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South Africa: Eastern Cape Port Terminals Management Shuffle
Zimbabwe: Zimra To Automate Q1 2016
Events Diary

March 2016

15-17  6th African Petroleum Congress and Exhibition (Abuja, Nigeria)
http://cape-africa.com/

April 2016

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

September 2016

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

News Briefs

Western Africa

COTE D'IVOIRE
- Canadian mining company Sama Resources has obtained a new exploration licence to explore for base metals over an 80km2 land package in Côte d'Ivoire.

DRC
- The construction of Ruzizi III hydropower plant has received US$138m from AfDB. The funds will cover the construction of a dam between DRC and Rwanda from Ruzizi River and construction of a 147MW powerplant.

NIGERIA
- Nigeria has projected that the country could generate US$7.5 billion from solar power, with plans in place to generate 13,000MW of electricity over the next two decades.

SAO TOME & PRINCIPE
- Taiwan to provide US$15m to São Tomé & P for 2016, under the new annual programme of bilateral cooperation in infrastructure and agriculture. São Tomé is expected to take part in the Taipei Economic Forum scheduled for next April, and the hosting of the Taiwan International Trade Fair in the capital of São Tomé.

SENEGAL
- Senegal has begun its term as non-permanent member of UN Security Council. This term runs until 31 December 2017, together with those of Egypt, Japan, Ukraine and Uruguay.

Eastern & Southern Africa

KENYA
- Kenya plans to construct a 500 ha leather industrial park hosting tanneries and value addition facilities at Kinanie in Machakos County.
- The World Bank has commended Kenya for effective and timely implementation of a portfolio of multi-billion dollar projects. As of June 2015 the bank had extended US$4.3 billion to Kenya to fund 27 projects in various sectors.

MOZAMBIQUE
- Energi Mega Persada A [75%], an Indonesian oil company, plans to raise at least US$96.25m from the sale of half of the rights it holds in a natural gas block in Buzi. National oil and gas company ENH hold 25%.

RWANDA
- President Kagame’s New Year’s announcement said that he would seek a third term in 2017.

SOUTH AFRICA
- Africa Energy Corp. notes private placement financing closed for gross proceeds of US$5m to be used to fund its 90% working interest and operatorship in Block 2B offshore & all shares of Thombo Petroleum Ltd as well as funding a farm-in agreement with Crown Energy AB.

TANZANIA
- The Tanzania Petroleum Development Corporation has signed an MoU with Total E&P (Uganda) for a crude oil export pipeline framework, from Hoima in Uganda to Tanga Port in Tanzania.
CMA CGM Targets Cameroon

WAX Service Resumes Direct Calls To Douala

CMA CGM has resumed direct weekly calls at Douala, Cameroon, on its WAX service which connects West Africa with Asia. The WAX service is operated with 13 vessels up to 4,200 TEU and is the sole product on the market offering direct connections between Asia and Douala with unbeatable service and transit times. Douala is reached in 42 days from Shanghai, 36 days from Nansha, 30 days from Port Kelang.

For rates, bookings and general enquiries please contact your local CMA CGM agency.

CMA CGM Improves Mozambique Service

Swahili Express Calls Direct At Nacala

CMA CGM has added a new direct call at Nacala, Mozambique, on its Swahili Express Service which connects East Africa with the Middle East Gulf and the Indian Subcontinent. Swahili Express operated with 6 vessels up to 2,800 TEU, offering a weekly fixed-day service. Nacala is reached in 26 days from Nhava Sheva, 22 days from Khor Fakkan and 20 days from Jebel Ali.

For rates, bookings and general enquiries please contact your local CMA CGM agency.
CMA CGM Enhances Madagascar Port Coverage

Nossi Be, Antsiranana & Majunga Served By Indian Ocean Feeder North

CMA CGM has added a new calls at Nossi Be, Antsiranana and Majunga, in northern Madagascar, on the Indian Ocean Feeder North service from the end of January. The Indian Ocean Feeder North will connect with Swahili service at Longoni, allowing a faster connection from Europe, Mediterranean, India and Middle East Gulf. This fortnightly service will be operated by 1 vessel of a capacity of 738 TEU.

For rates, bookings and general enquiries please contact your local CMA CGM agency.

CMA CGM Attends Dakar Maritime Trade Show

The Group, represented by Philippe Barreau, General Manager CMA CGM Senegal and his team took part in the Dakar Maritime Trade Show held 10-13th December. A major biennial international event it promotes the harmonious development of fishing, aquaculture, maritime transport, port activities and related sectors in Senegal. Bringing together 17 countries, 50-plus delegations and 140 exhibitors, the show was an excellent opportunity for CMA CGM to reinforce the Group’s image to Senegalese authorities and foreign delegations.

The event allowed CMA CGM to highlight its position as export leader in Senegal, particularly on the Reefer market and promote relationships with customers and prospects. Many customers and key figures attended, including Senegal’s Fisheries and Maritime Economy Minister, Morocco’s Minister of Agriculture and Sea Fishing, and Fisheries Ministers from Mauritania and South Korea.

