



Nahodha

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A large, modern cruise ship is shown from a low-angle perspective, sailing on the water. The ship has a white upper hull and a black lower hull with a red stripe at the bottom. It has multiple decks with railings and a bridge structure. The ship is moving towards the right of the frame, leaving a wake in the water. In the background, there are some buildings and a clear blue sky.

KMA Launches Maritime Training Curricula during World Maritime Day Fete

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From the Director General's Desk

Taking cognizance of the theme for this year's World Maritime Day celebrations 'Sustainable Development: IMO's contribution beyond RIO + 20', Kenya Maritime Authority (KMA) reiterates its commitment in implementing a strategy for the growth of the maritime industry as it establishes a foundation for sustainable long-term cooperation and growth. These initiatives are a reflection of Kenya's contribution towards the marine environment protection as envisioned in the document dubbed "*The Future We Want*" adopted in the June 2012 Rio+20 UN conference, whose overriding concept is sustainable development.

The strategy identifies key themes that can:

- help the maritime industries deliver against market opportunities;
- enable companies to grow their market share;
- create employment opportunities for Kenyan seafarers; and
- help to rebalance the Kenyan economy for this and coming generations.

Kenya is not the only country chasing the global opportunities in the maritime sector. To remain truly competitive we need to not only provide an enabling environment, but strive to create a brand of competent seafarers, innovative market leading products and ensure that we continue to develop the skills and technology needed for the long term.

The Government of Kenya and indeed KMA has an important role working with the sector to remove barriers to

growth and help stimulate the investment needed to enhance productivity. Towards achieving this objective, KMA will spearhead development of an Integrated Maritime Policy as a strategy for integrating collaboration by industry, Government and academia. Transportation is indeed a complex and porous social and economic system, difficult to address comprehensively without the use of clusters. In a bid to ensure all the technical aspects pertaining to transportation are addressed satisfactorily, KMA will embrace cluster management in dispensing its duties. The world today, has embraced multimodal transport systems and it is therefore important to appreciate and harness the increased role of the different Government agencies falling under the clusters involved in the industry in governance of the sector.

The strategy will make the most of the opportunities by building on key strengths, and taking account of global threats. We will work together over the coming decades to realize our vision to become a leading maritime nation. Achieving success requires positive action, and the diverse maritime industries will need to work together to take full advantage of the opportunities waiting to be tapped. We shall seek to identify areas of commonality and show how to exploit opportunities that exist across some of the sectors.

A more coherent partnership approach between Government and industry will therefore offer the opportunity to deliver:



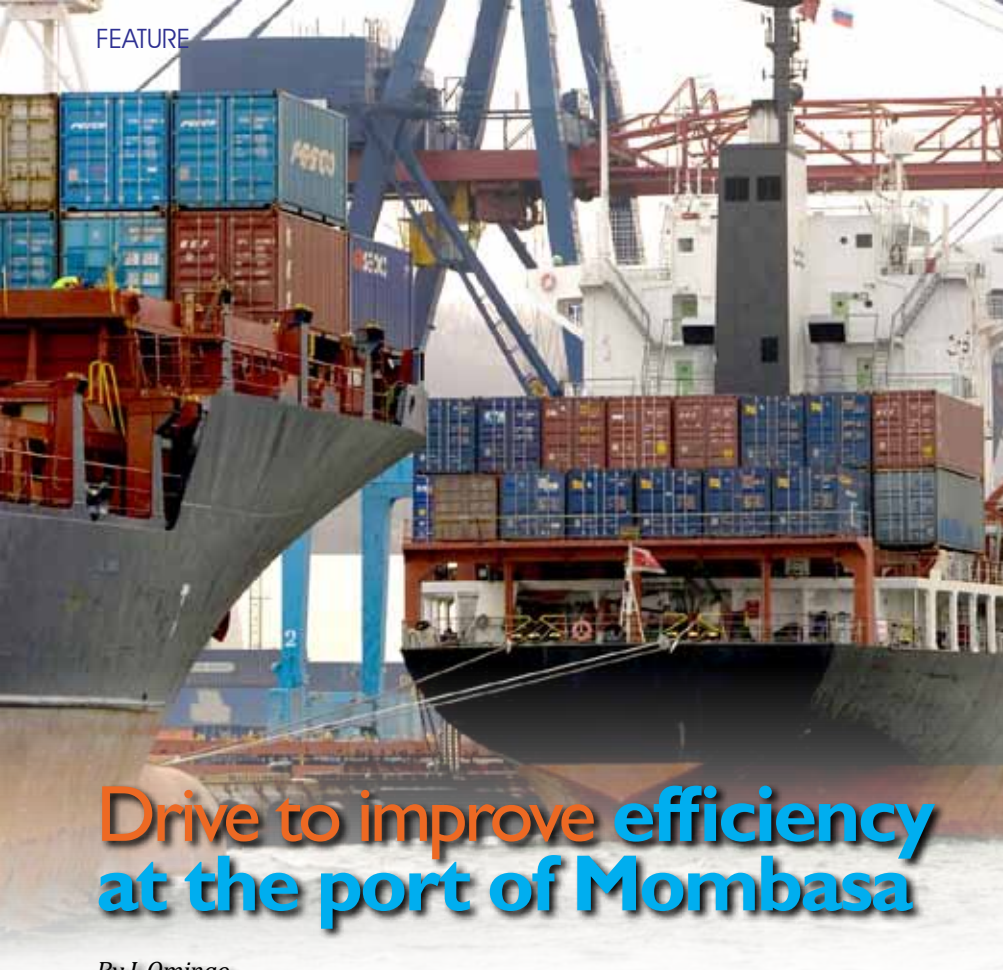
1. export growth, broader business and jobs growth and a stronger industrial supply network;
2. a coherent voice and discussion forum for maritime industry issues; and
3. long-term stability for investors, and a framework to compare future investment decisions in business support, research & development.

We anticipate that this joint strategy will deliver the best opportunity optimizing the relationship between industry and Government. It will create a coherent partnership between our Government and the maritime industry. Companies will gain greater visibility in Government circles, helping to clarify the case for public and private investment. Direct advantages will include better informed regulation, more appropriate skills development and a stronger, more cohesive image for the industries.

We look forward to your overwhelming support in progressing our maritime sector.

Nancy Karigithu, (Mrs.)
DIRECTOR GENERAL





Drive to improve efficiency at the port of Mombasa

By J. Omingo

There have been recent improvements to ease the flow of cargo at the port of Mombasa. However, more still needs to be done to address existing challenges such as inefficient cargo clearing arising from slow documentation processes, poor rail and road exit infrastructure, frequent systems breakdowns and proliferation of charges.

The above shortcomings are responsible for as high as 40% of total transportation costs of goods and is compounded by the practice of imposing penalties on cargo owners for cargo clearance delays that most often they are not necessarily directly responsible for. Hindrances to the expeditious flow of cargo through the port of Mombasa and along the Northern Corridor negatively impact its competitiveness as it becomes a major hindrance to the economic prosperity of the region.

The Government of Kenya's recent increased focus on the corridor begun bearing fruit following a Cabinet meeting chaired by His Excellency the President, Uhuru Kenyatta, which came up with far reaching presidential directives targeting efficiency of port operations and flow of traffic along the Northern Corridor. Among the key measures introduced were:

- a) appointment of the Managing Director, Kenya Ports Authority (KPA) as the overall coordinator of all Government Agencies operating within the port with interest in cargo;
- b) appointment of the Director General of Kenya Maritime Authority (KMA) to provide an independent and impartial chair of weekly port community meetings that deal with the day to day port and northern corridor operations;
- c) directing KMA to development standards for all service providers operating at the port and along the northern corridor;
- d) relocating the Commissioner of Customs from Nairobi to Mombasa;
- e) fast tracking the implementation of the Single Window Platform by Kenya Trade Network Agency (KENTRADE); and
- f) abolishing bond for transshipment cargo.

Other measures directed were adherence to 24/7 hours system of port operations by all agencies, single weighing of cargo along the Northern Corridor, removal of police road blocks, reconfiguration of SIMBA to

allow partial lodging of manifests and clearing of cargo, abolishing penalties by Kenya Revenue Authority (KRA) on typographical errors, introducing joint verification and inspection of cargo under one lead agency, KRA, abolishing scanning of transit cargo and reorganizing traffic flow at Changamwe and Jomvu roundabouts.

After assuming chairmanship of the weekly port stakeholder meetings, KMA continues to provide independent leadership on the weekly port community deliberations aimed at addressing the operational challenges in the port towards implementation of the Presidential directives.

The Authority's efforts to streamline efficiency improvements at the port through development of Industry Service Standards, a fundamental step towards developing an environment that promotes accountability for meaningful realization of efficiency and reduction of transportation costs. In the past, it has been impossible to hold any of the service providers accountable for their contribution to inefficiencies in the logistics chain. For the first time, the Industry Service Standards clarify obligations of interveners in clearance processes, identify key performance indicators and set minimum service levels.

Developed through stakeholders consultations, the standards provided a basis for agreeing on what constitutes a reasonable and fair service in the sector. Compliance with the standards, either by way of regulation or inter-departmental memoranda of understanding, will facilitate seamless, efficient and cost effective transport logistics services to meet the needs of the rapidly growing economy of the region.

It is hoped that the measures will establish a permanent framework of collaboration that will bind the port community together (both public and private sectors) to specific actions, collective obligations, targets and time lines and in so doing, help attain a holistic approach towards addressing the challenges that act as barriers to seamless trade facilitation in the Northern Corridor. ■

Opening up the hidden potential of the maritime sector through establishment of the Maritime Cluster Development Fund

By J.Omingo



An industry cluster is defined as geographic concentrations of interconnected companies, specialized suppliers, service providers and firms that are in related industries and associated institutions in particular fields that compete but also cooperate in raising the profile and economic significance of an industry. The clusters are related economic actors and institutions, active in multiple levels in a scale that is sufficient to achieve the critical mass, which leads to the development of specialized suppliers, resources, and services in the industry.

In the maritime context, maritime clusters cover the whole range of maritime activities from ship owning and operating, ship management, ship financing, ship broking and chartering, maritime law and arbitration, marine insurance, maritime engineering, naval architecture, seafaring and auxiliary maritime transport services.

