CMA CGM INTENSIFIES AFRICA AND INDIA TIES
UPGRADES SERVICES TO SUPPORT ECONOMIC & MARKET GROWTH
Full Story On Page 5

Suez Canal Expansion Module Launched 11
Tema Port Gets New 480 Unit Reefer Terminal 19
EAC Heads Of State Summit Sees South Sudan Join 21
Contents

03 | African Group News
Group Launches New Marketing Campaign In Africa / CMA CGM’s Social Network / CMA CGM Intensifies Africa And India Ties / CMA CGM Strengthens West Africa-Asia Offer / CMA CGM Adds Djibouti On MEX1, REX2 Services / CMA CGM Strengthens West Africa-Europe Offer / CMA CGM Agency: Senegal Appoints New, Management & Promotes Niche Reefer Services

11 | Pan Africa
Suez Canal Expansion Module Launched / Japan Eyes Aid For 60 Africa Infrastructure Projects / Taiwan Delegation To Stimulate Trade / Israel To Strengthen Ties With Africa

13 | Western Africa
Regional: 5th Borderless Alliance Conference 2016 / Gulf Of Guinea Sees Piracy Drop
Angola: Angola Regulates Law On Merchant Navy And Ports
Cameroon: Phase II Kribi Port Expansion Approved
Cape Verde: Bolloré Group Negotiates Sub-Concession Of Four Ports
Cote d'Ivoire: San Pedro Port Reports 2.5% Growth In 2015
Gabon: Signs Loan for New Port
Ghana: Ghana To Chair Union Of African Shippers Council [UASC] / Turkey-Ghana Trade To Increase To US$1 Billion / First Phase of Takoradi Port Expansion Ready In May / Tema Port Gets New 480-Unit Reefer Terminal
Nigeria: Turkish Trade Volume Hits US$1.1 Billion / NPA Constitutes Committee Over Port Extortion / Ports Authority & Kalmar Sign Equipment Supply Contract / NPA Certifies 1,500 Trucks On Standards
Sierra Leone: Sierra Leone To Develop A Ports Master Plan

21 | Eastern Africa
Regional: EAC Heads Of State Summit Sees South Sudan Join / TMEA Commits US$2.5 Million To Boost Trade / EAC Plans 1% Tax On Regional Imports
Djibouti: Djibouti To Anchor China’s Maritime Silk Road
Kenya: Mombasa SEZ To Boost Business / Cargo Capacity At Mombasa Port Up 50% / Mombasa Port Management Replaced Amid Smuggling Probe / Reclaimed Land For Port Reitz SGR Cargo Terminal / KPA Records Improved Performance This Financial Year
Madagascar: Advance Cargo Declaration [ACD] Cancelled
Mozambique: Maputo Port Dredging To Start Mid-May / Nacala Rail & Port Project
Tanzania: Phase 1 Dar es Salaam Maritime Gateway Program [DSMGP] / Firms Invest 45bn In Mtwara Freeport Zone / AfDB Approves US$1.1 Billion Infrastructure Loan
Uganda: Government To Stop Importation Of Second-Hand Vehicles

31 | Southern Africa
Namibia: Abnormal Loads Increase Via Walvis Bay / NUST, Finnish Embassy Promote Namibia Logistics Hub
Zimbabwe: Full Implementation Of CBCA Programme
Events Diary

March 2016

16-18  Propak Africa 2016 (Johannesburg, South Africa)
http://www.propakafrika.co.za/

21-22  4th Africa CEO Forum (Abidjan, Cote d’Ivoire)
http://www.theafricaceoforum.com/en/

22-24  4th Power, Steel & Housing Exhibition and Conference (Calabar, Nigeria)
http://www.powerandsteelexpo.com/

24-26  AFRIC Beauty Expo (Dakar, Senegal)
http://africbeautyexpo.com/

News Briefs

Western Africa

BURKINA FASO
- Endeavour Mining received US$25.3m from Turkish gold company MNG Gold from the sale of its non-core Youga mine in Ouagadougou.

CAMEROON
- JCM Greenquest Corporation received a grant from the Sustainable Energy Fund for Africa to develop and operate a 72MW solar PV power plant in Mbalmayo.

COTE D’IVOIRE
- Amara Mining expects the post-tax net present value of its 100%-owned Yaoure project to reach US$555m.

MALI
- Alecto Minerals has received confirmation from Randgold Resources that the agreement for the exploration and development of Alecto’s 137km2 Kossanto West project have been satisfied.

MOROCCO
- Morocco suspended contact with EU institutions over a court ruling invalidating their farm trade accord with Rabat and saying it should exclude the disputed territory of Western Sahara.

NIGERIA
- Chinese firm Sinoma International Engineering Company and Bua Group are partnering to construct a steel plant and two cement factories at a cost of US$1.9bn.
- Denmark’s Foreign Minister Kristian Jensen will be in Nigeria/Mali as part of a business delegation to formally open a Danish embassy and general consulate in Nigeria.

Eastern & Southern Africa

KENYA
- A US$144m wind power project backed by a JV between Macquarie Group and Old Mutual Investment Group has been cancelled due to local opposition.
- Kenya Electricity Generating Company confirmed construction of the US$147m 80MW wind farm will go ahead as scheduled despite land disputes that lead to the stalling of other projects in Kenya.

MOZAMBIQUE
- Tata Chemicals called off a deal on biofuels. The withdrawal follows the sale of a 95% stake in Grown Energy Zambeze Limited, through its subsidiary in Mauritius, to another partner, businessman Rademan Janse van Rensberg for nearly US$6 million.

SOUTH AFRICA
- South Africa is expected to harvest 1.63 million tonnes of sugar in the 2015/2016 season, the lowest since 1995 and down 22% on the previous period as a severe drought hits production.
- South Africa has begun the construction of what will be the largest data centre in Africa. The construction work is being spearheaded by Teraco.

SOUTH SUDAN
- Angola, as an elected member of the UN Security Council, has proposed an arms embargo on South Sudan.

ZAMBIA
- Heriot Properties Limitedis to invest US$20m in the construction of Kabwe shopping mall in Central Province.
Following the transition from DELMAS to CMA CGM across Africa on March 1st 2016 CMA CGM has launched a new communication campaign specifically dedicated to Africa. This new ad campaign aims to strengthen CMA CGM’s reputation and image in Africa and pursues the Group’s African focused development strategy. The campaign’s slogan “CMA CGM, leading transportation in Africa” promotes CMA CGM’s geographical coverage of the continent and our wide range of tailored door-to-door services. The campaign will be deployed in 24 countries in East and West Africa, using 70 billboards displayed in strategic areas.
CMA CGM’s Social Network

You can get your fix of digital content, images and videos with CMA CGM’s Blog, Instagram, YouTube channel and LinkedIn network. The Group also runs a Facebook and Twitter feed. Come and join our online community:

Blog: www.cma-cgm-blog.com

Instagram: https://instagram.com/cmacgm

YouTube: https://www.youtube.com/channel/UCAMAVqikbzeE3znzw6IVQ/videos

LinkedIn: https://www.linkedin.com/company/cma-cgm

Facebook: https://www.facebook.com/cmacgm

Twitter: https://twitter.com/CMACGM
CMA CGM Intensifies Africa And India Ties

Upgrades Services To Support Economic & Market Growth

In the last 15 years India’s trade with Africa has gone up significantly in fact by nearly 20 times! Bilateral trade between India and Africa currently stands at US$70 billion and India’s investment in Africa is estimated to be between US$30-35 billion. India has extended concessional credit to the tune of US$7.4 billion, which has funded and created nearly 137 projects in 41 African countries. Furthermore Africa is home to a 2.7 million strong Indian diaspora.

