CMA CGM: THE REFERENCE IN COTE D’IVOIRE

GROUP VICE PRESIDENT
RODOLPHE SAADÉ VISITS ABIDJAN

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**Events Diary**

**October 2016**

17-21 **First African Forum for National Trade Facilitation Committees (Addis Ababa, Ethiopia)**  
Contact: tfbodies@unctad.org

18-19 **African Ports Evolution (Durban, South Africa)**  
www.portsevolution.com

18-19 **African Rail Evolution (Durban, South Africa)**  
www.rail-evolution.com

19-20 **West & Central Africa [WACA] Mining (Accra, Ghana)**  
www.waca-mining.com

http://www.nigeriaalternativeenergyexpo.org/

19-22 **POLLUTEC MAROC 2016 [Environmental Equipment, Technology and Services] (Casablanca, Morocco)**  
http://www.pollutec-maroc.com/

**News Briefs**

**Western Africa**

**BURKINA FASO**  
- Tunisia & Burkina signed 8-agreements at the end of the 7th session of the Tunisian-Burkinabe High Joint Commission. Two other bilateral cooperation agreements were signed on rail transport and post.

**CONGO**  
- Exxaro Resources concluded the exit of its Congo-based iron-ore assets. The transfer of ownership of the Mayoko iron-ore project to Congolese company Sapro SA has been concluded.

**COTE D’IVOIRE**  
- Government projected economy will grow by 8.9% in 2017 as it approved a US$11.11 billion budget for the coming year up 12%.
- Cemoi Group noted sales from its local cocoa-processing plant exceeded forecasts in its 1st year. It plans to increase output to 10,000 MT in the next 3-yrs.

**GAMBIA**  
- The Gambia on Tuesday announced a ban on importing timber following illegal logging from Senegal.

**MALI**  
- Finance minister proposed 2017 budget that will see spending increase by >10% with a heavy emphasis on investment spending. Expects GDP to grow by 5.4% this year and 5.3% in 2017.

**Eastern & Southern Africa**

**ETHIOPIA**  
- The African Union conducted a ground-breaking ceremony for the construction of the AU Integrated Services Center a Chinese-aided project undertaken by Anhui Foreign Economic Construction Company.

**KENYA**  
- Kenya Electricity Generating Company has plans to construct a US$300m 140MW geothermal power plant in Kenya before the end of 2016.

**MOZAMBIQUE**  
- Vale expects to receive US$768m from the sale of stakes in its Moatize coal mine and Nacala Logistics Corridor in Mozambique to the Japanese Mitsui & Co.
- Cut wood in Mozambique will no longer be exported as logs from January 2017 according to the Forestry, Environment and Rural Development Ministry.

**SOUTH SUDAN**  
- Nestlé SA’s Nespresso is suspending imports from South Sudan citing deteriorating security conditions.

**UGANDA**  
- Ugandan-German Government Negotiations on Development Cooperation from 4-5th October - will agree on the a 2-year programme of bilateral development cooperation (2016/17).
CMA CGM - Company of the Year!
Awarded At Lloyd’s List Global Awards 2016

CMA CGM was announced as Company of the Year during the prestigious Lloyd’s List Global Awards on 28th September in London. Each year the awards recognise both excellence and leadership within the shipping and maritime industry and are recognised worldwide as a significant mark of success.

The jury, composed of journalists and shipping players, highlighted CMA CGM’s key role in the industry, its focus on development and its anticipation of market conditions. The award recognised the Group’s ongoing achievements and its significant results within the industry.

CMA CGM, now operates a fleet of more than 530 vessels, has a workforce of 29,000 and a presence in 160 countries. It has a good portfolio of brands, good global coverage and is leader in many markets.

CMA CGM Achieves Highest Rating By EcoVadis
Awarded Gold For Corporate Social Responsibility

CMA CGM has been awarded with the “Gold Recognition Level” by the EcoVadis rating agency for a second successive year. This distinction is the highest level a company can receive by EcoVadis for Corporate Social Responsibility [CSR]. The award highlights the Group’s continuous efforts, progress and recognition in this area. For our customers it is a sign of performance and is an important service differentiation guaranteeing a responsible and ethical service.

For several years CMA CGM has engaged in an ambitious CSR policy and committed to undertaking activities in a responsible, ethical and transparent way. All actions are in compliance with applicable rules and in accordance with the Group’s values: Initiative, Boldness, Imagination and Integrity.
CMA CGM Improves EURAF 3 Service
Targets Gambia By Adding Direct Banjul Call

In efforts to improve the reliability of Europe-West Africa services, CMA CGM has rationalised the port rotation of its EURAF 3 service. A weekly direct call has been added at Banjul, The Gambia. The current Banjul call on its WAZZAN service will be discontinued. The EURAF 3 service is operated with 3 vessels of 1,800 TEU and now calls: Tangiers, Algeciras, Freetown, Conakry, Monrovia, Banjul, Tangiers.

CMA CGM Expands WAZZAN Service
Adds Las Palmas To Rotation

CMA CGM has improved its WAZZAN service with a new direct Southbound call at Las Palmas, Gran Canaria. The port lies on one of Spain’s Canary Islands off northwestern Africa. The move will allow the Group to offer optimal worldwide connections at Tangiers and opens a new market to/from the East Coast of South America [ECSA]. The new rotation is: Casablanca, Algeciras, Tangiers [connection Worldwide/ECSA], Las Palmas SB, Nouakchott, Dakar, Nouadhibou, Casablanca.
CMA CGM: The Reference In Côte d’Ivoire
Group Vice President Rodolphe Saadé Visits Abidjan

In September CMA CGM’s Vice-Chairman, Rodolphe Saadé, toured Abidjan, the economic capital of Côte d’Ivoire, on a priority trade visit to focus on Ivorian business strategies and promote the Group’s competitiveness. The visit enabled the Group to showcase and build on existing services and efforts with a more co-ordinated and targeted approach to the services it provides.

The visit gathered together staff, industry and the Group’s customers to strengthen the association between the Group and local stakeholders. The focus was to build on previous work and provide a clear position of how CMA CGM aims to further support the Ivorian import/export industry and to be a key driver of maritime growth.