The concept of growing an industry as clusters has developed over the last ten years as a tool for analysing the whole range of the associated economic activities. The essence of a cluster is that the value of the whole exceeds the sum of its parts, and that there is a critical mass - in one place - of unusual competitive success that is needed to create an attractive external economic environment for the development of production activities, concentration of businesses and creation of external economies that enhance the competitiveness and viability of the business in the cluster.

When it comes to the maritime sector in Kenya, more often than not, the contribution of its related activities are not directly captured in the analysis of the country's GDP. They are usually lumped up together as the transport sector contribution. For a long time in the country, the maritime sector has been associated with only transportation, a single component of its clusters at the expense of other equally significant ones. It is in the light of this lack of attention to the other clusters that the sector has been underfunded, yet the development of the maritime clusters have the potential for great contribution to the national economy. It is the derived economic impacts of the sum total of all clusters that should define the true economic significance of a maritime sector.

To bring up the true potential of the maritime sector, a network of firms, research, development and innovation units and training organisations, supported by national or local authorities cooperate with the innovations in technology to increase maritime industry performance. The approach has increasingly become an important component of many Governments' policies as it has been found that the value and demand created in the maritime clusters trickle down through the overall economy in the form of investments in the supply chain and consumption, which creates further jobs and demand so that the total economic importance of the maritime activities in national and regional economies is enhanced.

Most of the successful cluster approach in the development of the maritime sector has been initiated by governments or government agencies such as the Maritime and Port Authority of Singapore through deliberate policies such as financial support for firms or projects, support of physical and knowledge infrastructure - education, training and research and networking programs.

It is in the above context that it becomes an important strategy to 'jump start' the growth of Kenya's maritime sector to establish a maritime cluster fund. The fund would facilitate the growth of the maritime cluster in Kenya through development of manpower, local training infrastructure and capabilities within the maritime industry. It would further facilitate rapid deployment of the requisite infrastructure and related

facilities aimed at reducing the cost of trade and transport logistics in the country with the potential of not only transforming the country into a pre-eminent transportation hub for the East and Central African region but a dynamic maritime economy.

However, effective establishment and utilization of maritime cluster fund needs an appropriate policy environment and legal framework; an integrated maritime policy.

An integrated maritime policy combines social, economic, technical and scientific information to help related resource management agencies to understand the tradeoffs and consequences of their decisions as well as bring together various organizations to solve problems that may extend beyond their traditional roles and responsibilities. It is only from implementation of a well thought out integrated maritime policy that the sector can become a key facilitator of rapid economic growth and wealth creation both in exploitation of maritime resources as well as effective strengthening of the governance structure to manage and coordinate the country's maritime affairs. Towards this end, Kenya Maritime Authority has set up preliminary processes leading to the development of cross cutting integrated maritime policy in order to optimize gains in Kenya's maritime sector. On completion, the policy is expected to accelerate growth of the maritime sector and provide better protection of the marine ecosystems as various agencies will be able to synchronize their activities in line with a cross cutting integrated maritime policy. Sector policy fields, which have been in the past developed separately, will be examined together for mutual impact to allow for better and timely resolution of conflicting interests. This will provide an opportunity to harness synergies and address obstacles to the development of all aspects of the maritime sector.

As part of the policy implementation strategies, establishment of a maritime cluster development fund will be very useful as a key strategy for implementing the national integrated maritime policy. Such an approach will bring out true potential of the maritime sector in supporting a significant portion of the national economy and the time to give the initiatives a big support is now. ■



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Role of Container Freight Stations (CFS's) in the Clearance of Cargo at the Port of Mombasa

With the recent developments resulting in increased port capacity and enhancement of measures of efficiency on cargo clearance from the port, direct port clearance may have to be considered as the ideal approach in order to save importers from the associated cost implications arising from delays and double handling of cargo that pass through CFS's.

Nomination of CFS's to handle full container loads on behalf of KPA commenced on 18th July, 2007. The basis for use of CFS's was that for a long time, development of port capacity lagged far behind demand. By 2007, the annual demand had risen to 750,000 TEUs against the annual port design capacity of 250,000 TEUs and the port could not therefore cope with the increased traffic.

It was agreed that without altering the KPA tariff, CFS's would transfer cargo from the port to their facilities within a period of not more than forty eight (48) hours. Any cargo that exceeded the free storage period would attract penalty at the same KPA rates. The impact of double handling of cargo within such a short distance had financial implications.

A number of issues however arose, mainly on establishment of the

commencement of the free period that often leads to unjustified charging of storage and marshalling charges. Between April 2013 to the end of June 2013, KMA received and handled forty four (44) cost related complaints from importers dealing with CFS charges and successfully resolved thirty six (36) of them.

As a measure to address port congestion, KPA discourages direct clearance of local cargo from the port and nominates them to KPA contracted CFS's only for those whose owners have not nominated a CFS of choice. Out of the total of 17 CFS's, KPA vetted and entered into a contract with 9 CFSs.

Under Clause 20 of the Merchant Shipping (Maritime Service Providers) Regulations, 2011, transfer of cargo from a port area into a Container Freight Station shall, subject to sub-regulation (2), be in accordance with the instructions of the shipper as contained in the bill of lading.

In the absence of such instructions, KPA may then designate a CFS based on a selection process that is supposed to be equitable, transparent and fair. KPA is responsible for ensuring that the CFS has the required space and equipment to receive the cargo efficiently and expeditiously. ■



KMA Launches Maritime Training Curricula during World Maritime Day Fete

Every year the International Maritime Organization (IMO) sets the last week of September for the international community to celebrate achievements in the maritime industry. The day gives maritime nations an opportunity to take stock of what has been realized in ensuring safe, secure and efficient shipping on clean oceans.

Kenya Maritime Authority (KMA) led the stakeholders in marking this year's Maritime Day Celebrations on Saturday 21st September, 2013 at the Bandari College. The event also coincided with the launch of the Maritime Curricula (Certificate and Diploma in transport logistics) that was developed by KMA and the Kenya Institute of Curriculum Development (KICD) formerly known as the Kenya Institute of Education (KIE).

This year's event was presided over by Eng. Michael Kamau, the Cabinet Secretary in the Ministry of Transport and Infrastructure under the theme *"Sustainable Development: International Maritime Organization's Contribution Beyond RIO+20"*. The theme that was adopted by the IMO Council required that member-states of the IMO focus their efforts in implementing the recommendation of the June 2012 UN conference on sustainable development held in Brazil.

Eng Kamau noted that Kenya has not fully tapped the prospects and opportunities in the maritime sector and said that his Ministry had undertaken steps to implement policy measures to address safety both for navigation and the protection of marine environment.

"The standardized and regulated curriculum for certificate and diploma courses in maritime transport logistics is expected to create the required pool of human resource that can deliver efficient land-based maritime services," he said. "This will address existing gaps in the industry in terms of capacity building, while promoting professionalism."

He stated the need to have the youth in the country get involved in the maritime activities considering that 90 per cent of world trade is



conducted through shipping, making the sector indispensable to the world economies.

Among the dignitaries present at the function were Nancy Karigithu, Director General- KMA's Col.(rtd) Joseph Nguru, Chairman Board of Directors - KMA, Gichiri Ndua, Managing Director, Kenya Ports Authority, Hassan Musa Hassan, Managing Director- Kenya Ferry, John Muindi, the Regional Coordinator IMO - Joseph Katende, Regional Director, International Transport Workers Federation (ITF), and Andrew Mwangura, Secretary General, Seafarers Union of Kenya (SUK).

In her address Mrs. Karigithu reiterated the importance of maritime training especially in the context of an evolving job market and the need to adapt to new demands to equip maritime professionals with relevant skills.

"We must give training the priority it deserves within the national economic plans", she said. "We know that overall employment in Kenyan maritime economic activities could create jobs in meeting the requirements under Vision 2030."

She stated that increased professionalism, efficiency and productivity in the industry will ultimately lead to reduction of the costs of doing business in the maritime sector. Currently, more than 1.5 million seafarers work in the international maritime industry either in ships, ports, oil and gas exploration facilities and shore-based businesses.

"As an Authority we are determined that our youth will get involved in maritime activities," Mrs. Karigithu said.

Mr. Mwangura commended KMA for ensuring that Kenya is on the prestigious IMO White List which means that members of SUK can get jobs all over the world. He also lauded the efforts put by key institutions offering training among them Bandari College, Technical University of Mombasa (TUM), Mombasa Technical Training Institute (MTTI), and Jomo Kenyatta University of Agriculture and Technology (JKUAT) who have enrolled 242 students undertaking maritime related courses. "Out of the 242 students, 70 are women", he said. "This is a great feat in terms of integrating women in the maritime industry where internationally only a paltry 2 per cent are women.

Curriculum for Maritime Transport Logistics rolled out



The maritime curricula adopted by KMA on various competency areas is expected to save Kenyans the expense of going to Dar es Salaam for maritime training.

The World Maritime Day celebrations and launch of maritime curricula also featured exhibitions from KMA and various maritime and educational institutions such as Kenya Wild Life services, Kenya Rescue Divers, Port Management Association of Eastern and Southern Africa, Waterfront Marine Services, Institute of Chartered Ship Brokers, College of Insurance, Maritime & Management Institute, Mombasa Technical Training Institute(MTTI) and WOMESA among others.

Various schools from the Coast Region were invited to get career exposure within their line of interest, learn about the various maritime organizational operations as well as familiarize themselves with available maritime training courses now available in Kenya. Among the schools that actively participated in the event were Sheikh Khalifa Bin Zayed Secondary School, Mama Ngina Girls and Shimo La Tewa High Schools. ■

The National Curriculum for shore based maritime service providers has been rolled out by the Kenya Maritime Authority(KMA) in partnership with the Kenya Institute of Curriculum Development (KICD) formerly known as the Kenya Institute of Education (KIE). The standardized and regulated curriculum for certificate and diploma courses in maritime transport logistics is expected to create the required pool of human capital for land based maritime services.