India also engages with various groupings in Africa such as the Southern African Customs Union [SACU], the Economic Community of West African States [ECOWAS] and the Common Market for Eastern and Southern Africa [COMESA] for preferential trade agreements. In fact India and Africa signed a Tripartite Free Trade Agreement [TFTA] in June 2015 to bolster trade relations.

Trade has also benefited from India’s decision in 2008 to offer duty free access to Indian markets to all Least Developed Countries [LDC’s]. As such 34 African countries are direct beneficiaries of the scheme.

Furthermore in October 2015 India held an India-Africa Forum Summit [IAFS] in New Delhi. The event was the biggest diplomatic affair hosted by India in the last 3-decades. The summit consolidated ties with Africa by adopting 2-documents – the ‘Delhi Declaration’ and the ‘India Africa Framework for Strategic Cooperation’ to chart a new course of engagement between the countries. To add strength to this partnership, India also offered a concessional credit of US$10 billion over the next 5-years in addition to its ongoing credit programme.

With this in mind CMA CGM, ever responsive to market trends, has strengthened its Africa-India services this month:

1: Strengthens East African Swahili Express Service

CMA CGM has strengthened its coverage of India on its Swahili Express service which serves the India Middle East Gulf - Eastern Africa and Indian Ocean trades. We have added a new weekly direct call at Mundra in Kutch district in the Indian state of Gujarat. This move is in addition to the present calls at Nhava Sheva.

**SWAX**
- Vessels: 6 vessels up to 2,800 TEU nominal capacity.
- Transits: Longoni reached in 11 days from Mundra, Dar Es Salaam 14, Zanzibar 18 and Nacala 25.
2: Upgrades MIDAS Service With PIL VSA Agreement
Adds Direct Calls To Nhava Sheva [India] & Apapa Lagos [Nigeria]

CMA CGM has strengthened its MIDAS service, deployed on the India Middle East Gulf - West Africa trades, by cooperating with PIL under a new Vessel Sharing Agreement [VSA]. A fleet of 11 vessels of 3,500 TEU nominal capacity will be deployed with CMA CGM contributing 9 vessels.

The MIDAS service also extends its Indian coverage with a new direct weekly call at Nhava Sheva offer fast and reliable links to West Africa, South Africa and Reunion Island. This move is in addition to our existing call at Mundra.

In West Africa, a direct call to Apapa-Lagos [Nigeria], has been added to complement our existing direct service to Tin Can-Lagos and Onne in relay. As our Cotonou hub is served after Apapa we can offer shortened transit times by 3 days to Douala [Cameroon] and to Gabonese ports.

3: Improves Service Between India/Middle East Gulf & Douala [Cameroon]

To increase the reliability of our service to Douala [Cameroon], CMA CGM will now transit cargo at Pointe Noire [Congo] instead of Cotonou [Benin]. All cargo from India/Middle East Gulf will benefit from a fortnightly service to Douala. The new MIDAS rotation offers competitive transit times to Douala: 40 days from Khor Fakkan, 39 days from Jebel Ali, 35 days from Nhava Sheva and 32 days from Mundra.
CMA CGM Strengthens West Africa-Asia Offer

Upgrades ASAF Fleet Doubling Capacity To 9,400 TEU

CMA CGM is to strengthen its Asia-West Africa service by deploying larger 9,400 TEU-capacity vessels. This move sees capacity nearly double as previous vessels averaged at 4,500 TEU. Commencing March 15th 13 vessels, including 10 CMA CGM vessels, will operate on this line in partnership with Maersk. Furthermore additional port calls at Singapore, Tanjung Pelepas (Malaysia) and Coega (South Africa) will be served. This decision is part of the Group’s development strategy in Africa, operating only one brand CMA CGM since March 1st 2016.

Service Details & Strengths
- 13 vessels with enhanced 9,400 TEU capacity up from 4,500 TEU
- Port range: Broader coverage with 3 new calls: Singapore, Tanjung Pelepas (Malaysia) and Coega (South Africa)
- Transits: Cape Town (South Africa) transits improved by 2 days from Central and Southern China and South East Asia
- Rotation: Tianjin / Xingang, Qingdao, Ningbo, Shanghai, Chiwan, Nansha, Singapore, Tanjung Pelepas, Port Kelang, Coega, Cape Town, Pointe Noire, Luanda, Cape Town E/B, Coega E/B, Port Kelang E/B, Tanjung Pelepas E/B, Singapore E/B, Tianjin / Xingang [91-days]
CMA CGM Adds Djibouti On MEX1 / REX2 Services

Targets Ethiopian Market With Direct Links To China

The MEX 1 and REX 2 services have been reconfigured adding a new call in Djibouti on each service. Starting March 15th, the MEX 1 will serve Djibouti westbound, from Port Kelang; and ships positioned on the REX 2, which connects the Far East to the Red Sea, will call in Djibouti eastbound, from Jeddah, Saudi Arabia starting March 18th.

As Djibouti port is the main gateway to Ethiopia, these upgrades are the result of the strong economic growth in Ethiopia in recent years thanks to increasing Chinese investments. According to the International Monetary Fund [IMF], Ethiopia ranks among the 5 most dynamic economies in the world.

The addition of the Djibouti call on the MEX1 will allow CMA CGM to offer its customers an exceptional transit time [17 days between Ningbo and Djibouti against 20 days with the REX3 service]. New direct connections, including from/to Ho Chi Minh or Qingdao are now possible, to facilitate the development of government projects.

In addition, the Group will benefit from new connections to the US, North Europe and the Mediterranean by connecting Djibouti to the Hub of Malta. In parallel, the addition of the call in Djibouti Eastbound on the REX2 service aims to consolidate sesame exports to Asia but also to develop volumes in the intra Red Sea region.

Inland Services Offered From Djibouti

Only last month we launched several new Though Bill of Lading [TBL] onward connections from Djibouti port targeting Ethiopia markets. We can now serve Mekele, Nefas Meewcha, Addis Ababa, Gibe, Shashemene and Jinga by road. Our transit times are:

<table>
<thead>
<tr>
<th>Location</th>
<th>Transit Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mekele</td>
<td>2 days</td>
</tr>
<tr>
<td>Nefas Meewcha</td>
<td>2 days</td>
</tr>
<tr>
<td>Addis Ababa</td>
<td>2 days</td>
</tr>
<tr>
<td>Gibe</td>
<td>3 days</td>
</tr>
<tr>
<td>Shashemene</td>
<td>3 days</td>
</tr>
<tr>
<td>Jinga</td>
<td>4 days</td>
</tr>
</tbody>
</table>

An all-inclusive package is offered when booking TBL; this includes all costs relating to port handling, customs clearance, transit, transport and empty return. Basically everything except for duties & taxes on Consignee’s account. Unloading at Addis Ababa can also be included.
CMA CGM Strengthens West Africa-Europe Offer

EURAF5 Service Frequency Improved And Coverage Extended

CMA CGM has launched an enhanced EURAF 5 service dedicated to West African markets served from Portugal and Northern Europe. This service will now offer a weekly frequency instead of fortnightly. The service coverage will also be extended to Northern Europe calling at the ports of Antwerp [Belgium] and Le Havre [France]. In West Africa a new call will serve Abidjan [Ivory Coast].

