

NOVEMBER 2021

# BANDARI

## Milestone

Port of Lamu Takes Off





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November 2021

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## Port transformation heralds new dawn for Kenya Ports Authority



KPA tugboat ushers in MV Seago Piraeus at the Port of Lamu.

Kenya's Maritime and Shipping Industry has undergone tremendous transformation since formal shipping was introduced in 1896 with the construction of the first jetty at Kilindini; the current Mombasa Port.

Over the years, the transformation has gained momentum with the industry growing in leaps and bounds to morph into one of the most diverse and economically viable sectors in the country and the region at large.

As an industry champion, Kenya Ports Authority is at the helm of these developments by providing critical insights into shipping and maritime trends that have informed the year-on-year growth.

Buoyed by a robust and futuristic Masterplan that has anticipated the evolution and sustained steady economic growth, KPA has been bold in implementing various infrastructural projects to keep up with the ever-increasing demands of the industry.

From the construction of the new oil terminal, additional container terminals and various supportive infrastructure, the Authority has turned the vision into reality.

This has contributed to the operational efficiency and positioned the Authority among the operators in the big-league hub ports globally.

The recent operationalisation of the first berth of Lamu Port is yet another milestone for KPA as we embark on a new journey of growth.

The long anticipated deep harbour port has opened access to a largely untapped new transport corridor with an additional opportunity to expand business through provision of port services serving new markets north of the country.

The Port of Lamu has been dubbed a 'game changer' by industry players owing to the superior features and numerous competitive advantages the modern facility comes with, compared to her peer ports in the region.

The port has been constructed to the most modern and contemporary features with state-of-the-art infrastructure and supporting amenities that will ensure it maintains a competitive edge in the region.

However, this competitiveness will not come easy. Clearly, for the facility to live up to its immense potential, we as the employees

of KPA form part of the most crucial software in the form of the human resource. The expectation from customers and all key stakeholders is that we have what it takes to provide quality services in line with our brand promise.

We, therefore, need to continuously harness our brand values that have been the driving force of our success and channel the same to the new facility through exemplary service delivery and customer-centric approach as we continue operations at this new port.

Each one of us has a role to play in the transformational journey to attain the highest levels of efficiency and advance the vision that we have worked hard to achieve. Our team spirit and collaboration should manifest in all that we do to continue leading the region in the shipping and maritime industry. Let's make the difference.

**Bernard Osero**  
Chairman Editorial Team

## MESSAGE FROM THE MANAGING DIRECTOR

## Lamu Port signals bright future for regional trade



Kenya's Maritime Transport industry now has a second commercial Port after His Excellency President Uhuru Kenyatta officially inaugurated the Port of Lamu, with the operationalisation of the first berth on 20th May, 2021.

The historic event marked a new dawn for Kenya Ports Authority (KPA) as the journey towards playing on a higher league officially started. The stakes couldn't be higher.

The Port of Mombasa has played a pivotal role in serving the East African economies given that it has been the only port in the country and principally the busiest in the region.

While we have achieved tremendous milestones over the years, the Port has operated amidst many challenges both internal and external, majorly infrastructural constraints, lack of synergy in some aspects of service delivery, non-tariff barriers along the corridor among other limitations. Some of these constraints have continued to hamper our ability to realise our full potential.

Luckily, with a new kid on the block, we have a chance to set standards on a new slate. The Port of Lamu offers a fresh impetus for us to set the bar higher by learning from our inadequacies and

truly living to our vision of World Class Ports of Choice in the management of the new facility.

The launch of the Port of Lamu is a truly unprecedented event in the sense that it has excited the maritime and shipping industry because of the boundless opportunities and transformational initiatives that KPA, the country and region will experience as a result.

The port has been constructed to modern standards at par with the most contemporary and best performing ports in the world. Each berth has a quay length measuring 400 metres with deeper channels ideal to berth larger vessels and also grow cargo volumes through our ports in line with our Master Plan objective of growing new markets and expanding our operational capacity.

The Port is also set to complement the Port of Mombasa through the new transport corridor north of our country that connects us to Ethiopia and South-Sudan.

At this point, the future can only be brighter with the caveat that each and every one of us has to take their place at the table and play their role diligently to fulfil this dream.

We need to work hard together to meet these expectations and deliver superior value and satisfaction to our customers and our region as they expect nothing less.

The operationalisation of the port marks an important milestone towards transforming regional economies through increased trade, integration, and inter-connectivity; a key objective of the Vision 2030.

As a critical pillar of the Lamu Port-South Sudan-Ethiopia Transport (LAPSSET) corridor project, Lamu port will connect Kenya to South Sudan and Ethiopia and is also expected to link northern Kenya to the Middle Belt of Africa which runs from Dakar, Senegal in the west to Lamu in the East.

We at the Kenya Ports Authority in conjunction with Kenya Revenue Authority have announced a promotional tariff to encourage

the use of the new facility by customers that will run until May 2022.

The Authority has lined up various discounts on marine, stevedoring, shore handling and wharfage services for international vessels calling the Port.

Shipping lines using the Port for transshipment shall be charged marine call-based dues once at the first port of call in the Country, on a specific voyage, at either Lamu or Mombasa. For the second port call at either Lamu or Mombasa, they shall be charged 50 percent of the Gross Tonnage Based Dues.

Customers will also enjoy a 40 percent discount for stevedoring services and a 30 days free storage period.

Similarly, a 40 percent discount for wharfage and shore handling services shall be offered for transit cargo for both loading and discharging, as well as a 30-day free storage period. These are attractive measures that should see port users in Kenya and within the region begin to immediately enjoy the benefits of our expanded port facilities in Kenya.

**Amb. John Mwangemi**

Ag. Managing Director

## Port of Lamu takes off



President Uhuru Kenyatta unveils the plaque to mark operationalisation of the first berth of Lamu Port (File photo).

The Port of Lamu is angling to attract more cargo destined for the domestic and transit market within the region to fully utilise the modern facility, which opened up for commercial operations in May this year.

General Manager Lamu Port, Engineer Abdulahi Samatar, says KPA has been aggressively marketing the facility to importers and is looking to handle a car carrier for its next shipment, laden with motor vehicles that will be transported by road to their final destination.

The Port has so far received eight vessels since the start of operations with MV Ionian Express and MV Seagoline Istanbul becoming the most recent vessels to call the port on a maiden voyage.

*"So far, the port has received vessels carrying transshipment cargo to be loaded for onward transfer to other ports. We have been doing transshipment from here to Zanzibar, and we need to attract additional business to grow the port," said Eng. Samatar.*

The General Manager revealed that the plan is to raise the share of transshipment cargo to the Port of Lamu from other ports across the world.

*"If we can attract some of the transshipment that normally does not even go through Mombasa and bring it here, then we shall be able to achieve our target," he concluded.*

MV Seago line Istanbul with a length overall of 294.4 metres cruised into the Port laden with 1438 containers comprising 213 empties, 368 for offloading at Lamu and the rest accounting for export cargo destined for the Port of Salala.

Two days later, MV Ionion Express docked at the port to load the 498 TEUs comprising mixed merchandise cargo including agricultural products, electronics, and garments headed for Zanzibar.

The Port roared to life with the operationalisation of the first berth, presided over by President Uhuru Kenyatta.

The Kshs 310 billion port marks a major milestone as it becomes the second commercial port in Kenya and is expected to transform the shipping and maritime industry in Africa.

During its launch, the Head of State noted that the operationalisation of the port would transform regional economies through

increased trade, integration, and inter-connectivity; a key objective of the Vision 2030.

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President Uhuru Kenyatta further added that the Port of Lamu is strategically located in the middle of major shipping routes adding that its operationalisation will enable Kenya to realise long cherished goals of opening northern Kenya to international trade, fortifying the country's position as a major gateway to Africa, and harnessing the economic potential of the historically under-served region.

*"With one of the deep-water harbors on the East Coast of Africa, Lamu Port has the potential to become a premier transshipment hub for all cargo destined for the continent. Furthermore, Lamu now joins Mombasa Port as being a key entry and exit point of cargo, deep into and out of Africa's hinterland," President Kenyatta said.*



## NEWS

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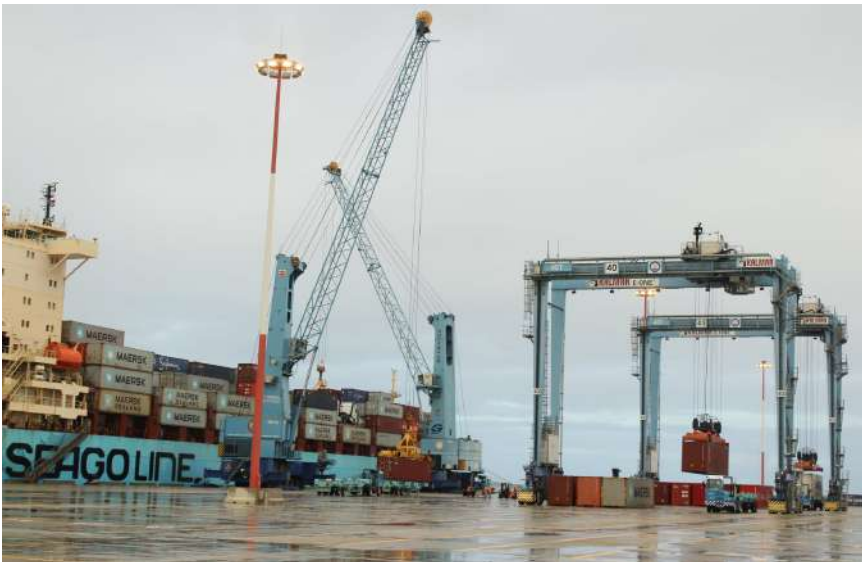
KPA is also working to ensure the port is adequately equipped through the acquisition of three additional mobile harbour cranes by November this year. The aim is to hasten ship to shore operations at the quayside and attract Ethiopian cargo to the port.

