CMA CGM: NOURA EXPRESS UPGRADED IMPROVING EAST AFRICA-EUROPE SERVICE
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PAN AFRICA
- India’s ONGC is scouting for oil, gas opportunities in Angola, Algeria and Equatorial Guinea.

ANGOLA
- The French Development Agency in 2016 will fund projects in Angola in the areas of renewable energy, water and sanitation. The project is estimated to cost between 100 and 200 million euros.

BURKINA FASO
- The campaign for the presidential and legislative elections in Burkina Faso starts on the 8 and 14 November respectively, both to be held on November 29.

GHANA
- The Ghana Cocoa Board (Cocobod) has issued a request for proposals (RFP) for a new medium-term trade finance loan. Reportedly the facility will be for US$300m.

MAURITANIA
- The government has invited sealed bids from eligible bidders for the supply and installation of substation essential power equipment under the Nigerian electricity and gas improvement project.

SENEGAL
- According to Ethiopian Ambassador to Senegal Hassen Abdulkadir negotiations are being held to facilitate the export of Ethiopian coffee to Senegal.

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**Western Africa**

**Eastern & Southern Africa**

**BOTSWANA**
- A US$36m 78km powerline that was constructed to link Bujumbura, from the Ruzizi II hydroelectric dam in Kamanyola at the DRC has been launched this week.

**KENYA**
- Chinese firm Sinohydro, has signed an infrastructure construction deal with Tatu City in Kenya. The deal will see the water, sewerage and temporary road works developed.

**MOZAMBIQUE**
- The IMF lowered its forecast for economic growth to 6.3% in 2015 / 6.5% in 2016, warning that there are “new challenges that require decisive policy measures.”

**RWANDA**
- Offers new online portal to ease investment registration, issuance of EIA permits - investors can submit applications for the issuance of certificates, and processing of tax exemption requests online. The platform was launched Friday by the Rwanda Development Board and TradeMark East Africa.

**ZAMBIA**
- Association of Building and Civil Engineering Contractors has expressed optimism that the construction industry is poised for expansion following the allocation US$1.4m towards infrastructure development in the 2016 budget.
CMA CGM: Noura Express Upgraded Improving East Africa-Europe Service

The CMA CGM Group has added a direct call at the port of Salalah, Oman, to its weekly fixed-day Noura Express service connecting the Middle East-Kenya-Somalia. A Salalah port call has also been added to its EPIC service serving Middle East-Europe. The insertion of Salalah on both services will improve the service by transhipment from Kenya and Somalia to Med and North Europe, allowing for better transit times.

### BENEFITS

**East Africa-North Europe Trade**
- Direct call for Mombasa exports to North Europe with very competitive transit times
- New positive development for reefer cargo from Mombasa to Rotterdam in 29 days
- Transit time from Mogadishu to North Europe improved by 6 days
- Excellent opportunity for commodities out of Uganda and Rwanda [Kampala-Hamburg in 44 days]

**East Africa-Med Trade**
- Weekly service from Mombasa to West Mediterranean with improved transit time up to 8 days
- New transit time from Mombasa to Barcelona in 31 days, to Marseilles in 30 days
- Fast and smooth connections at the transhipment hubs of Malta to reach other Mediterranean destinations
- Excellent service for export commodities from landlocked Uganda and Rwanda to Mediterranean destinations
- Rotation: Mombasa – Mogadishu, Salalah, Malta, Livorno, Genoa, Marseilles, Barcelona, Valencia

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**Service | Noura Express | EPIC**
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**Rotation** | Mombasa, Mogadishu, Salalah, Southampton, Rotterdam, Hamburg, Antwerp, Dunkirk, Le Havre | Southampton, Rotterdam, Hamburg, Antwerp, Dunkirk, Le Havre, Beirut, Port Said [SCCT], Djibouti, Khor Fakkan, Jebel Ali, Port Qasim, Nhava Sheva, Hazira, Mundra, Salalah, Jeddah, Marsaxlokk [Malta], Tangier, Southampton
**Turning** | 4-weeks | 8-weeks
**Vessels** | 4-ships of 1,600-2,700 teu | 8-ships of 6,500-9,300 teu
CMA CGM South Africa: Opens New Offices In Cape Town To Promote Reefer Trades

On October 8th, CMA CGM South Africa opened its new office in Cape Town. The move strengthens our presence on the Continent through the continual development of our agencies network as well as our maritime and intermodal services. A new and dedicated Reefer Sales Manager, Faizel Williams, based on site will promote our expert reefer offer. A customers' cocktail celebrated the launch led by Vitesh Ramphal, Agency Manager and Aida Perumal, Regional Manager for Western Cape.

“2015 has been an exceptional year for Reefer transport from South Africa. The CMA CGM Group pursues its strategy of development and adaptation of its maritime lines to maintain its quality service in Africa and South Africa in particular. At the same time, the Group remains focused on listening to its customer needs and local partners to ensure customized solutions.”
CMA CGM eBusiness - 7 Seas eCommerce Marketing Campaign

Promoting Our Digital One Stop Shop: Simple, Fast & Efficient

To ease all the elements of your transport logistics planning we provide a range of eServices available all in one place. CMA CGM e-business is available 24/7 anytime anywhere - from your personal computer, laptop, tablet or mobile device-guaranteeing you virtual accessibility from any device or location.

1: Schedules: Plan Your Transport Logistics

By offering a fully automated real-time data feed we make the access of robust ocean schedules dramatically easier for all CMA CGM Group services. This integrated planning module offers 900,000 voyage routings covering 253 unique shipping services across a geographic spread of 550 global ports. You can search by service, vessel or by port and easily download these in a PDF format for sharing or saving. We offer future sailings and an option to flag your favourite services to help ease your business planning.