Strengths

- Antwerp and Le Havre, two strategic ports in North Europe will be linked, offering multiple transport solutions towards the whole African continent.
- New Abidjan call supports Ivoirian fresh fruit exports such as bananas, mangos etc. offering local producers new refrigerated export solutions.
- Transits from Europe to West Africa will be among the most competitive on the market: Luanda is reached from Antwerp in 16 days from Lisbon and 21 days from Antwerp.
- By linking Abidjan and Antwerp in 13 days, CMA CGM offers among the best transit times on the market from Africa to Europe.
CMA CGM Agency: Senegal Appoints New Management & Promotes Niche Reefer Services

Adrien de La Fourniere has been appointed as the new Deputy General Manager of CMA CGM Senegal based in Dakar replacing Jean Brieuc Chedeville.

With 3 weekly calls at Dakar port, DP World Terminal, we offer frequent and reliable transport services to all global destinations. As well as comprehensive logistical solutions designed to accompany you throughout the import/export chain.

Group Owned Dry Port TCD1 & TCD2

In 2011 the CMA CGM Group launched an in-bound dry port in Dakar. The Container Terminal in Dakar [CCTCD] or locally known as TCD1 the facility was the first logistics hub for the sub-Saharan region which attained customs’ bonded status. The hub covers 12,000 m² and is 100% owned by CMA CGM. The Senegalese Customs also have an office inside CCTCD to process customs operations. Furthermore in February 2014 the CMA CGM Group expanded these facilities with the addition of TCD2 a dedicated multi-activity 15,000m² logistic platform to compliment TCD1.

Reefer Services

CMA CGM Senegal is continuously improving its expertise in reefer management and strengthening its leading position in the Senegalese reefer market. Only last month we doubled our local Genset fleet with the acquisition of 15 new generators. And this month we have launched our new ‘Stuffy container’ ideal for the loading of fish. Stuffy boxes allow for faster stuffing [up to 4 containers stuffed simultaneously], easier stuffing [Tuna can be discharged through the roof] both dovetailing to preserve the cold chain.

CONTACTS

For information, rates and bookings please contact your nearest local CMA CGM agent or call locally: +221 33 849 92 00 or e-mail: dka.customerservice@cma-cgm.com. CMA CGM Senegal also has its own local website at https://www.cma-cgm.com/local/senegal-agencies.
Suez Canal Expansion Module Launched

The Suez Canal Authority [SCA] launched a second Suez Canal expansion module on 24th February. A convoy of container ships led by a CMA CGM vessel inaugurated a new approach channel from the Mediterranean Sea to East Port Said. The newly dredged deep-water fairway will allow vessels to reach the Suez Canal Container Terminal [SCCT] independently from the daily canal convoys. In 2015, the SCA inaugurated a new side channel in the central section of the Canal aimed at increasing the permissible size of the north and southbound convoys.

SCCT will also further enhance its capacity to handle ultra-large ships by installing additional next-generation ship-to-shore cranes. Starting in April, the APMT-managed terminal is scheduled to take delivery of 4-Chinese-manufactured jumbo cranes. The new gantries are designed to work on 23-row wide ships, with sufficient hoist height to cater for ships that carry ten tiers of high cube containers in the holds plus 10-tiers on deck.

CMA CGM RACINE INAUGURATES NEW SUEZ CANAL

Once again a CMA CGM Group vessel, the 6,700 TEU CMA CGM RACINE, was chosen to inaugurate the new navigation channel at East Port Said. Aboard the ship were Saad El-Giuchy, the Egyptian Minister of Transport, and Admiral Mohab Mamish, Chairman of the Suez Canal Authority. Onshore, they were greeted by Sharif Ismail, Egypt’s Prime Minister accompanied by his delegation and a 100-prestigious guests including Adham Altelbany, General Manager, CMA CGM Egypt.
Japan Eyes Aid For 60 Africa Infrastructure Projects

The Japanese government plans to allocate development assistance for some 60 projects in African countries, centering on infrastructure development. The plan has been formulated in preparation for the 6th Tokyo International Conference on African Development [TICAD], which Japan co-sponsors with the United Nations and the African Union, scheduled to be held in Nairobi in August.

The commitment is partly to counter China, which in recent years has stepped up its presence in the continent with massive aid packages, while also aimed at gaining support from African countries for Japan’s bid to be a permanent member of the U.N. Security Council. Tokyo considers Africa the world’s last major growth market and aims to offer high-quality, safety-focused infrastructure technology as an alternative to China’s.

The government decided in July to focus on development in 3-regions of Africa: areas surrounding Kenya’s Mombasa port and Nacala port in northern Mozambique, as well as Cote d’Ivoire and surrounding West African nations. Funding has been earmarked for the about 60 projects in all, many involving infrastructure including ports and road networks. The projects also include the development of natural gas extraction in Mozambique and an urban transport network for Nairobi.

The sixth TICAD, scheduled to run Aug. 27-28, will be the first to be held within Africa. It has previously been held in Japan every 5-years since 1993, but will now be held every 3-years.

Taiwan Delegation To Stimulate Trade

Non-profit trade organisation Taiwan External Trade Development Council led a business delegation of 25 Taiwanese enterprises on a visit to South Africa on March 2nd, aimed at promoting possible business opportunities between the 2-countries such as automotive parts, electrical goods, industrial machinery, hand tools, food additives, textiles and more. The visit formed part of the delegation’s tour to 4-economic powerhouses, including Nigeria, Ghana and Burkina Faso.

Israel To Strengthen Ties With Africa

The Israeli Prime Minister Benjamin Netanyahu confirmed that he will be travelling to Africa this summer, making him the first sitting PM to visit the continent since Yitzhak Shamir in 1987. He also announced the formation of a new Israel-Africa Knesset caucus during a Knesset meeting that was attended by 13 African ambassadors, 5-honorary consuls, and a number of Israeli lawmakers.
Regional

5th Borderless Alliance Conference 2016

The 5th annual Borderless Alliance Conference will take place from 18-20th May 2016 in Cotonou, Benin under the auspices of the Benin Ministry of Trade. The conference under the theme “Regional Integration through the Development of Trade and Transport” will bring together stakeholders from across West Africa and beyond to discuss strategy, network and collaborate to enable growth and achieve sustainable economic development of the region.

For more information about the event and registration please view: http://borderlesswa.com/borderless-2016-registration

Gulf Of Guinea Sees Piracy Drop

Piracy in West Africa’s Gulf of Guinea has declined as the price of oil plunged to the lowest level since 2002. With oil at a low bottom price of below US$30pb, piracy is no longer such a profitable business as it was when prices hit US$106pb a few years ago. Attacks on ships transporting oil in the Gulf fell by 33% in 2015 from a year earlier. There is a risk that attacks will pick up speed once oil rebounds. While attacks on maritime vessels have dropped in the past year, nations bordering the gulf should work to continue improving security coordination.

