

AUGUST 2020

BANDARI

Port Operations Sustained Despite Turbulence



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Lesson we can Learn from the New Normal

On 31st December 2019, the World Health Organization (WHO) attention was drawn to several cases of pneumonia like symptoms in Wuhan, China which was later confirmed to be a viral infection, better known today as COVID-19 or Corona Virus.

What the world at the time did not know was that the incidences in Wuhan would form the basis of the onset of a distressingly incredible 'new normal' for the world.

The virus spread like bush fire in a short time to reach all spheres of the world, dealing devastating socio-economic blows that have dealt economies severe blows and seen healthcare systems strained beyond limits.

Rising to the challenge

Back home we found ourselves in the same fate, with Kenya Ports Authority becoming among the first public institutions to record early cases of the deadly virus. We had to quickly regroup and come up with a strategy to have the situation under control and ensure our services were not interrupted. We immediately set up an eleven-member committee to oversee the coordination and implementation of containment measures.

Guided by the Ministry of Health and WHO recommendations, KPA effected operational and health safety measures that steadily decreased infections amongst staff and port users. These stringent measures have ensured the institution remains operational 24/7 while diligently adhering to these safety guidelines.

While the experience has been unpleasant, the lessons have been valuable, and will go a long way in informing how we conduct business now and in future.

Lessons learnt

As an institution, we discovered our potential in advancing the Port of Mombasa towards a SMART PORT status in line with our vision world class ports of choice. As Charles Darwin stated, *"It is not the strongest of species that survive, nor the most intelligent, but the most responsive to change."* This is a critical underpinning of the ability to adapt and change as a survival measure.

Moreover, driven by the need to survive as an essential service provider, we have leveraged on technology by utilizing online digital tools to enable a good number of staff to work from home thus reducing close contact in our offices and still getting the work done.

This approach has been unprecedented. Virtual meetings have now become the order of the day as our as most of the corporate meetings including board deliberations are held virtually.

We have also advanced service automation especially by introducing online documentation which has hastened cargo clearance processes and meaningfully minimized human traffic inside the port. This step is no mean feat, given that an average of 20,000 people are estimated to enter and leave the port every day under normal circumstances.

Since instituting stringent safety procedures at the port, medical reports from our clinic indicate a decline in cases of communicable diseases amongst staff and families following anti-COVID-19 pandemic measures such as the mandatory social distancing, restricted travelling, prioritisation of cleanliness and avoidance of crowded places. In the long run, a healthy staff member contributes positively to the productivity of the entire team.

As the world and the maritime industry slowly come to terms with the 'new normal' the lessons we have learnt are progressively getting ingrained in our new way of looking at things. It is important that we learn new and safe ways of sustaining operations at the port, since the port and shipping industry are an essential service to humanity.

That is why we must do all that it takes to sustain global trade through a functional and an effective logistics supply chain. We can achieve this by deliberately engaging our ingenuity to propel ourselves from the abyss of despair to the realisation that there are numerous options to sustain our existence and make the earth a better place for posterity.

Stay safe!

Bernard Osero

Chairman Editorial Team

Message From The Managing Director



I am pleased to welcome you to another edition of the Bandari magazine.

As we progress the execution of our mandate to oversee the operations of our seaports and inland waterways, we have not wavered in our quest to continually transform the shipping and logistics industry.

The marked growth of cargo volumes at our Port and Inland Container depots are the clear fruits of our efforts.

Last year, the Port of Mombasa realized a growth of 3,515,976 tons or 11.4% after recording 34,439,264 tons in the period January – December 2019 compared to the 30,923,288 tons witnessed in the corresponding period in 2018. Container traffic during the period increased by 112,792 TEUs or 8.7% after registering 1,416,654 TEUs compared to the 1,303,862 TEUs handled in 2018.

This year has been challenging with the outbreak of COVID-19 that has left a trail of socio-economic disruptions globally. Many businesses have continued to close down as economies weaken, with countries investing on mitigation measures.

The Maritime and Shipping industry has had to contend with the ripple effect of the pandemic where factories have closed resulting in a drop of cargo volumes. Additionally, some vessels have been forced to reorganise their schedules leading to either delays or cancellations.

Despite the setbacks the industry has remained steadfast with ports globally running their operations to significantly minimize supply chain disruptions.

While we have suffered similar challenges at the Port of Mombasa, I am glad to note we all moved with speed and implemented stringent procedures that have guided and sustained our operations to acceptable standards. I commend all of you for the cooperation and adherence to the COVID-19 protocols and your determined efforts to continue providing this essential service.

The measures we adopted in tandem with the international recommendations have proven successful as the Port has remained open to business round the clock albeit with some challenges which we have had to navigate as we continue to embrace the 'new normal'.

Performance

Consequently, the port's throughput for January – June 2020, recorded a total of 16,408,066 tons of cargo against 17,211,744 tons handled in the corresponding period in 2019. This represents a decline of 4.7 %.

A positive first half performance in the period July to December 2019 was overshadowed by a steep decline in the preceding months of January to June 2020 due to the negative effects of COVID-19. This shrank the Kenyan economy growth to forecasts of less than 2% due to consequent global trade declines. Liquid bulk cargo handled at the Port had the most significant decline with 385,860 tons or -4.6% compared to the previous financial year.

In container traffic, during the period January –June 2020, the Port cumulatively handled 653,932 TEUs compared to 686,270 TEUs handled in the corresponding period in 2019. This is a decline of 4.7% or 32,338 TEUs. This decline was particularly occasioned by a decrease in the handling of Empty Exports and full transshipment traffic, which recorded a negative variance of 9.2% and a 20.6% respectively.

Way forward

On another front, we continue to implement strategic developments to meet customer needs. We have scaled up security and surveillance in the Port On another front, we continue to implement strategic developments to meet customer needs. We have scaled up security and surveillance in the Port area, following upgrade of the Security Main Control Room (MCR).

With the upgraded MCR we can now monitor and control cameras and other Integrated Security System elements covering up to the container terminal 2, guaranteeing safety of cargo and port users.

To improve transit cargo off-take, we have normalized usage of the new inland Container Depot in Naivasha to which we dispatch one train daily. A total 3,642 TEUs have been moved through the Naivasha ICD between May and July 2020.

Construction of the Kipevu Oil Terminal and the Phase Two of the Second Container Terminal to enhance capacity is at 71% and 55% respectively. The first phase of Lamu Port is at 79% complete with berth one ready for use.

With the strides we have made, the challenges that we face of future developments, we are confident that we are on the right track in our unwavering focus to continue meeting customer requirements.

Rashid K Salim,
Eng. IMarEng
A.g Managing Director

Cargo Handling Gains Momentum at Naivasha Inland Container Depot



Cargo bound for the Democratic Republic of Congo (DRC) being loaded at Naivasha.

Cargo handling is gaining momentum at the newly constructed Naivasha Inland Container Depot, hardly three months since operations kicked off at the facility.

The dry port which came into operations following commissioning by the Cabinet Secretary for Transport James Macharia, started hauling transit cargo by using the Standard Gauge Railway (SGR) from the Port of Mombasa express to the ICD.

The ICD handled its first consignment via the freight service laden with 96 containers destined for neighbouring Uganda.

Since then the dry port has escalated operations, increasing the number of trains plying the Mombasa-Naivasha route from one train a week to the current three trains weekly translating to approximately 300 containers weekly.

Head of ICDs Mr. Peter Masinde, recognized the positive contributions of the depot, saying the facility will have a catalytic effect on both the Port of Mombasa and the ICD Nairobi.

According to Mr. Masinde, Naivasha is expected to ease pressure on the Nairobi facility, and increase throughput for the Port of Mombasa through enhanced efficiency in clearance of cargo and container handling- essentially bringing services closer to hinterland customers.

With a current yard utilization of 35% and counting as at the month of June, the dry port is already outperforming the ICD Nairobi whose yard utilization stood at 30% in the same period.

This is a good thing, notes Mr. Masinde who says that the de-congestion frees up yard space and encourages use by the Nairobi industry players. The Naivasha ICD has a yard capacity of 3588 ground slots, with the SGR passing between two equally partitioned yard space separating areas allocated for imports, exports and empties for ease of loading and offloading.

"In terms of equipment resource, the dry port is served by 7 terminal tractors, eleven trailers, 4 reach stacker's and 3 rail sidings each for shunting, loading and offloading. More needs to be done," admits Mr. Masinde, and already KPA is racing to improve efficiency at the facility by focusing on the most crucial resources that may hamper full utilization.

Currently, the Authority is constructing a marshalling yard on a 20 acre land adjacent to the ICD for truck parking. The facility will be complete with social amenities like rest-rooms and eateries to support the needs of the truckers.

Additionally, the ICT team is developing a system to streamline paperless documentation and improve seamlessness in cargo clearance process. Furthermore, KPA has been engaging a multi-agency team comprising of cargo intervener and government agencies to identify the gaps and challenges faced to be able to swiftly address them.



Transport, Infrastructure, Housing, Urban Development and Public Works Cabinet Secretary Mr. James Macharia (2nd from R) leading a delegation of Senior Government Officials on an inspection tour of the Naivasha ICD.