2: Container Tracking

Using multi-referential tracking we offer 3-key shipment references: Booking Number, BL Number or Container Number, ensuring maximum visibility at all stages of the shipment cycle with minimum pre-requisites. Tracking is connected to competent IT systems providing the most updated shipment status at any time, with clear visibility on past, current and provisional [planned] moves, placing you a step ahead in planning supply chain management.

3: Bookings/Shipping Instructions

A one-stop application backed by quality data, minimal entry and intelligent templates. Our perceptive system reduces data disparities and offers you a quick response time. To increase productivity you can create templates and customize your dashboard views which can be saved or shared with your team. We also offer tailored spreadsheets to help manage your data. What’s more our intuitive system allows easy submission of your Shipping Instructions.

4: Documentation Centre

Streamlines your document workflow for visibility and control of your shipping documents. Improves document accuracy, security and accessibility as well as reducing completion time. Upload, find, view, save, extract and print all your shipping documents and save time, money and paper! An efficient way to manage all your eShipping Confirmations, Bills of Lading, Arrival Notices, Delivery Orders and Invoices – all in one place.

5: Notification Centre

Advises changes to your shipment and enhances transparency of events associated with moving your cargo to ensure maximum information visibility at all stages of the shipment cycle. This centre provides latest status alerts and up to the minute information. Notifications are fully customizable by event so that you can set the parameters of the feeds you want, when you want them, how you want them.

6: Customer Service

Our global, multi-lingual customer service support team is on hand to assist you 24/7 offering you a single entry point to a network of over 4,000 Group customer service experts. All enquiries are managed through a single window ecustomersupport@cma-cgm.com or via the CMA CGM Group website or our Mobile App. With our centralised support solution we provide all round assistance and direct solutions reinforced by premium business and back end functional efficiency.

7: Online Business Centre

In summary our premium Online Business Centre is all about helping you to manage your business operations with access to innovative and actionable solutions. In a nutshell the centre offers you the fastest and easiest way to do business with us and takes away the hassles of everyday shipping!
E-BUSINESS PORTAL

Our eBusiness platform offers you an integrated business management solution, covering all aspects of the transport cycle 24-hours a day, 7-days a week.

Our eBusiness Portal offers:

- Convenience; book, track and manage any time of the day
- Ease of use with a single point of access and 5 language options
- Innovative services and tools to manage your business needs
- 24/7 customer support

For more information on our integrated business management solution connect online at http://www.cma-cgm.com/ebusiness/our-offer

Or download our Container Tracking App...


IAFS-III India-Africa Forum Summit - Biggest Ever Engagement With Africa

This month India hosted its biggest-ever Africa summit as Prime Minister Narendra Modi seeks to challenge China’s dominance on a continent that is blessed with vast natural resources and has the world’s fastest-growing population. Heads of state, policymakers, and experts gathered in New Delhi for the 3rd India African Forum Summit [IAFS-III] from Oct. 26-29th with key issues focused on the growing trade and investment relationship between India and Africa at bilateral, regional and continental levels. [The 2-previous India-Africa Forum summits were held in 2008 in New Delhi and in 2011 in Addis Ababa, Ethiopia.]

During the event India announced increased interaction in sectors such as energy and agriculture while offering an additional concessional credit of US$10 billion. Since 2008, India has pledged US$7.4 billion in concessional credit and US$1.2 billion in grants to Africa for infrastructure, public transport, clean energy, irrigation, agriculture and manufacturing. Modi said India will also offer US$600 million in grants, including a US$100 million development fund and a US$10 million health fund.

New Delhi wants to project its soft power and historical ties to Africa, in contrast to China’s focus on resource extraction and capital investment. The ongoing summit opens a door for India to boost its engagement with the continent. It has also come at an opportune time: some Africa nations are beginning to curb Chinese influence. Grievances have been mounting against Chinese companies, from flouting safety and environment standards to engaging in unfair labour practices.

Since the Forum was first held in 2008, 2-way annual trade has more than doubled to US$72 billion. However that figure lags trade between China and Africa, which has exploded to US$200 billion as the world’s No.2 economy focuses on oil, coal and metals to feed its industrial machine. But now President Modi, self-styled chief salesman of a “Make in India” export drive, wants to capitalise on an economic slowdown in China to highlight India as an alternative partner for trade and investment.

Furthermore trade ministers from India and Africa are looking to make common cause at a World Trade Organization [WTO] ministerial meeting in Nairobi in November. Although India dropped its veto against a WTO deal to streamline customs procedures a year ago, it remains uneasy [like Africa] over Western pressure on food stockpiling it says is vital to ensure its 1.25 billion people don’t go hungry.

[All Africa 28/10/15 & Asia Review 29/10/15 & Reuters 27/10/15]

INDIA-AFRICA TRADE FACTBOX
- Exports to Africa has increased over 100% from 2008 to 2013
- Imports from Africa grew dramatically from 2008-13 by over 80%
- India’s US$72 billion trade with Africa is ahead of the US but lags behind China’s US$200 billion
- Exports from India consist of high-end consumer goods such as automobiles, pharmaceuticals, and telecom equipment.
- India imports raw materials such as crude oil, gold, raw cotton, and precious stones
- There is a substantial imbalance in the import-export relationship between the 2-countries
- India’s investments in Africa stand at US$30-35 billion. India has given US$7.4 billion concessional credit for 17 projects across 41 African countries in areas including water, agriculture, infrastructure and energy
- India is eying oil and coal deals. State-run oil company ONGC, which has fields in Sudan and South Sudan, is on the hunt to buy US$12 billion in foreign assets over the next 3-years and has identified Africa as an investment target. India is also in talks with South Africa to buy coal mines producing up to 90 million tonnes of coking coal each year to feed its growing steel industry
Dubai Chamber Records 40% Growth In Non-Oil Trade With Africa

The Dubai Chamber of Commerce and Industry [DCCI] noted that non-oil trade with Africa grew from US$22.98 billion in 2011 to US$32 billion in 2014, registering a 40% growth.

