-services/line-services/finder/ASEA
Agency News

Top Management On Ivorian Tour

Top CMA CGM Group management made a 4-day tour of Cote d’Ivoire last month meeting clients and partners in both Abidjan and San Pedro. The tour included a visit to review the progress of works of a future logistics and visit some customer plantations. Jean-Yves Duval, Vice President Africa and Indian Ocean Lines, was accompanied by Denis Laure, Deputy Vice President of African Agencies and Agnès Lemonnier-Carpentier, Durban Regional Office Director.

During the visit our top-50 customers were invited to attend a cocktail on 23rd September to share the results and goals of CMA CGM Africa. The reception was hosted by Pierre Héry General Manager of DELMAS Côte d’Ivoire and accompanied by his team, partners, and Ivorian authorities. The event was also attended by the Minister of Trade and the Director of Abidjan Autonomous Port who reaffirmed their support for CMA CGM’s inland development projects.

CMA CGM is the leader shipping company in Ivory Coast, being first on imports and reefer traffic, and second on exports. The Group also offers onward connections from Abidjan port to both Burkina Faso and Mali. Currently both road and rail services from Abidjan are running well offering excellent transit times and no congestion.

Furthermore the Group launched a new reefer service to several destinations in Burkina Faso in June this year. From Abidjan port by road we can offer a transit time of just 12 days and are able to offer both 20’ and 40’ reefer containers. Please note this is a one-way service with all equipment and clip-on Genset’s having to be returned to Abidjan.

Meanwhile, back in 2012, CCIS, a 100% CMA CGM Group affiliated company charged with the development of inland logistics structures and solutions opened CC2T in Abidjan. This facility offers road transport solutions: firstly the facility improves transport efficiency and reliability of our CTBL via both intermodal rail and road to landlocked Burkina Faso and CC2T has developed a trucking service for our local Abidjan customers. Furthermore in Burkina Faso CCIS’s main objective is to develop partnerships with exporters who desire to increase the exit of cargo by containers from Burkina Faso. ‘All in’ services are offered including warehousing, stuffing, customs clearance and road/rail transport to port of loading.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Final Place</th>
<th>Mode</th>
<th>KM</th>
<th>Port</th>
<th>Way</th>
<th>Transit</th>
<th>Terms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burkina Faso</td>
<td>Bobo-Dioulasso</td>
<td>Rail</td>
<td>850</td>
<td>7</td>
<td>7</td>
<td>14</td>
<td>Free On Rail - Rail Terminal</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>Bobo-Dioulasso</td>
<td>Road</td>
<td>850</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>Free On Truck - Truck Terminal</td>
</tr>
<tr>
<td>Burkina</td>
<td>Ouagadougou</td>
<td>Rail</td>
<td>1150</td>
<td>7</td>
<td>9</td>
<td>16</td>
<td>Free On Rail - Rail Terminal</td>
</tr>
<tr>
<td>Burkina</td>
<td>Ouagadougou</td>
<td>Road</td>
<td>1150</td>
<td>3</td>
<td>6</td>
<td>9</td>
<td>Free On Truck - Truck Terminal</td>
</tr>
<tr>
<td>Mali</td>
<td>Bamako</td>
<td>Road</td>
<td>1150</td>
<td>3</td>
<td>9</td>
<td>12</td>
<td>Free On Truck - Door</td>
</tr>
<tr>
<td>Mali</td>
<td>Sikasso</td>
<td>Road</td>
<td>850</td>
<td>3</td>
<td>8</td>
<td>11</td>
<td>Free On Truck - Door</td>
</tr>
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Agency News

CMA CGM Group Celebrates 10 Year Anniversary in Ethiopia

The CMA CGM Group has celebrated its 10th anniversary in Ethiopia. A cocktail was held to mark the occasion on 29th September organized by Philippe Danieau, General Manager of CMA CGM Djibouti.

Customers, partners and officials attended. On this occasion, Claude Label, Senior Vice President CMA CGM Gulf and Paul Haéri, Vice President Group Agencies Network, recalled the history of CMA CGM in Ethiopia reaffirming the support of the Group to the nations growth, particularly through the development of Special Economic Zones [SEZ].

"Thanks to our weekly services to Djibouti and Port Sudan, CMA CGM is able to respond effectively to the needs and specific characteristics of the limited access of the Ethiopian market. Our partnership with our local agent MACCFA, one of the Ethiopian and Djiboutian logistics leaders, allows us to offer a door-to-door service from/to the whole Ethiopian territory."

Sylvain Isnard, Line Manager MEX1/MEX2/REX2/REX3

Agency Opens New Offices In Maputo

CMA CGM Mozambique led by Laurent Demain, General Manager, organized a customers’ cocktail for the official opening of its new offices in Maputo on September 15th. The cocktail brought together over a hundred official guests, journalists and customers of the Group and coincided with the broadcast of a CMA CGM advertising campaign in Mozambique.

Representatives attending the event included Agnès Carpentier-Lemonnier, Durban Regional Office Director, Jean-Philippe Thénoz, Senior Vice President, Group Agencies Network and Pierre de Saqui de Sannes, Institutional Advisor.

CMA CGM Attends Maputo International Trade Fair [FACIM]

The 51st Feira Internacional De Maputo / Maputo International Fair [FACIM] was held in Mozambique from August 31 to September 6.

The event permitted CMA CGM to showcase its diverse offers and services in shipping, logistics and international freight highlighting both local and international expertise. More than 84,000 visitors from 26 countries and some 2,600 exhibitors from the industrial, economic and agricultural arenas were present.

For further information about the event please view the FACIM website at http://www.facim.org.mz/

Agency Inaugurates New Offices In Durban

CMA CGM Group inaugurated its new offices in Durban, South Africa on 10th September symbolising CMA CGM’s ever-growing presence and development on the African continent. The new dual level 1,200 m² premises houses both the regional office of CMA CGM South Africa in Durban and CMA CGM Inter Africa. The former is managed by Vitesh Ramphal and the latter entity in charge of land developments is under the responsibility of Anton Potgieter.

