CMA CGM / DELMAS TARGETS OIL GAS & MINING INDUSTRIES WITH TAILORED XXL SOLUTIONS

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Group Enhances Europe-West Africa Service

CMA CGM GROUP / DELMAS has reorganised its Europe and Mediterranean services to West Africa.

The move maximises services to all strategic coastal African markets and also provides inland transport solutions to landlocked Africa. The move includes an improved offering of 2-weekly services from North Europe instead of a single one. As well as a reshaping of our Portugal and Tangier West Africa relay services, streamlined into 3-services to enhance operations and connectivity and bolster our coverage of the trade.

In West Africa, all major and expanding economies are now served with reliable fixed day weekly services to include 21-direct ports of call and 3-dedicated West African export calls.

**EURAF 1 [Replaces PC Hebdo]**

A weekly direct service from Europe and Mediterranean countries to Senegal, Ivory Coast, Mali and Burkina Faso. There is a significant improvement in shorter transit time from North Europe to the ports of Dakar and Abidjan. The service offers direct calls at main loading Atlantic French ports as well as direct calls at Antwerp.

Other European loading ports and West African destinations served on transhipment via Tangier Med. Service reliability and punctuality is guaranteed thanks to berthing windows in the main African ports avoiding congestion. Connection to worldwide ports are also offered via Tangier Med.

- **Frequency:** Direct weekly service
- **Vessels:** 6 x 3500 TEU
- **Rotation in 6-weeks:** Dunkirk, Antwerp, Le Havre, Montoir, Tangiers, Dakar, Abidjan, Dakar NB, Tangiers, Dunkirk
- **CTBL:** Mali and Burkina Faso served via Abidjan and Dakar

**EURAF 2 [Replaces PC Hebdo]**

A weekly direct service from Europe and the Mediterranean to the strategic markets of West Africa central countries including Nigeria, Ghana, Ivory Coast exports and onward CTBL landlocked services to Burkina Faso. In Europe the service focuses on an enhanced offer in both United Kingdom and Portugal calling at the ports of London Gateway and Lisbon. Very fast transit times are offered for example Nigeria, Tin Can from Hamburg in just 18 days, London Gateway in 16 days and Le Havre in 20 days.

- **Frequency:** Weekly
- **Vessels:** 6 x 2,600 TEU
- **Rotation in 6-weeks:** Antwerp, Hamburg, London Gateway, Algeciras [TT], Tangier, Lagos-Tincan, Tema, Abidjan, Lisbon, Antwerp
- **CTBL:** Ouagadougou, Burkina Faso served via Abidjan and Tema
EURAF 3 [Replaces PC Nord]
Weekly service dedicated to the West African Northern range countries of Mauritania, Gambia, Guinea, Sierra Leone and Liberia. In Liberia we offers port calls at both Monrovia and Buchanan ports ensuring maximum market coverage. We offer a fortnightly call in Buchanan, Liberia as the sole direct operator to this destination. Connection to worldwide ports are offered via Tangier Med.

- Frequency: Weekly
- Vessels: 4 x 1700 TEU
- Rotation in 4-weeks: Tangier Med, Nouakchott, Conakry, Freetown, Monrovia, Buchanan, Banjul, Tangier Med

EURAF 4 [Replaces PC Center]
Weekly service dedicated to the Central range of West Africa: Benin, Cameroon, Togo and Gabon. We offer service reliability and punctuality thanks to berthing windows in the main African ports avoiding congestion. Connection to worldwide ports are available via Tangier Med. Meanwhile the landlocked countries of Niger and Mali are available using our CTBL service.

- Frequency: Weekly
- Vessels: 7 x 2000 TEU
- Rotation in 7-weeks: Tangier Med, Lome, Cotonou, Port Gentil, Libreville, Douala, Tangier Med
- CTBL: Service offers inland corridor connections to Niger, Burkina Faso and Mali

EURAF 5 [Replaces PC Sud / Angola Shuttle]
A dedicated service between Portugal and Angola calling at the main ports of Leixoes and Lisbon in Portugal and at all main Angolan ports: Luanda, Lobito and Namibe. Service to Angola’s secondary port of Cabinda with group dedicated feeder service. The service offers dedicated connections to Gabon calling at Pointe Noire and San Pedro in Cote d’Ivoire. With weekly sailings from Tangier Med the service offers efficient connection with North Europe.

- Frequency: Weekly
- Vessels: 7 x 2200 TEU
- Via Pointe Noire hub we serve Matadi by feeder
- CTBL: Intermodal solutions offered to Kinshasa
African Ports Now Connect To London Gateway, UK

Our newly launched EURAF 2 service means London Gateway Port will now be the primary UK port offering a weekly direct call for all shipments to/from West Africa load ports of Nigeria [Tin Can], Ghana [Tema] and Cote d’Ivoire [Abidjan]. London Gateway provides 2,700m of quay and 6-deep-water berths with depth alongside of 17m. The facility also boasts high-tech lifting and handling equipment, short vessel turnaround times and excellent infrastructure connectivity with a dual carriageway connecting the port to the M25, which is just 10 miles away.

“We are delighted to be able to serve CMA CGM and we are very pleased they have chosen our state-of-the-art port for their West Africa service.”

Tabare Dominguez, Port Commercial Manager
DP World London Gateway

The port also claims a 30-minute truck turnaround time and the ability to stay open in bad weather to guarantee services. The Frisia Helsinki was the first container ship to voyage from West Africa to call at DP World London Gateway on January 30th. Transit time are as follows:

<table>
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<tr>
<th></th>
<th>Nigeria - Tin Can</th>
<th>Ghana -Tema</th>
<th>Ivory Coast - Abidjan</th>
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<tbody>
<tr>
<td>London Gateway</td>
<td>22</td>
<td>19</td>
<td>17</td>
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</tbody>
</table>

All other West Africa and East Africa ports will still continue to be served by an enhanced service into UK ports, Southampton Liverpool, South Shields, Grangemouth, Teesport and now London Gateway, via a dedicated transhipment port Tangier.
Tailored XXL Solutions

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

Our dedicated team of experts will guide you through the different loading procedures to ensure safe and secure transport. Depending on your cargo’s dimensions and weight, XXL cargo will be loaded on a specific type of container. We offer an extensive range of Open Top containers, Flat Rack containers and platforms. For instance we can load breakbulk cargo on a flat rack under deck using specialist lashing for XXL.

Furthermore CMA CGM / DELMAS is very attentive to cargo safety and provides a detailed cargo assessment to ensure cargo safety on board with each element carefully controlled by qualified surveyors and port captains on site. If required individual calculations costs and stowage plans can be produced along with suitable illustrations. For the most sensitive shipments our teams study full securing lashing dunnage and stowage plans to provide safest and reliable service. All managed by our dedicated projects team.

You can contact the African Projects Desk for RATE REQUESTS and BOOKINGS on e-mail: ho.mozenda@cma-cgm.com or chn.projectcargo@cma-cgm.com

XXL CASE STUDY: 54 Tons Grinder Shipped From China To Gabon

A 54 tons grinder [5m high by 13m long], intended for a concrete company, was unloaded in Libreville, Gabon, after a 30 day voyage from Shanghai, China.