Located in the sprawling plains of Naivasha off Mai Mahiu-Narok road, the ICDN is conveniently positioned with the Suswa Train station adjacent to it. The dry port consist of an office block housing the different government agencies through an open floor plan policy that makes it easy for customers to access services within the same block.

The ICD is also seen as a catalyst to the growth of business not only for KPA, but the country at large. The national government is planning to set up Special Economic Zones and industrial parks that will bolster growth of industries and value addition for Kenya's products.

Already, the Inter-Governmental agencies including KPA, Kenya Railways and Kenya Revenue Authority is already looking to develop separate infrastructure within the facility to handle local cargo emanating from farmers and traders in the South Rift and Western Kenya.

We are looking to set up warehouses that will benefit local entrepreneurs in agribusiness sector and other enterprises to be able to use up this facility, said the Head of the ICD's.

"It's important for people to see the ICD as merely an extension of the Port of Mombasa, aimed at bringing services closer to the hinterland users", he concludes.

With Naivasha ICD closer to emerging markets like South Sudan, KPA is also looking to increase its market share by encouraging the use of the dry port.

Additionally, the Authority has offered 30 days free storage period to users of the ICD to cushion them losses especially in this period of COVID-19 when truck turnaround time has been affected as a result of delays.



Loading of Uganda bound truck.

Port Operations Continue Despite COVID-19 Threat

Operations at the Port of Mombasa have continued successfully notwithstanding COVID-19 pandemic, thanks to the zealous staff.

Even though working in reduced numbers to observe social distancing, the employees have ensured and maintained the 24/7 operations routine schedule at the Port to match other global ports which remain key players in international trade and logistics.

To the pessimists it's time to reckon that seaports play a critical role and strengthen globalized production processes, market access and effective integration in the global economy.

Ports are in the category of essential service providers and therefore the Government directed the Port to remain operational. To ensure operations are not interrupted, as key facilitators of maritime trade, KPA in conjunction with the Port Public Health successfully rolled out detailed procedures to handle vessels.

Following the outbreak of the COVID-19 pandemic, the Kenya Ports Authority acted with speed putting in place measures to protect staff and port users against the virus.

The management announced temporary cancellation of all official international trips to mitigate the spread of the virus.

This saw employees scheduled to travel out of the country on official trips with direct effect on operation, performance and benefit to the Authority and those willing to travel at their own expense or volition urged to obtain direct approval from the office of the Managing Director.

This was followed by the appointment of an 11-member committee under the chairmanship of Eng. Julius Tai, the Head of Container Terminal Engineering to spearhead KPA's preparedness at the Port with immediate effect.

Other members of the Committee include; Mr. Geoffrey Kavate, Head of Financial Accounting, Ms. Catherine Wangari, Head of Employee Relations, Mr. Daniel Githinji, Port Environment Officer, Mr. John Njoka, Chief Nursing Officer, Ms. Rashida Adamai, Senior Medical Officer, Mr. Hajj Masemo, Principal

Corporate Communications Officer, Mr. Michael Bokole, Principal Operations Officer, Ms. Olive Mwaluma, Port Security Officer, Moses Sirgoi, Ag. Principal Procurement Officer and Mr. Charles Kotut, Ethics and Integrity Officer.

The Committee supports the National Emergency Response Committee especially in its efforts to enhance surveillance at all Ports/Points of entry. To ensure it does not operate in a vacuum, the Committee follows Terms of Reference (TOR) documented as follows: to develop and communicate precautionary measures on the COVID-19 outbreak; conduct staff awareness and sensitization on the virus; periodically review corporate preparedness to the disease and report to the Managing Director for support; identify requisite protective gear to be urgently sourced for distribution to all KPA branches.

Besides the above, the Committee was also expected to identify quarantine facilities in liaison with the Ministry of Health and the National Emergency Response Committee as well as collaborate with various government agencies for enhanced response and effective communication on emerging issues on the virus.

The World Health Organization (WHO) declared the COVID-19 outbreak a pandemic of international concern. The Global health body reported that though the attack of the Corona Virus was very high its containment was still possible.



A KPA employee undergoes the COVID-19 mass testing at the port of Mombasa.

Mass testing at the port

The Acting Managing Director Eng. Rashid Salim announced the mass testing of staff at the Port as one of the several measures to combat the spread of the virus.

Initially 219 tests were undertaken for the Medical Services/clinical team and those in mandatory quarantine. Following the mass testing exercise an additional 741 employees were tested.

Measures to combat the spread of the virus at the port facilities.

Kenya Ports Authority put in place several measures including new ways of doing business to flatten the curve in the spread of the disease.

Counselors

Since a section of employees were experiencing trauma due to stigma associated with the pandemic within our communities, professional counsellors were sought to provide online counselling services to affected persons.

Sanitizers

Staff regularly receive sanitizers, soap and water to maintain high hygienic standards. The distribution is coordinated from the Port Environment office working closely with KPA St. John first Aiders, security and fire staff.

Sensitization

The committee carries out unstructured sensitization through road shows conducted by limited personnel. The road show utilize a public address and move round targeted locations.

The committee has ensured that the adherence of social distancing is achieved. This was after marking of the ground at the clocking areas and entry points to guide staff. Additionally, the port police assistance in enforcing the same is equally effective.

Restricted movement of ships' crew

Ships' crew are prohibited to disembark from ships while pinned at berths.

Port de-congestion program

This program augmented that of the directive from the government to have certain categories of staff allowed to work from home. Staff aged 58 years and above and those with known pre-existing conditions work from home. Additionally, to minimize human contact, the following were effected.

- i. purely administrative and non-core services departments were allowed to work from home
- ii. stakeholder engagement reduced to online transactions
- iii. adoption of video conferencing for meetings
- iv. e-documentation and online approvals
- v. reduction of Port activities e.g. some contractors kept away
- iv. stakeholders encouraged to postpone some activities
- vii. postponing of new registration of port users
- viii. change of shift system in certain areas

Port decontamination

Decontamination of port indoor and outdoor areas has been put in place to run for at least a period of three months. The exercise is carried out on a weekly basis for port internal environment, equipment and machinery and three times in a week for KPA clinics.

Temperature screening

Body temperature being one of the primary parameters of COVID-19, hand held infrared forehead thermometers were deployed at the entry points to allow safe and non-contact screening of persons entering the port to determine their body temperatures.

Hand washing units

Hand washing units as a primary strategy, undoubtedly plays a key role in suppressing the spread of the disease. Hand washing points particularly operational areas where high personnel traffic is witnessed were increased.

Mandatory use of face masks

Enforcement of the use of face masks was made mandatory contrary to earlier days when they were only limited to high risk areas and critical service providers including operations, medical staff emergency response personnel. Port police support the port's position as an organization in the community calls for proactive initiatives in partnership with other government agencies to mitigate against the pandemic. The port police enforce some of the measures on social distancing together with our security and safety personnel.

Human walk through sanitizer dispenser units

The Authority acquired human walk through sanitizers which are stationed at the ports entry points. These facilities have enhanced human sanitization by walking through mist spray sanitizer.

Movement of transit cargo from the port of Mombasa and other inland facilities

In our deliberate efforts to curb the spread of COVID-19 pandemic, and in compliance to Government directives and guidelines, effective from Monday 11th May, 2020 KPA enforced the following additional measures at its facilities:

1. All transit cargo truck drivers carrying cargo to and from the Port of Mombasa and other Inland facilities must produce a valid COVID-19 free certificate before entering these Port facilities.
 2. The mandatory COVID-19 free certificate will be valid for only 14 days from the issuance date. Upon expiry, the drivers have to be tested and renew the certificate.
 3. It is important to note that these additional measures were agreed upon following regional deliberations after it was noted that truck drivers carrying cargo risked transmitting the virus from one neighbouring country to another
- The Kenya Ports Authority in conjunction with the Port Public Health rolled out detailed procedures to handle vessels to ensure operations are not interrupted during the COVID-19 pandemic.



Office fumigation.



Handling of steel coils in progress at the port of Mombasa.

They are as follows:

1. Mandatory Pre-arrival Reporting on board must be undertaken at least 48 hours before the vessel's arrival in Kenya's territorial waters. Masters of ships must therefore submit a duly completed and compulsory Maritime Declaration of Health form to the Port Health officer.

2. Masters shall regularly update the Port Health Office on the health status of the crew on board.

3. All arriving vessels with crew/passengers with recent travel history to countries with confirmed cases of COVID-19 in the past 14 days must undergo special monitoring and Port Health must issue restricted pratique.

4. Every ship entering Kenya from a country with confirmed cases of COVID-19 is subjected to rigorous inspection in the designated location as directed by the Harbour Master in consultations with Port Health Office.

5. If at any time during a vessel's stay at port, any health risk is reported, a Port Health Officer shall conduct assessments on a case by case basis to manage the risk and eliminate contamination of other crew port personnel and others.

6. The Master MUST report to the Port Health Office crew/passengers with any of these symptoms (fever, headache, joint and muscle pain, sore throat, diarrhea, vomiting, stomach pain, cough or shortness of breath).

7. Crew/passengers of vessels from confirmed COVID-19 countries will NOT be granted shore passes. Only Kenyans and foreigners with valid residence permits will be allowed to disembark after presentation of Health Declaration forms and by the health authorities.