The port of Lamu is envisaged to have a total of 23 modern berths with a quay length of 400metres each and a depth of minus 17.5 capable of handling

Phase one of the project comprises three berths with the first already operational and the remaining two expected to be ready by end of this year.

Phase two will have 16 berths; three bulk, three container, six general cargo, one liquid bulk, one coal, one LNG and one product oil.

Final phase of Lamu port will see the construction of four berths comprising one container and three general cargo berths.



MV Seagoline Istanbul offloads cargo at the Port of Lamu.



Mooring gang on standby to receive the container ship.

## CS Yatani roots for Port of Lamu



National Treasury and Planning CS Amb. Ukur Yatani presents certificate of first call to the master of the ship Capt. Birger Frank Nielsen.

Cabinet Secretary National Treasury and Planning Amb. Ukur Yatani has reiterated the government's commitment to position the new Port of Lamu as the preferred choice for transshipment cargo.

He urged global shipping lines to continue maximising on the benefits of the port which is developed to modern standards at par with the most contemporary and best performing ports in the world.

The CS made the remarks at the Port of Lamu when he led shipping fraternity in according a tumultuous reception for Maersk container vessel MV Seago Piraeus on her maiden call at the port.

"This port is capable of comfortably docking panamax and post panamax vessels with a capacity of over 10,000 TEUs. We are encouraging shipping lines to bring vessels to this strategically located facility," he added.

He announced that the government had plans to send delegations to Ethiopia and South Sudan to market the facility.

The CS lauded the progress registered so far

in improvement of infrastructure including the construction of the Garissa -Lamu road noting that the section from Lamu-Garsen-Malindi was complete making it possible for transport of cargo from Lamu to the rest of the country and beyond.

He at the same time expressed satisfaction saying that with the construction of the Port, Lamu had already started witnessing positive socio-economic benefits including emergence of new businesses and creation of job opportunities.

MV Seago Piraeus was the third commercial vessel and the fifth ship to dock at the Port since it was operationalised on May 20 this year. The ship which arrived from the Port of Salalah in Oman, discharged 100 TEUs at Lamu Port for onward transshipment to Zanzibar.

The container vessel captained by Birger Frank Nielsen has a registered length overall (LOA) of 294.1 meters and is undisputedly the largest ship to dock at the new port.

KPA Acting Managing Director Amb. John Mwangemi who accompanied the CS said the evolution of the Port of Lamu is the result of a bold move by the government to plan and ensure that as a country "we are not saddled by the challenges of over reliance on the Port of Mombasa with all its constraints."

He said the port as planned will not only serve the transshipment market, but all kinds of cargo destined for the hinterland and transit markets.

"The Port of Lamu will eventually be connected by road and rail all the way through the Central Africa to Cameroon thus joining the two oceans through the middle of Africa," he added.

Addressing the media during the function, KRA Commissioner for Customs and Border Control Ms. Lilian Nyawanda, commended the partnership between KPA, KRA, Port Health and other government agencies saying it had hastened clearance of cargo and made the port competitive.



## NEWS

## Port of Lamu to implement Green Port Policy



Discharge of Eco-hoppers at the Port of Mombasa in 2018.

The Authority plans to make the new Port of Lamu compliant to Green Port status.

KPA acting Managing Director Amb. John Mwangemi expressed the intention during a meeting with Senior Vice President of Bureau Veritas incharge of Africa region, Mr. Marc Roussel when he visited him at his office.

He said the Authority was already implementing the Green Port Policy at the Port of Mombasa hence the two ports have an advantage to be environmentally friendly.

Amb. Mwangemi said Eco-hoppers technology was introduced at the Port of Mombasa aimed at reducing dust during handling of clinker.

He added the port also constructed Eco-terraces to control soil erosion while green power would be installed along the berths for vessels to switch off their engines while in port and plug into the shore power.

"As a government we have a seat in the Special United Nations Environmental Committee and participate in the global efforts on climate change. So, we are

forecast on implementing the Green Port Policy in Lamu to make it more appealing globally, as part of our core values," he added.

On his part, Mr. Roussel said that apart from cargo pre-shipment inspection, his organisation has been implementing Green Port measures in many ports in Africa including Togo and Benin ports on a phased approach and getting certification at each level.

This he added, had the advantage of weighing options while leveraging on the benefits of the policy.

"KPA's Head of Marine Operations Capt. Moses Muthama and Acting Head of Conventional Cargo Operations Mr. Ali Mwambire were also present.

KPA's Head of Marine Operations Capt. Moses Muthama and Principal Conventional Cargo Operations Officer Mr. Ali Mwambire were also present.

In 2018, the Port of Mombasa received four new eco hoppers supplied by a UK based company Samson Materials Handling.

They were procured by Trademark East Africa (TMEA) on behalf of KPA at a total cost of US dollars 6,206,024.

The use of eco hoppers in handling dirty import cargo such as clinker, coal and gypsum is chief among KPA's initiatives in furtherance to its stated core values including care for staff and communities while being sensitive to the environment. The state-of-the-art eco hoppers are mobile power-driven units with crabbing functionality to enable specific positioning of the hoppers alongside the ship.

## KPA security operatives receive paramilitary training



Moses Mwaisaka, Heather Owino and Harry Karisa display their trophies.

At least 78 KPA security operatives graduated after undergoing a rigorous paramilitary training at the Kenya Wildlife Services (KWS) Law Enforcement Academy in Manyani, Taita Taveta County.

The three months course, exposed the trainees to intense theoretical and practical lessons at the boot camp on tactical and operational skills vital for tackling 21st century maritime security challenges.

The team had a thorough training on counter-terrorism tactics with expert facilitators from the National Counter Terrorism Agency who trained them on how to intercept terror incidents before they occur as well as how to respond to such attacks.

The team also gained knowledge and skills in first aid, disaster management, navigation, general law, communication, anti-corruption and drills.

Moses Mwaisaka, Heather Owino and Harry Karisa emerged the best all round in the category of men, lady and best in academics respectively.

KWS Deputy Director in charge of security, Ms. Nancy Kabete, who officiated the ceremony underscored the crucial role of the trainings in enhancing security through skills and knowledge development.

She appreciated KPA for the partnerships over the years through the many collaborations the two institutions have had including trainings, intelligence sharing and joint operations.

*"Growth and development of blue economy is dependent on security, port management and the consideration of marine resources," Kabete said.*

Following the training, the Deputy Director noted that the security personnel had been equipped with discipline and requisite skills to enable them execute their duties professionally hence would require trained and competent supervisors to complement their set of skills.

General Manager Human Resources and Administration Mr. Daniel Ogutu, who represented the Acting MD Amb. John Mwangemi during the function, said to defeat organised crime, there's need for a

vibrant and resourceful security team.

He noted that the Authority partners with government agencies focusing on shared security priorities and joint coordination in combating transnational and organised crime.

KWS, he added remains one of the agencies that have immensely contributed to the reduced port crime incidents especially in the front of trafficking products under Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).

*"KPA's efforts in erecting hard infrastructure have to be complemented with the training of human resources to impart the knowhow and skills," he said.*

Maritime security and safety is a core component of the shipping and maritime industry, hence KPA invests massively in both infrastructure and human capital, to secure cargo and port users in all its facilities in line with the International Ship and Port Facility Security (ISPS) Code.



## NEWS

## KPA gets ISO certification for 5th cycle



KPA staff following proceedings of an ISO audit closing meeting by KEBS auditors (File photo).

The Authority has received its 5th ISO recertification after successfully undergoing rigorous audit processes conducted by the Kenya Bureau of Standards (KEBS).

Following a review of the audits which were carried out in April and May 2021, KPA's Quality Management System (QMS) was found to be compliant to ISO 9001:2015 standards prior to the recertification.

The fifth cycle certification which was presented to KPA is expected to run for the next three years.

The recertification validates KPA's commitment to sustain systems and processes that guarantee high standards of services through continual improvement.

KPA is among the only 32 companies out of the 174 companies which are ISO certified in Kenya, that have successfully transited to ISO 9001:2015 Quality Management System (QMS).

The Authority was among the first pioneer public institutions to receive the ISO certification in the country in 2009 and

is currently amongst the 10 top public institutions to achieve the fifth cycle recertification.