The unit set sail on the ASAF service from Shanghai and was transhipped in Pointe Noire [Congo] onto our PC SUD service. The handling of this industrial unit, requiring the space of 42 standard containers [TEUs], required specialist knowledge and specific equipment. A 100 tons mobile crane was utilised in both Pointe Noire and Libreville ports.

The operational teams involved in the project both on the shipping line and at each African port worked in close collaboration with the Shanghai Office XXL Cargo for a safe loading and an on time delivery.

We have decades of working in close contact with ship planners, stevedoring companies and independent surveyors.

To optimize space utilization we rely on our expert ship planners to produce optimized stowing plans and our team works closely with freight forwarders and shippers to provide flexible, tailored made solutions and personalized customer service at all stages.
What is XXL Cargo?

XXL cargo refers to any cargo which cannot fit into a standard container. We can distinguish two methods to load that type of cargo:

Out-of-Gauge
- Any cargo that exceeds the dimensions of a standard container by length, width or height but that can be loaded on one single Open Top, Flat Rack container or Platform.
- Break Bulk Cargo
- Any oversized cargo that does not fit into one single Open Top or Flat Rack container, such as large luxury yachts, bulky factory components, voluminous machineries, train cars, locomotives, massive turbines, generators, etc. This also includes heavy lift cargos. Break Bulk cargos are loaded on a bed of Flat Racks (several assembled side by side) or Platforms, usually under deck.
Carbon Disclosure Project 2014: CMA CGM Outperforms The Industry Average

Since 2003, CMA CGM Group has been working to protect the environment and promote sustainable development by consistently setting ambitious goals and always being serious about achieving them. One such area is Carbon emission.

CMA CGM has again participated in the Carbon Disclosure Project [CDP] for the fourth year running and has obtained a higher than average score ranked within the Transport and Logistics category.

Achieving a high score of 75/100 is a recognition of our comprehensive carbon strategy and reporting.

Carbon Disclosure Project [CDP]
- Created in 2000, CDP is an independent, not for profit organization, aiming to drive action on climate change amongst the supply chain
- Comprehensive disclosure and reporting of carbon strategies, actions and results
- Participants include Global 500 Companies, Investors (767 with combined assets of $92 trillion), and 3400 organizations worldwide
- Results are invaluable data for benchmarking and are used by global brands/customers in the framework of their own carbon/sustainability strategy.

CMA CGM also provides its connected customers with the opportunity to obtain their own carbon footprint for each booking on a door-to-door basis in multimodal & multi-carrier mode. CMA CGM’s CO2 reporting is in full compliance with French legal requirement, French Grenelle Law II which sets the obligation to provide CO2 information to the beneficiary of a transportation service. The emission display can be accessed at http://www.cma-cgm.com/products-services/ecommerce/online-registration. The CO2 emission is available in the “shipment details” section once transportation is completed.

For years, CMA CGM Group had been developing its own CO2 reporting system to monitor the emission of its fleet of cellular ships. Through its active participation in the Clean Cargo Working Group, it contributed to the development of the official calculation methodology which is now the reference in the shipping industry.

9th Indian Ocean Ports And Logistics Conference

As part of our African development plan, a team from CMA CGM Angola participated in the 9th Indian Ocean Ports and Logistics Conference held on January 22-23 in Maputo, Mozambique.

The event attracted 240 participants from 21 countries and nearly 30 speakers, addressing African port and logistics activities. The Group was represented by Laurent Demain, General Manager CMA CGM Mozambique, Agnès Lemonnier - Carpentier, Regional Manager - East Africa, South Africa and Indian Ocean, as well as a representative from CMA CGM LOG our logistics division.
CMA CGM / DELMAS French Agency Opens New African Customer Desk

In view of our strong ambitions in 2015 on the Africa trade, we have simplified and strengthened our organization in France to promote both Delmas and CMA CGM brands. In order to meet the needs of our French customers and improve services a newly created Africa Desk was launched on February 9th. Based in our French agency office in Le Havre a team of 8-experts with specialist knowledge of the African markets will be in charge of all commercial services for both import and export cargo to West and East Africa as all CTBL inland corridors. The desk will be split into 2-areas. The Northern Pool will cover customers affiliated to our Le Havre, Dunkerque, Paris and Strasbourg offices and the Southern pool will cover those clients affiliated to Montoir, Bordeaux, Marseille and Lyon. The Africa Desk is managed by Thierry Peyroche, African Trade Manager for France.

For all enquiries, rates and bookings the desk can be reached by calling +33 (0) 2 35223720 [North] or +33 (0) 2 35223721 [South].

Group Focuses On Asia-Africa Trades With Reception

A customer reception for the African Trades organized and hosted by Lars KASTRUP, CMA CGM Asia Regional Manager with his teams from our Asia Regional Office [ARO] and South China Regional office was held in Guangzhou, China on February 3rd. Following a lunch buffet and host’s introduction speech, preview of CMA CGM corporate film was made among other presentations. The event aimed at securing business and opportunities, whilst interaction offered an opportunity to build a stronger connection with customers in order to better understand their needs.
<table>
<thead>
<tr>
<th>Event Name</th>
<th>Details</th>
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<tr>
<td><strong>March 2015</strong></td>
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<tr>
<td>19-21 ZAMBIAWATER: Zambia Water Infrastructure (Lusaka, Zambia)</td>
<td><a href="http://www.zambiawater.com">www.zambiawater.com</a></td>
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<tr>
<td>25-26 Med Ports 2015 (Casablanca, Morocco)</td>
<td><a href="http://www.transportevents.com">http://www.transportevents.com</a></td>
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<td><strong>April 2015</strong></td>
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<tr>
<td>22-24 2nd Congo International Mining Conference &amp; Exhibition (Brazzaville, Republic of Congo)</td>
<td><a href="http://cig-congo.com/">http://cig-congo.com/</a></td>
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<td><strong>May 2015</strong></td>
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<tr>
<td>20-21 UMEC 2014: Uganda Mining, Energy and Oil &amp; Gas Conference and Exhibition (Kampala, Uganda)</td>
<td><a href="http://www.umecc-uganda.com">www.umecc-uganda.com</a></td>
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<tr>
<td>27-29 2nd Cameroon International Mining Conference &amp; Exhibition (Yaoundé, Cameroon)</td>
<td><a href="http://cimecameroon.com/">http://cimecameroon.com/</a></td>
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<td><strong>June 2015</strong></td>
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<td>18-19 West Africa Anti-Corruption Summit (Accra, Ghana)</td>
<td><a href="http://www.c5-online.com/2015/624/west-africa-anti-corruption-summit">http://www.c5-online.com/2015/624/west-africa-anti-corruption-summit</a></td>
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<td><strong>July 2015</strong></td>
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<td>15-17 POWER-GEN Africa (Cape Town, South Africa)</td>
<td><a href="http://www.powergenafrica.com/index.html">http://www.powergenafrica.com/index.html</a></td>
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<td><strong>September 2015</strong></td>
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<td>15-18 Bauma Conexpo Africa (Johannesburg, South Africa)</td>
<td><a href="http://www.bcafrica.com">http://www.bcafrica.com</a></td>
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<td>30 - 2 Africa Electricity 2015 (Johannesburg, South Africa)</td>
<td><a href="http://www.africaelectricity.com/">http://www.africaelectricity.com/</a></td>
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<td><strong>October 2015</strong></td>
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Western Africa

ANGOLA
- Trade Minister, Rosa Pacavira, aims to reduce beverage import quotas further from March to a quota of 950,000 hectolitres: water 150,000 hl / soft drinks 200,000 hl / beer 400,000 hl / juice 200,000 hl. [2014 beverage imports totaled US$400m, more than half from Portuguese companies, particularly beer]

BURKINA FASO
- The Islamic Development Bank (IDB) has granted funding of $14m to support a project to build academic centers in Bobo-Dioulasso.
- Roxgold Inc. has received its final permitting approval for the Yaramoko Gold Project from the government. It will now focus on development aimed for Q1.