[Bloomberg 15/02/16]

The IMB Piracy Reporting Centre provides a live map highlighting all piracy and armed incidents reported: https://icc-ccs.org/piracy-reporting-centre/live-piracy-map
**Angola**

**Angola Regulates Law On Merchant Navy And Ports**

The government approved a set of regulations to update and regulate the law on the merchant navy, ports and related activities. Specifically, regulations of the National Integrated System for Maritime Traffic Control, Piloting at National Ports, Sea Search and Rescue System, Maritime Staff, as well as the regulation on the Safe Capacity of Ships and Vessels. Angola has acceded to United Nations’ [UN] international conventions and has now incorporated those into national legislation.

[Macauhub/AO 25/02/16]

**Ghana**

**Ghana To Chair Union Of African Shippers Council [UASC]**

Dr Kofi Mbiah, Chief Executive Officer of the Ghana Shippers Authority, has been elected Chairman of the Union of African Shippers Councils [UASC] for the next 2-years. Burkina Faso was elected Vice-Chairman with the Statutory Treasurer position going to Cameroun. The UASC is made up of 18 member Shippers Councils in the West and Central African sub-region and headquartered in Douala, Cameroun.

Over its existence the Council has worked towards the removal of bottlenecks that impede trade. Putting in place structures for the negotiation of tariffs and other charges affecting our shippers; introduction of Electronic Cargo Tracking Systems to ensure that our shippers receive timely information on their shipments to make them competitive; negotiated within the framework of the WTO and UNCTAD in the interest of our shippers and collaborated with our partners in the service of international trade and transport.

Dr Mbiah will champion the production of a new 5-year vision and strategic plan dubbed: “The reference organisation in Transport Facilitation and International Trade Competitiveness for the benefit of Shippers in Africa”.

[Ghanaweb 22/02/16]

**Turkey/Ghana Trade To Increase To US$1 Billion**

The President of Turkey, Recep Tayyip Erdogan, announced his country would increase bi-lateral trade volumes to US$1 billion by the year 2020. Trade volumes between Turkey and Ghana stood at US$41 million in 2002 but by 2012 the figure shot up significantly to half a billion dollars. Although trade volumes decreased in the past 3-years there are significant opportunities for cooperation, especially, in the fields of construction and defence. Turkish foreign policy is focused on promoting and fostering relationships in agriculture, culture, trade, defence and education.

[Business Day 03/03/16]
Nigeria

Turkish Trade Volume Hits US$1.1 Billion

Bi-lateral trade volumes between Nigeria and Turkey is currently US$1.145 billion. Exports to Nigeria stand at US$314 million with imports at US$831 million. Turkish President Erdogan recently visited Nigeria to promote trade links and has invited President Buhari to visit Turkey directly.

[Daily Trust 03/03/16]

Sierra Leone

Sierra Leone To Develop A Ports Master Plan

The Government of Sierra Leone has received financing from the African Development Bank [AfDB] provided from resources from the Korea-Africa Economic Cooperation Trust Fund toward the cost of the Development of Sierra Leone Ports Master Plan. A request for expression of interest [EOI] has now been release for consultancy services to develop a Sierra Leone Ports Master Plan consisting of an infrastructural Development Master Plan and a ports investment Plan for Sierra Leone managed by Sierra Leone Ports Authority [SLPA] that will guide future development initiatives. In tandem with this will be an assessment and analysis of the institutional and regulatory framework within the port sector, and recommendations thereto that shall be required for the ports development. The study will be carried out over a period of 9-months.

[AfDB 24/02/16]
Cape Verde

Bolloré Group Negotiates Sub-Concession Of Four Ports

Negotiations between the government of Cape Verde and French group Bolloré for sub-concession of four of the archipelago’s ports should be completed by the end of February. The French group was the only party that did not give up the international tender launched by the government of Cabo Verde for concession of the ports of Praia, Porto Grande [São Vicente], Sal-Rei [Boa Vista] and Palmeira [Sal].

Financial aspects have been finalised although technical aspects are on-going mainly related to investments, maritime traffic and the Cape Verdean ports and workers’ contracts. The sub-concession contract to be signed will have a minimum term of 20-years, renewable for another 10-years. Port manager Enapor has received permission to sublet the ports through a resolution published in the Official Gazette on 3 February.
Construction work has been approved on Phase II of the Kribi Deep sea port in Cameroon. The US$675.5 million project aims at boosting the country’s ambitions Vision 2035 by unlocking the country’s mining potential and enhance trade with the neighbouring countries. Phase II is expected to take 42 months. On completion the port will be the trade centre for the entire region serving the landlocked countries such as Chad and the Central African Republic (CAR). Plans were also revealed for a 3rd phase whereby 12 berths will be constructed at the northern part of the port for a better future development of the project.

<table>
<thead>
<tr>
<th>Phase I</th>
<th>Phase II</th>
<th>Phase III</th>
</tr>
</thead>
<tbody>
<tr>
<td>362m container berth of 50,000 DWT</td>
<td>1,102m quay</td>
<td>12 berths to be constructed at the northern part of the port</td>
</tr>
<tr>
<td>120m breakwater</td>
<td>2 hydro-carbon berths</td>
<td></td>
</tr>
<tr>
<td>308m general berth of 40,000 DWT</td>
<td>2 bulk cargo berths</td>
<td></td>
</tr>
<tr>
<td>9,600m² of housing</td>
<td>2 container berths</td>
<td></td>
</tr>
<tr>
<td>1,102m quay</td>
<td>20 terminals &amp; 6.5km quay to be constructed</td>
<td></td>
</tr>
</tbody>
</table>

Loan
The China Exim Bank noted US$524.5 million will be obtained on preferential basis whereas US$150 million will be given as a concessional loan. Additionally, the bank has offered 7-years grace period and a maturity time frame of 20-years and the loan will be repaid at an interest rate of 2% p.a.

Kribi Advantages
Kribi port project fills the gaps of the Douala port in a several ways. Its 16m-deep draught outscores the Douala port, which is barely 7m in depth. Douala port is an estuary port, therefore it requires dredging every year to accommodate a large ships. Presently bigger ships cannot access the port and have to anchor offshore while their contents are ferried to the port. This comes at a significant cost. In the future Kribi will be capable of docking vessels of up to 100,000T. Presently, the port can only take a maximum of 15,000T.

Mining Sector Targeted
Further the project will boost the mining sector. Iron ore and other minerals such as bauxite are being exploited in the country’s South East. Mota-Engil SGPS, a Portuguese construction company, has been awarded the contract to build a 510-km railway connecting Mbalm [where Australian firm, Sundance Resources is exploiting iron ore] in the east to the deep water port in Kribi in the south. The company will also construct the iron berth at Kribi which will enable the stocking of cargo from the Mbalm Mine. The move will unlock Cameroon’s huge mineral deposits.

The Kribi Deep sea port is a major component of the central African country’s Vision 2035, which aims to establish Cameroon as an emerging country over the next 25-30 years.