Burkina Faso Agency General Manager Awarded Chevalier de l’Ordre du Mérite

Frantz Sullivan Mayabouy, General Manager DELMAS Burkina Faso in Ouagadougou, was promoted to rank of “Chevalier de l’Ordre du Mérite - Commerce” on 17th December. He was presented with the distinction by Burkina Faso’s Ministry of Commerce for the work undertaken as President of ACARP-B [Association des Consignataires, Armateurs et Représentants Portuaires]. This national honour is bestowed on citizens for personal merit and distinguished services, civil or military, to the nation. It is the country’s highest honour.
Get Ready! New IMO Container Weight Rules For 2016

Shippers need to ensure they are prepared for new container weight verification rules that come into force this year. The International Maritime Organisation [IMO] has adopted amendments to the Safety of Life at Sea convention [SOLAS] requiring every packed export container to have its weight verified before being loaded onto a ship.

Therefore shippers will be responsible for verifying container weights before loading. Containers without a verified weight will not be loaded onto container vessels from 1 July 2016. With only 6-months to go we advise all customer to put in place plans now to ensure that you are prepared for the deadline.

There are 2 acceptable methods of verifying weight:

1. The shipper may weigh or have a third party weigh the packed, sealed container.
2. The shipper may weigh or have a third party weigh all cargo items and all pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container marked on the container to the sum of the masses of the container’s contents.

Estimating the weight of the container’s contents is not permitted. The weighing equipment used must meet the accuracy standards of the country where the equipment is used. Also under either method, the declaration of the verified weight must be signed and dated.

CMA CGM Solutions: Cargo Insurance

Protecting The Value Of Your Cargo

During transit, your cargo is exposed to various risks, despite the safety measures put in place by carriers. Damages or losses may occur during handling, storage or transport operations; this could have a serious impact on your business. CMA CGM has developed insurance solutions for you that address these risks.

ADVANTAGES
- Broad coverage: “All Risks” basis
- Low rates negotiated only for our clients
- One stop shop
- No excess. Covers up to the full Cost Insurance and Freight [CIF] value plus 10%
- Simple and quick process for claims. Payment within 30 days
- A first class insurer
- From one-off shipment to regular traffic offering flexibility

RESOURCES
World Shipping Council Factsheet:

CMA CGM CARGO INSURANCE

TO PROTECT AND TO SERVE

CONTACT
If you have any questions or require a quotation please contact ho.insurance_quote@cma-cgm.com
You can view our dedicated website area at https://www.cma-cgm.com/products-services/cargo-insurance
US$100 Billion Needed Annually To Close Infrastructure Financing Gap

The African Development Bank (AfDB), has noted African countries need US$100 billion annually to close infrastructure financing gap. The bank has invested a lot in infrastructure and aims to connect African countries with a trans-national high way. To close the infrastructure gap, the bank created what it calls “Africa 50” a new private sector platform to mobilise funds for infrastructure development. The aim of “Africa 50” is to mobilise at least US$10 billion toward what Africa would need over the next 5-years on infrastructure. “Africa 50” was to help countries to use their sovereign wealth funds toward the development of the infrastructure. Today, Africa has about US$164 billion in sovereign wealth funds that can be easily used to finance infrastructure. AfDB’s role is to de-risk that investments so that private sector can invest.

[WTO 16/12/15]

WTO Members To Eliminate Tariffs In US$1.3 Trillion IT Trade Deal

Members representing major exporters of information technology products agreed on 16th December at the WTO’s Tenth Ministerial Conference, on the timetable for implementing a landmark deal to eliminate tariffs on 201 IT products valued at over US$1.3 trillion per year.

Negotiations were conducted by 53 WTO members, including both developed and developing countries, which account for approximately 90 per cent of world trade in these products. However, all 162 WTO members will benefit from the agreement, as they will all enjoy duty-free market access to the markets of the members eliminating tariffs on these products.

Approximately 65% of tariff lines will be fully eliminated by 1 July 2016. Most of the remaining tariff lines will be completely phased out in four stages over 3-years. This means that by 2019 almost all imports of the relevant products will be duty free. This agreement is the first major tariff-cutting deal at the WTO since 1996.

Among the products covered in this agreement are new-generation semi-conductors, GPS navigation systems, medical products which include magnetic resonance imaging machines, machine tools for manufacturing printed circuits, telecommunications satellites and touch screens.

[WTO 16/12/15]
AfDB: Need To Expand And Improve Ports To Meet Rising Demand

The competitiveness of Africa’s economies will depend on the efficiency of African ports, according to the African Development Bank’s [AfDB] first Transport Forum held at its headquarters in Abidjan, Côte d’Ivoire on November 26-27, 2015. Africa has 66 ports, 28 of them in West Africa.

