DELMAS BECOMES CMA CGM
FROM 1ST MARCH 2016
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Events Diary

March 2016

April 2016
27-28  5th Mozambique Mining, Energy and Oil & Gas Conference & Exhibition (Maputo, Mozambique) http://www.informa-mea.com/agrainnovate

September 2016
12-16  Electra Mining 2016 (Johannesburg, South Africa) http://www.electramining.co.za/EN/Content/Pages/Home

News Briefs

Western Africa

ANGOLA
- Angola has awarded contracts to two Chinese companies to strengthen water supply networks in the provinces of Kwanza Sul and Huambo, with a joint cost of US$223.5 million.

COTE D’IVOIRE
- Gold miner Endeavour Mining has fully repaid its shareholder loans of $181-million owing on the Agbaou mine. The final payment was made 22 months after the mine achieved commercial production.

GHANA
- Gold mining company Golden Star expects its Prestea underground mine to realise a post-tax internal rate of return of 42% and a net present value of $124mn.

NIGERIA
- Cabinet decided on a N6 trillion ($30.3 billion) budget for 2016 - a 1.5 trillion naira rise on last year despite low oil prices that have hammered its economy.

SENEGAL
- Avenira has reported a maiden indicated mineral resource of 12.6m tonnes, grading 21% phosphorus pentoxide at its Baobab phosphate project.

SIERRA LEONE
- National Iranian Oil Engineering and Construction Company noted Iran had initiated negotiations with Sierra Leone officials for the building of an oil depot refinery.

Eastern & Southern Africa

BOTSWANA
- Lucara Diamond Corp plans to spend between $15-million and $18-million on an additional large diamond recovery process at its Karowe mine.

MADAGASCAR
- The Ambatovy mine produced 4006t of nickel and 283t of cobalt in November. Production for the month was at about 81% of nameplate capacity.

MOZAMBIQUE
- US oil group Anadarko Petroleum and Italy’s ENI will jointly process the natural gas to be extracted in two contiguous blocks of the Rovuma basin in northern Mozambique.

NAMIBIA
- Israel Chemicals has signed a MoU with LLNP Ltd., a Namibian subsidiary of the Leviev Group, to perform a feasibility study for building a large-scale maritime mining and phosphate downstream manufacturing business.

RWANDA
- Rwandans will vote in a referendum on December 18 on whether to amend the constitution and allow President Paul Kagame to remain in office until as late as 2034.

ZAMBIA
- Bioenergy engineering firm China New Energy Ltd signed a MoU with Sunbird Bioenergy Africa Ltd for the development of a biorefinery in Zambia.
As the CMA CGM Group continues its strategic development in Africa as from 1st March 2016, the DELMAS brand will become CMA CGM.

Since 2001, the Group has made Africa a strategic priority. Today, thanks to the density of our agencies’ network, our teams’ expertise and a land service offering in full expansion, our Group is a recognized transport leader in Africa. We interview Jean-Yves Duval, CMA CGM Vice-President Africa Lines, about this move:

What is the reason behind this decision?
Since 2006, year of the acquisition of DELMAS, our Group has been operating two brands in Africa. In order for us to continue to grow in this strategic market, it was necessary to make our offer clearer and more readable to our customers. Our Group has now reached the development required to operate under a single brand in Africa and, with this decision, we are launching a new phase. We will optimize all our communication around the CMA CGM brand name to strengthen its image and reputation and we will capitalize on our local agency expertise and their knowledge within this field.

What are the benefits for our customers?
The move anchors our Africa expertise. A simplified Group offer will allow for easy access to all CMA CGM Group products and to a wide network of dedicated experts within a unified team structure.

What is the impact to our customers?
The move will not impact our offer to our customers. Our shipping lines and inland services will be maintained and developed. We emphasise continuity in all areas: services, operations and sales contacts will remain exactly the same. It is only the brand name that will change.

- Same services: Pricing, transit packages, e-business solutions, customs clearance
- Same operations: Line services, capacities, transit time and rotations
- Same commercial teams

How will this changeover be implemented?
The change will be effective on March 1, 2016. To ensure a transition in the best possible conditions for customers, preparatory work is already being carried out to allow the deployment of both internal and external systems by early 2016. Our objective is to complete the changeover in the most transparent way possible. Our commitment is to accompany our clients throughout the move and provide detailed and regular information.

Brand History
CMA CGM had acquired Delmas in September 2005 from Bolloré Investissements, allowing the Group to fill an important gap in its worldwide network - West Africa. The acquisition also brought CMA CGM several DELMAS affiliates, including OT Africa Line (UK - 100% owned), Linea Satranar SpA (Italy-80%) and SudCargos (Marseille - 50%, CMA CGM then purchased the remaining 50%). All these were subsequently integrated into the CMA CGM and DELMAS brands.
What happens to the DELMAS agencies?
Delmas agencies in Africa will be rebranded CMA CGM agencies. For example, Delmas Gabon will become CMA CGM Gabon. The agencies’ identification will become CMA CGM only. All staff, addresses, telephone contact numbers will remain the same. All DELMAS e-mails will migrate to CMA CGM effective December 31st 2015. All addresses ending @delmas.com will become @cma-cgm.com. To ensure smooth transfer and limit any loss of contact both address styles will operate.

What will be the impact on customer contacts of the Group?
This change will gather all teams under one umbrella who will continue to develop our business in Africa and sell our dedicated services. All teams previously dedicated to DELMAS will be assigned to the CMA CGM brand. All commercial contacts will remain the same and will keep their clients portfolio and will continue to foster relationships under the CMA CGM brand.

What happens to your eCommerce DELMAS account?
Your account remains valid. Nothing will change. Shortly you will be given a new CMA CGM account with the same login access. All the functionality you were used to on the DELMAS website will be available to you on the CMA CGM website. Profiles, bookings, Shipping Information, quotations and notifications will all be transferred into the CMA CGM eCommerce platform so you can continue to use your account as normal. Our teams are at your disposal to explain the details of this change and the many advantages.

To reassure our customers we guarantee all DELMAS eCommerce accounts and information will be retained under archive even post March 1st 2016.

What happens to my ongoing Special Quotations?
At the end of your Special Quotation [SQ] validity, a new CMA CGM SQ will be simply issued by our local team.

If you have any further questions about this transition please contact your usual local agency who will only be too happy to assist you!