CAMEROON
- Sodecoton to buy 266,400 tonnes of cotton from farmers in 2015.

COTE D’IVOIRE
- Wilhensmen Ships Services (WSS) has opened a new branch in Abidjan providing agency services to customers, operating both in Abidjan & San Pedro. Supported by WSS’s North and West African management in Port de Bouc, France, the team in Abidjan is led by Rodrigue Alia.

GUINEA
- Belzone is finalising a $30m secured debt agreement with China Sonangol International to meet its liabilities secured against the company’s 100%-owned flagship Kalia project, in Guinea.

MALI
- Randgold Resources is considering the development of a 3rd underground mine at its Loulo-Gounkoto gold mining complex.

NIGERIA
- Nigerian and Philippine companies were hosted by the Philippine Chamber of Commerce and Industry (PCCI) in Taguig City, Philippines & held 1-on-1 networking meetings for companies to explore possible tie-ups.
- Ifedawapo Sheabutter Cooperative / Shea Origin Nigeria Limited sold some 200 MT of its product to major cosmetics companies in Nigeria and the United States, and secured orders for a further 500 MT.

SENEGAL
- Kuwait’s First Deputy Prime Minister and Foreign Minister Sheikh Sabah Khaled Al-Hamad Al-Sabah arrived in Dakar on Sunday to co-chair the 2nd joint higher committee with Senegal. It will also discuss the Kuwait Fund For Arab Economic Development [KFAED’s] financial support for 28 development projects in Senegal at a total of US$110 million.

Eastern & Southern Africa

DJIBOUTI
- The Islamic Development Bank (IDB) approved $16.5m to fund the deployment of a submarine telecommunications cable connecting the country with 9-other countries including France, US & Italy.

KENYA
- Kenya Pipeline Company’s fuel terminal in Nairobi is set to undergo a US$52m expansion involving construction of a 450-km pipeline to enable it hold extra petroleum products once the new Mombasa pipeline starts functioning in 2016. To be completed within 24 months. The construction, which also involves developing 4-storage tanks, will be undertaken by a consortium led by India’s Prashanth Project Ltd and Kenya’s Nyoro Construction.
- Proctor & Allan East Africa, manufacturer of cereals/foods, to establish a US$20m manufacturing plant in Limuru. The new factory is anticipated to start operating by April 2015 to increase production to 7t/hr. Will import manufacturing machines from Europe for the plant.

MOZAMBIQUE
- State electricity company EDM will invest US$600 million in the construction of a second power transmission line to the central and northern regions: 700km starting at the Chimuara substation, through Namplula to Nacala.
- Chicoa, a Mozambican company that farms tilapia fish, has secured funding of US$4 million from Aqua-Spark, an investment company based in Utrecht, the Netherlands.
- Baobab Resources is nearing the conclusion of the selection process of a Chinese partner to conclude a feasibility study at its Tete iron project – it is in detailed discussions with steel industry specialists Sinosteel Equipment & Engineering and The China Metallurgical Group Corporation.

NAMIBIA
- Magnum Mining & Exploration has completed the divestment of a 60% interest in its Tantalite Valley project to African Tantalum.

SOUTH AFRICA
- Centaur Holdings Ltd has acquired 2-coal prospecting rights at De Roodepoort through its subsidiary Centaur Mining. Mine planning works will now commence & drilling is planned in Q1 2015.
- The Chairman of the Amman Chamber of Commerce (ACC) , Issa Haider [Jordan] met with the South African ambassador, John Davies, and discussed ways to develop trade relations between the 2-countries. Trade has improved where the Kingdom’s exports have >doubled over last 4-yrs from JD1million in 2010 to JD25million in 2014, while imports rose from JD15million to JD21million during the same period.
Plunging Oil Prices Hurt Africa’s Growth

The continued fall of crude oil prices on the international market may negatively impact Africa’s economic growth. According to the African Capacity Building Foundation [ACBF] if prolonged it may result in significantly slowing down Africa’s growth as the continent’s economies are not diversified enough to resist such expected shocks. Crude oil prices have plunged by more than half since June last year, bringing anguish to oil exporting countries, particularly those that entirely rely on oil exports for revenue. Out of Africa’s 54 nations, 15 are oil exporters and these include Nigeria, Algeria, Angola and South Sudan. With some countries entirely dependent on oil exports for revenue, this raises the need for African economies to diversify their exports.

The highest profile victim so far has been Africa’s top producer, Nigeria, whose 8% naira devaluation knocked US$40 billion off the value of its economy. Nigeria has more than halved capital expenditure to less than 10% of 2015 spending, axing badly needed infrastructure investment due to the collapse in the price of oil. It is also bad news for those with recent finds as companies cut back on their exploration and investment. Across West Africa, countries such a Ghana, Equatorial Guinea and Chad are also feeling the effects as frontier exploration projects contemplate shrinking margins. Tullow Oil, a big player in East Africa, has written down $2.2bn as a direct result of the oil collapse. Goldman Sachs has said that almost $1tn worth of investments are at risk unless oil companies urgently restructure. According to analysts at Goldmans, a price of $70 is already too uneconomic for projects already approved.

[Xinhua 19/01/15]

Nepad To Support Expansion Under Africa50 Project

Expansion of Dar es Salaam port is one of the top 5-African projects outlined by the New Partnership for African Development [Nepad] that would help Tanzania speed up economic development. According to the report other projects include upgrading of a railway between Dakar, Senegal and the Malian capital of Bamako, construction of the Serej-Nakonde road in Zambia, the Ruzizi III hydropower plant to be built between the Democratic Republic of Congo [DRC] and Rwanda, and the laying of a gas pipeline from Nigeria to Algeria.

The African Development Bank [AfDB] will conduct feasibility studies for a total of 16 projects that leaders agreed in June 2014. The Abidjan-based lender plans to attract an initial US$3bn in equity capital for the programme using the Africa50 fund. Priority projects under the Programme for Infrastructure Development [PIDA], which began in 2012, requires US$68bn by 2020 and an additional US$300bn for those planned to 2040. PIDA needs to attract the private sector in an investment drive that seeks to address deficiencies which leave 62% of Africans without access to electricity and only 25% of the road network paved which has resulted in expensive infrastructure services, constrained industrial productivity, limited participation in global trade and lack of competitiveness of production.