Participants at a session on “Improving Ports: Gateways to Africa” discussed the inefficiency facing Africa’s ports, which they said was caused by poor infrastructure including old and unsuitable equipment and vessels, inadequate technology, congestion, and long waits, among other factors. Port capacity and logistics cannot handle the increasing traffic across most of Africa, causing congestion. According to the Union of African Shippers Council (UASC), which represents 18 countries in Central and West Africa, congestion was due to factors such as deficient physical infrastructure [inadequate capacity particularly in terminal storage and maintenance], weak regulatory systems and poor management. This has led to high trading costs in Africa.

Even though the state of roads in Africa is poor, it was noted that ports contribute in a big way to transport delays. For example it can take 12-13 days or more to transport cargo in Côte d’Ivoire according to the Autonomous Port of Abidjan [APA].

Statistics from the World Bank indicate that cargo traveling from a port to a city in a landlocked Sub-Saharan African country generally spends more of its time [75%] at the port than on the road. It further estimates that cargo spends nearly 3-weeks on average in Sub-Saharan African ports, compared to less than 1-week in large ports in Europe, Latin America and Asia. This, experts stress, harms Africa’s economy, deterring the promotion of value-added industries that rely on time-sensitive supply chains.

Countries have embarked on measures to address these challenges. For example, Côte d’Ivoire has set up a competitiveness commission to look into ways of improving the operations of its ports, including expansion. Private investment was cited as one way of boosting efficiency at ports, albeit with caution avoiding situations where one or two companies dominate the markets and determine prices.
Angola

Construction Of Deep-Water Port Of Cabinda Scheduled For 2016

Construction of the deep-water port of Cabinda in Caio Litoral, is scheduled to start Q1 2016 according to the president of the Port of Cabinda, Nazareth Neto. In 2016 the port company also plans to undertake other works including construction of the breakwater along the coastal area of Cabinda, in order to slow down the huge waves that affect the region, making it safer for ships to dock and unload and load goods. There are also plans to build a Sea Passenger Terminal, part of the national programme to transport residents to other parts of the country and mainly to operate routes between Cabinda, Soyo and Luanda.

The future deep-water port will have a minimum draft of 12.5m, enough to receive large ships arriving from Nigeria, South Africa and other countries, as well as ships in the service of the oil companies. The first phase, with an estimated cost of US$600 million, includes a terminal with a 675m quay for large ships, 31-ha of land area developed and includes a breakwater. When the work is complete the port is expected to receive over 50,000 containers per year, compared to 26,000 at the moment.

[Macauhub/AO 29/12/15]

Angola Purchases Italian Maritime Safety Equipment

Angola will purchase equipment for maritime safety, such as telecommunications, radar and 2-patrol boats, from the Italian Finmeccanica group, for €122 million. A Presidential order includes 2-contracts, the first of which is to buy equipment, spare parts, installation and training service to equip a national maritime coordination centre and 3-regional centres. The contract also involves the installation by Selex of several radar stations, repeaters and means of communication along the Angolan coast, costing €115 million. The second contract provides for the acquisition from Whitehead Sistemi Subacquei of 2-ultra-quick patrol vessels and training for their crews for €7.275 million.

[Macauhub/AO 28/12/15]

Gabon

Gabon Signs Loan Accord On Port Owendo

Gabon has signed an agreement with the Development Bank of Central African States for a US$86-million loan or the construction of a port in Owendo, jointly owned with Singapore-listed agricultural products group Olam International. The port is expected to be operational in the second quarter of 2016.

[Engineering News 11/01/16]
**Ghana**

**Parliament Approves €160m GPHA Loan For Takoradi Port**

The Ghana Parliament has given the country’s seaports operator, Ghana Ports and Harbours Authority [GPHA], the go-ahead to secure a €160 million facility to finance additional civil and dredging works at Takoradi Port. The facility is being sourced by the GPHA from a syndicate of banks with BNP Paribas Fortis NV/SA as lead arranger and lender. Sanctioning the loan brings the total amount for ongoing expansion works at the port to €357 million, which will be serviced by the GPHA using its own cash inflows. Works under this supplementary funding will include an additional 3.5 million m3 of dredging works, 30-ha land reclamation, the construction of an additional 600m quay wall, and dredging the berth to a depth of up to 17m. Takoradi Port is becoming the focus of maritime trade activities due largely to the emerging oil and gas cluster activities, and the ongoing expansion works are geared toward opening the port to meet projected demand.

[Ghanaweb 17/12/15]

**Tema Port Expansion Project To Kick Off This Year**

Tema port has announced that its US$1.5bn expansion project is to begin this year, with Phase I expected to take three years to complete. Once completed, the port will be able to handle 3.5 million TEU, which is more than three times its current capacity.

The expansion project was signed in June 2015 between Meridian Ports Services and the Ghana Ports and Harbours Authority (GPHA) to boost the efficiency of the port and make it more competitive. The project also include a new railway terminal for the movement of containers by rail to and from the port, and an expansion of the Accra-Tema Motorway into a six-lane expressway with service lanes on either side to accommodate additional traffic generated by the port.