“The development of the national curriculum arose from the Authority’s need to develop, plan, monitor and evaluate training programmes for seafarers and land based maritime practitioners to ensure that Kenya is globally competitive in the provision of maritime transport services,” said Mrs. Karigithu.

KMA’s Director General noted that the maritime industry requires a harmonized landbased maritime curriculum that reflects the Kenyan perspective to build its capacity. The new shore-based maritime curriculum addresses existing gaps in the industry and included a comprehensive capacity building strategy that focuses on establishing the manpower, mechanisms and systems that will enhance the performance of the maritime sector, professionalism and the reduction of the doing business in the maritime industry.

The maritime industry has been faced with challenges on professionalism arising from the existing lack of harmonized training programs; some of which are local, regional and international. They are different in terms of content, length of time and strategies for their accreditation and implementation. These training programs have not effectively responded to the current human capital demands of the maritime industry in Kenya.

The process of developing the maritime transport logistics curriculum by KMA in collaboration with KICD began in 2011 and involved carrying out comprehensive training needs assessments to establish the skills gaps, extensive dialogues with stakeholders, development of content on certificate & diploma courses in shore-based maritime services, validation of the developed curricula, monitoring, evaluation and provision of technical support for the implementation of the curricula.

KMA intends to facilitate the creation of a pool of experts in seafaring, maritime finance, ship broking, logistics, port terminal operators and marine insurance for efficient and effective service delivery in the maritime industry. This will be achieved through its regulatory licensing role founded on standardized professional training for each sub sector.

According to KMA’s Commercial shipping manager, Mr. Omingo, the key strength of Kenya’s maritime services sector would be its firm educational and professional foundation of highly qualified and competent workforce. KMA in line with its mandate under the KMA Act 2006, Merchant shipping Act 2009 (MSA) and the Merchant Shipping (Service Providers) Regulations 2011 has been striving to develop various curricula for each specialized maritime service area with a view to regulate and standardize the training and qualification for professionals in maritime transport services.

In line with Kenya’s Vision 2030 in which the maritime sector is expected to play an increasing role in Kenya’s national development agenda, the sector contributes and sustains Kenya’s economic growth, has opportunities for new investment areas, business ventures and employment creation avenues. To achieve this, KMA aims to develop a comprehensive capacity building strategy that focuses on building the manpower, mechanisms and systems that will enhance the performance of the maritime sector. ■

Industry Standards for maritime transport services: Transforming maritime trade in Kenya

By J. Omingo

Just imagine. It is the year 2030. Kenya freely trades with the rest of the world, produces world class products, which are transported through excellent logistics networks. The cost of logistics is in the range of 4-9% of the value of goods just like in some countries of the world today. Consumers enjoy cheaper products, exporters exploit expanded opportunities and the Kenyan citizens are rich. Road, Rail and Air transport infrastructure is in top shape, single window for port clearance is working and most of the Vision 2030 objectives are realized. Are we heading there? Will it be possible?

Yes. A more open and prosperous Kenya with efficient transportation services is indeed possible. Others have made it before and so can we. In one of the World Bank Reports, there have been some 15 economies over the last 50 years which sustained an annual growth rate of 7 percent for more than 15 years. Before post election violence of 2007, Kenya hit over 7 percent growth rate. If maintained over a long period of time such growth rate moves vast numbers of citizens out of poverty.

Focus and determination are the few things in common in such countries, including embracing the world economy through trade. Openness to trade, political stability and efficient transportation systems encourage international firms to invest in a country. Over time, local firms catch up and eventually became world leaders, such as Samsung.

But in order to trade goods, you need efficient ports (and airports). Today, Asia is home to the top nine ports in the world. The only non-Asian port in the top ten is Rotterdam, which lies behind the first two top ten by some 12 million containers. No one would have predicted such a scenario twenty years ago. Is there any reason why Kenya

cannot follow suit and, seventeen years from now (2030), make it among the top ports? Mombasa would be a natural candidate but there's a whole lot of catching up to do. Ironically, it gets congested despite its relatively small annual volume of 903, 463 containers it handled in 2012. Kenya's exports in comparison with global export trade is minute and much of it, such as flowers and tourists, doesn't utilize the sea.

Consider this: The volume of goods Mombasa achieves in a year, Shanghai and Singapore handles in a week. But even with this lean cargo, port management is sometimes unable to cope with congestion. Apart from the Port Authority, other cargo interveners such as customs and government agencies control cargo exit from the port, infrastructure for cargo exit is inadequate, port performance statistics is underutilized in planning and projecting port operations, transfer of cargo to nearby Container Freight Stations is inefficient and leads to expensive double handling, KPA and KRA computer systems sometimes break down and parties are penalized for delays in the port that they are not necessarily in full control of. These factors limit realization of the same efficiency enjoyed in similar ports with the same resources.

Yet there are encouraging prospects for change. The dredging of the port and construction of berth 19 is complete. Development of the 1.2 million TUE terminals is in full swing. Larger ships will be able to dock, cutting shipment costs and Kenya may regain some of the transshipment business it lost. A state-of-the-art integrated security system and new IT-based tracking has been installed. These developments are steps in the right direction as they enhance performance and reputation of the port.

However, without complimentary development of systems for effective flow of cargo within the port, the journey of becoming a world-class port may not be easy. A world-class port will make Mombasa a world-class city, benefiting all of Kenya and East Africa. Not so long ago, Shanghai, Singapore and Dubai were poor, sleepy, low-performing coastal cities. Look at where they are today. It was a painful but deliberate plan of action that rolled the transformation process and turned them into what they are today.

This cannot be the case for Mombasa if transportation services are still hampered by trade imbalance, low performing infrastructure, bureaucratic cargo clearance procedures and port inefficiencies. The cost implication will remain as high as 45 percent of the value of goods if we don't act. Port services are among the few areas that can be controlled and to a large extent, port costs influence shipping decisions of traders and therefore international trade of a country. Today, parties are often penalized for delay operations they are not responsible and the penalties in such cases become counterproductive.

Kenya Maritime Authority in its oversight role on maritime affairs has a role to play in changing the situation. The Authority has developed Industry Standards that specify each party's obligations, identify their key performance indicators and in liaison with the concerned parties set up minimum service levels that ought to be complied with. On completion of the process, the Authority will monitor performance with a view to holding each party accountable for its own contribution to delays in the flow of cargo. In this way all port service providers, security and relevant agencies directly involved in the

“Implement maritime safety standards” shippers urged

flow of cargo in the port become answerable to the Authority in as far as compliance with the established industry standards is concerned.

Presently, cargo owners are penalized for other service providers' inefficiencies which add up cost without necessarily improving efficiency of port services. In some instances, service providers thrive on self imposed inefficiencies. Implementation of industry standards will go a long way in enhancing accountability, improving overall efficiency and reducing transportation costs associated with delays in the flow of cargo at the port.

Kenya needs to be able to import and export goods in a fast and predictable way and ports have a big role to play in the efficient flow of goods and their sub-components. There are no easy solutions. Improving the performance of Mombasa port would require a concerted effort of all stakeholders. Enhanced infrastructural development at the port will not bear as much fruit as would be realized if off-take through the road and rail networks are simultaneously addressed, obligations of all parties identified and the parties made accountable in the flow of cargo in the port.

The ongoing infrastructural developments in the port of Mombasa and Lamu are encouraging prospects that will enhance the performance and reputation of the port industry in Kenya. However the same pace ought to be adopted in managing procedures and processes in the flow of cargo. In this regard, the development of a Single Window framework by Kenya Trade Data Network (KENTRADE) and implementation of maritime service industry standards are important milestones in enhancing the sector's contribution to the realization of the Kenyan Vision 2030. For such undertakings to succeed, stakeholder support is crucial. ■

A national seminar aimed at sensitizing personnel in the shipping industry on safe handling and carriage of dangerous goods by sea was held by the Kenya Maritime Authority (KMA) in Kilifi County on 15th April. The seminar which was sponsored by the International Maritime Organization's technical capacity building programme also sought to educate shippers on the provisions of the International Maritime Dangerous Goods & Solid Bulk (IMDG & IMSBC) codes in Kenya.

Speaking during the seminar, the Lead Consultant from the International Maritime Organization (IMO), Mr. Michael Manuel noted that, “If shipping for world trade is to stay safe and beneficial to all, then the growing list of “dangerous” cargoes should be handled, transported and stored with the greatest possible care and by organizations and people who are aware of the most current issues and have the knowledge, skills and attitudes to maintain the integrity of the transport chain.”

According to Mr. Manuel, the IMDG and IMSBC codes place significant responsibilities on maritime administrations such as KMA to ensure that the codes' requirements are met at a country level and that people involved in the handling and carriage of dangerous goods are appropriately trained to understand their roles and responsibilities in the transport chain.

Talking to participants drawn from the Kenyan shipping sector, the Director General of KMA, Mrs. Karigithu said, “I urge you to effectively use the information on the regulation of transport of dangerous goods in all modes of transport, to ensure that such goods do not cause any breach of safety in the current multi-modal transport environment.”

The seminar is seen as an indication of Kenya's continued commitment in the implementation of IMO conventions in the bid to promote maritime safety, security and environmental protection in a sustainable way. ■



Ship repair facilities in Kenya

Kenya has seven ship repair facilities (dry docks) located in Mombasa and in Kisumu. In Mombasa, Kenya Ports Authority (KPA) has its own dockyard with slipways and workshop facilities for repairing mainly KPA marine craft. The Kenya Navy has a synco-lift and workshop facilities for repairing its own fleet. The African Marine and General Engineering Company Limited (AMGECO) has a dry dock where almost every type of ship repair work can be undertaken. The Southern Engineering Company Limited (SECO) has two (2) floating docks for building and repair of small ships and boats as well as adequate workshop facilities. The SECO yard has been busy constructing small specialized ships to serve the oil industry in exploration for hydrocarbons which is going on around East Africa. Consolidated Marine Contractors Limited (Comarco) which is based in Liwatoni owns a jetty and carries out small repairs while their main business is logistics and salvage work. In Kisumu, the Railway marine workshop serves as a ship building facility, now popular for the construction of MV Norris, a medium sized general cargo ship scheduled to be completed before the end of this year.