Commenting on the achievement, Acting Managing Director Amb. John Mwangemi said as part of its commitment to attain world class ports of choice status, KPA continues to implement the ISO 9001:2015 standards across all business processes.

He noted that the implementation of ISO had a positive impact helping the Authority to improve by providing efficient and competitive port services to facilitate global trade.

The recertification, he added, "was a testament of resilience and commitment to continually improve processes to enhance better performance towards the realisation of our corporate strategy and goals and ultimately attain Total Quality Management."

Amb. Mwangemi lauded the KPA employees' joint efforts, saying the attainment of the certification was because of their implementation of the documented procedures and commitment during the audit exercises by KEBS.

KPA now shifts focus beyond QMS with the implementation of ISO 27001 Information Security Management System (ISMS) by June 2022.

*The implementation of ISO 27001 ISMS shall ensure that the confidentiality, integrity and availability of information at KPA is maintained. The certification of the ISMS will be sought by June 2022," he added.*

Besides, the Authority is also implementing the Mombasa Resilient Improvement Programme. One of the projects in the programme is the implementation of an Environmental Management System (EMS) based on ISO 14001:2015 standard and an Occupational Health and Safety Management System (OHSMS) based on ISO 45001:2018 standard.

The implementation of the two management systems is ongoing and is scheduled for certification by December 2022.

## Kisumu Port ready for regional business

The upgrading of Kisumu Port to transform it into a modern commercial port to serve the ever-growing trade in the East African region has gained momentum.

Part one of the first phase of the rehabilitation project which entailed improvement of physical infrastructure including the link span, paving of the yard, and strengthening of the quay walls was successfully completed.

The massive investments at the facility in concreting of the port's yard, construction of the quayside, repairs of the linkspan, revamping of the dry dock and renovation of all buildings was not in vain going by the steady performance the facility has continued to register.

When fully operational, the Port has potential to handle huge cargo volumes for the region, having continued to register a steady cargo throughput over the last five years by recording 3431.0 tons, 10,945.5 tons, 17,734.7 tons and 27,119.2 tons in 2017, 2018, 2019 and 2020, respectively.

The improved performance at the facility is conspicuous in this year's first quarter performance results which indicate that during the period January to March, throughput rose by 290.6 percent from 4,178 tons in 2020 to 16,318 tons in 2021.

Similarly, the number of vessels that docked at the Port during the period under review has also increased by 166.7 percent from 9 vessels in 2020 to 24 in 2021.

Immediate former KPA's Head of Strategy Kisumu, Mr. Yobesh Oyaro says this year's annual performance for the port will increase significantly following the completion of the Meter Gauge Railway (MGR) line connecting Kisumu to the

Naivasha Standard Gauge Railway (SGR)

He added that besides the positive development which will ensure timely and smooth delivery of cargo from the Port of Mombasa to Kisumu via the Naivasha SGR, a lot is still happening to improve infrastructure

at Kisumu Port.

Oyaro added that currently part two of the first phase of the rehabilitation of Kisumu Port is underway with the vessel MV Mango Tree undertaking dredging of the channel.

"We will continue working towards infrastructural developments to make this port more efficient to attract more business. The ongoing dredging will enable the Port to improve its capability to berth huge vessels," he adds.

The Port which currently has a berth with a length of 300 meters is expected to get an additional 400 meters of docking area upon completion of the dredging.

The dredging aims at achieving a depth of minus 1.5 meters along southern berths, depth of 3.0 meters along northern berths and removal of wrecks interfering with shipping.

In terms of quay wall improvements, the following have been factored; upgrading of concrete works on the quay walls, repair/installation of bollards at 15 m spacing and installation of rubber tire fenders at 3.5 meters spacing and also upgrading of the ro-ro facility.

Kisumu Port Manager Mr. Charles Kitur says that with 300 ground slots, currently the port's annual cargo handling capacity is 25,000 TEUs.

He adds that even though the one warehouse at the facility is adequate to

handle cargo, there are plans to construct a second one to double the port's storage capacity for future operations.

"For along time, operations at this port have relied on manual labour to transfer stored cargo from the warehouse to the vessel but soon our cargo handling processes will be supported by use of equipment such as cranes and trucks," Kitur says.

According to the manager, so far, the Port has been equipped with one mobile crane, two terminal tractors, four forklifts, and one reach stacker.

He said with such equipment, operations will be a top notch at Kisumu Port, adding that additional staff including equipment operators are also expected to report ahead of the much-anticipated commissioning of the facility.

Besides promoting regional trade, the port is also expected to create employment opportunities, boost tourism activities, facilitate movement of people and goods, support commercial, agricultural and industrial development and ensure efficient utilization for the benefit of the East African community region.

One of the main achievements following the facelift at Kisumu Port was the repair of the vessel MV Uhuru which was undertaken by the Kenya Navy and Kenya Railways engineers.

The vessel makes 10 trips per month ferrying fuel from Kisumu to Uganda for the last one and a half years.



MV Uhuru berthing at Kisumu Port.



## NEWS

## Port of Mombasa registers improved performance



Ship operations at the Second Container Terminal.

The Port of Mombasa handled 26.17 million tons during the period January - September 2021 compared to 25.05 million tons in the corresponding period in 2020, recording an increase of 1.12 million tons or growth of 4.4 percent.

The good performance witnessed was mainly driven by the recovery of the Kenyan economy following a difficult period last year occasioned by the pandemic.

During the period under review, the Port also witnessed increased volumes in container traffic registering 1,099,554 TEUs against 1,006,087 TEUs recorded in a similar period in 2020, translating an increase of 93,467 TEUs or 9.3 percent.

The good performance was mainly attributed to a notable recovery from the poor performance during the COVID-19 pandemic period of 2020. Transshipment traffic also grew by a remarkable 38.2 percent. The month of February 2021 was captured as the highest performer ever in

terms of daily average container throughput traffic with 4,662 TEUs beating the record daily average throughput of 4,279 TEUs recorded in July 2019.

However, Transit traffic registered 7.197 million tons during the period under review down from 7.614 million tons handled in the corresponding period in 2020, representing a negative variance of 417,000 tons or 5.5%. The poor performance was mainly due to decrease in handling cargo for Uganda and Rwanda by 253,175 tons or 4.4%, and 194,962 tons or 58.4% respectively.

Resurgence of COVID-19 and resultant lockdown in both Countries, economic slowdown due to general elections in Uganda and removal of promotional tariff in Naivasha are contributing factors to the decline of volumes. Even though the reduction in the regional economic activity is projected to continue, KPA Acting Managing Director Amb. John Mwangemi said the Port of Mombasa was expected to record increased business volumes in the

remaining part of the year.

In terms of market segmentation, domestic market shares continue maintaining the lion share with 65.2 percent. For Standard Gauge Railway (SGR), the month of March 2021 went on record as the highest ever with 25,104 TEUs which is an average of 8.32 trains per day beating the daily record average of 8.1 trains recorded in February 2021.

Meanwhile during the period January-September this year, ICD Nairobi recorded 318,959 TEUs compared to 393,152 TEUs in the corresponding period in 2020. The performance of Kisumu Port improved from 30,062 tons recorded last year to 43,204 tons translating to a growth of 43.7 percent during the period.

## PMAESA members encouraged to embrace cruise tourism

**K**PA acting Managing Director Amb. John Mwangemi has urged ports in the region to prioritise cruise tourism on top of their core business of goods transshipment.

The MD made the remarks during his meeting with the Port Management Association of Eastern and Southern Africa (PMAESA) Secretary General Col. Andre Ciseau, when he paid him a courtesy call at his KPA headquarters office.

The Secretary General expressed PMAESA's willingness and readiness to support cruise tourism.

He expressed his commitment and availability and that of French cruise expert Mr. Jacques Missoni of Port of Marseille.

Col. Ciseau lauded KPA for the construction of a modern cruise terminal at the Port of Mombasa and urged the Authority to consider creating additional value by having a dedicated berth at the Port of Lamu where cruise ships can call to during cruise season.

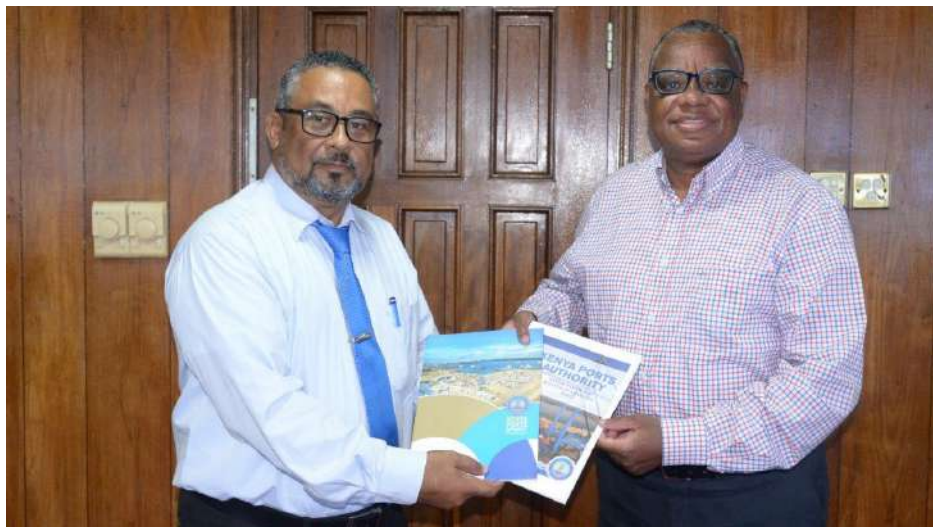
He reiterated that he was available to share his expertise in the development of KPA's cruise tourism strategy.