8. All visitors (dockworkers, agents, surveyors, port state inspectors) to a ship from countries confirmed with COVID-19 cases must be informed about the precautionary measures while on board. It shall be prohibited for anyone to board a vessel before the completion of the health inspection of the crew or passengers. All visitors to use protective disposable mask and latex gloves while on board and should dispose them on board before disembarking in a special disposal bin.

9. Masters of all ships due to arrive in a Kenyan port are required to declare their last 10 ports of call or voyage memo for the last three months, whichever is higher, and confirm that there is no crew showing symptoms of COVID-19 on board.

10. So far, no crew of any ship calling at the Port has tested positive. This demystifies the misconception that COVID-19 at the Port is

being transmitted by cargo ships.

11. Ships agents, if possible, should use alternative means of contacting the vessels instead of boarding the vessels, so as to minimize potential contamination risk.

12. Ship crew change is temporarily suspended until further notice. The exception is given to Kenyan crew and persons with valid resident permits.

13. The Masters of vessels shall be required to provide sanitizers at the ship's gangway for persons entering and upon exit.

14. Garbage from vessels arriving from confirmed COVID-19 countries will not be allowed to be discharged at any Kenyan Port.

15. We have temporarily suspended bagging services at the quayside for any arriving ship from April 24 because it exposes port users to possible spread of COVID-19 because of the following practices:

(i) The numbers involved are high both at the bagging plant equipment and those loading onto the trucks from the conveyor belt.

(ii) Social distancing is difficult to maintain during this operation.

Tug Boat Duma II to Receive A Major Facelift

D ID you know that all vessels, including barges and bunkering vessels are obliged to accept the services of a tug(s) at the discretion of the Port of Mombasa? And that tug services are deemed provided whether the tug(s) are on standby or used?

Tugs are critical equipment maintained by the Marine Engineering department to provide harbour marine pilotage services performed by the Marine Operations department. KPA owns five marine ASD tugs namely Simba III, Nyangumi II, Kiboko II, Duma II and Eugene.



Duma II on the slip way.

It is certain that many people do not quite understand the actual roles of the harbour tugs. Their use is; but not limited to, performing berthing or unberthing of vessels, internal movements, or movements within the harbour limits, dead ship movements and towage of lighters, floating crane, pontoons or small crafts.

Tugs are very huge investment by the Authority and are subject to very high insurance premiums. It is mandatory for the Authority to maintain class-sea worthy vessels in order to comply with International Maritime Organization (IMO) standards. Duma II for example is worth Ksh.1.2 billion an equivalent of the value of about 120 brand-new high-end vehicle, Toyota Land Cruiser VX.

The Corporate Affairs team recently visited the African Marine & General Engineering Company Limited, Liwatoni to witness Duma II tugboat undergoing her maiden intermediate Dry-docking survey. The works commenced on June 19th under the supervision of her Chief Engineer, Benjamin Karanja .

According to its General Manager Mr. Sabareesan Asokan, African Marine has targeted to complete all the repairs and inspections as per Lloyds requirement in a time frame of around 30 days. Earlier KPA acting Managing Director Eng. Rashid Salim while inspecting the works at the drydock expressed satisfaction with the supervision and stressed the need for strict adherence to the maintenance program. Speaking in the presence of Principal Marine Engineers and Tug crew, Eng. Salim urged staff to follow safety regulations to the letter; adding that although the AMGECO dry dock was a hired facility, the Authority's staff must replicate high standards of self-discipline in matters of safety.

He commended staff whom he found correctly using Personal Protecting Equipment (PPEs) including wearing of face masks, hand gloves, safety helmets and reflective overalls. He particularly emphasized that

the Ministry of Health's COVID-19 containment measures must always be obeyed within and outside the dry dock and/or Port. And during the visit by the Corporate Affairs team, the Head of Marine Engineering Eng. Stephen M. Toya noted that tugs must be maintained according to schedules set forth in the existing marine vessel classification rules and statutory regulations. All KPA tugs are subject to Lloyds Register Classification Society rules hence each must satisfy its procedural and technical requirements related to obtaining and retaining a class certificate.

The status of Lloyds Register as the Classification Society is recognized by Kenya Maritime Authority (KMA), which is the national regulatory body with oversight role over the Kenyan maritime industry. The Authority arranges for the Lloyds Register surveys as required in Classification rules. Respectively, Lloyds Register sends its licensed staff to inspect the tug bottom, hull and machinery during and after maintenance, to perform sea trials and issue class certificates. Eng. Toya pointed out that each tug must undergo Mandatory intermediate maintenance surveys every 2½ years while Special or Major surveys are scheduled after every 5 years. *"This means that the tug has to be dry docked to reveal the status of her entire hull and superstructure, on board machinery and shipping systems,"* he added.

He said the tug will undergo complete transformation and polishing of its hull and superstructure together with servicing of on-board machinery to look as new to start another 2½ years' undisturbed service life in the sea waters.

The Shipyard had earlier hosted the General Manager Operations Capt. William K. Ruto who toured the on-going works in the company of the Head of Marine Operations, Capt. Moses Muthama and Principal Marine Operations Officers.

AMGECO Places All Resources at The Disposal of KPA to Ensure Successful Repairs



Duma II tug boat as seen from the rear.

African Marine and General Engineering Company has placed all resources and technical know-how at the disposal of KPA engineers to ensure Duma II receives a major facelift.

General Manager Sabareesan Asokan says his team will not relent to ensure that the exercise is a success and is carried out to the highest possible professional standards.

Apart from being the maiden intermediate dry-docking survey for the tug, this is also going to be a change of class survey. Following the restrictions placed due to the outbreak of the current worldwide COVID-19 pandemic, it will be a virtual survey meaning that the class surveyor will not attend in person.

Mr. Sabareesan also says that having a world recognized ship repair facility within the confines of the port adds immense value to the port as a one stop all service port increasing the attractiveness of the port to shippers.

Between Cairo in the north and Cape Town in the southern tip of Africa, African Marine is the only Dry-dock facility within the East Coast of

Africa boasting of a graving Dock of 180mtrs length overall, Beam at entrance of 24.5mtrs capable of docking vessels of upto 8mtrs draft and a dead weight of 25,000 tons.

Located at the gateway of Kenya's booming economy, the Port of Mombasa, is the centre of innovation in Marine Services, AMGECO, which has evolved into one of the key service providers to the vessels calling at the port in terms of dry-dockings, marine repairs and emergency structural and engineering services. This also includes services to International Classification Societies Standards such as Lloyds, BV, DNV, ABS, NKK bringing repairs at African Marine to world class standards.



Duma II in operation.

Communication Strategy Reviewed Ahead of The Re-Launch of MPNCCC

The Mombasa Port and Northern Corridor Community Charter (MPNCCC) Communication Sub-Committee successfully finalised the revision of the charter's communication strategy.

The team comprising of members drawn from various agencies held a three day retreat in the South Coast to purposely come up with an implementable communication strategy.

During the retreat, the Sub-Committee Chairman Mr. Bernard Osero, who is the Head of Corporate Affairs at Kenya Ports Authority, urged members to ensure flawless and timely communication of charter activities for the benefit of stakeholders. He observed that the revision of the communication strategy was necessary to align it with the charter's mission and mandate while ensuring easy flow of information among signatories and targeted external stakeholders.

Mr. Osero asserted that to successfully implement the Communication Strategy and the Charter, stakeholders needed to accept responsibility.

"As communication experts you have the vital role of implementing specific and targeted communication activities that will make stakeholders to be sufficiently informed about the Charter," he added.

The visibly dedicated members went through the existing document and offered their suggestions for improvement after identifying gaps.

Specifically, the purpose of the retreat was to develop a two years implementation framework for the MPNCCC Communication Strategy; develop monitoring and evaluation framework for the

Communication Strategy; come up with a budget and funding proposals for planned programmes; build synergy and collaboration to strengthen partnerships within participating organisations; plan and develop the revised charter re-launch activities.

With the assistance of Ms. Tabitha Onyinge, a communications consultant, following a fruitful retreat, the team managed to come up with new smart objectives for the Communication Strategy with the outputs and activities for each respective signatory member of the charter.

The objectives of the communication strategy are;

(i) To enhance awareness and understanding of the Mombasa Port and Northern Corridor Community Charter, by providing timely, targeted and adequate information to the public's.

(ii) To promote and sustain stakeholder engagement for successful implementation of the Mombasa Port and Northern Corridor Community Charter.

The team deliberated on the important key messages to be communicated to the public about the Charter, its importance, achievements and the signatories.

Noting the re-launch of the Mombasa Port and Northern Corridor Community Charter as a key activity, the sub-committee further developed a work plan with activities, budget and timeliness to ensure the success of the event.

All signatories were assigned responsibilities with timeliness where KPA was tasked with establishing social media pages, NCTTA was assigned with the development of the charter website, KMA was asked to lead in content development, SCEA to lead the media training workshop



on the Charter, while KENTRADE was to spearhead generation of a quarterly newsletter for the Charter.

Speaking during the closing of the retreat, Trademark East Africa (TMEA) Programme Manager Mr. Simon Konzolo lauded members for the synergy exhibited during the meeting and urged them to sustain it. He assured the meeting of TMEA's commitment in supporting activities to ensure realisation of the communication strategy and the charter objectives.