During its annual summit the African Union [AU] signed an accord with China for it to support efforts to improve transport links and industry as part of the organisation’s 50-year strategy to transform Africa by 2063. A reliable indicator of China’s future commitment to Africa’s infrastructure development will come at next year’s meeting of the Forum on China-Africa Cooperation. For quite some time Chinese banks have been interested in financing cross-regional infrastructure projects, but these are difficult to coordinate.

[Guardian 04/02/15]
AU/China Sign African Rail System MoU

The African Union [AU] has signed a Memorandum of Understanding [MoU] with China to jointly develop the continent’s modern railway system, aviation and road infrastructure for faster economic growth and regional integration.

The MoU entitled “Continental Transport, High Speed Railway, Aviation, Road Highways and Industrialisation Infrastructure” was signed on 27th January in Addis Ababa. Commission Chairman, Dr Dlamini Zuma, signed on behalf of the AU and Mr Zhang Ming, Special Envoy of the Chinese Government signed for China. The MoU kicked started the process to ensure capital cities of the continent were linked with basic infrastructure to speed up industrialisation and regional integration in accordance with the AU agenda 2063.

A study had been conducted to be sure of the projects’ visibility and viability, while committees would soon come up with designs and costing of the projects expected to begin soon. The projects are to be guided and implemented within the frame work of AU Agenda.
Ghana/Nigeria

Countries Form Joint Trade Task Force

At a recent 2-day Ghana Nigeria Business Council forum in Accra, Nigerian and Ghanaian investors unanimously agreed to boost economic ties, by dismantling hurdles impeding trade and economic integration of both nations. A group of policy makers and private sector business operators conceded that despite improved understanding and relations some mutual suspicions still persist. A newly formed joint task force of private and government sector representatives will undertake country tours to interface with business operators to dispel such perceptions. Concerted efforts will be made to strengthen relations between Nigerian and Ghana Chamber of Commerce, ostensibly to ease entry and operations of foreign investors and local business communities. In order to eliminate man-made barriers against free movement of goods and peoples along the borders, the delegates mooted the establishment of a railway link between Lagos and Accra in order to fast-track the aspirations of ECOWAS.

[N daily Trust 02/02/15]

Nigeria

Government Unfolds Fresh Economic Diversification Agenda

As oil prices tumble threatening the stability of Nigeria’s economy, the Minister of Trade has unveiled Government’s plans to replace petroleum products with 13 national strategic export products. The Nigerian Export Promotion Council [NEPC] has been charged to kick-start this diversification. The 13 National Strategic Export Products [NSEP] fall into 3-categories:

- Agro-industrial: palm oil, cocoa, cashew, sugar and rice
- Mining: cement, iron ore/metals, auto parts/cars, aluminium
- Oil and gas industrial products: petroleum products, fertilizer/urea, petrochemical and methanol

The new strategic focus is not just agriculture but rather commodities based industrialization. Such strategy aims to build the industrial sector and diversify the economy in just few years. Other programs include the development of a 4-year Strategic Plan, One State One Product [OSOP], Nigerian Diaspora Export Programme [NDEX] and the development of New Markets for New Products. Other focus areas involve multi-stakeholders’ engagement and deepening of relationship with key stakeholders such as Manufacturers Association of Nigeria [MAN], Nigerian Association of Chambers of Commerce [NACCIMA], National Cashew Association of Nigeria [NCAN], Cocoa Association of Nigeria [CAN], USAID, International Trade Centre [ITC] and the Taiwan External Trade Development Council [TAITRA].

[Guardian 14/01/15]

Nigeria-China Trade Volume Exceeds US$16 Billion In 2014

The Chinese Embassy in Nigeria notes the trade volume between Nigeria and China in 2014 exceeded US$16 billion in 2014 up from US$13.5 billion in 2013. China is currently the third largest trading partner of Nigeria. However there is an issue of trade imbalance and China is going all out to solve it.

One solution is to encourage more Chinese enterprises and companies to import more from Nigeria, especially agriculture and manufactured products. China has already started importing cassava and agricultural products like cocoa and palm oil from Nigeria. The Chinese government is also encouraging support from Chinese companies to put more investments into Nigeria such as the rehabilitation of the Nigerian Railway Corporation and the Zungeru hydropower project, in Niger State.

[Eagle 29/01/15]
Ghana

Single Window System Will Ease Congestion At Ports

The Ghana Ports and Harbours Authority [GPHA] is proposing a single window system to help reduce port congestion. There are 15-government agencies operating at the port which contribute to the delays in the clearing of goods. Freight Forwarders, Ghana Union of Traders Association [GUTA] and the Ghana Importers and Exporters Association have all called for these numbers to be reduced. GPHA notes the introduction of a single window would be the solution to having physical presence of all agencies at the ports.

[Timonline 27/01/15]

Tema Port And Free Zones To Be Linked Via Rail

The Tema Free Zone area is expected to be linked by a railway line to Tema port to facilitate the exportation of finished products. LMI group of companies is investing US$30 million in the project expected to start by the end of May, 2015. The 12 month private initiative is expected to significantly reduce the cost involved in transporting goods from the Tema Free Zones area and also includes rolling stock. The Free Zones Program is designed to promote the processing and manufacturing of goods through the establishment of Export Processing Zones [EPZs], and to encourage the development of commercial and service activities at seaport and airport areas.

[Citi 97.3 05/02/15]

Tema Port Introduces Electronic & Biometric Identification Card

Tema Port has introduced an electronic and biometric identification card to improve the automation level in manning security at the port. The gating system has also been modernized for electronic screening of all trucks and containers.

[GBC 17/01/15]
Takoradi Expansion Powers Ahead

Phase one of a US$344 million project to triple capacity at Takoradi has stepped up a gear with main contractor Jan De Nul Group [JDN] of Belgium beginning to dredge 1 million cu.m of tough material to be carried out by the cutter suction dredger Niccolò Machiavelli. Construction works on the 1.1km-long breakwater extension are finished, dredging is ongoing and will be completed beginning of March, and quay wall construction will commence after the dredging and is planned to be finished early in 2016. The ambitious expansion project follows the offshore discovery of oil and gas in 2007.

SUMMARY
- Budgeted at US$344m
- Access channel dredged to 16m
- Extension of breakwater by 1.080 km northward
- Construction of bulk terminals with 16m depth
- Construction of oil services terminal
- Reclamation of 53,000 ha of land
- Construction of open storage area for oilfield plant and machinery
- Construction of dual access roads to the port

A review by Ghana Ports and Harbours Authority [GPHA] saw subsequent exploration activities as a chance to revitalise Takoradi and turn it into a services hub for both Ghana and west Africa generally. The project became more urgent as the authority’s figures for 2012 showed a 32% rise in cargoes handled to 5.3M tonnes, stretching port facilities to the limit. Major traffic increases driven by oilfield supply vessels also brought navigation safety concerns, while the need to accommodate larger ships and improve turnaround times and efficiency in cargo handling was becoming ever more urgent. The project was inaugurated by president John Dramani Mahama and the expansion will free an existing manganese terminal - it will move to the new quay - for the increasing demands of the oil and gas industry.