CMA CGM Group Strengths in Africa
- CMA CGM continuously reviews its Africa offer with the addition of new direct calls, competitive transit times and innovative transport solutions to/from global markets.
- Backed by solid resources we can quickly expand into new markets.
- We are focused on developing a comprehensive African network managed by dedicated staff who control all points of shipping and logistics.
- To this end CMA CGM has fully operational Africa desk’s dedicated to your needs at both the Head Office, in Africa and worldwide.
- Our in-house local agents have built on relationships with 3rd party logistic providers offering you competitive pricing and tariffs.
- Our dedicated teams are in place to ensure service quality for shipments using companies and solutions that are well known and recognised on the market.
- We can offer a flexible approach with individually designed transit packages based on your needs.
- We go to great lengths to ensure that the administrative side of shipping is convenient as possible back by our e-Business solutions.
- CMA CGM has focused on developing a network of inland corridors across the hinterland with our expanding TBL offer.
- Shipping solutions are supported by our land-based strategy in Africa. CMA CGM has brought together all such platform facilities under one dedicated entity – CMA CGM Inland Service [CCIS], a Group entity dedicated to multimodal platforms solutions. CCIS is expanding in Africa opening new platforms eg Senegal, Cameroon, Madagascar among others.
- We leverage expert local knowledge of the market and share the latest trade and transport news with our clients.
CMA CGM Strengthens Indian Ocean Services

Expanded La Reunion Hub Links East Africa With The World

From the beginning of January 2016, CMA CGM will operate 6-services from Europe and the Indian Sub-Continent to the Indian Ocean including 3 dedicated feeder services. The move will improve our coverage of the Indian Ocean including weekly services to La Reunion, Mauritius, Mayotte, Madagascar and Comores.

By adding new calls at Pointe Des Galets we strengthen La Reunion Island position as CMA CGM’s maritime hub in the Indian Ocean. In August 2014, CMA CGM signed a Memorandum of Understanding [MoU] establishing La Reunion Island as the Group’s maritime hub in the Indian Ocean. Thanks to transshipment connections with other Group’s services Pointe des Galets offers connections towards Africa, Madagascar, and Mauritius.


CMA CGM continues with the development of its La Reunion Island hub. The NEMO line will now call at Pointe des Galets every Wednesday offering a direct connection between Northern and Southern Europe, India, Singapore, and Australia.

Weekly

CMA CGM operate 7 out of the 13 vessels of 4,200 TEU capacity vessels with remainder by Hapag-Lloyd
**MIDAS Service: Adds Reunion Hub - Calls Pointe Des Galets Catering For Exports**

Our MIDAS service will add a La Reunion eastbound call offering smooth and fast connections for exports of agricultural commodities and wood products from the Indian Ocean to Europe, to Mundra India and Asia. The addition complements the existing Pointe des Galets import call. MIDAS will offer a direct service Intra Africa from Durban to Pointe des Galets.

Weekly
11 vessels of 3,100 TEU

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**SWAHILI Service: Connects Mayotte With New Longoni Call**

Our Swahili service will have a new call at Longoni, Mayotte improving links from India Middle East Gulf to North Madagascar and the Comores.

Weekly
6 vessels of 2,200 TEU
CMA CGM Strengthens Indian Ocean Services

Expanded La Reunion Hub Links East Africa With The World

**Indian Ocean Feeder: Central – Connects To Reunion Hub**
An Indian Ocean feeder service offering fast connections with Europe, Mediterranean and India Middle East Gulf. First voyage will start with MV Kiara on 8th January 2016 at Pointe des Galets, La Reunion.

**Weekly: Fixed-day**
- 1 vessel: 714 TEU
- 125 Reefer Plugs

**Indian Ocean Feeder: North**
An Indian Ocean feeder service connecting Mayotte, Mozambique, North Madagascar and Comoros. The first voyage will be MV HH South on 11th January 2016 at Longoni, Mayotte. This service will connect with our SWAHILI service at Longoni for onward connections to India Middle East Gulf.

**Fortnightly**
- 1 vessel: 738 TEU

**Indian Ocean Feeder: South**
An Indian Ocean feeder serving South Africa, Mozambique and South Madagascar. First voyage will be MV MCP Bilbao on 28th December 2015 at Durban. This feeder will connect with our MIDAS service at Durban for connections from India Middle East Gulf to Indian Ocean “South Zone.”

**Fortnightly**
- 1 vessel: 618 TEU

CMA CGM Sets Up Indian Ocean Logistics Cluster

To further promote and enhance logistics and operations of our Indian Ocean services CMA CGM will set up a new Indian Ocean Cluster.

This focused cluster will gather Mauritius, Madagascar and Mayotte together reinforcing the Group’s presence. Management and coordination for these countries will be headed from this Cluster.

Our Mauritius Agency General Manager, Tanguy Le Texier will oversee this grouping as the new General Manager from 1st December 2015.

https://www.linkedin.com/in/tanguyletexier
Other East African services that offer calls at Pointe de Galets to offer onward links via our La Reunion hub are the Asia Mozambique Express [MOZEX].

Asia Mozambique Express [MOZEX]

Weekly
8 vessels of 2,500 TEU
CMA CGM Improves Europe-West Africa Services

WAZZAN Weekly With Extended Coverage & EURAF 3 Streamlined

Commencing in Algeciras on December 6th, 2015, with m/v DELMAS SWALA, our WAZZAN service will operate a new and improved weekly service. Port coverage is also extended to serve Banjul, Gambia. The service deploys a fleet of 3 vessels with 1,100 TEU nominal capacity and complements our 6-weekly EURAF services to West Africa. Connections with Northern European ports on EURAF 1 and West Mediterranean ports on EURAF 4 gain in efficiency and rapidity through Mediterranean hubs.

Service Strengths
- New weekly frequency
- Dedicated to Mauritanian, Senegalese and now Gambian markets
- Transit time ex-Europe to Banjul improved by 6 days (Antwerp-Banjul only 18 days)
- Direct weekly service from Casablanca to Dakar in just 10 days

In parallel to these changes and to improve reliability our EURAF 3 service, operating on the West Africa Northern range, will have its coverage concentrated on the following ports: Tanger Med, Algeciras, Freetown, Conakry, Monrovia, Tanger Med.

http://www.cma-cgm.com/products-services/line-services/flyer/WAZZAN

CMA CGM Targets Africa-Iran Trades

Bandar Abbas Added To MIDAS Service

CMA CGM has added a direct call at Bandar Abbas [Shahid Rajaee] to its India-ME-Africa ‘MIDAS’ weekly service targeting Africa-Iran trades. Bandar Abbas is a port city and capital of Hormozgn Province on the southern coast of Iran, on the Persian Gulf.

Only last month Nigeria’s President Buhari visited members of the Nigerian community in Iran to strengthen trade ties on the side-lines of the 3rd Gas Exporting Countries’ Forum in Tehran. And in August the head of the Iran Chamber of Commerce and Ghanaian foreign minister, Hanna Tetteh, met and discussed economic ties and cooperation drawing upon the capabilities of the Iran Chamber of Commerce, Industries, Mines and Agriculture [ICCIMA - http://en.iccima.ir/].