Phase I of the expansion project will include the provision of basic port infrastructure such as breakwater, quay wall foundation trenches, and dredging to adequate depths while phase II, III and IV will add more container terminals and food/fruit terminals to the cluster. The final phase V will involve the construction of an oil and gas terminal and oil-rig servicing facility to target the burgeoning oil industry along the West African coast.

[Construction Review 06/01/16]

**TMA To Deal With Haulage Trucks Parked Indiscriminately**

In a bid to curb the growing menace of reckless parking of vehicles, especially heavy duty trucks in the Tema Metropolis, the Metropolitan Assembly in partnership with the Ghana Ports and Harbours Authority [GPHA] and Tema Development Corporation [TDC] are working to develop a permanent terminal for haulage trucks. The trucks are mostly parked on the shoulders of the roads near the Tema Port enclave and adjoining communities. The Assembly is negotiating with the TDC on land close to the Tema Labour Office and also at Community Three to be developed into a terminal for the trucks as well as within Ashaiman Municipal and Kpone Katamanso District.

[Ghanaweb 02/01/16]
Liberia

NPA Get New Port Forklifts

The National Port Authority [NPA] has received 4-new forklifts from the General Service Agency [GSA] to enhance its operations. One unit will be positioned at the Port of Harper, Maryland County, one at the Port of Buchanan, Grand Bassa County and the remainder stationed at the Free Port of Monrovia.

[National Observer 18/12/15]

Nigeria

Apapa Port Gridlock: Senate Meet With Stakeholders

The Senate Committee on Maritime Transport has visited the Lagos Port Complex and the Tin Can Island Ports to assess the impact of the gridlock cripples the ports access roads. Led by its Chairman, Senator Ahmed Sanni Yerima, the committee met stakeholders including the Nigeria Ports Authority [NPA]. Agents have given the Federal Government a 30-day ultimatum to address the situation or risk the ports being shut down in protest.

Currently tanker drivers convert major access roads into Apapa ports to parking lots. Consequently, containers, which ought to have been cleared and evacuated from the ports still litter various terminals, accumulating demurrage. Vessels are also stranded on the high seas as there is no room at the terminals to discharge cargoes.

The Seaport Terminal Association of Nigeria [STOAN] noted the gridlock was a direct consequence of system failure in the oil and gas industry logistics chain. The only way to solve it is to immediately suspend the lifting of imported petroleum products from tank farms in Apapa by road. Petroleum products meant for the northern part of the country should be moved to Lokoja and Baro Ports by barges while the trucks collect them from there rather than coming to Apapa.

Furthermore the NPA are calling for the revival of the rail system, noting efficient rail connections with other states would decongest the ports and reduce the pressure on the Lagos roads. The gridlock takes toll on the Federal Government and relevant stakeholders with daily revenue loss estimated at N5 billion.

The Nigerian Shippers’ Council [NSC] notes some 5,000-7,000 trucks ply the Apapa corridor daily yet roads can only support 2,000-3,000 trucks. The NSC has called for the immediate repair of all failed road sections, registration of trucks coming to Apapa under a company name, installation of an electronic gate system and call-up cards and institute a sound legal framework. Another option is the construction of a loading bay or parking lots for trucks coming into the ports to pick consignments or drop empty containers. Most of the trucks parked along the port access roads such as Wharf, Commercial and Creek Roads are laden with empty containers. Many of the drivers of such trucks use the roads leading to the port for parking their vehicles, thereby reducing the space meant for other road users.

[Nation 28/12/15]
In a bid to enhance efficiency and maintain high standards in service delivery Bollore Africa Logistic has invested US$5 million in a new TEREX/GOTTWALD Model 6 Harbour Crane in addition to the 2-existing 100 ton GOTTWALD cranes. The latest unit has a lifting capacity of 125 tons with a longer boom reach for high performance and higher handling rates. The crane arrived on the chartered vessel, Jumbo Javelin, on 14th December 2015 and will be positioned in Freetown Port.
WTO Ministerial Conference

The World Trade Organization held its 10th ministerial conference [WTO@MC10] in Nairobi, Kenya, from 15-18 December. It was chaired by Kenya’s Cabinet Secretary for Foreign Affairs and International Trade, Amina Mohamed. The Ministerial Conference is the highest decision-making body of the WTO. It meets every 2-years and can take decisions on all matters under any of the multilateral trade agreements.

A high-level plenary session was held as part of the ICTSD Trade and Development Symposium bringing together key actors to review the prospects and challenges for deepening integration and boosting inclusive growth across Africa. Particular attention was paid to the emerging African mega Free Trade Agreements [FTAs], the role of business, and the potential of the WTO Trade Facilitation Agreement for boosting intra-African trade.