"Going forward let the communication working group continue communicating on different issues related to the communication strategy and by extension the Charter," said Konzolo.

Meanwhile the team has completed a number of activities including creation of digital tools for the charter for dissemination of information, development of terms of reference for charter activities, continuous engagement of stakeholders, with more activities lined up with timeliness to ensure successful re-launch.

The team is scheduled to undertake a stakeholder baseline survey, produce a documentary on charter activities, and come up with branding materials for the charter and newspaper supplement on the charter among other initiatives.

The Mombasa Port and Northern Corridor Community Charter was established in 2014 to establish a permanent collaborative framework that binds the port community to specific actions, collective obligations and timeliness.

KPA Assured of Continued ISO Certification



Acting Managing Director Eng. Rashid Salim, heads of Departments, following proceedings of an ISO closing meeting (File Photo).

The Kenya Bureau of Standards (KEBS) has recommended the Kenya Ports Authority (KPA) for continued certification of the Quality Management System (QMS) following a successful Special follow-up audit conducted electronically on Thursday this week.

KEBS Lead Auditor Mr. Isaac Mureithi announced that there were no non-conformities raised during this QMS ISO 9001:2015 audit that sampled five functional areas namely; Conventional Cargo Operations, Container Operations, Civil Engineering, Procurement and the Management Representative.

Mureithi who promised to share a detailed report within seven days noted that the effectiveness of corrective actions for non-conformities raised during the 2nd surveillance audits were verified and addressed accordingly.

"We have gathered a lot of management commitment on the effectiveness of the management system. We recommend the continuation of the certification noting that there was no non-conformity," he announced.

Following the COVID-19 pandemic, Mureithi observed that the Uganda liaison office, ICD Nairobi and Lamu were not audited as scheduled and therefore directed KPA to reschedule for the same to remain active. KPA Acting Managing Director Eng. Rashid Salim in an email congratulated the team for the impressive outcome.

"Good evening Team. That is truly a bright and great moment, especially during this unsavory period of the pandemic, in which we will continue building our successes. Great effort. Well done. You have made us proud. Many thanks and God bless," said Eng. Rashid.

During the closing meeting of the KEBS Special QMS Audit, Board and Legal Services General Manager Ms. Addraya Dena who was representing the MD reiterated the Authority's commitment in supporting the Quality Management System.

She assured KEBS Auditors that the integrity of the QMS will be maintained despite challenges posed by the COVID-19 pandemic.

"We have noted the positive findings and the areas of improvement and we are committed to follow up and ensure that the two outstanding actions from the previous audits are fully closed," Dena added.

Head of Conventional Cargo Operations Mr. Paul Bor and his Corporate Development counterpart Mr. Martin Mutuku also welcomed the good outcome and appreciated those involved in delivering the results.

And in an email, the Head of Internal Audit and Risk Management Ms. Lillian Mwangi said, *"We want to appreciate everyone who participated in steering our QMS back on course. More so thanks to the KEBS team for keeping us on check. Kudos to the team for a job well done. Let's keep the fire burning!"*

On his part the Management Representative Mr. Peter Odera appreciated KEBS for the thorough work displayed in auditing the five departments.

First Container Vessel Deployed Under the ASEA Service Line at the Port



MV Blue Whale docked at the container terminal.

Business at the Port of Mombasa received a major boost following the arrival of the first container vessel under the ASEA service line arrangement commonly known as “School Bus”.

Marking her maiden call into the calm waters of the sheltered Kilindini harbour, CMA CGM group vessel Mv. Blue Whale validates efforts towards sustenance of the vibrant global maritime trade amidst the current plight of the COVID-19 pandemic.

The vessel with a length overall of 294 meters, an equivalent of nearly total length of three football grounds and a breadth of 32 meters docked at berth 17. She was laden with 5095 containers and was expected to perform 3800 moves.

Under the ASEA arrangement CMA CGM runs a vessel sharing service with other two shipping lines Evergreen and Costco. The deployment of Blue whale is significant as it provides a trade link between the Port of Mombasa and Far East Asia Ports from mainly China, Malaysia, Singapore and Sri-Lanka.

Coming barely two weeks after the inauguration of the JEDDEX line in Kenya, a direct service by four dedicated vessels on a weekly basis between Kenya, the Kingdom of Saudi Arabia and Somalia by the

same shipping line, this positive development is a vote of confidence to the Port of Mombasa. It comes at a time when businesses have been battered by the spread of COVID-19 leading to a slump in port performance.

KPA acting Managing Director Rashid Salim while handing over a certificate of first call on thanked Captain Nikola Dragojlovic on behalf of CMA, crediting the development to the transformation agenda KPA has been implementing to bolster efficiency. In a tribute to seafarers and port workers, Rashid commended the group for their diligence and selflessness in the face of the pandemic; ensuring supply chains have remained open.

“We are glad we have continued to operate 24/7 albeit with a few challenges; we are more than ever committed to the provision of quality services to our customers,” he said.

Rashid further thanked the shipping lines for their cooperation even as KPA has had to introduce stringent protocols for vessels and crew to minimize the spread of COVID-19 in the course of maritime trade.

Daniel Sepetu, the CMA CGM Operations Manager, said that the service will foster trade between East Asia and Kenya, with a target on export volumes from the country.

KPA Receives Donations From Government and Shipping Lines To Fight COVID-19

Kenya Ports Authority's war against COVID-19 pandemic got a major boost after attracting support from the national government and major shipping lines.

The Authority received 10,000 face masks from the government, an assortment of Personal Protective Equipment from Maersk Shipping Line and 1000 face masks from Pacific International Lines (PIL).

The donation by Maersk, the world's leading shipping line, and one of the biggest users of the Port of Mombasa, included critical items ranging from hand sanitizers, protective face masks, disposable overalls, disposable medical gloves, infrared thermometers and protective eye wear worth 100,000 US dollars (Kshs 10.655 Million) inclusive of freight charges.

KPA Chairman General (Rtd) Joseph Kibwana, who was on site to receive the consignment, thanked Maersk Shipping line for the aid saying it's a true testament of the solid relationship that exists between the two organizations.

"We are truly grateful for this kind gesture by Maersk, these items will go a long way to ensure our workers are protected as they discharge their duties," he said.

Sharon Delphine, Maersk East Africa Port Captain responsible for port operations and Maersk vessels calling all the ports across East Africa, noted her organization's commitment to ensure business continuity by offering support to the Port of Mombasa. She announced that another batch of the donation including 12,000 pieces of protective face

masks is expected to arrive from South Africa in a few weeks to complete the donation. The donation came a week after Coast Regional

Coordinator Mr. John Elungata handed over the government's donation to the Authority in a brief ceremony at the regional headquarters.

General Manager Operations and Harbour Master Capt. William Ruto received the face masks on behalf of the Acting Managing Director Eng. Rashid Salim. Capt. Ruto officiated the distribution to staff beginning with the Conventional cargo terminal where employees on duty happily received the reusable masks.

The donation was part of the total 90,000 masks manufactured by the National Youth Service (NYS) for immediate distribution to Mombasa, Kilifi and Kwale counties which are the most affected in the region. Kilifi and Kwale counties were scheduled to receive 15,000 face masks each while Mombasa County and Kenya Ferry Services would get 20,000 face masks each.

Capt. Ruto thanked the government for donating the masks, which he termed as a prerequisite in ensuring the smooth flow of the essential port services. He added that the port had maintained its three-shift work system even after releasing staff above 58 years of age and those with pre-medical conditions to work from their homes in order to avoid crowds at the workplace in line with the government circular.

Earlier, PIL (Kenya) Limited through their General Manager, Mr. Luis Piecho, presented the company's donation to KPA Acting Managing Director Eng. Rashid Salim, saying his company was pleased by KPA's measures aimed at curbing the spread of the virus.

"We have been in Kenya for more than 40 years and therefore we stand with KPA

during this period in seeking to keep staff safe," he said. Eng. Rashid thanked PIL for the donation terming it a good gesture for the improvement of the safety of staff at the Port. *"We appreciate the long time partnership with PIL and we are very grateful for the support as we continue with the fight to ensure the port operations continue uninterrupted during this difficult situation,"* said the Acting MD.

COSCO Shipping Line together with their agents – Rais Shipping Services (K) also donated an assortment of COVID-19 prevention kit including masks and sanitizers to KPA.

The KPA management has continued to step up requisite measures to support COVID-19 preparedness initiatives within the Port of Mombasa and the Inland Container Depots. There has been major disruption in business since the outbreak was reported in the country two months ago. KPA has enforced several measures, including new ways of doing business like online documentation to minimize direct contacts and ensure reduction in the spread of the disease in the port area. Regarding vessels calling the Port of Mombasa, KPA has rolled out strict mandatory procedures for ship crew and vessels to ensure the disease is not exported into the country in the course of carrying out maritime trade.

The measures have proven effective because since the advent of the pandemic, no ship crew has been found to be positive for the virus. The Port is currently open for business with vessels still calling the busy port.



KPA Chairman Gen. (Rtd) Joseph Kibwana receives PPE donation from Maersk East Africa Port Captain Sharon Delphine.

Half Year Port Performance at A Glance



Delivery of steel coils.