Iranian Trade

<table>
<thead>
<tr>
<th>Primary Exports</th>
<th>Oil and gas, carpets, animal skins, hides, metal ores, shoes, cement, caviar, casings, textiles, motor vehicles.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Imports</td>
<td>Food and live animals, beverages and tobacco, raw materials [except fuel], mineral fuels, lubricants, animal and vegetable oils and fats, chemical products, paper, textiles, iron and steel, machinery and motor vehicles.</td>
</tr>
</tbody>
</table>
eBusiness

Ivorian Agency Launches Local Website

Our local agency in Cote d’Ivoire has launched a new local web area to keep pace with the continuously evolving requirements of its customers.

Please view the site at http://www.cma-cgm.com/local/ivory-coast

Container Listing Available As PDF/Spreadsheet

An exciting new development on our eCommerce platform allows you to download your complete Container List. We understand that exporting and sharing your tracking data is crucial in your day-to-day work so we have offered a new function so you can download your information either in PDF or CSV formats.

Booking Requests Simplified

We have redesigned the container input screen in the booking request process. This simplifies the display and layout of the fields. We have removed several labels which minimises the amount of clicks required and we removed the validation button, so you can input your information faster.

Enhanced Dashboard Filters

eBusiness dashboards are at the core of your online center. Intuitively this function remembers your column selections. In our latest upgrade, we have made the filtering options even easier to use - just input your filter value in the header line!
Pierre Hery, General Manager CMA CGM Cote d’Ivoire, spoke about the expectations of the maritime sector in Abidjan during the 4th meeting of the G7 Friends of the Gulf of Guinea Group [G7 ++ FOGG] opened by Prime Minister Daniel Kablan Duncan.

For 2-days participants worked on solutions to strengthen police and judicial cooperation and improve the policy on information sharing between the bordering states of the Gulf of Guinea to fight sea piracy.

Upon the invitation of the Ambassador Marie-Hélène Maysounave, President of the G7, CMA CGM represented the French ship owners. Piracy in the Gulf of Guinea costs US$1 billion yearly to bordering countries.

“A safer sea entails a greater cooperation between States throughout better prevention, detection and intervention but above all throughout safer ports.”

Pierre Hery, General Manager, CMA CGM Cote d’Ivoire

CMA CGM Attends 12th International Fair of Lome

Upon the invitation of the Chamber of Commerce and Industry of Togo, Patrick Guyot, General Manager of CMA CGM Togo, took part in meetings alongside the 12th International Fair of Lome and the 4th Regional Integration Fair of WAEMU [West African Economic and Monetary Union].

During these 2-major events CMA CGM met with several corporate representatives to present the Group’s services.

Gabon Agency Gets New GM

Our local agency in Libreville, DELMAS Gabon, has appointed Xavier Collignon as its new General Manager replacing Matthias de Larminat. Collignon spent 32 years in the French army holding several executive positions in the Ministry of Defense in France, the United States and Djibouti. He has extensive experience in Africa through his operational missions and relations with the African army in Djibouti, Gabon, Chad, Central African Republic, Ethiopia and Kenya. Collignon is also an Officer of the French Legion of Honor and Officer of the National Order of Merit.

CMA CGM Appoints New Agency In Dubai

The CMA CGM Group has appointed CMA CGM & ANL (NE) LLC as its new agent in Dubai, United Arab Emirates. The company covers has representation in the emirates of Dubai, Sharjah, Ajman, Fujairah, Ras Al Khaimah and Um Al Quwain. The entity replaces DELMAS Gulf. In all 9-weekly main line services connect Dubai, Northern Emirates direct to/from Europe, Far East, South East Asia, North Africa, South Africa, West Africa, East Africa, Indian Ocean Islands and via transshipment, a global connectivity.
Regional

2nd Summit Of The Forum On China-Africa Cooperation [FOCAC]

South Africa hosted the 2nd Summit of the Forum on China-Africa Cooperation [FOCAC] in Johannesburg, from 4-5th December 2015 under the theme: “Africa-China Progressing Together: Win-Win Cooperation for Common Development”. The forum, in its 15th year and the first held under President Xi Jinping’s administration, has been the main venue for setting the investment, trade and integration agenda between China and countries in Africa. In all 48 African leaders attended the Summit.

For more information please view www.focac.org

Trade Growth: 2000-2015

After the formation of FOCAC in October 2000, China has forged increasingly strong economic ties with Africa. During the 1990s, Sino-Africa trade increased by 700%. The trade volume jumped from a low of US$1 billion in 1980 to US$55 billion in 2006, making China the second largest trading partner of Africa after the United States. China became Africa’s largest trading partner after surpassing the United States in 2009 as Sino-African trade hit a high of US$163.9 billion in 2012. Notably Africa is the source of more than 33% of China’s oil supplies.

US$32 billion Chinese investments in Africa
US$166 billion trade volume 2014
US$1.7 trillion trade volume by 2030 est.

US$60 Billion Investment Expansion

President Xi Jinping announced US$60 billion of assistance and loans. The figure is treble the aid package which China presented to Africa at the last FOCAC conference in 2012 in Beijing. It includes US$5 billion zero interest loans, US$35 billion on preferential facilities and export credit lines, concessional loans on more favourable terms; an increase of US$5 billion to the China-Africa development fund and a special loan for the development of SMEs. It would also include US$10 billion to boost African capacities. China will also cancel outstanding debts in the form of bilateral governmental zero-interest loans borrowed by the relevant least developed African countries that mature at the end of 2015.

China plans to expand investment in Africa and will move manufacturing industries there to help the continent industrialize. The stock of China’s direct investment in Africa reached US$32.4 billion at the end of last year after growing at an annual rate exceeding 30% for the past 15 years.
A 10-Point Plan
A 3-year cooperation plan was announced targeting 10-areas including industrialisation, infrastructure, financial services, agriculture, green development, trade and investment facilitation, poverty reduction, peace and security and skills transfer and training. Each plan has specific capital and technical support, aiming to break the 3-long-term bottlenecks - infrastructure lag, talent and capital shortage - that have restricted Africa’s development. This enhanced cooperation with China is in line with the African Union’s Agenda 2063 - a key enabler to achieving the development goals of the African continent. China also pledged to help train 200,000 African technicians in Africa and another 40,000 in China.

Low Cost Financing
China has provided low-cost financing to Africa with less restrictions and conditions than the West, which has enabled Africa to undertake infrastructure projects. China’s investment has gone hand in hand with the expansion of private enterprise. Today, an estimated 3,000 Chinese corporations are doing business in Africa. These are mainly private companies investing in the infrastructure, energy and banking sectors. Investments by Chinese companies in the energy sector have involved oil and gas exploration and production. These investments are mixed packages of aid and loan in exchange for infrastructure building and trade deals. Chinese economic role in Africa has been a game changer in Africa’s economic processes.