[CAJ News 25/02/16]
Cote d’Ivoire

San Pedro Port Reports 2.5% Growth In 2015

San Pedro port handled 4.85 million tonnes of traffic in 2015, up from 4.73 million tonnes in 2014. San Pedro shipped more than the half of Cote d’Ivoire annual cocoa output. In fact there was a rise of 10% in coffee and cocoa shipments, with 828.534 million tonnes exported, cementing the status of the port as the number-one cocoa exporter in the world. Exports of cotton, mainly from Mali, also increased 22% to 72,902T while rubber exports rose 25% to 194,37T.

[Reuters 26/02/16]

Gabon

Signs Loan for New Port

Gabon has signed agreements with the Development Bank of Central African States [BDEAC] for loans on two major infrastructure projects totalling more than US$200 million. The accords put up 51.6 billion CFA francs [US$86 million] for the construction of a port in Owendo, close to the capital, jointly owned with Singapore-listed agricultural products group Olam International. The port is expected to be operational in Q2 2016. A second agreement contributed an additional 75.6 billion CFA francs [US$126 million] of financing to the construction of a major highway project connecting Libreville with towns in the rest of the country expected to be completed at the end of 2016.

[Maritime Executive 10/01/16]

Ghana

First Phase of Takoradi Port Expansion Ready In May

The Takoradi Port is undergoing transforming as part of an expansion programme to meet modern requirements of services to become the preferred destination port in the West African sub-region.

The first phase of the expansion, which started in November 2014, is expected to be completed by the end of May this year. The project is to reclaim 53 ha of land to create space to handle larger vessels and accommodate about 100,000 MT of cargo, while increasing its revenue generation.

The project, being undertaken by a Belgian contractor, Jan De Nul, involves dredging and extending the breakwaters, constructing new oil and gas jetty and bulk container terminals. The completion of the expansion works would eliminate double loading, improve the turnaround time and reduce the cost of doing business at the port.

The Ghana Ports and Harbours Authority (GPHA) and Government of Ghana secured an initial loan facility of €197 million from the Belgian Government. In January this year, Parliament also approved another loan facility of €160 million for the continuation of the project and the second phase of the expansion works is expected to be complete within 2-3 years.

Both local and foreign investors are to be attracted to operate at the port and Mr Aliko Dangote, a Nigerian entrepreneur and billionaire, has expressed interest in establishing a cement factory at the port.

[Chronicle 19/02/16]
A new 480-unit reefer terminal to handle frozen cargo is now operational at Tema port. The facility will be commissioned directly – a move that will also mark the GPHA’s takeover of delivery for all reefer containers that arrive in the country. This will help to check the issues of illegal importation and falsification of documents in the port community.

**Tema Port Gets New 480-Unit Reefer Terminal**

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**CMA CGM REEFER SERVICE**

CMA CGM owns one of the largest and youngest fleets of Reefer containers designed for the transport of perishable goods in a temperature-controlled environment.

The CMA CGM Reefer fleet consists of 20’, 40’ High Cube and 45’ PalletWide [32/33] containers equipped with the latest remote control system enabling a permanent monitoring of all units on board.

For more information download our brochure at: [https://www.cma-cgm.com/static/Communication/Attachments/CMA%20CGM_BrochureReefer.pdf](https://www.cma-cgm.com/static/Communication/Attachments/CMA%20CGM_BrochureReefer.pdf)
Nigeria

NPA Constitutes Committee Over Port Extortion

A standing Intervention Committee will now check alleged cases of extortion along port access roads within the Lagos Ports Corridor. The Committee has been constituted by Nigerian Ports Authority [NPA], Western Ports, drawn from truckers unions, fleet operators, and security agencies such as the Association of Maritime Transport Owners [AMARTO], Joint Council of Seaport Truck Operators [JACOST], National Association of Road Transport Owners [NARTO], Road Transport Employees association of Nigeria [RTEAN] and Truck Drivers Unit of the Maritime Workers Union of Nigeria [MWUN].

[This Day 12/02/16]

Ports Authority & Kalmar Sign Equipment Supply Contract

The National Port Authority [NPA] has signed a contractual agreement with Kalmar West Africa [KWA] for the supply of container forklifts at the Port of Greenville in Sinoe County, Southeast Liberia. The NPA is also in the process of concluding contracts for the supply of tug boats, pilot boat and patrol boat with SMIT Lamnalco, and a with J.A. Delmas for the supply of a log loader. [In 2012, the NPA through the Government entered into a loan agreement with the Kuwait Fund for funding to rehabilitate the Port of Greenville.]

[New Dawn 17/02/16]

NPA Certifies 1,500 Trucks On Standards

The Nigerian Ports Authority [NPA] has certified 1,500 trucks as part of measures to enforce minimum standards for operators at Lagos seaport. The move aims to improve the movement and security of goods within and around the ports. With effect from March 1st, 2016, all trucks without NPA sticker will not be allowed into the port.

[Naija247 17/02/16]
Regional

EAC Heads Of State Summit Sees South Sudan Join

The 17th East African Community (EAC) Heads of State Summit took place this month with leaders from 5-member states gathered to discuss effective ways to integrate the economy of the region. This year’s summit was held under theme “advancing market-driven integration” and considered the annual Report of the Council of Ministers for November 2014-November 2015.

The event was preceded by the East African Business Leaders’ Summit. The meeting launched the new international East African e-passport, elected and swore in the new EAC Secretary General, Liberat Mfumukeko of Burundi and endorsed Tanzania President Dr. John Pombe Magufuli to continue sitting as the Chairman of EAC for another year.

The summit also saw the admission of South Sudan as the 6th member state of the EAC. South Sudan joins Tanzania, Burundi, Uganda, Rwanda and Kenya. The Heads of State also launched the Private Sector Fund and Code of Conduct aimed at fighting corruption in the EAC.

FACTS & FIGURES
- South Sudan = 6th nation of EAC bloc
- Opens access to common market of 162 million people
- Creates greater economic leverage
- Uganda and Kenya’s annual exports to South Sudan are $200m and $180m respectively
TMEA Commits US$2.5 Million To Boost Trade

TradeMark East Africa (TMEA), a donor-supported organization formed to facilitate cross-border business in the region, has expressed worry that while they have supported the modernization of ports in Mombasa and Dar es Salaam, trade volumes are still below expectations. TMEA seeks to facilitate the East African Community (EAC) with US$2.5 million to increase intraregional trade to 25% from the current 20%, and grow exports outside the region by at least 10% in the medium term. Funds will improve export capacities and private sector competitiveness.

TMEA noted some EAC member states have not fully reached consensus on specific product standards, which has made it difficult for some of the proposed regional trade policies to impact on traders’ operations. TMEA Uganda said growth prospects of the EAC remained low noting the region needs to improve its exports position by enhancing regional ties through increasing the private sector’s capacity. At the meeting, TMEA announced a new line of support and commitment to Uganda for its next phase 2017 - 2024. TMEA plans to support women in trade, ware housing, private sector advocacy and manufacturing and support the National Logistic Platform Project.

EAC Plans 1% Tax On Regional Imports

Consumers may be forced to pay more for goods imported from outside East Africa as the EAC Secretariat targets an international trade levy to reduce its dependence on donor funding. EAC relies on donors for up to 70% of its budget which was US$110.6 million in 2015. The Heads of State Summit this month resolved that the Secretariat’s budget be funded from uniform concessions from member countries and a new levy -- tentatively 1% -- targeting imports and exports.