Jean-Philippe Thénoz, Senior Vice President, Group Agencies Network, along with the First Counsellor of the French Embassy and several General Managers of the region’s agencies [Namibia, Mozambique, Zimbabwe, Zambia, Malawi, Uganda, Tanzania, Kenya and Mauritius] attended.
Web News

eBusiness Function Upgraded

CMA CGM / DELMAS is pleased to offer 5-new functions on our eBusiness platform:

<table>
<thead>
<tr>
<th>Notifications</th>
<th>Getting accurate shipment status is key to business efficiency. Unprecedented in the industry, this new module will help you see your activity via:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Notification Center:</strong> All events which you subscribed to can now be notified online. They will appear in real time in the top right corner of your screen.</td>
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<tr>
<td></td>
<td><strong>Inbox:</strong> Displays all your notifications in an email-like inbox where you can consult, set a reminder, pin or archive your alerts.</td>
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<tr>
<td></td>
<td><strong>Subscription Management:</strong> Set up notifications at company or user level. You can also choose to be notified online and/or by email.</td>
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<tr>
<td></td>
<td><strong>Future notifications:</strong> To include Estimated Time of Arrival [ETA] moves, Shipping Instruction [SI] process, container moves, documents on line, etc.</td>
</tr>
<tr>
<td></td>
<td><strong>Help:</strong> Please consult our tutorials in our Help section.</td>
</tr>
<tr>
<td>Shared Templates</td>
<td>Booking and SI templates are key to productivity and work efficiency. If a colleague is out of the office their workload is often managed by someone else who does not necessarily know all the trade details. We now enable users to share their templates. In a dedicated screen users can define if a template is private or if it is visible to all users of the same company.</td>
</tr>
<tr>
<td>Booking &amp; Shipping Instruction</td>
<td>We focus on optimizing our eCommerce product to match your daily business. We offer 2-new functionalities to our Shipping Instruction submission process:</td>
</tr>
<tr>
<td></td>
<td><strong>Control Totals:</strong> A bottom line frame helps you check at a glance that the number of containers and global weights and volumes are correct.</td>
</tr>
<tr>
<td></td>
<td><strong>To Order / Same as Consignee:</strong> On certain bills you need to choose a “To Order” Consignee or a “Same as Consignee” Notify. To facilitate this we added them as default parties to the list of your top used parties.</td>
</tr>
<tr>
<td></td>
<td><strong>Drafts:</strong> During the booking process it is now possible to save your work as a draft at any level.</td>
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<td></td>
<td><strong>Help:</strong> For additional details, please connect to our platform or register.</td>
</tr>
<tr>
<td>Performance</td>
<td>Performance enhancement includes:</td>
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<tr>
<td></td>
<td><strong>Dashboards:</strong> Optimised loading reducing time.</td>
</tr>
<tr>
<td></td>
<td><strong>Bookings &amp; Shipping Instructions:</strong> Quicker navigation.</td>
</tr>
<tr>
<td>Smartphone App</td>
<td>Our mobile App offers a follow-up solution on container positioning, vessel departures and other services. The App is available on the App Store and Google Play in 5-languages [English, French, Spanish, Portuguese and Chinese].</td>
</tr>
</tbody>
</table>

For more information on our integrated business management solution visit:  
http://www.cma-cgm.com/ebusiness/our-offer
Did You Know?

We Transport Heavy Lift Project Shipments Worldwide To Africa!

As a shipping line CMA CGM / DELMAS strives continuously to extend its range and quality of services. Set up in July 2013 our specialist ‘Projects Desk’ focuses on offering customers total transport solutions for XXL, Out of Gauge Cargo (OOG), Break Bulk and Project cargo. Over-sized and special cargoes, with their unique requirements, can be especially challenging. We can move anything from bulky factory components to luxury yachts, or massive turbines to cable reels. As an African focused shipping line we can move XXL/OOG cargo from and to any part of the world to and from West, East & South Africa.

CASE STUDY

XXL Industrial Equipment Transported From Shanghai To Port Gentil, Gabon

On July 1st two transformers of 36 tons each were transported from Shanghai to Port Gentil in Gabon for Shell for use on an offshore oil platform. A Break Bulk loading was necessary from Shanghai on our ASAF service to Lomé in Togo. The units were then transhipped for Gabon on the EURAF 4 service and arrived safely in Port Gentil on September 2nd.

The operational teams involved in the project both on the shipping line and at each African port worked in close collaboration with the Shanghai Office XXL Cargo for a safe loading and an on time delivery. To optimize space utilization we relied 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. These complex operations were made possible thanks to the line managers in both Lomé and Port Gentil, Eli Agbenya and Euloge Panzou, with the operational teams of the EURAF 4 lines, Arnaud Joly and Arnaud Lacoudre.

Africa is a sector in full development for XXL Cargo, we must constantly adapt to customers’ demands and a good coordination between the different teams is essential for successful XXL projects, as was the case here where 3 different crane types and a change of dock in Lomé were necessary.

Ugo Vincent, Deputy Vice President, Special Projects & XXL, CMA CGM China in Shanghai
XXL CARGO
XXL cargo refers to any cargo which cannot fit into a standard container. There are 2 methods to load such cargo. Firstly Out-of-Gauge (OOG) is any cargo that exceeds the dimensions of a standard container by length, width or height but that can be loaded on one single Open Top, Flat Rack container or Platform. Secondly Break Bulk Cargo is any oversized cargo that does not fit into one single Open Top or Flat Rack container, such as large luxury yachts, bulky factory components, voluminous machineries, train cars, locomotives, massive turbines, generators, etc. This also includes heavy lift cargos. Break Bulk cargos are loaded on a bed of Flat Racks [several assembled side by side] or Platforms, usually under deck.

EXPERT TEAMS
Our dedicated team of local experts will guide you through the different loading procedures to ensure safe and secure transport. We have decades of working in close contact with ship planners, stevedoring companies and independent surveyors.

EQUIPMENT
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.

SAFETY
CMA CGM / DELMAS is very attentive to cargo safety and provides a detailed cargo assessment to ensure cargo safety on board with each element carefully controlled by qualified surveyors and port captains on site.

SPECILALIST SERVICES
Individual calculation costs and stowage plans can be produced along with suitable illustrations. For the most sensitive shipments our teams study full securing lashing dunnage and stowage plans to provide safest and reliable service. All managed by our dedicated projects team.

BOOKING CONTACTS
Please contact your usual agency office or you contact the African Projects Desk for RATE REQUESTS and BOOKINGS on e-mail: ho.mozenda@cma-cgm.com or chn.projectcargo@cma-cgm.com
The G20 Trade Ministers meeting and the G20/OECD Global Forum on International Investment 2015 themed “International investment policies in the evolving global economy” were held 5-6th October in Istanbul, Turkey.

The G20 Trade Ministers meeting focused on the slowdown in global trade and how to make the multilateral trading system work better. Discussions focused on the implications of global trade slowdown for the future of trade and at policy options to further integrate Small and Medium Enterprises [SMEs] into global value chains.

Under the multilateral trading system, discussions included the implementation of Bali Package and the importance of delivering a successful outcome for 10th World Trade Organisation [WTO] Ministerial Conference to be held in December 2015 in Nairobi, Kenya. Kenya will be the first African country to host the WTO Ministerial Conference. Ministerial Conferences are held every 2-years and is the highest decision making body of the World Trade Organisation [WTO].