East Africa's Biggest Dry Dock

AMGECO, which is ISO certified, is renowned as East Africa's biggest dry dock. Its can accommodate vessels of 180 meters length and 24.6 meters width as well as vessels of up to 20,000 tons. Its services are sought by vessels travelling from various continents in Africa, Europe, Asia and the Far East.



African Marine & General Co Limited (AMGECO) dry dock has a separate construction dock apart from the main dock that is used for construction of vessels and repair. The construction dock has a length of 40.25 meters, width through gate of 18.00 meters, dock width of 24.40 meters and a depth on sill (max) of 4.0 meters.

The construction and repair yard is located at the entrance of the port of Mombasa and is available round the clock for any emergency when the job may be beyond the afloat repair team. The dock has two berths on the east and west side where most floating repairs are done. Mobile equipment such as pontoons, portable lifting gear and mobile cranes are mobilized along with qualified personnel for construction and repair work. Some of the marine works carried out there include electrical work, steel and pipe work, engine repairs (turbines), machine repairs, cargo tank cleaning and demucking, anchor and cable repairs, servicing of electrical equipment, metal locking, metal spraying, painting using rollers and airless spray among others.

The AMGECO dry dock receives 18 to 20 ships annually from East Africa and other countries' service ships from surveys and oil drilling, EPZ (African Marine Oil and Gas) where ships coming from oil drilling can offload at the dry dock, duty free. The company also does repair work for the Ports Authorities, Kenya Ferry, Kenya Navy, construction companies as well as non marine works such as the cement factories, electricity companies, railways, petroleum refinery, airlines, banks, hotels and hospitals.

AMGECO has a fully certified life raft service station which carries a full range of replacement parts for life rafts: lifeboats with adequate expiry periods. They are the sole agents in the servicing and recertification of life rafts such as Viking, DSB, RFD, Beaufort, Dunlop, Avon, Toyo and Pirelli.

The Chief Executive Officer of AMGECO, Oscar Lobo, who has been credited for the improvement of the dry dock since 2009 says, "We have qualified staff who undergo regular training to keep up with innovations and changes in the repair and construction of vessels."

AMGECO has also been able to employ female seafarers to work in the dry docks particularly in the engineering and electrical departments with responsibilities such as the dock master, welding, and electronic workshops. In future, the company plans to send its workers for further training in countries like United Kingdom and Denmark to enhance docking facilities within the region. ■



European Union Naval Force visits KMA to boost collaboration ties

The European Union Naval Force Somalia- Operation Atlanta (EU NAVFOR) Commander, Commodore Jorge Novo Palma, visited the Kenya Maritime Authority (KMA), on 6th June, 2013. The commander met the Director General, Mrs. Nancy Karigithu, and both parties agreed to enhance co-operation, increase exchange of information and increase seafarers' awareness of maritime security issues in the region.

Commodore Palma's visit came at a time when EU NAVFOR flagship NRP Alvares Cabral had docked in Mombasa for the servicemen to take a well deserved rest after having been on anti-piracy duties at sea on an extended tour. Commodore Palma also took the opportunity to call on several Kenyan Authorities to discuss co-operation and knowledge sharing in order to enhance maritime security in the region. He met with officials of the Mombasa Regional Maritime Rescue and Coordination Centre (RMRCC) and the European Union-Maritime Security Project (EU-MARSIC). The EU-MARSIC which was launched in 2010 is expected to run for a 5 year period, focusing on capacity building for the 21 signatory countries of the Djibouti Code of Conduct in the field of information sharing and training.

The EU MARSIC project has been actively involved in the training of

the region's maritime personnel on maritime domain awareness in the midst of emerging security threats. KMA hosts the Mombasa Piracy Information Sharing Centre at the RMRCC and provides strategic advice to partner countries' maritime authorities for setting up regional cooperation and ensuring the sustainability of the operational centers.

EU NAVFOR covers an area of operation comprising the Southern Red Sea, the Gulf of Aden and a large part of the Indian Ocean including the Seychelles. Data collected since 2008

demonstrates that EU NAVFOR, in cooperation with her counter-piracy partners has become highly effective in preventing attacks before they happen.

Maritime cooperation is now recognized as a necessary ingredient in dealing with increasing maritime challenges such as the crimes of piracy, terrorism, illicit trade and illegitimate exploitation of marine resources, all of which require coordinated security awareness and broader collaboration in order to effectively respond to the threats. ■



Overview and core objectives of the KMA strategic plan 2013-2018

KMA's strategic plan 2013-2018 is expected to address challenges in the maritime sector and make a positive and tangible contribution to the process of sustainable development in the maritime sector.

The strategic plan 2013-2018 maps out the Authority's strategic direction towards making Kenya a globally competitive and prosperous country in accordance with Vision 2030. The Plan proposes the interventions, strategies, activities, resource requirements, time lines, and assigned responsibilities for achieving the expected outputs. It has effectively addressed the questions: "what needs to be done, how, when and by whom".

The Core objectives of the strategic plan are:

To develop an appropriate legal and regulatory framework and partnerships for maritime development will involve:

- a. developing a Maritime Policy and formulation of relevant rules and regulations;
- b. developing rules of submarine cables;
- c. enhancing national participation in the development and ratification of International Maritime Conventions & Standards;
- d. formulating maritime safety and pollution prevention rules for oil and gas exploration and exploitation activities;
- e. integrating legal frameworks for the maritime sector;

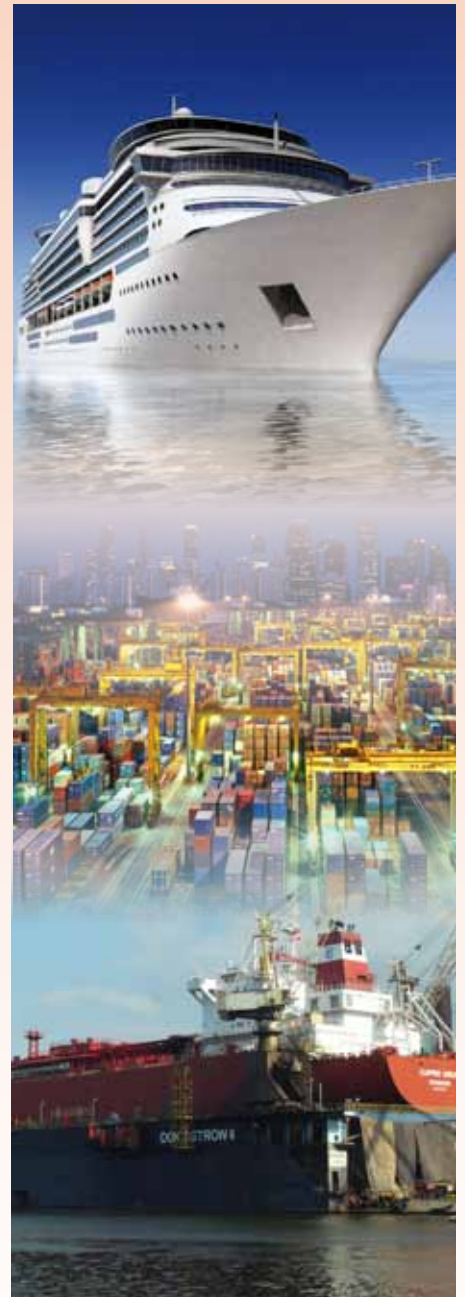
- f. enhancing national, regional and international collaboration in maritime related affairs; and
- g. cooperation with regional and international agencies in combating maritime crime.

According to the Strategic Plan, KMA will further:

1. strengthen it's institutional capacity to deliver on its mandate;
2. enhance maritime safety, security and protection of marine and aquatic environment;
3. advocate for the provision of a globally competitive maritime education and training;
4. promote maritime research and development; and
5. create a conducive environment for supply of competitive and quality commercial maritime services.

In accordance with Vision 2030, the Authority will implement the Strategic plan's core objectives in a bid to:

- eliminate unfair business practices in the maritime sector;
- facilitate cargo movement and trade;
- maintain international maritime standards; and
- enhance safety and security of the sector in order to attract investments and increase international trade at the Port(s).■



“Invest in maritime sector,” traders told

The business community in Kenya has been encouraged to invest in the nation’s maritime sector. Speaking during an international trade facilitation workshop organized by Kenya Maritime Authority (KMA) in Thika, the Chairman of the Kenya Association of Manufacturers in Kiambu, Mr. Rajan Shah, said that the maritime industry is important in the economic development of the country. “The sea and the port is a gold mine for Kenya,” he said, “proper management of our maritime resources can take this country to higher levels of development.”

The workshop which was attended by 71 business people drawn from various parts of Kiambu county was aimed at educating traders on maritime transport services, export and import procedures, the use of International Commercial Terms (INCOTERMS) and marine cargo insurance.

Mr. Shah observed that most traders had not explored investment opportunities in the maritime sector due to insufficient knowledge. While addressing participants on the benefits that can be reaped from investing in the sector, KMA’s Commercial Shipping Manager, John Omingo, also emphasized the need for traders to familiarize themselves with the International Commercial Terms of Trade (Incoterms) and the Merchant Shipping regulations for a positive experience in maritime trade. ■

KMA joins fight against water hyacinth

Kenya Maritime Authority (KMA) launched two phases of the water hyacinth removal in Lwang’ni beach – Kisumu county and Alara beach- Homa Bay county in July 2013. The events were flagged off by the Governors of Kisumu and Homa-Bay counties, Jack Ranguma and Cyprian Awiti.

Both Governors said that water hyacinth had hindered activities on the lake particularly navigation and fishing and commended KMA for its efforts in helping the lake communities in managing the water hyacinth menace on Lake Victoria.

Other dignitaries who graced the occasions were, Kisumu County Deputy Governor, Ms Ruth Odinga, Chairman- KMA, Col (Rtd) Joseph Nguru, Director -National Water Conservation and Pipeline Corporation, Ali Hassan, and programme co-ordinator Lake Victoria Environmental Management Programme -Fransisca Owuor .