This would, apart from hurting consumers, make EAC commodities less competitive in external markets. The prices of commodities such as fuel, food, cars, machinery and second-hand clothes -- the most common goods sourced from outside EAC -- and those exported outside the region including agricultural goods, are likely to go up.

For imports, many countries already apply levies, import duty and VAT on goods. Kenya, for example, charges an import declaration fee of 2.25% of the value of the goods imported, Tanzania charge 1.2% while Uganda charges 0.08%. Meanwhile the EAC-wide import duty on food supplements is set at 10% and that of manufactured goods is at 18%, while machinery and transport equipment attract a tax of 35%. Fuels and lubricants are levied at 7.5%.

The challenge will be how to apply the levy and how to obtain the total amount collected as countries export/import more than others. Unless there is a clear mechanism on how to do this most countries are unlikely to declare their full import value.
Djibouti

Djibouti To Anchor China’s Maritime Silk Road

China says it is establishing naval “support facilities” in Djibouti, which has the ambition of emerging as another Singapore, leveraging its position at the intersection of busy shipping lanes. A military base in Djibouti along with major port development projects in Myanmar and Sri Lanka are defining the contours of China’s Maritime Silk Road - an oceanic connectivity project, of which, the Indian Ocean is the core.

Djibouti’s President, Ismail Omar Guelleh, noted that China will soon commence work on the naval base. The Horn of Africa nation is strategically located on the junction of the Indian Ocean and he Red Sea - a gateway to the Suez Canal via the strait of Bab Al-Mandab. Djibouti would be an ideal location for securing sea lanes, in the vicinity, which radiate from this area towards Africa’s Indian Ocean coastline and the Arabian Sea.

The Chinese facility will be established at Doraleh Multi-Purpose Port, a US$590 million project that is being steered by China Merchants Holdings International in the south of the country. The Chinese Navy would use one of the berths. Last month, Guelleh signed a deal with China to build a new free trade zone, whose first phase would open later this year. China is also providing the bulk of the US$12.4 billion that Djibouti intends to invest by 2020.

[The Hindu 15/02/16]

Kenya

Mombasa SEZ To Boost Business

The Kenyan government’s approval of developing a Special Economic Zone (SEZ) in Dongo Kundu, Mombasa, is expected to boost regional trade. The move is supported by the Dongo Kundu bypass, which is part of a 3-phase plan to decongest the port city of Mombasa, set for completion in 2018. In parallel the Port of Mombasa is to increase its capacity to handle 50% more containers within 2-years.

Rwandan industries can also establish themselves in the zone-within the East African Single Customs Territory, and transform by adding value to exports. 40% of Rwanda’s imports and exports are through Mombasa with the rest passing through Dar es Salaam, Tanzania.

The Free-Trade Zone (FTZ) project will be established on 300-500 acres that will host wholesale and retail trading, breaking bulk, re-packaging logistics, warehousing and handling and storage of goods. Developed as an industrial and commercial hub the facility is expected to gain from the ongoing expansion and modernisation of Mombasa port. Unlike the current practice at Mombasa port where all goods are subjected to slow customs procedure, an FTZ creates a haven where goods on transit face less strict customs regulations. The area will be reserved for re-exports to the 400 million-people COMESA bloc, allowing for transhipment of cargo without inspection or paying customs duty.

The Mombasa Port Area Development Project (MPARD) is expected to take 36 months and after a 3-phased construction plan Mombasa port should be decongested and ensure a quicker turnaround time for freight logistics companies delivering and collecting cargo. Once the FTZ is complete transit goods will face less strict customs regulations. This year Kenya is also constructing another container terminal in Mombasa projected to have a capacity of 450,000 TEU to handle increased trade within the region. This new terminal is expected to rise to 1.2 million by 2019. The Mombasa handled 1-million TEU in 2015.

[New Times 24/02.16]
Kenya

Cargo Capacity At Mombasa Port Up 50%

Japanese Toyo Construction Company has confirmed it has completed Phase-1 of the Mombasa Port Development Project [MPDP]. The Sh22 billion project was started back in March 2012, with the aim of decongesting Mombasa Port by creating 3 more berths: Berth 20, 21 and another smaller berth. The Kipevu terminal project was scheduled to be completed by February 29th.

Phase-1 of the expansion project is ready to be handed over to the Government. There might be some touch up work, but overall, the new terminal is ready. The terminal has the capacity to handle 550,000 containers, which is expected to increase the capacity of the Mombasa port by over 50%. On completion of the whole project, the port will become the largest in the region.

Masati Kaneko, Deputy Project Manager

Meanwhile Toyota Tsusho Corporation who are responsible for the procurement of equipment has procured 2-ship-to-shore cranes, and four other cranes that will operate on shore. The container terminal yard at the port sits on 35ha and is 15m deep. It is able to dock an 800T ship up to 50m high.

Currently, Mombasa handles an average of 1 million containers a year, but it has a projected target of 1.32 million with the new terminal. Access roads, trunk roads and connection roads are fully operational, which is expected to ease cargo traffic and reduce turnaround times.

President Kenyatta is expected to officially open the new terminal at a date yet to be confirmed. The second and third phases of the MPDP are scheduled for completion in 2017 and 2020, respectively. The Japan International Cooperation Agency [JICA] has signed an agreement of Sh24 billion for the construction of phase-2 with the Kenya Ports Authority [KPA].
Mombasa Port Management Replaced Amid Smuggling Probe

Kenya Ports Authority [KPA] replaced senior managers at Mombasa port in response to pressure to tackle drug and ivory smuggling at East Africa’s main trade gateway. Masden Madoka, the port’s chairman, said managing director Gichiri Ndua and 5-senior managers had been sent into early retirement and several others are likely to follow. Officials of the port and other government agencies have faced widespread accusations of colluding with rogue importers and exporters, depriving Kenya of tax revenues.

Reclaimed Land For Port Reitz SGR Cargo Terminal

Construction of a container terminal for the Standard Gauge Railway [SGR] is being constructed at Port Reitz in Mombasa on land reclaimed from the Indian Ocean.

The terminal, whose model is similar to that of Rotterdam’s Eurosport constructed on land reclaimed from the sea, is situated close to the newly-opened Berth 19 at the Mombasa Port to facilitate movement of cargo to the new railway line. The terminal is being built on reclaimed land for lack of sufficient space. It is also near the Dongo Kundu by-pass that connects Mombasa Island to the mainland and the proposed Dongo Kungu port, and also links Mombasa to the South Coast and Tanzania.

China Road and Bridge Company [CRBC] was permitted to harvest 800,000 tonnes of sand for reclamation of around 300m2. The sand is harvested from Tiwi and Diani beaches in Kwale county and as well as from Kilifi beaches. SGR container terminal is projected to handle more than 50%, or 22 million tonnes, of cargo handled at the Mombasa Port each year, 90% of which is currently transported by road.