Meetings were also held with key Ministers as well as the inauguration of a new training program for future African executives. Mr Saadé was also accompanied by Bertrand Simion, Vice President Africa Lines, General Frederic Beth, Advisor for Africa and Elie Zeenny, Senior Vice President Transversal Projects & Insurance.

CMA CGM Gathers Economic Community
The Group gathered more than 150 of its major customers for a cocktail in Abidjan. In the presence of the Ivorian Minister of Transport and the Ambassador of France, Mr Saadé communicated on Africa’s dynamism. The event provided a platform to showcase CMA CGM’s local services and global capabilities. By working in partnership with all key sectors CMA CGM has positioned itself to respond to both customers’ needs and also offer very competitive business advantages.

Rodolphe Saadé Meets Abidjan Agency Staff
During his trip, Mr Saadé met the Group’s teams to discuss business strategies. CMA CGM was established in Côte d’Ivoire in 2003. Today local agencies are located in both Abidjan and San Pedro offering a network of over 110 shipping experts. The Group prioritises the development of its Ivorian clients’ and supports market growth with ever-expanding worldwide connections.

Under the responsibility of Pierre Hery, the Group offers both maritime and land services. In total, 6 direct lines serve Côte d’Ivoire offering 23 calls per month connecting both Europe and Asia. Ships operating are among the largest in the market, with a 4,000 TEU capacity. The Group is also a specialist in the export of soft commodities such as cocoa, bananas, walnuts, cashews and mangoes. The Group is also an expert in handling non-standard goods and refrigerated transportation complete with a local dedicated Reefer desk. Furthermore to facilitate local port operations, the Group has strategically invested in TERRA, Terminal Roulier d’Abidjan, the Abidjan Ro-Ro Terminal.
Visit To Abidjan Port Extension Works
Rodolphe Saadé, accompanied by Pierre Hery and the Deputy Port Director, made a visit of extension works currently being undertaken at Abidjan port.

The access channel to Abidjan port, the Vridi canal, is being widened and deepened from a current draught of 12m to 16m to accommodate larger ships. Abidjan port’s capacity is expected to double to reach 3 million containers per year.

The tour included areas ideal for future inland and logistics platforms - a clear opportunity where the Group could help the sector expand and boost the local maritime industry.

CMA CGM Promotes African Managerial Skills
Inaugurates New Executive Training Course In Abidjan

During the tour, Mr Saadé, inaugurated a new training course that will focus on the Groups future African executives. CMA CGM aims to advance the skillset of its African management team with this new training program set up in collaboration with the CMA CGM Academy, the French Business School KEDGE, and the ARSTM in Abidjan [Academie Régionale des Sciences et Techniques de la Mer].

This Excellence Program relies on the KEDGE Business School’s expertise in both Supply Chain Management and Corporate Social Responsibility [CSR]. The school has been present in Africa since 2008 through its campus in Dakar and offers its experience in training courses throughout the African Continent.

Twenty-four trainees from Francophone Africa and the Indian Ocean will attend the program in Abidjan at ARTSM’s facilities.

The program focuses on 4 areas: Maritime, Management, Ethics and Finance. Its aims are:
- Answering CMA CGM’s development needs in Africa by strengthening the Group’s African staff
- Strengthening the Group’s managerial network in Africa in aspects of management and supply chain systems
CMA CGM E-Business: New Functionalities

CMA CGM is constantly working to develop its website to offer its customers improved features. Recent developments to our website include:

- Improved transaction history: Shows details of your booking and Shipping Instructions [SI]. PDF’s are stored in your e-Business account.
- Forward your documents: Forward information from our website to customers & partners.
- Notifications on the go: Subscribe to notifications and receive your booking requests, booking confirmations and SI submissions via email with the attached PDF.
- Online tare finder: Assists you when declaring your VGM. Simply enter one or more containers numbers to search for your containers. The corresponding tare will be listed for each container.
- VGM Status: A new page which allows you to see the VGM status of shipments submitted to CMA CGM, whether you are party or not on the booking.
- VGM Calculator: If you are using method two (weight calculate) you can speed up the process with our new VGM Calculator located directly on the VGM declaration form. Simply fill in the booking number and Gross weight (whole goods weight including packing) for your declaration and the VGM will be calculated by adding the tare.
- Credit Note Status: Simplify your invoicing process by checking your credit note financial status.

RESOURCES
- To access our eBusiness functions please register: http://www.cma-cgm.com/ebusiness/registration/information
- If you have any questions please contact our Customer Support team: http://www.cma-cgm.com/help/contact
CMA CGM At The FACIM Trade Fair In Mozambique

Last month the CMA CGM Group participated in the 52nd edition of FACIM (Feira Agro-Pecuária, Comercial e Industrial de Moçambique) an international trade fair held in Maputo. This year the event gathered some 4,000 global and multi-sectorial companies who were seeking new partnerships and business opportunities.

During the event, our local agency office CMA CGM Mozambique, CCIS Beira (CMA CGM Inland Services) and CMA CGM LOG Mozambique teams, had the honour to meet the Mozambican President Mr. Filipe Nyusi.

The Group was given the opportunity to highlight its services in shipping, international freight and logistics from/to Mozambique.

CMA CGM has been present in Mozambique since 2009 with nearly 70 employees at offices located in Maputo, Beira and Nacala. The Group has 3-services calling at Mozambique: Asia Mozambique Express [MOZEX], Swahili Express [SWAX2] and IO Feeder. These services offer calls to the ports of Nacala, Beira, Maputo, Pemba and Quelimane. We also offer inland transport using 3-onward trade corridors to Malawi, Zambia, and Zimbabwe from Beira, Maputo and Nacala.

RESOURCES
For more information on FACIM please view http://www.facim.org.mz/
World Bank Report: Sub-Saharan Economic Growth Dips To 1.6% In A Two Decade Low

Economic growth in sub-Saharan Africa is likely to slip to 1.6% this year, its lowest level in two decades, due to continuing woes in the continent’s largest economies South Africa and Nigeria, according to a World Bank report.