The cruise terminal at the Port of Mombasa was constructed by KPA in partnership with Trademark East Africa (TMEA).

During the meeting, Amb. Mwangemi also underscored the need for PMAESA members to actively tap on the benefits offered by the Blue Economy, citing Kenya as an example, whereby security has been enhanced along the coastline by the Kenya Coast Guard, Kenya Navy among others.

He further proposed that the members in the region be linked to the Joint Operations Centers satellites to create a big net of security.

PMAESA is a non-profit, regional, intergovernmental organisation of Port Authorities, Maritime organisations, Government Line Ministries, Logistics and Maritime Service Providers and other Port and Shipping Stakeholders from the Eastern, Western and Southern African as well as Indian ocean regions.



**Acting MD Amb. John Mwangemi presents KPA publications to PMAESA SG Col. Andre Ciseau.**

It was established in 1973, under the auspices of the United Nations Economic Commission for Africa (UNECA) following a recommendation made at a meeting of the African Ministers in charge of Transport held in Tunisia in February 1971.

The overall objective of PMAESA is to build relationships among member ports with a view to promoting regional cooperation and subsequently regional integration.

KPA is a full member of PMAESA which currently has 26 members of Eastern and Southern Africa. KPA sits in the PMAESA Board as Treasurer and ex-officio member.

Below is the representation of the Board membership of PMAESA, with the Chief Executive officers of the Ports Authorities representing the countries:

•Chairman – Transnet National Ports Authority (South Africa)

•1st Vice Chairman – Seychelles Ports Authority (Seychelles)

•2nd Vice Chairman – Sea Ports Corporation (Sudan)

•Treasurer and Ex-officio Board member – Kenya Ports Authority (Kenya)

•1st member – Namibian Ports Authority (Namibia)

•2nd member and immediate past Chair – Ministry of Transport, Works, Supply and Communication (Zambia)

The Ports Association has four technical committees: 1. Legal Committee, 2. Finance Committee, 3. Communications Committee and 4. Port Operations Committee under the chairmanship of Kenya Ports Authority (Kenya), Seychelles Ports Authority (Seychelles), Namibia Ports Authority (Namibia) and Transnet National Ports Authority (South Africa) respectively.

KPA and PMAESA have enjoyed collaboration over the years with KPA hosting PMAESA secretariat offices on its building in Kizingo, Mombasa, and seconding technical experts to the secretariat as well as sponsoring some of the association's events and activities.

Equally, PMAESA supports KPA through facilitating and coordinating the benchmarking mission to fishing ports in Africa and Europe, development of cruise business at the Port of Mombasa and assisting the Authority in gathering vital statistics from sister ports in Eastern and Southern African region.



## NEWS

## Global Handwashing Day marked at the Likoni Ferry

Kenya Ports Authority (KPA), Pwani Oil Products Limited, Kenya Red Cross and Swahili Pot Hub partnered to mark the global handwashing day at the Likoni Ferry with a rallying call for handwashing with soap as an effective and affordable way to prevent diseases and save lives.

Speaking during the event on Friday, October 15, 2021, the Chief Administrative Secretary (CAS) in the Ministry of ICT, Innovation and Youth Affairs Ms. Nadia Abdalla who graced the occasion said to protect Kenyans from diseases, hand hygiene needs to become an integral part of every person's daily routine and life, even as we all live through the pandemic, and beyond.

*"Global handwashing day is an annual reminder to everyone that handwashing with soap is a simple and affordable way to keep ourselves healthy and to avoid spreading germs. This year, should form part of our culture, to educate and encourage the public on the importance of handwashing while highlighting the critical role hand hygiene plays in disease transmission," she said.*

The CAS was received at the hand washing facility by the Board Chairman Kenya Red cross Mombasa county, Mahmoud Noor Who is also a Director at Swahili Pot Hub.

The exercise was marked on the backdrop of Covid-19 which has seen handwashing with soap stand out as one of the best defense against the virus, along with other public health measures.

Global Handwashing Day (GHD) is an international handwashing promotion campaign to motivate and mobilise people around the world to improve their handwashing habits.

The theme this year was "Our Future is at Hand – Let's Move Forward Together."

Global Handwashing Day was founded by the Global Handwashing Partnership as an opportunity to design and implement creative ways to encourage people to wash their hands with soap, especially during critical times.



ICT, Innovation and Youth Affairs CAS Ms. Nadia Abdalla (in red blouse) leads a section of the public in washing their hands at the Likoni Ferry.

The first Global Handwashing Day was held in 2008. The community, national leaders and influencers use this holiday to spread awareness about the value of clean hands.

Signifying the critical role and value of handwashing, thousands of commuters washed their hands at designated handwashing points, displaying how a simple, cost-effective practice can save lives.

During the event, Pwani Oil Products Limited unveiled Detrex - an antibacterial handwashing soap which has a medicinal fragrance and leaves hands hydrated. It is available in 300ml.

Early last year, the manufacturer partnered with Kenya Ferry Services (KFS) to provide soap and hand-washing kits for thousands of commuters on the ferry as part of ongoing efforts to prevent the spread of Coronavirus in the country. KFS is now a department of Kenya Ports Authority (KPA) following the merger of the two entities early this year.

The ferry service provides transport to over 300,000 pedestrians and 6,000 vehicles daily at the Likoni Channel making it one of the largest public transport providers in the region.

Meanwhile the World Health Organisation (WHO) reports that despite the global attention to hand hygiene, too many people around the world still lack access to soap and water.

According to WHO Regional Director for Africa, Dr Matshidiso Moeti, in African countries, only around one in four households have handwashing facilities with soap and water.

*"As part of the response to COVID-19, countries, partners and communities are investing so that more people can wash their hands frequently. In most countries, authorities have placed handwashing facilities at bus stations, markets and healthcare facilities. Zambia has gone a step further introducing mobile handwashing stations with ramps and levers that can be operated by knees, feet or hands for people living with disabilities," said the director in a published message.*

In Kenya's case, she lauded the contribution by nine-year old Stephen Wamukota who invented a hands free washing facility that uses a foot operated lever.

## Kipevu Road construction completed



The expanded Kipevu Road.

The Port of Mombasa's quest to become a world-class port of choice is on an acceleration course following the completion of the six-lane concrete Kipevu road.

Construction of the highway replacing the old four-lane road was co-financed by KPA and TradeMark East Africa (TMEA) to the tune of Ksh 2 billion.

The 1.2 Kilometre road located near Chaani area, extends from Changamwe roundabout to KPA Gate 18 with additional 200m inside the port area.

The road will boost port capacity by improving in and out flow of traffic with other economic benefits including improved service delivery, reduced congestion at the Port through faster truck turnaround and reduce delays with faster Gate clearance.

The road will also accommodate a 40 metres railway bridge with two cells for vehicles and a gate canopy for custom and security purposes.

According to the General Manager Infrastructure Development Eng. Vincent

Sidai, the road is envisaged to improve productivity and ultimately reduce cost of doing business hence affordable consumer goods.

Sidai further added that the construction of the new road was necessitated after it was noted that the ground had continued becoming unstable and could not withstand the increased frequency of heavy commercial trucks plying the route due to the increased capacity at the Port.

Initially, the existing four lane dual carriageway also suffered with increased traffic leading to bottling at the Changamwe roundabout thus effectively disrupting fluidity of cargo movement.

For Kenya Ports Authority (KPA), the completion of the road adds credibility to the management's all out plan to increase efficiency through the Mombasa Port Development Programme (MPDP) initiative.

Additionally, the Authority now has the benefit of faster gate clearance that which has reduced delays further rendering cargo congestions at the port to the periphery.

For stakeholders especially Transporters, the new road is also expected to improve drainage, reduce vehicle operation costs, reduce accidents and conflicts with pedestrians.

For the community, mounting dusts and localised blinding whirlwinds will be a thing of the past as the engineers plan floral covers and security lights for the entire stretch.

In addition to this, the road provides 2.0 metres wide cycle track and another 2.0m wide walkway for cyclists and pedestrians respectively.

Given that the port's Integrated Security System (ISS) assets were affected, the engineers carefully relocated associated security equipment at Gate No.18 which was deemed sensitive and other equally important infrastructure like oil pipelines, fibre-optic cables, water pipelines, power lines and the ISS fence.



## NEWS

## How Ferry works

A ferry is a specially constructed vessel that brings passengers and property across rivers and other waterbodies of water from the shoreline to another, bridging a thoroughfare at each terminus.