KPA Records Improved Performance This Financial Year

Kenya Ports Authority [KPA] has released a report noting improved performances at Mombasa Port during the 2015-2016 financial year. Acting MD Catherine Mturi noted since last year 26 million tonnes of cargo has passed through the port and the facility has received 1.7 million containers compared to last year up from 1.1 million containers. Over 7 million tonnes were transported from Mombasa to other countries.
Mozambique

Maputo Port Dredging To Start Mid-May

Dredging of the access channel Maputo Port from a depth of -11m to accommodate vessels with a draft of up to 14.2m on the tide is expected to begin in mid-May. Works are to be executed by Jan de Nul, once a formal award is made. The dredging project will last 10 months, including mobilisation and demobilisation.

The project will enable access for ships of up to 80,000T capacity, making Maputo Port more competitive in regional and international shipping markets. Mozambican banks are providing financing and the support of the different stakeholders, including the Government of Mozambique, have been instrumental in ensuring the project is implemented. The total cost of the project is approximately US$115 million and the involved parties are currently under contract negotiations.

"Dredging the port access channel is a strategic decision that will not only help to achieve our target of handling 40 million tonnes per annum by the end of the concession period, but will have long term benefits for the Mozambican economy. We believe it will attract more cargo, create more jobs, encourage the growth of smaller businesses associated with the port and highlight the need for more infrastructure development as well as increase our contribution to the economy of the country."

Osório Lucas, CEO, Maputo Port Development Company [MPDC]

Dredging the channel is one of a range of projects embarked upon by Maputo Port Development Company [MPDC] and various terminal operators within the Port of Maputo recently. The rehabilitation of berths 6, 7 and 8 is currently under evaluation and is targeted to proceed in 2016. These developments will enable the port to meet growing demand and achieve significantly higher volumes per annum.

Major investment in infrastructure, equipment and staff were initiated after the change in the shareholder structure in 2008 when Grindrod and DP World took over management of MPDC. This is the second dredging of the access channel to the port. In 2010/2011, it was dredged from -9.4m to -11m, which helped increase cargo handled from 12 million tonnes in 2011 to over 19 million tonnes in 2014.

[Dredging News 24/02/16]
Nacala Rail & Port Project

The Nacala rail and port project is an integrated and transformative infrastructure project supporting growth along a regional corridor shared by Mozambique and Malawi. It consists of the construction and operation of a 912 km cape gauge rail line from the Moatize mine in western Mozambique to the Nacala port on the eastern coast of the country through Malawi:

The Project also includes the construction of a deep sea port and associated terminal infrastructure at Nacala-à-Velha. The Nacala Corridor will be anchored on coal exports [18 MTPA], general cargo/freight [2 pairs of trains per day] and passengers [1 pair of trains per day].

Rail Component

- Greenfield railway line connecting the mine in Moatize to the existing line in Malawi
- Rehabilitation of 682km of the existing railway line
- Construction of a 29.3km greenfield rail link connecting the existing railway to the new coal terminal to be built in Nacala-à-Velha.

Project Benefits

- Spurs regional economic development
- Provides more efficient and cost effective transport of people and goods throughout the corridor
- Reduction of CO2 emission by diverting truck traffic to rail links.
- Creates 1,500 jobs
- Add US$88 million to government exchequer in taxes

Furthermore, the Fund for African Private Sector Assistance [FAPA] support is being prepared to strengthen the development of an inclusive private sector through the creation of linkages with the domestic community and the local businesses along the corridor.
Tanzania

Phase 1 Dar es Salaam Maritime Gateway Program [DSMGP]

A project to improve Dar es Salaam port is a government priority as outlined in the Big Results Now [BRN] program for maritime sector. The proposed Dar es Salaam Maritime Gateway Program [DSMGP] phase 1 consists of:

1. Deepening and strengthening of Berths 1-7 [1,281m] and paving of inshore container terminal yards at Berths 5-7
2. Construction of a new Ro-Ro Terminal at Gerezani for general cargo operations until Berths 1-7 are modernised
3. Improving rail linkages and platform in the Port
4. Increasing the capacity of the grain silo and supporting the installation of a conveyor system, and high speed bulk grab.

The Tanzania Ports Authority [TPA] is the proponent and sole operator of the Dar es Salaam Port. The DSMGP will be implemented in at least 2-different phases, in partnership between the Government of Tanzania, TPA, other public and private stakeholders, and a coalition of development partners including the Trade Mark East Africa [TMEA], the United Kingdom Department for International Development [DfID] and the World Bank [WB].

Phase 2 activities are at an early stage of development. Meanwhile upon completion of Phase 1 Dar es Salaam Port will offer:

- Handling of larger vessels [thanks to the deepened Berths 1-7]
- Efficient unloading of grain
- Allow the largest Panamax vessels to dock at the new roro Terminal at Gerezani
- Benefits from improved use of rail infrastructure to transport goods from the Port to other parts of the region
- Reduced traffic congestion in Dar es Salaam. The port is located in Kurasini Ward, Temke Municipality, with the Malindi and Lighter wharves located in neighbouring Mchafukoge Ward, Ilala District.

[TPA 03/03/16]

Two Terex Ship-to-Shore Cranes [STS] For Dar es Salaam

Terex Port Solutions [TPS] has received an order to supply 2-Terex® ship-to-shore cranes [STS] to Tanzania International Container Terminal Services [TICTS], a member of Hutchison Port Holdings Limited [HPH]. The double-box boom structure STS will be manufactured at TPS’ site in Xiamen, PR China, and the machines are due to be commissioned by the end of 2016. TICTS, situated in Dar es Salaam, is Tanzania’s largest container terminal. The units will help TICTS enhance operational productivity with a lifting capacity of 41T under twin-lift spreader, an outreach of 42m and designed to load and unload container vessels with up to 15 rows.

[Cranesy 29/02/16]
Firms Invest 45bn/- In Mtwara Freeport Zone

Tanzanian Bahari Oilfield Services FPZ Ltd and Singapore Springville Infrastructure PTE Ltd have partnered to develop the offshore supply and logistic facility in Mtwara Freeport Zone with an investment outlay of 45bn/-. The foundation stone was laid at the project site recently. Upon commissioning, the facility will provide a wide range of land based support and logistic services to the supply chain users in the oil and gas sector. Investment will focus on building a modern jetty, adjoining Mtwara Freeport Zone, exclusively to provide marine support services. The proposed quay facility will act as an interface between the upstream and freeport operations.

AfDB Approves US$1.1 Billion Infrastructure Loan

The African Development Bank [AfDB] has approved a US$1.1 billion loan over 5-years to fund infrastructure projects [transport & energy sectors] and improve public sector governance. The Government plans to spend US$14.2 billion to construct a new standard gauge rail network in the next 5-years financed with external loans. It also plans to build a new US$10 billion port at Bagamoyo, expand existing airports and invest in new roads.
Madagascar

Advance Cargo Declaration [ACD] Cancelled

APMF Circular N° 236/APMF/DG/16 dated March 1st 2016 outlines the cancelation of the APMF Circular N°0116/APMF/DG/16. As a consequence all ACD formalities for shipments from/to Madagascar are now cancelled. It is now not necessary to obtain ENS numbers from Customer or the payment of ACD fees.

However please be advised a new system is under study and may be implemented in a couple of month following discussions between Malagasy Government and Private sector. We will keep you informed about any changes and/or new local requirements.