Africa has been one of the world’s fastest growing regions over the past decade, but a commodities slump has hit its oil and mineral exporter’s hard, bringing growth down to 3% in 2015. However, other countries, including Ethiopia, Rwanda, and Tanzania, have continued to record GDP growth above 6%, according to “Africa’s Pulse”, the Bank’s twice-yearly analysis of economic trends. The report, which was unveiled in Ivory Coast’s commercial capital Abidjan, also singled out Ivory Coast and Senegal as top performers.

“Our analysis shows that the more resilient growth performers tend to have stronger macroeconomic policy frameworks, better business regulatory environment, more diverse structure of exports, and more effective institutions.”

Albert Zeufack, World Bank Chief Economist for Africa

Established and improved performers made up around a quarter of sub-Saharan Africa’s countries, are home to 42% of its people, but account for just 21% of economic output. Meanwhile, 40% of African economies are struggling. They contain 36% of the continent’s population but contribute 62% of economic activity. Nigeria and South Africa alone account for half of output.

Despite a recent timid recovery in commodities, price are expected to remain below their 2011-14 peak levels, the report said. As a result growth is projected to pick up slightly to 2.9% next year and Africa’s economies are expected to expand by 3.6% in 2018.

[Reuters 29/09/16]
UNCTAD Report Announces 2% African Growth Rate

African economies will grow on average by only 2% in 2016 according to the United Nations Conference on Trade and Development’s (UNCTAD) latest Trade and Development Report. North Africa will expand by 1.7% and sub-Saharan Africa by 2.8%, excluding South Africa. The economic slowdown in the advanced economies is the biggest drag on global growth and developing countries are caught in the downdraft. In Africa, commodity producers are particularly vulnerable as the commodity cycle experiences a second year of a sharp downturn – the commodity price index is 5% below its 2003-2008 average. UNCTAD argues that turning more towards the regional markets may offer important benefits, particularly in light of the fact that intra-African exports consist mostly of manufactures and processed commodities.

Investing In Africa Forum In China

The 2nd Investing in Africa Forum was held in Guangzhou, Guangdong province, China from 7-8th September. First held in Addis Ababa, Ethiopia, the annual event was initiated by the China Development Bank, with support from the Chinese government, in 2015 to allow leaders of business, government, and international organisations to discuss investment in Africa. This year’s discussions focused on agriculture and agribusiness, infrastructure development, manufacturing, trade, tourism, renewable energy, vocational training and skills development. Some 300 government officials, entrepreneur’s and international organization reps met to discuss business deals. For China and Africa this is a key place to reiterate and strengthen bilateral relations between the two.

China is currently the largest single bilateral investor in Africa as well as the continent’s largest trading partner. China’s commitment to Africa has been a long-term one which began in 2000 when China’s investment amount in Africa amounted to less than US$1 billion. By the end of 2015 that exceeded US$100 billion. And over the last 6-months China has signed agreements for new investments and loans worth over US$50 billion.

At the forum, an ‘Investing in Africa Think Tank’ was formally launched to generate regular research on investments in Africa. And dozens of enterprises from Guangdong province signed investment contracts with companies and governments of African countries. The tally of the deals made so far comes to more than US$2.5 billion.

5th African Ports Evolution Forum

From 18-19th October port operators and industry experts from across Africa will all gather in Durban at the 5th annual African Ports Evolution Forum to learn, network and discuss best practices on how to improve port infrastructure and competitiveness, connectivity with rail networks and logistics performance. The African Ports Evolution Forum forms part of a week-long series of activities dedicated to the African transport sector, attracting over 1,000 participants from over 15 countries and incorporates a trade expo; The African Rail Evolution Forum; The Women in Transport Awards and Kwazulu-Natal Export Week.
US-Africa Business Forum: Trade Not Aid

Two years after the first U.S.-Africa Leaders’ Summit and Business Forum brought together U.S. and African CEOs in addition to heads of state and government, the U.S. convened for a second U.S.-Africa Business Forum on 21st September in New York City. Co-hosted by Bloomberg Philanthropies and the U.S. Department of Commerce, the forum looked at opportunities for expanding U.S.-Africa business, trade, and investment ties in key sectors positioned for growth with new commitments to mobilize an additional US$9.1 billion in trade and investment to support the development of Africa’s consumer goods, construction, energy, healthcare, manufacturing, telecommunications, and transportation sectors.

At the inaugural forum in 2014, nearly 150 CEOs from U.S. and African companies announced more than US$33 billion in new deals. Since then several important achievements have been reached: For instance, as a part of the Trade Africa initiative, the U.S. signed a Cooperation Agreement on “Trade Facilitation, Sanitary and Phytosanitary Measures, and Technical Barriers to Trade” with the East African Community (EAC) in February 2015.

Furthermore, in June 2015, President Obama signed the African Growth and Opportunity Act (AGOA) Trade Preferences Extension Act of 2015 into law, extending AGOA for 10 years. The U.S. Department of Commerce has also doubled its presence in sub-Saharan Africa: It has established new offices in Angola, Tanzania, Ethiopia, and Mozambique, expanded its operations in Ghana, and reinstated a position at the African Development Bank.


The 15th edition of the Africa Growth and Opportunity Act (AGOA) Forum was held on 26th September in Washington DC, United States. The event was titled “Beyond AGOA: Looking to the future of the U.S. – Africa Trade and Investment”.