Representatives from the WTO’s 162 members concluded the event by securing agreements on a series of trade initiatives. The Nairobi package contained 6-ministerial decisions on agriculture, cotton and issues related to least-developed countries such as Uganda.
Elimination Of Subsidies For Farm Exports
The centrepiece of the Nairobi package is a ministerial decision on export competition, including a commitment to eliminate subsidies for farm exports, which the WTO Director General, Roberto Azevedo, hailed as the “most significant outcome on agriculture” in the organization’s history. The other agricultural decisions cover public stockholding for food security purposes, a special safeguard mechanism for developing countries, and measures related to cotton.

A number of countries are currently using subsidies to support agricultural exports. The legally-binding decision would eliminate these subsidies. Under the decision, developed members have committed to remove export subsidies immediately, except for a handful of agriculture products, and developing countries will do so by 2018. The decision contains disciplines to ensure that other export policies are not used as a disguised form of subsidies. These disciplines include the benefits of financial support to agriculture exporters, rules on state enterprises engaging in agriculture trade, and disciplines to ensure that food aid does not negatively affect domestic production.

Least Developed Countries
Decisions were also made regarding preferential treatment for Least Developed Countries [LDCs] in the area of services and the criteria for determining whether exports from LDCs may benefit from trade preferences. LDCs got a breakthrough with a package on preferential trade access after members agreed on the rules of origin and services waiver for LDCs.

Concerns were raised over ambiguities in the terms used in the agreement with fears that this could give leeway to developed countries to reject exports from the LDCs if they had 75% imported inputs. However, it was later agreed that the ambiguities be removed.

Import Surges
A ministerial decision on a Special Safeguard Mechanism for developing countries recognises that developing members will have the right to temporarily increase tariffs in the face of import surges.

Cotton
A ministerial decision on cotton stresses the vital importance of the cotton sector to LDCs. The decision includes 3-agriculture elements: market access, domestic support and export competition. The agreement provides 2016 as the first date from which the poor countries, which include 35 LDCs and the Cotton Four [C4] countries in Africa: Burkina Faso, Benin, Chad and Mali; and other developing countries, can begin to export cotton duty-free.

| Market Access | Calls for cotton from LDCs to be given duty-free and quota-free access to the markets of developed countries; and to those of developing countries from 1 January 2016. |
| Domestic Support | Acknowledges members’ reforms in their domestic cotton policies and stresses that more efforts remain to be made. |
| Export Competition | Mandates that developed countries prohibit cotton export subsidies immediately and developing countries do so at a later date. |

Food Security
Ministers also adopted a decision on public stockholding for food security purposes. Developing countries are allowed to continue food stockpile programmes, which are otherwise in risk of breaching the WTO’s domestic subsidy cap, until a permanent solution is found by the 11th ministerial conference in 2017.

RESOURCES
For more information please view the:
World Trade Organisation website https://www.wto.org/index.htm
Trade Facilitation Agreement Facility website http://www.tfafacility.org/
Regional

UNCTAD / TMEA To Support Trade Portals & Trade Facilitation

UNCTAD and TradeMark East Africa [TMEA] agreed to implement over the next 2 years the WTO Trade Facilitation Agreement. The move will see trade portals to increase the transparency of foreign trade procedures and capacity building to enhance the role of women in cross border trade in the EAC. The agreement was signed during UNCTAD@MC10 side event on “Reaping the Benefits from Trade Facilitation” in Nairobi, Kenya. It was signed by UNCTAD’s Secretary-General Mukhisa Kituyi and the Chief Executive Officer of TradeMark East Africa, Frank Matsaert.

[UNCTAD 21/12/15]

Kenya

Kenya Ratifies Trade Facilitation Agreement In Advance Of Nairobi Ministerial Conference

Kenya is the 57th WTO member and 6th African nation to ratify the Trade Facilitation Agreement [TFA]. The TFA will enter into force once two-thirds of the WTO Membership has formally accepted the Agreement.

“High trade costs have been identified as a brake on trade integration, growth and development. Trade Facilitation is a policy good for countries in an integrated and competitive global economy.”

Amina Mohamed, Kenya’s Minister of Foreign Affairs and International Trade

[TWT 10/12/15]

Tanzania

Exports Rise 9.2% On Strong Manufacturing

Tanzania’s value of exports has increased by 9.2% as manufacturing and tourism improved in the year ending October 2015, according to the Bank of Tanzania [BoT]. The exported goods and services reached US$9.4 billion. Manufacturing exports improved from US$1.21 billion to US$1.31 billion in the same period. Traditional exports increased by 9% to US$839.2 million largely driven by improved performance in the export of cashew nuts, coffee, sisal and tobacco. The improved performance of export of cashew nuts was a result of increase in both volume and price, while that of coffee and sisal was driven by price changes. The export value of tobacco was due to an increase in volume.