The new terminal will include a storage area for oil and gas pipelines, plant and machinery. JDN’s scope of work included design and construction of the breakwater extension, adding 1.1km to the existing 1.6km, dredging the harbour basin and port access channel to depths of 14-16m, reclaiming of 100ha of land with protective armour revetment to enable the port expansion, and design and construction of a 300m-long concrete block quay wall.

[IHS Maritime 23/01/15]
<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dredging</td>
<td>Dredging of the main access channel to -16m commenced with the arrival of the dredger, Niccolò Machiavelli, on January 2. Dredging works of the entrance channel commenced on 7th January and are expected to last 4 months. To facilitate continuous traffic to and from the port during the dredging, suction sink pipes have been laid at 10.3m depth which will be hooked to a specialized barge for transportation to the newly created storage site at the old central stores. The specialized barge has also arrived in the port and awaiting the commencement of the project.</td>
</tr>
<tr>
<td>Breakwater</td>
<td>The first project was to extend the breakwater northward by 1.7km, the construction of bulk oil service terminal, the reclamation of 53,000ha, an open area for oil pipe, plant and machinery, as well as an access road to the port. Today, the breakwater is 95% complete awaiting only a harbour entrance light and a final pavement. This will help shift all major bulk carrier business to the north key. With the sufficient port surface area general cargo and container business in the main port will be shifted northward. The present port will concentrate on being the oil and gas hub. GPHA is using an existing log pond to create a sufficient space of about 660m key front basically for supply vessels and oil and gas vessels. Development will create land space for further expansion works. GPHA has contracted Murray and Roberts from South Africa in partnership with Viking offshore.</td>
</tr>
<tr>
<td>Viking Berth</td>
<td>Viking/Halliburton Company have leased the former tug wharf area from GPHA Takoradi for the construction of storage facilities and delivery of services to oil supply vessels. The berth has been dredged from -2 to -9m to accommodate larger supply vessels that call for discharge and loading of oil and gas related cargoes. Additionally marine diesel and oil silos have been constructed at the Viking berth for the storage of muds, drilling fluids, base oil, and other chemicals. A desalination plant with a 12 cu.t/hr has been installed to supply fresh water to vessels. On completion of the expansion works, pipes will be laid to all berths to allow for the supply of fresh water for vessels calling the port and other chemicals to offshore vessels. Due to the expected increase in the number of vessel calls when the expansion project is completed, plans are far advanced to augment the existing capacity with a 32 cu.t/hr facility by mid-February 2015.</td>
</tr>
<tr>
<td>Cocoa Warehouse</td>
<td>The Ghana Cocoa Board has constructed a 100mt capacity warehouse at Kadjebil, 13 km away from the port from where trucks convey the cocoa to the port as and when vessels call the port for cocoa. Sawm timber is now handled at the Safe Bond Warehouse at shed C.</td>
</tr>
<tr>
<td>Sawn Timber</td>
<td>The former cocoa and sawn timber sheds have been demolished to make way for the construction of the Oil hub to service the oil fields. The Super Majors Companies in the Ghanaian oil/gas industry have already signed MOUs over the Oil Hub and made payment of commitment fees for the lease of space. 50% of the companies have paid up with the remaining 50% expected to pay by end February 2015. Companies include Schulimberger, Viking/ Halliburton, Tullow, Conship, Bollore, Supermaritime, Subsea 7.</td>
</tr>
<tr>
<td>Oil/Gas Services</td>
<td>Subsea 7, a major tenants of the Oil Hub, has already broken ground with the completion of their offices, workshops and warehouses. Subsea 7 has completed the construction of their fabrication facility and has commenced the $600million contract for Tullow with respect to the TEN project to include the fabrication of 6 suction pipes of 110 tons and 18 sleepers each weighing 14tons. In addition, 50 welding machines and 2-crawler cranes with 400 ton and 225 tons capacity have been positioned at the yard to assist in the handling of heavy lifts. Subsea 7 is reclaiming 5,000m2 area at the former log pond as an additional operational area.</td>
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</tr>
<tr>
<td>Baj Freight Area</td>
<td>The 4,800m2 former shed 4 at the main wharf, allocated to Baj Freight Company Limited a logistics company in the Oil and Gas industry, is being re-enforced with pavement blocks to support the industry. Demolition of the old shed was completed in November 2014. Operations expected to commence February.</td>
</tr>
<tr>
<td>Former Shed 4</td>
<td>The 4,800m2 former shed 4 at the main wharf, allocated to Baj Freight Company Limited a logistics company in the Oil and Gas industry, is being re-enforced with pavement blocks to support the industry. Demolition of the old shed was completed in November 2014. Operations expected to commence February.</td>
</tr>
<tr>
<td>JDN Installed</td>
<td>To facilitate the concrete works for the breakwater and the bulk jetty, JDN has installed a new concrete factory at their new site [Old Mechanical and Materials Department Blocks]. Currently, trial operations/tests are being done to determine the right aggregate mix for the production of concrete for the project. The concrete plant installed has a capacity of 300cbm/day. A total of 45,000cbm of concrete is also needed for precasting the quay wall of the bulk jetty. Operations will begin January 2015. Barges to support these operations have already arrived in the port.</td>
</tr>
<tr>
<td>Concrete Plant</td>
<td>To facilitate the concrete works for the breakwater and the bulk jetty, JDN has installed a new concrete factory at their new site [Old Mechanical and Materials Department Blocks]. Currently, trial operations/tests are being done to determine the right aggregate mix for the production of concrete for the project. The concrete plant installed has a capacity of 300cbm/day. A total of 45,000cbm of concrete is also needed for precasting the quay wall of the bulk jetty. Operations will begin January 2015. Barges to support these operations have already arrived in the port.</td>
</tr>
</tbody>
</table>
Liberia

NPA Records Increased Vessel Traffic / Sets Record

The National Port Authority [NPA] noted an increase in the number of vessels berthed at Buchanan, Harper, Greenville and Monrovia ports during 2014. A total of 662 vessels berthed at the 4-ports up from 587 vessels in 2013. Cumulative imports for 2014 was 2,047,937MT up from 1,806,671MT in 2013 whilst cumulative exports for 2014 was 6,165,060MT up from 5,404,332MT in 2013. Both Monrovia and Buchanan recorded the docking of the largest ever recorded vessels in 2014. Buchanan witnessed the berthing in November 2014 of Cape Rath, a US-chartered vessel whilst Dutch naval vessel, Karel Doorman, docked at Monrovia bringing supplies in the battle against the Ebola virus. Furthermore the NPA plans to dredge all port facilities, install a new jetty at Monrovia port and develop a 25-year master plan that will guide the development process of the port system.