Infrastructural Commitments
According to Deloitte’s 2015 Africa Construction Trends Report, China funds about 4% of the infrastructure projects in Africa yet constructs about 15% of the projects on the continent. The number of projects increased 17% to 301 this year from 257 last year with the total value of projects under construction increasing 15% year on year to US$375 billion from US$325bn. The majority of projects fall into the transport [37%] and energy and power [28%] sectors, with water projects accounting for 8%, mining 7%, oil and gas 6% and real estate 6%.

Maritime Security
China has pledged US$100 million of military aid for the African Union, sent an infantry battalion to support peacekeeping efforts in South Sudan and deployed frigates to fight piracy off the Somali coast, leading the country to consider building its first overseas naval resupply station in Djibouti.

The first African Development Bank Transport Forum [ATF] 2015 was held at its headquarters in Abidjan, Côte d’Ivoire from November 26-27th with the Africa Development Bank [AfDB] reiterating its support for transport development to ensure economic growth on the continent. Combining high-level meetings and panel discussions, the forum promoted best practices, shared experiences and research projects to solve emerging challenges faced by Africa in the transport sector. The event was attended by several African Transport Ministers.

The AfDB emphasized that Africa’s transport challenges needed to be addressed urgently for the continent to become competitive.

The Bank is determined to work with [African] countries and is re-emphasizing its priorities to ensure that transport plays a catalytic role to promote Africa’s participation in agribusiness and global manufacturing value chains, facilitate regional integration and provide opportunities for social inclusiveness. There is need for a cultural paradigm shift in how infrastructure is managed. Africa spends huge sums of money establishing infrastructure, and runs them down without maintaining them.

Solomon Asamoah, Vice-President, African Development Bank [AfDB]

One central issue discussed was the management of Africa’s road infrastructures and the associated damage attributed to overloading of heavy commercial vehicles. This, coupled with the high maintenance costs, makes the situation worse. It is expected that the AfDB’s proposed road network master plan should address such problems.

For more information about the event please view http://www.afdb.org/en/afdb-transport-forum-2015/

PIDA Africa Week: Infrastructure Programme A Catalyst For Africa’s Development

The first-ever Programme for Infrastructure Development in Africa [PIDA] Week was held November 13-17th in Abidjan, Côte d’Ivoire, with the African Development Bank [AfDB] reiterating its commitment to supporting efforts seeking to address the continent’s infrastructure needs. Implementation of the PIDA Priority Action Plan [PAP] projects, which PIDA Week examined, will have a direct impact on the Bank’s ability to deliver on its 5-new focus areas: Light Up and Power Africa; Feed Africa; Industrialise Africa; Integrate Africa; and Improve the Quality of Life. Over the last decade, the AfDB has invested directly over US$30 billion in infrastructure.

Infrastructure has increased intra-African trade from 11-16% in the past few years.

Moono Mupotola, AfDB’s Director for NEPAD

For more information about this event please view http://www.nepad.org/conferences/pida-week-2015
Africa Global Business Forum:
DP World To Tackle Africa’s Infrastructure Gap

A 5-point plan to help tackle Africa’s infrastructure gap is among the findings of a new DP World report unveiled at the Africa Global Business Forum held on 17-19th November in Dubai. Public private partnerships [PPP], domestic bond financing, monitoring the life cycle of infrastructure by maintaining and upgrading existing stock, enhanced trade integration and improved trade facilitation were key points raised in the study “Africa At The Crossroads: Bridging The Infrastructure Gap” produced in association with the Economist Intelligence Unit [EIU].

Over the past decade, investment in African infrastructure has risen sharply and some notable projects have been completed. But despite the impressive flow of projects and policy reforms, the continent’s infrastructure development has failed to keep up with the average annual GDP growth of 5%. The development of “soft” infrastructure, such as the legal and regulatory frameworks that enable physical infrastructure to be built and maintained, has also fallen short of requirements. The report traces the continent’s strong economic growth in recent years and highlights how infrastructure development has not kept pace, placing an increasing strain on existing infrastructure assets.

To overcome infrastructure deficits on the continent, as much as US$93 billion will be required annually or 10% of African GDP, with only half of that amount currently available, the report explains.

“African countries need a solid foundation. Both soft and hard infrastructure is needed, which will determine how quickly physical assets are built and how quickly trade develops. Our ports in Africa have shown us how the region has enjoyed strong growth over the last 10 years. However, all this has also placed an increasing strain on existing inland and marine infrastructure. If Africa’s countries and regions were better connected, market sizes would increase and encourage greater foreign investment.”

HE Sultan Ahmed Bin Sulayem, DP World Chairman

A Public-Private Partnerships [PPP] model is key. Several African governments have already started to design policies to accelerate infrastructure projects. PPPs are an increasingly popular model to fund projects and the regulatory frameworks supporting them are improving. In addition, resource-rich countries are using their commodities as leverage to obtain infrastructure investment. DP World has long advocated the power of partnership, having agreements with governments in 6-ports in 5-African countries.

The report also finds that to address the soft infrastructure gap, better internal trade integration is key. One solution to encourage intra-African trade would be to create a pan-Africa Free Trade Agreement [FTA], which has already been proposed. Growth in Africa brings new challenges and current evidence suggests that the African continent is moving at a rate with which its infrastructure cannot keep up. There are encouraging signs of world-class infrastructure delivery on the continent, like South Africa’s Gautrain rapid rail transit system and Kenya’s new railway connecting Nairobi with Mombasa.

Meanwhile, a range of policies from regional free trade agreements to improved PPP frameworks across a large number of countries are starting to happen, which suggests that the enabling environment for infrastructure development is improving. If momentum can be maintained and accelerated, then it could help the continent overcome its critical deficits and seize the economic transformation that now lies within its grasp.
COP21: Africa’s Climate Opportunity: Adapting & Thriving

The global conference on climate change, COP21 [www.cop21paris.org], was held from November 30 to 8th December in Paris, France. Of all of the world’s continents, Africa is the most vulnerable to the impacts of climate change.

During COP21 an Africa Day was held on 1st December with a summit of African Heads of State themed “Climate challenges and African solutions.” The summit included financial aspects, which are key to fighting climate change and desertification, as well as the development of renewable energies in Africa and the “green wall”, which will act as a barrier to desertification in the Sahel. Leaders also discussed the preservation of Lake Chad and the River Niger.

A shared commitment to a low-carbon future that has emerged from COP21 is a huge opportunity for Africa. The move towards a greener and more sustainable development pathway is hoped to be a springboard for economic transformation.