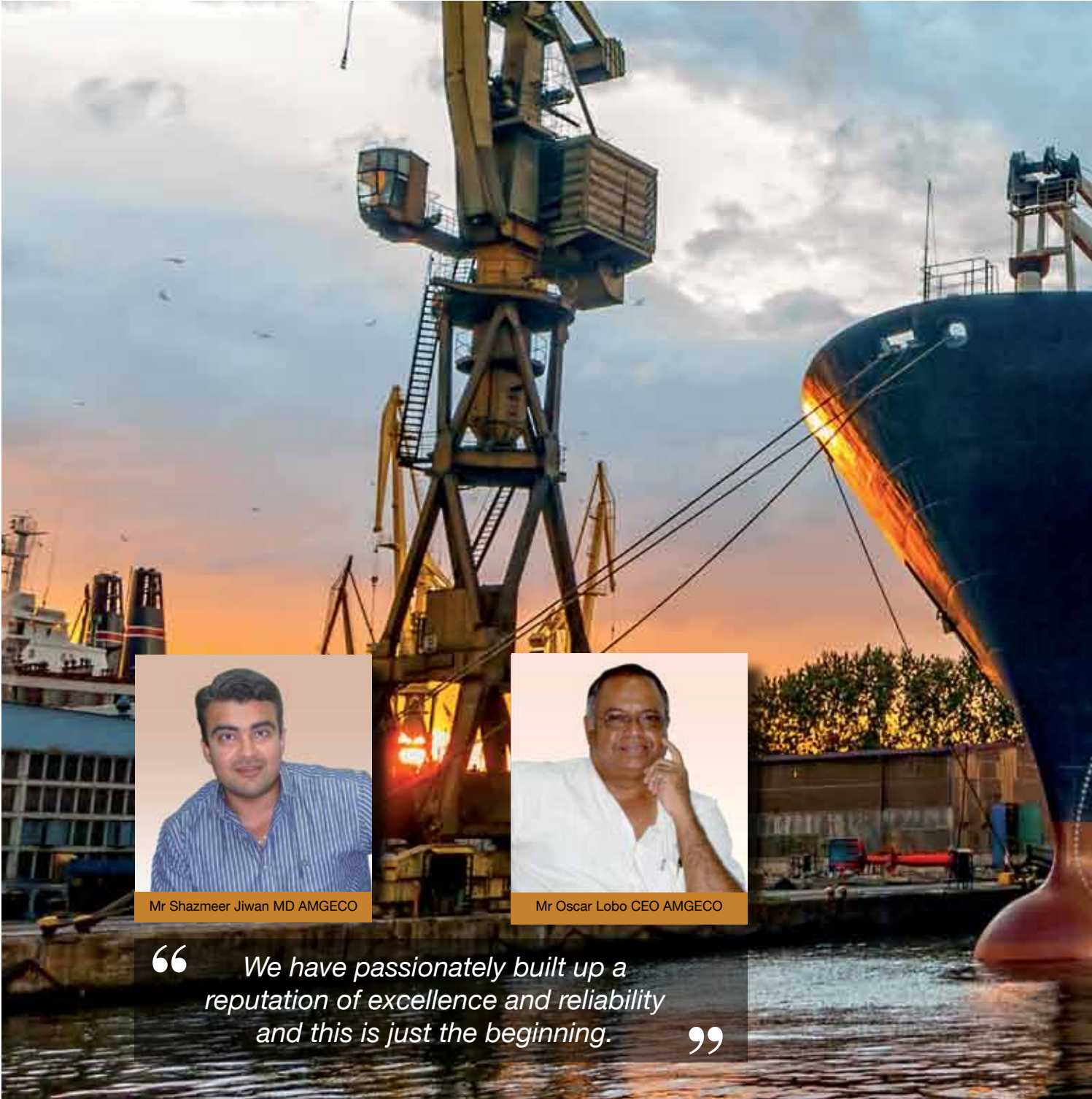
The water hyacinth removal exercise that is ongoing and funded by KMA combines mechanical and manual removal of the hyacinth. The mechanical removal is done using a water master hyacinth harvester while the manual removal is done by members of the local communities hired by the Authority. KMA has partnered with the Lake Victoria Environmental Management Programme (LVEMP-II) and the National Water Conservation and Pipeline Corporation (NWPC) in the exercise.

The hyacinth removal exercise on the lake is expected to ease navigation, enhance water transport and maritime safety on Lake Victoria and boost economic activities on the fresh water body for the socio-economic benefit of the lake communities. ■



Kisumu and Homa-Bay counties Governors, Jack Ranguma and Cyprian Awiti flag off the water hyacinth removal exercise.





Mr Shazmeer Jiwan MD AMGECO



Mr Oscar Lobo CEO AMGECO

“ We have passionately built up a reputation of excellence and reliability and this is just the beginning. ”

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Website: www.africanmarine.com



- 1** The Cabinet Secretary, Ministry of Transport & Infrastructure, Eng. Michael S. Kamau cutting a cake to mark World Maritime Day.
- 2** The Chairman-BOD, KMA, Col(rtd) Joseph Nguru, receives KMA's award from H.E. the President of Kenya, Hon. Uhuru Kenyatta during the Nakuru Regional Show.
- 3** The former Minister of Transport, Hon. Amos Kimunya with the Chairman-BOD, KMA, Col (rtd) Joseph Nguru, Director General-KMA, Nancy Karigithu and KMA Director, Seif Bendera during the launch of KMA Strategic Plan 2013-2018.

- 4** The European Union Naval Force Somalia- Operation Atalanta (EU NAVFOR) Commander, Commodore Jorge Novo Palma and his delegation with the Director General-KMA, Nancy Karigithu at the Kenya Maritime Authority offices.
- 5** The Director General-KMA, Nancy Karigithu presenting a token of appreciation to the Managing Director of Pacific International Lines (PIL), Mr. Nandan Warrior, in recognition of the company's role in offering sea time training to Kenyan cadets aboard its fleet.
- 6** The Chairman-BOD, KMA, Col(rtd) Joseph Nguru with the Governor of Baringo County, Hon. Cheboi Chesire during a courtesy call at the Governor's office.



1 The Chairman-BOD, KMA, Col(rtd) Joseph Nguru with the Governor of Turkana County, Hon. Joseph Nanok during a courtesy call at the Governor's office.

2 The Cabinet Secretary for Ministry of Transport & Infrastructure, Eng. Michael S. Kamau inspecting a Guard of Honour mounted by the Kenya Navy Sea Scouts during World Maritime Day 2013 celebrations.

3 The Director General-KMA, Nancy Karigithu with the Head of the United States Coast Guard delegation at the Kenya Maritime Authority offices.

4 KMA's Board of Directors during a courtesy call to the Governor of Baringo County, Hon. Cheboi Chesire.

5 KMA's Board of Directors during a courtesy call at the Tullow BGP camp for seismic survey of possible oil exploration in Turkana.



1



2



3



4

- 1 The Seafarers Union of Kenya officials with the Director General-KMA, Nancy Karigithu.
- 2 Students of Mama Ngina Girls High School take time to learn about water safety during World Maritime day 2013.
- 3 KMA's Board of Directors with community leaders and fisherfolk of Lake Baringo-Kampi ya Samaki.
- 4 Delegates of the Sensitization workshop on Opportunities for Kenya's seafarers in Offshore Oil and Gas Exploration that was held in Mombasa on August 2013.
- 5 KMA staff with colleagues of the Translation Class of Engineers and Navigators during a practical lesson on advanced fire fighting at Bandari College.



5



The Seafarers Union of Kenya

The Seafarers Union of Kenya is one of the oldest maritime labour movements in Africa and a key player in the development of Kenya's Maritime Industry. It was registered as the East African National Seamen Union (EANSU) in 1953 under the stewardship of Zanzibar and Tanganyika seafarers.

Before the disintegration of the initial East African Community, the Union represented workers who were serving in the East African National Shipping Line, British India Navigation Company, Dutch East Africa Company, Southern Line, East African Harbours and Railways among others.

At the time, the Union contributed in championing the welfare and conditions of work of its members such as conducting training programs for its members. However, the disintegration of East African National Seamen Union posed great challenges in the long run. It not only broke up the regional shipping line, railway and harbours but it also affected the leadership and welfare among Kenyan seafarers due to lack of political will and maritime labour policy.

The dire need for reforms led to the drafting of a new constitution and adoption of a consultative approach in setting new agendas that could improve leadership for effective

governance and ensure diverse industry needs of the members are addressed.

Kenyan seafarers comprise of 3,280 skilled and experienced maritime staff such as Shipmasters, Deck and Engine room ratings and off-shore gas/oil rig staff. Owing to the lack of a National Merchant Fleet and Standard of Training Certification & Watch-keeping (STCW) certificates, only 20% are currently employed aboard coastal and foreign ocean-going vessels.

A number of Seafarers underwent training in various Institutions both locally and internationally such as the UNICORN Tankers Training School in South Africa which trained 48 Kenyan Seafarers for six weeks on STCW, courtesy of the International Transport Workers' Federation in the year 2000. 120 Kenyan Seafarers also undertook STCW training at Dar-es-Salaam Maritime Institute, Tanzania in 2005 and 2007 with the help of the Kenya Maritime Authority and the International Maritime Institute.

The Jomo Kenyatta University of Agriculture and Technology, Technical University of Mombasa, Bandari College and the Mombasa Technical Training Institute are among the local institutes offering relevant maritime training to

working and prospective Seafarers.

According to the Secretary General of the Seafarers Union of Kenya (SUK), Andrew Mwangura, the existence of few legally established manning agencies for Seafarers in Kenya, has led to improper placement and recruitment of Seafarers in the country where placement and recruitment of Seafarers is conducted in closed shop systems that are contrary to government directive on recruitment of seamen.

While 242 Seafarers are enrolled in various local training institutes, Mwangura notes that only 70 are women creating the need for increased gender integration in the sector currently being addressed by Women in the Maritime Sector of East and Southern Africa (WOMESA) spearheaded by the founding Chairperson, Mrs. Nancy Karigithu, Director General, Kenya Maritime Authority.