[Citizen 29/12/15]
Mauritius

Mauritius Eyeing Chinese Funded Maritime Projects

Mauritius has a deal with a Chinese firm to develop a US$113 million fishing port and is working with investors on plans to become a maritime hub for Africa as part of its bid to accelerate growth. Mauritius has revised down growth forecasts for 2015 from 4.1% to 3.6%, a level which was not enough to meet a target of lifting the Indian Ocean country from its middle income status. Mauritius aims for 5.7% growth in fiscal 2016/2017 and rising to 8% within the next 5-years. The country is looking to private investment to drive the expansion and looks to attract new investors in shipping and other maritime projects to make the Indian Ocean Island a hub for Africa.

Mauritius has a deal with a Chinese firm to start building a fishing port in 2016 on a Build-Operate-Transfer [BOT] basis. The term of this plan had yet to be finalized. The quay and related facilities, worth US$113 million, would handle up to 20 vessels at a time on completion in 2018. A Mauritian official said the developer was China’s LHF Marine Development Ltd.

Reportedly Mauritius also received applications to establish a shipping fuel bunkering facility from Horizon Energy Group from the United Arab Emirates. Dubai-based DP World, one of the world’s biggest port operators, has also submitted a business plan in November to run a trade transshipment port to serve Africa. A Memorandum of Understanding [MoU] is expected to be signed in January 2016.
Mozambique

DP World Maputo Orders 6-Port Konecranes

Konecranes has received an order for 6-rubber-tyred gantry [RTG] cranes capable of lifting 40t and a stack of up to 5-containers at a time from DP World Maputo for its Mozambique port operations. DP World Maputo serves as the main shipping terminus for many of the land-locked countries and locales of southern Africa, including Gauteng province, Zimbabwe, Swaziland and Botswana.

The 16-wheel RTGs will be equipped with auto-steering, a driver-assisting feature that keeps the crane on a pre-programmed, straight path, stack anti-collision and a truck positioning system. Meanwhile, the Truconnect telematics systems will provide remote readings to Konecranes’ global network of support centres to help resolve problems and reduce downtime. The units are scheduled to be delivered by the end of 2016.

Lichinga Will Have New Dry Dock In 2016

Mozambican state rail and port company CFM in 2016 plans to start construction of a dry dock in the Chimbunila district of Niassa province, replacing the existing dock at Lichinga station. The future dry dock is 14 km from Lichinga in an area of 100–ha and will have warehouses, a container terminal and truck park, among other facilities.

The decision to move the location of the dock is based on the fact that compensation payments to people who built their homes very close to the railway line in the city of Lichinga would be very expensive. Over 80 km of rail linking Cuamba [formerly Nova Freixo] to Lichinga [formerly Vila Cabral], with a total length of 250 km, has been rebuilt with funding from the United Arab Emirates. Trains have not connected Cuamba to Lichinga since 2010 due to the poor state of repair of the line, which increases the cost of living in the provincial capital of Niassa due to the poor condition of the road connecting the 2-cities.

Expansion Works At The Port Of Nacala Due To Start In 2016

The second phase of the modernisation and expansion works of the port of Nacala may start this year, with preparatory work underway to launch tenders for the project. The work, costing US$270 million, includes reconstruction and expansion of the pier, acquisition of general cargo handling equipment, construction of the railway container terminal and improvement of access roads. Work on the first phase, which included repairing the north pier, paving the container terminal, installation of equipment to modernise fuel operations and construction of a new railway terminal was awarded to Japanese company Penta – Ocean Construction Co Ltd.

Tanzania

TICTS Container Depot Plans Reinvestment

The Tanzania International Container Terminal Services [TICTS] plans to invest at least 60bn/- in 2016 for port facility expansions including purchase of 2-new cranes to cope with increasing cargo traffic at Dar es Salaam Port. Handling more than 75% of Tanzania’s cargo containers, TICTS is the largest container terminal and a vital part of the supply chain to and from the country across Eastern, Central and Southern Africa.
The Tanzania Ports Authority [TPA] is moving ahead with its efforts to improve the performance of the Tanga Port, historically a traditional agricultural export handling port in the East African region.

The port has recently acquired 3-new barges that will enable the port to increase its capacity to handle bulk and general cargo and reduce the cost of operations of the port. The port is a lighterage port whereby vessels anchor off the main quay and are worked by means of lighters and pontoon that shuttle cargo between quay and stream where large ships remain anchored for loading and offloading. The US$10 million barges have a capacity to carry 3,500 tonnes of general and bulk cargo each at one time or 192 containers of 20 feet each at one time. For example, offloading a ship carrying a load of 11,000 tons usually took between 10 to 11 days but with the new facilities the ship would be offloaded in only 4-days.

Tanga Port has a handling capacity of 700,000 tons and moves 13,000 TEUs per annum. Cargo traffic has increased 6.1% annually between 2005 and 2014. Imports and exports grew from 399,516 tons in 2005 to 594,122 tons in 2014. The port’s capacity has been enhanced over the years to cope with traffic growth by investing in modern cargo handling equipment and has hard stand paving of the general cargo area to improve container stacking. The facility is recording growth in imports of raw materials, machinery and machinery parts and is a major commodity exporter including sisal, timber, coffee, sunflower products and macadamia.