Respecting The Environment: CMA CGM Group’s Sustainability Strategy

CMA CGM’s guiding principle places the protection of the environment at the heart of its sustainability policy. By investing in innovation CMA CGM promotes innovation to tackle 3-major strategic areas namely climate change and improved air quality, preservation of oceans and their biodiversity and the creation of eco-friendly shipping solutions for customers. Shipping today is the most environmentally friendly transport mode and is 70 times less polluting than flight transportation.

CMA CGM Reduces Carbon Emissions By 50% Over 10-Years

For our part, the Group announced a 50% improvement in its CO2 performance for its owned fleet. Thanks to an efficient environmental policy sustained by deploying innovative solutions, this success was accomplished in just 10 years. Today, a container emits approximately 60 grams of CO2/km travelled, against 120 grams in 2005. The best-performing ships of the Group emit 37 grams of CO2 per transported container which can carry 200,000 tons of goods or 18,000 containers.

CMA CGM & ISO 14001 Standard On Environmental Management

CMA CGM’s owned vessel fleet is ISO 14001 certified. ISO 14001 sets out the international criteria for an environmental management system and is based on continual measurement and improvement allowing the formulation of long term and sustainable environmental programs. Usual practises such as waste management, energy consumption, etc. are taken into account, as well as the environmental impact. Once attributed, annual audits ensure conformity to latest regulations. Advancing its position CMA CGM continuously explores and develops innovative solutions to fight climate change and protect our oceans offering clients pioneering transportation solutions that are environmentally sound.

CMA CGM Re-Elected To Clean Cargo Management Committee

The CMA CGM Group was re-elected for a 3rd consecutive term to the Management Committee of the Clean Cargo Working Group [CCWG]. Established in 2003, CCWG is the industry standard for measuring and reporting ocean carriers’ environmental performance on carbon dioxide emissions. Composed of 45 members this global, business-to-business [B2B] initiative is dedicated to improving the environmental performance of marine container transport. Our subsidiary, CMA Ships, is dedicated to the energy performance of our vessels and allows CMA CGM to offer its clients an innovative fleet in terms of efficient technologies.

GROUP SUSTAINABILITY POLICY

As a leading worldwide shipping Group CMA CGM’s guiding principle places the protection of the environment at the heart of its sustainability policy. To view this area please see: http://www.cma-cgm.com/the-group/corporate-social-responsibility/environment

“ Our growth and a responsible attitude cannot be dissociated when facing the issues of our modern societies. CMA CGM must lead by example in terms of environmental protection, whether it be by acting against climate change or by preserving the maritime environment.”

Jacques R. Saadé, Founder and Chief Executive Officer, CMA CGM Group
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CMA CGM cares for the environment and ocean preservation. We are dedicated to sourcing innovative and efficient solutions and involved in long-term responsibility to sustainable shipping. Our commitment to greener oceans!

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Regional

EU Urges ECOWAS To Comply With Common Tariff [CET]

The European Union [EU] has urged ECOWAS member states to develop an effective mechanism for the compliance of the sub-region’s Common External Tariff [CET] during the 11th annual ECOWAS-Development Partners Coordination meeting.

The CET, which came into force in January 2015, is expected to foster a common market and remove trade obstacles to the free movement of persons and goods across West Africa. However both legal and illegal non-tariff barriers to trade still exist within the sub-region. So far 8-countries have applied the CET however formally applying it is one thing. Another is applying it correctly and consistently across all countries.

ECOWAS needs to ensure the remaining member states overcome technical challenges hindering the implementation of the CET by all member states. Meanwhile the EU-ECOWAS Economic Partnership Agreement which had been signed by a large number of member states will build on the effectiveness of the CET.

Nigeria

Three Networks Debated At FOCAC

President Muhammadu Buhari pledged in Johannesburg, South Africa that his administration will take necessary actions to correct lapses which have hindered the implementation of agreements signed with China under past administrations for the development of rail transportation in Nigeria. Buhari was speaking at bilateral talks with President Xi Jinping at the Forum of China-Africa Cooperation [FOCAC]. Projects discussed included the “three networks” - a regional high-speed rail network, highway network, and an aviation network.

The coastal railway project stretches for 1,402 km linking Lagos in the West with Calabar in the East; a project that is expected to be financed with a US$12 billion U Chinese loan and which will create about 200,000 jobs. Another rail project that will be up for renegotiation is the US$8.3bn Lagos-Kano standard gauge modernization project, of which only a segment, Kaduna-Abuja has reached completion stage.
Angola

Ports See Fewer Ships, Process Less Cargo

The processing of bulk cargoes and containers at Luanda port in H1 2015 declined by 4% and 13.6% respectively, year on year. Bulk cargo reached 183,170 tons against 190,800 tons from January to June 2014, and container cargo processed was just 405,185 TEUs down from 469,333 a year earlier. Results were strongly influenced by the current state of the Angolan the economy and currency trades. Lobito port showed a larger drop both in bulk and containers, having lost 30% of the movement recorded in H1 2015. In 2014 80-90 ships called at Lobito per month but current figures are 35-40 vessels.

Ghana

Parliament Approves €160 Million Loan For Takoradi Port Works

The Ghana parliament has ratified an agreement between the Ghana Ports and Harbours Authority [GPHA], KBC Bank NV, Belfius Bank SA/NV, Deutsche Bank AG and BNP Paribas Fortis NV/SA for €160 million to finance the additional civil and dredging works at Takoradi Port. The agreement brings the total amount of funds for the project to €357 million.

At present the physical marine structures at the manganese and bauxite terminals are structurally poor and could collapse. Meanwhile several commercial requests for space and port infrastructure in Takoradi had been turned down due to the obvious lack of space and facilities. The loan will enhance the ports commercial viability.

Liberia

LRA Pledges To Improve Customs

Speaking during the opening of the West African Customs Administrations Modernization [WACAM] Project the Liberia Revenue Authority [LRA] pledged to raise Liberia’s customs regime and to improve modern standards. LRA noted Customs must move away from the traditional gate-keeper concept and meet the growing demands of trade facilitation.
Regional

Benefits Of The Tripartite Free Trade Agreement [TFTA]

After 7-years of negotiation, the signing of the Tripartite Free Trade Agreement [TFTA] in June is heralded as a turning point in regional integration.

While there is substantial potential for the TFTA to significantly deepen economic ties across the continent and further boost intra-regional trade – which currently stands at roughly one-tenth of overall trade volumes – the scope and complexity of the undertaking are likely to delay the most meaningful benefits of the TFTA.

While all member states have signed an in principle agreement, implementation will be the next step. The regulatory regimes governing the 3-participating Regional Economic Communities [RECs] and the different member states will need to be harmonised, which could push the effective start date of the TFTA beyond the anticipated deadline of 2017.