Ferries are designed depending on the length of the route, passenger or vehicle capacity required, speed and the water conditions the craft is expected to ply. The ferries operated at the Likoni channel are double ended meaning that they have interchangeable bows and sterns to allow them to shuttle back and forth between two terminals without turning around.

One wonders then, how do ferries operate given that the humongous 500-ton marine vessels are loaded with up to 1500 passengers, 60 to 100 motorcars and lorries, bicycles and other loads and yet keep afloat? According to the Experts, construction of ferries is based on the physics principle of density and buoyance.

According to acting ferry engineer George Shollo, it would take more than 48 hours for a ferry to sink which is next to impossible. Ferry has a flat base making it almost unimaginable to capsize. As it remains afloat, he says, a ferry displaces a lot of water.

"Underneath ferries are huge ballast tanks which add weight to the vessels to enable them submerge to the optimal levels to

achieve the 500-tonnage required for ultimate buoyance," explains Eng. Shollo.

Unlike cars, ferries are fitted with two engines which gallop 52 litres of diesel every hour. Both engines churn enough power that could transform a normal car into a super car.

After achieving a maximum of serviceable hours, ferries are withdrawn from service to undergo routine service. A major service and repairs would see a ferry taken for drydocking at a special constructed facility where marine engineering technical staff access the whole vessel. The service can take up-to 30 days.

An on-the-spot check at the Likoni ferry crossing revealed that an average 350,000 passengers and 7000 units vehicles cross on daily basis. There are seven operational ferries: MV Jambo, Safari, Likoni, kwale, Nyayo, Kilindini, and Harambee.

The ferry services are scheduled in response to customer demand. The first trip kicks off at 0400 hours with availability of four ferries. Occasionally, ferry services would be dedicated to motorists and passengers especially on the peak hours.

When traffic builds up on either side of the channel, additional ferries are deployed to provide the service to both passengers and motorists. This is mostly in the evenings, which are also considered peak hours,

commencing at 0400hours up to 2030hours.

The ferries have adequate safety equipment on board including-life rings, lifejackets and lifebuoys. Ferry users are usually reminded to adhere to the safety guidelines onboard. This includes boarding or disembarking on a ferry in motion, leaning on the safety rails, walking on wet slippery surfaces on the ramps and dangerously standing on the ferry prows.



MV Harambee ferrying passengers across the Likoni channel.



PICTORIAL



KPA acting MD Amb. John Mwangemi presents a plaque to Rajant Corporation Commercial Director for Africa Mr. Marnus Kruger when the regional representatives paid him a courtesy call at his office.



KPA acting MD Amb. John Mwangemi presents a certificate of first call for MV Amu 1 to the Lamu Shipping Limited CEO Capt. Khamis Twalib.



Maritime stakeholders pose for a group photograph after attending a breakfast meeting at a Mombasa hotel.



PICTORIAL



General Manager Corporate Services Mr. Edward Kamau presents a plaque to UK Maritime Security Liaison officer Miss Patricia Davies.



General Manager Lamu Port Eng. Abdullahi Samatar with Members of the Transport, Housing and Public Works Committee during a tour at the Port.



Mombasa Port and Northern Corridor Community Charter Stakeholders pose for a group photo with Kentrade CEO Mr. Amos Wangora after attending a workshop organised by the ICT Sub-Committee.



Head of ICD Mr. Paul Bor (R) with EAC Principal Secretary Dr. Kevit Desai (L) on a tour at Naivasha dry port.



General Manager Infrastructure Eng. Vincent Sidai (4th from R) with a delegation from TMEA during their visit at the Port of Mombasa.



Head of Corporate Affairs Mr. Bernard Osero chairing a meeting on fishermen compensation in Lamu.

## FEATURE STORY

## Henry Muhando : The rise of boy from Mukhombe village to a celebrated footballer

He walks steadily upright. Every step he takes affirms a very athletic man. The towering legend footballer lives a happy life – never loses his characteristic smile.

A firm and sporty handshake tells it all when we meet the former Harambee Stars midfielder, turned KPA employee for a scheduled interview at his office.

There are numerous sportsmen and women who featured for the national teams and ended up working for Kenya Ports Authority. When you start counting you will realize the number is not five, not 10 but dozens of former and current quality players in various disciplines.

In this edition we introduce one Henry Muhando, who sneaked from the AFC Leopards camp 29 years ago and traveled by bus for about 500 kilometers to join Bandari FC.

He says the AFC officials were unhappy after discovering that he had been poached by a rival club. The then Bandari

FC Coach Mohamed Kheri and his team had a well calculated strategy that saw another player James Mbwabi travel to Nairobi to pick Muhando.

His footballing talent can be traced to his childhood life when he started playing with his peers as a track athlete in their Muhombe village, in Bunyore, in Vihiga District.

*"Playgrounds were far from our village when we were growing up in the 70s. We used to literally run some distance to watch athletics and football in the established schools like Eburnangwe and Emusire Boys in Bunyore. My late father Zephaniah Matere was not happy about this, as he wanted me to always look after our cattle," Muhando narrates.*

Later he led his agemates in forming a village team, they improvised their own balls using polythene papers and strings. They had a local shamba for a playground where they could meet for practice. Most of his teammates were schoolmates at Mukhombe Primary School, which was later known for producing best footballers from the larger Western Province. Towards the tail end of 1979, Muhando who

is the third born in a family of five boys and three girls, relocated with the rest of the siblings and their mother Juliana Muhando to Nairobi.

They joined their dad who was working with the Civil Aviation Department at the Jomo Kenyatta International Airport (JKIA).

In Nairobi, he joined Highridge Primary School where he played for the school from class four to seven, before he sat for his Certificate of Primary Education (CPE) in 1983. The school's games teacher Mr. Kimamo discovered his sporting talent and made him the football captain.

The star of the village boy from Bunyore kept shining brighter making him famous in the city. Henry became a household name around Parklands, his place of residency. He actively participated in football and athletics.

*"I remember our school won the Consolata Cup and I was very happy as the team captain. I was also very good in sprints like 200m and 400m, and led the regional teams in relays," Muhando reminisces.*

Following his excellent performance, many opportunities started opening with several football clubs in Nairobi wanting to recruit him. But his late dad opted to send him to Western Province for his secondary education, where he joined Ingotse Boys High School for his O' levels.

Here he was selected to join the school team while still in form one and his skills were noticed by rival schools. Ultimately, he was poached by one of the top sports and academic giants in the Western region – Musingu High School. He transferred to the school the following year at form two.

*"I started leading Musingu school to the provincial level, then we qualified for the nationals," he recollects.*

For the five years he was at Musingu High School, Muhando was recruited by several clubs that participated in the national league, division one and the Kenya premier league





## FEATURE STORY



**Henry Muhando in a Harambee Stars group photo during the CECAFA matches in 1991. Standing from (L) The late Joe Oyando (TM), Allan Odhiambo, William Inganga, James Nandwa, Henry Muhando, Zedekiah 'Zico' Otieno, the late Joseph Asembo and John Bobby Ogolla. Squatting from (L) the late Bernard Otieno (captain), Tony Lwanga, Sammy Pamzo Omollo, Francis 'Killer' Oduor and Henry Nyabuto Motego.**

One club that made his name noticeable was Motcom FC in Kakamega. He also played for Shamako Babes FC and by the time he left Musingu in 1989, he was playing in the premier league.

Muhando's achievement was most cherished when he was eventually adorned with the colors of the national team Harambee Stars.

His first call to the national team was in the year 1990, a few months after his final form six examinations at Musingu High School. At the time Mohamed Kheri was the coach of Harambee Stars.

"Kheri recruited me to join the best players in the country. We kept constant communication and I think the coach liked my combination with then Kenya number one goalkeeper Washington Muhangi who at that time played for Bandari FC," Muhando explains.

The coach asked Muhangi to convince him to join the dockers in 1991, and that's the time he had attended trials at AFC Leopards and stayed with the former champions for a month.

He confesses that because the jobs on offer at KPA were lucrative, he opted for the switch to Bandari FC after both Muhangi and Mbambi successfully convinced him.

"My arrival at Bandari was in December 1991. The club management led by coach Mohamed Kheri paid for my hotel accommodation,

where I stayed at the Oceanic hotel for a while prior to the start of the 1992 KFF new season," recalls Muhando.

He secured a job with Kenya Ports Authority as a professional footballer playing in the premier league that year. Muhando says although he was a midfielder at Harambee Stars, when he joined Bandari FC, he was converted to a defender and comfortably played position 5.

His combination with goalkeeper Washington Muhangi was the most feared by strikers in the country, right from club level to the national team. Other notable teammates who featured for Bandari at that time included Ambrose Ayoyi, Athman Mbuggus, Mohamed Nazir, James Mbambi, Tom Odhiambo, Allan Odhiambo, Rithuan Juma and Wycliffe Anyangu.

Henry Muhando, as a Bandari player continued featuring for the national team Harambee Stars in both regional and international matches, until 1996 when he got an injury during a tough match pitting Bandari FC against Kenya Breweries FC.

