



Nahodha

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Kenya Re-elected to the IMO Council



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We wish you a

*Merry
Christmas!*

*and a Happy
New year*



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Editorial Team

Michelle Wang - Editor

Abygael Samba

Victoria Tuva

Margaret Zighe

Gilbert Kulali

Contributors

Juma Ahmed

Ella Kiyangu

Joseph Kapeku

Roy Bwabi

Contact us

pr@kma.go.ke

info@kma.go.ke

Website: www.kma.go.ke

Follow us on:

 : kmakenya@kmakenya

 : Kenya Maritime Authority

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KENYA
VISION 2030

Kenya Re-elected to the IMO Council

Kenya has been re-elected to the International Maritime Organization (IMO) Council by the Assembly, which is the IMO's highest governing body, for the 2018-2019 biennium under Category C- which consists of countries *which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.* Other countries also elected under Category (A) – which are States with the largest interest in providing international shipping services were: China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, and United States.

Australia, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden, United Arab Emirates

were also elected under Category (B) – which are States with the largest interest in international seaborne trade.

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization.

The Assembly meets once every two years in regular session and is responsible for approving the work programme, voting the budget and determining the financial arrangements of the Organization. It also elects the Organization's 40-Member Council.





The Mombasa Port Community Charter

- 3 years On

H.E. the President of the Republic of Kenya, Uhuru Kenyatta witnessing the signing of the Charter

The Mombasa Port Community Charter (the “Charter”) was initiated to enhance the trade facilitation potential of the Mombasa Port and the Northern Corridor. The Charter represents the culmination of extensive consultations of the 1st Think Tank forum held in March 2013 that brought together the public sector, special interest partners, private sector players including main cargo owners and service providers. The discussions yielded a framework for realising agreed performance targets in the flow of cargo at the port of Mombasa and along the Northern corridor:

Signed in June 2014 by 25 signatories witnessed by H.E. the President of the Republic of Kenya, the objectives of the Charter were to:

1. Translate the Port of Mombasa into a high performing landlord port by 2016.
2. Achieve 70% cargo throughput through the green channel.
3. Have paperless cargo clearance by integrating community systems into the KNESWS by December 2014.
4. Increase liquid bulk holding capacity to 11,000,000 MT by December 2015.
5. Achieve an average of 120,000 km per truck per annum by December 2016.
6. Grow cargo off take by rail to above 35% of throughput by December 2018.

Three years since the signing of the Charter

The key performance indicators (KPIs) in the charter were agreed upon through an all-inclusive process that established a performance dashboard and an implementation mechanism. Three years on, a number of the targets have been achieved, some are yet to be achieved while others are perceived to have been too ambitious. Most significantly, the Charter has accomplished the following successfully:

1. Actualised Trade through the Kenya National Single Window System (KNSWS), where over thirty government agencies are linked to KNSWS, with over 7500 registered users (exporters, importers, clearing and forwarding agents, government agencies etc.) and over 80,000 beneficiaries.
2. Increased the capacity for port and inland channels, that is, the construction of the second container terminal with an additional annual port capacity of 500,000 TEUs, construction

of Mombasa-Nairobi new railway line (SGR) with an annual capacity of 22 million tons, and 7.2 million tons for initial annual traffic volume

3. Authorized Economic Operators (AEOs), Green Channel, Pre-Arrival Clearance Schemes have been provided to facilitate quick cargo clearance process.
4. Led to the launching of the Integrated Customs Management System (ICMS) which is a new customs system by the Kenya Revenue Authority (KRA). The system is an upgrade of the Simba System and will automate the customs Document Processing Centre (DPC).
5. Led to the reduction of the number of interventions in the joint verification processes due to improved coordination and application of risk assessment modules.
6. The Northern Corridor Performance Dashboard has been designed for regular dissemination of weekly, monthly, and annual information.

Charter commitments implementation progress

Set Implementation Timelines	Commitments in set period	Achieved	Not Achieved
Within 90 days (or 3 months) of signing the Charter	11	3	8
Within 120 days of signing the Charter	1	0	1
By 30 th August 2014	1	0	1
By 31 st December 2014	27	13	14
February - June 2015	1	0	1
December 2015	1	0	1
In 2 years (June 2016)	1	1	0
By December 2016	11	2	9
Sub-total	54	19	35
By December 2017	1	0	1
By December 2018	3	1	2
3 -10 years	1	0	1
In 10 years	1	0	1
By 2030	1	0	1
Total	61	20	41

Charter commitments implementation as a percentage

No. of Initiatives/ commitments undertaken	Achieved/ Completed	Total Not completed	Not Started *	Ongoing but not completed	Outside Mandate*
151	74	77	31	44	2
Percentage	49%	51%	21%	29%	1%

* = Initiatives indicated not started and outside mandated are but counted among initiatives not completed

What next for the Mombasa Port Community Charter?