In the midst of off-shore Oil and Gas exploration and drilling activities in East Africa that are attracting international companies such as Exxon Mobil, Total and Royal Dutch Shell, demand for skills in all fields including the maritime sector, is expected to increase. Kenyan seafarers are expected to benefit from these opportunities. ■

Seafarers' Rights within the context of the Maritime Labour Convention 2006: The need for Kenya to ratify the convention

By Ousa Okello

The maritime industry can truly be said to be the catalyst of civilisation. Indeed it has often been said rather tongue in cheek that without the maritime industry half the world would be in darkness while the other half would starve. Professor William Tetley says:

From the dawn of civilization, maritime transportation has played a key role in humanity's quest for survival and its pursuit of wealth power, knowledge and mastery of the environment. The construction of vessels capable of confronting the "perils of the sea" permitted man to venture even further from land in search of fish and other foodstuffs. From antiquity, ocean shipping fostered trade and travel, enriching and diversifying human culture through the exchange of goods and ideas. Shipping has also been indispensable to the building of empires, as all the "great powers" – from the Phoenicians and Romans to the present day – have extended their dominions to peoples and territories "beyond the seas".

However, despite the maritime industry's somewhat flowery history, the lot of the seafarer, who is, perhaps, the most important component of the maritime industry has not always been as good. Dr. Samuel Johnson once remarked that, "no man will be a sailor who has contrivance enough to get himself into a jail; for being in a ship is being in a jail, with the chance of being drowned." Being a seafarer has oftentimes meant danger and isolation for the seafarer and has also meant that the seafarer was "generally out of reach of any legal system which might be used to protect him".

Overview of the Maritime Labour Convention, 2006.

The Maritime Labour Convention, 2006 (MLC) was adopted on the 23rd of February, 2006 at the United Nations (UN) Palace in Geneva. There were 314 votes in favour of the Maritime Labour Convention, none against and 2 abstentions. Delegates from 106 countries and numerous representatives from shipowners' and seafarers' parties cast their votes. Mr. Juan Somavia, the Director General of the International Labour Office, said the Maritime Labour Convention "covers a sector that has become a driving force of globalization, increasing productivity and demand over the past decades and moving 90 per cent of world trade...and by setting solid and uniform rules for the workers, employers and governments involved in commerce at sea, it provides a model for tackling the most pressing globalization challenges of our time." The Maritime Labour Convention, 2006 is a huge step towards

protection of seafarers' rights.

The International Labour Office (ILO) has always shown concern for seafarers. This was evidenced ever since the adoption of the National Seamen's Codes Recommendations, 1920 (ILO R9). In the following years the International Labour Office has adopted over 65 conventions and recommendations. Some of these were ratified by a large number of countries while the others by smaller number of countries. This disparity often made it difficult to implement the instruments in a coherent manner.

Highlights of the content of the Maritime Labour Convention with special reference to seafarers rights

The Maritime Labour Convention comprises three different but related parts and these parts are the Articles, the Regulations and the Code. The Articles and Regulations set out the basic rights, principles and obligations of the members ratifying the Maritime Labour Convention. The Code contains the details for the implementation of the Regulations and consists of two parts, that is, Part A (Mandatory Standards) and Part B (Non-Mandatory Guidelines).

The Regulations and the Code are organized into general areas under five Titles:

Title 1: Minimum requirements for seafarers to work on a ship

Title 2: Conditions of employment

Title 3: Accommodation, recreational facilities, food and catering

Title 4: Health protection, medical care, welfare and social security protection

Title 5: Compliance and enforcement

Kenya's best interest and way forward

The Maritime Labour Convention is in Kenya's best interest. It makes maritime labour standards universal. Most importantly for Kenya, it enhances seafarers' rights. Kenya is committed to promoting fundamental human rights and seafarers rights. Kenya's Constitution and its laws, as well as Kenya's actions with regard to fundamental rights, including the ratification of several human rights treaties reflect this commitment. Ratification of the Maritime Labour Convention is, in light of this, to the benefit and interest of Kenya.

90% of the world's carriage is transported through the shipping industry. The industry is driven, in no small measure, by the seafarers whose rights must be safeguarded. The Maritime Labour Convention will be a major source of

seafarers' rights and is a major step forward in the protection of this vital component of the shipping industry.

Seafarers face very tough circumstances and their job is probably one of the most demanding jobs in the world. These difficulties, coupled with the fact that seafarers are most often, persons from "third-world" countries, such as Kenya, who work on ships flying foreign flags, makes it difficult for a country such as Kenya to adequately regulate the welfare of its seafarers, because the current international law states that the flag state has the responsibility of safeguarding seafarers rights. It is therefore important to improve the working conditions of seafarers in order to attract more seafarers and to protect those who are already in the profession.

What has been discussed in the preceding paragraphs are some of the reasons that make it imperative for Kenya to ratify the Maritime Labour Convention. If the Maritime Labour Convention is ratified it will become part of the laws of Kenya. Because of the broadness of its provisions, and its applicability to all seafarers and all merchant ships around the world, it is expected that the Maritime Labour Convention will be widely ratified and implemented. Before ratification Kenya shall be required to look at the following issues, *inter alia*:

- The designation of the "competent authority". The law would seem to designate KMA as the competent authority for the purposes of the Maritime Labour Convention.
- Structured approach on consultation between the competent authority and other bodies including shipowners and seafarers organizations.
- Consolidation of Kenyan laws with regard to seafarers' rights and welfare.
- Denunciation of (ILO C16). Kenya must take the step of denouncing ILO C16 in the event that it decides to ratify the Maritime Labour Convention. This will prevent Kenya being bound by similar provisions from different conventions.
- Audit of the rights available to seafarers under Kenyan law.
- Preparations for guidelines for seafarers who wish to be employed aboard Kenyan vessels.
- Preparation of on board complaint procedures and offshore complaint procedures. Kenya should look to preparing these procedures so as to have a more effective complaint mechanism when the Maritime Labour Convention comes into force. ■

The European Union Marsic Project

(Courtesy Isabelle Gachie Vinson-EU-MARSIC)

The maritime trading routes represent by far the largest proportion of world trade by volume, but they face a number of multi-dimensional safety and security issues such as piracy, armed robbery against ships, pollution. Regional cooperation is a necessary response for improving the safety of navigation lanes. In that sense, the Djibouti Code of Conduct (DCoC) is a first step.

The European Union (EU), as one of the major world stakeholder, has set up a critical maritime route programme, to secure shipping and trading lines of communication, and at long term, improve maritime governance. In the Gulf of Aden and the western Indian Ocean, this EU programme supports the implementation of the DCoC.

The EU Marsic project, launched in 2010 for a 5-year period in the region, is a pilot initiative, focusing on capacity building in the field of information sharing and training. A team of international experts has been working closely with the teams of two types of regional maritime coordination centres, dedicated to maritime safety and security:

- i. The Djibouti Regional Training Centre (DRTC), responsible for coordinating training activities within the DCoC countries. The Marsic team has supported the centre in: definition of training plan, delivery of training sessions, facilitation of training institution's network, setting-up of an e-learning platform (www.edumar.org), institutional and human

resources development;

- ii. Three Information sharing centres based in Sana'a (Yemen), Mombasa (Kenya) and Dar es Salam (Tanzania). They collect and provide at any time information on piracy events to an information-sharing network which, then, facilitate appropriate responses to incidents. Actions are also conducted to improve the cooperation amongst all the stakeholders (Navy, marine police, Air force, port authority), with the support of the EU Marsic team.

In Mombasa, the EU Marsic project has built a good cooperation with the Kenya Maritime Authority, which hosts the Information Sharing Centre (ISC) as part of the RMRCC. Thanks to the continuous support of the Marsic team (especially Michele Stallone and Dave Natrass), the ISC is fully operational, collecting and processing data from vessels and other stakeholders on a 24/7 basis; the ISC is ready for alerting immediately the relevant authorities if any incident occurs at sea. Besides this capacity building support, the Marsic project has also complemented the initial set of the equipment brought by the International Maritime Organization (IMO) for the purpose of analysis of maritime information data.

EU Marsic project is also providing strategic advice to partner countries authorities' for setting up a regional cooperation and ensure the sustainability of the operational centres. ■



The Marsic project organised a refreshment course for three information sharing centres, at the Dar es Salam Maritime Institute (DMI) in February 2013. Among the 8 participants, Ms. Catherine Koome from the ISC Mombasa.

Stakeholders adopt maritime service standards

Stakeholders in the maritime industry adopted the Maritime Service Standards document on 20th February during a review forum organized by Kenya Maritime Authority (KMA) at the Bandari College. This was the second meeting since 14th November 2012 when deliberations over the first draft of the Standards document was held.

“The maritime service standards are good for the economy of this region and the resulting efficiency will make imported goods cheaper and exports more competitive” said KMA's Director General, Nancy Karigithu.

While applauding stakeholders for their participation in the process, Mrs. Karigithu emphasized that the standards may not be able to define the minimum service levels and adoption of timelines unless a system of monitoring and enforcement is developed to improve on efficiency and reduction of logistics costs.

“As you deliver within the agreed minimum service levels, the Authority will progress the development of monitoring and accountability frameworks in effectively dealing with compliance with the Standards”.

Compliance with the adopted Standards is expected to improve delivery of maritime transport services through monitoring and evaluation of service providers' performance in the cargo clearance process.

KMA developed and distributed draft standards for maritime transport services to its stakeholders who made positive contributions. After deliberations with industry operators and balancing of stakeholder views on existing procedures and processes, agreed timelines were set for key cargo clearance activities as a basis for monitoring the overall efficiency of the port. ■

Engage in Safety-wise Water Sports this Holiday Season!

The Kenyan coast is undeniably a major attraction for holiday makers due to its warm sea water which makes it ideal for swimming, water sports and other water based recreation such as deep sea fishing, parasailing, wind and kite surfing, jet skiing and dhow cruises at sea. As millions of people throng to the Kenyan coastal beaches to have fun during holidays, all hold a positive impression of the sea, never at one moment doubting the sea's feigned tranquility; for most it is calm, fun and its beauty compelling. However, it is important for every holiday maker to heed to safety guidelines since accidents can occur in water especially due to lack of knowledge on water safety essentials by most water enthusiasts.