Once implemented, the agreement will create a 26-member integrated economic entity spanning Egypt to South Africa, covering some 17.3m km² and creating a market of around 632 million people, equivalent to more than half the population of Africa. With a combined GDP of US$1.2 trillion, the new trade bloc would account for around 60% of the continent’s economic activity.

Notably, the agreement establishes a framework to incorporate other Central and West African nations that were excluded from the initial agreement at a later date, paving the way for an even larger trading zone. While progress has been made in recent months, the agreement still has several hurdles to overcome.

Possible Hurdles

All countries have yet to sign the final agreement, and the TFTA will still need to be ratified by the legislatures of each state. National laws and tariff structures will also need to be adjusted to reflect the terms of the deal, as negotiations continue over rules of origin, trade remedies and dispute settlements.

The TFTA, which is based on the pillars of market integration, infrastructure expansion and industrial development, is an important step towards the broader goal of economic integration across the continent, as envisaged in the 1994 Abuja Treaty on the Establishment of an African Economic Community, signed under the auspices of the Organisation of African Unity [OAU].

Africa remains the least economically integrated continent in the world in terms of intra-regional trade flows. While intra-continental trade accounts for around 40% and 60% of total trade in the Americas and Europe, respectively, that figure stands at just 12% for Africa.

The EAC has seen greater progress in this regard than other regions on the continent. While intra-regional trade in ECOWAS or the Arab Maghreb Union in West and North Africa, respectively, accounts for one-tenth of overall trade volumes, the EAC averages around 30%.
Kenya Leads Bloc
Similarly, Kenya tends to outperform the regional average, with 48% of the country’s exports bound for other African countries in 2014, according to the Kenya National Bureau of Statistics. However, receipts from its African counterparts accounted for just 9% of Kenyan imports, compared to 61.2% from Asia, with India ranking as the primary source country since 2010. With Africa’s share of global trade at around 3%, according to the African Union, expanding intra-regional trade is crucial to improving export revenues as well as helping to buffer markets from external macroeconomic pressures, such as the current economic slowdown in Asia and the anticipated tightening of credit markets in the US and Europe.

Overall, Kenya’s trade balance is expected to see substantial gains from the agreement. Kenya is expected to be one of only 5-countries in the bloc to see exports increase by more than US$100m following full implementation of the TFTA. Moreover, with 41.2% of Kenya’s exports destined for TFTA member states in 2011, compared to the 13.4% share of imports from TFTA participants, Kenya enters the bloc from a position of relative strength. In particular, Kenya’s industrial and manufacturing sector is likely to be reignited by greater access to the broader TFTA market. Manufacturing is one of the priority sectors identified by the government as a key engine for future growth in its Vision 2030 development plan. Importantly, the TFTA gives Kenyan exporters preferential access to six new markets not already covered by the EAC or COMESA, namely Angola, Botswana, Lesotho, Mozambique, Namibia and South Africa.

Protective Tariffs
However, the effect the TFTA will have on other economic sectors is less clear. Many countries included in the agreement remain heavily dependent on agriculture, including Kenya, where agriculture directly accounts for over 27% of the country’s GDP, 20% of formal jobs and more than half of total employment. At present, agricultural products enjoy some of the most protective tariffs in sub-Saharan Africa, with an average tariff of 24.9%, according to the World Bank’s Overall Trade Restrictiveness Index, compared to 14.4% for total trade in the region. Perhaps foreseeing the difficulties inherent to liberalising the sector, the signatories of the agreement restricted the movement of goods deemed “sensitive,” many of which are agricultural products, until at least 2017. Agricultural goods like sugar, maize, wheat and rice will be subject to duty and quota restrictions, as will other products such as cement, plastics, electronics and paper. The intention is to give these industries time to adjust to increased competition from players in other markets included in the TFTA.

TFTA Scope & Infrastructural Connectivity
Other aspects of the deal have also prompted concerns about its feasibility. The sheer scope of what the TFTA aims to achieve – the unification of extremely different economies and regulatory frameworks – is an ambitious goal in itself, particularly in a region often characterised by institutional inefficiencies. According to Transparency International’s annual survey on the perception of corruption in the public sector, sub-Saharan African countries consistently rank as some of the worst performers in the world.

In physical terms, a lack of transport infrastructure and connectivity amongst member states could prove to be another stumbling block for intra-regional trade growth. In East Africa alone, transport costs are estimated to be 60% higher than in the US and Europe. According to the 2015 East Africa Logistics Performance Survey, the average dwell time for a container in the ports of Dar es Salaam and Mombasa stood at nine and five days, respectively, compared to a global average of just 3-days. This, however, may be an area on which the bloc can improve. Across the continent, a raft of large-scale transport infrastructure projects are under way. This should help ease some of the stress on road networks, which remain the primary means of transporting goods across the continent.

In Kenya alone, ongoing transport projects include the US$4 billion Mombasa-Nairobi standard gauge railway, with plans in place to extend it through to Naivasha and eventually connect to Uganda via the Kenyan city of Malaba. The Lamu Port-Southern Sudan-Ethiopia Transport Corridor, a US$24.5 billion package of projects stretching across northern Kenya including a railway, highways, and a crude oil pipeline, amongst other features, is also in the works. These projects are taking place alongside significant upgrades and expansions to the Port of Mombasa, worth US$333.1 million, and the country’s airports, including long-term expansion plans at Nairobi’s Jomo Kenyatta International Airport, at a cost of around US$653 million.

Kenya

China’s ‘Silk Road’ Strategy Heralds Kenya’s Growth

Kenya and the Horn of Africa are the focus of China’s post-2015 development strategy in the Indian Ocean rim. President Xi Jinping unveiled the strategy during the Summit of the Forum on China-Africa Co-operation [FOCAC] in South Africa. China’s new Africa development strategy is part of the grand “Silk Road Economic Belt” and the “21st-century Maritime Silk Road” framework that President Jinping revealed in September and October 2013, respectively. Beijing is pushing this strategy to enable it take a bigger role in global affairs and to export its production capacity in areas such as steel manufacturing with the potential of accelerating the industrialisation of countries within the “Silk Road” ambit.

After the completion of the ongoing refurbishing of the ports of Mombasa and Lamu and the construction of a modern standard-gauge railway [SGR] linking Nairobi and Mombasa, Kenya will firmly form part of the “21st Century Maritime Silk Road”. It is one of the 5-African countries, together with Ethiopia, Tanzania, Egypt and South Africa that Beijing targets for the exportation of its production capacity and industrialisation in the next decade or so.