The injury marked his departure from national duty even though at Bandari FC his services were still needed. At some point morale was down when the dockers were relegated from topflight football but Muhando and his teammates worked hard to help Bandari FC return to the premier league. The defensive midfielder retired from active football after the 2000/2001 Kenya season.

His best and most memorable local premier league game he says is when Bandari FC beat Kenya Breweries 1-0 at their Ruaraka backyard in Nairobi. The solitary goal was scored by Tom Odhiambo, at a time when Breweries was unstoppable between 1994 and 1996.

His worst moment on the pitch he says was when Eldoret Posta beat his team Bandari FC 1-0 in a crucial Moi Golden cup match in Eldoret. The teams had fought for a goalless draw in regulation time, only for the home team to score the winning goal on sudden death rule.

The 51 years old Muhando, has served Kenya Ports Authority at different capacities, having started as a professional footballer. He became a security officer before he was transferred to serve in operations. He worked in the Statistics Department until theyear 2000 when he assumed his current position as expenditure analyst.

The father of three says his role model of all time in Kenya is another former member of the national team legendary Josephat Murila, who featured for AFC Leopards among other leading clubs as a defender. Internationally he admires retired Germany footballer and coach Matthias Sammer who played as a defensive midfielder, and later in his career as a sweeper.

## FEATURE STORY

## KPA CSI interventions transforming healthcare in rural communities



"A member of public has her vital signs taken during a free medical camp."

When Salome Kaviha a resident of Ndehu village, Hindi ward in Lamu County got wind that Kenya Ports Authority was conducting a free medical camp in the vicinity, she jumped onto a motorbike to rush her to the venue.

It took her only half an hour to get to Hindi Primary School where medics, paramedics and volunteers were attending to needy members of the community courtesy of the Authority.

Upon arrival, she was ushered into the holding area where she swiftly registered before proceeding to see the doctor for diagnosis and treatment. Salome who suffers from ulcers, upon consultation was prescribed medicine from the makeshift pharmacy at a record time.

We sit down for a chat with Salome after her treatment and as soon as we ask about her experience, her face lights up radiating with delight as her lips carve into a generous smile.

*"I have been treated very well from the time I walked in, the reception has been gracious and the treatment very fast," she exclaimed. "I suffer from ulcers, the medicine that has been prescribed to me today is not the usual medicine I get whenever I visit our local dispensary, the ones offered by KPA looks way better (sic)," she concludes.*

Had she been forced to source the medicine from a local pharmacy, she would have parted with up to one thousand shillings; an amount she says is hard to come by for people like her.

Salome is among the residents of Hindi who experience challenges with access to medical services due to various factors ranging from long distance to access of medical facilities to drug shortages in most cases.

*"Sometimes even after covering a distance of seven kilometers to get to the dispensary, the doctors may just prescribe you pain killers because they do not have anything better to offer" she quipped.*

The County has a referral hospital located in Lamu island with the next facility 30 kilometers away in Mpeketoni. In between, the County is served by local dispensaries that are sparsely situated separated by a distance of almost 10 kilometers, inhibiting the residents' access due to financial constraints.

The Hindi Free medical camp by the Authority in collaboration with medics from Lamu County Public health and private practice was indeed a blessing to many. The medical camp is conducted in line with the corporate social investment.

The first for the county, this exercise saw residents benefit from free screening, diagnosis and treatment of various diseases including cancers, non-communicable diseases, ear, nose and throat (ENT) infections and skin infections and eye check-ups.



## FEATURE STORY

Children benefited from deworming immediately they arrived for check-ups before seeing the doctor to improve their overall health.

Additionally, the Authority also provided infrastructure, drugs, medical equipment, and staff during the exercise.

KPA Chief Pharmacist Dr. Jao Majimbo, said that over 500 patients with various ailments were treated and provided with medicine.

The KPA medical team also created awareness and education on healthy living, nutrition, cancer screening and management of non-communicable diseases.

"The free medical camps have given the Authority opportunity to bring medical services close to the locals who may otherwise be struggling to access those services," said Dr. Jao.

*He added, "the fact that we are able to extend our services to these remote areas and bring in the same specialists, drugs and equipment is quite encouraging."*

The biggest impact the bi-annual free medical camps have had is the increased collaboration between KPA and the County Health facilities that have ensured knowledge exchange, manpower and resources that have gone beyond the camps alone.

During the exercise, severe cases diagnosed by KPA medics are referred to the county health officials for follow-up and treatment. These include cancer cases that require more advanced medical attention.

"We talk to the doctors to support these patients with treatment at a reduced fee or even for free if they are able to do it. County Public officials also help us a great deal to trace some of the patients who may be in the

villages through liaising with the area chiefs," added Dr. Jao

Through the exchange of knowledge and ideas during the exercise, the impact on preventive measures against non-communicable disease has been felt, through the dispelling of taboos and fear of early diagnosis.

The Authority spends Ksh1.75 million on drugs and laboratory items and also donates the remaining drugs to health centers at the end of the camp.



**Some of the beneficiaries of the free medical camp leave the venue after treatment.**

## Uganda reiterates commitment to partner with Kenya

The Uganda Consul General in Mombasa Amb. Paul Mukumbya paid a courtesy call on the KPA Acting Managing Director Amb. John Mwangemi at his office.

He congratulated the acting MD following his appointment saying he was confident of Amb. Mwangemi's success backed with his wealth of knowledge and diplomatic skills.

The visiting envoy was accompanied by Uganda Revenue Authority (URA), Assistant Commissioner, Customs External Operations Mr. Julius Rubagumya and Ms. Juliet Kibirige, Counsellor at the Consulate of the Republic of Uganda.

During the meeting, the discussions centered on various issues aimed at deepening and strengthening the existing cordial relations and business ties between Kenya and Uganda.

Amb. Mukumbya said having the Consulate of the Republic of Uganda in Mombasa has many benefits which include facilitation of trade, provision of consular services and promotion of trade and tourism among others.

He noted that Uganda remains Kenya's key trade partner with increased trade volumes for both exports and imports passing through the Port of Mombasa.

*"We appreciate the continuous improvements at the Port of Mombasa, and we want to assure you that we will continue working closely together to strengthen where we have done well and make necessary adjustments where improvement is required," said the diplomat.*

Over the last five years Ugandan cargo at the Port of Mombasa has registered a compounded average growth of 4.9 percent from 6.35 million tons in 2016 to 7.70 million tons in 2020.

On trade, he announced that working closely with the Kenya National Chamber of Commerce and Industry (KNCCI), Mombasa chapter, an agri-business symposium has been scheduled for 8th and 9th September 2021 at a Mombasa hotel.

On his part, KPA acting Managing Director Amb. John Mwangemi welcomed the visitors and assured them of his commitment to sustain constant communication and

interactions aimed at trade facilitation along the Northern corridor.

He said trade diplomacy which is a key pillar of bilateral relations is currently the key driver of economy.

The MD acknowledged Uganda as a valuable customer saying there are plans for seamless transactions between Kenya and Uganda.

He told the meeting that the Authority continues to implement strategies aimed at ensuring efficient delivery of services and position the Port of Mombasa as the easiest for doing business.

Amb. Mwangemi highlighted some of the ongoing mega infrastructure projects including the relocation of the Kipevu Oil Terminal (KOT) and the ongoing construction of the second phase of the Second Container Terminal.

He said upon completion of the second phase, it will give the Port of Mombasa an additional 500,000 TEUs annual capacity.



KPA acting MD Amb. John Mwangemi (L), Amb. Paul Mukumbya (2nd R), Mr. Julius Rubagumya (R) and Ms. Juliet Kibirige pose for a photo after the meeting.



## NEWS

## Farmers to benefit from subsidised fertiliser



**Agriculture Cabinet Secretary Hon. Peter Munya flags off the first subsidised fertiliser shipment from the Port of Mombasa to tea farms across the country via SGR.**

The government's efforts to subsidise fertiliser recently got a major boost as Agriculture Cabinet Secretary Peter Munya flagged off the first shipment from the Port of Mombasa to tea farms across the country via SGR.

The move will see the cost of the precious commodity lowered by Ksh 400 per bag.

Addressing the media, the CS said evacuation of the fertiliser from the Port by SGR mode of transport was the first step the government has taken to subsidise the much-needed fertiliser.

The CS who was received by the General Manager Human Resources and Administration (GMHRA) Mr. Daniel Ogutu on behalf of the acting MD Amb. John Mwangemi thanked KPA for facilitating the sea and shore handling on time.

MV Nikitis – a bulk Marshall Islands flagged ship docked with 65,000 metric tonnes of NPK (Nitrogen Phosphorus Potassium) fertiliser (1.5 million bags of 50 kgs).

Beneficiaries included some 650,000 small-scale tea farmers owning 54 registered factories.

Kenya Tea Development Authority Agency (KTDA) imported the fertiliser and distributed to farmers for Sh 3,072 per 50kg bag.