As the government agency with oversight over safety and security on Kenyan waters and the protection of the marine environment, Kenya Maritime Authority has been engaged in beach safety awareness campaigns to enlighten holiday makers and water enthusiasts on how to stay safe while enjoying themselves in Kenyan waters. It is possible for vacationers to swim safe and still have tremendous fun in Kenyan waters. This is achievable by ensuring that you swim in designated areas, swimming near the shore, never swimming alone or accepting swimming lessons from strangers and supervising minors in water. This way, you can greatly reduce chances of friends, family and self from drowning or becoming victims of sex offenders or sea urchin related accidents.

Boat and dhow rides from Kenyan beaches are simply irresistible. They never cease to fascinate holiday makers as they provide memorable adventures into the deep seas as well as the opportunity to explore Kenya's beautiful coral reefs, rich marine flora and fauna



and the enchanting underwater world. It is important however, for vacationers to confirm that the boats or dhows they are sailing in are insured and licensed, and also have on board safety equipment such as sufficient life jackets for all onboard.

For holiday makers with a passion for exploring the underworld, it is essential to bear in mind that safe diving begins before one enters the water. Always communicate with your companions about the objective of your dive, the direction, time and depth limits. Make a safety stop and conduct a pre-dive safety check to prevent needless accidents in water. Never dive if you feel unwell or tired, if you are under the influence of drugs or alcohol or if you are still nursing a hangover. Monitoring your air supply is crucial. If you allow it to dwindle early on in the dive, you may miss safety stops or ascend faster than you should at the end.

For snorkeling lovers, the key safety principle while snorkeling is never to do it alone. An overwhelming number of accidents occur to divers who go it alone, so having a buddy with you is a valuable asset in case of mishap. A simple waist belt or snorkeling vest can make your excursion significantly more enjoyable by allowing you to focus on what you are watching by acting as a flotation device and thus helping you to avoid fatigue while snorkeling. Don't snorkel if you cannot swim.

When in water, avoid the temptation to touch marine life. Although most underwater animals will avoid contact

with humans, many creatures have some method of defense if they feel in danger. To protect yourself, maintain a safe distance from all sea creatures. Most importantly,

Always:

- ensure that the boat you are sailing in is licensed and seaworthy;
- insist on riding only in boats/ dhows with sufficient life jackets for all onboard;
- wear a life jacket at all times while in the boat;
- insist on a safety briefing before setting out on a boat ride;
- always swim near the shore;
- keep watch over other members of your group;
- have information on the tides before setting out to the beach. This can be acquired from the Regional Maritime Rescue Coordination or daily newspapers;
- if you get in trouble, call or wave for help;
- keep and maintain sight of your children at all times as they swim and play;
- give a helping hand if an incident occurs near you or if requested by emergency response teams;
- inform your family and friends on how to stay safe at the beach; and
- note that water activities end at 6.30 pm.

Never:

- swim beyond the reef without a lifeguard or trainer;
- accept swimming lessons from strangers;
- leave children to swim without supervision;
- swim alone in the deep waters;
- swim after heavy rain or in the dark;
- drink alcohol before going to sea;
- ever use drugs, especially before going to sea!
- swim near parked boats; or
- pollute the water or throw litter on the beach. ■



*For more information on water safety and security or to report emergencies at sea, contact the Regional Maritime Rescue Coordination Centre (RMRC) on hotline numbers: 041-2131100/6 or 0721368313 or 0737719414
Stay safe, enjoy your holidays!*

KMA in the forefront of youth maritime career mentorship

One of the mandates of Kenya Maritime Authority (KMA) is to promote maritime training and education in Kenya. KMA has been mentoring students into careers in maritime industry. Therefore the Authority carries out countrywide sensitizations in educational institutions such as schools and among youth groups to educate them about the sector as well as career opportunities within maritime sector.

This has intensified since Kenya entered into the International Maritime Authority (IMO) Whitelist which means that Kenyans can now get employed aboard foreign vessels. Kenya was admitted to the IMO White List during the Maritime Safety Committee's 87th session in IMO, London in 2010.

The Kenyan maritime industry is very important for the country's economic growth. Considering the global shortage of seafarers in the industry, mentorship becomes necessary to encourage the nation's youth to consider entry into maritime careers. Mentorship also helps to encourage the country's youth to seek careers and investment opportunities in the maritime sector. Many Kenyans leave

school every year to face the harsh reality that there are no adequate jobs.

The Kenya maritime Authority's mentorship programmes encompasses the Authority visiting various schools within the country, giving career talks and having one on one talks with students and teachers, hosting various schools for educational visits and talks at its offices, offering internships to students for career exposure, organizing awareness talks and exhibitions on maritime training in various Counties and educational institutions. KMA also partners with various mentorship organizations like the Junior Achievement Kenya, Undugu Mentorship initiative, AISEC Kenya, Junior Stars and the Kenya Navy Sea Scouts among many others.

Recently KMA has become a key player at the annual Kenyan Universities' Career Week exhibitions. The exhibitions have been attracting a huge turnout from students seeking information on the job markers. ■

Tips for Workplace Success

Motivation is an internal thing that drives us to achieve our goals despite the numerous challenges that we may face. Many times we spend sleepless nights and countless energy trying to figure out the best formula for work place success. Thomas Edison, a famous inventor, once said about work, "Opportunity is missed by most people because it is dressed in overalls and looks like work."

So what are the tips for workplace success, you may wonder? According to a career article posted on Pennsylvania State University website, successful workers, whether interns or full-time employees share certain characteristics which include a positive attitude, a professional demeanor, and a desire for personal and professional growth on the job. The article proposes the following tips for workplace success: Attitude, Professionalism, Personal & Professional Growth.

Attitude

- Arrive at work on-time every day. Being punctual will endear you to your supervisor even if he or she is habitually late.
- Be friendly and courteous to everyone.
- Make efforts to fit in to the culture of your workplace; don't expect others to change to accommodate you.
- Be curious! Whether you are working in a short-term or full-time position, you have a great opportunity to learn about real-life applications of engineering in your field. Take advantage of the chance to learn from your experience.
- Be open to—and positive about—new ideas. Nobody enjoys working with a naysayer!
- Demonstrate enthusiasm for every project to which you are assigned. You will learn something from every assignment you take on, even those that you don't initially think are interesting. Never give the impression that you think you're too important to do the menial tasks that your position may require at times.
- Don't be afraid to make mistakes, and ask for help when needed.

Professionalism

- Always be appropriately dressed for your position.
- Be ethical about your use of company resources (e.g., phone, fax, e-mail), and try to avoid having to handle personal issues at work.
- Be mindful of your supervisor's personality and priorities. Learn as quickly as possible what he or she wants and needs from you, and provide those things to the best of your ability.

Personal & Professional Growth

- Get to know other interns (if you are doing a short-term work experience) or other new employees (if you have a full-time position). You can help each other adjust to the workplace and also learn from each other.
- Find a mentor in the company and nurture your relationship with him or her.
- Use this opportunity to expand your professional network.

In your quest to succeed in life and at work, always remember that "The only place success comes before work, is in the dictionary." So believe, aim higher, and make a difference at your work place today. ■



Facts on ship registration and administration of the Kenyan Ship registry

By Khalfan Baya

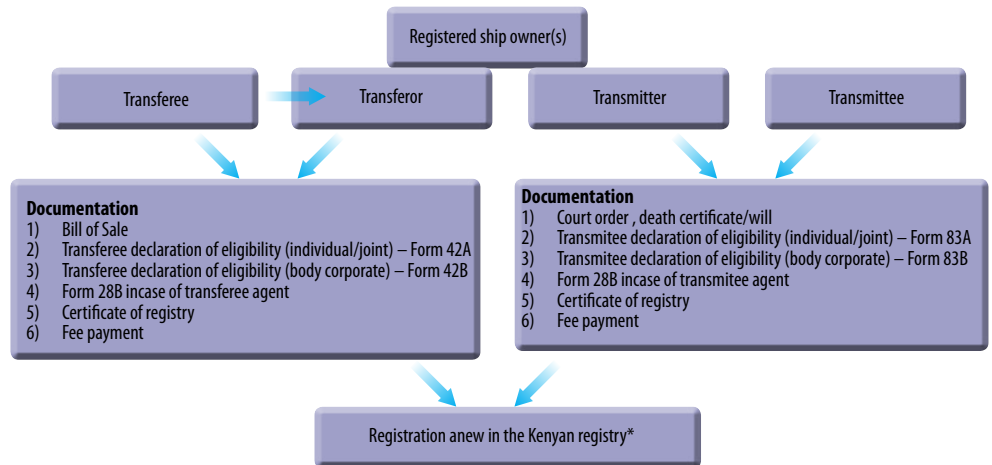
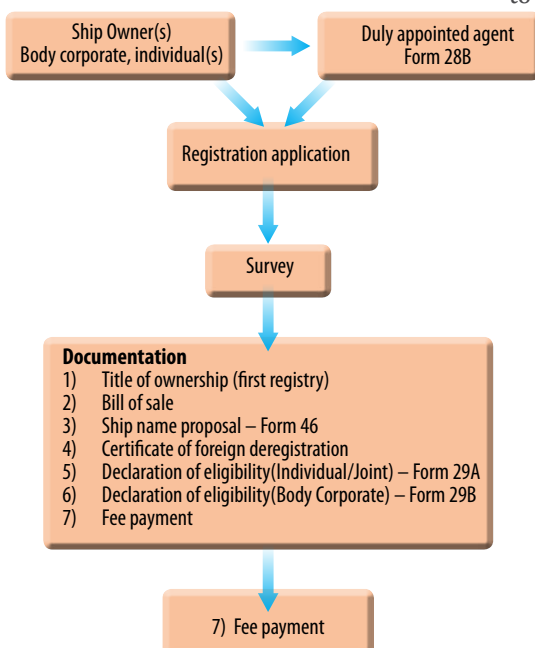
Ship registration is the initial process required for a ship to gain an identity i.e flying a country's flag. *Ship administration* refers to laid down mechanisms in managing the registered ship with respect to its operations (*safety, security, pollution prevention* etc), management (*ISM*), interests and rights (*sale, liens, and mortgage*) etc.