[Daily Nation 15/11/15]
Kenya

Mombasa Port Cargo Volumes Rise By 10%

Kenya Ports Authority [KPA] data shows that cargo handled at Mombasa Port increased by 10.1% between January and September to 19.87 million tonnes. This is an increase of 1.82 million tonnes from 18.05 million tonnes handled in a similar period last year. Total traffic analysis for Q1-3 of 2015 showed container traffic recorded a 10.8% increase, from 731,300 TEU to 809,984 TEU this year. Total transit cargo for the 9-month period increased by 10.8% from 5.3 million tonnes in 2014 to 5.8 million tonnes in 2015. KPA is determined to surpass last year’s 1-million TEU record and projects 1.10 million TEU this year.

Transit Traffic

Uganda remains the biggest destination of transit cargo, with its volume increasing by 459,227 tonnes [11.3%] to register 4,508,776 tonnes against 4,049,549 tonnes in the same period last year. Uganda accounts for over 77% of the total transit traffic. Rwanda’s cargo volumes also increased by 31.7% from 169,868 tonnes in 2014 to 223,703 tonnes in 2015. Rwanda was among the first EAC countries to fully embrace the Single Customs Territory and has played a key role in the removal of other non-tariff barriers. Other major players were South Sudan at 11%, DR Congo 6%, Tanzania 3% and Burundi at 1.1%.

Turnaround Time

Ship turnaround time between January and September however slowed down to 3.6 days against 3.5 days in a similar period in 2014. Average container dwell time also increased from 3.6 days in 2014 to 5.1 days. The main reason remains the introduction of the Single Customs Territory.

[Star 18/11/15]

Lamu Port Construction & LAPSET Corridor Development Slows

Construction of the first 3-berths at Kenya’s second seaport in Lamu has been sluggish due to funding problems. According to Kenya Ports Authority [KPA] the Treasury has been releasing funds intermittently, delaying works at the site. China Communication Construction Company which signed a US$478.9 million deal in August 2014 is yet to start work. However the KPA expressed confidence that the project will pick up.

Meanwhile development of the entire US$23 billion Lamu Port-Southern Sudan-Ethiopia Transport [LAPSET] Corridor project has slowed as a result of new infrastructure projects in Ethiopia, Uganda and Tanzania. According to transport experts, Ethiopia is now more focused on the 700 km Ethiopia [Addis Ababa]-Djibouti railway line which is under construction.

The US$4billion project is expected to increase Djibouti port capacity by Ethiopia which facilitates 80% of its international trade. Uganda is also considering an alternative crude oil pipeline route, having signed an agreement with Tanzania for feasibility studies of an oil pipeline from Hoima to Tanzania’s Tanga port. This could derail the 1,500 km Hoima-Lokichar-Lamu crude oil pipeline deal between Kenya and Uganda. President Uhuru has postponed thrice the launch of the Berth construction with the latest being on May 25.

The LAPSET project includes a 32 berths port at Manda Bay, Standard Gauge Railway line to Juba and Addis Ababa, road network, oil pipelines [Southern Sudan and Ethiopia], an oil refinery, 3-airports and resort cities at Lamu, Isiolo and Lake Turkana.

[Star 03/12/15]
Mozambique

Mozambique Invites Bids For Next Phase Of Nacala Export Harbour

Mozambique is inviting bids to build the next phase of Nacala port funded through a 29 billion-yen [US$237 million] loan from the Japan International Cooperation Agency [JICA], as it develops capacity to increase mineral exports. The works will include building a new container wharf and yard, an accompanying bypass road, and a rail container terminal. An initial project for urgent rehabilitation of the port, funded by a Japanese grant, was completed by Japanese contractors in September involving rehabilitating the container yard and berths, adding fuel storage, and upgrading firefighting capacity at the port.

The closing date for bids to construct the next phase of Nacala is February 19th 2016. The Nacala harbour is 14m deep making it the best natural harbour in southeast Africa. The project is scheduled to be completed in 2018, along with road links between Nacala and Zambia.

[ Bloomberg 27/11/15 ]

Tanzania

2nd Africa Ports & Rail Expansion Summit

The 2nd Africa Ports and Rail Expansion Summit was held in Dar-es-Salaam, Tanzania, from 2-3rd December 2015. This 2-day event attracted industry leaders, port owners, investors, governments and service solution providers from across the region who charted ways to assist in international cooperation for the development of ports in Africa and share their global experiences. Whilst the majority stressed the need for railways to facilitate movement of goods to and from the ports, others noted that port operators should also focus on building dry ports in the landlocked countries to decongest the ports. Stakeholders also called for more investment in both ports and railways as population and trade volumes increased every year.

For more information please view http://www.africaportexpansion.com/

[ All Africa 03/12/15 ]

Pressure Mounting To Form Maritime Ministry

Maritime stakeholders are mounting pressure on President Magufuli to form a separate Ministry of Maritime and Railways. Tanzania International Container Terminal Services [TICTS] Chief Executive Officer [CEO], Paul Wallace, noted that because of its economic importance the maritime sector deserves more attention. Dar es Salaam port alone accounts for 40% of revenue collected by Tanzania revenue Authority [TRA] annually. The Container Depot Association of Tanzania [CDAT] and the Tanzania Shipping Agents Association [TASAA] also back the move.

[ The Guardian 26/11/15 ]

“Maritime is a mammoth industry which has been neglected for so long, we want to work with president Magufuli to address this.”

Mr Otieno Igogo, President, Tanzania Freight Forwarders Association [TAFFA]
Madagascar

Advance Cargo Declaration [ACD]

Further to the Arrêté Interministériel n° 18837-2015 published in June 4th 2015, and the APMF n° 1436Bis/APMF/DG/15 published on November, 30th, 2015, Madagascar will enforce an Advanced Cargo Declaration [ACD] for all Import & Export shipments into/from Madagascar. Applicable from 1st December 2015, this declaration will allow Malagasy ports and customs authorities to carry out a risk assessment on cargo and ships. This new regulation impose to Carriers and Customers to declare cargo information in advance and to ensure that:

- Cargoes [Import & Export] is accompanied by an Entry Summary Number [ENS] or an Exit Summary Number [EXS]
- Vessels have received a Movement Reference Number [MRN] prior to be allowed to call at any Madagascar port

Information and how to register can be found on ACDMADA website: https://acdmada.com/
On the eve of the first Forum for China-Africa Co-operation (FOCAC) summit in Africa, Transnet and the China Export Credit Insurance Corporation (Sinosure) agreed to a US$2.5 billion funding guarantee in a ceremony attended by President Zuma and his Chinese counterpart Xi Jinping, who is on a State visit to South Africa.

Transnet will use the guarantee for railway, ports and pipeline projects for the procurement of mechanical and electrical products and equipment from Chinese companies. The guarantee will enable Transnet to raise funds in the markets for the financing of its infrastructure investment programme, including acquisition and maintenance of its locomotive fleet.