Munya further added that Kenya should aim at importing raw materials for fertiliser so that it can be manufactured locally. This he noted would reduce the prices by half and would be of great benefit to tea farmers.

On the KPA side, Mr Ogutu informed the CS that in the period January – July 2021, the Port handled 21.119 million tons in cargo throughput against 19.406 million

tons registered in the corresponding period in 2020 representing a notable growth of 8.8%, missing the target marginally by 0.2%.

Ogutu added that cumulatively, during the Financial Year 2020/2021, the Port handled total throughput of 36.054 million tons representing a growth of 2.433 million tons or 7.2% when compared to 33.621 million tons handled in 2019/20.

Also present at the event were General Managers Mr. Edward Kamau (Corporate Services) and Mr. Sudi Mwasinago (Operations) and KTDA holding Chairman David Ichoho.

## KPA Staff urged to deliver quality service to customers

The Authority's employees have been urged to expand their knowledge on port business and operations beyond their job descriptions to enhance service delivery and boost the overall customer experience.

Speaking during the celebration to mark the close of the Customer Service Week on Friday, October 8, 2021, acting Managing Director Amb. John Mwangemi noted that an informed worker provides quality services to clients.

In a speech delivered on his behalf by General Manager Corporate Services Mr. Edward Kamau, the MD advocated for the provision of quality services to the customers, saying that "the customer is sovereign and if treated well will be the biggest asset to our brand being at the forefront as the brand ambassador to other potential advocated customers."

He added that a dissatisfied customer would on the contrary take away traffic from your brand.

At the same time, he called for increased engagements, collaborations, consultations and inclusion of the customer in the Authority's undertakings.

During the week-long celebrations, a variety of activities were organised to sensitise employees on port operations and inspire employee commitment, dedication and motivation.

The staff had an opportunity to participate in two key competitions namely; cargo hunt challenge and online quiz.

The Cargo Hunt Game Challenge was the main activation focusing on educating and assessing how well staff know the Port. It was done virtually where staff were asked to help Captain Kargo find a special cargo consignment that he was unable to track within the Port of Mombasa using the daily clues which were circulated in form of a riddle and trivia question.

To drive customer inclusion, part of the activities carried out was the Customer Service Week Online Quiz Challenge, carried out on 05th October 2021.



Winners Andrew Barasa (3rd from R) and Patience Deche (2nd L) pose for a photo with General Manager Corporate Services Mr. Edward Kamau (2nd R).

Enosh Machuma and Mbarak Mbarak from the Security Department topped the online quiz with 95 and 90 points respectively.

In the online cargo hunt challenge, Andrew Lumbasi Barasa from Marine Operations emerged the overall winner and was followed closely by Patience Deche of Conventional Cargo Operations.

The winners were awarded with a shopping voucher of Ksh 20,000 with the Runners-up walking away with 10,000 shillings voucher.

Similarly, various activities were organised as a way of rewarding customers for their support over the years. This included customer visits, appreciative texts to show gratitude and distribution of gift hampers.

General Manager Operations Mr. Sudi Mwasinago who was also present during the closing ceremony called for better customer services.

*"Customer service is everything to us, it is the customer who pays us," he said.*

Kenya Ports Authority has consistently celebrated Customer Service Week for the last four years.



## NEWS

## Industry leaders caucus to make region competitive

Stakeholders in the maritime sector are seeking for strategies to make the East African region more attractive and competitive while coping with the global effects of COVID-19 pandemic.

Speaking during a maritime leaders' breakfast roundtable meeting organised by the Kenya Ports Authority (KPA) in conjunction with the East African Business Council (EABC), with the theme "Innovation, competitiveness & sustainability in the East African Community," the industry players called for urgent intervention measures to improve trade.

KPA acting Managing Director Amb. John Mwangemi set the ground saying that the Coronavirus had disrupted supply chains and brought down economies as manufacturers closed shops due to lockdowns imposed by governments to control the spread of the virus.

He said because of the pandemic, ports of the world had experienced reduced cargo volumes while some had been forced to close operations as many ships were put at anchorage due to drop in demand for cargo.

Amb. Mwangemi added that like most ports, the Port of Mombasa had experienced decline in cargo volumes in the year 2020 registering cargo throughput of 34.12 million metric tons against 34.12 million metric tons recorded in 2019.

Similarly, container traffic also declined by 4.0 percent registering 1.360 million TEUs in 2020 compared to 1.417 million TEUs achieved in 2019.

*"It is for this and many other reasons that we must sit as stakeholders to deliberate on the challenges of the industry with a view to finding common solutions," said the MD in a speech delivered on his behalf by the Head of Container Operations Mr. Peter Masinde.*

He said at the peak of the pandemic in 2020, port operations slowed down with lockdowns and night curfews restricting movement of cargo and people.

*"Other effects included COVID -19 associated traffic snarl-ups at the borders in the East African region leading to poor off-take of cargo from the Port," he added.*

Addressing the same meeting, EABC Chairman Mr. Nick Nesbitt, said the current global disruptions occasioned by Covid-19 had significantly contributed to the low volume of intra EAC trade and investment.

Mr. Nesbitt regretted that despite the numerous initiatives provided in the East African Community (EAC) Treaty and full implementation of the Common Market Protocols aiming at facilitating flow of goods and services across the region, there still exists significant challenges and unharmonized policies in the EAC region across all the spheres of the sector.

Besides Covid-19, he cited underutilisation of the waterways, complex freight clearance procedures, inadequate berthing facilities at ports and inadequate intermodal transport systems as some of the challenges that have negatively affected the coordination and harmonisation of maritime transport.

Nesbitt urged the region's governments to collaborate to harness the potential of their rich maritime resources as enabler of growth, trade integration and prosperity.

*"There's need to improve the existing infrastructure to connect the region with Arab Gulf States and regional blocs in Western, Southern and Central Africa," he added.*

And the Kenya Private Sector Alliance (KEPSA) has proposed the engagement of EAC counterparts in development of harmonized regional revenue authority systems and involvement of the private sector in the development of Standard Operating Procedures (SOPs) for truck drivers to address delays in clearance of trucks at the borders due to inadequate reagents at border points. KEPSA in a statement read by Mr. Newton Wang'oo, also observed that delays have been reported at the borders due to lack of scanners, verification and short working hours.

*"The borders should be equipped with scanners and be operational 24/7," he added.*



Panel Discussion:- Moderators led by Mr. Gilbert Langat (Left).

## EAMA 2020 winners feted

**B**ollore Transport Logistics and Signon Group dominated the second edition of the East Africa Maritime Awards (EAMA) 2020 in a colorful ceremony held on Friday, September 17, 2021 at a Mombasa hotel.

Bollore emerged tops in four categories namely; best cargo transporter Kenya, best regional cargo logistics provider; best clearing and forwarding agent Uganda; and occupational health and safety in the awards which were grouped into nine clusters based on maritime functionality and service offering with a total of 27 distinct categories.

The company was also the first runner up in the category of best warehousing which was won by Signon Group.

Besides this category, Signon Group also topped in the Innovation/initiative award and emerged the first runner-up in best regional cargo logistics provider and best clearing and forwarding agent in Kenya.

Del Monte Kenya Limited, Express Shipping and Logistics (ESL) Forwarding Limited, Gulf Badr Group and Taha Fresh Handling Limited won in the categories of Exporter of the Year Award, best clearing and

forwarding agent Kenya, best shipping line Kenya and best clearing and forwarding Agent Tanzania respectively.

The best shipping agent (tramp agency), best shipping line agent (liner agency) and best cargo consolidator were won by ESL, CMA CGM Kenya Limited and ECU Worldwide Kenya Limited respectively.

Kenya Association of Manufacturers and Uganda Clearing Industry and Forwarding Association won the Best Private Sector Business Membership Organization in Kenya and Uganda respectively.

Lifetime Achiever and Young Achievers Awards went to Mr. Gilbert Lang'at and Ms. Mercy Ireri respectively.

The maritime journalist of the year award was won by Mr. Githua Kihara, who was followed by Martin Mwitwa and Hillary Makokha at second and third positions respectively.

KPA Acting Managing Director Amb. John Mwangemi congratulated the winners of EAMA awards, an initiative of KPA, Kenya Revenue Authority (KRA), Kenya Trade Network Agency (KenTrade), Shippers Council of Eastern Africa (SCEA) and East African Business Council (EABC).

He said this year's EAMA theme "Innovation, competitiveness and sustainability" was timely noting the COVID-19 pandemic had strengthened the case for digitization in the shipping industry.

*"At the Port of Mombasa, we, from the onset of the pandemic, adjusted our conventional business processes and embraced ICT solutions which included online cargo clearance processes and payments for port charges thus reducing physical interpersonal contact and paper handling," said the MD.*

KRA Commissioner General Mr. Githii Mburu, said that through Customs and Border Control Department, a well-equipped marine unit has been established with six patrol boats that frequently conduct surveillance along the Indian ocean and Lake Victoria.

He also said that in line with best practice in Customs operations, KRA recently implemented paperless processing procedures at the Port of Mombasa and Container Freight stations.