Ship registration

Ship registration in Kenya is effected under the provisions of the Merchant Shipping Act, 2009 and other applicable subsidiary legislation. Initial registration into the Kenyan registry may arise in the following circumstances:- new build, transfer of registry by the ship owner/operators, bareboat charter and sale from nonKenyan to Kenyan.

Registration of a ship in the Kenyan registry is eligible to the following ship owners: nationals of Kenya, corporations registered in Kenya, foreign ship owning entity hiring out on bareboat charter to Kenyan nationals and individuals or corporations in joint venture enterprise relationship with Kenyan nationals.

Ship registration procedure:



Ship flag administration

Ship registered in Kenya may undergo changes in aspects pertaining to ownership rights, management, technical and manning in line with Kenyan Law.

The Merchant Shipping Act, 2009 provides for administration of these issues which include:-

- 1) Routine Inspection and surveys;

An established survey and inspection regime ensures safe, cleaner and efficient operations of Kenyan ship for the benefit of the ship owner/manager and other stakeholders. Kenya being party to most of International Maritime Organization's adopted conventions, the survey regime focuses on compliance to these conventions by Kenyan registered ships.

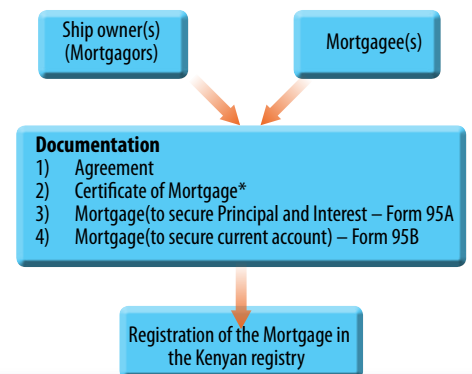
- 2) Registration of transfer/transmission of ownership;

Ownership of ship changes either by transfer of whole or partial share in a registered ship by a transferor to a transferee through a Bill of Sale or transmission of whole or partial shares in a ship by a transmitter to a transmittee through court order, death or marriage.

**Subject approval of the Kenyan registrar of ship*

- 3) Registration of mortgages;

Kenyan ship share(s) can be used as collateral for securing a loan or any other obligations through a mortgage provision. Mortgages instruments and their discharge are recorded appropriately in their order of priority as provided in the Merchant Shipping Act, 2009. ■



**incase of mortgaging out of Kenya*



Here and about on board a ship

By Michael Kyalo and Bwabi Roy

Joining Kenya Maritime Authority in whichever capacity is interesting. Interesting stories of individuals aboard ships are exchanged and you get the feeling that being at sea is either the most interesting or most terrifying experience on earth. Asked whether they could have prepared for the experience differently if given a second chance, the answer given by KMA's Trainee Surveyors is a resounding yes! Going by narratives from staff undergoing sea time training on board ships, "You will have to leave your six by six feet bed and sleep on the shelf inside your closet just to get used to the sleeping arrangements on a ship!" is the first recommendation for a trainee. The closet door should not be left in place either; it should be replaced with a curtain just for good measure. Comfort ability is something one

should do without before sailing just to get into the right frame of mind. Those who love their sleep are in for a rude shock. "Three hours after placing yourself on the closet shelf, your wife should come over, shine a flashlight into your eyes and grumble 'sorry, wrong rack mate!'. Set your alarm to be going off at weird random hours at night and when it goes off, jump out of the bed, dress as fast as possible then run and start using the water horse.

Television? Do not watch television unless it is a movie at odd hours of the night and not your most favorite either. Have the family choose the movie and then show a different movie altogether! For engineers and inspectors, the best way recommended to get used to the noise levels is to leave a lawn mower running right in the middle of the living room throughout. If that is not interesting enough to get one interested in life at sea, it is

suggested that every once in a while throw the cat in the swimming pool and shout 'Man overboard, ship recovery!' A recommendation for one to get used to the starting of a ship is for one to start his car and sit in it for 4 hours while it is running before going anywhere. This is just for the engine to be properly 'lit off'. Another important tidbit is for one to walk around his car every 15 minutes checking the tire pressure for 4 hours! Now what can be more interesting than that?

What about companionship or friendship one might ask, invite around 15 to 20 people that you are not particularly fond to your home and have them stay around for several months. Diet? Wake up at midnight and have peanut butter and a jelly sandwich on slightly stale bread that has not been heated!"

Golden Quotes Compiled by Yumna Habib

The goal is not to sail the boat, but rather to help the boat sail herself.

John Rousmaniere

It is not the ship so much as the skillful sailor that assures the prosperous voyage.

George William Curtis

I find the great thing in this world is not so much where we stand, as in what direction we are moving, we must sail sometimes with the wind and sometimes against it - but we must sail, and not drift, nor lie at anchor.

Oliver Wendell Holmes, Jr.

If one does not know to which port one is sailing, no wind is favorable.

Seneca

There are some things you learn best in calm, and some in storm.

Willa Cather

To young men contemplating a voyage, I would say go.

Joshua Slocum

I don't worry about the storms, I am learning to sail my own ship.

Louisa May Alcott

No pessimist ever discovered the secrets of the stars, or sailed to an uncharted land, or opened a new heaven to the human spirit.

Helen Keller

You can't change the wind, you can, however, adjust the sails

Anonymous

A ship in the harbor is safe, but that's not what ships are built for.

William Shedd

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.

William Arthur Ward

I wanted freedom, open air and adventure. I found it on the sea.

Alaine Gerbault

Sailors, with their in-built sense of order, service and discipline, should really be running the world.

Nicholas Monsarrat

Ships are the nearest things to dreams that hands have ever made.

Robert N. Rose

It's not the towering sail but the unseen wind that moves the ship.

Proverb

At sea, I learnt how little a person needs, not how much.

Robin Lee Graham

The wind and the waves are always on the side of the ablest navigator.

Edmund Gibbon

I can't change the direction of the wind but I can adjust my sails to always reach my destination.

Jimmy Dean

Did you know?

1. The average woman is 5 inches shorter than the average man.
2. 90% of people laugh harder when trying to explain why they are laughing.
3. Lachanophobia is the fear of vegetables.
4. Caligynophobia is the fear of beautiful women.
5. Ketchup was once sold as medicine.
6. It's estimated that the world's oceans contain up to 10 billion tons of gold.
7. The University of Victoria offers students a course in the science of Batman.
8. Sitting too close to the TV won't ruin your eyesight.
9. People who were born between September and November are the most likely to live to be 100 years old.
10. The Atlantic ocean is saltier than the Pacific ocean
11. Pearls melt in vinegar.
12. Brazil is named after a tree.
13. An octopus pupil is rectangular.
14. Most dust particles in your house are made from dead skin.
15. A group of owls is called a parliament.
16. Apples are more effective at waking you up in the morning than coffee.
17. A cockroach can live several weeks with its head cut off.
18. Beetles taste like apples, wasps like pine nuts and worms like fried bacon.
19. Peru has more pyramids than Egypt.
20. The most fatal car accidents occur on Saturday.
21. More people die from falling coconuts than from shark attacks.
22. Isaac Newton invented the cat door.
23. Mars appears red because it's covered in rust.
24. Ants stretch when they wake up.
25. Only female mosquitoes bite humans and animals; males feed on flower nectar.
26. There is no butter in buttermilk.
27. The dot on top of 'i' is called a title.
28. When water freezes, it expands by 9%
29. The oldest vegetable is the pea.
30. Nomophobia is the fear of being without a cell phone.
31. Clinomania is the desire to stay in bed all day.
32. There is a city called Rome on every continent.
33. Einstein slept for 10 hours every night.
34. A group of geese is called a gaggle.

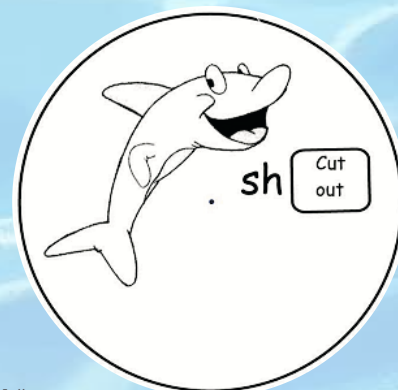
Easy Sudoku

		9	4					
			2		6			
		3		9			4	7
		4	1	5			3	9
9	2	5						
						7		
4		7	8				2	
	6		9	4				3

Medium

			6	3				4
	9					3	8	1
	8							6
						6		
	2			6	7		3	
9							7	
7			1	8				
	6	5				9		
8			9					4

Top



1. Cut out both wheels
2. Remove the window (marked "cut out") from the top wheel.
3. Attach the top wheel to the bottom wheel both face up using the paper fastener
4. The window will now reveal the various word endings that match the beginning sound shown on the top wheel.



Bottom



- 1** Divers from the Mombasa County Rescue Team carrying out a safety drill for the public during the April Beach Safety Awareness Campaign.
- 2** KMA staff participate in a cleaning exercise in Mombasa County.
- 3** KMA staff pose for a snapshot during a Peace Football tournament at the Agakhan Sports Club, Mombasa.
- 4** Fisher folk don lifejackets donated by Kenya Maritime Authority during a boat racing competition at Dunga Beach in Kisumu County.



- 1 KMA staff donate essentials to Mji wa Salama Children's Home in Mombasa.
- 2 Children from Mji wa Salama Children's Home play with KMA staff during their visit to the Shelter.
- 3 KMA staff mentor the young during the Nairobi International Trade Fair 2013.
- 4 KMA donates water during 'Persons with Disability's Medical Camp' in Mombasa.



1



2



3



4

1 Volunteers from partner organizations and Lifeguard groups join KMA during the April Beach Safety Awareness Campaign.

2 KMA staff share a light moment with Children from Mji wa Salama Children's Home in Mombasa.

3 KMA staff prepare to donate foodstuffs during a medical camp in Matuu.

4 KMA staff take part in cleaning Kongowe Market in Mombasa.

KENYA PORTS AUTHORITY

24 HOUR SECURITY WATCH

We have installed hundreds of high-definition CCTV cameras, an electronic fence and other ultra-modern security surveillance systems within and around the Port of Mombasa to ascertain reliable security for you, your cargo and vessels.

Kenya Ports Authority.
Growing business, enriching lives.