Since 2000, AGOA has been the cornerstone of U.S. economic policy in Africa. The annual AGOA Forum serves as the premier event that brings together African Trade Ministers with U.S. counterparts to discuss how we can work together to enhance our trade and investment relationship. Highlights of the AGOA Forum Ministerial included best practices for an effective AGOA utilization strategy, addressing supply-side constraints to AGOA utilization, e.g., access to finance, preparing for a more reciprocal trade relationship, and managing risk to balance cross-border trade with security. The Forum is an annual event that alternates between Sub-Saharan Africa and the United States; the 16th Forum will be hosted by Togo.
Regional

UASC Intra-Africa Trade Meeting

Member states of Union of Africa Shippers Council (UASC) have listed the bottlenecks inhibiting intra-Africa trade and commerce and presented solutions to address them at a two day event themed “Transport Infrastructure Development and Maintenance: Funding Options and Trade Policies”. The event ran from 8-9th October in Lagos, Nigeria. Speakers included the Chief Executive, Ghana Shippers’ Authority, Dr. Kofi Mbiah; representative of Director, Trade Department, Economic Community of West Africa (ECOWAS); and representative of the Chairman of Manufacturers Association of Nigeria (MAN) Export Group, Chief Ede Dafinone, Dr. Kinsley Usoh, among others.
Cape Verde

Cape Verde To Open AGOA Trade Resource Center

Cape Verde’s export promotion agency, TradInvest, signed a letter of collaboration with the West Africa Trade Hub, establishing a cooperation framework to open and run an AGOA Trade Resource Center (ATRC) to promote exports, including to the U.S. under the African Growth and Opportunity Act. Under this agreement, the Hub will provide advisory services to Cabo Verdean companies to increase their competitiveness, boosting regional trade and value-added global exports. The Hub will also assist businesses with customs documentation and export-readiness, and train TradInvest to raise public awareness of the center.

[USAID 26/09/16]

Côte d’Ivoire

President Obama Signs Order Ending Sanctions

On 15th September US President Obama terminated the national emergency declared with respect to Côte d’Ivoire in Executive Order 13396 of February 7, 2006, and lifted imposed economic sanctions. The President determined that Côte d’Ivoire’s advances in restoring peace and democracy and developing its political, administrative, and economic institutions represent significant improvements since President Bush declared the national emergency in 2006.

[US Department of State 15/09/16]

Ghana

China-Ghana Trade Volume Hits Historic US$6.6 Billion High

China-Ghana trade volume has hit a historic high of US$6.6 billion in 2015, increasing by 18.2% y-o-y. Meanwhile China’s direct financial investment in Ghana reached US$174 million whilst the value of China’s newly signed contracts in Ghana reached around US$1.3 billion. Frequent bilateral high-level exchanges have greatly elevated the China-Ghana friendship as well as cooperation on the economy. China also launched a series of initiatives including the “Belt and Road” Initiative, “China-Africa Ten Major Cooperation Plans” and international cooperation on production capacity and manufacturing.

[Ghanaweb 30/09/16]
Morocco

Morocco Officially Requests To Join The African Union

The Kingdom of Morocco has officially submitted a request to accede to the African Union (AU) Constitutive Act, and therefore, become a Member of the Union. Due process will now be followed, including officially informing Member States, as per the provisions of the AU Constitutive Act.

Nigeria

Governor Reiterates Commitment To Badagry Sea Port Project

A high level meeting between Lagos State Governor Akinwunmi Ambode and representatives of APM Terminals has reiterated the Government’s commitment to ensuring that the Badagry Deep Sea Port Project is completed. Ambode said the project, upon completion would create a friendly environment to encourage private sector participation in driving economic development in the State. The US$2.3 billion project is expected to be the biggest on the Continent with a land space of over 1000 hectares.

Senegal

AfDB Pledges US$1.4 Billion For 2016-2020 Strategy Program

The African Development Bank (AfDB) approved the Country Strategy Paper for Senegal for the next 5-years (2016-2020). The new strategy has 2-pillars: support to agricultural transformation and strengthening of production and competitiveness support infrastructure: energy and transport. The AfDB has pledged an estimated US$1.4 billion in funding for 2016-2020. There are also additional funding possibilities offered through Africa50, the Africa Growing Together Fund, and trust funds such as the Global Environment Fund and the Fund for African Private Sector Assistance. The new strategy is aligned with the Emerging Senegal Plan (Plan Sénégal Emergent, PSE), the country’s Development Strategy (2014-2035) and its Priority Action Plan 2014-2018. It is also aligned with the AfDB’s 10-Year Strategy with a particular focus on the High 5s: Light up and power Africa, Feed Africa, Industrialise Africa, Integrate Africa, and improve the quality of life for the people of Africa.
Cameroon

State Returns To Initial Option To Build Limbé Port In Ngeme

After announcing in August 2013 the relocation of the project for the construction of the deep water port of Limbé, from the Ngeme site to Isonge, the State of Cameroon has returned to the initial option, after assessing several hypotheses. A report has just been made public by the National Port Authority. The report announces that Ngeme will host the deep water port of Limbé.

[Business In Cameroon 05/10/16]

Douala Port Traffic Up 4.1% In 2015

According to the National Port Authority (APN) volumes exported and imported via Douala Port reached 11.3 million tons by end of December 2015 up 4.1% compared to the 10.8 million tons processed in 2014. According to APN, the performances of what remains the biggest port of Cameroon could have been improved. Levels were hampered by the global economic environment which had a significant impact on international trade. Currently Douala a capacity of 10 million tons. To expand volumes the government has built the deep water port of Kribi, whose commissioning is expected this year. This new facility has the largest draught in West Africa.

[Business in Cameroon 28/09/16]
Côte d’Ivoire

Côte d’Ivoire Awards San Pedro Port Expansion To MSC & Bilal Group

Côte d’Ivoire has awarded a project to upgrade San Pedro port to shipping company Mediterranean Shipping Company (MSC) and the Bilal Group. MSC is to invest 122 billion CFA francs (US$209.14 million) and the Bilal Group 186 billion CFA francs (US$318.83 million) under a Build-Operate-Transfer [BOT] deal.

[Ghana Web 03/10/16]

Ghana

Ghana Revenue Authority Opens E-Zones Payment Centres

The Ghana Revenue Authority (GRA), as part of the Ghana National Single Window Project [GNSW], has established electronic payment zones at some major ports in the country. The new e-zone facilities at Kotoka International Airport and Tema Port is expected to facilitate payment of port charges and other services by exporters to the Authority, making it more flexible for shippers and other stakeholders. There are plans to extend the facility to the Takoradi Port and other border entries soon.