*"The new procedures are aimed at eliminating physical movement of correspondences and hence minimizing frequent interactions between clearing agents and our Customs officers," he said in a speech delivered on his behalf by KRA Regional Coordinator Southern Region Mr. Joseph Tonui.*

Marketing Society of Kenya (MSK) Chief Executive Officer Mr. Edward Oswe said that despite the pandemic the number of entries received for the EAMA 2020 awards had increased to 77 up from 64 in the



KMA Ports and Shipping Services Manager Ms. Tumaini Namoya presents a certificate to Signon Group representatives.



## NEWS

## Kenya's maritime security boosted by the US Government



Acting Managing Director Amb. John Mwangemi during the meeting with Captain (Rtd) James Duval, Senior Maritime Advisor to the United States Coast Guard.

The United States Coast Guard has affirmed continued collaboration with Kenya Ports Authority and the Kenya Coast Guard Services on maritime safety and security programs.

Captain (Rtd) James Duval, the Senior Maritime Advisor to the United States Coast Guard said that the USCG is ready to partner with the Kenya Coast Guard to share capacities in policy, maritime surveillance, port security and infrastructure to support their operations.

He met the acting Managing Director Ambassador John Mwangemi for the extensive engagements at KPA Headquarters.

KPA has had long-term cooperation with the US Coast Guard under the International Port Security Program with bi-annual visits by the USCG to the Port of Mombasa for security assessment and recommendations in line with the International Ship and Port Security Code.

Finally coasters carrying transshipment cargo from Lamu to Mombasa shall be offered a 40 percent discount on the cargo handling charges.

Meanwhile KPA acting Managing Director Amb. John Mwangemi has urged maritime stakeholders to find ways to improve fish production by taking good care of water resources.

Speaking during the 2nd Inter Agency Consultative Meeting at a Mombasa hotel, the MD underscored the urgent need to sustainable use, management and protection of the natural resource.

*"The Food and Agriculture Organization estimates that around 60 million people are employed worldwide in fishing and fish-farming, with a majority of those employed working in small scale operations in developing countries," he said in a speech delivered on his behalf by General Manager Operations Mr. Sudi Mwasinago.*

He said over the years, KPA has continued to support the maritime transport sector for the region's economic development.

The MD cited KPA's support for the operations of Liwatoni Fish Jetty, which was constructed as part of enhancing the Blue Economy as one of the key initiatives.

*"KPA has been allowing the ships to operate on 24 hours by bringing them into the port any time they arrive. We give them pilotage, tug and anchorage services in case the footbridge is closed rather than keeping them out like the big vessels," he added.*

Amb. Mwangemi also noted that together with the inter-agency inspection team comprising Police, Immigration and Customs, KPA had made arrangements for the vessels to be promptly cleared at the jetty unlike in the past when they experienced delays.

In addition, he said KPA also provides security services on the seaside to the fishing vessels and there are ongoing discussions with the Coast Guard Director General to enhance security on the land side.

*"We have also discovered that one of the main problems faced by our small fishermen is storage facilities along the shore. This means sometimes fish goes bad before it reaches the market," he said.*

## SPORTS

## Onsom wins Nairobi KPA golf tournament



General Manager Corporate Services Mr. Edward Kamau presents a prize to Mr. Jasraj Sagoo, the winner of the men's category.

**A**bnor Onsomu was crowned the overall winner of the Annual KPA Corporate Golf Tournament that attracted over 180 players at the Royal Golf Club in Nairobi.

The home player carded a round of 41 points to claim the top spot on countback, ahead of Jasraj Sagoo, who topped in the men's category with 40 points.

Coming in close to bag the runner up position was Antony Muiruri who finished the tournament with a round of 38 points.

In the ladies' category, Caroline Kadikinyi took home the top honours, on countback, after ending the round with a 41-points haul ahead of Stella Ondimu, who secured the runner-up position with 39 points.

In the staff category, Charles Odoo emerged the winner with 38 points followed by Terry Odoo who accumulated 28 points with Fiona Mbadi following closely with 24 points.

Njogu Kungu took home the Longest Drive trophy in the men's category while Felistus Njoroge claimed it for the ladies. Another

honourable mention was Victor Kidiwa who was winner of the nearest to pin.

The corporate event brought together stakeholders from the business community for a day of golf and engagements on business matters.

While congratulating the winners, KPA acting Managing Director Amb. John Mwangemi described the golf tournament as a crucial event that Kenya Ports Authority has leveraged on to meet and have important discussions with its stakeholders with a view to get relevant feedback and improve port operations.

*"We are happy to have sponsored this exciting tournament, as golf is the only sport where players can play and still discuss business. Nairobi accounts for a big percentage of our stakeholders and therefore this is an opportune moment to listen to your needs and inform you of our plans," he said.*

Ambassador Mwangemi assured the stakeholders of KPA's commitment to simplify business processes with the aim of lowering the cost of doing business and

improving competitiveness.

During the event, the stakeholders received an update on the strides the Authority has made in various fronts to streamline operations and bolster efficiency.

He highlighted some of the key infrastructural projects currently being implemented in various port facilities in the country, which the Authority anticipates will further increase productivity.

For instance, he said the construction of Kipevu road at the Port of Mombasa, was aimed at ensuring smooth flow of traffic, while construction of phase 2 of the Second Container Terminal currently at 88 percent complete, is expected to increase the port's annual capacity by an additional 450,000 TEUs once ready by the end of the year and the construction of the new Kipevu Oil Terminal which has attained a 93.5 percent completion rate will be capable of handling four vessels at once.

KPA is also implementing other various projects including the development of a truck marshalling yard at the Nairobi ICD and Mombasa in partnership with private investors.



## SPORTS

## Bandari FC eyes premier league title



Bandari FC players join Wyvonne Isuza (jersey no. 38) in celebrating his second goal against Mathare United at the KPA Mbaraki Sports Club.

Having finished at third position in the 2020/2021 national premier league, Bandari FC signed seven new players to strengthen the squad and possibly lift the coveted trophy in the 2021/2022 season.

The new signings are goalkeeper Joseph Okoth, defenders Boniface Mwangemi, Rodgers Aloro Andrew Juma, midfielders Wyvonne Isuza, Faraj Juma and striker Christopher Ochieng from KCB, Kariobangi Sharks, Tusker FC, Gor Mahia, Wazito FC, Tusker FC and Tusker FC respectively.

Speaking during the unveiling ceremony of the new signings, Bandari FC Vice Chairman Mr. Bernard Osero, told the Bandari FC players to ensure they clinch the premier league trophy in appreciation of the unwavering support from the Authority.

*"Our focus this season is to win the premier league title. We don't want to battle for position two or three because the sponsor has provided all the much-needed resources including financial, best training facilities, quality players with the best coach," he said.*

Bandari Head Coach Mr. Andre Cassa Mbungu told the media that with the support from club officials and the Authority, he was confident they would achieve the goal of

lifting the title.

*"We will do our best to win our first five matches because by doing so, it will boost morale of the players and encourage a winning mentality in the rest of the matches," he said.*

The coach confirmed that seven players had also left Bandari FC, where three namely Hamid Mohamed, George Osama and Wilberforce Lugogo were loaned to Sofapaka FC. The contracts of three others Messrs. Dan Otewa, Matano Abdalla and Hamisi Mwinyi expired while striker Yema Mwana and midfielder Dan Guya left on mutual consent.

Yema Mwana joined Kakamega Homeboyz while Guya joined Sofapaka FC.

The team's hunger and thirst for the premier league title is evident following their performance in the first five matches of the competitive FKF 2020/2021 premier league season.

The dockers have won four out of five matches recording 12 points out of a possible 15 to top the league table standings ahead of second placed Kakamega Homeboyz and third placed Gor Mahia on goal difference.

The team comfortably beat Mathare United 3-0 in the first match of the premier league season at Mbaraki Sports Club.

Wyvonne Isuza's brace in the first half and Umar Kasumba's goal in the 55th minute were enough to secure victory for the KPA sponsored team.

The dockers went ahead to record their second win by 3-2 away to Bidco FC in Thika. Bandari FC's goals were courtesy of Captain Felly Mulumba, William Wadri and John Mwita while Bidco FC responded via Jacob Onyango and David Orem.

The dockers were stunned by Posta Rangers losing by 2-0 at home in the third game of the season before beating AFC Leopards and Talanta FC by 2-1 and 3-0 in the fourth and fifth match respectively.

# A WORLD-CLASS PORT OF CHOICE

The Kenya Ports Authority (KPA) is responsible for the management of the Port of Mombasa – East Africa's busiest, best-connected and most efficient cargo gateway.

The new 1.65 million teu Kipevu Container Terminal is just one of many new projects completed by the KPA as we look to maintain our pre-eminent position. We now turn our attention to finalising the construction of a new 23-berth port at Lamu and its associated transport corridor.

Our exciting and far-reaching five-year strategic plan, 2018-2022, aims to further modernise and enhance the Port of Mombasa as we become ever more customer-focused and seek to support our nation's long-term economic ambitions as part of the Kenya Vision 2030 initiative.