The Dubai Chamber [DCCI] is one of the few chambers in the world with representative offices in foreign markets. It has offices in Ghana and Ethiopia and aims at opening 2 new chambers by Q1 2016 in Mozambique and Kenya and is studying the possibility of opening more offices in Uganda and Angola.

Dubai’s non-oil trade:

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</thead>
<tbody>
<tr>
<td>Ghana</td>
<td>0.8 billion</td>
<td>1.6 billion</td>
<td>100%</td>
</tr>
<tr>
<td>Egypt</td>
<td>1.96 billion</td>
<td>4.36 billion</td>
<td>122%</td>
</tr>
<tr>
<td>Nigeria</td>
<td>0.76 billion</td>
<td>1.5 billion</td>
<td>96.4%</td>
</tr>
<tr>
<td>South Africa</td>
<td>1.5 billion</td>
<td>2.6 billion</td>
<td>74.5%</td>
</tr>
<tr>
<td>Kenya</td>
<td>0.84 billion</td>
<td>1.1 billion</td>
<td>29%</td>
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<tr>
<td>Uganda</td>
<td>160 million</td>
<td>168 million</td>
<td>5.3%</td>
</tr>
</tbody>
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China: Committed To Africa’s Economic Growth Through Infrastructure Development

A Sino-Africa forum was held in Nairobi on 29th October as a vehicle to highlight China’s commitment to the economic growth of Africa through infrastructure development.

Titled ‘China-Africa Cooperation on Three Networks of Africa’s infrastructure and Industrialization’, the seminar brought scholars from Africa and China to deliberate on ways of optimizing the financing of infrastructure in Africa.

Backed by the upcoming summit of the Forum on China-Africa Cooperation [FOCAC] in December there will be an enormous significance for up scaling of China-Africa relations.

By June 2015, over 3,800km of railways and 4,334km of roads have been either built or under construction in Africa with Chinese financing. For example in Kenya, China is financing the construction of a new standard gauge railway that will revolutionize the transport sector.

[Xinhua 02/11/15]
WTO / UK Promote Trade Facilitation Agreement [TFA]

To address barriers to trade among developing and least developed nations, the United Kingdom has staked £500,000 to implement the WTO’s Trade Facilitation Agreement [TFA]. The fund is part of a broader £180 million commitment the UK has made to support trade facilitation through bilateral, regional and multilateral programmes. The TFA is expected to become operational once two-thirds of WTO members have completed their domestic ratification process and is expected to reduce total trade costs by more than 14% for low-income countries and more than 13% for upper middle income countries by streamlining the flow of trade across borders.

Under current border procedures, the average transaction can involve numerous steps that continue to affect trade facilitation. TFA sets out a series of measures for expeditiously moving goods across borders inspired by the best practices from around the world. The Agreement is ground-breaking in that, for the first time in WTO history, the commitments of developing and least-developed countries are linked to their capacity to implement the TFA. In addition, the Agreement states that assistance and support should be provided to help countries achieve that capacity.

The facility is coming on the heels of European Union’s plans (EU) to spend at least €6.5 billion every 5-years beginning; from 2015-2019 on the Economic Partnership Agreement (EPA) scheme, as well as during the transition period of 20 years till 2035. To date, 51 WTO members, including several developing and least-developed countries, have ratified the TFA.
The World Bank has released the global ranking stakes for countries in its 2016 annual ease of doing business measurement. The report showed that developing economies quickened the pace of their business reforms during the last 12 months to make it easier for local businesses to start and operate. In the global ranking stakes, Singapore retained its top spot. Joining it on the list of the top 10 economies with the most business-friendly regulatory environments are New Zealand, in second place; Denmark [3]; Republic of Korea [4]; Hong Kong SAR, China [5]; United Kingdom [6]; United States [7]; Sweden [8]; Norway [9]; and Finland [10].

The world’s top 10 improvers, which are economies that implemented at least three reforms during the past year and moved up the rankings scale, were Costa Rica, Uganda, Kenya, Cyprus, Mauritania, Uzbekistan, Kazakhstan, Jamaica, Senegal, and Benin.

Looking at Africa Mauritius holds the highest ranking, at 32. Followed by Rwanda [62], Botswana [72], South Africa [73], Kenya [108], Nigeria [169], and Uganda [122]. Those with the region’s lowest rankings are Eritrea [189], South Sudan [187], and the Central African Republic [185]. Rwanda ranks among the best in the world in Getting Credit [2] and Registering Property [12].

The report also indicates that rankings for sub-Saharan Africa show the most room for improvement in getting electricity [149], trading across borders [136], and paying taxes [131] - all areas where it ranked last among regions. In cross-border trade, for example, completing border compliance procedures takes an exporter in the region 108 hours and US$542 on average, compared with a global average of 64 hours and US$389.

35 of 47 economies in sub-Saharan Africa [74%] implemented at least one reform making it easier to do business in the past year, 69 in total-up slightly from the annual average of 67 reforms over the past 5-years.

Sub-Saharan Africa accounted for 14 of the 32 reforms globally in Getting Credit. Of the 14 reforms, 12 focused on improving the availability of credit information-more than in any other region.

By region, sub-Saharan Africa accounted for about 30% of the improved global regulatory reforms and half of the world’s top 10 improvers. Multiple reforms were also implemented in Côte d’Ivoire, Madagascar, Niger, Togo and Rwanda.