The Port of Mombasa recorded a decline of 803,678 tons or 4.7% after recording a total of 16,408,066 tons in the period January – June 2020 compared to the 17,211,744 tons handled in the corresponding period in 2019.

A positive first half performance in the period July – December 2019 was overshadowed by a steep decline in the preceding months of January – June 2020 due to the effects of the global COVID-19 pandemic which shrank the Kenyan economy growth to forecasts of less than 2% following global trade declines.

Liquid bulk cargo handled at the Port had the most significant decline with 385,860 tons or -4.6% compared to the previous financial year.

Container traffic during the period January–June 2020 declined by 32,338 TEUs or 4.7% after registering a total 686,270 TEUs against 653,932 TEUs witnessed in the corresponding period in 2019.

This decline was particularly occasioned by a decrease in the handling of Empty Exports and full transshipment traffic, which recorded a negative variance of 9.2% and 20.6 % respectively.

The performance means there's need for extra-ordinary measures for the Port of Mombasa in the next six months to sustain the impressive performance witnessed in the year 2019.

The Port of Mombasa realized a growth of 3,515,976 tons or 11.4% after recording 34,439,264 tons in the period January– December 2019 compared to the 30,923,288 tons witnessed in the corresponding period in 2018.

Container traffic during the period increased by 112,792 TEUs or 8.7% after registering 1,416,654 TEUs compared to the 1,303,862 TEUs handled in 2018.

Total container traffic surpassed the set target of 1,354,000 TEUs by 62,654 TEUs or 4.4% during the period under review.

The good performance was mainly supported by increased handling of transshipment traffic by 90,027 TEUs or 74.0%.

However, import traffic declined by 365 TEUs or 0.1 percent as well as the export full containers which posted a negative volume of 5,070 TEUs or 3.7%.

However, import traffic declined by 365 TEUs or 0.1% as well as the export full containers which posted a negative volume of 5,070 TEUs or 3.7%.

The KPA management attributed the performance to improved managerial systems, dedicated workers and good relations with stakeholders.

Quick evacuation of cargo by SGR to the Inland Container Depot Nairobi (ICDN) also helped to eradicate yard congestion allowing better operations planning.

Total transit traffic registered a growth of 342,958 tons or 3.6% recording 9,947,519 tons during the period January–December 2019 against 9,604,561 tons registered in the corresponding period in 2018.

This was largely attributed to increased handling cargo for Uganda, Democratic Republic of Congo, South Sudan and Tanzania recording increased volumes by 243,803 tons, 75,986 tons, 35,754 tons and 6,936 tons respectively.

Similarly, transshipment traffic grew its market share up from 4.0% recorded in the period January–December 2018 to 7.2% in the corresponding period in 2019.



Twin lift move by ship-to-shore gantry crane.

Transshipment traffic for the period January to December 2019 recorded 2,495,439 TEUs compared to 1,247,478 TEUs registered in the same period in 2018.

During the period January–December 2019, the Second Container Terminal handled 514,755 TEUs, which is equivalent to 36.3% of the total container traffic handled in the Port.

The terminal served 226 vessels with average gross moves per hour of 30 for the two berths. In regards to performance by berth, 66 vessels were served at berth 20 at an average of 7 gross moves per hour.

During the same period 160 vessels worked at berth 21 with average of 46 gross moves per hour registering 474,224 TEUs.

The port registered an improved performance on key performance indicators (KPIs). The average ship turnaround time for all vessels improved to record 3.0 days in 2019 against 3.4 days registered in 2018, also the average ship waiting time improved to 0.47 days in 2019 from 0.69 days in 2018. Similarly, the average tonnage of cargo per ship working days increased from 7,496 tons in 2018 to 8,495 tons in 2019.



Discharging of steel coils.

Pictorial



KPA Board Chairman Gen. (Rtd) Joseph Kibwana assists Transport Principal Secretary Mr. Solomon Kitungu to sanitize his hands on an official visit at the KPA headquarters.



Ag. Managing Director Eng. Rashid Salim confers with some of the container operations staff during a maiden call ceremony.



Port Security Officer Khassim Mohamed undertakes temperature screening to check for symptoms of Corona virus at the entry gate.



KPA team of marine engineers and other officials inspect on-going works on tug boat DUMA II at the African Marine and General Engineering (AMGECO) dry-dock.



A mooring gang in operation during berthing of a vessel.



Acting MD with record breaking gantry crane operators.



Cabinet Secretary Ministry of East African Community and Regional Development Mr. Adan Mohammed (R), KPA Head of Medical Services Dr. Gome Lenga (C) and NCTTCA Executive Secretary Mr. Omae Nyarandi at Miritini NTSA grounds during the distribution of 10,000 masks and reflector jackets to driver along the Northan Corridor.



Dock Workers Union Chairman Mohamed Sheria masking as a show of leadership by example to his members



KPA Chairman Gen.(Rtd) Joseph R Kibwana(center) is briefed on operations by the General Manager Operations and Harbourmaster's Capt.William Ruto and the Acting Managing Director Eng. Rashid Salim (Left).

Feature story

A Super Saver Despite The Odds

Peter Bosire is a mentally challenged student, but despite all odds he is today celebrated as the best money saver amongst his folks at Kisii Special School. Born and bred by a single parent in 1984 at Nyamafewe village, about two kilometres away from Kisii township, Peter faces the future with confidence. Walking with his head high, the 35-year old is doubtless, focused and determined to fight the stigma associated with people living with mental challenges.

According to the school administration, Peter is not only the best student in the special curriculum system but also the fastest learner and most importantly the leading chap with proven traits of entrepreneurship. A day scholar, in the special learning institution, located in the heart of the densely populated Kisii town, Peter is a proud student. He is credited for building up a personal saving of Ksh 35,000 and this is no mean feat to an ordinary person.

But wait, the money was until the week before our visit, not his maximum savings as he was forced to use Ksh.2000 to buy a goat to fulfil his desire for a livestock farmer. The "debit" transaction from his personal operated account had become increasingly inevitable when the lad conceived an idea to invest in farming. Life has to begin from somewhere as it's commonly said. Peter looks forward to owning a flock of goats in the near future.

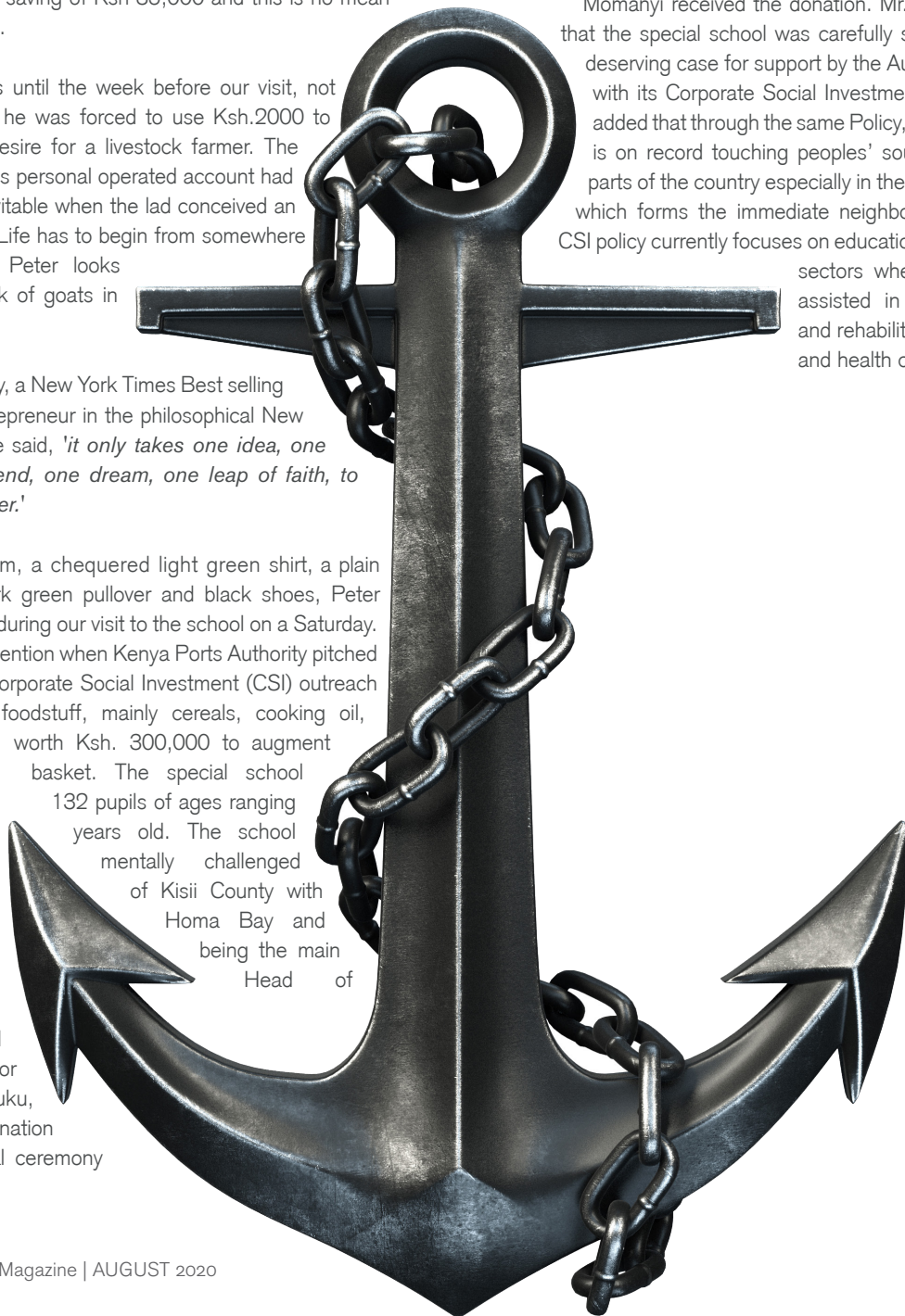
Just like what Mike Dooley, a New York Times Best selling author, speaker, and entrepreneur in the philosophical New Thought movement once said, *'it only takes one idea, one second in time, one friend, one dream, one leap of faith, to change everything forever.'*