The G20/OECD Global Forum discussed the state of international investment policies, identify possible impediments, and explore policy options in support of a more coherent and cohesive trade and investment regime. It will also discuss Multinationals in Global Value Chains.
3rd India-Africa Summit

The 3rd India-Africa summit to be held on 26-30th October in New Delhi will be the biggest ever with leaders of all 54-states invited. The 5-day summit will start with consultations on official level followed by the Head of States level summit on 29th October with scheduled bilateral meetings on 30th October. The event will be the Government’s biggest diplomatic outreach involving 1,000 delegates from a large number of African nations.

India is expected to push to break the deadlock to conclude Free Trade Agreements [FTAs] with various African States during the meeting with African trade ministers. India has, since 2005, held several rounds of negotiations with various groupings of African nations, including the South African Customs Union [SACU], Economic Community of Western African States [ECOWAS] and the Common Market for Eastern and Southern Africa [COMESA] towards concluding FTAs. To promote the negotiations the Indian government has specifically tasked 15 federal ministers to work on the trade and commerce agenda of the forthcoming summit meetings.

Underlining one of the divergent issues, he said that while the memorandum of understanding for a FTA with SACU was signed in 2008, differences remained regarding the number of traded items that would be brought under reduced tariffs. India wanted a reduction in tariffs for 50% of items exported to the SACU region, while SACU would only allow a reduction in tariffs for 10% of items. However, officials engaged in groundwork for the summit said India would be willing to compromise on its demands in the interest of successfully concluding an FTA with SACU at the upcoming summit.

Meanwhile trade between India & Africa has grown exponentially during the past decade. Indo-African trade volume reached US$53.3 billion in 2010-11 and US$62 billion in 2011-12. It is expected that it would further go up to US$90 billion by 2015 with the aim of reaching US$500 billion in 2-way trade in 2020.

For more information please view http://www.iafs.in/
Forum for China Africa Cooperation Elevated To Summit

China has decided to elevate the Forum for China Africa Cooperation (FOCAC) to summit level. The move will give an added impetus to steer the development cooperation agenda forward. The summit will be held in Durban, South Africa, on 4-5th December 2015. The Summit will further consolidate the partnership between Africa and China through South-South cooperation, giving special attention to industrialisation and the regional integration of economies in Africa.

For more information please view http://www.focac.org/eng/

Trade Winds Trade Mission Largest Ever U.S. Led Mission To Africa

The 2015 Trade Winds program, the largest-ever U.S. government-led trade mission to Africa, offered U.S. companies the opportunity to explore 8-markets in Sub-Saharan Africa. Hosted in South Africa, Trade Winds featured an Africa-focused business forum, consisting of regional and industry specific conference sessions as well as pre-arranged consultations with U.S. Senior Government Diplomats representing commercial markets from 19 African countries. Additional trade mission stops from 14-21st September gave participants the opportunity to conduct customized B2B meetings with pre-screened firms in Angola, Ethiopia, Ghana, Kenya, Mozambique, Nigeria, South Africa, and Tanzania.

[Daily News 26/09/15]
World Bank Cuts Africa’s Growth Projection

The World Bank has projected that sub-Saharan Africa will grow at 3.7% in 2015 compared to 4.6% in 2014. It said the region would continue to grow at a rather slower pace due to a more challenging economic environment, reaching the lowest growth rate since 2009. However, it further noted that overall growth in the region was projected to pick up to 4.4% in 2016, and 4.8% in 2017.

According to its new Africa’s Pulse, the bi-annual analysis of economic trends and the latest data on the continent, which was released 5th October, the 2015 forecast remained below the robust 6.5% growth in GDP which the region sustained in 2003-2008, and drags below the 4.5% growth following the global financial crisis in 2009-2014. The report pointed out that sharp drops in the price of oil and other commodities had brought on the recent weakness in growth as other external factors such as China’s economic slowdown and tightening global financial conditions weigh on Africa’s economic performance. It said the problem was further compounded by bottlenecks in electricity supply in many African countries which hampered economic growth in 2015.

Regional commodity exporters, especially oil-producers such as Angola, Republic of Congo, Equatorial Guinea, and Nigeria, as well as producers of minerals and metals such as Botswana and Mauritania, will see the drop in prices negatively affecting growth. In Ghana, South Africa, and Zambia, domestic factors such as electricity supply constraints are further stemming growth. In Burundi and South Sudan threats from political instability and social tensions are taking an economic and social toll.

However several countries are continuing to post robust growth. Cote d’Ivoire, Ethiopia, Mozambique, Rwanda and Tanzania were expected to sustain growth at around 7% or more per year in 2015-17, spurred by investments in energy and transport, consumer spending and investment in the natural resources sector.

The report added that fiscal deficits across the region were now larger than they were at the onset of the global financial crisis, stressing that rising wage bills and lower revenues, especially among oil-producers, led to a widening of fiscal deficits. It concluded that growth in sub-Saharan Africa will be repeatedly tested as new shocks occur in the global economic environment, underscoring the need for governments to embark on structural reforms to alleviate domestic impediments to growth. Investments in new energy capacity, attention to drought and its effects on hydropower, reform of state-owned distribution companies, and renewed focus on encouraging private investment will help build resiliency in the power sector.

[World Bank 06/010/15]

Regional

New U.S.-ECOWAS Business Initiative [USEBI]

The U.S. Chamber of Commerce is forming a new business partnership with the 15-nation Economic Community of West African States [ECOWAS] to strengthen trade and investment ties. The alliance creates the U.S.-ECOWAS Business Initiative [USEBI], the first effort of its kind in the region, as part of an effort to churn up large-scale economic growth and improve security throughout the area. Private-sector business groups, including the Federation of West Africa Chamber of Commerce and Industry, agreed that now is the time to take the reins and promote far-reaching investment ahead of government efforts to jump-start the region’s massive economic potential.

“**The U.S. government will work hand-and-glove to develop these regional markets with the goal of lowering trade barriers and increasing competition.**”

Scott Eisner, U.S. Chamber of Commerce vice president of African Affairs

Earlier this summer, President Obama signed the 10-year African Growth and Opportunity Act [AGOA], which provides 39 African nations with tariff-free access to U.S. markets. Passage of that bill spurred the Chamber and its partners to pick up the pace of their efforts in West Africa.
Ghana

Ghana Attends Xiamen Investment Fair

Dr. Ekwow Spio-Garbrah, the Minister of Trade and Industry, attended the 19th China International Fair for Investment and Trade [CIFIT] in Xiamen, China, along with a delegation of businessmen.

The Minister said the key to Ghana’s growth is the active pursuit of an export-led economy as until the country is able to generate foreign exchange through the sale of its natural and value added products, it would not be able to balance its budget.