For example Rwanda implemented a credit scoring service in May 2015, supporting the ability of banks and other financial institutions to assess the creditworthiness of potential borrowers. And it made starting a business easier by eliminating the need for new companies to open a bank account in order to register for value added tax. Rwanda ranks among the best in the world in Getting Credit [2] and Registering Property [12]. And for instance Kenya launched government service centers offering company preregistration services in major towns, reducing the time required to start a business by 4 days. Ten years ago, starting a business in Kenya took 54 days. Now it takes just 26 days-less than the regional average.
Regional

ECOWAS Mulls Trade Support - ECOWAS Business House [EBH]

Worried by the consistently low level of integration recorded by Economic Community of West African States (ECOWAS) member states despite the implementation of the protocol on free movement of people and goods, stakeholders in the region have mulled the establishment of trade support bodies to address the challenges. Specifically, the regional body is proposing an ECOWAS Business House (EBH) to serve as a business oriented organisation at the regional level to facilitate trade among member countries.

The current 12% level in regional trade remains relatively low considering the adoption of the ECOWAS protocol since 2000. This necessitates a need to take direct action to address the issues through the establishment of trade support bodies. The EBH will be a business oriented organisation at the regional level to foster intra-regional trade, promote ECOWAS exports and deepen market penetration for MSMEs in the region. The EBH would also facilitate bulk creation, high quality regime and standardisation in the region, reduce cost of business for SME companies and promote the establishment of relevant trade infrastructure including quality infrastructure in the region.

[Guardian 05/11/15]

Revival Of The OTUWA Trade Union

Nigeria is leading other West African governments in the revival of the Organization of Trade Unions of West Africa (OTUWA) and has offered to serve as host of the secretariat. A larger union brings opportunities for a wide range of benefits; increased specialization, technical skills and capacity, competition, access to a wider range of technological knowledge, and greater sharing of ideas and experience.

[Guardian 27/10/15]

Angola

WTO Request State To Rectify Excessive Import Tariffs

The World Trade Organisation [WTO] noted Angola should rectify cases where customs duties and other taxes exceed the average level of 10.9% and offered to provide technical assistance to help the authorities. WTO published findings that new customs tariffs were significantly raised from 2% to 50%, with an average of 10.9%, an increase compared to 7.4 % in 2005. WTO invited Angola to clarify the state of the law that defines import quotas, which has not yet been put into practice and suggested Angola reduce production costs through lower import tariffs and to facilitate trade to enhance competitiveness and promote local production.

The new Angolan customs tariff generally increases taxes on imported products that may, according to the government, be produced in the country, thus encouraging the expansion of local production and develop the economy, but has been criticised for, in some cases, not considering its repercussions, particularly a predictable rise in prices and the inability of various sectors of the economy to replace imports.

[Macaohub/AO 12/10/15]
Côte d’Ivoire

Côte d’Ivoire Joins Africa Finance Corporation [AFC]

Côte d’Ivoire has become the newest member of Africa Finance Corporation [AFC], the leading international finance institution for financing infrastructure projects in Africa. The announcement comes at a time of stability. A recent US$1 billion Eurobond was well received by investors earlier this year as the economy has strengthen.

The government has expressed its determination to continue improving the country’s infrastructure. The construction of the Henri Konan Bedie Bridge, a landmark US$365 million Public Private Partnership [PPP], was one of the first large-scale infrastructure development projects to be undertaken by President Ouattara’s government following the cessation of civil war in 2011. AFC was the mandated lead arranger for financing and provided loan facilities and equity investments amounting to US$55 million.

This year AFC also signed a joint development agreement with Ivoire Hydro Energy SA [IHE], an Ivorian project company, for the development of the 44MW Singrobo hydroelectric power plant [Singrobo] in Côte d’Ivoire.

Ghana

Third Global PPP Conference

The 3rd Global Public Private Partnership [PPP] conference was held in Takoradi, on the theme ‘Harnessing Local Opportunities, International Expertise and Resources to Accelerate Ghana’s PPP Agenda’.

The 3-day conference, jointly organised by C-ENERGY Global Holdings, an investment advisory services firm, and the Ministry of Finance and Economic Planning, helped to identify and transform local opportunities into bankable PPP projects.

It is estimated that Ghana will need at least US$1.5billion annually to close the country’s infrastructure gap and bring it to the recommended level for middle income status. It has developed a national PPP policy framework that has been piloted with key infrastructural projects; such as the Boankra Inland Port in the Ashanti Region and Eastern Railway Line Project.

Projects such as the Takoradi Port and Airport expansion projects, as well as various highway projects are also being delivered through PPP and are seen as models for development.

[Ghanaweb 31/10/15]
Nigeria

EU Earmarks €6.5 Billion Trade Development Grant

The European Union (EU) is to provide financial trade-related development assistance for Nigeria’s growth and development, through a trade grant of about €6.5 billion every 4-years until 2035. The move was announced at the 4th EU-Nigeria business forum. The EU reiterated it would not invade the market with products that could compete with domestic products the region would produce, pointing out that the EU has removed all its export subsidies to the West African market and stressed that all West African exports are granted immediate duty free access to the EU as part of the Economic Partnership Agreement [EPA].

In turn, West Africa will gradually reduce duties on 75% of EU imports over a long transition period of 20 years. Nigeria currently does not benefit from the agreement so the EPA will remove all EU tariffs on Nigerian exports. The volume of trade between Nigeria and EU stood at €36.4 in 2013, accounting for 29.6% of Nigeria’s total trade the same year.

[Leadership 01/11/15]

Senegal

DP World Signs Deal To Set Up Logistics Free Zone

DP World will develop a logistics free zone near Dakar’s new Blaise Diagne International Airport to boost economic growth and trade in Senegal. The project will be one of the most advanced and well-organised free zones in Africa. Sultan Ahmed bin Sulayem, Chairman of DP World and Ports, Customs and Free Zone Corporation [PCFC] - Dubai, signed an agreement with Senegalese government to develop the logistics free zone. The zone is not far from DP World’s Dakar Terminal on the outskirts of the capital. It complements DP World’s investments in the terminal, which stands as West Africa’s largest and most modern container terminal after a new terminal was built in the facility in November 2011, doubling capacity to over 600,000 TEU.