Donned in school uniform, a chequered light green shirt, a plain green pair of shorts, dark green pullover and black shoes, Peter could not pass unnoticed during our visit to the school on a Saturday. He visibly attracted our attention when Kenya Ports Authority pitched tent at the school for a Corporate Social Investment (CSI) outreach activity. KPA donated foodstuff, mainly cereals, cooking oil, rice, milk and sugar worth Ksh. 300,000 to augment the school's food basket. The special school has a total enrolment of 132 pupils of ages ranging from 6 years to 25 years old. The school which caters for the mentally challenged is located in the heart of Kisii County with Homa Bay and being the main catchment areas. Vg. Administration Mr. Bildad Kisero who represented the Managing Director Dr. Arch. Daniel Manduku, handed over the food donation in a brief and emotional ceremony



Peter Bosire (in green sweater) counting his savings.

school's Board of Management (BOM) Chairman Mr. Joseph Otongo flanked by the Principal Mr. Sospeter Momanyi received the donation. Mr. Kisero noted that the special school was carefully selected as a deserving case for support by the Authority in line with its Corporate Social Investment Policy. He added that through the same Policy, the Authority is on record touching peoples' souls in various parts of the country especially in the Coast region which forms the immediate neighbourhood. The CSI policy currently focuses on education and Health sectors where KPA has assisted in constructing and rehabilitating schools and health centres.



Other Port News

ICDs Users Urged to Embrace Innovation and Technology

The operationalization of remarshaling Yard at the Inland Container Depot Nairobi is expected to enable stakeholders to use the Truck Booking System for cargo clearance.

This was said by the Head of Inland Container Depots Mr. Peter Masinde when he addressed stakeholders during a luncheon hosted by the Authority at a Nairobi hotel recently.

Truck Booking System at the depot is another feather in the cap of increasing efficiency which will complement the current direct loading of cargo from trucks to the wagons, thereby eliminating traffic along Gate A and B which is caused by the long truck queuing.

The luncheon which was attended by key stakeholders was purposely to discuss the current business environment and the impact COVID-19 has had on cargo handling operations.

He urged the stakeholders and users of the ICDN to embrace innovation and technology as operational business continuity solution, to a changing business landscape presently witnessed. He noted that the use of ICT's help in minimizing human contact by leveraging on systems that are already in place, to ensure seamless cargo clearance. Online documentation is one of the ICT solutions that has been scaled up to minimize movement in and out of the dry port.

Mr. Masinde further implored the diverse stakeholders including Shipping Lines (MAERSK, CMA CGM), Shippers Council of East Africa, KIFWA, Importers (Bollere) and Clearing Agents (Acceler Global Logistics, SPEDAG) to support the Naivasha Inland Container Depot which commenced operations recently. He encouraged increased use of the facility whose current yard utilization is estimated at 34%, confirming that KPA is working round the clock to ensure the dry port thrives.

The stakeholders emphasized on the need to involve all cargo intervener in Marketing ICD Naivasha, endorsing a strategy that targets both Public and Private sectors.

Managing Director of Maersk Kenya, Mr. Mads Skov-Hansen called for industry players to adopt constructive dialogue to resolve challenges at the ports especially during the COVID-19 pandemic era. His sentiments were echoed by Mr. Gilbert Langat, CEO of SCEA who reiterated that for ICDs to thrive, stakeholders should desist from complaining and instead focus on finding solutions together.

Mr. Auni Bhajji, the Regional Director at Bollere Africa Logistics on his part encouraged the use of the Standard Gauge Railway (SGR) which he said has reduced clients' costs as they focus on keeping operations afloat during the pandemic.



The Head of Inland Container Depots (ICDs) Mr. Peter Masinde (Right) and Shift Manager Mr. Christopher Owiti attend to a client in Nairobi.

Global Shipping Lines Give Lamu Port a Clean Bill of Health

Chief Executive Officers and senior managers from a record nineteen shipping lines have expressed their willingness to begin operations at the Port of Lamu which will be the second commercial port in the country.

The shipping lines including some of the biggest names in the international shipping industry such as MSC, Evergreen, PIL, CMA CGM, Sturrock and the recently revived Kenya National Shipping line among others, toured the new port to appreciate the progress achieved as preparations geared towards the commissioning of the first berth at the

The KPA team in an extensive session promised the shipping lines that they are working round the clock to ensure all the requisite requirements including equipment are delivered in time before operations kick off so as to ensure quality service delivery at the new port.

General Manager Corporate Services, Mr. Edward Kamau, assured the team of KPA's commitment to successful operationalisation of the facility, saying the Authority is on the right track and making good progress in the construction of the 23 berth facility. Mr. Kamau further lauded the construction of the second port as the port would open up the region to an alternative transport corridor that will escalate trade opportunities and enhance ease of doing business. Echoing his sentiments, Juma Tela, the Chairman of the Kenya Ships Agents Association, who spoke on behalf of the Shipping lines, registered their pleasure with the project but called upon KPA to hasten the completion of supporting infrastructure that'll enable a smooth take off of operations at the facility.



KPA Director Mr. Conrad Thorpe addressing the shipping lines officials at Lamu Port.

He further requested KPA to consider facilitating shipping lines, with the provision of office space for better coordination of operations.

Commenting on the mega port which is a key component of the LAPSSSET project, KPA Director Col (Rtd) Conrad Thorpe, noted that the upcoming port is currently the biggest and most exciting project from the eastern seaboard of Africa all the way to the Cape of Good Hope in the South.

"The government is spending a lot of money on this project, it is important we get it right," he said.

The port continues to attract investors keen on business partnerships and opportunities as it slowly takes shape. Earlier on, Board members from Tullow oil, evaluated the facility, which will be crucial in transporting oil from Turkana. The team also put up a request for the Authority to allocate an oil terminal and land for logistics purposes.

The first berth of the modern port which is complete consists of quay length measuring

400 meters long and draught of -17.5 projected to handle post panamax vessels with a capacity of up to 20,000 TEUs.

The berth has a yard capacity of 4394 TEUs (ground slots), and 13,000 of three stacks high translating to an annual throughput of 900,000 TEUs. (Cargo dwell time of four days and berth occupancy of 75 percent) The first berth will also be multi-purpose and will be capable of handling any type of vessel especially the self-sustaining vessels. Plans are also in the works to install 3 ship to shore gantry cranes by the time the remaining two berths are ready for operations in December 2020.

Meanwhile the Authority is organising for the requisite equipment to be delivered to the port to begin initial operations.

KPA in marketing the port is offering shipping lines a promotional tariff including 30 and 14 days storage free period for transshipment and transit cargo and domestic cargo respectively, light dues which shall be charged once at the first port of call either Lamu or Mombasa.

Key Ports Security Installation Receives Major Facelift

The Authority's efforts to guarantee the security of people and cargo at the Port of Mombasa got a major boost following the successful revamping of the security main control room.

The upgraded MCR is now capable of monitoring and controlling cameras and other Integrated Security System elements, covering up to container terminal 2, which was not covered initially. Further the facelift which is part of the Mombasa Port Development Programme, sponsored by Japan International Cooperation Agency (JICA) has seen the installation of Integrated Security System (ISS) elements covering all gate areas, control system upgrade, facial recognition cameras and secondary security control room.

Acting Managing Director Eng. Rashid Salim, underscored the significance of the upgrade noting that cargo and personnel safety is paramount to the efficiency and productivity of the Port. Engineer Salim noted that Port security has improved tremendously over the years and promised the same improvements at Nairobi and Naivasha Inland Container Depots.

"Data analysis is key, because standards of security have to be maintained", he concluded. The new system also comes with advanced features that have been designed to ensure the comfort, health and productivity of the operators due to the critical nature of their work. This includes advanced video wall two by four inch LED screens, pre-sets for alarms for instance intruder detections, public address system and improved aesthetics which are conducive to the eyes of the operators.

According to Acting Head of Security Services Mr. Tony Kibwana, the upgrade has been necessitated by the need to keep abreast with the ever changing technology. "Security is about managing risks and enhancing customer confidence and trust," noted Mr.Kibwana.

The MCR has been functioning for the last eight years since 2012 and therefore had its limitations. The upgrade will increase capability for full control and monitoring of the ISS systems covering all areas of the Port of Mombasa.