The creation of E-Zone centres serves as a one-stop-shop for all exporters and importers and is part of measures under the GNSW project to synchronise PORT operations to reduce the cost and time of doing business.

[Marine Link 14/09/16]
Liberia

NPA Installs Marine Craft At Greenville Port & Seeks PPP Support

The Samuel A. Ross Port at Greenville is a major facility that is expected to boost the economy of Sinoe County. The port was brought back to life when Ellen Johnson Sirleaf’s government took over in 2005 and the current administration has been working on improvements. The facility has just received 2-tug boats purchased by the National Port Authority [NPA]. In addition the NPA is expecting a patrol boat and a pallor boat - all expected to be commissioned by the President in October.

In addition Golden Veroulmi Liberia Limited, a multi-million oil palm concession, has begun the construction of a mill and bulking station for Crude Palm Oil (CPO) shipment through the port. When completed the facility and equipment will be used to spur much needed economic activities in the region.

Sinoe County is rich in terms of timber, gold, agricultural and other natural resources. On March 22, 2016, a signing ceremony took place at the NPA head office at the Freeport of Monrovia for several procurable items under the terms and conditions of the Kuwaiti Loan for the rehabilitation of the Greenville Port agreed in 2012. Under the terms of that loan agreement, funding was allocated for the following items: Navigational Aids, Marine Crafts, and Cargo Handling Equipment, container forklift and log loaders.

Greenville Port, a major facility for the exportation of logs, with several logging agreements including iron ore and oil palm concessions, is the 3rd largest in Liberia in terms of income generation and traffic. It is protected by a 400m long breakwater and on its inner side by 2-quays. It has the ability to match the Port of Buchanan in the number of vessels calling at the Port and income generation.

Also, in order to meet the minimum standard set for management of a model Port, the NPA is in the process of seeking Public Private Partnership (PPP) with reputable company/firm for expansion and improved operations at Greenville. To achieve this, the Port of Greenville wants to privatize some of its harbour activities by withdrawing from cargo handling operations and marine services incorporated in different concession agreements. The PPP services will include rehabilitation of access roads from City of Greenville to the Port of Greenville as well as internal roads within the port; rehabilitation of wave deflector to topple overturning waves which occur intermittently over the years. As well as construction/rehabilitation of access channel from different directions of the port; Dredging of harbour basin to extend basin area to approximately 12 ha; removal of ship wrecks – 2 ship wrecks inside the harbour basin and a large vessel located in the outlet of Sinoe River.

[FPA 29/09/16]
Nigeria

Government To Withdraw 20% Equity In Lagos Free Zone

The Federal Government has disclosed plans to withdraw its 20% equity holding in the Lekki Deep Sea port development, which is aimed at developing Lagos Free trade Zone at Lekki axis of Lagos State. The Federal Government holds 20% in the project or US$118 million; the Lagos State Government holds 18.5% while the Tolaram Group of Singapore has 61.5%

The Transport Ministry noted that whilst other deep sea ports are being developed independent of the Federal Government via 100% private sector participation, it will be wrong for the government to take up equity interest in the Lekki Free Trade Zone. [Vanguard 09/09/16]

Government Introduces SOP To Fight Corruption At Lagos Ports

To fight corruption at the ports, the Federal Ministry of Transportation has introduced the Standard Operating Procedures [SOP] and the Port Services Support Portal [PSSP] in the Lagos Ports Complex. The SOP was designed by the Federal Government to stop illicit activities, corruption, increase transparency, accountability and to make Nigerian ports user friendly. The PSSP platform, will have all the operational procedures of the port agencies and operators and is geared toward enhancing 24-hour clearance of cargoes.

Meanwhile, the Nigerian Ports Authority [NPA] has threatened erring terminal operators who violate the concession agreement entered into with the government regarding developmental plans. MD of the NPA, Mrs Usman, also noted the Authority will soon embark on an aggressive collection of debts, which will be paid in foreign currencies. [Eagle & Vanguard 07/09/16]

NPA Boss Appoints New Port Managers

The managing director of Nigerian Ports Authority (NPA), Hadiza Bala Usman has approved the appointment of new port managers for the 6-major seaports with immediate effect. The new port managers are Mrs Aisha Ali-Ibrahim (Lagos Port Complex, Apapa); Noah Mathew Alaba (Tin Can Island Port); Mrs Olufunmilayo Olotu (Calabar Port); Okeke Simeon Okeke (Delta Port) and Alhassan Ismaila Abubakar (Onne Port). Umar Abubaa Garba is the only old port manager retained under the new disposition but was redeployed from Delta Port to Rivers Port. [Leadership 18/09/16]

RESOURCES
French group Bollore Transport & Logistics has picked French construction firm Eiffage to expand its container terminal at Freetown’s port in Sierra Leone. Eiffage subsidiary Génie Civil leads a consortium on the design-build contract awarded by Freetown Terminal Ltd, a subsidiary of Bollore. Eiffage will be backed by RMT, a subsidiary of Clemessy (Eiffage Group) which specialises in electrical engineering and process automation, and Bellsea, a subsidiary of Belgium’s Deme group, specialised in marine and dredging works.

The project, worth US$52.5 million, involves the construction of a new 270m quay to accommodate vessels with a draft of 13m. The quay wall consists of a combi-wall system with piles and sheet-piles and a reinforced concrete capping. The project also involves dredging, land reclamation, road building, and a new power plant. Works started on 15 August and are expected to be completed within 24 months. This is the second contract entrusted by Bollore Transport & Logistics to Eiffage, following the works on quayside storage areas at Lomé, Togo, delivered in June.
Ghana

PAARS Seen To Bolster Trade Efficiency

Since the introduction of the Ghana National Single Window [GNSW’s] Pre-Arrival Assessment Reporting System [PAARS] last year, traders are able to access Customs Classification and Valuation Report (CCVR) within 48 hours. In some cases within an hour. That is a substantial improvement from the previous situation whereby it used to take traders 1-2 weeks to get the CCVR. Following the months of implementation the trade facilitation system has reduced the cost of doing business at both Tema and Takoradi ports.