<table>
<thead>
<tr>
<th>Port</th>
<th>Vessels [2013]</th>
<th>Vessels [2014]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monrovia</td>
<td>354</td>
<td>386</td>
</tr>
<tr>
<td>Buchanan</td>
<td>138</td>
<td>182</td>
</tr>
<tr>
<td>Greenville</td>
<td>59</td>
<td>48</td>
</tr>
<tr>
<td>Harper</td>
<td>36</td>
<td>46</td>
</tr>
</tbody>
</table>

Nigeria

Ibom Deep Seaport Procurement

The Government has commenced procurement procedure for the Ibom deep seaport project in Akwa Ibom state, Nigeria. The Minister of Transport, Senator Idris Audu Umar, has received the final project report which outlines strategic needs, technical options, financial due diligence and the implementation plan of the proposed port. The report was received and certified by the Infrastructure Concession and Regulatory Commission [ICRC] submitted by the project Transactions Adviser, Felak Concept Limited and the Technical Adviser, Maritime and Transport Business Solutions of the Netherlands. The Federal Executive Council [FEC] will now consider the report before commencement of the procurement and implementation stage.

Terminal Operator Gets 3-Mobile Cranes

One of the nation’s terminal operators, APM Terminals Apapa has added 3-new Mobile Harbour cranes to its operation at a total cost of €10 million. The Liebherr cranes were acquired from Germany to complement existing equipment to boost service delivery at the terminal. Container handling is easier now as these set of cranes are fitted with better flipper controls and introduction of the push buttons. The terminal currently operates with 22 Rubber Tyre Gantry cranes [RTGs], 11 Mobile Harbour Cranes, 10 Reach Stackers, 10 Empty Handlers and 75 Terminal Trucks, among others.
Ghana

Advance Shipment Information System

As part of measures to reduce the high cost of doing business at the country’s ports, the Ghana Shippers Authority [GSA] is set to implement the Advance Shipment Information System [ASHI]. The new system when operational on the 1st of March [postponed from 1st of January]. It will enable importers to fill out documentation online to expedite the cargo clearance process. The move is in conformity with the Ghana Shippers Authority Regulations, LI 2190 of 2012. The GSA has assigned Antaser Afrique and its international agency network as sole representative, who will be in charge of the issuance and validation of the ASHI, through the dedicated website www.antaser.com.

“The ASHI form will be part of the documents for customs clearance at a minimal fee because if you compare it to the demurrage payment incurred by importers, it is very useful weighing it against the benefits.”

Dr Kofi Mbiah, CEO of the Ghana Shippers Authority

How It Works

All shipments entering any Ghana Port must have an ASHI document. This document number must appear on all Bills of Lading [B/L]. Please note that without this number and document, cargo will not be released from Customs and would break local laws.

- The shipper/forwarder should register on the Antaser webportal www.antaser.com
- All relevant business information will have to be scanned and attached before submission of the application form through the web portal.
- Filling of the ASHI form and attaching relevant documents would be completed by the Consignee's agent or Forwarder who is already using this or similar systems for shipments to other countries.
- Documents to be attached during ASHI creation include:
  - Copy of Freight Invoice
  - Copy of Commercial Invoice
  - Copy of Export Custom Declaration
  - Copy of Bill of Lading
  - Copy of Packing List
- An ASHI would have to be created for each Bill of Lading. The tariffs for each Bill of Lading is as below from any port around the world:

<table>
<thead>
<tr>
<th>IMPORT</th>
<th>ASHI Fee</th>
<th>Per 300 mt/BL</th>
<th>Per 100 mt/BL</th>
<th>Per 4 TEUs/BL</th>
<th>Per 3 Units/BL</th>
<th>Per Unit/BL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulk</td>
<td>€ 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conventional Cargo</td>
<td>€ 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containerized Cargo</td>
<td>€ 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicles (Less than 5mt)</td>
<td>€ 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicles (5mt or more)</td>
<td>€ 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Our agent will provide you with the B/L number as early as possible in order to assist receiving the ASHI document.

Benefits Of ASHI

- Provision of shipment information to shippers in Ghana in real time to facilitate the commencement of pre-clearance processes. Thus avoiding the payment of huge demurrage and rent charges.
- Building of accurate databases on shipment information such as product costs, freight charges, surcharges.
- Notification to shippers of vessel arrival times and cargo locations at the ports via personalized text messages / telephone for early commencement of clearance process.
- Advance shipment information for Port Authorities, Terminal Operators, etc. for adequate planning and preparation ahead of ship arrival in port.
- Provision of commercial invoices and other relevant shipment information in advance of ship arrival for adequate risk management processes by Customs and other relevant agencies, thereby securing Government revenue duties and taxes.
- Increased security by providing information on the movement of the cargo throughout the international trade environment. Loss of cargo on transit will become very minimal.
Database for EAC Freighter in Offing

According to the Federation of East African Freight Forwarders Association [FEAFA] all East African Community [EAC] freight forwarders are to be registered. Practitioners will also be required to undergo 6-months of training as a licensing requirement. The move will ensure that the EAC as a region is globally competitive. So far 4,500 professionals have undergone training. EAC member states are also in the process of automating Customs clearance of all goods at borders. The trading bloc will begin with bulky low risk goods such as rice and fuel. Eventually all goods will be brought on board.

[Daily News 01/02/15]

Kenya/USA To Form Business Lobby Group

Kenya and US are seeking closer business ties with each other and have formed a joint working group to bridge the policy and market information gap among its investors. The Kenya Private Sector Alliance recently hosted a delegation of US businessmen led by the American Chamber of Commerce and agreed to extend their partnership through the formation of the Kenya US Business Council. The council will be formed through collaborative efforts by the Kenyan government, the private sector and the American Chamber of Commerce to grow trade.

[The Star 22/01/15]
**Kenya**

**Mombasa Second Container Terminal 70% Complete**

According to the Kenya Ports Authority [KPA] the second container terminal project in Mombasa has officially reached 70% completion, with the whole project expected to be complete in March 2016. The US$283m project, which is located at Kilindini harbour on 100-ha of land, is anticipated to increase operations at Mombasa port and enhance growth of the economy in the northern corridor.

The multi-million oil terminal project will have 3-berths with quay lengths of 230m, 320m and 350m, which will see capacity of port increase to 1.2 million TEU. The oil terminal construction project is being funded by a loan from the Japanese Government through the Japan International Co-operation Agency [JICA]. Kenya is also contributing Ksh5 billion [US$54.6m] through Kenya Ports Authority [KPA] and adding Shs612 million [US$6.7m] to compensate people displaced by the project. The new cargo berth is being constructed by China Roads and Bridge Corporation while dredging is being undertaken by Van Oord Dredging and Marine Contractors based in the Netherlands. This forms part of many projects being undertaken by government to open up infrastructure.

[CR 27/01/15]

**Japan Lends US$270 Million For Mombasa Port Development**

Kenya has signed a US$270m loan deal with Japan on 16th January to help expand capacity at Mombasa port. The loan would support the purchase of cargo handling equipment, help finance a brand new container terminal and aid construction of another terminal already being built. Container traffic reached 1-million TEUs in 2014, up 11.9% on a year earlier. Port management said it expected a 30% increase to 1.3 million TEUs in 2015.

[News 24 19/01/15]

**Workers Propose Business Model For New Terminal**

The Dock Workers Union has proposed that the transport ministry should intervene and request that Kenya Ports Authority [KPA] dedicate 80% of the second container terminal to the transhipment business. According to the union, the move will help growth business at Mombasa port. More transhipment cargo would effectively change the port into a logistics hub and comply with Vision 2030. So far the state agency has not indicated the kind of business model the new terminal will adopt. KPA is currently sourcing for a concessionaire to operate the new terminal.