At 49% implementation progress rate, there is a lot that is set for accomplishment. The Mombasa Port Charter Steering Committee is committed to achieving its set objectives and has proposed the review of the charter. The review will entail establishment of achievements, shortcomings and recommendation of measures needed to enhance the effectiveness of the Charter. This will inform the review of the Charter's Key Performance Indicators (KPIs), targets, signatories, and strengthening of the Charter's Monitoring and Evaluation framework.



Developments in International Seaborne Trade

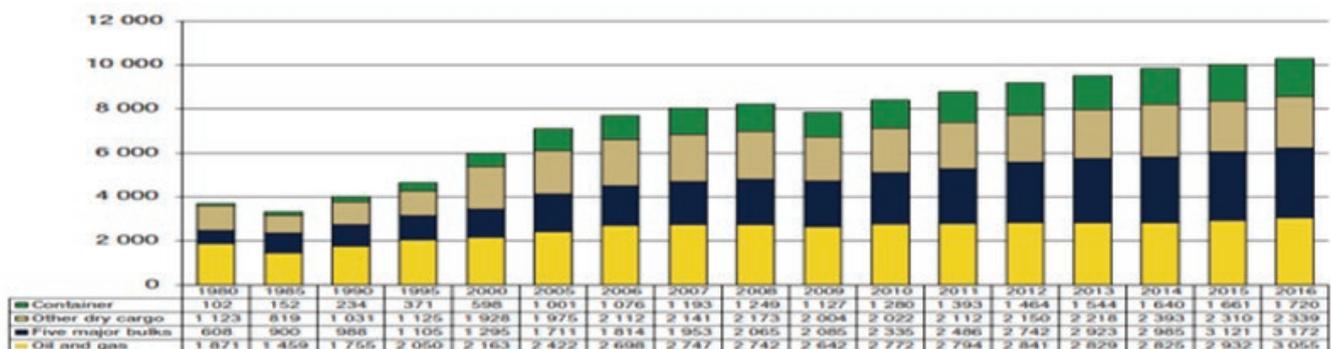
Global seaborne trade comprises over 80 per cent by volume and more than 70 per cent by value and this underscores the importance of maritime transport in enhancing trade growth and development. According to the United Nations Conference on Trade and Development (UNCTAD) Review of Maritime Transport 2017, seaborne trade remained under pressure due to low global demand, low commodity and oil prices among other factors. The aforesaid review also noted that the present year has seen an increasing use of e-commerce and growth of liner market. It was also noted that there had been a moderate increase for demand in shipping services in 2016. The said review also highlighted that the world seaborne trade increased by 2.6 per cent in 2016 from 1.8 percent in 2015 and that the total global seaborne trade amounted to 10.3 billion tons, reflecting a growth of over 260 million tons of cargo due to tanker trade.

UNCTAD estimates that seaborne trade will rise by 2.8 per cent translating to 10.6 billion tons of cargo in 2017. It is envisaged that all cargo segments will expand with containerized trade and major dry bulk commodities showing fastest growth. UNCTAD estimates that in the medium term the volumes of world seaborne trade will grow at a compounded annual growth rate of 3.2 percent between 2017 and 2022.

World seaborne trade is heavily dependent on the world economy and trade. The demand for shipping services is largely dependent on the performance of the world economy. The UNCTAD Review of Maritime Transport 2017 noted that both world export volumes and import demand increased in 2016 as compared to 2015. Exports increased at the rate of 1.7 from 1.4 percent in 2015, while demand increased by 2.1 percent, up from 1.9 percent in 2015. There was a slowdown in global economic activity which resulted in low trade. The said report also observed that developing economies underperformed in terms of trade growth in 2016 due to reduced purchasing power of many commodity exporting countries caused by lower commodity prices (for example Africa, and Latin America and the Caribbean).