Liberia

NPA Extends MoU With America

The National Port Authority [NPA] and the Georgia Ports Authority have signed a Memorandum of Understanding [MOU] extending the ports’ partnership. Although, there is no monetary value to the MOU, the original one signed 4th August 2010-12, is being extended for an additional 3-years. The new MOU is geared towards expanding trade between the Southeastern United States and Liberia. The Port of Savannah is the highest-volume exporter to Liberia among U.S South Atlantic ports, and the highest in imports from Liberia. The signing ceremony took place after the US-Liberia Trade and Investment Forum held September 15-16th in New York during which the Liberian Government’s Agenda for Transformation [AFT] was presented.

Mauritania

Stronger Ties With China

President Xi Jinping met with Mauritanian President Mohamed Ould Abdel Aziz in Beijing on 14th September, vowing to improve ties with Mauritania within the framework of the China-Arab Cooperation Forum. Aziz was in China for the second China-Arab States Expo, a key platform to promote trade ties. The heads of state witnessed the signing of 6-cooperative documents, covering the areas of economic and technical cooperation, infrastructure construction and health care.

Nigeria

ISTI’s Convention Boosting Export Trade

Nigeria’s first International Sea Trade and Investment [ISTI] convention was an opportunity to boost export trade and position the maritime sector in order to attract global buyers and investors.

The event, themed “Exploring New Trade Frontiers”, was designed as a platform to address issues of new and direct trade routes between Nigeria and the leading trading partners, explore cross border potentials along the regional trade corridor, the development of viable import/export markets, standardization of goods and services to meet global certification for export, safety and security, import and export financing, market linkage, trade and infrastructure investment.
Cote d’Ivoire
Abidjan Port Upgrade Begins

Ivory Coast began construction on 6th October of a 4-year, 560 billion CFA franc [US$962 million] project to build a second container terminal and widen the canal leading to its main port in the commercial capital Abidjan. Among the busiest in sub-Saharan Africa, the port serves West Africa’s largest economy and the world’s top cocoa producer, and is also a gateway for landlocked nations to the north. China Harbour Engineering Co Ltd was awarded the construction contracts for both projects with the bulk of the cost covered by a loan from China’s Eximbank. Construction of the new container terminal, which will be managed by consortium led by France’s Bollore, will last 48 months and cost 409 billion CFA francs. It is expected to allow Abidjan to increase container traffic from 1.2 million TEU to 3 million TEU by 2020. The upgrades to the canal linking the port to the Atlantic Ocean will be completed in 36 months at a cost of 151 billion CFA francs.
Ghana

GPHA Constructs New Refrigerated Terminal At Tema Port

The Ghana Ports and Harbours Authority [GPHA] has put up a new refrigerated terminal with the capacity to hold 800 TEU containers. The facility is a one-stop terminal for all refrigerated imported goods such as frozen foods and medicines. It is part of the GPHA’s US$2.5 million investment for the Tema and Takoradi ports’ 2020 port redevelopment agenda and has been fully automated to hasten processes and make them efficient for port users. It will replace the existing facility which has inadequate holding space for refrigerated imports. The new facility, which is outside the main Tema Port, will also lessen the decongestion at the port. The port is further upgrading infrastructure with the construction of a dry bulk cargo jetty to cater for cement clinker and wheat cargoes at a cost of $120 million.

[Ghanaweb 07/10/15]

PMWCA Award For Performance

The GPHA was awarded for being the best-performing port in West and Central Africa by the 16-member Port Management Association of West and Central Africa [PMWCA]. The terminal operator, Meridian Port Services [MPS], was also awarded for operating the best container terminal in the region. A citation commended GPHA management for the deployment of advanced technology in their operations, which had seen efficiency across the board.

[Ghanaweb 07/10/15]
Liberia

APM Terminals Monrovia To Double Capacity At Monrovia Port

Container volumes are expected to jump 30% this year, to 100,000 TEU according to APM Terminals Monrovia. A.P. Moller-Maersk A/S is seeking to double the facilities capacity with APMT Monrovia agreeing to invest US$35 million to increase capacity from 100,000 TEU to 200,000 TEU by 2017.

The company had won a 25-year concession to operate the facility in 2010 investing US$120 million into upgrades of the rather basic terminal. In 2013, the operator completed first round renovations and expansions, taking the terminal’s design capacity to 100,000 TEU annually.

APMT expects by 2017 to complete improvements to the area around the port, including paving over land near the terminal, installing modern container-tracking systems and building warehouses and other facilities. It has been reported that APMT does not plan to install land-based cranes at its Monrovia container pier. For the time being, the terminal will remain an unequipped facility that relies entirely on geared vessels. Among other things, it will invest into navigational aids to lift the port’s current ban of night time arrivals and departures. Originally, these installations were to be provided by the Liberian authorities. A lack of financial resources however, prevented the government to make these investments.

Sierra Leone

Freetown Box Terminal Set For US$120 Million Expansion

Sierra Leone’s Freetown container terminal is set to undergo a major expansion, as the terminal’s operator Bolloré Africa Logistics seeks to transform the port into a national gateway and a transhipment hub for the wider region. Bolloré Africa Logistics, a subsidiary of the French investment and industrial holding Bolloré group, signed a contract for the project with the Freetown Port Authority on 23rd September at a ceremony under the patronage of Sierra Leone president Ernest Bai Koroma.

Following the completion of a 6-month engineering and design study, Bolloré Africa Logistics will look to increase the annual capacity of Freetown’s box facility from its current 90,000 TEU to 750,000 TEU within the space of 3-years. Requiring an investment of US$120 million, funded entirely by the Bolloré Group, the project will include the construction of a new 270m quay and 13m depth alongside, and an additional 3.5-ha of yard space. The new quay will be supported by 2-new ship-to-shore cranes and 4-gantry units, which should help to double productivity of the terminal by the end of the decade.

Bolloré Africa Logistics has been present in the port of Freetown since 2011 after winning an international call for bids to operate its new terminal in March of that year. Since then, the terminal operator has invested US$37 million in yard rehabilitation and in the upgrade of new equipment that has enabled the port to increase its box traffic by around 30%. This is despite the considerable disruption to terminal operations as a result of the Ebola outbreak last year.
Nigeria

NACCIMA Launches E-Certificate To Authenticate Local Products

The Nigeria Association of Chambers of Commerce, Industry, Mines and Agriculture [NACCIMA], has launched the e Certificate of Origin that is designed to help address and reverse the ban of Nigerian products by the European Union and other countries. eCertify will help ensure traceability, credibility and further authenticate all Nigerian products, be it natural or manufactured in Nigeria and ensure accountability for all exports originating from Nigeria.

All registered and unregistered members of NACCIMA in the private sector, especially corporate agencies engaged in export business are to have a single source of ecertification to guarantee speed, efficiency and record keeping. The new NACCIMA eCertify will collate new export statistics and assist the Nigeria Custom and Excise to function more efficiently.