The Customs Division of Ghana Revenue Authority [GRA] took over the processing of the CCRV from the destination companies in September last year. The CCRV replaced the destination inspection report also known as the Final Classification and Valuation Report (FCVR). West Blue Consulting, an IT and technology firm was contracted by the Government of Ghana to run the 5-year project. PAARS is a modernised system that has been developed by the Customs Division of GRA as part of the implementation of the GNSW project to enhance revenue mobilisation, improve border security and customs clearance, overcome duplication across regulatory agencies and promote trade facilitation.

[Graphic 14/09/16]

RESOURCES
For more detail about PAARS please view www.ghanastadinghub.gov.gh
Regional

EAC Free Trade Pact With Europe Pushed Back To January

On 8th September, a summit was held in Dar es Salaam concerning the Economic Partnership Agreement (EPA). Concluding the debate the bloc announced it will continue discussions with the aim of concluding it at the start of next year. The EU had given the region up to 30th September to sign and ratify EPA. However this deadline was moved for the EAC to show commitment by 30th November after Kenya’s Industrialisation secretary Adan Mohamed and his Rwandese counterpart Francis Kanimba asked the EU parliament for more time.

Tanzania had earlier indicated it would not sign the EPA. Kenya, the only state classified as a developing country among the EAC’s 6-members, ships close to 32% of its exports to Europe. Last year, it exported a total of 1.577 trillion to different parts of the world. If the EU parliament interprets the EAC summit’s statement as a show of commitment to sign EPA at a future date, the bloc may well delay imposing a Sh10 billion-a-year tax on Kenya’s exports. Otherwise, Kenyan exports could be asked to start paying taxes from as early as 1st October, a development that will make its produce, mainly flowers and fish, non-competitive in the EU market.

[Business Daily 09/09/16]

Kenya

Endorses EU Trade Pact

On 28th September, Kenya’s government endorsed the Economic Partnership Agreement with the EU. The agreement paves the way for the implementation of the East African Community-European Union, Economic Partnership Agreement. The nation has 10 days to notify the EU council of the ratified agreement to save Kenya’s exports from duties by hitting the October deadline. Had legislators failed to ratify and notify the EU Council, exports to the region would have attracted taxes of between 5-22%.

The ratification now means Kenya will continue to benefit from EC Market Access Regulation No 1528/2007, which governs the EU preferential market access regime for African, Caribbean and Pacific countries that have negotiated Economic Partnership Agreements with the EU.

[The Star 29/09/16]
Kenya

Second Phase Of Mombasa Port Container Terminal To Begin

Construction of the second phase of the new Mombasa Port container terminal is set to kick off after Kenya approved a Sh27.3 billion (US$273 million) loan from Japan International Cooperation Agency (JICA). Kenya Ports Authority [KPA] noted that construction work will begin in June 2017.

Kenyan President Uhuru Kenyatta commissioned the first phase of the mega project last month which is now operational with a handling capacity of 6,000 TEUs. Upon completion of Phase-2, 4-ships of up to 100,000 tonnes will be able to be handled by the entire terminal instead of the maximum 1-ship of not more than 80,000 tonnes that can currently be accommodated.

KPA noted that 13.406 million tonnes of cargo were handled in H1 of this year, compared with 13.218 million tonnes handled during a similar period last year - a 1.4% growth. However container traffic dropped 0.6% with 527,523 TEUs handled compared with 530,608 TEUs last year. The port has been making efforts to attract transshipment traffic in the last few years but performance has been below expectations. A task force has developed an action plan to recapture this niche market.

US$237,000 TMEA Grant To Boost Mombasa Port Public Participation

East African Civil Society Organisations’ Forum (EACSOF) Kenya Chapter has signed a Partnership Agreement with TradeMark East Africa (TMEA) Kenya Country Programme to enhanced capacity and participation of Civil Society Organizations (CSOs) in port reform dialogue and regional integration. Trade Mark East Africa (TMEA) has committed Sh24million [US$237,000] to improve participation of civil society in policy formulation at the Port of Mombasa and regional integration.

The EACSOF is an autonomous umbrella body for civil society organisations in Kenya with a mission to drive people-centered cooperation and integration in East Africa. Under the agreement, the civil society’s role will be to ensure that the communities are informed of the operations, opportunities and benefits of the port to their overall well-being. Further, they are expected to contribute towards creating openness and transparency at the port in to minimise disruptions and suspicions among neighbouring communities around the port. The project will be implemented for 2-years and is expected to see the port management incorporate suggestions by the community as priority into the port plans.

[TMEA & Business Daily 14/09/16]
Kenya

Mombasa To Push For Cargo Levy

Through its Finance Bill 2016/17 currently undergoing public participation phase, Kenya has been lobbying industry players to accept its plan to collect Sh5,000 (US$50) per 20-foot container [TEU] and Sh9,000 ($90) for a 40-foot container [FEU] as part of transport infrastructure development levies. The county also intends to impose a penalty of Sh50,000 (US$500) on shipping lines that fail to pay the levy. Last year the levy was rejected as unjustifiable. But again the county government has factored these charges into its Finance Bill for 2016/2017.

The Shippers Council of Eastern Africa (SCEA) noted the proposed levy amounts to double taxation as shipping lines already pay taxes to the national government through the Kenya Revenue Authority [KRA]. The move would also increase the cost of doing business at the Mombasa port making it uncompetitive. Importers from neighbouring countries such as Uganda, Rwanda and Burundi as well as locals might relocate to Dar es Salaam port to avoid the tax burden.

[Business Daily 28/09/16]

Kenya Revenue Authority Begins Roll Out Of Cargo Pre-Clearance System

Kenya Revenue Authority [KRA] has begun the roll out of the Pre-arrival Cargo Clearance System (PVOC) aimed at speeding up the movement of Cargo from the Port of Mombasa to intended destinations, to ensure timely delivery of goods.