According to UNCTAD (2017) dry cargo shipments amounted to 7.23 billion tons in 2016, translating a rise of 2 percent compared to the previous year. The major bulk commodities (coal, iron ore, grain, and bauxite/alumina/phosphate rock) was approximately 4.3 percent of the total dry cargo volumes, followed by containerized trade (2.8 per cent) and minor bulks – such as steel and forest products (23.7 percent). Break bulk shipments majorly accounted for the remaining volumes of dry cargo shipments. (See figure 1)

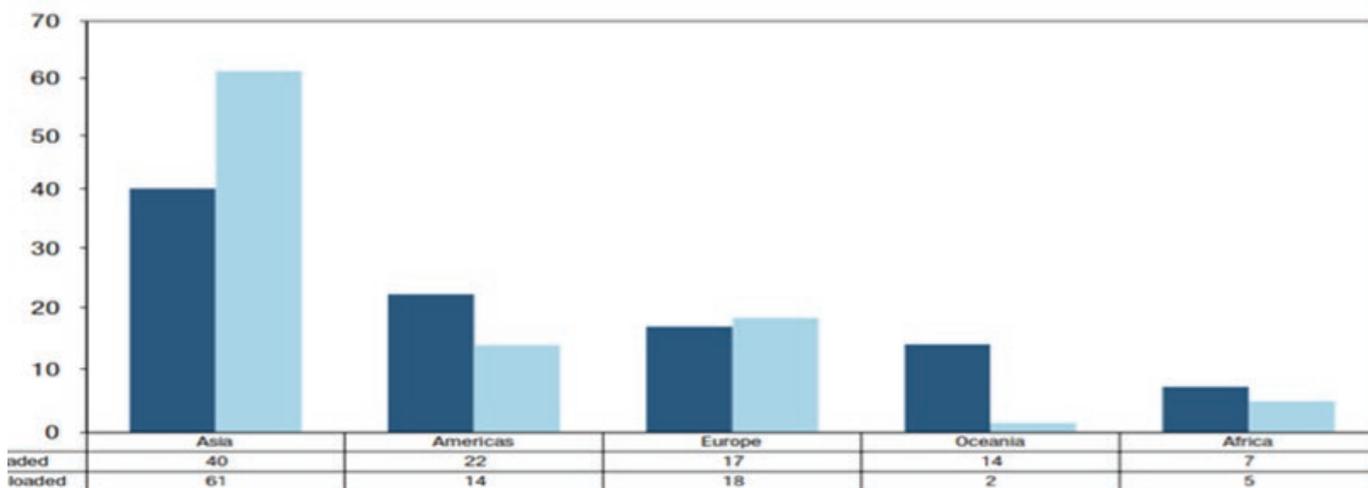
Figure 1: International Seaborne Trade (Millions of Tons Loaded)



Source: UNCTAD Review of Maritime Transport, 2017

The UNCTAD Review of Maritime Transport, 2017 also highlights that developing economies are no longer only a source of supply for raw materials and fossil fuel energy, but are also major players in globalized manufacturing processes and a growing source of consumption import demand, including of raw materials, such as oil. Asia remained the key world cargo loading and unloading area in 2016. (See figure 2 below)

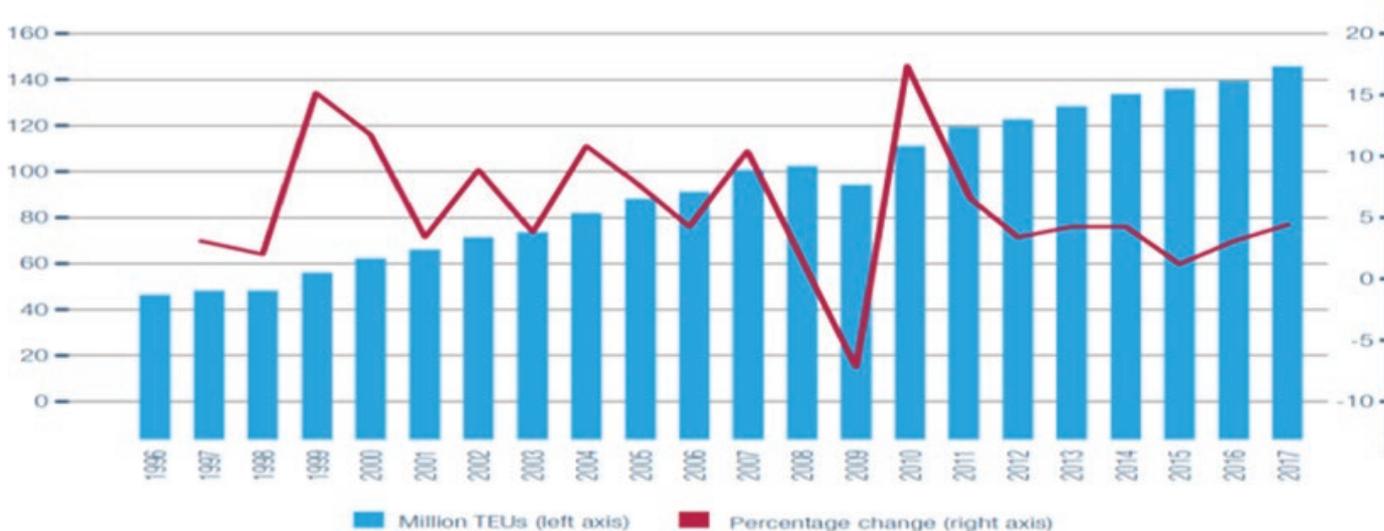
Figure 2: World Seaborne Trade by Region, 2016 (Percentage share in world tonnage)