[The Star 26/01/15]
UK Grants US$5 Million To TMEA For Port Road Upgrade

The UK has given a Sh458.45 million [US$5 million] grant to TradeMark East Africa [TMEA] for the construction of access roads between the Moi International Airport and Mombasa Port. This is addition to the US$50 million (Sh4.58 billion) investment already made via the Department for International Development in TMEA’s Mombasa Port Improvement Programme. The fresh funds will be used to upgrade the Port Reitz/Airport road into a dual carriage way to ease movement of cargo and people to and from the sea and air ports. Expanding the 5.3 km stretch between Port Reitz and Moi International Airport is part of efforts to scale up development works on the Northern transport corridor.

The upgrade is expected to take up to 30% of traffic from the Kipevu West container terminal, reducing port access time by opening up Gate 22. Port Reitz Road will reduce truck operating costs along the transport route. The 15-month project is set to begin in April through June 2016. It includes widening of the existing access roads to 7m on each side.
Mauritius

Port Louis Extension

The government is to transform Port Louis within the next 10 years into a major modern bunkering hub by extending its multi-purpose facilities. Provision of other services such as ship handling, changing of crew, food supply, water and inland transport are to be included to promote both foreign direct investment [FDI] and generate employment. Various initiatives by the Customs department aim to deliver better cross-border services among which is a Single Window Environment for border trade automation involving all regulatory agencies. Projects in the pipeline include the implementation of a Passenger Assessment and Clearance System in collaboration with the law enforcement agencies and a Trade Obstacles Alert [TOA] mechanism. The latter involves an online platform for companies to notify problems encountered during the exportation or importation of goods.

[Government 27/01/15]
Tanzania

Dar Es Salaam Port Tender Issued

Tanzania Ports Authority [TPA] intends to increase its capacity to accommodate larger container vessels through development of a new container terminal at Dar es Salaam port. Currently the facility handles approximately 90% of country’s import and export volume and is the gateway to the central and northern parts of Tanzania and to landlocked Malawi, Zambia, Democratic Republic of Congo [DRC], Rwanda, Burundi and Uganda.

The recent cargo forecasts show that the container traffic at Dar es Salaam expected to grow up to 4.7 million TEUs by year 2028, calling for expansion of the port.

The project entails the design, build and operation of container terminal berths #13 and #14 as well as the provision of modern and adequate equipment and rehabilitation and transfer of the facility to TPA - all under a DBOT model. Tender shortlists include:

- DP World Dubai [UAE]
- Gulftainer Company Ltd [UAE]
- International Container Terminal Service Inc. [Philippines]
- Cosco Pacific Ltd [China]
- Bollore Africa Logistics Tanzania Ltd
- Aveng Group [South Africa]
- Said Salim Bakhresa & Company L [Tanzania]
- Mota - Engil [Portugal]
- Consortium of Grup Martirn TCB & Mitsubishi Corporation [Spain]
- SSA Marine [USA]

TPA Needs US$3 Billion For Port Rehabilitation

The Tanzania Ports Authority [TPA] announced it requires a minimum of US$3b for port rehabilitation to include the purchase of machinery to ensure operations and improve services. Lack of funds is the main challenge facing the authority in offering quality services to schedule. Inefficiency in daily operations increase the cost of doing business and failure to be competitive.

[IPP Media 29/01/15]

Defective Trucks Banned At Dar Port

A fresh attempt to impose a ban on substandard cargo trucks from entering Dar es Salaam port has been announced by the Port Manager, Mr Awadh Massawe. Effective from February 12th Dar es Salaam port will inspect all trucks entering its premises. Defective vehicles will be refused entry. A speed limit of 20km/hr will also be observed. This is the second time in the past 2-years that the TPA is seeking to ban junk cargo trucks. In February 2013, TPA's ban attempt was frustrated following threats by trucks owners to take court action.

[Daily News 29/01/15]

Port Community Welcomes Sitta Appointment

Dar es Salaam port community leaders including the Container Depot Association of Tanzania [CDAT], Tanzania Shipping Agents Association [TASAA] and Tanzania Shippers Council [TSC] have welcomed President Jakaya Kikwete’s appointment of Samuel Sitta as Minister for Transport, saying they hope that he will engage the private sector regularly to solve its numerous problems.

They expressed hope that Sitta’s appointment will reinstate active private sector participation in the decision making of Dar es Salaam port management to ensure that decisions made are implemented by all stakeholders.

[Daily News 30/01/15]
Kenya

Online Service For Business Certification

Kenya’s trade lobby has received US$85,000 from TradeMark East Africa [TMEA] to support design and development of a web portal that can automate issuance of the Certificate of Origin. The Kenya National Chamber of Commerce [KNCCI] noted the portal is part of the government digitization process which will be integrated with other government agencies. KNCCI is the sole issuer of the Certificate of Origin, a function it regained last July from the Kenya Bureau of Statistics.

Currently more than 1,000 Origin Certificates are issued monthly to traders, who will no longer need to make physical visits to KNCCI offices. The e-portal will improve delivery of services to traders and expediting the processing of certificates which will reduce costs caused by delays. The certificate is required for exports destined for the Middle East, India, Russia, Eastern and Central European markets. The portal will also include business development process which will entail online registration, automated verification and processing of registration, online payment for registration and automated issuance of registration [membership certificate].

[Xinhua 20/01/15]

Mauritius

MRA Launches Web-Based Customs Declaration Window

The first phase of the web-based Customs declarations window of the Mauritius Revenue Authority [MRA] was launched on 28 January. The web-facility is a major step towards improving trade facilitation. The trading community will be able to submit online Customs declarations and other related electronic trade documents for Customs clearance faster, more securely and cheaper.

[Government PR 27/01/15]

Tanzania

US$5 Million Deal Will Speed Up Dar Es Salaam Clearance

Belgian-based Phaereos BVBA is installing a US$5.7 million single window system this year at Dar es Salaam port to quicken clearance of cargo. The Tanzania Port Authorities [TPA] notes the Tanzania Electronic Single Window System [TeSWS] system will enhance transparency and accountability. It will boost both government revenue through Tanzania Revenue Authority [TRA] and also TPA. The system hopes to reduce cargo clearance time from the current 9 to 5-days.

Dar es Salaam Port is the access route to 6-landlocked countries including Malawi, Zambia, Burundi, Rwanda, and Uganda, as well as Eastern DRC. However according to TradeMark East Africa [TMEA] studies have shown that the port layouts, off-take processes, stacking arrangements and marine services are in drastic need of modernization. Tanzania’s latest port master plan expects that Dar es Salaam will reach full capacity by 2020, as container traffic is expected to grow at an annual rate of 10% a year for the next 5-years.

Meanwhile the TPA plans to establish city block train to facilitate fast carriage of goods from Dar es Salaam port directly to DRC’s dry port of Lubumbashi. The project is expected to commence in April 2016.

[EA Business Week 25/01/15]
Southern Africa

Draft Master Plan For SADC Logistics Hub

The draft master plan for a Namibia-based international hub for Southern African Development Community [SADC] countries has been released.