KRA Commissioner General Mr John Njiraini described the move as a very important step in the Authority’s quest to continuously make Mombasa Port more attractive and reduce the cost of doing business for investors. Njiraini said the KRA is fully committed to the implementation of the 2014 Port charter that requires 70% of cargo imported through the port of Mombasa to be cleared under the Pre-arrival Cargo Clearance System by 2017.

Speaking at the Port of Mombasa after holding a consultative meeting with executives from the shipping industry at the Kenya Ports Authority headquarters, Mr Njiraini who was also accompanied by the Commissioner of Customs Mr Julius Musyoka, and Kenya Revenue Authority Southern Region Coordinator Mr Nicholas Kinoti, explained that the Government decided to facilitate importers to have their Cargo cleared before arrival at the Port of Mombasa to save time and costs for investors.

[CIO 05/10/16]
Chinese Economic Slump Reduces Container Traffic At Mombasa Port

Container traffic at Mombasa port dropped by 0.6% in H1 2016 registering 527,523 TEU. This is a fall from 530,608 TEUs in H1 2015. The Kenya Ports Authority [KPA] blamed the drop on China’s economic slowdown combined with a dip in commodity prices, which have hit the global markets. The KPA is addressing the decline and a multi-agency taskforce has been formed to look into ways of revamping transhipment traffic. An action plan has been formulated.

However the port did witness an overall positive performance in H1 2016 compared to last year. Total cargo throughput registered a 1.4% growth having handled 13.406 million tonnes, up from 13.218 million tonnes in 2015. The ship turnaround time at the port also improved from 3.7 days between January and June last year to 3-days this year, while container dwell – the time cargo remains in a terminal before being evacuated - has also improved from 5.3 days to 4.3 days.

The net vessel performance at Mombasa now stands at 29.7 moves compared to 22.3 moves in 2015, owing to increased cargo handling capacity and expansion of the facility. Last year, the port handled a total 1.08 million TEU’s up from 1.01 TEU’s in 2014, the first time in history it handled over a million containers. Total throughput in 2015 was 26.732 million tonnes up from 24.875 million tonnes in 2014.

The government remains committed to the expansion of the port. This includes the ongoing construction of the Second Container Terminal whose Sh30 billion Phase-1 was commissioned by President Uhuru Kenyatta on 3rd September, increasing the ports capacity to 1.6 million TEU from 800 TEU.

[Star 16/09/16]

Takaungu Port Feasibility Study

A feasibility study has been conducted indicating the possibility of building a third port at Takaungu. Research conducted by marine experts has established that the shoreline of Takaungu, near Kilifi Town, could become one of the biggest ports in East Africa. If established the facility would open avenues for more investment opportunities in the region and importantly decongest Mombasa port. The scheme would also include an industrial parks processes zone.

[Daily Nation 07/10/16]
Kenya

Kipevu Oil Terminal At Mombasa Port To Relocate

The Kenya Ports Authority [KPA] has announced that the Kipevu Oil Terminal at Mombasa Port will be relocated in early 2017 to the Dongo Kundu area as a result of an ongoing capacity expansion programme. The new, upgraded oil terminal is expected to have a capacity to accommodate 4-vessels of up to 200,000 DWT. The project also involves building new cargo handling facilities with both, subsea and land based pipelines and 4-berths capable of loading/discharging crude oil, HFO, DPK-aviation, AGO-Diesel and PMS-Petrol. The construction period is 30-months.

31 bidders from more than 15 countries participated in the tender to lead and supervise construction works. Those short-listed for the offshore jetty are China Gezhouuba Group, Sinopec International Petroleum Service Corporation, Boskalis Dredging & Marine Experts, CPECC & Power China JV, China CAMC Engineering and Besix, CMR & Van Oord. Others are China Railway Construction Corporation, China State Construction Engineering Corporation, SAPEM AFCONS Infrastructures, Jan De Nul, China Communications Construction Company and Dredging International.

In 2014 Danish engineering firm Niras was tasked with designing the US$1.7 million facility. The jetty is expected to increase efficiency in delivery of imported refined fuel for Kenya’s domestic use and export to Uganda, Rwanda, Burundi and eastern Democratic Republic of Congo [DRC]. KPA also plans to more than double the capacity of its fuel terminal in Nairobi to cater for the extra flow of petroleum products when a new pipeline linking the capital with Mombasa becomes operational in the end of this year.
Mauritius

DEME Win Dredging Contract

The Belgian dredging, environmental and marine engineering group DEME has won a US$46 million dredging contract for the Container Terminal Quay Project at Port Louis Harbour in Mauritius. The contract is DEME’s first win in Mauritius, confirming its widespread presence and experience on the African continent. The Mauritius Ports Authority has launched an extension project for the Mauritius Container Terminal to accommodate larger vessels and to handle an incremental increase in container traffic. The scope of work for DEME will include dredging in various soil conditions, including rock. The works will be executed by the heavy duty rock cutter dredger ‘Ambiorix’, suitable to operate in heavy soil and rock conditions. Works will start by December, 2016 and are expected to be completed by June, 2017.

Mozambique

Maputo Port to Receive Ships of Up to 85,000 Tonnes

Maputo Port will be able to receive ships of up to 85,000 tonnes from February 2017, when the current dredging of the 76 km long port entrance channel is scheduled to be complete. The director of projects for the Maputo Port Development Company (MPDC), Paulo Mata, noted at present the channel is 11m but in order to achieve the facilities strategic goal of handling 40 million tonnes of cargo a year by 2020 that will be increased to 14m along the entire length of the access channel. With the current limitations imposed by the depth of the channel, the port’s capacity is only 25 million tonnes of cargo a year. International dredging company Jan de Nul Dredging Middle East FZE are undertaking the works. Suction dredgers have been in the port since mid-May working 24 hours a day, 7-days a week. The entire dredging operation is estimated to cost US$100 million.

Tanzania

TICTS To Invest Sh40 Billion In New Cranes

The Tanzania International Container Terminal Services (TICTS) plans to purchase 2-more quay cranes before the end of this year. The firm’s new chief executive officer, Jared Zerbe noted it is investing Sh39 billion in purchasing units with a capacity of 15 containers outreach and 38m lifting height. The investment will allow Dar es Salaam port to serve bigger vessels in a shorter time.