[Uganda]

Government To Stop Importation Of Second-Hand Vehicles

The Ministry of Trade Permanent Secretary has noted the Ugandan Government is planning to stop importation of used vehicles in a move to support the local automobile industry. In the 2015-16 Budget, government introduced a 50% levy on vehicles more than 5-years old and increased to 35% of the cost, insurance, and freight [CIF] as a way of discouraging importation of used motor vehicles.

[Uganda]

[The Monitor 29/02/16]

[01/03/16]
South Africa

Maritime Transport Policy To Be Submitted To Parliament

The Department of Transport has accelerated the process of finalising the Maritime Transport Policy, expected to take effect by mid-year, according to Deputy Transport Minister Sindile Chikunga. A draft document should be submitted to Parliament for public comment by March. The policy will guide the maritime industry and other institutions on the country’s vision for developing the maritime sector within the ambit of Operation Phakisa. This includes the growth of the number of ships on South Africa’s ship register, the number of seafarers employed and the provision of tax breaks to international ship owners.

[Engineering News 26/02/16]
Namibia

Abnormal Loads Increase Via Walvis Bay

As the Walvis Bay Corridor Group [WBCG] continues to connect southern Africa to the rest of the world, part of its strategic initiative for the current 5-year plan has been to facilitate the growth of abnormal and project cargo through Walvis Bay. The WBCG has been creating more awareness about this opportunity and has seen a significant increase in abnormal loads via the Walvis Bay route with goods destined to other SADC markets such as Zambia, Botswana, South Africa and the Democratic Republic of Congo [DRC].

Walvis Bay is connected with good shipping services providing an option for shippers from Europe and North America to supply bulk, containerised and breakbulk shipments such as abnormal loads such as transformers to neighbouring countries in the shortest possible time. Having heavy-lift port facilities at Walvis Bay removes the necessity for road permits or abnormal clearances between the quayside and the storage yard, which streamlines the process for customers.

[The Namibian 25/02/16]

NUST/Finnish Embassy Promote Namibia Logistics Hub

The Finnish Embassy in Windhoek and the Namibia University of Science and Technology [NUST] jointly launched the preparatory phase of an ecosystem project titled “NAMHUB: Developing Namibia as a green, safe and smart transport and logistics hub for southern Africa.” The project is funded by the Finnish funding agency Tekes [€60,000] together with 4-Finnish research partners [€ 40,000]. The NAMHUB project is based on the fast expansion of the mega hub in Namibia for transport and logistics and entails activities in ports, roads and railway.

[New Era 17/02/16]
South Africa

US$445 Million For New South African Ports

President Zuma has announced that US$445 million [R7 billion] has been committed to new port facilities. Delivering his State of the Nation Address in Parliament on 11th February, Zuma said that through the oceans economy segment of Operation Phakisa, it had adopted a Public-Private-Partnership [PPP] model for port infrastructure development by Transnet National Ports Authority [TNPA]. The Operation Phakisa Big Fast results methodology was launched in 2014 and implemented in the ocean economy, health, education and mining sectors to implement policies and programmes better. Another development of Operation Phakisa was the launch of a R660 million fuel storage facility in Cape Town.

[Source: Africa News Agency 12/02/16]

Transnet Unveils US$50 Million Port Security System

Transnet National Ports Authority [TNPA] has introduced a state-of-the-art port security system, valued at over US$50 million [R800 million], aimed at boosting security at South Africa’s ports.

"The National Ports Act 12 of 2005 and the International Ship and Port Facility Security [ISPS] Code of 2004 dictate that we as a port authority implement measures to assist in detecting security threats and take preventative measures against security incidents that may affect ships or port facilities used in international trade."

Richard Vallihu, Chief Executive, Transnet National Ports Authority [TNPA]

The newly-renovated control room, which is located at the Port of Durban, went live on February 12. The CCTV system is integrated between all port sites, as well as the head office, in order to give a bird’s eye view of the port security environment. It comprises of 2,100 high-definition cameras across the various sites, more than double the previous 864, as well as long-range cameras to monitor all port channel entrances and outer anchorages.

Vehicle security within port perimeters would also be enhanced through licence plate recognition systems, while increased night visibility would be enhanced through thermal imaging.

The newly renovated control room at the Port of Durban was first to go live, with the other 7-ports expected to follow suit in due course.

[Source: ANA 15/02/16]

Aveng’s Tugboat Contract Progressing Well

Construction and engineering group Aveng Grinaker-LTA is making progress on the electrical installation of 9-harbour tugs, with work having started on the second and third tugs. The first tug, the 31-m-long Mvezo, was launched in November, forming part of the Southern African Shipyards and Transnet National Ports Authority’s [TNPA] R1.4-billion tug-building programme. The Mvezo is undergoing final fit-out and readiness for harbour and sea trials. Completion is scheduled for the end of February 2018.

[Source: Engineering News 26/02/16]
First Durban Maritime Summit

The EThekwini Maritime Cluster in partnership with the EThekwini Municipality, National and Provincial Governments and the maritime industry hosted the first annual Durban Maritime Summit from 24-26th February.

The summit was the start of strategically positioning Durban as a Smart Intelligent Port City. The summit showcased Durban port to the public to create general awareness. It also showcased local businesses and provided a platform for networking. The event looked at development and investment opportunities in the port and surroundings and marine manufacturing and transportation opportunities in terms of Operation Phakisa.

The summit delivered clear proposals that would take both the city and the port closer to achieving the goals of the KwaZulu-Natal Integrated Maritime Strategy [KIMS]. These were the result of robust debate and discussions between delegates and were divided into 5-categories namely maritime enterprise development, maritime training and skills development, sustaining a smart port city, marine manufacturing and maritime security.

DURBAN PORT IN FIGURES
- 4,000 vessel calls a year
- 87 million tons of cargo a year
- 68% of the country’s containerized cargo
- 520,000 new vehicles for export and import
Transnet National Ports Authority’s [TNPA] multimillion rand upgrades to Port Elizabeth port represent the first realisation of government’s Operation Phakisa and a positive step towards a thriving boat building and marine maintenance industry. The R186-million upgrade to the port’s lead-in jetties and boat maintenance repair areas means a long-term boost for the Bay’s economy. Design and construction of the two-phase project began in January 2015 with work continuing until 2017. The first phase – a modernised boat maintenance repair area with a 90T boat hoist – is on track for operational commissioning in June 2016. The second – a project that involves the complete refurbishment of the 1200T lead-in jetties – will be ready by mid-2017.
Zimbabwe

Full Implementation Of CBCA Programme

Please be reminded that the Zimbabwe Government has fully implemented the Consignment-Based Conformity (CBCA) programme in Zimbabwe. From March 1st, 2016 a Certificate of Conformity will be required for the clearance of goods that depart the country of export.

RESOURCES
The Zimbabwe Government has signed on 16/03/15 a 4-year Consignment-Based Conformity (CBCA) contract with Bureau Veritas. The contract is for the provision of pre-shipment services of the listed products in the country of export and issuance of certificates of conformity based on the national and international quality, safety, health and environment standards in line with the World Trade Organisation (WTO) agreements.

For further information related to the CBCA programme in Zimbabwe:
For the detailed list of products visit the ministry website www.mic.gov.zw and for further enquiries forward an email to mic@mic.gov.zw