Transnet has spent R108.9 billion on its rail, ports and pipelines infrastructure since it launched its Market Demand Strategy (MDS) in 2012. This will increase to R125 billion by the end of the current financial year. Transnet plans to invest a further R340-R380 billion over the next 10 years, which could potentially take the MDS investment to a record R500 billion.

Further Chinese-South African Transport Agreements
In all the 2-parties signed 26-bilateral agreements worth about US$6.5 billion that included a US$500 million loan to Eskom. Transport related agreements include:

South Africa Signs MoU With China On “Silk Road Economic Belt”
South Africa and China committed to jointly promote the building of the “Silk Road Economic Belt” and the “21st Century Maritime Silk Road” by signing a Memorandum of Understanding (MoU). Both have agreed to jointly explore the converging points between the Belt and Road Initiative and national development of South Africa, to enhance policy coordination and cooperation so as to realize development and common prosperity.

Agreement With China On Strengthening Cooperation On Oceans Economy
South Africa and China signed an agreement on strengthening cooperation on the Oceans Economy in the following areas i.e. Maritime transport; Offshore petroleum resources development; Ocean drilling platform building; Aquaculture and processing of fish products; Port development/construction and operation; Port industrial park development; Skills development and capacity building; Research, technology innovation and technology transfer; Oceans environment conservation and management; and other areas of mutual interest.

MoU Between SARS And Chinese Customs Administration
A MoU between the South African Revenue Service [SARS] of the Republic of South Africa and the Great Administration of Customs [GAC] of the People’s Republic of China, intends to strengthen cooperation in the field of administrative assistance in customs matters with the focus of improving mutual understanding of custom practices. The Agreement will create a legal framework for parties in customs administration; technology application, the formulation and implementation of laws and regulations; capacity building; and trade statistics. The move will facilitate cooperation in the exchange of trade statistics; trade facilitation and identifying and controlling trade risks; improving the existing collaboration in terms of anti-smuggling; exchanging customs valuation methodologies and capacity building.
South Africa Becomes Category C Member Of IMO

South Africa has been named as a Category C member of the Council of the International Maritime Organisation (IMO). Category C members are states which have special interests in maritime transport or navigation and whose election to the Council will ensure representation of all the world’s major geographic areas. South Africa’s election to the council comes at a time when the country is embarking on a new ambitious chapter of unlocking the country’s maritime potential through the blue oceans’ Economy strategy and Operation Phakisa.

[Defence Web 01/12/15]

TNPA’s IPMS Now In All South African Commercial Seaports

Transnet announced that all 8-commercial ports are now using Transnet National Ports Authority (TNPA)’s new US$5.5 million web-based Integrated Port Management System (IPMS), a project aiming to transform them into ‘smartPORTS’. At the Port of Richards Bay, which was the last of the 8-ports to use the system, the IPMS went live on November 26th 2015, 3-days after TNPA began registering port users onto the system network.

The IPMS, developed by India-based Navayuga Infotech in collaboration with its South African partner Nambiti Technologies, has been rolled out to the Ports of Durban, Cape Town, Saldanha, Port Elizabeth, Ngqura, East London and Mossel Bay over a 4-month period begun in July 2015. The technology replaces the manual processes used to monitor marine operations, vessel traffic services and terminal performance, and allows key port operations to be managed online and in real time across all the ports in the network.

[CM 04/12/15]
South Africa

TNPA Presses Ahead With Market Demand Strategy, Defers Dig-Out Port

Durban’s proposed “dig-out” port will eventually become a reality, but development of the controversial port has been placed on ice for several years, with the Transnet Port Authority’s [TNPA] chief executive declining to set a date for the project.

Meanwhile the TNPA is pressing ahead with its investment under Transnet’s Market Demand Strategy [MDS] with the board approving the R70-million upgrade of Pier 2 at the Durban Container Terminal. The move will ensure the facility remains competitive and claims back its place as the second largest port in Africa. Noting that the Chinese were actively and aggressively investing in African ports, Durban cannot rest on its laurels. Durban needs a 25% “headroom” if it is to respond to challenges from other ports in Africa.

Durban port will see 15% container capacity growth by 2022/23 owing to improvements at Pier 2 and the Salisbury Island Infill which also has the go-ahead. This would be enough until 2025, if not 2030. Current capacity of about 3.1-million TEUs would increase to 5.4-million TEUs. The latest estimated growth for 2015/16 was 6.9% with capital investment over the next 7-years at around R24-billion.

[Engineering News 30/11/15]

Durban Container Terminal Quay Works

In 2012, the Durban Container Terminal [DCT] handled 11,312 TEUs with an 80T ship-to-shore crane. This has compromised the stability of the quay wall which needs to be strengthened and the berths deepened to accommodate fully laden larger ships. Disruption at each berth will run for about 18 months backed by a plan to divert 400,000 TEUs to other facilities.

[Engineering News 30/11/15]

Durban Port - Salisbury Island Infill Project

The Salisbury Island infill works will see the north quay lengthened to the sand bank to accommodate 3-ships instead of the current two. An agreement has been reached between TNPA, the City of Durban and the provincial Department of Environmental Affairs concerning mitigating the environmental impact of the project and TNPA would construct a new sand bank. Work on berths 2, 5, 6, 7, 8 and 10 had been completed at Island View. Upgrades of firefighting infrastructure is in the execution phase and due for completion in March 2018 while the upgrade of berth 1 is in the feasibility stage. Work is expected to commence in mid-2016 for completion at the end of 2019. The upgrade of berth 4 is expected to start in mid-2021 for completion at the end of 2022.

[Engineering News 30/11/15]

Durban Port Tugboat Launch

Transnet National Ports Authority [NPA] celebrated a milestone in its R1.4 billion tug building contract as the first of its 9-new tugboats was ceremonially launched at the Durban premises of contractor, Southern African Shipyards. Named after former President Mandela’s birth village, the Mvezo is expected to be handed over to the Port of Port Elizabeth in February 2016. It will be followed by handovers every 3-months until the last one is launched in early 2018 - a project which will see 2-tugs each allocated to the Ports of Durban, Richards Bay and Port Elizabeth, while Saldanha, which handles the largest carriers, would receive 3-tugs.

[5*Durban 12/11/15]
Durban Port To Receive New Dredger

Durban’s fleet upgrade is well under way with the new Ilembe dredger expected to arrive on January 15. The 5,500m³ trailing suction hopper dredger (TSHD) ILEMBE was manufactured at the Royal IHC’s shipyard in Kinderdijk, the Netherlands. The new TSHD will join TNPA’s existing fleet of IHC-built vessels, which includes the 4,200m³ TSHD Isandlwana [delivered in 2010] and the grab hopper dredger Italeni [delivered in 2014].