[Khaleej Times 25/10/15]
Angola

**Angola To Build Commercial Port In Porto Amboim**

The Maritime and Port Institute of Angola (IMPA) announced on 29th October that a commercial deep water port will be built in Porto Amboim, Kwanza Sul province. The port will be built by a consortium made up of Sonangol Holding and Sogester, which will have a 70% stake whilst the remainder will be from private investment. The port will be built in 3-phases between 2017-24 and will be located in the Torre-do-Tombo area, on the outskirts of the city, in an area of 80ha. In an initial phase investment will be US$500 million, which will increase to US$1.8 billion when the project is fully completed. The port will have a draft of around 12m and be 500m long, and a depth of 14.5m. In an initial stage it will be able to receive 2-ships at the same time and in the final phase about 7-ships. The port will facilitate exports of cotton and coffee from Angola.

[Macauhub/AO 30/10/15]

Benin/Togo

**Konecranes Rubber-Tyred Gantry Cranes For Bolloré Africa Logistics**

Finnish equipment manufacturer Konecranes announced it will deliver 13 rubber-tyred gantry (RTG) cranes to the container terminals operated by the logistics company Bolloré Africa Logistics in Cotonou [Benin], and Lomé, [Togo]. The order for the RTG units, which is the second received by the manufacturer from the terminals, is expected to be completed in H2 2016. The cranes, of which five will be delivered to Cotonou and eight to Lomé, will have a lifting capacity of 40 tonnes stacking one-over-five containers high and seven plus truck lane wide.

[CM 13/10/15]

Ghana

**Ghana Ports Productivity Seminar**

A 3-day programme to exchange ideas and share experiences on new challenges in the port and logistics supply chain was organised by the International Cargo Handling Coordination Association (ICHCA) in collaboration with the Ghana Ports and Harbours Authority (GPHA). The event was themed ‘New Challenges in the Port Sector’. Speaking at the opening session, the Minister of Transport, expressed worry that the cost of doing business at African ports was becoming increasingly expensive and looked to innovative solutions to rectify this.

> Apart from the increasing freight costs, shipping lines operating in Africa impose extra charges in the area of high demurrage, release fees, container administration fees, and congestion charges among other exorbitant fees that have defeated the purpose of containerisation.

*Ms Dzifa Attivor, Minister of Transport*

**Ghanaian Ports Top Regional League**

Ghana’s ports have been declared or named the best performing ports at the maiden edition of the African Ports Awards held in the Ivorian city of Abidjan. The awards were facilitated by the Association of the Ports of Western and Central Africa (AGPAOC) and Port Management Association of West & Central Africa (PMAWCA).

The organiser’s accessed 22-member-ports and 9-associate members, including landlocked countries and Maritime Organisations, all located along the West Coast of the Africa Continent extending from Mauritania to Angola. There is an increasing preference for ports to be highly equipped with infrastructure, technologies and high-level human resources -- hence the need to indirectly create competition among ports in the region.

[B&FT Online]
Liberia

Buchanan Port 24/7 Operations

The National Port Authority (NPA) has declared Buchanan port in Grand Bassa County fully operational with 7-days a week and a 24-hour pilot service following the installation of a Pilot Aid Navigation System estimated at US$200,000. Provision follows collaborative efforts between the NPA and ArcelorMittal, leading to the installation of appropriate aids to facilitate night time operations at the port.

[Nigeria News Agency 20/10/15]

Nigeria

Onne Port to Boost Operations

The West Africa Container Terminal (WACT) at Onne port, Rivers State, has invested N29 billion to boost yard capacity as well as the introduction of sophisticated cargo handling equipment and electronic solutions for invoicing and payments. The move will reduce vessel waiting time, dwell times and reduction in the number of days for containers to arrive Nigerian markets from the origin of shipment. The port is now more competitive with an average of 3-direct vessel calls per week from China, especially which has grown by 22% y-o-y since 2011. The port is the gateway to major markets in Onitsha, Kano, Abuja, Nnewi, Enugu, Aba, Ogidi and Port Harcourt.

[Daily Trust 23/10/15]

Sao Tome

Sao Tome Signs US$800 Million MoU For Deepsea Port With China

The Government of São Tomé e Príncipe and China Harbour Engineering Company Ltd., successfully concluded discussions and signed a Memorandum of Understanding (MoU) on 7th October for the design and construction of a deep sea trans-shipment port in São Tomé e Príncipe. The project will be developed in phases with construction for phase 1 set to be completed by 2018. The port will be operational in 2019. The facility will be developed with active private participation under a PPP model and will have world-class infrastructure and will be developed to serve the logistics needs of the Gulf of Guinea. Backed by the Government the total investment for all the phases of the project is estimated to be US$800 million. China Harbour Engineering Company Ltd. (CHEC) plans to invest at least US$120 million in the project and will also have the responsibility for engineering, design and construction of the project for all phases.

[BizNize 13/10/15]

Sao Tome Buys Tugboat In Portugal For Ana Chaves Port

São Tomé and Príncipe’s National Port Authority, ENAPORT, has paid €300,000 for a tugboat acquired in Portugal from Portuguese port manager Administração dos Portos do Douro, Leixões e Viana do Castelo. The boat, named Liberdade (Freedom), will be based at the port of Ana Chaves. The unit has 2-engines each with 1,400 horsepower.

[Macauhub/ST 04/11/15]
The Government of the Federal Republic of Nigeria has authorized the Nigerian Shipper’s Council (NSC) to implement an Advanced Cargo Declaration (ACD) / Cargo Tracking Note (CTN) for all Import & Export shipments into/from Nigeria. This declaration is a component of the requirements of compliance on ISPS code and will allow Nigeria authorities to carry out a risk assessment on cargo and ships.

Information can be found on website: http://acdnigeria.com/

The procedure will begin on 3rd November at all the nation’s ports. CTN/ACD, which has received the approval of President Muhammadu Buhari is a system that provides relevant information that helps in maritime security.