Source: UNCTAD Review of Maritime Transport, 2017

According to the UNCTAD Review of Maritime Transport, 2017, world containerized trade grew faster at a rate of 3.1 percent in 2016 totaling approximately 140 million TEUs mainly due to the peak leg of the Asia-Europe trade, accelerated growth in intra-Asian cargo flows and positive trends in the Trans-Pacific (figure 3).

Figure 3: Global Containerized Trade, 1996-2017 (Million TEUs and annual percentage growth)



Source: UNCTAD Review of Maritime Transport, 2017

UNCTAD forecasted that in 2017, the major bulk commodities will increase by 5.4 percent due to steady demand in the dry bulk trade sector. Containerized trade is projected to grow by 4.5 per cent, particularly due to growth in intra-Asian trade and improved trade flows in East-West main lanes. There will be a decrease of growth in tanker trade as a result of oil output reductions by major oil producers since the beginning of 2017 and some recovery in oil price levels. Crude oil trade is forecasted to grow by less than 1 percent while refined petroleum products and gas are expected to increase by 2 percent.

From the heart of a Cadet: **Life changing experiences**

According to the requirements of the Standards of Training Certification and Watch keeping (STCW 78 as amended), a cadet is obliged to fill a Training Record Book (TRB) which is checked and signed off by a senior officer. Sounds easy enough on paper doesn't it? It is a huge pain on the ship! By my 3rd week I was freaking out about how much work I had to cover over the 9 months that I was to be on board. The fear of not getting a ship looms over you constantly at school but once you get on that ship for your cadetship, the TRB is your best friend and your worst enemy. The dreams of spending all your free time ashore visiting exotic locales start diminishing each day.

The idea behind the Training Record Book is sound. It is to prove ones familiarity with the ship inclusive of all safety and operational procedures on the ship. On a normal ship, without any emergencies, working 8 hours [4 on 4 off] in every 24hrs is normal. Now try to imagine a hectic, tense work environment with different smells and more than 30 degrees of heat. By the end of the day, you are tired and cranky; looking inside a book at this time is not a cadet's idea of fun.

The rank of Chief engineer or Master mariner is the zenith of a cadet's accomplishment in the merchant navy. As a cadet you are constantly asking them questions about their experiences, challenges they have experienced at sea and all the triumphs they have had. You imagine yourself one day being in charge of a vessel, of having to make the tough calls and you wonder if your junior officers will also dislike you as much as you dislike the old geezer. But to reach there you have to cut down on your rest hours and deal with your Training Record Book.

When you get a good chief and or master, who is interested in your development as a cadet, you can count yourself lucky. My first chief engineer had very little interest in our training. However a good chief finds time to ensure the cadets are mentored and coached appropriately every day. The idea behind this is that when a cadet comes back as an officer, the



senior officers are confident in his abilities and can delegate duties to him/her without being worried. Good training is therefore important for everyone concerned; the shipping company that employs you, the staff you work with and the shipping industry as a whole.

Love your TRB, train harder, train more, retrain and retain all that you learn!