Going forward all certificates of origin will be accompanied with declaration of value addition and products made in Nigeria for export under the preferential or standard export procedure. This will be archived securely and will be accessible by respective agencies related to exportation and importation into Nigeria.
Regional

Partner States To Charge 1% CIF On Imported Goods

The cost of importing goods into the East African Community [EAC] through the Single Customs Territory [SCT] will go down under a new, reduced import insurance rate. Under the amended EAC Customs Management Act 2010, all partner states will charge a cost insurance freight rate of 1% on all imported goods under SCT, down from the initial 1.5% and above. The EAC partner states charge different import declaration fees. In Kenya, it is 2.25% of the CIF value; in Rwanda it is 5% and Uganda 6%. The East African Legislative Assembly recently adopted an amendment to the EAC Customs Management Act that will enable importers to write to the commissioner for advance rulings on either tariff classification, rules of origin or Customs valuation. In the past, EAC importers and revenue authorities have disagreed on the tariff code under which an item should be classified and the Customs value that an item should be accorded.

Under SCT, the EAC member states will adopt a destination model of goods clearance, where assessment and collection of revenue will be done at the first point of entry. So far only Tanzania and Kenya have fully rolled out the SCT maritime imports and transfer procedures. Rwanda has rolled out all SCT procedures on all goods except exports while Uganda has rolled out the SCT maritime and transfers procedures on a select number of goods. Rwanda is the only country using the Regional Customs Transit Guarantee system [RCTG] as a regional bond. Other partner states are still using national bonds for movement of warehousing or transit goods within and through the Community.

[East African 26/09/15]

India/EAC Relations Set To Improve

According to the India High Commissioner to Tanzania and representative to the EAC, Sandeep Arya, relations between the East African Community [EAC] and India are set to improve boosting trade volumes and promoting industrial growth. Following a new commitment the Confederation of Indian Industries and the Indian Exim Bank are to work more closely with the East African Development Bank [EADB] and the East African Business Council [EABC].

[New Times 24/09/15]
Payments On COMESA’s REPSS Platform Hit US$1.76 Million

Payments made through a regional cross-border transfer system hit US$1.76 million in the first 6-months of the year, indicating rising public awareness and uptake of a platform introduced to ease trade. The Common Market for Eastern and Southern Africa [COMESA] launched the Regional Payment and Settlement System [REPSS] platform in October 2012 to ease regional trade by offering same-day settlement of funds within the bloc. Kenya plugged into the payments system in 2014. The platform has so far interconnected banks in 8-member countries including DR Congo, Malawi, Mauritius, Rwanda, Swaziland, Uganda, and Zambia. The REPSS platform guarantees prompt payment for exports as well as other transfers. The payment and settlement system is aimed at helping reduce non-tariff barriers such as high transaction fees on inter-country wire transfers, foreign currency fluctuations and capital account restrictions.

Lobby Urges South Sudan Trade Reforms

The Common Market of East and Central Africa [COMESA] Business Council wants South Sudan to remove restrictions on movements of goods to boost trade. A resolution of the inaugural COMESA Business Council regional transport conference held in Nairobi on September 17th noted there is need to lobby South Sudan on trade facilitation reforms to facilitate trade for the Northern Corridor. The resolution will be presented to the 9th joint meeting of the committees on transport, communication, information technology and energy on October 26th in Ethiopia is part of a raft of proposals to improve business along the corridor.

The corridor links the landlocked countries of Uganda, Rwanda and Burundi with Kenya’s port of Mombasa. It also paves way to markets in eastern parts of the Democratic Republic of Congo [DRC], South Sudan and northern Tanzania. Kenya, Burundi, DRC, Rwanda and Uganda are party to the Northern Corridor Transit Agreement to streamline customs control, documentation procedures and transit. South Sudan is a key player in the Northern Corridor but is not a member of the East Africa Community [EAC] or COMESA. More than 60 participants from companies and associations from 15 countries in the COMESA region participated at the dialogue.

The business council which is made up of freight forwarders, logistics companies, cargo handlers, transporters and truckers called for the support of a Pan-African logistics information hub which will be a depository of documentation required for movement of goods between countries. The businesses say they face challenges of documentation incurring extra costs due to delays when different countries ask for different information and documents. They also complained about countries using different weighbridge equipment, overload control certificates, differing axle load limits and vehicle dimensions.
Ethiopia

Ambitious GTP II Export Target

Ethiopia plans to generate US$12 billion of revenue from the export sector for the second growth and transformation plan [GTP II]. From these US$6 billion is expected from the manufacturing sector and US$4 billion from agriculture with the remaining expected from mineral and horticulture sector.

During a 3-day meeting held at Bahir Dar city, ministry of trade held meeting with various concerned bodies from different levels government official both at the federal and regional level from trade and industry bureaus on a range of issues about the performance of GTP I, challenges that hamper the sector from gaining more incomes.

The Ministry has proposed creating a value chain between producers and suppliers, strengthening import substitution and easing process in trading license registration and renewals by digitalizing the system with information technology.

JETRO To Establish Office In Addis Ababa

The Japan External Trade Organization [JETRO], a government-affiliated organization working to promote mutual trade and investment between Japan and the world, is to establish an office in Addis Ababa in order to accelerate Japanese private sector investment in Ethiopia. Prime Minister Hailemariam Dessalegn has held discussions with Shinzo Abe, Prime Minister of Japan on the side-lines of the United Nations General Assembly in New York on 26th September to that effect. At the 5th Tokyo International Conference on African Development [TICAD V] in June 2013, Japanese Government had announced JETRO’s plan to double the number of offices in Africa.

Ethio-Italy Trade Forum

The Ethio-Italy Investment and Trade Forum, organized and facilitated by the Italian Ministry of Foreign Affairs and International Cooperation, the Italian Trade Agency [ICE] and the Ethiopian Embassy in Rome, was held in Milan on September 21st. The event enhanced business-to-business relations, improved mutual trade and investment and provided information to potential Italian investors. An Ethiopian delegation led by Foreign Minister, Dr. Tedros Adhanom, including more than a 100-official and private sector participants, attended the Forum.
Kenya

Blueprint Unveiled To Revive Industrial And Manufacturing Sector

Kenya has unveiled its first-ever blueprint to revive its manufacturing and industrial exports sector. Kenya’s Industrial Transformation Programme [KITP] is a 10-year plan that looks beyond import-substitution and export-led policy regime to develop its industries, stimulating Kenya’s ambitions as Africa’s next industrial power.