By using a CTN cargoes can be tracked from port of load to port of discharge. It is expected that CTN/ACD will check decades of fraudulent declarations by importers on arrival at the ports. The scheme will assist effective economic regulation, international trade facilitation, safety and security of cargo, ships and port installations.

“The new scheme will fasten cargo clearance at the ports with advanced information of the. The scheme will check pilferages and leakages in the harbourages. You cannot import wrist watches or you cannot import tyres and say they are tiles so the issue of compliance will be strengthened. CTN/ACD is very transparent. The Shippers’ Council will be able to see everything, including other agencies. This is the beginning of the new port order. We are talking about transparency, predictability and efficiency.”

Hassan Bello, Executive Secretary, Nigerian Shippers’ Council [NSC]

Implementation of CTN/ACD is in line with the compliance requirements of the International Maritime Organisation (IMO’s) International Ships and Ports Security (ISPS) Code for the safety of ships and port facilities. The decision to introduce CTN in the sub-region was reached during a workshop organised by the Union of African Shipowners’ Council (UASC) in collaboration with the United Nations Conference on Trade and Development (UNCTAD) in February, 2002. CTN/ACD has since been introduced in Gabon, Congo, Angola, Senegal, Guinea and Benin. Nigeria had introduced CTN/ACD in 2009 under the Nigerian Ports Authority (NPA) but had to suspend it because of the controversy relating to the cost to shippers.

For informative country datasheets covering rules and regulations by African country please view our website at http://www.delmas.com/products-services/shipping-guide
Regional

UK-China-Africa Collaboration For Investment - PIGA Initiative Launched

The Partnership for Investment and Growth in Africa [PIGA] initiative was officially launched on 22nd October in London, on the side-lines of Chinese President Xi Jinping’s state visit to the UK. The project seeks to increase exports in Africa through greater integration into international value chains in agro-processing and manufacturing.

The International Trade Centre [ITC] will work with the UK Department for International Development [DFID] and the China-Africa Development Fund [CAD Fund], a Beijing-backed entity that seeks to stimulate investment in Africa by Chinese companies, to spur export-oriented manufacturing in promising African locations. A preliminary ‘scoping’ phase of the project will focus on Ethiopia, Kenya, Mozambique and Zambia, for a year from November 2015.

Works will focus on SMEs in the 4-countries, with the aim of increasing employment and incomes through enhanced trade and investment. Project activities being considered include research into local development priorities, supply capacity, market opportunities, and policy barriers; developing links between African firms and investors as well as with UK and other EU retailers; building producer capacity and ability to meet market requirements including environmental standards; and facilitating equity investments from the CAD Fund and other investors.

The project launch was part of a broader event on UK-China-Africa Collaboration for Investment and Growth, at which participants explored how the UK and Chinese governments, as well as each country’s financial and business sectors, could best combine forces to stimulate investment and inclusive growth in Africa.

[International Trade Centre 27/10/15]

Burundi

USA Ends Burundi’s Trade Privileges

The United States is terminating Burundi’s trade benefits granted under the African Growth and Opportunity Act [AGOA] as of January 1, 2016 amid the ongoing political crisis in the country. In late April, political crisis occurred in Burundi in the wake of President Pierre Nkurunziza’s announcement to seek a third term in the July 21 elections. AGOA was signed into law in 2000 with an intention of supporting the economies of sub-Saharan Africa and granting them trade preferences and duty-free entry into the United States for some goods.

[DW 30/10/15]
Mauritius

Mauritius To Boost Investment By Opening Trade Offices In Africa / Europe

Mauritius wants to boost slower investment flows and its economy by opening offices in Europe and Asia in the next 6-months to promote itself as a regional hub for finance, manufacturing and other businesses. The island is pitching itself as a gateway to Africa, boasting the highest ranking on the continent in the World Bank’s East of Doing Business list. It wants to draw in more Asian investment and boost traditional European links. To encourage investment, the board opened an office Paris in June and will open a London bureau before the end of the year, he said. It also plans an office in Switzerland. An office in Johannesburg, aimed at building on a growing amount of South African business, opens in November.

[Sudan News Agency 04/11/15]

Sudan

Bank of Sudan Issues Statement On Import Without Conversion Value

The Central Bank of Sudan issued a leaflet to banks allowing them to issue Import Forms [IM] without converting the value of the vital sectors. Accordingly banks can issue IM’s without conversion value for machinery, equipment, machinery for the industrial sector and import of agricultural equipment and machinery for, both animal and vegetable sector. Import of production inputs for industrial and agricultural sectors, as well as medicines medical consumables and raw materials for the pharmaceutical industry are also allowed. A ban continues on the import of vehicles without conversion value according to the leaflet No. 9/2014 dated 8th June 2014.

[Tanzania]

Tanzania

Maritime/Rail Transport Ministry Urgently Needed

Dar es Salaam port stakeholders have advised President Dr John Pombe Magufuli, to create a separate ministry for maritime and railway transport to address chronic problems facing the industry. Stakeholders included Tanzania Shipping Agents Association [TASAA], Tanzania Freight Forwarders Association [TAFIFA] and Container Depot Association of Tanzania [CDAT]. They say sort outing out the port’s transport and logistics backbone would not only make it play its due role in spurring economic growth but also accord the maritime sector the opportunity it deserves in national development. Dar es Salaam port serves landlocked countries of Burundi, DR Congo, Malawi, Rwanda, Uganda and Zambia. Over 90% of transit cargo is transported by trucks as both the Central Railway and Tanzania Zambia Railways Authority are clogged by financial problems.

[Guardian 04/11/15]
Kenya

Mombasa Terminal To Start Operations Mid 2016

Multi-donor agency Trade Mark East Africa [TMEA], has hinted that the newly constructed Mombasa port terminal which cost US$30.9 billion will be handed over to the Kenya Ports Authority [KPA] by mid-2016. The terminal which has a capability of increasing container space by 450,000 TEU will be ready by June but will be fully operational by end of 2016. The terminal is being constructed at Kilindini Harbour on a 100 acre piece of land and was launched in December 2012 by then President, Mwai Kibaki.