It will further contribute to enhanced incident management and coordination for response to emergencies including liaison with other agencies. An additional 300 closed circuit cameras have been fitted in the port area to a total of over 900 surveillance cameras. The project is implemented by an Israeli security firm Magal in conjunction with JICA.

Incidents of cargo theft and pilferage; a business risk KPA grappled with have reduced markedly following continued streamlining since the introduction of the International Ship and Port Security Code.

The development comes after the US Government reaffirmed its commitment towards supporting Kenya secure its border. US Ambassador to Kenya, Kyle McCarter during a ceremony where he handed over radiation detector equipment to the Port of Mombasa, said his government was keen in strengthening its relations and partnerships with Kenya.

"The friendship is meant to last and it is going to last because the truth is Kenya cannot afford to fail for the sake of the young people who are coming up in this country and the need to provide for their families," he said.

Ambassador McCarter said to secure the country's future there was urgent need to rejuvenate the economy and this could only be achieved through security initiatives.

He hastened to add that through these efforts, Kenya was destined for success saying it would be the shining star of democracy and prosperity in the East African region and the continent at large. To ensure Kenya complies with international best practices, the port has institutionalized several security measures that ensure it is preventing the transport of illicit goods without impacting legitimate trade. The Port of Mombasa is among the first ports in Africa to have 11 Radiation Portal Monitors (RPM) installed at various strategic locations near berths and gates at the Port of Mombasa.



Acting Head of Security services Mr. Tony Kibwana (Right) makes a briefing on the facelift of the port security installation.

New Record Shift Performance Set at Container Operations



Wesley Maritim



Joseph Maina



Chris Ondato



George Omindi

The Port of Mombasa witnessed a newer shift record performance after registering 1039 moves within eight hours recently.

The performance registered on container vessel Rio Centaurus in June 18 2020, during the third shift at Berth No.21, also saw crane operator Joseph Maina, register a new individual crane record of 409 moves translating to 51 moves per hour.

His colleagues Wesley Maritim and Crispinus Odato recorded 290 and 280 moves within the shift.

Maina's record came barely a week after George Ominde's record performance of 362 moves per crane shift on MV. Cosco Yinkou on Friday, June 12 2020. MV. Cosco Yinkou was also marking her maiden call to the Port under the new sharing agreement service dubbed Mashariki by two world largest shipping companies – Maersk and COSCO (China Ocean Shipping Company).

Operations for the vessel Rio Centaurus with an overall length of 229 meters, an equivalent of two football pitches, commenced at 2300 hours (first sling). The vessel worked with three Ship to Shore gantry cranes.

KPA Acting Managing Director Eng. Rashid Salim expressed satisfaction with the performance on the vessel which had a total 3050 container units.

He attributed the performance to good coordination, teamwork and supervision.

“Congratulations to the team including crane operators, terminal tractor drivers, supervisors and all those involved because this is a combination of efforts,” said the MD.

He said plans are underway for purchasing of new yard equipment in the 2020-2021 financial year to facilitate seamless performance.

Among the additional equipment to be purchased to boost operations include twin hook spreaders and new ship-to-shore gantry cranes.

Commenting on the new record performance, Acting Head of Container Operations Mr. Patrick Makau, expressed delight saying the performance was registered under peculiar environment as a result of the global COVID-19 pandemic challenges.

“We are currently operating in a very different scenario whereby at the moment 240 Container Operations staff are out of station,” Makau said.

On his part Maersk vessel coordinator Mr. Priston Agogo, commended KPA saying this was the best record witnessed at the Second Container Terminal since it started operations.

“KPA should continue maintaining its Ship to Shore Gantry Cranes and tug masters to sustain or even surpass the records,” he said.

Agogo added that the vessel Rio Centaurus was a joint venture between Maersk Shipping Line and COSCO Shipping Line.



KPA Female Staff are taking on Male Dominated Technical Fields



Ms. Jane Knight Otieno (Terminal Tractor Driver), Ms. Nellie Gaturu (Gantry Crane operator), Ms. Irene Maitha (Gantry Crane operator), Ms. Hawaa Pashua (Terminal Tractor Driver), Ms. Sabrina Kanini Ngutu (Gantry Crane operator) and Ms. Joyce Tireni (Terminal Tractor Driver).

There is a great trend developing where female staff are successfully taking on technical jobs which were earlier thought to be a preserve for their male counterparts. Bandari News Desk salutes the heroines for unlocking the opportunity by venturing into a male dominated work environment.

Reports confirm that there are female terminal tractor drivers and a winch operator at the conventional cargo terminal, female gantry operators, a top loader operator and quite a number of terminal tractor drivers at the container operations. There are also female sailors and a tug master at the marine operations.

Kenya's first marine pilot and KPA staffer Elizabeth Marami, is one of the names that features prominently in breaking into a male dominated field. She is the Second Officer aboard one of the largest world cruise liners Mv. CELEBRITY EDGE currently docked at the Port of Miami. The vessel is operated by the Royal Caribbean.

Speaking from Miami, Elizabeth is fully praised by her Boss, Captain. Kate Mccue the first female captain in the US. *"I am currently sailing as a Second Officer, this is a very good experience. I am working with a diverse group of up to seven senior female Officers,"* she says.

The pilot adds that though their cruise itinerary covers the whole world depending on seasons, they were not cruising due to the COVID-19 pandemic. *"The vessel is great and among her notable*

achievements is that it was an all-female Officer cruise done on March 8th this year," Marami says.

The Authority's other notable heroines are conspicuous in the container handling operations. Following their distinguished presence at a workplace where only men called the shots not long ago, the female staff have gained popularity day by day. The exceptionally skilled ladies have earned top management's recognition by discharging duties diligently.

Just like the proverbial saying, the one who plays at home is rewarded, the heroines have continued drawing adoration and envy from different quarters. It is amazing to note that their ambitions have not gone unnoticed by colleagues, port stakeholders and even the local media.

On several occasions we have received requests from the media to facilitate interviews for the heroines. In this regard News feature writers have established the Port not only as a key regional economy generator, but a rich reservoir for human interest stories both for the print and electronic media.

"At Kenya Ports Authority we continue enhancing opportunities for women to be educated and gain experience in maritime activities," acting Managing Director Eng. Rashid Salim was quoted in a one-and-a-half-page feature story published by **the Star Newspaper** recently.



Terminal Tractor Driver Ms.Hawaa Pashua on the steering wheel during one of the shifts.

The acting MD commended female staff who have taken up jobs as engineers, equipment operators, assistant deck officers, crew members aboard marine crafts, fire-fighting, and technicians among others.

Meet female heavy machinery operators at Mombasa Port, was the **headline** of the story that highlighted testimonies by Nellie Wangui, first woman crane operator and her colleagues Margaret Kungu who is the operator of Rubber Tyred Gantry Crane (RTG), Mwanamkuu Abdi and trainee Caroline Nkatha. These (not in the photos) are just samples of the many women working in technical areas.

Wangui started off as a pick-up driver in 2003, she got promoted to staff car driver and graduated to a terminal truck driver. Following her successful training on how to operate heavy duty cargo handling equipment, Wangui was moved to operate Rubber Tyred Gantry Cranes (RTG) and also tried her hand on the giant Ship to Shore Gantry Cranes.

Margaret Kungu, a former clerical assistant was transferred to train on forklift operations and has risen through the ranks to operate RTGs.

Mwanamkuu Abdi started off as a casual labourer way back in 2007. Her duties at the battery section included charging truck batteries before shifting to clerical job for a stint, and bouncing back to refuelling machinery including gantry cranes, top loaders and reach-stackers. She defied all odds including moving away from her traditional outfits into wearing overalls as a technical person. She was motivated and successfully qualified to operate forklifts, empty container handlers and terminal tractors.

Caroline Nkatha is undertaking her training on operating the Rubber Tyred Gantry Cranes. She expressed her gratitude for the support they have continued receiving from their male counterparts.



Walking towards their respective equipment are from Left: Ms. Sabrina Kanini Ngutu, Ms. Jane Knight Otieno, Ms. Hawaa Pashua, Ms. Nellie Gaturu and Ms. Joyce Tireni.



One of the sponsored dormitories at Mikahani Secondary.

KPA sponsors dormitory project for Mikahani Secondary School.

The Authority has constructed two modern dormitories at a cost of Kshs 9.9 million for Mikahani Secondary School in Kilifi County. The twin hostels built under the Corporate Social Investment (CSI) initiative were officially handed over to the school recently.

Speaking during the ceremony, Principal Human Resource Officer, Ms. Constane Mcharo who represented the Managing Director, expressed the Authority's commitment in meeting the socio-economic needs of the communities in the Coastal region.

"We are happy that we have given you this gift because we believe that we have made easier the task of traveling long distances and also created comfort in your accommodation arrangements. I therefore urge each one of you who has benefited from this project to utilize the time saved in reading," she said.

Mikahani, a mixed secondary school had been grappling with challenges as students trekked for long distances in pursuit of education and therefore, with accommodation facilities available, a good number will enjoy the comfort.

"When we received your plea for assistance we did not hesitate to come and analyze the situation and see what we could do in our own small way. We are glad these efforts have placed us here today," added Mcharo.

Since the year 2000, KPA has constructed over 30 schools and a few health facilities distributed across the Coast region.