Mwambani Deep Water Port Project
Future plans for the development of the port include the envisaged construction of a new port at Mwambani Bay in Tanga City. Plans to construct the new port means the problem of ships anchoring in the stream will no longer be an issue.

The current port comprises of 2-shallow water berths with a depth of 3-4.5 m at low and high tide respectively, permissive to dock smaller vessels in the range of GRT 134-1,200. In the stream, however, the depth range is between 7-19m, thus able to receive and work deep sea vessels. Construction of the new port would do away with the shuttling between ships and the harbour. The existing port capacity is due to hit capacity by 2016 if no new investments in facilities are made.

According to British consultants United Research Service [URS] Infrastructure and Environment Corporation the initial capital cost estimate [CAPEX] of the project is estimated at US$515 million with an additional US$50.6 million for equipment. The project, part of the Grand TPA Development Strategy, has a target of 2018 for commencement. The report notes that the Mwambani Deep Water Port Project would handle 3.5 million tons of mixed cargo and 3.88 million TEU per annum if fully implemented.

Development pundits have expressed hope that the reopening of the railway could attract more cargo leading to improved port performance and economic outlook of the City and region.  

[Guardian 18/12/15]
Alistair Freeports Ltd Bolsters Mtwara’s Free Port Zone

The Dar es Salaam-based Alistair Freeports Limited has injected US$700,000 in the customs-free bonded area of Mtwara Free Port Zone as it seeks to capitalise on the benefits of the Zone. The company, a subsidiary of Alistair Group and one of the first companies to open shop within the customs-free bonded area has already completed development of its facility and been granted an Operator’s Licence following the signing of a lease agreement with the Export Processing Zones Authority [EPZA] for 14,154m² for a period of 33 years in July 2015. The facility provides unlimited terms of storage, warehouse and service solutions to store and consolidate cargo.

Government Denies Halting Of Bagamoyo Port

Construction of the US$10 billion Bagamoyo Port will continue despite reports that it had been suspended, as the government refocuses on improving the capacity, performance and efficiency of Mtwara and Dar es Salaam ports. The Ministry for Works, Transport and Communications has said that construction will start in July, upon conclusion of financing negotiations with key partners.

It was previously reported that construction at the port had been suspended to pave way for upgrades to Dar es Salaam’s berths 1 to 7, the construction of berths 13 and 14, and development Mtwara Port, depending on the availability of funds. The World Bank has already agreed to fund the upgrade of berths 1 to 7. Funding for constructing berths 13 and 14 and for upgrading the Mtwara Port has not yet been found.

The initial works for the construction of the Bagamoyo Port have already started after former President Jakaya Kikwete officially broke ground last October. Speculation over the fate of the project has been influenced by the need to take advantage of huge inflows of foreign direct investments in the natural gas-rich regions of Lindi and Mtwara, but the project has always been a politically sensitive issue. Opposition politicians and the private sector have poured scorn on the project, arguing it was a waste of resources, and have urged for more focus on improving the existing Tanga, Dar es Salaam and Mtwara ports.

If completed, the Bagamoyo Port will occupy 800 hectares and another 1,700 hectares of Portside Industrial Zone, which will be developed under tripartite agreement of Government of Tanzania, China Merchants Holdings International and State Government Reserve Fund of Oman. The new port would be able to handle twenty times more cargo than Dar es Salaam. The first phase was to be completed in 2017.

President Dissolves TPA Board Over Scandals

Newly-elected President Magufuli has sacked the head of Tanzania’s ports authority and top officials in the transport ministry, part of a campaign to root out corruption and inefficiency. Magufuli suspended 12 senior officials for poor performance and failure to take action on the loss of 2,700 containers at the Dar es Salaam Port. The President also annulled the recent appointments of TPA Board Chairman, Prof Joseph Msambichaka and TPA Director General, Awadhi Massawe. According to an internal audit report dated July 30th 2015 highlighted tax evasion loopholes including the release of 2,387 containers between March and September 2014 losing revenue. Majaliwa also directed the billing system to be transformed and replaced by the newly introduced e-payment system, which should be completed by December 11th 2015.
Kenya

**KRA Backs New Standards Verification For Import Cargo**

According to the Kenya Revenue Authority [KRA] importers will have their cargo shipped back to country of origin if they fail to comply with the new import standard rules. This follows the expansion of the Pre-Export Verification of Conformity [PVoC] to standards programme to cover all imports to Kenya, in a move aimed at curbing sub-standard goods and tax leakages. The KRA noted that only cargo that meets the PVoC requirements shall be accepted for freight to Kenya, with effect from January 1 and this applies to both sea and air carriers.