TMEA provided US$194 million to support the expansion of an 8-lane highway from the Moi International Airport to Changamwe roundabout to Port Reitz Road to ease operations at the upcoming port. Currently, yarding has also been done at the port, with Yard Five already handed over to KPA. The yard has an additional capacity of 2,700 TEU.

Mombasa Port Terminal Phase II Construction To Begin 2017

Phase II construction of Mombasa port terminal will start early 2017 according to the Kenya Ports Authority [KPA]. When complete, the US$213 million second container terminal will provide an additional capacity of between 470,000-550,000 TEUs. The government has signed a US$241.3 million loan agreement with the government of Japan to help finance the project construction.

Once construction is complete, the new terminal will be operated by an international operator through a 25-year concession. Traffic forecasts indicate that annual container throughput will rise from 1.012 million TEUs handled in 2014 to 1.12 million this year. It is expected to further grow to 1.8 million upwards to 3 million TEUs between 2016 and 2030.

KPA authorities confirmed that the construction of phase 1, which is more than 90% complete, is anticipated to be ready by February 2016 having cost US$900 million. Mombasa port is a key trade gateway in East Africa serving countries like Uganda, Rwanda, DR Congo, Burundi and Southern Sudan.
Lamu To Tap Into LAPSSET Project

Lamu county plans to develop a metropolitan area to tap into the Lamu Port-Southern Sudan-Ethiopia-Transport Corridor Project. The county government is seeking a consultant for a 600 km² Lamu port metropolitan area, to align with port related industries, urban area and a resort city. The plan is expected to be ready in 12-months. The plan is a long-term plan with a 20-year execution plan involving Kenya Ports Authority, LAPSSET development authority, the Lamu port steering committee, transport and infrastructure and tourism and commerce ministries. It will cover housing, port related industries, heritage and tourism, commerce and businesses, community facilities and amenities.

Construction of Kenya's second seaport in Lamu is taking shape and the KPA headquarters and a police post are ready. The focus is now on construction of the first 3-berths at the port which is designed to have a total 32 berths. The Sh2.5 trillion LAPSSET project will also see the construction of an oil refinery, 3-airports including the expansion of Manda airstrip in Lamu and construction of resort cities in Lamu, Isiolo and Lake Turkana shores. Other proposed LAPSSET projects include a railway line, pipeline and highway connecting the 3- countries.
Mozambique

Macuse Port Construction To Begin In 2016

The President of the Zambezi Integrated Development Corridor [CODIZA] Abdul Carimo announced the launch of work to build the future deep-water port of Macuse in Quelimane, on the coast of Zambézia province in 2016. A tender for the work is likely to be launched later this year. The deep-water port, capable of receiving vessels with an 80,000-ton draft, will make it possible to transport material for construction of the railroad linking Macuse and Moatize, in Tete to transport coal. The future port will be able to process 100 million tons of cargo per year when fully implemented. Initially it will have a handling capacity of 25 million tons per year. US$4 billion is needed to kick-start the CODIZA project. Rumours indicate Indian consortium ICVL [International Coal Ventures Limited, which has coal mining interests in the Tete area, has shown an interest. Previously Thai group Italthai Engineering had shown interest in investing in the project but so far there have been no new developments. The railroad, which extends over 525km, will link the provinces of Tete and Zambézia, making it possible to transport 100 million tons of coal per year.

Konecranes To Deliver RTGS To DP World Maputo

Konecranes has received an order for 6 Rubber Tired Gantry [RTG] cranes from DP World Maputo, Mozambique. The cranes will be delivered at the end of 2016. The units are 16-wheel RTGs with a lifting capacity of 40 tons, stacking 1-over-5 containers high and 6 rows plus truck lane wide. They will be equipped with Auto-steering, a driver-assisting feature which keeps the crane on a pre-programmed, straight path, and Stack Collision Prevention, Truck anti-lifting and a Truck Positioning System.
**Tanzania**

**Bagamoyo SEZ & Kurasini Logistic Centre Projects**

Export Processing Zones Authority [EPZA] and TIB Development Bank have partnered in a drive to mobilise resources for development of base infrastructure for Bagamoyo Special Economic Zone [SEZ] and Kurasini Logistic Centre projects. The project developers envisage constructing the proposed huge port, airport and other transport infrastructure to support the manufacturing, export and import activities for Tanzania and other neighbouring landlocked countries. The authority therefore requires US$1.5 billion over the next 7-years to accomplish both multibillion dollar projects.

As there is no single bank in Tanzania that can provide such huge resources developers may look for external sources. The 2-institutions held the first ever joint seminar for local financial institutions in Dar es Salaam to discuss the role of financial institutions in the country’s industrialisation programmes. EPZA and TIB Development Bank have entered into a Memorandum of Understanding [MoU] whereby the bank has been appointed arranger of financing and advisor for the Bagamoyo SEZ and Kurasini Logistics Centre. The Mabibo-based Benjamin William Mkapa SEZ is a similar styled project which is proof that such a concept works and can be replicated elsewhere.

**US$10 Billion Bagamoyo Port Ground Breaking**

President Jakaya Kikwete attended the ground breaking ceremony on 14th October to launch Phase-1 of the Bagamoyo Port Project, a component of Bagamoyo Special Economic Zone [SEZ] estimated to cost US$10 billion upon completion in 3-years’ time. The port project will handle fourth generation ships of 8,000 TEU - the only port in the region capable to do so.

It will be developed under tripartite agreement of Government of Tanzania [GoT], China Merchants Holdings International [CMHI] and State Government Reserve Fund [SGRF] from Oman. In this partnership, the government is represented by Tanzania Ports Authority, [TPA] and the Export Processing Zone Authority [EPZA], the Sultanate of Oman is represented SGRF, whereas China is represented by the government-owned CMHI.