Head of Corporate Affairs Mr. Bernard Osero encouraged the Mikahani students, as pioneers to the dormitories, to utilize the facilities responsibly for posterity. Upon receiving the keys for the launched dormitories, the school's principal Mr. Thomas King'oo encouraged parents and the entire community to ensure many children enrolled to acquire education. King'oo observed that there was no excuse, now that KPA had provided boarding facilities for their children.



The school dormitories before KPA intervention.

Discipline, Dedication, Passion are Key for Professional Soccer - Ikpeba

Today you mention the name Victor Ikpeba, it is one that still reverberates in the minds of football fans following his central role as a forward for the Super Eagles of Nigeria. His commitment and determination saw him become an icon beyond the African continent.

Recently, Bandari FC players had a chance for a one on one discussion with the legendary footballer who was in the country as chief celebrity guest for the Sports Personality of the Year Awards (SOYA) held in Mombasa.

The football star shared with the team his professional football career within and beyond the African borders. The interaction was such a huge inspiration that the 'dockers' will live to remember after many years in their football careers.

Ikpeba has undisputed track record, on and off the pitch, that makes him a true global icon – playing for Super Eagles at two consecutive FIFA World Cups in 1994 in the United States and 1998 in France is among his top notch achievements.

The speedy forward who was dreaded by many defenders helped his country to win the Africa Cup of Nations in 1994 when Nigeria defeated Zambia's Chipolopolo in the final, playing alongside the likes of Daniel Amokachi and the late bulky striker Rashid Yekini.

Every player wants to experience a golden moment in their sporting career and that is exactly what Ikpeba felt when he steered the Super Eagles in winning the historic Olympic football gold medal in 1996 after beating the likes of Brazil and Argentina in Atlanta, Georgia in the United States.

Having retired from active football in 2005, the 46 year-old Ikpeba recently made news headlines when he agreed to be the celebrity chief guest during the Kenyan Sports Personality of the Year Awards gala night held in Mombasa on January 24th. Before the gala night, his first stop was at Bandari FC where he interacted with the entire team during a training session.

"Discipline, dedication, passion and commitment should be your focus as a footballer. Money will then find you, but not the other way round," Ikpeba told Bandari players on a sunny day at the KPA Mbaraki Sports Club which is the home ground for the sole coastal football club in the Kenya Premier League. The former Nigeria international had visited the team in the company of officials from the Kenya Ports Authority who rolled out the red carpet for the former FC Monaco and Borussia Dortmund forward.

Bandari players who came close to winning their first premier league title in 2018 when they finished second behind defending champions Gor Mahia, were very attentive when their special guest gave an account on how he successfully played for famous clubs in Europe and later in Asia.

His performances earned him the African Footballer of the Year award in 1997. Two successful seasons followed and several European clubs expressed interest to sign the Nigerian international. While at Monaco, Ikpeba nearly signed for Italian club Reggina, but his wife, unwilling to give up life in France, locked him in their house on the day he was to sign his contract. Football commentators termed this as one of the low moments for the football legend.



Ikpeba again teamed up with countryman Sunday Oliseh at Borussia Dortmund in 1999, for a transfer fee of £4.8m from Monaco where he arrived at the age of 20 and coached by former Arsenal coach Arsene Wenger.

Looking for a move abroad, Ikpeba turned down an offer by English Premier League side Southampton and opted for Spain where he joined Real Betis on a season-long loan. He encouraged Bandari players to walk their dreams.

"I think Bandari has good players going by your age average. This is where to start and make it big like playing in Europe. But I insist, discipline is paramount in any sport," added Ikpeba who returned to Kenya for the second time after January 1997 when his team Super Eagles was held to a 1-1 draw by host Harambee Stars in a World Cup qualifier at the Moi International Sports Centre Karasani Stadium in Nairobi.

"Your national team then frustrated us. But I am happy to see great players like Wanyama featuring in the English premier league," added Ikpeba who has spent over a decade in football development projects across Africa.

Media reports indicate that Ikpeba now lives in Monaco with his three children. Panafrican News Agency (Dakar) reported in May 2000 that his wife Victoria Atinuke died in Germany at the age of 26, after losing her battle with breast cancer.

Responding to journalists' questions during the news conference at Bandari FC training session, Ikpeba said: "it's not easy to finish racism in football especially some European countries like Italy. Racism is there to stay, but what is important for African players is to remain focused and ignore the few individuals who decide to remain primitive because not everyone is a racist. Truly, majority have no problem with you as a player in that stadium".

KPA's Head of Corporate Affairs Mr. Bernard Osero who accompanied Victor Ikpeba during his tour in Mombasa and the port, termed the move as very motivational to Bandari FC players and other Kenyan footballers in general.

Kenya Ports Authority sponsors Bandari FC every season to participate in the competitive Kenya premier league as well as in the Confederation of African Club (CAF) championships.

Bandari FC was felicitated as the third best team of the year during the Safaricom SOYA Awards held early this year at the KPA Mbaraki Sports Club in Mombasa.



Bandari FC players and officials pose for a group photo with former Nigeria soccer star Victor Ikpeba (in the white jersey).

MD Inspects Reconstruction at Mbaraki Sports Club

KPA Acting Managing Director Eng. Rashid Salim was at the Mbaraki Sports Club on Wednesday, July 1st 2020 to inspect the ongoing renovation of the facilities.

The MD was accompanied by General Manager of Operations and Harbour Master Captain William Ruto, who is also the Chairman of the KPA sponsored premier league team Bandari FC, Mbaraki Sports Club Chairman Mr. Robert Warui, KPA Senior Managers, Bandari FC Secretary Dixon Kibagendi among other team officials.

The MD directed the team to ensure that the Policy addresses among others; management of sports, sports facilities, composition of teams and managing the team welfare, performance management, safety and risk management, funding and funds management, incentives and rewards management, doping control, compliance with the Sports Act and Arbitration/Dispute Resolution Mechanisms.

The MD was pleased with the ongoing construction which aims at elevating the sports grounds to international standards.

The KPA Sports Club has been expanded with a provision for extending the sitting capacity as well as upgrading the playing surface.

Currently it has two grounds under construction; the main field as well as the youth field which will double up as a training ground.

The MD together with the Chairman promised to meet the playing unit once the lads resume training.

He further announced plans for a total overhaul of the existing facilities at the club.

The inspection tour covered the gates, gym, football pitch, athletics track, administration block, kitchen and the VIP lounge.

Earlier this year, the KPA management announced the formation of a sports committee which is expected to rework the existing sports policy to ensure that it addresses among other issues; management of sports, sports facilities, composition of teams and managing the team welfare, performance management, safety and risk management, funding and funds management, incentives and rewards management, doping control, compliance with the Sports Act and Arbitration Dispute Resolution Mechanisms.

Acting Head of Administration Mr. Bildad Kisero is the Chairperson of the Committee. Other members include; Mr. Mark Mwangi, Sports Officer, Mr. Samuel Wanjohi, Sports Administrator, Ms. Wamuyu Waika, Legal Officer, Mr. Gerald Chunga, Finance Representative, Mr. Christopher Ogutu, Representative Basketball (men), Ms. Milka Getuno, Representative Basketball (women), Mr. Salim Kumaka, Representative KECOSO and Ms. Violet Mugambi, Senior Administrative Officer and Secretary to the Committee.



Acting Managing Director Eng. Rashid Salim is briefed on the on-going renovations by the General Manager, operations and Harbourmaster's Capt. William Ruto. Also present were Mr. Robert Warui (Club Chairman) and Mr. Michael Nyandiko (Secretary) during the inspection.



The inspection tour of the facilities.

Port of Mombasa Facilitates Crew Change

The Port of Mombasa received a cruise ship MS. Westerdam on crew change mission on Wednesday August 12, 2020.

The vessel which is owned by one of the biggest cruise liners MS Holland America and Princess Cruises docked at 3 nautical miles outside the Port channel and disembarked 7 members of its crew. Six Kenyans and one Zimbabwean work in the hospitality section on the ship.

The crew were received by a KPA pilot boat NAHODHA which ferried them into the port and disembarked at the Harbour Master's Control Tower pontoon.

The ship's agent MS Sturrock shipping took them to a hotel where they were to undergo the mandatory COVID-19 protocols before proceeding to their homes.

This was the closest a cruise ship has come to the Port since the cruise season was curtailed by the outbreak of the COVID-19 global pandemic.

KPA together with the Ministry of Tourism have been making great efforts to ensure the cruise industry becomes one of the biggest in the tourism sector in line with Kenya's plan to enhance sustainable exploitation of the Blue Economy.

In 2017, the Authority led by Hon Najib Balala held a successful meeting with Holland American Cruise lines, in Miami, USA during the World Cruise Convention. During this meeting, it was agreed that Princess Cruises will bring a vessel to the home-port of Mombasa, after the completion of the construction of the modern cruise passenger terminal at the Port.

The terminal is now ready to handle vessels and KPA was geared to receive more ships which have since cancelled due to coronavirus. With this gesture and the strengthening of marine security through the formation of Kenya Coast Guard, it is hoped that more ships will call the Port post- COVID-19.



Some of the crew members disembark from Cruise ship Westerdam to Pilot boat Nahodha.

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