Anchored on a 5-point strategy the plan aims at growing the manufacturing sector to levels above 15% of Gross Domestic Product [GDP] from a static 11% over the past decade. Kenya has identified 10 opportunities that will increase its manufacturing sector. It plans to offer incentives for local value addition for multinational companies to consider creating opportunities for SME’s. The Government plans to build an enterprise culture with an SME pilot programme dubbed ‘Rising Stars’ Programme is a good step towards supporting SME’s growth.

Kenya is also eyeing on capitalizing on agro-processing’s global market and is working on attracting investors to develop integrated value chains. To boost production and exports, Kenya will also work to ease regulations on the sale of exports while looking to attract a 50-100% price premium by marketing commodities as a ‘Made in Kenya’ brand internationally. Under the plan, Government plans to enforce the ‘Buy Kenyan, Build Kenya’ policy. Buoyed by the recent 10-year AGOA extension Kenya is keen to grow its share of US and other new international markets. Other efforts will include marketing products abroad and securing international sourcing contracts for Kenyan products.

With Ease of Doing Business Reforms Agenda in top gear and new bills signed by H.E the President last month, the stage is set for unprecedented investments. The government will focus on upgrading investment targeting strategies to attract local capital and foreign direct investment.

Work too will focus on building capacity from Kenya’s infrastructure and investments boom. Infrastructure, residential and commercial construction and oil and gas and mining services have witnessed a massive boom with local firms missing out due to scale and expertise. It is expected that the Eastern African oil and gas services market could grow rapidly at around 26% over the next few years to reach US$3.5 billion by 2020.

Furthermore the National Single Electronic Window System [NSEWS] together with the other administrative reforms will reduce the time taken to comply with payment of taxes, levies, duties and fees as well as facilitate cross border trade across the EAC region. The Single Window System is expected to double East African trade to US$33.3 billion by 2016, and enhance transport along the Northern Corridor from the port of Mombasa to Uganda, Rwanda and Burundi.

Kenya will also create a fund that will allow the Ministry or its agencies to offer attractive co-investment packages to local or foreign investors when they are needed and to support other critical activities in the industrialization programme. Further, industrial parks along major infrastructure corridors including the SGR and LAPSSET Corridor will be created.
Kenya First African Country To Host World Trade Organisation Talks

For the first time, major talks of the World Trade Organisation [WTO] will be held in Africa when Kenya hosts the 10th Ministerial Conference in Nairobi from 15-18th December. The Conference is the top most decision-making body of the WTO. It usually meets every 2-years to chart global trade policy through consensus. Meanwhile WTO member states have failed to conclude the Doha Development Round [DDR] trade negotiations. Squabbles continue over agriculture subsidies, market access for industrial goods, liberalising services and special treatment for developing countries. WTO officials based in Geneva are hoping the key differences are resolved before Nairobi.

[EA Business Week 20/09/15]

Kenya Association Of Manufacturers Partner TradeMark East Africa

Kenya Association of Manufacturers [KAM] and TradeMark East Africa [TMEA] have signed the second phase of a partnership started 2-years ago. The objective is to create a better business environment for manufacturers and enhance the sector’s competitiveness in the region. Besides non-tariff barriers, the second phase would also zero-in on trade in counterfeits, harmonisation of standards within the East African market, and accessibility and centralisation of information. TMEA provided US$3.8 million for the initiative.

[Standard Digital 26/09/15]

Tanzania

Economic Partnership With Norway

This month Tanzania saw the official visit of more than 50 Norwegian business leaders. Trade relations between Norway and Tanzania have been expanding in recent years with the latter’s exports to the European nation rising from US$1.6 billion in 2010 to US$6.9 billion in 2014.

Norway’s exports to Tanzania rose from US$23.3 billion to US$73.1 billion in the same period. Tanzania exports coffee, tea, spices and minerals to Norway while Norway brings in fishing gear and equipment, essential oil and gas tools and industrial products.

Furthermore the East African Business Council [EABC] and Innovation Norway have signed a Memorandum of Understanding [MoU] committing to work together on various priority areas on trade.

Under the 5-year deal, both will work together on trade facilitation, conferences, trade missions; and B2B engagements. Talks also focused on the upcoming negotiations between the European Free Trade Area [EFTA] and the EAC.

[Daily News 21/09/15]

Extension Of Banks’ Clearance System

Tanzania Ports Authority [TPA] has welcomed the extension of Tanzania Inter-bank Settlement System [TISS] working hours, saying the decision was a game-changer in efforts to decongest Dar es Salaam port. TISS is an online system that facilitates real time and gross settlement of payment instructions between banks. The system will support continuity of port operations.

The Bank of Tanzania [BoT] has extended the working hours of the TISS to allow port users pay their taxes up to 8pm on weekdays and from 9am to 2pm on weekends and public holidays. Over the last 6-months trial period the system has recorded 7,727 transactions worth 382bn/-. 

[Daily News 14/09/15]
US$14 Billion To Elevate Djibouti As Trade Gateway To East Africa

With more than US$14 billion worth of infrastructure projects in the pipeline, including a massive port expansion, a new international airport and a 750-km electrified railway to Ethiopia, Djibouti is looking to build on its status as a gateway to East Africa’s markets. Djibouti handles the majority of trade volumes for Ethiopia, and with that country’s rapid economic expansion, there is a clear need for Djibouti to expand capacity, particularly as competition increases from nearby ports, such as Kenya’s planned Lamu installation and the potential development of facilities at Berbera in Somaliland. Amidst unrest elsewhere in the Horn of Africa and nearby Yemen, Djibouti is also hoping to capitalise on the security of its transport facilities to serve some 400 million landlocked consumers of East Africa.

This increase in trade and development potential has attracted the attention of China, which is heavily involved in the construction and financing of major infrastructure projects in the country. Chinese banks are financing most of the US$14.4 billion worth of projects which will see 6-new docking terminals – each with a focus on specific commodities, including oil and gas, minerals and livestock – adding to the 2-terminals already in operation.

Among the proposed infrastructure projects is a US$590 million joint investment by Djibouti Port and China Merchant Holding to upgrade the Doraleh Multipurpose Port to 4-terminals for handling rolling cargoes and vehicles. A US$64 million upgrade at the Port of Ghoubet is also taking place, with the new terminal expected to start shipping salt exports from Lac Assal by the end of this year.

In Damerjog, operations are forecast to begin at the end of 2016 at a new US$70 million livestock terminal, while a new US$160 million facility at the Port of Tadjourah for bulk commodities like potash, is set to launch first-stage operations by March.

The new investments will help strengthen existing facilities at the Doraleh Container Terminal [DCT], a joint enterprise between the government of Djibouti and the UAE’s DP World. While the financing for such large-scale infrastructure projects will increase Djibouti’s already sizeable debt to China, the government is banking on strong economic dividends to repay loans. The Djibouti Ports & Free Zones Authority [DPFZA] projects that the port upgrades and a new free trade zone.