The port will serve the envisaged Bagamoyo Special Economic Zone [SEZ] as well as the huge iron ore and coal projects in Mchuchuma and Liganga regions. The SEZ has an area of over 9,000ha including 800ha for the Bagamoyo port at Mbegani, 5,000ha for the EPZ area and 300ha for a hi-tech park to be jointly developed with the Commission for Science and Technology. The facility is inviting potential investors to participate in the project.

While Bagamoyo SEZ will mainly constitute industries and hi-tech businesses, Kurasini Logistics Centre will mainly be for trading. The project will be located on a 61.87ha and will have showrooms, warehouses, inland container depot, apartments, training centre and simple assembly plants. The project will be developed in 2-phases beginning with a trade centre for high quality goods targeting east and central African markets. The project would dwarf Kenya’s port at Mombasa, east Africa’s trade gateway 300 km to the north, and aims to capitalise on growth in a region seeking to exploit new oil and gas finds.
Namibia

Namibia Developing Relations With Finland

The Maritime Logistics Seminar took place in Walvis Bay this month - a collaboration between Namibia and Finland to develop capacity building between Logistic Clusters of the 2-countries. The Finnish Embassy in Namibia currently focuses on private sector development and is keen to offer assistance to enhance trade and commercial contacts. One example is the Finnish funded MARIBA project has covered areas of maritime education, training and capacity building.

[ Economist 23/10/15]

South Africa

Transnet Continues To Grow Revenue/Strengthen Its Financial Position

Transnet has reported a rise in interim revenue, driven by higher volumes at ports, particularly in the bulk and break-bulk sectors. In the 6-months to end-September revenue was up by 6.4% to US$2.3 billion. The company says this has been achieved despite a sharp downturn in global and domestic economic activity that hampered its major customers. EBITDA [Earnings before Interest, Taxation, Depreciation and Amortisation] increased by 9% to US$1 billion.

The market demand strategy - a recapitalisation programme to expand and modernise the country’s rail and ports infrastructure - has seen spending of more than US$7 billion. For the rest of 2015 that number will grow to about US$9 billion. But over the next 10-years Transnet expects to invest between US$24-27 billion on infrastructure and rolling stock, as well as on deepening some of the ports. In order to take advantage of the 9,000 TEU ships that are being built some ports will be deepened, especially the port of Durban. The port of Ngqura is already well poised to be able to accept some of the bigger ships.

[ Moneyweb 29/10/15]

Maritime Africa Conference

South Africa is to host ‘Maritime Africa’ where over 70 suppliers from across the globe. The theme - ‘Enabling A Secure Maritime Domain For The Ocean Economy To Flourish’, will attract experts from marine protection and governance, marine transport, manufacture and repairs, offshore oil and gas, fisheries and aquaculture, alluvial and marine mining. Operation Phakisa will be a key focus at the conference which provides the opportunity to discuss unlocking the potential of the South African maritime security and ocean economy, in a secure and sustainable environment.

For more information please view http://www.maritimesecurityafrica.com/
South Africa

Transnet Announces Slight Growth In Port Container Volumes

Transnet has announced a 2.3% increase in its port container volumes to 2.34 million TEU during the 6-months to September 30, 2015 from the 2.29 million TEU handled in the same period last year. The increase was due to a marginal increase in import and export containers, in line with the subdued economic activity.

Transnet also announced improvements in ship turnaround times. The company’s Ngqura terminals recorded a 23% drop from 34 hours in March 2015 to 26 in September this year, while its Cape Town facilities showed an 11% decrease from 27 to 24 hours and its Port Elizabeth operations registered a 19% drop from 26 to 21 hours. Meanwhile the average moves per ship working hour [SWH], a measure for terminal productivity, recorded an increase from 42 to 62 moves at the Ngqura Container Terminal, while Durban’s Pier 1’s moves increased from 47 to 50 and Pier 2’s moves from 59 to 62.

R1.6 Billion Maydon Wharf Reconstruction

Transnet National Ports Authority is reconstructing the quay walls at Maydon Wharf – the largest break bulk and dry bulk handling precinct in the Port of Durban covering 120 ha of port land – to ensure safe operations, meet the needs of larger vessels calling at the port and enable increased throughputs. The R1.6 billion project is being overseen by Transnet Capital Projects and forms an integral part of Transnet’s Market Demand Strategy. The main contractor is Stefanutti Stocks AXSYS Joint Venture.

The project involves the reconstruction and deepening of six of the 15 berths. Once completed the berths will have a draught of 14.5m enabling them to handle vessels with draughts up to 13m however the Maydon Wharf entrance channel will still need to be deepened thereafter to enable these vessels to sail in fully laden. Meanwhile the quay walls were originally designed to handle vessels of approximately 20,000 DWT versus the 55,000 DWT vessels now calling. Bigger vessels call mainly half laden due to the current draught and width restrictions. Berths 1-2 and 13-14 are currently under construction, following the reconstruction of berth 12, which was completed in November 2012. Berths 3-4 will be under construction early in 2016.

The work has involved demolition of paving, rail track work and services, construction of new steel sheet piled quay walls, demolition of existing piled crane beams, extraction of timber, concrete piles and a limited number of steel sheet piles and removal of the existing quay wall and capping beams.

African Ports Evolution Conference

The 4th African Ports Evolution Conference was aimed at addressing bottlenecks and improving Africa’s competitiveness, with delegates including representatives from port authorities and terminal operators in Nigeria, Kenya, Ghana, Namibia, Tunisia, Angola, Mauritius and Mozambique. The event, held in Durban from 2-4th November, brought together key maritime stakeholders to discuss port issues and creates a vital platform for stakeholders to share knowledge and best practice across the African continent.

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