The report was commissioned by the Namibian government and the Japan International Cooperation Agency [JICA] and prepared by the Southern African Institute for Environmental Assessment. The report notes good infrastructure and Namibia’s geographical position gives the country huge potential to become an international logistics and distribution centre for the region.

The Master Plan

The plan aims to raise Namibia’s profile as a logistics nation. Namibia is a newcomer in terms of the international logistics sector, with a relatively small domestic cargo demand base.

Even with problems associated with the main gateways used at present - Durban and Dar es Salaam - Namibia’s logistics sector is still an unknown risk for international business people.

[Namibian 22/01/15]

Master Plan Recommendations

Costs

Namibia presents strong selling points that makes it favourable in comparison with the other well established gateways by creating strong ‘pull-factors’. The first and most important is to set land costs strategically low for logistics industries. The prices must not be higher than one-third of the price in Cape Town or Durban. If large logistics companies like DHL establish large-scale operational bases in Namibia’s ports and gateways, they will quickly generate the volumes of products for large-scale transit business.

Road Infrastructure

Funds raised for road maintenance must be used for that purpose. For example, Road Fund fees must be used to fund road maintenance, not to construct new roads for political gain. If infrastructure is not adequately maintained, then Namibia will lose competitiveness in the logistics sector.

Walvis Bay Port Expansion

The new container terminal in Walvis Bay Port is expected to be fully operational by early 2018. It will expand handling capacity from 350,000 TEU to 800,000 TEU p.a. Cargo generation in 2025 is estimated to be 1.8 times higher than in 2011 [38,000 t/dy], and in 2045 will be 5.1 times higher than in 2011 [106,000 t/dy].

Targets

The Master Plan sets targets for 2025 with given projected potential demand and supply capacity and the resultant impacts on the economy. Cargo volume to SADC landlocked areas is expected to increase from 12% in 2013 to 20% in 2025 an increase from 0.8 million tonnes to 3.6 million tonnes in 2025. By 2045 the target is 22% equivalent to 14.5 million tonnes. If the expected growth in cargo happens, the proportion of transport and storage to GDP will increase from 2.5% to 4.6% in 2025, making logistics one of the major industries in Namibia.

Transport Mode

Projected increase in volumes will be facilitated by a shift in the mode of transport to rail. If so the share of rail will increase from 12.1% to 14.7%. The mode switch depends on TransNamib successfully achieving target cargo volumes and reliability, which is being initiated now through its turnaround strategy and business development plans. Projections by TransNamib and JICA show future cargo volume transported by rail could be 4.8 million tonnes by 2020 compared to 4.9 million tons in 2025 based on forecasting of future cargo flow and the current modal split ratio.

Employment

Will more than double from current 26,000 to 58,000 in 2025.
Zimbabwe

Government In Bid To Boost Exports

The Government has stepped up efforts to recapitalize the Export Credit Guarantee Corporation [ECGC]. A subsidiary of the Reserve Bank of Zimbabwe the corporation focuses on export growth as part of the Zimbabwe Agenda for Sustainable Socio-Economic Transformation. In 2012 it was prohibited from handling new business due to its failure to raise capital but had worked on business secured prior to its suspension.

ECGC FACTS
- Established in 2000
- Offers exporters export credit insurance to cover political and commercial risk
- Provides domestic credit insurance, construction bonds and guarantees, customs bond and pre-shipment export finance to banks and other financial institutions
- Alliances with Zimbabwe National Chamber of Commerce, Confederation of Zimbabwe Industries and ZimTrade to facilitate the export sector
- Together with Zimnat Lion introduced a comprehensive export insurance package for exporters trading through bonded warehouses. The facility was a one-stop shop for exporters. Risks covered under the facility included transit, fire, consequential loss, political and commercial ones.

[Herald 20/01/15]
Namibia

Walvis Bay National Logistics Master Plan NDP4 Study

Namibia has received financing from the African Development Bank [AfDB] to fund the Walvis Bay Container Terminal Project as part of the Logistics Master Plan. The fourth National Development Plan [NDP4] provides a basis for transforming Namibia into a regional leader in logistics as one of its priorities. NDP4 specifies that a Master Plan for the Development of an International Logistics Hub is to be established in order to make this vision a reality. The study will provide a comprehensive logistics policy and a development plan for Namibia with the target year of 2030. It will be a shared vision and a common implementation platform for the public and private sectors. The study is expected to be conducted in 9-months to include amongst others: addressing gaps emanating from the previous 2-phases, provide extension in terms of prefeasibility study on the identified projects and guide the implementation as well as monitoring of the Logistics Master Plan. The Walvis Bay Corridor Group has invited consultants to indicate their interest by 14 February.

[AfDB 16/01/15]
South Africa

R10 Billion Boost For Saldanha Bay

A R9.65-billion investment in infrastructure projects at Saldanha Bay, on South Africa’s West Coast, was announced by the Transnet National Ports Authority [TNPA]. Aimed at enhancing the deep-water port’s ability to service the offshore oil and gas industry, the project falls under the government’s “blue economy” plans of its Operation Phakisa initiative, announced by President Zuma in 2014. The aim of the project is to clear infrastructure bottlenecks that may be constraining economic growth. The 330ha Saldanha Bay industrial development zone was designated in 2013 as a zone dedicated to serving the oil and gas industry. It has attracted strong interest, mainly from fabricators. Saldanha Bay supports the export of the iron-ore mined in the Northern Cape province, which currently stands at around 57-million tons a year. TNPA sees an opportunity in serving the oil rigs operating on the west and east coasts of Africa. About 120 rigs passed South Africa’s coast every year. The TNPA has issued tenders to invite public-private sector participation in the projects. These include: the construction of a new rig repair quay, 380m long and 21m deep, to serve modern rigs that require extra depth. The quay will be able to serve 2-rigs simultaneously; lengthening of the Mossgas quay from 38m to 500m, with a depth of 8.5m. This will allow it to accommodate floating docks; building of an offshore supply base which will serve as a one-stop shop to supply oil rigs with services such as food, materials and waste collection. The project is due to be completed by January 2018.

[SA Info 27/01/15]

SALDANHA FACTS
- Situated on the West Coast of South Africa 60 miles NW of Cape Town
- Remains the largest and deepest natural port in the Southern Hemisphere
- Able to accommodate vessels with a draft of up to 21.5m
- Covers a land and sea surface of just over 19,300ha with maximum water depths of 23.7m
- Has a purpose-built rail link directly connected to a jetty bulk-loading facility for the shipment of iron ore.

Keel Laying For Transnet Dredger

Transnet National Ports Authority [TNPA] is investing R2bn [US$175m] to renew its dredging fleet. A third unit, the largest trailing suction dredger [TSHD] in Africa, is being built by Netherlands-based Royal IHC. The 5,500m³ TSHD will replace the ageing 2,800m³ Ingwenya. The first TSHD dredger, Isandlwana, was delivered in 2010, while the second, the 750m³ grab hopper dredger Italeni, was handed to TNPA in August 2014. The launch is scheduled for 9 May 2015.

[HS Maritime 360 27/01/15]