Former Cadet,

Roy Bwabi

**Do you have any cadet experiences or pictures to share with us?
Email us at pr@kma.go.ke**

PICTORIAL



Kenya Maritime Authority (KMA) Registrar of Seafarers, Josephine Nthia, welcomes Kenyan seafarers back home after their successful repatriation from Indonesia by Kenya Maritime Authority and the International Transport Workers Federation (ITF)-Mombasa



KMA staff display their medals after successfully finishing a 10 KM marathon to raise funds for needy children in Kenya in need of eye surgeries and treatment

KMA staff educate Bin Fadhil Girls Primary in Lamu on maritime issues





KMA employees ready to run a 10 KM marathon for charity together with other Kenyans to raise funds for eye surgeries for needy Kenyan children



International and national delegates participate in the Maritime Operations Threat Reduction workshop at KMA's Regional Maritime Rescue Coordination Centre

KMA signs Maritime Education agreement with Turkana University

Kenya Maritime Authority (KMA) has signed a Memorandum of Understanding (MOU) with the Turkana University College (TUC) to enhance the provision of quality maritime education and training in the region. The MOU was signed by Cosmas Cherop, Ag. Director General, KMA and Professor Edgar Kabaji, Vice- Chancellor, Turkana University College at the KMA offices.

The MOU with Turkana University College is aimed at promoting maritime education and training and regulating compliance with the standards of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW) 1978 as amended. KMA intends to collaborate with the University in the sharing of facilities and equipment, institutional capacity building, training of maritime students, dissemination of maritime knowledge, and in research, innovation and development in technology.

The expected outcome of the collaboration is a harmonious undertaking of maritime education and training in a coordinated framework aimed at enhancing the maritime sector's contribution to the national economy as envisaged in Kenya's Vision 2030, the long-term national planning and development strategy. It is also expected that the improvement of the country's capacity in relation to skills development will go a long way in enhancing development and investments in the maritime sector.



KMA engages Lake Counties on capacity of inland waters

KMA officers engaged County governments of Homabay, Migori, Kisumu, Siaya and Busia on how to unlock the maritime commercial potential of Lake Victoria in the initial phase of a project that targets Counties bordering Lake Victoria. The project aims at identifying the investment opportunities in infrastructure and services in the maritime sector of Lakes Victoria and Turkana. The project also aims to provide recommendations for the development of maritime multi modal transportation that could unlock the full potential of the Lakes and spur economic development in the regions.



Kenya Maritime Authority rolls out Maritime Safety Awareness campaigns in counties



The Kenya Maritime Authority (KMA) has rolled out its maritime safety awareness campaigns in various counties around the country to enhance compliance with maritime safety regulations by boat operators and owners and promote water safety and protection of the marine environment among all water transport users. The Campaigns have been carried out in Naivasha, Baringo, Rusinga and Lamu Island. During the maritime safety sensitization drive, KMA officers engaged local fisherfolk and Beach Management Units on various aspects of maritime safety and security such as on the importance of having safety equipment like life jackets on board, seeking assistance from the Regional Maritime Rescue Coordination Centre, reporting maritime incidences the maritime safety sensitization drive, preserving the marine environment among other issues.



Flagging off of the clean up for the Wiyoni beach - Lamu by Philip Odero, Deputy County commissioner and Capt. Muli, Ag. Head of Maritime Safety, KMA

In Lamu County, KMA also held a Beach clean-up at Wiyoni beach which was flagged off by Philip Odero, the Deputy Commissioner, Lamu, and Capt. Dave Muli, Ag. Head of Maritime Safety at KMA who was representing the Director General, KMA in the initiative. The Beach Clean-up was aimed at instilling a culture of responsibility and preservation of the marine environment and drew participation from the Lamu County Government, Maritime Police, Wiyoni Community, Lamu Museum, Kenya Red Cross, Lamu Youth alliance, Badilika Youth group, Annidan orphanage and local environmental enthusiasts.

“Plastics in our beaches are hazardous to our marine environment,” said Mr. Philip Odero, the deputy Commissioner; “We need to work together to ensure plastics and harmful wastes do not get access to our waters.”

“We need to protect and preserve our marine environment because our lives depend on it,” said Capt. Muli from KMA.

KMA has also rolled out a national wide media campaign aimed at educating Kenyans on maritime safety precautions particularly to prevent water casualties during the festive season and protect lives.

Ensuring

Sustainable, safe, secure, clean
and efficient water transport..



FOR MORE INFORMATION

Contact us through:

THE DIRECTOR GENERAL, KENYA MARITIME AUTHORITY

P.O. Box 95076 - 80104, MOMBASA

Telephone: +254 41 2318398/9, +254 20 2381203/4, 0724319344, 0733221322

Fax: +254 41 2318397 E-mail: info@kma.go.ke; complaints@kma.go.ke Website: www.kma.go.ke



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