Both carriers must also ensure a Certificate of Conformity issued by Kenya Bureau of Standards [Kebs] appointed inspection agents is produced, prior to loading, as evidence of quality inspection. According to Kebs, the PVoC programme is aimed at “assuring Kenyan consumers of the safety and quality of the imported goods they buy and to protect Kenyan manufacturers from unfair competition”. This applies to all cargo destined to Kenya including finished products, a rule that came in place on December 1, 2015.

“Cargo consigned to Kenya which do not conform to the above requirements, shall not be permitted to off load and the same shall be consigned back to the country of origin at the carrier’s cost,” KRA commissioner of customs and border control Julius Musyoki said.

Meanwhile, KRA has listed 11 banks [agents] for payment of customs duties. They include Kenya Commercial Bank, National Bank, Co-operative bank, Equity, Ecobank, NIC bank, CFC bank, Gulf African, Citibank, Standard Chartered and Housing Finance.
Zimbabwe

Zimra To Automate Q1 2016

Automation of Zimbabwe Revenue Authority [Zimra] is expected to go live by Q1 2016 as the government targets transparent revenue collection and efficiency at border posts to improve the ease of doing business. A One Stop Border Post [OSBP] will be achieved by the end of 2016 and the government is confident of achieving the milestone. There have been multiple improvements in terms of operations at the Beitbridge border post during this Christmas period while new machinery is also in the process of being set up to improve efficiency at the border post. The government is taking a multi-faceted approach in order to come up with an e-enabled system.
Namibia

Namport’s Expansion Projects Well On Schedule

The Namibian Port Authority [Namport] noted it is committed to the Southern African Development Community [SADC] and the region’s goal to make trade competitive through efficient, reliable and cost-effective supply of port services. Namport believes through its current development of new port facilities, airports, road and rail infrastructure, it will create a competitive edge to become a logistics hub for the nearly 300 million inhabitants of SADC.

The completion of the new container terminal at the Port of Walvis Bay in 2017 will go a long way in establishing Namibia as a regional logistics hub. Meanwhile TransNamib is focused on providing railway solutions in Namibia. The port authority is in the process of constructing a railway link between Lüderitz port quay and the TransNamib rail link in Lüderitz, with the construction almost complete to link the port with Namibia and SADC.

Other major projects include the development of a container terminal and an oil tanker jetty costing N$3 billion each, which commenced in 2014 and has a deadline for completion by the end of September 2017. In order for Namport to expand its terminal, it is reclaiming land as present capacity is not sufficient for the amount of container and bulk storage required to meet its current and future demand. The terminal will be Namibia’s biggest ever port construction project since independence, and is envisaged to double container handling capacity from 350,000 TEU’s to 750,000 TEU’s per year.

The development for Phase 1 started in February 2015 for the storage facility and the oil tanker jetty. The project is 26% complete and on schedule. An important part of extensions to the Walvis Bay SADC port is located at the northeast of the existing port and consists of an oil tanker jetty, onshore facilities, pipelines and tank farms. The jetty includes an access channel, marine structures for two 60,000 DWT berths, two tug berths and one 1.7 km long access trestle. Onshore facilities are comprised of a radar tower, security and access control building and pollution equipment storage building.

The oil tank farm has a gross area of 25 840 m², with an oil storage capacity of 75,000 m³ to store oil products such as motor gas, automotive diesel oil, aviation fuel and heavy fuel oil will be stored in different tanks. Oil products will be unloaded at the jetty and transported via 5.4 km pipelines to the oil storage area.

Namibia’s western coast is a natural gateway for regional trade as it offers direct trade links for landlocked countries in Southern Africa with the rest of the world. Namport’s trade of network routes by road and rail stretch through Botswana, Zimbabwe, Angola, Zambia, Malawi and other land-locked countries in SADC. Walvis Bay’s deep water port, operated by Namport receives more than 3,000 vessels, moves about 5,000 tons of cargo and has the potential to accommodate up to 350,000 TEU each year. The company also operates the port of Lüderitz, which is a vital link to markets in the Northern Cape of South Africa and the rest of Namibia.

South Africa

Eastern Cape Port Terminals Management Shuffle

Transnet’s Eastern Cape Port Terminals has solidified leadership roles to promote volume growth and productivity. Nelisiwe Mbenekazi has been appointed as the Terminal Manager for Port Elizabeth Terminals. Mbenekazi’s primary focus area will be to drive volume growth across PEMPT, supply chain integration through Manganese TVCC, re-market positioning of PECT and to work with Nqgura Manganese Export Terminal [NMET] project team for the migration of manganese from PE to Nqgura. Wandisa Vazi, was promoted to the position of Terminal Manager for TPT’s East London Terminals. Vazi’s duties include improving East London Terminal’s overall business excellence and to drive the terminal’s volume growth with particular focus on growing the automotive sector. And David Gwabeni took on the role of Regional Business Planning and Monitoring Manager. His focus will be on the region’s roll-out of TPT’s new Lean Six-Sigm philosophy to improve efficiency and productivity.