President Orders Purchase Of Cargo Scanners

President Magufuli has given a 2-month ultimatum to Tanzania Ports Authority (TPA) to purchase 4-cargo scanning machines for Dar es Salaam Port. Of the present 4-units only 2 are working and are not enough to handle the capacity of cargo coming through the port. Once the 6-units are in place all goods will be scanned.
Regional

SADC Products To Gain Better Access To EU Market

A new economic agreement between SADC and the European Union (EU) will soon come into effect, giving agricultural products from the region improved access to the EU. The SADC Economic Partnership Agreement (EPA) group, made up of Botswana, Lesotho, Mozambique, Namibia, South Africa and Swaziland, has submitted the necessary instruments required to bring the agreement into effect.

The agreement will provisionally come into force between Southern African Customs Union (SACU) member states and the EU, on 10th October 2016, for all provisions of the agreement, except for the new agriculture market access that requires an exchange of letters between the EU and South Africa to confirm the protection of each other’s Geographical Indications (GIs) names.

It is expected that the new agricultural market access will enter into force on 1st November 2016. The agreement will provisionally enter into force between the EU and Mozambique once the latter has finalised their ratification process.

South Africa

East London Buffalo City Maritime Cluster [BMC]

East London businesses involved in the ocean economy met to set up the Buffalo City Maritime Cluster (BCMC). The cluster and an executive committee will be established at the Eastern Cape Maritime Summit on 27-28th October. The event, hosted by the Border-Kei Chamber of Business (BKCOB), is endorsed by 17 entities, including the IDZ, IDC, ECDC, provincial government and Transnet. The purpose is to create synergies with shared benefits along value chains, and to create a unified local voice which can lobby in provincial, national and international maritime forums for investment.

“Maritime clusters create a supportive environment for collaboration and innovation which assists industrial and small business developments, generates jobs and adds value to the local economy.”
South Africa

Port Nolloth Poised for Rehabilitation

Transnet National Ports Authority (TNPA) has commenced a multi-million rand port infrastructure rehabilitation project at the small domestic seaport of Port Nolloth on the north-western coast of South Africa. The project is aimed at improving infrastructure for offshore activities and forms part of efforts to develop the country’s marine transport and manufacturing industry in line with the South African government’s Operation Phakisa initiative.

The contractor, Steffanuti Stocks Marine Pty Ltd, commenced preparatory site establishment activities in August 2016. To date R7.2 million has been invested from a budgeted project value of R39 million. The full project is expected to be completed in October 2017.

Port Nolloth serves as a support facility to the fishing and offshore mining industries and is to play an active role as part of the Western Cape port system. Infrastructure consists of an L-shaped concrete deck on pile jetty which includes a landing quay with a length of approximately 67m and a useable area of 1450 m2.

The scope of TNPA’s work includes refurbishment of the jetty structure, refurbishment or replacement of concrete where required, refurbishment of quay infrastructure and replacement of quayside fender systems by TNPA and De Beers. TNPA would also be undertaking revetment works to address erosion of the shore line.

Port Nolloth has operated under a 10 year lease agreement to De Beers Group Services which has used it as an offshore supply base for conducting diamond prospecting activity in Namibia. Smit Amanda supply vessels are stationed in Port Nolloth and are used for transferring supplies to De Beers’ offshore prospecting vessels.

[Engineering News 03/10/16]
TNPA Introduces New Online Order System

Transnet National Ports Authority (TNPA) is introducing a new Order-to-Cash initiative to replace its 9-year-old PortsOnline system, which customers previously used for online submission of cargo documentation. The company says the initiative is another step on its “journey to digitalise” the country’s ports operations. The new system is expected to go live in April 2017.

“PortsOnline had significantly reduced the manual capturing process and the time taken to conclude the online order processing cycle. The aim now is to cater for the changing needs of TNPA ports and customers by creating a better customer experience through improved visibility across various interactions with the port authority.”

Mohammed Abdool, TNPA CFO

A formal project team had already started with the design of the new system and, during the course of the next few months, engagements would take place with customers and other stakeholders through existing structures, business forums and customer sessions.

The new technology will provide an e-commerce platform with advanced customer relationship management and electronically enabled customer order management on a single in-memory computing platform powered by the more modern SAP Hana.

Osprey Tug Launch Marks Halfway Point In TNPA’s Program

The launch of the Transnet National Ports Authority’s (TNPA’s) Osprey tugboat in Durban harbour on 20th September marked the halfway point in the port authority’s R1.4-billion tug-building contract. To date, two tugs, the Mvezo and Qunu, have been delivered to Port Elizabeth while a third, Cormorant, was delivered to Saldanha in August. It will be followed by the Osprey, which will be delivered in December once all technological checks have been carried out. Each of the new TNPA tugs is 31m long with a 70T bollard pull, as opposed to the existing fleet of 29 tugs which have 32.5T to 40T pulls.
South Africa

Transnet Ports Probe By Competition Commission

State-owned logistics company Transnet, which owns all commercial ports in South Africa and is the sole operator of the country’s container and automotive terminals, is to be subject of an official investigation, with the Competition Commission to probe allegations of excessive pricing, as well as the possibility of exclusionary practices and preferential treatment for some customers.

Through its R340-billion to R380-billion Market Demand Strategy, Transnet’s economic contribution through the strengthening of the country’s railways, ports and pipelines infrastructure is often highlighted. But the competition investigation could also place the spotlight on the company’s more harmful impacts on the economy and economic development. Transnet’s port charges have been criticised as being among the highest in the world, according to the Ports Regulator of South Africa’s (PRSA’s) Global Pricing Comparator Study for the South African Ports System for April 1, 2015.

The regulator notes that Transnet’s container handling charges (per unitary sample vessel) in South Africa “remain more expensive than the global sample average”. Any excessive pricing would be in contravention of Section 8(a) of the Competition Act, while exclusionary practices would be in contravention of Section 8(c). The Competition Commission’s investigation to assess whether Transnet has contravened the Competition Act is expected to take two years.