FACTBOX
- Located on Bab al Mandeb Strait.
- Intersection of key international shipping lanes connecting Africa, Asia and Europe.
- Primary port entry for 90% of neighbouring Ethiopia’s trade volumes.
- Ethiopian market saw growth of >10% in 2014. IMF forecasts expansion of 8.6% in 2015.
- Containers handled risen x5 over 10-years to 830,000 containers.
Mauritius

Masterplan Studies For Port Louis and Port Mathurin

Royal HaskoningDHV has been appointed by the Mauritius Ports Authority [MPA] to carry out master plan studies for Port Louis [the gateway port of the Island of Mauritius] and for Port Mathurin on the Island of Rodrigues. The work involves identifying new business opportunities for Mauritius ports and forecasting cargo and traffic flows. It also includes the assessment of needs for extending and upgrading port infrastructure, and developing a land use plan for the next 25 years. The studies, to be completed by August 2016, will examine the challenges associated with future development of the ports, including exploring the potential of Port Louis for container transhipment, increasing performance of the Mauritius Container Terminal, and maintaining and improving market share in a competitive market. The island is attracting substantial investment from local and foreign investors to create employment opportunities and to keep pace with global competition. This is impacting on trade flows to and from the Island.

[Port Technology 16/09/15]

Expands Freight Rebate Scheme

Mauritius has expanded the Freight Rebate Scheme [FRS] for firms exporting to Africa, and Reunion Island to enhance the competitiveness of products from the Island to Africa vis-à-vis exports from Asia and other parts of the world. Enterprise Mauritius [EM] said the scheme consists of a 25% refund of freight costs, up to maximum of US$300/TEU for export to selected approved ports in Africa, Madagascar, and Reunion Island. The scheme covers 44 ports and landlocked countries are also eligible for refund from port to port freight only. Direct export to South Africa will not be eligible.

According to EM, Mauritius exported goods worth Rs 8.1 billion in 2014 up from Rs 6.9 billion in 2013. The major products exported were textile and apparel, fish, diamonds [rough and polished], live animals and animal products, optical products, prepared foodstuffs, cut flowers, cane sugar[raw and special sugars],paint, jewellery, mechanical and electrical equipment and rice.

[Southern Times 29/09/15]
Mozambique

Nacala Port Stage-1 Modernisation Update

The first phase of modernisation of Nacala Port, in Mozambique’s Nampula province, funded by Japan and awarded to Japanese firm Penta – Ocean Construction Co Ltd, has been inaugurated by Mozambican Transport Minister Carlos Mesquita. This stage offers a new fuel and container terminal and a station for controlling ships’ entry and exit. It also entailed the repair of the northern pontoon, the paving of the container terminal and a new railway terminal.

Phase-1 will see the increase container capacity by 80% and bulk liquids by 30%. In absolute terms, this means that the annual container handling capacity could rise from 100,000 to 180,000 TEU or a cargo processing capacity increase from 2 million tons to 5.5 million tons per year by 2020. Once construction work is finished trade along the Nacala corridor is expected to increase as well as with neighbouring landlocked, such as Malawi and Zambia.

Preparations are now under way for the next 2-phases in the modernization. These include improving the internal port roads, building a new rail terminal and extending the quay. Work on Phase-2 should begin early 2016.

The project is being financed by Japan. In May 2014, Japan’s outgoing ambassador to Mozambique, Eiji Hashimoto, announced aid to Mozambique of US$232 million, US$32 million of which as a donation for the reconstruction of the port of Nacala. The total cost of the repair and modernisation of the deep water port of Nacala is estimated at US$300 million and a financing agreement worth US$84 million was signed by the governments of the 2-countries in March 2013.

[MacaoHub/MZ 30/09/15]

Mozambique Rejects Commercial Shipping In Shire And Zambezi Rivers

Mozambique has rejected the Malawi’s government’s intention to use the Chinde and Zambezi rivers for commercial shipping according to the Mozambique Minister of Transport. Representatives from Mozambique, Malawi and Zambia met in Lilongwe to analyse the results of a study commissioned from independent consultants on the navigability of the rivers. Malawi intended to obtain authorization from Mozambique to start shipping for river transport of imports and exports to the port of Chinde in Zambezia province, a distance of 240km.

The meeting noted that both rivers are not commercially navigable in their natural form and will need dredging of 1.5m in order to increase the depth at a cost of US$18 million. A further US$30 million annually will be needed to ensure dredging maintenance and another US$50 million to clean up the vegetation that surrounds the rivers, beyond other costs of investments in port and operating infrastructure. The consultant’s report also indicates that the steaming time will be 36% per annum, ie the navigation is only possible in about 4-5 months.

In view of these findings it does not make sense to consider the rivers as commercially navigable or to spend large sums, especially as the cargo flows do not exceed 250,000 tonnes.

[MacaoHub/MZ 25/09/15]
Tanzania

New Ports To Be Constructed In Kilwa, Lindi And Rushungi

Tenders for the development of new ports at Kilwa, Lindi and Rushungi, plus a transshipment hub along the Indian Ocean coast, have been advertised by the Tanzania Ports Authority [TPA]. The tender entails consultancy services for feasibility studies and preliminary engineering designs to determine economic, financial and technical viability of developing the facilities. Bidders are also required to provide cargo and traffic forecasts, advise the TPA on the most favourable land that is required and give out the preliminary designs for the ports’ layouts. The winner is expected to assist in the tendering processes for the construction of one of the berths that will measure 300m and thereafter, supervise the construction works for this berth.

[CR 02/10/15]

TPA Starts Lake Victoria Ports Modernisation

The Tanzania Ports Authority [TPA] has started feasibility studies for modernisation of Mwanza, Musoma and Bukoba ports. TPA engaged M/S Royal Haskoning DHV Nederland BV to provide consultancy services on the feasibility and engineering design. Once the study is completed, accessibility to financial resources has to be ascertained.

[Daily News 07/10/15]
Kenya Plans Tax Waiver

The Kenyan government plans to waive duty on raw materials imported for manufacture of animal feeds as a way of easing the costs of dairy farming.
South Africa

US Trade Mission

Representatives of more than 100 US companies visited South Africa to gauge possible trade and investment opportunities. The companies, from 25 states, are part of the US Department of Commerce’s Trade Winds – Africa mission, which aims to create network opportunities between US businesses and those on the continent. The delegation held business-to-business meetings as well as a business forum where Gauteng Premier David Makhura and Johannesburg Mayor Mpho Parks Tau were present. The forum included speakers from top US and African companies, including McKinsey, Sasol, and the Ford Motor Company. The delegation also visited Ethiopia, Tanzania, Mozambique, Angola, Ghana, Nigeria and Kenya.

Japanese Seminar To Promote Trade

The 3rd Japan seminar was held 22nd September in Johannesburg, aimed at promoting trade relations between South Africa and Japan. The seminar was organised jointly by the Japan External Trade Organisation [JETRO], the Japanese embassy in South Africa and the Japanese Chamber of Commerce and Industry in South Africa.

Last month, Deputy President Ramaphosa visited Japan as part of his official visit and as part of efforts to reassure Japanese investors that South Africa is open for business and investment. Japan is South Africa’s third largest trading partner with total trade amounting to US$8 billion in 2014. Japan became the second largest export partner and third largest import partner on the Asian continent. Currently, there are 280 Japanese companies operating in South Africa and 13 South African companies in Japan.

State Transport Company Plans International Growth

Transnet SOC Ltd., the South African ports, rail and pipelines operator, is pursuing opportunities to expand on the continent. It wants 25% of revenue to come from outside South Africa by 2025 compared with 4.2% of its US$4.5 billion in the 12 months through March this year. The company has started a process to form a new unit, to be called Transnet International Holdings, which will oversee the foreign expansion.

Transnet operates more than 20,000 km of rail network in South Africa and facilitates 98% of South Africa’s global trade through its 8-ports. The utility will seek to apply its expertise and skills acquired at home to ports, rail and pipelines in new markets by competing for, and operating concessions.

Transnet recently signed a contract with Cotonou port, Benin, to advise on their container terminal to improve efficiencies with the view to make further investments once Transnet helps them with the port master plan. Transnet already operates in other African countries including Mozambique, Botswana, Zimbabwe and Zambia.
Transnet Considering Expenditure Cuts

Logistics utility Transnet is considering up to R200-billion [US$14.5-billion] in cuts to its capital expansion plans over the next 3-years as global demand for iron ore and coal stalls. The utility, 4-years into a 7-year plan to spend R336.6-billion expanding railways, pipelines and ports, held meetings this month at which it decided to cut projects that were not sure to generate revenue. A senior source confirmed the "drastic" plans meant capital spending over the next 3-years under the plan was likely to drop to R100-billion to R150-billion because demand for the iron ore that Transnet ships is falling on slow growth in China.

Transnet’s plans to expand its coal and manganese lines would not be affected. After years of neglect, Transnet is catching up on building and maintaining infrastructure but it can’t fund it all from its own profits and has had to tap the markets and borrow heavily in recent months. Financing costs increased by more than 9% last year and as Transnet wants to stay inside a self-imposed gearing limit of 50%, it now has to cut back. One source said the up-front payment for 1,000 new locomotives had added to the pressure on its funding position.

At its results in July, Transnet said it still had more room to borrow, but it is being hit hard by a slowdown in commodity exports and a general weakness in the economy, now forecast to grow at less than 2% this year.

South Africa Back In Top 50 Of Global Competitiveness Index

Improvements in "technological readiness" has helped South Africa reverse a 4-year decline to land back into the top 50 in the World Economic Forum’s Global Competitiveness Index [GCI]. It now ranks at #49 up 7 places. The Global Competitiveness Index analyses the factors driving productivity and prosperity in 140 countries, representing 98.3% of world GDP. Much of South Africa’s progress up the ranks can be attributed to a 16-place jump in the indicator termed technological readiness, from position 66 to 50.

Sub-Saharan Africa continues to grow at around 5%, but competitiveness and productivity remains low. Mauritius remained the region’s most competitive economy at #46 followed by South Africa at #49 and Rwanda at #58. Côte d’Ivoire, at #91, and Ethiopia, at #109, are this year’s largest improvers in the region overall. Rwanda continues its 5-year upward trend, improving in 7 out of 12 pillars. It has improved in business sophistication, up by 15 places to 69, and financial markets, at 28. The country benefits from strong public and private institutions, efficient markets and comes in at an impressive third position overall when it comes to female participation in the labour force.
Namibia Plans For A Third Seaport

On 1st October Namport advertised a tender for a feasibility study for the proposed multibillion dollar seaport in northern Namibia along the Skeleton Coast, at either Cape Fria or Angra Fria. Experts speculated that the envisaged port could cost over N$10 billion [US$733 million]. The move includes investigatory works such as onshore and offshore geotechnical studies as well as engineering, commercial, environmental, operational, socio-economic and financial aspects. The study, which will be done on behalf of the Ministry of Works and Transport, is to be completed within 24 months.

Namibia currently has 2-ports: one in Lüderitz and the other in Walvis Bay. With both harbours currently being expanded and claims that the two are currently under-utilised, there are concerns that an additional port might worsen the situation. However one of the potential "anchor businesses" for the proposed port would be iron-ore exports from the numerous iron-ore deposits in northern Namibia as well as the lucrative horse mackerel industry. The study will address such concerns.

The study will also look at Public-Private Partnership [PPP] frameworks as one potential means of funding. Foreign firms are expected to dominate the arena both during the feasibility study and the actual construction of the port, if the project gets the green light, because of the limited expertise among local companies when it comes to mega projects such as port construction. Two pre-feasibility studies on the establishment of a third port was already done in 2006. Meanwhile foreign-owned companies that intend to apply for the tender are required to enter into a Joint Venture [JV] with Namibian companies and allocate at least 51% effective shareholding to Namibians.

[New Era 02/10/15]
South Africa

TNPA Advances Deepening Of Durban Berths

Transnet National Ports Authority [TNPA] is continuing with maintenance dredging and pushing forward its R2-billion dredging fleet replacement programme. While the Impisi plough tug continues to dredge in the port, the short-term plan is for the Italeni grab hopper dredger to continue to dredge along the berth pockets of the DCT. Italeni will remain in Durban until the port takes delivery of a hired dredger dedicated to its dredging needs. TNPA will also take delivery of its new Ilembe suction hopper dredger in December, which will be used for dredging larger areas, such as the entrance channels.

TNPA had also received approval to build a new grab hopper dredger dedicated to the port, which should be delivered by the end of 2016. The project is expected to start next year and will enable 3-big vessels to berth rather than 2-currently. This will reduce the number of vessels waiting at anchorage, thereby improving port turnaround time. The port would also cease to be a tidal port, so that berthing and sailing would no longer depend on high tide. This would optimise the capacity of the port and improve the total vessel stay in South African waters. [Engineering News 07/10/15]

Durban Dry Dock Completion Brought Forward

With 60% of works already completed on Transnet National Ports Authority’s [TNPA’s] R30-million caisson repair project at the 90-year old Prince Edward Graving Dry Dock in Durban, the project’s handover date has been brought forward by a month to November 25. The 4-month project initially entailed a 2-month non-operational period in August and September, followed by a partly operational period in October and November.

The outer caisson repair project was the first of 11 Operation Phakisa projects at the dry dock and forms part of TNPA’s large-scale repair programme for the facility. [Engineering News 07/10/15]